

Memorandum

To: Eddy Avila

Agave Ponce, LLC

From: John J. McWilliams, P.E.

Date: February 17, 2015

Subject: Mediterranean Village

Coral Gables Trolley Ridership Estimate

Per your request, Kimley-Horn and Associates, Inc. has performed an analysis to provide a preliminary Coral Gables trolley ridership estimate associated with the proposed Mediterranean Village development. As you are aware, the Coral Gables trolley currently operates along Ponce De Leon Boulevard between Flagler Street and the Douglas Road Miami-Dade Transit (MDT) Metrorail Station. The trolley operates Monday through Friday from 6:30 a.m. to 8 p.m. The existing trolley route has multiple stops in close proximately to the proposed development.

Per the traffic impact study performed for this project, the percentage of traffic traveling to the site via walking, bicycling, or public transit is estimated to be six (6) percent or a reduction in vehicular trip generation of 55 vehicles during the a.m. peak hour and 94 vehicles during the p.m. peak hour. Using an average vehicle occupancy rate of 1.2 persons per vehicle per the *Institute of Transportation Engineers*; the number of site patrons traveling to/from by alternative travel mode is estimated to be 66 persons in the a.m. peak hour and 112 persons during the p.m. peak hour. Furthermore, it was assumed that 10 percent of daily site traffic occurs during the single peak hour. Therefore, it can be concluded that approximately 1,120 persons would travel to and from the site by means other than a personal vehicle.

In order to estimate which alternative mode of travel these site patrons will utilize, commuting patterns summarized in the 2009-2013 *American Community Survey* (ACS) 5-year estimate data for Miami-Dade County was used. According to the ACS approximately 55 percent of all commuters who travelled by means other than a person vehicle utilized public transportation. The traffic impact study identified 4 MDT Metrobus routes operating in the vicinity of the project site. Therefore, a portion of the patrons utilizing public transportation are expected to also utilize these bus routes. For purposes of this estimate, it is conservatively assumed that 50% of all transit users will utilize the trolley while the remainder would utilize the other available MDT routes. Table 1 summarizes the results of this estimating analysis.

Table 1: Mediterranean Village Transit Ridership Estimate Summary (AM Peak Hour/PM Peak Hour/Weekday)							
Total Alternative Mode Person Trips	Total Transit Person Trips (55% of Alternative Modes Trips)						
66 pph/ 112 pph/	Coral Gables Trolley	4 MDT Metrobus Routes	Total				
1,120 ppd	18 pph/31 pph/308 ppd	18 pph/31 pph/308 ppd	36 pph/62 pph/616 ppd				

Note: pph = persons per hour, ppd = persons per day.



As indicated, a total of 18-31 peak hour riders and approximately 308 daily riders are projected to utilize the existing trolley based upon the assumptions presented. The trolley operates on 12-minute headways for 13.5 hours per day along Ponce De Leon Boulevard, resulting is trolley passing the site 10 times per hour and 135 times per day in each day. Therefore, the project would generate an additional 2-3 riders per trolley during the peak hours and over 2 average riders per trolley throughout the day.

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January 26, 2015

Mr. Glenn Kephart, P.E. Public Works Director City of Coral Gables 2800 SW 72nd Avenue Miami, Florida 33155

Re: Mediterranean Village Traffic Impact Analysis Review (Ref #14153) Response to 01/21/2015 Comments

Dear Mr. Kephart:

We have received the review comments prepared by David Plummer and Associates, Inc. (DPA) dated January 21, 2015. We offer the attached revised traffic impact study and the following comment responses:

1. Figure ES-1: The Note at Galiano Street/Coconut Drive should say the southeast approach (not leg) is outbound only.

Response: The figure has been revised accordingly.

2. The ITE Multi-Use Project Internal Capture worksheets do not support the AM or the PM Peak Hour Trip Generation summary table in Appendix C. The 25% cap for the individual land uses should be adhered to and balanced in the worksheet. For example, the worksheet for the PM peak hour show the following internal capture rates for individual land uses: townhomes 45%, day care 28%, fitness center 54%, and hotel 47%. In order to reach concurrence with the city and save time, I recommend this issue be reviewed separately before the rest of the traffic impact study is modified.

Response: The worksheets previously included in the Appendix were for informational purposes only in order to demonstrate that the internal capture used in the analysis was reduced to not exceed 25% for each overall land use. However, based upon subsequent direction from the reviewer, the report was revised so the each of the ITE factors used in the internal capture calculation were capped at 25%. The applicant respectfully disagrees with this approach. However, the report was revised accordingly to expedite the City's review process. Note that the modal split was also revised per the reviewer's request.

3. In the restrictive alternative, existing traffic volumes will be diverted to other roadways. An exhibit should be provided showing these diversions.

Response: A series of figures summarizing this information is included in Appendix F.

4. The applicant states that both Ponce de Leon Boulevard/Sevilla Avenue and Ponce de Leon Boulevard/Palmero Avenue do not meet LOS standards and are candidates for traffic signalization. The applicant recommends one intersection, not both be signalized and



coordination with MDC is needed. The applicant needs to explain how the non-signalized intersection will be mitigated to meeting LOS standards.

Response: As the previous report submittal indicates, both intersections meet MDC's typical criteria for signalization spacing. Therefore, there is the potential for both intersections to signalize as part of this project and the report was revised accordingly. It should be noted that a traffic signal at the intersection of Palermo Avenue would create significant gaps in the Ponce De Leon Boulevard northbound traffic stream to improve operating conditions at the Sevilla Avenue intersection.

The applicant states that eastbound Catalonia Avenue at Ponce de Leon Boulevard does not meeting LOS standards unless the eastbound approach is restricted to right-turns only. The applicant needs to propose how that will be accomplished (i.e. median, signage, etc.).

Response: The report has been revised to clearly state that the installation of a raised median(s) is proposed to accomplish this restriction.

6. Other improvements mentioned in the report including the signalization of Almeria Avenue/SW 37 Avenue, traffic calming devices, streetscape features, a covered trolley stop, and a contribution towards trolley service enhancements. The City needs to determine how all of the improvements in the report will be documented in the development agreement and what timing will be for the improvements.

Response: Comment noted.

7. The City should consider requiring additional traffic calming studies for the residential streets east of LeJeune Road (Malaga Avenue and Catalonia Avenue) and east of Galiano Street (Sevilla Avenue, Palermo Avenue, Malaga Avenue) six to 12 months after the opening of the project to assure that these streets are protected from cut-through traffic.

Response: Comment noted.

8. The traffic calming devices proposed by the applicant will need City Public Works, Miami-Dade County, and City Fire Department approval.

Response: Comment noted.

We trust that we have adequately responded to this set of comments. Please contact me at 954-535-5100 if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

John J. McWilliams, P.E.

Vice President

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January 5, 2015

Mr. Glenn Kephart, P.E. Public Works Director City of Coral Gables 2800 SW 72nd Avenue Miami, Florida 33155

Re: Mediterranean Village Traffic Impact Analysis Review (Ref #14153) Response to 12/19/2014 Comments

Dear Mr. Kephart:

We have received the review comments prepared by David Plummer and Associates, Inc. (DPA) dated December 19, 2014. We offer the attached revised traffic impact analysis and the following comment responses:

1. The trip generation analysis the retail and restaurant uses were grouped as shopping center. The restaurant and retail uses should separate.

The report has been revised accordingly.

2. For internal capture, the maximum rate for any individual land use should not exceed 25%.

The report has been revised accordingly.

3. The land uses on page 3 and in Table 1 do not completely match the land uses included in the trip generation summary in Appendix C.

The report has been revised to address this discrepancy. Note that the development intensities used in the analysis have been slightly increased to account for any fluctuations in the final development plan.

4. The internal capture matrices provided in Appendix C do not completely match the trip generation summary in Table 1.

The report has been revised accordingly.

5. In the restrictive alternative, the city wants the intersection of Galiano/Sevilla to have the following movements: EB left and right, WB right only, NB right, left, and thru, SB thru and right. The applicant needs to develop an alternative that meets these requirements.

Per email correspondence on 12/31/2014, a concept to provide the requested movement restrictions was reviewed and preliminary approved by City staff. Furthermore, staff provided direction to implement the same concept at Galiano Street and Palermo Avenue. The report was revised accordingly.



6. Given the above, the future conditions with project scenario will need re-analysis.

The report has been revised accordingly.

We trust that we have adequately responded to these comments. Please contact me at 954-535-5100 if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

John J. McWilliams, P.E.

Vice President

Attachment

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Traffic Impact Analysis

Mediterranean Village Coral Gables, Florida





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Traffic Impact Analysis

Mediterranean Village Coral Gables, Florida

Prepared for:

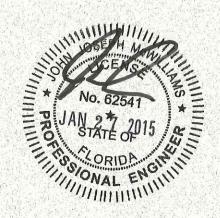
Agave Ponce, LLC Miami, Florida

Prepared by:

Kimley-Horn and Associates, Inc.



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John J. McWilliams, P.E. Florida Registration Number 62541 Kimley-Horn and Associates, Inc. 1221 Brickell Avenue, Suite 400 Miami, FL 33131



EXECUTIVE SUMMARY

Agave Ponce, LLC is proposing a mixed-use development (Mediterranean Village) in the City of Coral Gables in an area bounded by Ponce De Leon Boulevard (west), Galiano Street (east), Sevilla Avenue (north) and Malaga Avenue (south). The existing site contains vacant land and buildings that will be demolished. The proposed development will consist of a mix of office, residential, and retail uses including a hotel, restaurants, a gym/fitness club, a day care center, and a movie theater.

Trip generation calculations for the proposed mixed-use development were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation*, 9th Edition. The proposed development is expected to generate 864 new trips during the A.M. peak hour and 1,468 new trips during the P.M. peak hour.

In order to reduce cut-through traffic and speeds along surrounding local streets east of the site, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive. The non-restrictive measures include reduction of the pavement width, construction of mid-block raised center median with paver treatments within the travel lanes, construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes, and reconstruction of existing roundabouts or installation of raised/tabled intersections along Galiano Street/Malaga Avenue to address existing geometric deficiencies. The restrictive measures include the following:

- Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.



 Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

Different project traffic distributions were considered for both the non-restrictive and restrictive measures.

Intersection capacity analyses indicate that the study intersections are expected to operate at levels of service (LOS) E or better during the A.M. and P.M. peak hours under all analysis conditions with exception of one (1) stop-controlled approach during the P.M. peak hour under future background conditions, one (1) stop-controlled approach during the A.M. peak hour under future total conditions with both traffic calming plans, and two (2) stop-controlled approaches during the P.M. peak hour under future total conditions with both traffic calming plans. These results are common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

Three (3) of these one-way stop-controlled intersections are candidates for signalization as the expected volumes, with the proposed development, meet the peak hour minimum volume threshold and meet the Miami-Dade County signalized intersection spacing standards. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.

The remaining one-way stop-controlled intersection mentioned above is at a project driveway and it is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.



The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel including the following:

- Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust
 landscaping, covered walkways, and enhanced streetscape features
- Secured bicycle parking areas
- Changing/shower facilities with lockers and bicyclists
- Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps
- The project will also consider making a contribution towards trolley service enhancements:
 - Extend the existing weekday trolley service which operates until along
 Ponce De Leon Boulevard to a later hou
 - Operate a new Central Business District (CBD) loop route along Alhambra
 Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo
 Street during weekday morning, mid-day, and afternoon peak periods.
 - Modifications to the current trolley stop locations to improve accessibility to the project site.

Figure ES 1 illustrates the general traffic distribution, future operating conditions, and potential improvements found in the foregoing analysis.





TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
PROJECT TRAFFIC	3
Existing and Proposed Land Uses	3
Project Access	3
Trip Generation	4
Internal Capture Volumes	5
Pass-By Capture Volumes	5
Multimodal Reduction	5
Net New Project Trips	7
Overall Trip Distribution	9
Potential Traffic Calming Plans	9
Trip Assignment	12
EXISTING TRAFFIC	21
FUTURE BACKGROUND TRAFFIC	24
Background Area Growth	24
Committed Developments	25
FUTURE TOTAL TRAFFIC	27
INTERSECTION CAPACITY ANALYSIS	30
MULTIMODAL IMPROVEMENTS	35
CONCLUSIONS	36

LIST OF APPENDICES

APPENDIX A:	Preliminary Site Plan

APPENDIX B: Methodology Correspor	ndence
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APPENDIX D: Traffic Data

APPENDIX E: Background Area Growth

APPENDIX F: Volume Development Worksheets

APPENDIX G: Intersection Capacity Analyses



LIST OF FIGURES

<u>Page</u>
Figure 1: Site Location Map
Figure 2: Project Distribution with Non-Restrictive Measures
Figure 3: Project Distribution with Restrictive Measures
Figure 4: Pass-By Distribution
Figure 5: A.M. Peak Hour Project and Pass-by Assignment with Non-Restrictive Measures 17
Figure 6: P.M. Peak Hour Project and Pass-by Assignment with Non-Restrictive Measures 18
Figure 7: A.M. Peak Hour Project and Pass-By Assignment with Restrictive Measures
Figure 8: P.M. Peak Hour Project and Pass-By Assignment with Restrictive Measures 20
Figure 9: Existing Peak Hour Traffic
Figure 10: Future Background Peak Hour Traffic
Figure 11: Future Total Peak Hour Traffic with Non-Restrictive Measures
Figure 12: Future Total Peak Hour Traffic with Restrictive Measures
LIST OF TABLES Page
Table 1: Trip Generation
Table 2: Cardinal Trip Distribution9
Table 3: A.M. Peak Hour Intersection Capacity Analysis
Table 4: P.M. Peak Hour Intersection Capacity Analysis
Table 5: Future Total Conditions Peak Hour Driveway Capacity Analysis

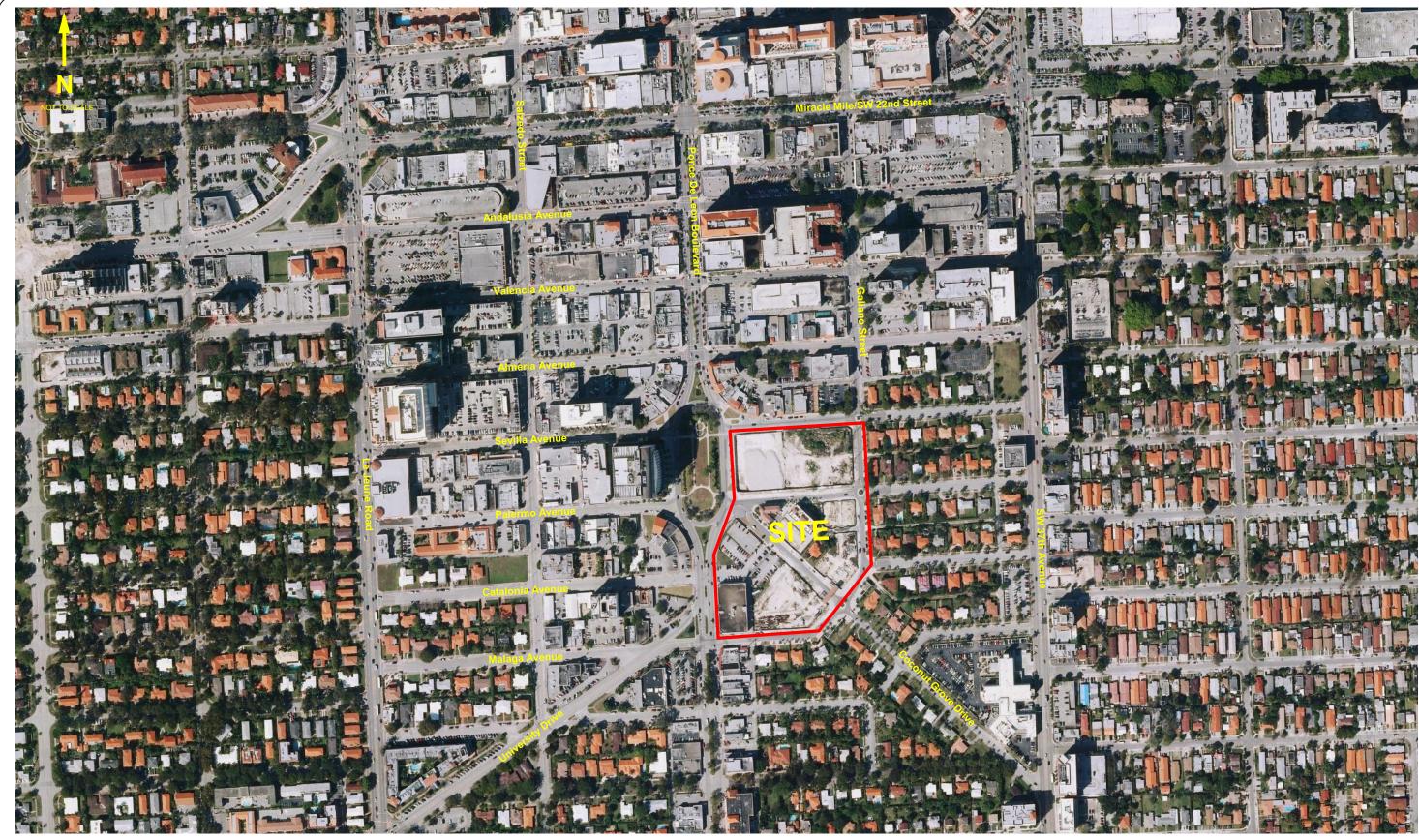
INTRODUCTION

Agave Ponce, LLC is proposing a mixed-use development in the City of Coral Gables in an area bounded by Ponce De Leon Boulevard (west), Galiano Street (east), Sevilla Avenue (north) and Malaga Avenue (south). The existing site contains vacant land and buildings that will be demolished. The proposed development will consist of a mix of office, residential, and retail uses including a hotel, restaurants, a gym/fitness club, a day care center, and a movie theater.

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue, and Malaga Avenue. Access to the residential townhouses is proposed via an alley along the east side of the site immediately west the proposed townhomes. Coconut Grove Drive from Palermo Avenue to Malaga Avenue is proposed to be converted from a two-way street to a one-way southbound street as part of this development. This street will be pedestrian-oriented and will provide supplementary drop-off/pick-up areas. A hotel porte cochere is proposed accessing Ponce De Leon Boulevard providing access for hotel patrons to the garage. However, the majority of parking is accessed via driveways along Sevilla, Palermo, and Malaga Avenues.

A project location map is included as Figure 1 and a site plan is provided in Appendix A. The project is expected to be completed by year 2017.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. This report has been conducted in accordance to the methodology submitted to the City on May 20, 2014. Methodology correspondence is provided in Appendix B. This report summarizes the data collection, project trip generation and distribution, and operational analyses. The report also addressed comments provided by City Staff and City Consultants dated October 4, 2014; December 19, 2014; and January 21, 2015.



Kimley » Horn

Figure 1 Site Location Map Mediterranean Village Coral Gables, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site currently contains vacant buildings that will be demolished. The proposed development will approximately consist of the following:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 29,000 square feet of restaurant
- 9,500 square-foot gym/fitness club
- 12,000 square-foot day care center
- 8-screen movie theater

Project Access

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue, and Malaga Avenue. Access to the residential townhouses is proposed via an service alley along the east side of the site immediately behind the proposed townhomes. Coconut Grove Drive from Palermo Avenue to Malaga Avenue is proposed to be converted from a two-way street to a one-way southbound street as part of this development. This street will be pedestrian oriented and will provide supplementary drop-off/pick-up areas for retail uses. A hotel porte cochere is proposed off of Ponce De Leon Boulevard provided access for hotel patrons to the hotel and garage. However, the majority parking is accessed via driveways along Sevilla,



Palermo, and Malaga Avenues. A site plan is provided in Appendix A. The following driveways are proposed for the project site:

- Three (3) driveways along Sevilla Avenue
 - One (1) full-access driveway provides access to the underground service corridor.
 - One (1) full-access driveway provides access to the public parking garage (North Driveway).
 - One (1) full-access driveway provides access to the alley serving the residential townhomes.
- Two (2) driveways along Palermo Avenue
 - One (1) full-access driveway provides access to the public parking garage (North Driveway).
 - One (1) full-access driveway provides access to the alley serving the residential townhomes.
- Two (2) driveways along Ponce De Leon Boulevard
 - One (1) right-in driveway will serve the hotel porte cochere.
 - One (1) right-out driveway will serve the hotel porte cochere.
- Two (2) driveways along Malaga Avenue
 - One (1) right-in/left-in/right-out driveway providing access to the garage.
 - One (1) full-access driveway providing access to the alley serving the residential townhomes.

Trip Generation

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineer's (ITE's) report *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Codes (LUC) 820 (Shopping Center), 492 (Health/Fitness Club), 445 (Multiplex Movie Theater), 230 (Residential Condominium/Townhouse), 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), 565 (Day Care Center), 710 (General Office Building), 931 (Quality Restaurant), and 932 (High-Turnover (Sit-Down) Restaurant). Table 1



summarizes the project's expected trip generation for the weekday A.M. and weekday P.M. peak hours of adjacent street traffic. As shown in Table 1, this project is expected to generate 1,201 gross trips during the A.M. peak hour and 2,250 gross trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Internal Capture Volumes

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004. Per direction from City staff, the ITE factors used in the internal capture calculation were capped at 25 percent (25.0%). The A.M. peak hour and P.M. peak hour internal capture rates are expected to be 15.5 percent (15.5%) and 13.2 percent (13.2%). The applied internal capture percentages are presented in Table 1 and detailed calculations are contained in Appendix C.

Pass-By Capture Volumes

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip destination. Pass-by capture rates were estimated using ITE Land Use 820 (Shopping Center). The pass-by percentages were determined based on information provided in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004. The average pass-by capture used for the uses was 9.5 percent (9.5%) in the A.M. peak hour and 20.1 percent (20.1%) in the P.M. peak hour. The pass-by capture rates expected for the development are indicated in Table 1. Detailed calculations and figures depicting pass-by project trips are contained in Appendix C.

Multimodal Reduction

In order to account for the urban environment in which the project site is located in, a multimodal (public transit, bicycle, and pedestrian) reduction of six percent (6%) was applied to the site. Six

percent (6%) was conservatively assumed as the average modal split for residential (8%) and visitors (4%) based upon the *2012 American Community Survey* for Miami-Dade County. It is expected that employees, residents, and guests in nearby hotels will choose to walk to the proposed development. It is also anticipated that hotel guests will walk to the adjacent retail stores, restaurants, and other local places of interest include the Miracle Mile shopping district and nearby residential buildings. Additionally, it is expected that a portion of the trips will utilize transit. Miami-Dade County Transit (MDT) provides bus service via four (4) routes in the vicinity of the site:

- Route 24 operates on SW 22nd Street/Coral Way within the vicinity of the project. The
 route operates at 40-minute headways throughout the day and provides connecting
 service to 32 additional Miami-Dade Transit bus routes, as well as the Metrorail via the
 Metromover. Bus stops for Route 24 are provided along Andalusia and Aragon Avenues
 near Ponce De Leon Boulevard which is a 4-7 minute walk from the site.
- Route 37 operates on SW 37th Avenue/Douglas Road within the vicinity of the project. The route operates at 30-minute headways throughout the day and provides connecting service to 28 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover. Bus stops for Route 37 are provided along SW 37th Avenue Douglas Road at Sevilla Avenue and Palermo Avenue which is a 3-4 minute walk from the site.
- Route 42 operates on Le Jeune Road within the vicinity of the project. The route operates
 at 30-minute headways throughout the day and provides connecting service to 27
 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover.
 Bus stops are provided at LeJuene Road and Palermo Avenue which is a 6 minute walk
 from the site.
- Route 56 operates on Le Jeune Road within the vicinity of the project. The route operates
 at 50-minute headways throughout the day and provides connecting service to 16
 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover.
 Bus stops for Route 56 are the same as Route 42.

In addition to the Miami-Dade County Transit, the City of Coral Gables provides a trolley service that operates on Ponce De Leon Boulevard with 15 minute headways throughout the weekday from 6 A.M. to 8 P.M. The trolley route services a number of points of interest, including the Coral Gables Art Cinema, Westin Colonnade Hotel, Miracle Theater, Miracle Mile Shops, Coral Gables Police Department, Fred B. Hartnett/Ponce Circle Park, and Coral Gables Hospital. The transit data and trolley map is provided in Appendix D.

Net New Project Trips

Net new project trips are equal to the gross project trips minus the internal capture and pass-by capture trips. The net new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 864 net new trips during the A.M. peak hour and 1,468 net new trips during the P.M. peak hour.



Table 1: Trip Generation															
Proposed Land Use Code		Scale	Gross Trips		Internal Capture		External Trips		Pass-By Capture		New Project Trips				
	Scale	Enter	Exit	Total	Percent	IC Trips	Enter	Exit	Total	Percent	PB Trips	Enter	Exit	Total	
	A.M. Peak Hour (P.M. Peak Hour)														
Shopping Center	820	242,000 s.f.	166 (520)	101 (563)	267 (1,083)	21.8% (8.9%)	58 (96)	137 (472)	72 (515)	209 (987)	30.2%	64 (298)	105 (323)	40 (366)	145 (689)
Health/Fitness Club	492	9,500 s.f.	7 (20)	7 (15)	14 (35)	85.7% (54.3%)	12 (20)	1 (10)	1 (5)	2 (15)	0.0%	0 (0)	1 (10)	1 (5)	2 (15)
Multplex Movie Theater	445	8 Screens	0 (49)	0 (60)	0 (109)	21.8% (8.9%)	0 (10)	0 (44)	0 (55)	0 (99)	0.0%	0 (0)	0 (44)	0 (55)	0 (99)
Residential/ Condominium Townhouse	230	15 du	2 (9)	9 (4)	11 (13)	27.5% (30.7%)	4 (4)	0 (7)	7 (2)	7 (9)	0.0%	0 (0)	0 (7)	7 (2)	7 (9)
High-Rise Residential Condo/ Townhouse	232	214 du	17 (55)	74 (33)	91 (88)	27.5% (30.7%)	24 (28)	5 (41)	62 (19)	67 (60)	0.0%	0 (0)	5 (41)	62 (19)	67 (60)
Hotel	310	184 rooms	58 (56)	40 (54)	98 (110)	29.6% (30.9%)	29 (34)	44 (39)	25 (37)	69 (76)	0.0%	0 (0)	44 (39)	25 (37)	69 (76)
Day Care Center	565	12,000 s.f.	77 (70)	69 (78)	146 (148)	11.6% (26.4%)	17 (38)	69 (51)	60 (59)	129 (110)	0.0%	0 (0)	69 (51)	60 (59)	129 (110)
General Office Building	710	314,000 s.f.	421 (73)	57 (357)	478 (430)	4.4% (10.7%)	21 (46)	411 (50)	46 (334)	457 (384)	0.0%	0 (0)	411 (50)	46 (334)	457 (384)
Quality Restaurant	931	21,750 s.f.	6 (109)	12 (54)	18 (163)	21.8% (8.9%)	4 (14)	4 (102)	10 (47)	14 (149)	44.0%	6 (66)	1 (69)	7 (14)	8 (83)
High-Turnover (Sit- Down) Restaurant	932	7,250 s.f.	43 (43)	35 (28)	78 (71)	21.8% (8.9%)	17 (6)	35 (40)	26 (25)	61 (65)	43.0%	26 (28)	22 (26)	13 (11)	35 (37)
Subtotal	-	-	797 (1,004)	404 (1,246)	1,201 (2,250)	15.5% (13.2%)	186 (296)	706 (856)	309 (1,098)	1,015 (1,954)	9.5% (20.1%)	96 (392)	658 (660)	261 (902)	919 (1,562)
6% Multimodal Reduction							eduction	39 (40)	16 (54)	55 (94)					
											Net N	ew Trips	619 (620)	245 (848)	864 (1,468)



Overall Trip Distribution

The likely distribution of project traffic was forecasted for the trips expected to be generated by the proposed development. The trip distribution was based on a cardinal trip distribution for the project site's traffic analysis zone (TAZ 1061) obtained from the *2035 Cost Feasible Plan* travel demand model developed by the Miami-Dade Metropolitan Planning Organization. The cardinal trip distribution for TAZ 1061 is provided in Table 2. The distribution data is provided in Appendix D.

Table 2: Cardinal Trip Distribution						
Cardinal Direction	Percentage of Trips					
North-Northeast	19.80%					
East-Northeast	18.68%					
East-Southeast	4.33%					
South-Southeast	5.57%					
South-Southwest	18.21%					
West-Southwest	14.18%					
West-Northwest	9.13%					
North-Northwest	10.09%					
Total	100.00%					

Potential Traffic Calming Plans

A traffic calming study was previously conducted for the residential neighborhood east of the site in an effort to reduce existing and future cut-through traffic. This study examined the following roadway segments:

- Sevilla Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Palermo Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Malaga Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Coconut Grove Drive from Malaga Avenue to SW 37th Avenue/Douglas Road

In order to reduce cut-through traffic and speeds along these corridors, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive.

Non-Restrictive Measures

Non-restrictive measures often focus on speed control and vertical changes in roadway geometry. These include options such as roadway narrowing, speed tables and roundabouts. For purposes of this analysis, the following improvement plan was considered:

- Reduction of the pavement width from 36 to 40 feet to approximately 19 feet of pavement allowing for two (2) 9.5-foot travel lanes. The additional area created by this reduction will provide for room for a swale and large shade trees. This treatment will be incorporated on Sevilla Avenue, Palermo Avenue, Malaga Avenue, and Coconut Grove Drive between Galiano Street/Malaga Avenue and SW 37th Avenue/Douglas Road.
- Construction of mid-block raised center median with paver treatments within the travel
 lanes along the same roadway segments of the pavement width reduction.
- Construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to singlefamily residential homes along the same roadway segments of the pavement width reduction.

In addition, the two (2) intersection control options were considered at the intersections along Galiano Street/Malaga Avenue from Sevilla Avenue to Coconut Grove Drive: (a) reconstruction of the existing roundabouts to better meet geometric standards or (b) installation of raised/tabled intersections.

These improvements are expected to reduce speeds and deter cut through traffic within the residential neighborhood and improve overall livability. It should also be noted that the implementation of these improvements are also expected to reduce existing and future cut-through traffic between SW 37th Avenue/Douglas Road and Galiano Street/Malaga Avenue. The traffic calming measures will increase the travel time along these streets making alternative

routes more attractive for project traffic. However, volume reduction is location specific and needs to consider several factors such as a) cut-through traffic volume b) system/network of traffic calming features c) alternative routes. Therefore, traffic volume reductions along these routes were not estimated.

Restrictive Measures

Restrictive measures prohibit certain vehicular movements within a segment or at an intersection. These include raised intersection medians, roundabout/median combinations and, or one-way conversions. Restrictive measures are often implemented in combination with non-restrictive measure. For purposes of the analysis, it was assumed that restrictive measures would be implemented at the intersections along Galiano Street/Malaga Avenue from Sevilla Avenue to Coconut Grove Drive. Based on feedback provided by City staff, the following restrictive measures are proposed:

- Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting the east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Palermo
 Avenue, prohibiting east-west left and through movements, the northbound left-turn
 movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

In addition, the eastbound approach of the Malaga Avenue at Coconut Grove Drive intersection is proposed to serve as an out-only roadway, prohibiting the northbound left-turn movement, westbound through movement, and southbound right-turn movement.



These restrictions would result in a significant reduction on existing and future cut-through traffic volumes within the study neighborhood. However, the subject movement restrictions will impact the accessibility of the subject neighborhood.

Trip Assignment

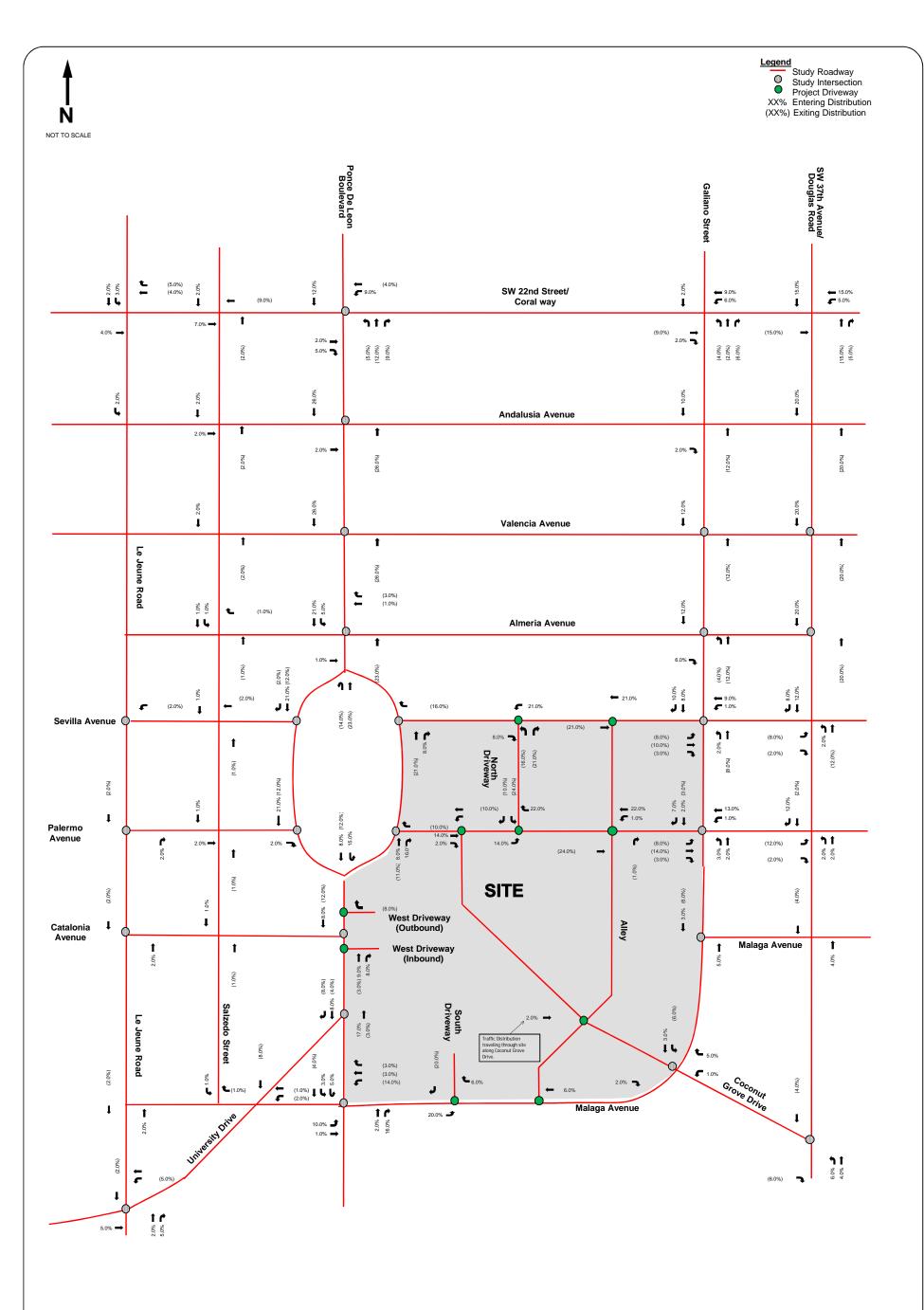
Two (2) different project traffic distributions were developed to account for both scenarios (non-restrictive and restrictive traffic calming measures). Traffic volumes were reassigned for the restriction traffic calming scenario. Although the majority of the traffic associated with the proposed restrictive movements is expected to divert to east-west streets surrounding the subject neighborhood, a portion of these restricted movements are expected to perform left-turn and right-turn movements at the subject intersections. The analysis assumed the following:

- o Galiano Street at Sevilla Avenue
 - Fifty percent (50%) of eastbound through movement will reroute and perform either a left-turn movement or a right-turn movement at the subject intersection.
 - Twenty-five percent (25%) of the westbound left-turn and through movements will reroute and perform a right-turn movement at the subject intersection.
- o Galiano Street at Palermo Avenue
 - Twenty-five percent (25%) of eastbound and westbound left and through movements will reroute and perform a right-turn movement at the subject intersection.
- Galiano Street at Malaga Avenue
 - Twenty-five percent (25%) of the westbound left-turn movement will reroute and perform a right-turn movement at the subject intersection.

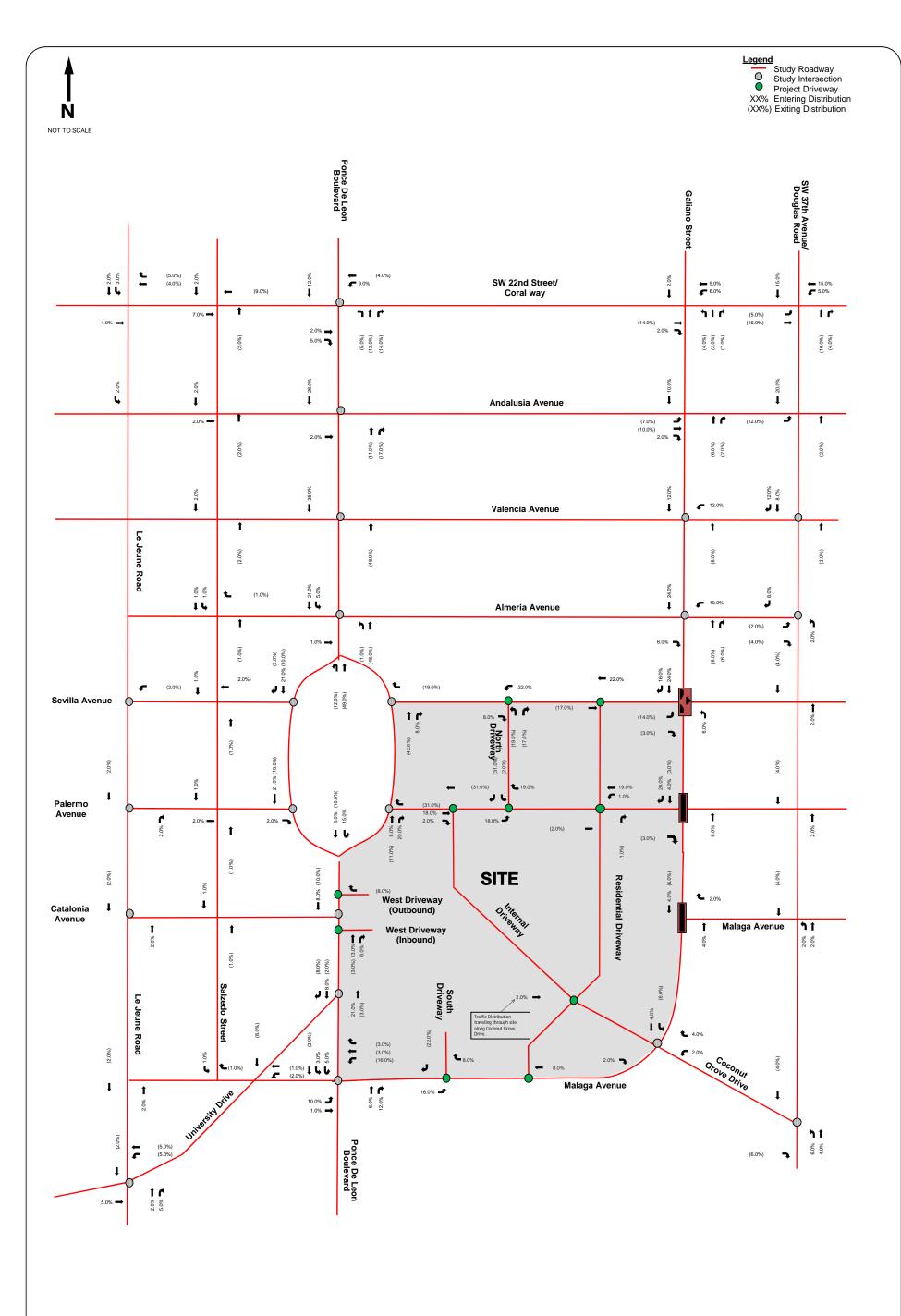
The remainder is expected to reroute to other east-west streets based on both the destination of the diverted volumes and the percentage of turning movements at adjacent intersections. In addition, the eastbound approach at the intersection of Malaga Avenue at Coconut Grove Drive is proposed to serve as an out-only roadway. The traffic associated with these restrictions were reassigned per the future restriction of the intersection.

Traffic Impact Analysis

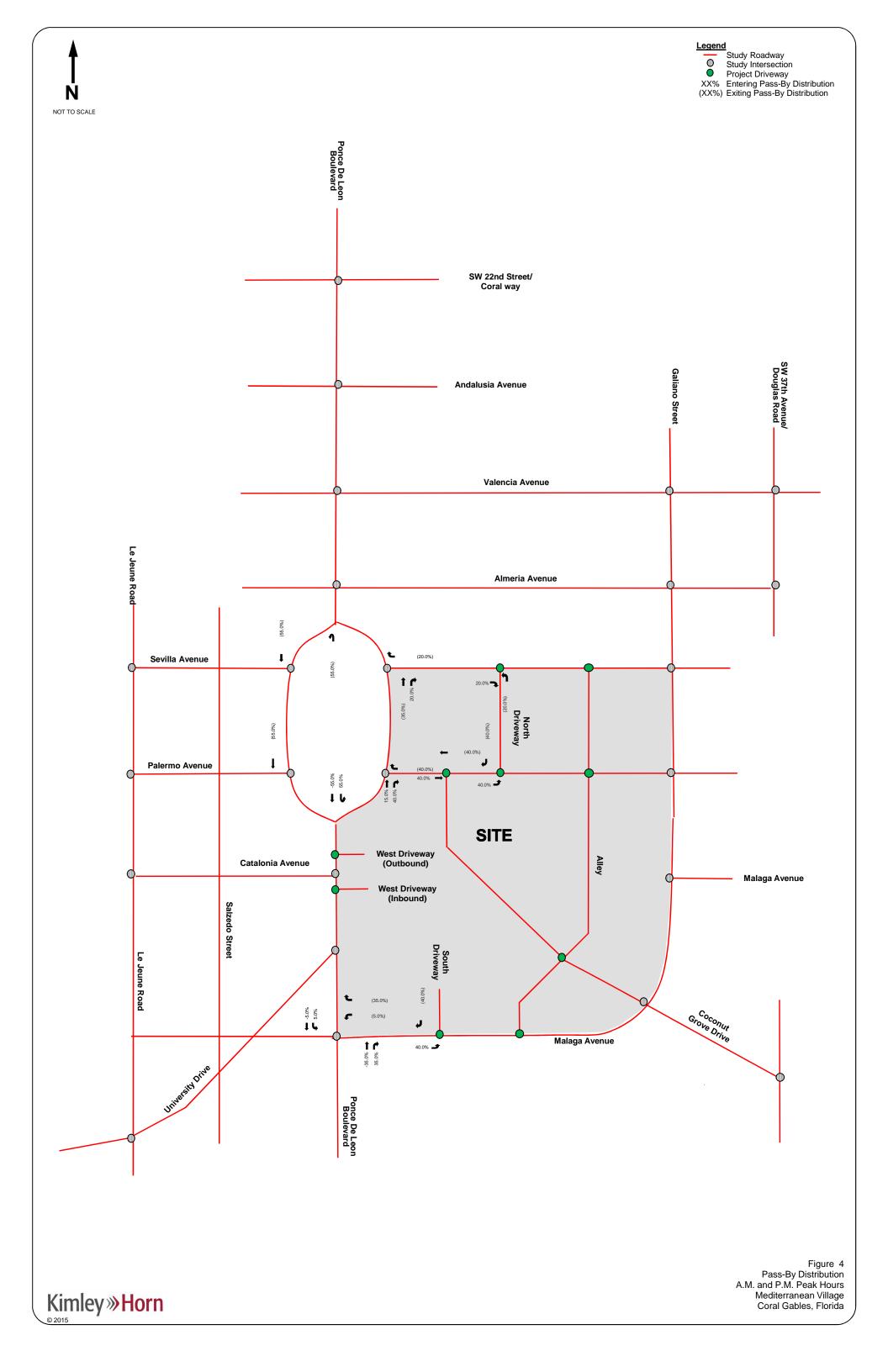
Figures 2 and 3 present the project's trip distribution with non-restrictive and restrictive traffic calming measures proposed in the residential area just east of the project site. Figure 4 presents the project's trip pass-by distribution. Figures 5 through 8 present the project's traffic assignment and pass-by assignment with non-restrictive and restrictive traffic calming measures for the weekday A.M. and P.M. peak hours.

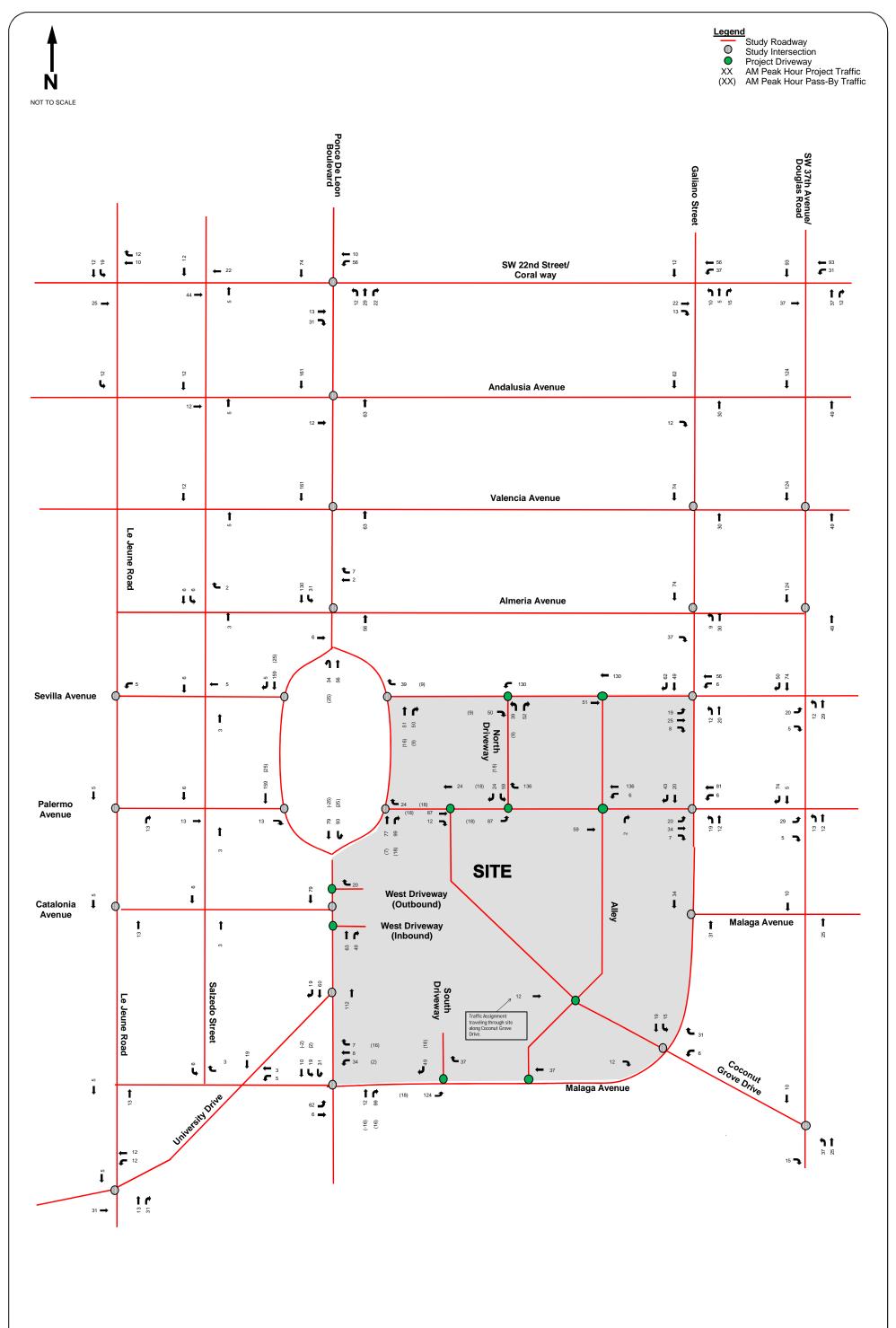




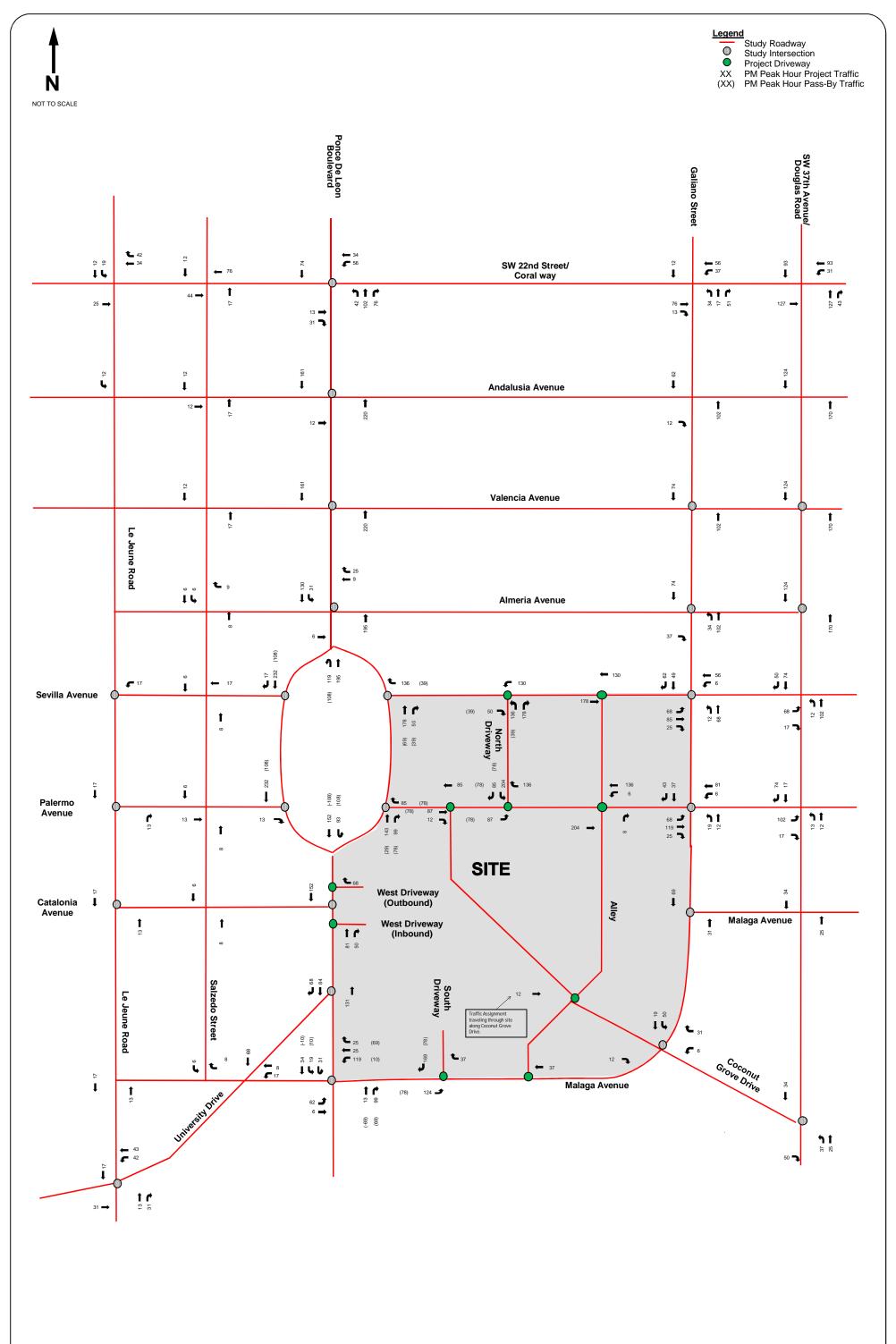




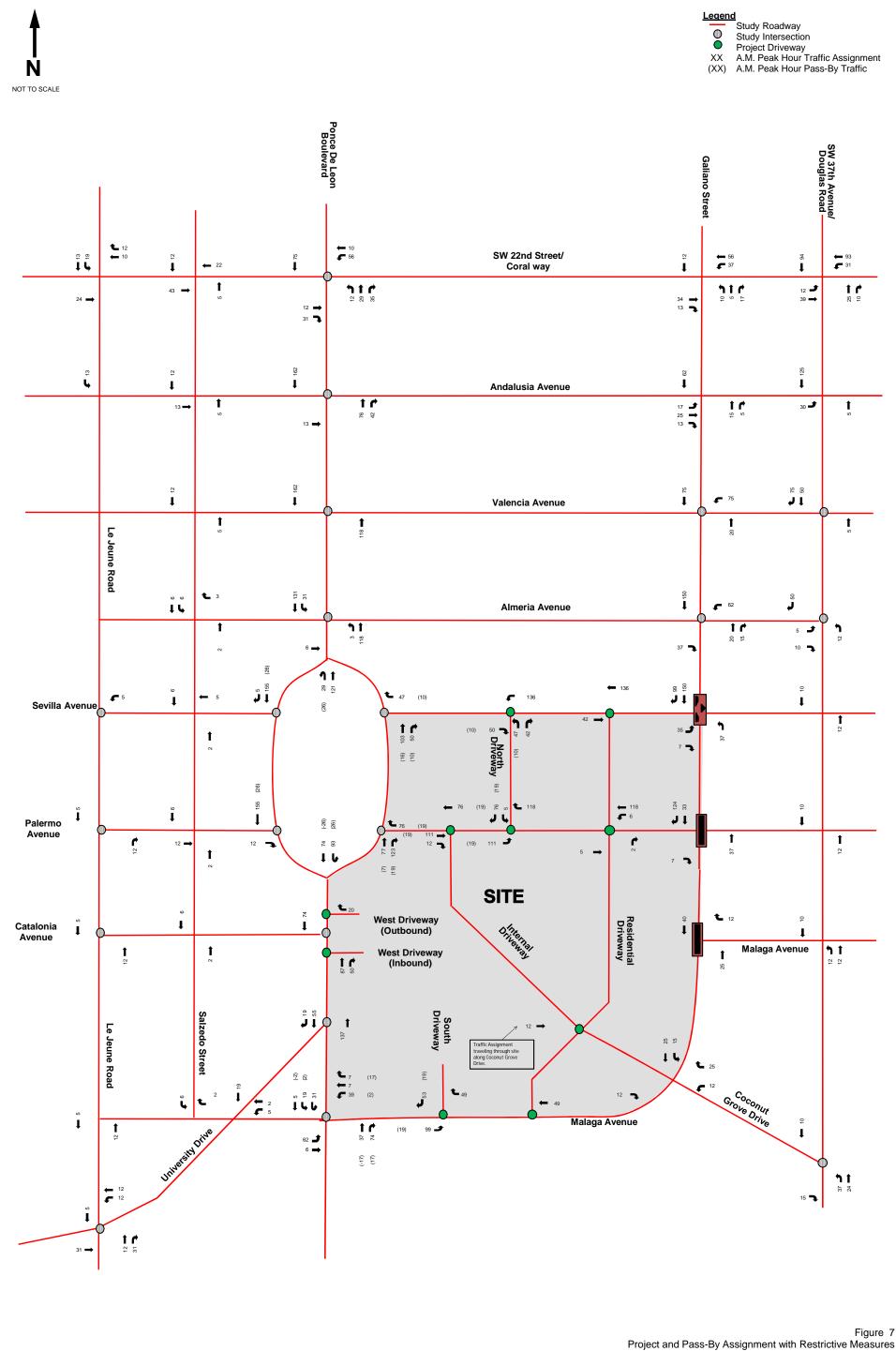




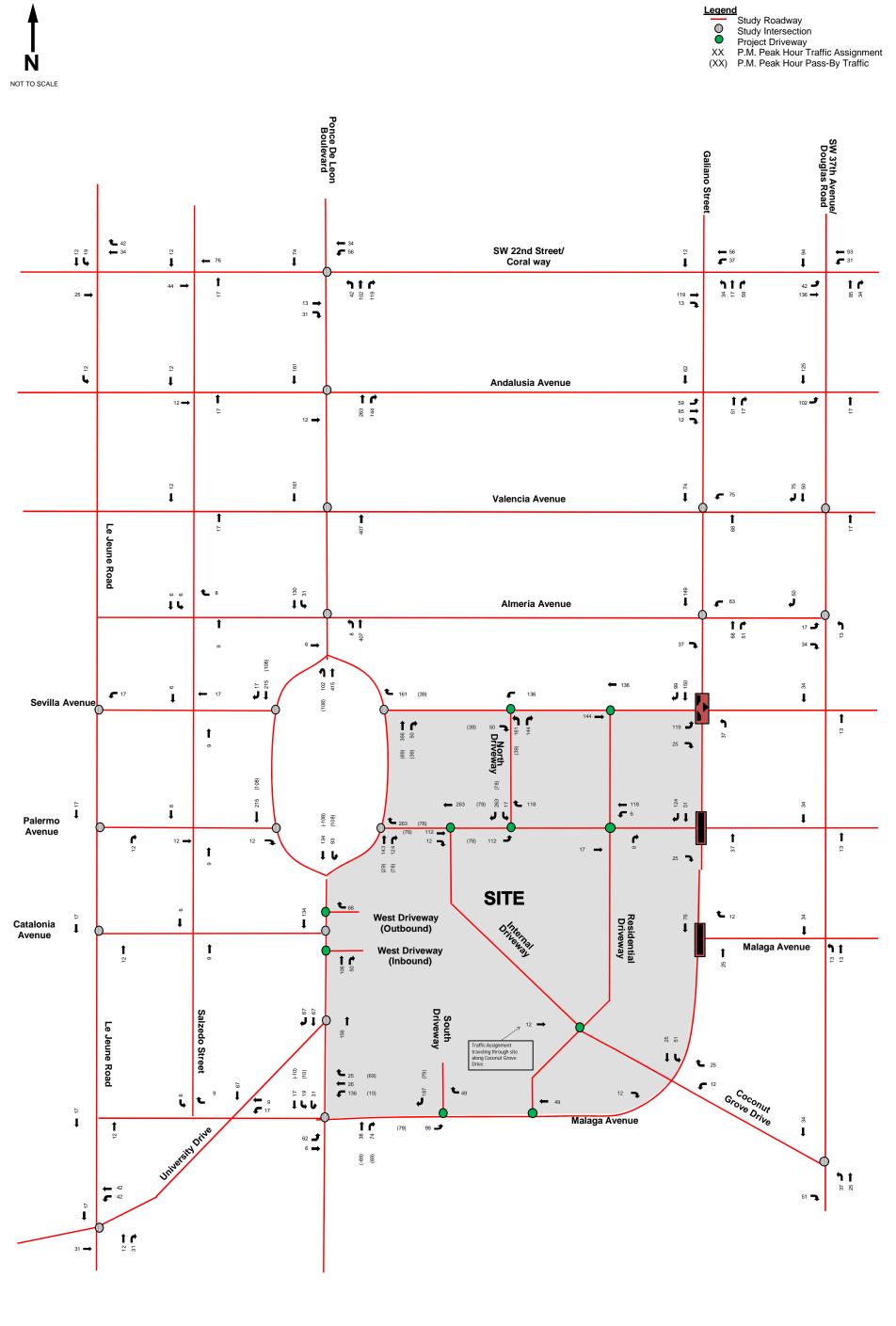








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EXISTING TRAFFIC

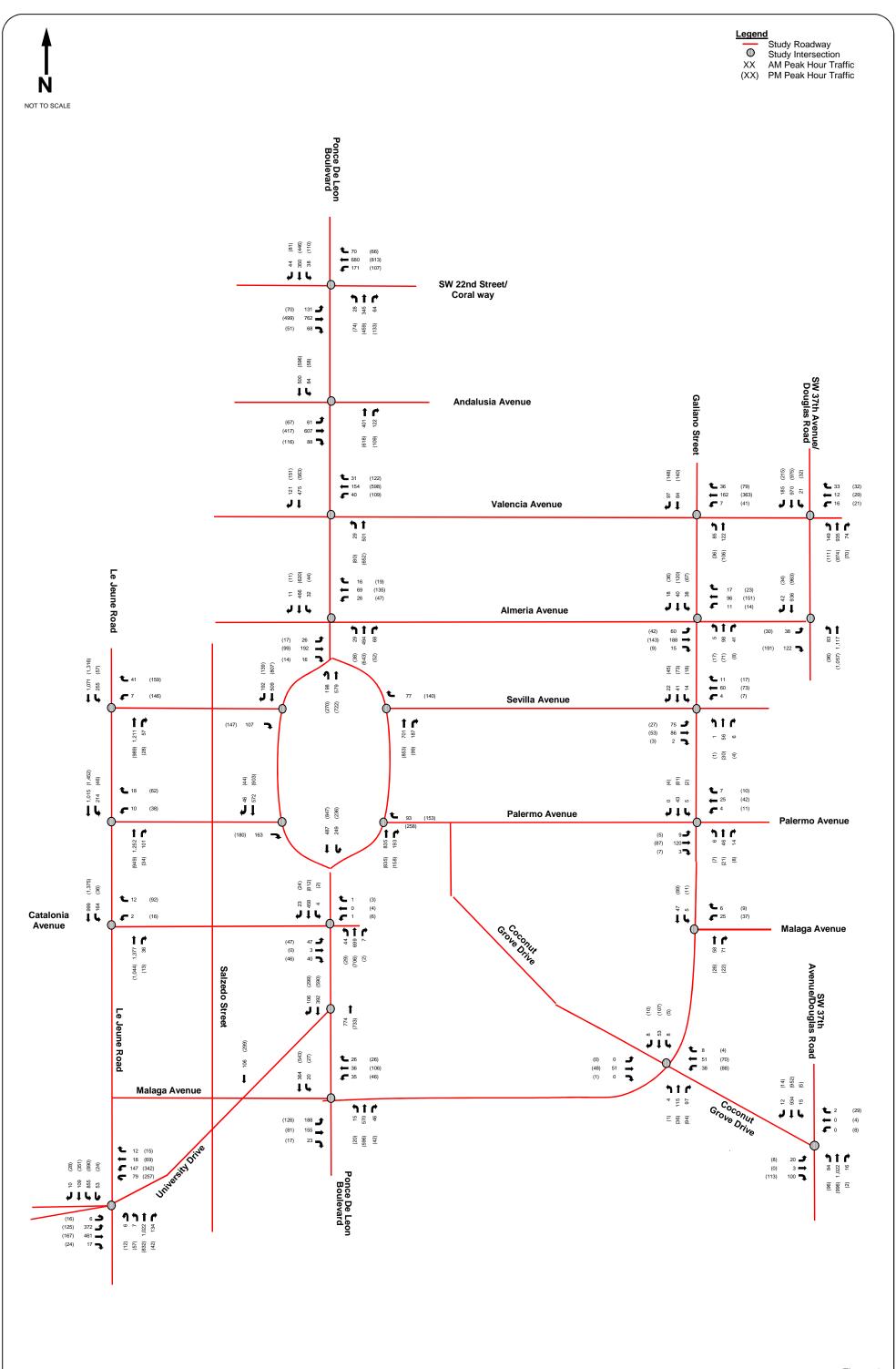
A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on May 13, 2014 (Tuesday), May 14, 2014 (Wednesday), May 15, 2014 (Thursday), and May 22, 2014 (Thursday) at the following twenty (20) intersections:

- SW 22nd Street/Coral Way and Ponce De Leon Boulevard
- Andalusia Avenue and Ponce De Leon Boulevard
- Valencia Avenue and Ponce De Leon Boulevard
- Almeria Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
- Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
- Palermo Avenue and Ponce De Leon Boulevard (Southbound)
- Palermo Avenue and Ponce De Leon Boulevard (Northbound)
- Catalonia Avenue and Ponce De Leon Boulevard
- University Drive and Ponce De Leon Boulevard
- Malaga Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Le Jeune Road
- Catalonia Avenue and Le Jeune Road
- Palermo Avenue and Le Jeune Road
- University Drive and Le Jeune Road
- Valencia Avenue and Galiano Street
- Valencia Avenue and SW 37th Avenue
- Almeria Avenue and Galiano Street
- Almeria Avenue and SW 37th Avenue
- Coconut Grove Drive and SW 37th Avenue

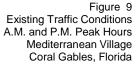
Turning movement counts performed previously as part of a previous analysis for the neighborhood east of the site were collected on November 6, 2013 (Wednesday) at the following four (4) intersections:

- Sevilla Avenue and Galiano Street
- Palermo Avenue and Galiano Street
- Malaga Avenue and Galiano Street
- Malaga Avenue and Coconut Grove Drive

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the counts collected in November is 1.01 and for the counts collected in May is 1.02. In addition, peak hour factors of the overall intersection were applied to the peak season turning movement counts within the capacity analysis. The turning movement counts and FDOT peak season factor category reports are included in Appendix D. Figure 9 presents the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.



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FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2017 without the construction of the proposed project. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Figure 10 presents the year 2017 peak hour background traffic volumes during the weekday A.M. and P.M. peak hours.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations and based upon the Miami-Dade Metropolitan Planning Organization's (MPO) projected 2005 and 2035 model network volumes. FDOT count stations referenced in this analysis include:

- Count Station #0024 located on SR 953/Le Jeune Road, 200 feet south of Coral Way/SR
 972
- Count Station #0025 located on SR 953/Le Jeune Road, 200 feet south of SW 8th Street/SR
 90
- Count Station #0082 located on SR 976/Bird Road, 200 feet east of SW 42nd Avenue
- Count Station #1048 located on SR 976/Bird Road, 200 feet west of SW 42nd Avenue
- Count Station #2534 located on SR 972/Coral Way, 200 feet east of SW 37th Avenue

The FDOT historic growth rate analysis yielded a -0.49 percent (-0.49%) growth rate over the most recent ten (10) year period and a 1.43 percent (1.43%) growth rate over the most recent five (5) year period.

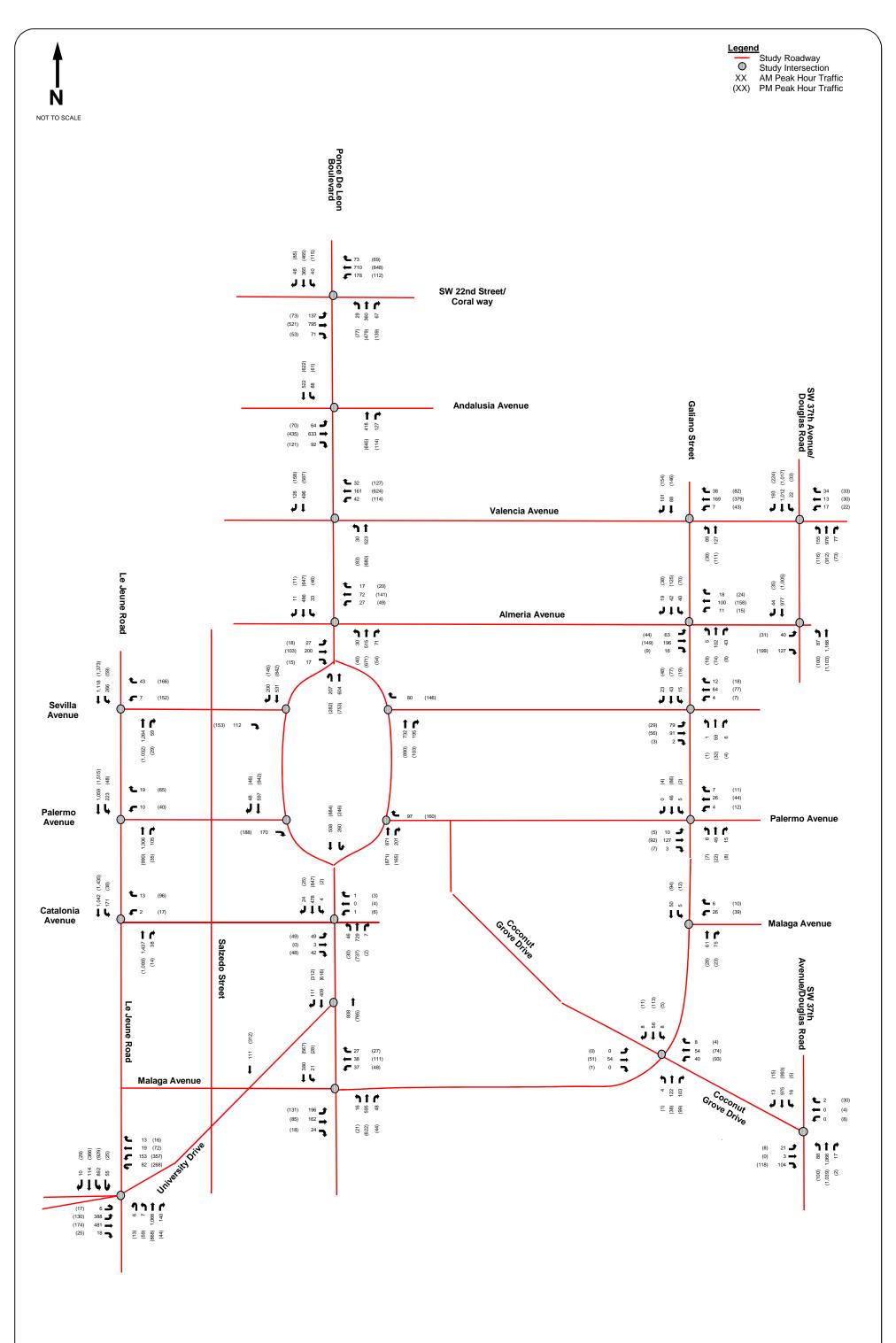
Additionally, the MPO 2005 and 2035 model network volumes were examined to determine the growth trend for the roadway segments near the site location. MPO model roadway segments referenced in this analysis include:

- South Douglas Road/SW 37th Avenue
- Ponce De Leon Boulevard
- Alhambra Circle

The MPO model growth rate analysis yielded a 0.65 percent (0.65%) growth rate. To provide for a conservative analysis, the five (5) year growth rate of 1.43 percent (1.43%) was applied annually to the existing traffic volumes to attain future (2017) background traffic conditions. The worksheets used to analyze the historic growth trends are included in Appendix E.

Committed Developments

The City of Coral Gables identified no committed developments within the area of the project location at the time this report was prepared.



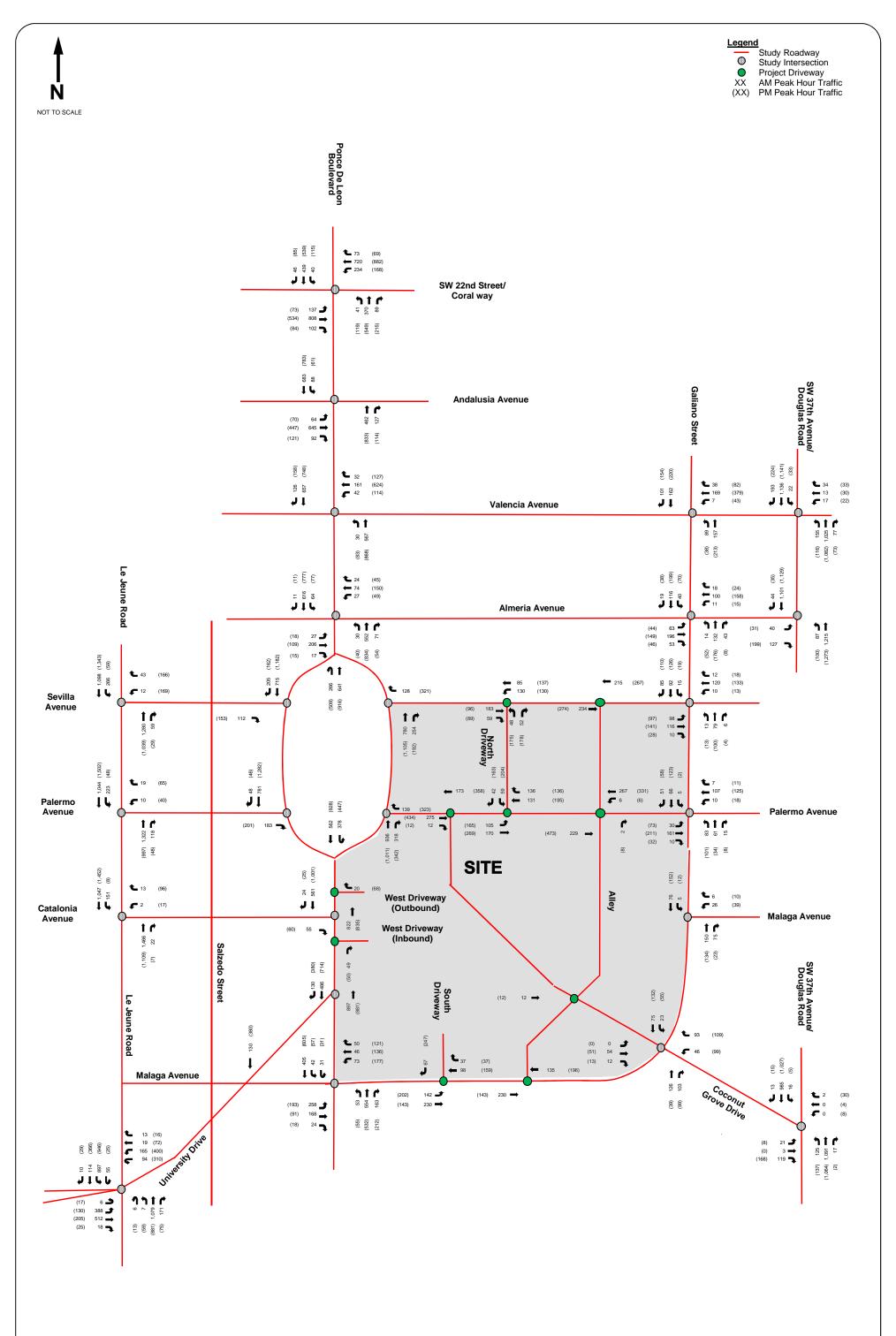


FUTURE TOTAL TRAFFIC

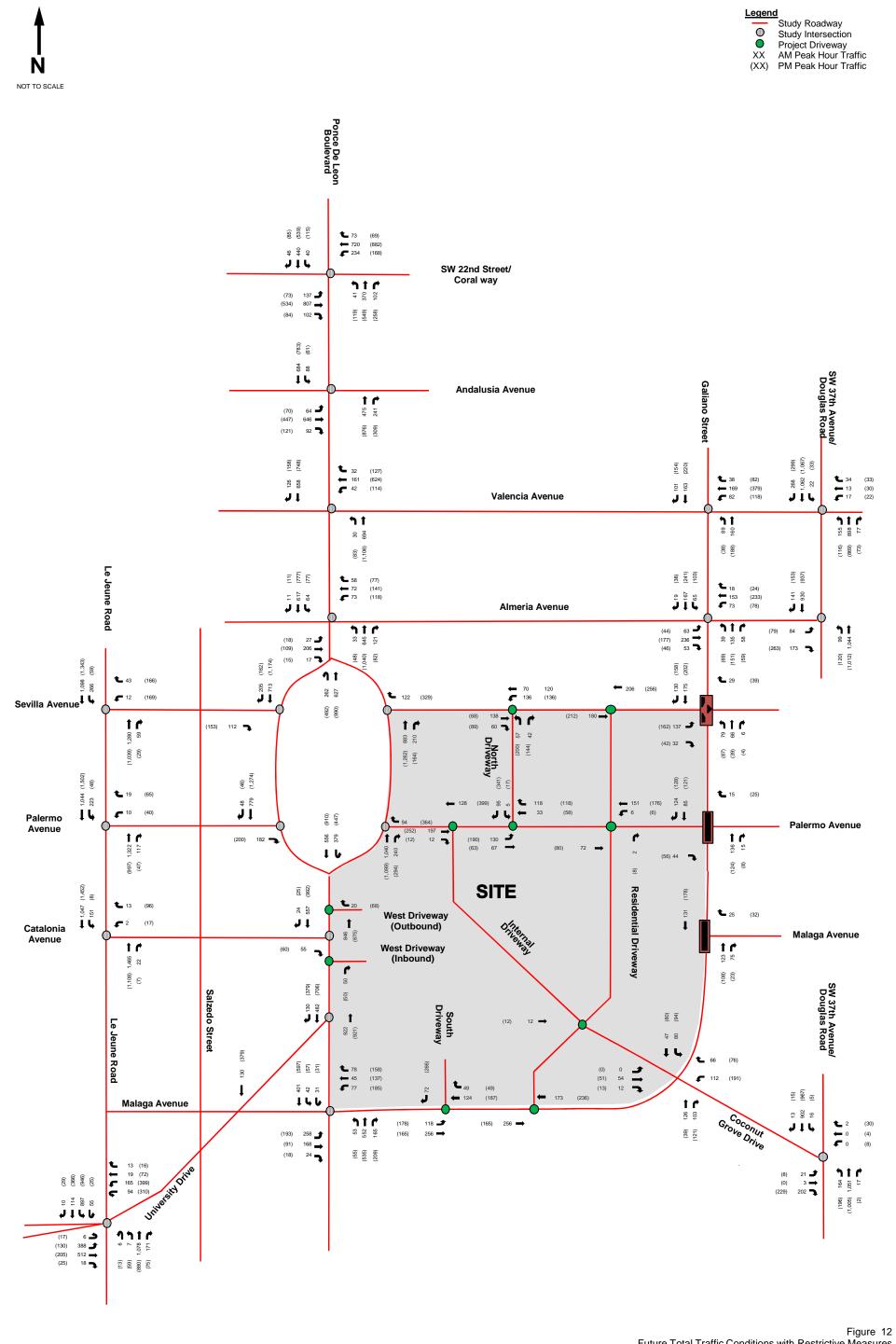
Future total traffic conditions are defined as the expected traffic conditions in the year 2017 after the opening of the project. It should be noted that it is anticipated that a raised median along Ponce De Leon Boulevard from Catalonia Avenue to Malaga Avenue will be constructed as part of this project, prohibiting left-turn movements at the intersections of Ponce De Leon Boulevard at Catalonia Avenue and University Drive. Therefore, traffic reassignment was assumed based this expected restriction.

The diversion for this intersection assumed that twenty-five percent (25%) of the eastbound left-turn movement would reroute and perform a right-turn movement. The remaining volumes are expected to be redistributed to other east-west streets in the area. The northbound left-turn volumes were reassigned assuming fifty percent (50%) would be rerouted north and the remaining volumes would perform a northbound left-turn at the intersection of Malaga Avenue and Ponce De Leon Boulevard. The southbound left-turn volumes were assumed to travel south through the intersection of Malaga Avenue and Ponce De Leon Boulevard rerouting to other eastwest streets in the area. In addition, this reassignment assumed that the northbound left-turn movement from Ponce De Leon Boulevard to University Drive will be prohibited. Therefore, one hundred percent (100%) of this movement would perform a northbound left-turn at the intersection of Malaga Avenue and Ponce De Leon Boulevard.

Figures 11 and 12 present the future traffic volumes for the weekday A.M. and P.M. peak hours with non-restrictive and restrictive traffic calming measures, respectively. Volume development worksheets for the study intersections are included in Appendix F.







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INTERSECTION CAPACITY ANALYSIS

The operating conditions were analyzed for the study intersections. Four (4) scenarios (existing conditions, future background conditions, future total conditions with non-restrictive measures, and future total conditions with restrictive measures) were analyzed using *Trafficware's SYNCHRO 8.0 Software* which applies methodologies outlined in the *Highway Capacity Manual, 2000* and *2010 Edition*. The roundabouts were analyzed using *SIDRA Solutions' SIDRA Intersection 6.0 Software* which applies *HCM 2010* methodologies. Synchro worksheets for the study intersections are included in Appendix G. A summary of the intersection and driveway analyses for the A.M. and P.M. peak hours are presented in Tables 3, 4, and 5. As these tables indicate, all the study intersections are expected to operate at levels of service (LOS) E or better overall during the A.M. and P.M. peak hours with the exception of the following:

- Westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue in the P.M. peak hour under future total conditions with non-restrictive and restrictive measures
- Eastbound stop-controlled approach at the intersection of Ponce De Leon Boulevard and Catalonia Avenue in the P.M. peak hours under future background conditions. However, this deficiency is eliminated in the future total conditions, when the eastbound approach is restricted to right-turns only due to the proposed installation of a raised median along Ponce De Leon Boulevard from Catalonia Avenue to Malaga Avenue.
- Eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th
 Avenue/Douglas Road in the A.M. and P.M. peak hour under future total conditions with
 restrictive measures.
- Southbound stop-controlled approach at the intersection of North Driveway and Palermo
 Avenue in the P.M. peak hour under future total conditions with non-restrictive
 measures.

These results are common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

The westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue operate at LOS F in the P.M. peak hour under future total conditions. This result is expected due to both intersections serving as direct access to two (2) main driveways of the proposed site. It should be noted that either intersection is a candidate for signalization as the expected westbound volumes at both intersections, with the proposed development, meet the minimum peak hour volume threshold required to warrant a signal. In addition, based on Miami-Dade County standards, a minimum of 330 feet is required between signalized intersections. Both Palermo Avenue and Malaga Avenue meet the Miami-Dade County signalized intersection spacing standard of 330 feet. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization plans would be required and reviewed by MDCPWM.

The eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th Avenue/Douglas Road operates at LOS F in the A.M. and P.M. peak hour under future total conditions with restrictive measures. It should be noted that the intersection is a candidate for signalization as the expected eastbound volumes at the intersection, with the proposed development, meet the peak hour minimum volume threshold needed to warrant a signal. In addition, the intersection meets Miami-Dade County's intersection spacing requirement, as the closest signalized intersection (Andalusia Avenue) to Almeria Avenue is approximately 580 feet to the north.

The southbound stop-controlled approach at the intersection of North Driveway and Palermo Avenue operates at LOS F in the P.M. peak hour under future total conditions with non-restrictive measures. This result is expected due to the high volume of vehicles that will be exiting the driveway. It should be noted that the delay occurs on the southbound stop-controlled approach; therefore, no queues or delays will impact vehicles along Palermo Avenue and will be contained within the site driveway. It is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.

	Traffic	ak Hour Intersectio	, , .	Approa	ch LOS	
Intersection	Control	LOS/Delay	EB	WB	NB	SB
		Conditions (Background			112	
[Future Total Condit	ions with Non-Restri	ctive Measures] {Future				
Miracle Mile/SW 22 nd Street		B/19.1 (B/19.4)	B (B)	В (В)	(C)	C (C)
and Ponce De Leon Boulevard	Signalized	[C/20.2]	(B)	[B]	[C]	[C]
		{C/20.3}	{B}	{B}	{C}	{C}
Andalusia Avanua and Dansa		A/7.8	Α (Δ)		A (A)	Α (Δ)
Andalusia Avenue and Ponce De Leon Boulevard	Signalized	(A/8.0) [A/8.7]	(A) [A]	N/A	(A) [A]	(A) [A]
De Leon Boulevalu		{A/9.1}	(B)		{A}	{A}
		A/6.5		Α	Α	Α
Valencia Avenue and	Signalized	(A/6.5)	N/A	(A)	(A)	(A)
Ponce De Leon Boulevard	0.8	[A/6.6] {A/6.5}	.,	(A)	[A]	[A] {A}
		A/9.5	A	{B} A	{A} A	(A) A
Almeria Avenue and		(A/9.7)	(B)	(A)	(B)	(A)
Ponce De Leon Boulevard	Signalized	[A/9.8]	(B)	(A)	(A)	(A)
		{B/10.2}	{B}	{B}	{B}	{A}
Sevilla Avenue and Ponce De	One Way		B			
Leon Boulevard (SB)	One-Way Stop-Controlled	(1)	(B) [B]	N/A	N/A	(2)
Leon Boulevaru (SB)	Stop-controlled		{B}			
			,	В		
Sevilla Avenue and Ponce De	One-Way	(1)	N/A	(B)	(2)	N/A
Leon Boulevard (NB)	Stop-Controlled		IN/A	[C]		IN/A
			В	{C}		
Palermo Avenue and Ponce De	One-Way	/43	(B)			/61
Leon Boulevard (SB)	Stop-Controlled	(1)	[C]	N/A	N/A	(2)
	,		{C}			
				C		
Palermo Avenue and Ponce De	One-Way	(1)	N/A	(C)	(2)	N/A
Leon Boulevard (NB)	Stop-Controlled			[C] {C}		
			D	C		
Catalonia Avenue and Ponce	Two-Way	(1)	(D)	(C)	(2)	(2)
De Leon Boulevard	Stop-Controlled		[B]	[N/A]		. ,
			{B}	{N/A}		
University Drive and	One-Way	(1)	N/A	N/A	(2)	(2)
Ponce De Leon Boulevard	Stop-Controlled					
NASIS SALES AND SALES		B/19.5	D (D)	D (D)	B	A (D)
Malaga Avenue and Ponce De Leon Boulevard	Signalized ⁽³⁾	(C/20.2) [C/25.2]	(D) [D]	(D) [C]	(B) [B]	(B) [B]
Police De Leon Boulevard		{C/26.8}	{D}	[C] {C}	{C}	{C}
		A/4.9	(-)	C	A	A
Sevilla Avenue and	Signalized	(A/3.6)	N/A	(B)	(A)	(A)
Le Jeune Road	Signanzeu	[A/4.9]	IN/A	[B]	[A]	[A]
		{A/4.9}		{B} D	{A}	{A}
Palermo Avenue and	One-Way	(4)		(D)	(2)	(2)
Le Jeune Road	Stop-Controlled	(1)	N/A	(D)	(2)	(2)
	·			{D}		
Catalonia Avenue and	One-Way			C (C)		
Le Jeune Road	Stop-Controlled	(1)	N/A	(C) [C]	(2)	(2)
Le Jeune Roau	Stop-controlled			{C}		
		D/39.9	E	E	С	С
University Drive and	Signalized ⁽³⁾	(D/41.4)	(E)	(E)	(C)	(C)
Le Jeune Road	0.8	[D/43.2]	(E)	[D]	[D]	[C]
		{D/43.1} A/5.2	{E}	{D} A	{D} A	{C} A
Valencia Avenue and	c	(A/5.3)	A1 / A	(A)	(A)	(A)
Galiano Street	Signalized	[A/5.8]	N/A	(A)	[A]	[A]
		{A/6.2}		{A}	{A}	{A}
Almoria Avanua and	All Mary	A/9.8	B (B)	A (A)	A (A)	A (A)
Almeria Avenue and Galiano Street	All-Way Stop-Controlled	(B/10.1) [B/11.7]	(B) [B]	(A) [B]	(A) [B]	(A) [B]
Gallano Street	J.ωρ-Controlled	{C/17.5}	{C}	{C}	{C}	{C}
	Roundabout/	N/A ⁽⁴⁾	A	A	Α	Α
Sevilla Avenue and	All-Way	(N/A) ⁽⁴⁾	(A)	(A)	(A)	(A)
Galiano Street	Stop-Controlled	[N/A ⁽⁴⁾ / A/9.7 ⁵⁾] {A/9.9} ⁽⁵⁾	[A/B]	[A/A]	[A/A]	[A/A]
		N/A ⁽⁴⁾	{A} A	{A} A	{A} A	{B} A
Palermo Avenue and Galiano	Roundabout/	(N/A) ⁽⁴⁾	(A)	(A)	(A)	(A)
Street	All-Way	[N/A ⁽⁴⁾ / A/9.5 ⁽⁵⁾]	[A/A]	[A/A]	[A/A]	[A/A]
	Stop-Controlled	{A/8.0} (5)	{A}	{A}	{A}	{A}
Malaga Ayonyo and	One-Way			Α (Δ)		
Malaga Avenue and Galiano Street	Stop-Controlled	(1)	N/A	(A) [B]	(2)	(2)
Gallario Street	Stop Controlled			(A)		
	Roundabout/	N/A ⁽⁴⁾	А	Α	А	А
Coconut Grove Drive and	All-Way	(N/A) ⁽⁴⁾	(A)	(A)	(A)	(A)
Malaga Avenue	Stop-Controlled	$[N/A^{(4)} / A/8.8^{(5)}]$	[A/A]	[A/A]	[A/A]	[A/A]
	22.5	{N/A ⁽⁶⁾ / A/9.4 ⁽⁵⁾ }	{A/A}	{A/A} C	{A/A}	{A/A}
Valencia Avenue and	One-Way	(4)		(D)	(0)	,
SW 37 th Avenue/	Stop-Controlled	(1)	N/A	(D) [D]	(2)	(2)
Douglas Road				{D}		
Almeria Avenue and			С			
SW 37 th Avenue/	One-Way	(1)	(D)	N/A	(2)	(2)
Douglas Road	Stop-Controlled		\E/ [D]	,		
			{F} C	В		
Coconut Grove Drive and	Two-Way	(1)	(C)	(B)	(2)	(2)
SW 37 th Avenue/	Stop-Controlled	(1)	[C]	(B)	(4)	(2)
Douglas Road	Stop-Controlled					

- Overall intersection LOS is not defined, as intersection operates under stop-control conditions.

 Approach operates under free-flow conditions. LOS is not defined.

 HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.

 Analyzed as a roundabout intersection with SIDRA 6.0 software for existing, future background, and future total with non-restrictive measures.

 Analyzed as an all-way stop-controlled intersection under future total with non-restrictive measures and future total with restrictive measures.

 Analyzed as a roundabout intersection with SIDRA 6.0 under future total with restrictive measures. (4) (5)
- (6)

	Traffic	ak Hour Intersection Overall	ni Capacity F	Anaiysis Approa	ch LOS	
Intersection	Control	LOS/Delay	EB	WB	NB	SB
		Conditions (Background				
[Future Total Condit	ions with Non-Restri	ctive Measures] {Future B/20.0	Total Condition	ns with Restric C	tive Measures} C	В
Miracle Mile/SW 22 nd Street	Cianalizad	(B/20.8)	(B)	(C)	(C)	(C)
and Ponce De Leon Boulevard	Signalized	[C/23.4]	[C]	[C]	[C]	[C]
		{C/24.1} A/7.4	{C} A	{C}	{C} A	{C} A
Andalusia Avenue and Ponce	Ciavadia ad	(A/7.6)	(A)	NI/A	(A)	(A)
De Leon Boulevard	Signalized	[A/8.5]	[B]	N/A	[A]	[A]
		{A/9.0} A/10.0	{B}	В	{A} A	{A}
Valencia Avenue and		(B/10.3)		(B)	(A)	A (A)
Ponce De Leon Boulevard	Signalized	[B/12.3]	N/A	[B]	ÌΑj	[B]
		{B/12.4}		{B}	{A}	{B}
Almeria Avenue and		A/9.1 (A/9.3)	B (B)	B (B)	A (A)	A (A)
Ponce De Leon Boulevard	Signalized	[A/9.6]	[B]	[B]	ÌΑj	[A]
		{B/12.2}	{B} C	{C}	{B}	{A}
Sevilla Avenue and Ponce De	One-Way	(1)	(C)			(2)
Leon Boulevard (SB)	Stop-Controlled	(1)	[C]	N/A	N/A	(2)
			{C}			
Sevilla Avenue and Ponce De	One-Way	(1)		C (C)	(2)	
Leon Boulevard (NB)	Stop-Controlled	(1)	N/A	(F)	(2)	N/A
				{F}		
Palermo Avenue and Ponce De	One-Way	(4)	C (C)		A1./-	/21
Leon Boulevard (SB)	Stop-Controlled	(1)	[D]	N/A	N/A	(2)
			{D}			
Palermo Avenue and Ponce De	One-Way	(4)		C (C)	(2)	
Leon Boulevard (NB)	Stop-Controlled	(1)	N/A	(E) [F]	(2)	N/A
	•		_	{F}		
Catalonia Avenue and Ponce	Two-Way		E (F)	E (E)		
De Leon Boulevard	Stop-Controlled	(1)	(F) [B]	(L) [N/A]	(2)	(2)
	•		{B}	{N/A}		
University Drive and	One-Way	(1)	N/A	N/A	(2)	(2)
Ponce De Leon Boulevard	Stop-Controlled					
Malaga Ayonyo and		B/19.7	C (D)	D (D)	B (p)	B (p)
Malaga Avenue and Ponce De Leon Boulevard	Signalized ⁽³⁾	(B/19.3) [D/39.4]	(D) [D]	(D) [C]	(B) [D]	(B) [D]
Torree Be Leon Boarevara		{D/41.1}	{D}	{D}	{D}	{D}
C 111 A 1		A/6.6		B (B)	A	A
Sevilla Avenue and Le Jeune Road	Signalized	(A/6.6) [A/6.6]	N/A	(B) [B]	(A) [A]	(A) [A]
Le Jeune Roud		{A/6.6}		{B}	{A}	{A}
	.			C		
Palermo Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	(D) [D]	(2)	(2)
Le Jeune Noau	Stop-controlled			{D}		
Catalonia Avanua and	One Way			C (C)		
Catalonia Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	(C) [C]	(2)	(2)
Le Jeune Roud	Stop controlled			{C}		
Hairragaitas Duissa and		D/41.0	D (D)	E (E)	C (C)	C (D)
University Drive and Le Jeune Road	Signalized ⁽³⁾	(D/43.3) [D/44.2]	(D) [D]	(E) [E]	(C) [C]	(D) [C]
Le Jeune Roau		{D/44.2}	{D}	{E}	{C}	{C}
		A/6.5		Α (1.)	Α ()	Α (1)
Valencia Avenue and Galiano Street	Signalized	(A/6.6) [A/7.6]	N/A	(A) [A]	(A) [A]	(A) [B]
Gallario Street		{A/7.8}		{A}	{A}	{B}
Ale : :	411 ***	B/10.2	B	В	А	В
Almeria Avenue and Galiano Street	All-Way Stop-Controlled	(B/10.6) [B/13.8]	(B) [B]	(B) [B]	(A) [B]	(B) [C]
	Stop-Controlled	{D/29.8}	[□] {C}	{D}	[□] {C}	[C]
Car ella A	Roundabout/	N/A ⁽⁴⁾	Α	A	Α	Α
Sevilla Avenue and Galiano Street	All-Way	(N/A) ⁽⁴⁾ [N/A ⁽⁴⁾ / B/11.2 ⁽⁵⁾]	(A) [A/B]	(A) [A/B]	(A) [A/A]	(A) [A/B]
	Stop-Controlled	{B/10.9} (5)	(A) B)	[A/B] {A}	[A/A] {A}	[A/B] {B}
Delemen Access 1.C. "	Roundabout/	N/A ⁽⁴⁾	А	Α	Α	Α
Palermo Avenue and Galiano Street	All-Way	(N/A) ⁽⁴⁾ [N/A ⁽⁴⁾ / B/12.2 ⁽⁵⁾]	(A) [A/B]	(A) [A/B]	(A) [A/B]	(A) [A/B]
Jueet	Stop-Controlled	$\{A/8.4\}^{(5)}$	[A/B] {A}	[A/B] {A}	[A/B] {A}	[A/B] {A}
Male A.	0			Α		
Malaga Avenue and Galiano Street	One-Way Stop-Controlled	(1)	N/A	(A) [B]	(2)	(2)
	Stop-Controlled			[Б] {A}		
Constitution 5 i	Roundabout/	N/A ⁽⁴⁾	Α (Δ)	А	Α (Δ)	A
Coconut Grove Drive and	All-Way	(N/A) ⁽⁴⁾ [N/A ⁽⁴⁾ / A/9.6 ⁽⁵⁾]	(A) [A/A]	(A) [A/A]	(A) [A/A]	(A) [A/B]
Malaga Avenue	Stop-Controlled	{N/A ⁽⁶⁾ / B/10.5 ⁽⁵⁾ }	[A/A] {A/A}	[A/A] {A/B}	[A/A] {A/A}	[A/B] {A/B}
Valencia Avenue and	_	, , , , ,		D		1
SW 37 th Avenue/	One-Way	(1)	N/A	(D)	(2)	(2)
Douglas Road	Stop-Controlled			[E] {D}		
Almeria Avenue and			D	. ,		
	One-Way	(1)	(D)	N/A	(2)	(2)
SW 37 th Avenue/			[E]	•	I	I
	Stop-Controlled					
SW 37 th Avenue/ Douglas Road	· 		{F} C	С		
SW 37 th Avenue/	Stop-Controlled Two-Way Stop-Controlled	(1)	{F}	C (C) [D]	(2)	(2)

Notes:

- (3)
- Overall intersection LOS is not defined, as intersection operates under stop-control conditions.

 Approach operates under free-flow conditions. LOS is not defined.

 HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.

 Analyzed as a roundabout intersection with SIDRA 6.0 software for existing, future background, and future total with non-restrictive measures.

 Analyzed as an all-way stop-controlled intersection under future total with non-restrictive measures and future total with restrictive measures.

 Analyzed as a roundabout intersection with SIDRA 6.0 under future total with restrictive measures. (4) (5)



		Overall		Approa	ch LOS	
Intersection	Traffic Control	LOS/Delay	EB	WB	NB	SB
r		AM PEAK HOUR				,
[Future Total Condition		e Measures] {Futu 	re Total Cond	itions with Res		res}
North Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[B] {B}	N/A
Residential Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	N/A
Internal Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	N/A
North Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	[B] {A}
Residential Driveway and Palermo Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
West Driveway (Inbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
West Driveway (Outbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	[B] {B}	(2)	(2)
Residential Driveway and Coconut Grove Drive	Two-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}
Residential Driveway and Malaga Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}
[Future Tatel Condition	a with Nam Bastriation	PM PEAK HOUR		1141 141- D		
[Future Total Condition		e Measures] {Futu 	re Total Cond	itions with Res		res}
North Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[C] {C}	N/A
Residential Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	N/A
Internal Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	N/A
North Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	[F] {B}
Residential Driveway and Palermo Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	[B] {A}	[A] {A}
West Driveway (Inbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
West Driveway (Outbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	[B] {B}	(2)	(2)
Residential Driveway and Coconut Grove Drive	Two-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	[B] {B}
Residential Driveway and Malaga Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.

⁽²⁾ Approach operates under free-flow conditions. LOS is not defined.

MULTIMODAL IMPROVEMENTS

The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel to reduce the vehicular impacts of the project on the surrounding roadway network. Measures to encourage people to use public transportation, promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours are strategies under consideration. The following measures are proposed as part of this project:

- Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust landscaping, covered walkways, and enhanced streetscape features
- Secured bicycle parking areas
- Changing/shower facilities with lockers for bicyclists
- Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps

In addition, improvements to the existing trolley service such reduced headways, extended hours, and weekend operations would further encourage site patrons to utilize alternative modes of transportation. As result, the project will consider making a contribution towards trolley service enhancements. The following enhancements are being consistent:

- Extend the existing weekday trolley service which operates until along Ponce De Leon Boulevard to a later hou
- Operate a new Central Business District (CBD) loop route along Alhambra Circle, Merrick
 Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo Street during weekday
 morning, mid-day, and afternoon peak periods.
- Modifications to the current trolley stop locations to improve accessibility to the project site.

CONCLUSIONS

This analysis has addressed traffic-related impacts associated with the proposed Old Spanish Village mixed-use project within Coral Gables, Florida. Based on the results of the analysis, the following is concluded:

- The project is expected to generate 864 new trips during the A.M. peak hour and 1,468 new trips during the P.M. peak hour.
- In order to reduce cut-through traffic and speeds along surrounding local streets east of the site, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive:
 - Non-Restrictive Measures:
 - Reduction of the pavement width from 36 to 40 feet to approximately 19 feet of pavement allowing for two (2) 9.5-foot travel lanes. The additional area created by this reduction will provide for room for a swale and large shade trees.
 - Construction of mid-block raised center median with paver treatments within the travel lanes.
 - Construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes.
 - Reconstruction of existing roundabouts or installation of raised/tabled intersections along Galiano Street/Malaga Avenue to address existing geometric deficiencies.

Restrictive Measures:

- Construction of north-south median at the intersection of Galiano Street at Sevilla
 Avenue, prohibiting east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Palermo Avenue, prohibiting east-west left and through movements, the northbound left-turn movement, and the southbound left-turn movement.

 Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

Different project traffic distributions were considered for both the non-restrictive and restrictive measures.

- Intersection capacity analyses indicate that the study intersections are expected to operate
 at levels of service (LOS) E or better during the A.M. and P.M. peak hours under all analysis
 conditions with exception of the following:
 - The westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue operate at LOS F in the P.M. peak hour under future total conditions with both traffic calming plans. Both intersections are candidates for signalization as the expected westbound volumes at both intersections, with the proposed development, meet the peak hour minimum volume threshold and meet the Miami-Dade County signalized intersection spacing standard of 330 feet. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.
 - Eastbound stop-controlled approach at the intersection of Ponce De Leon Boulevard and Catalonia Avenue in the P.M. peak hour under future background conditions.
 However, this deficiency is eliminated in the future total conditions, when the eastbound approach is restricted to right-turns only.
 - The eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th Avenue/Douglas Road operates at LOS F in the A.M. and P.M. peak hours under future total conditions with restrictive measures. The intersection is candidate for signalization as the expected eastbound volumes at the intersection, with the proposed development, meet the peak hour minimum volume threshold and meet Miami-Dade County's intersection spacing requirement of 330 feet.

- O The southbound stop-controlled approach at the intersection of North Driveway and Palermo Avenue operates at LOS F in the P.M. peak hour under future total conditions. This result is common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street. In addition, this result is expected due to the high volume of vehicles that will be exiting the driveway; however, these queues/delays will not impact vehicles along Palermo Avenue. It is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.
- The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel including the following:
 - Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art,
 robust landscaping, covered walkways, and enhanced streetscape features
 - Secured bicycle parking areas
 - Changing/shower facilities with lockers and bicyclists
 - Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps
 - The project will also consider making a contribution towards trolley service enhancements. The following enhancements are being considered:
 - Extend the existing weekday trolley service which operates until along
 Ponce De Leon Boulevard to a later hou
 - Operate a new Central Business District (CBD) loop route along Alhambra
 Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo
 Street during weekday morning, mid-day, and afternoon peak periods.
 - Modifications to the current trolley stop locations to improve accessibility to the project site.

APPENDIX A: Preliminary Site Plan

MEDITERRANEAN VILLAGE at Ponce Circle



NOT FOR CONSTRUCTION

OVERALL ILLUSTRATIVE ON-SITE PUBLIC REALM PLAN

L-100

APPENDIX B: Methodology Correspondence

Kimley » Horn

To: Ms. Yamilet A. Senespleda, P.E.

Public Works Department Engineering Division City of Coral Gables

From: John J. McWilliams, P.E.

Cc: Eddie Avila

Mario Garcia-Serra, Esq.

Dan Freed, AIA

Date: May 13, 2014

Revised May 20, 2014

Subject: Old Spanish Village - Traffic Impact Analysis Methodology

YOULL

This memorandum summarizes our traffic impact study methodology for the proposed mixed-use development known as Old Spanish Village. The project site is located in Coral Gables, Florida between Ponce De Leon Boulevard (west), Galiano Avenue (east), Sevilla Avenue (north) and Malaga Avenue (south). The proposed development plan provides for a mix of land uses. The following development plan is currently proposed:

- 255,000 square feet of retail space
- 210,000 square feet of office space
- 20 residential townhouses
- 214 high-rise residential condominiums
- 200-room hotel
- 27,000 square feet of restaurant
- 9,500 square-foot gym/fitness club
- 13,000 square-foot day care center
- 9-screen movie theatre

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue and Malaga Avenue. Access to the residential condominiums/townhouses is proposed via an internal roadway network along the west side of the site. Additional drop-off/pick-up driveways are provided for the hotel, movie theatre, and other retail uses within the site. However, all parking is accessed via driveways along Sevilla, Palermo, and Malaga Avenues. The following study parameters are proposed:

Data Collection

Turning movement counts will be collected during the A.M. peak period (7 a.m. to 9 a.m.) and the P.M. peak period (4 p.m. to 6 p.m.) on a typical weekday (Tuesday, Wednesday, or Thursday). Turning movement counts will be conducted at the following nineteen (19) intersections:



- SW 22nd Street/Coral Way and Ponce De Leon Boulevard
- Andalusia Avenue and Ponce De Leon Boulevard
- Valencia Avenue and Ponce De Leon Boulevard
- Almeria Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
- Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
- Palermo Avenue and Ponce De Leon Boulevard (Southbound)
- Palermo Avenue and Ponce De Leon Boulevard (Northbound)
- Catalonia Avenue and Ponce De Leon Boulevard
- University Drive and Ponce De Leon Boulevard
- Malaga Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Le Jeune Road
- Catalonia Avenue and Le Jeune Road
- Palermo Avenue and Le Jeune Road
- University Drive and Le Jeune Road
- Valencia Avenue and Galiano Street
- Valencia Avenue and SW 37th Avenue
- Almeria Avenue and SW 37th Avenue
- Coconut Grove Drive and SW 37th Avenue

Turning movement counts performed previously as part of a previous analysis for the neighborhood east of the site will be utilized as part of this scope of services. All traffic counts will be adjusted to account for seasonality using the appropriate FDOT seasonal factors. Signal timing information will be obtained from Miami-Dade County Public Works and Waste Management Department – Traffic Signals and Signs Division. All background documentation collected will be provided in the Appendix of the traffic impact study. The locations of the proposed turning movement counts and the previously collected turning movement counts are provided in Figure 1 as Attachment A.

Trip Generation

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition for the proposed development plans. The analysis assumed the following ITE Land Use Codes (LUC):

- ITE LUC 820 Shopping Center
- ITE LUC 710 General Office Building
- ITE LUC 230 Residential Condominium/Townhouse
- ITE LUC 232 High-Rise Residential Condominium/Townhouse
- ITE LUC 310 Hotel
- ITE LUC 492 Health/Fitness Club
- ITE LUC 565 Daycare Center
- ITE LUC 445 Multiplex Movie Theatre

For purposes of trip generation calculations, the restaurant and retail uses were grouped together and treated as ITE LUC 820 – Shopping Center in order to provide the highest trip generation for the



proposed development. A portion of the trips generated by the development will be captured internally on the site. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE), *Trip Generation Handbook*, June 2004. The internal capture rate for the proposed development ranged from 12.7 percent to 14.0 percent depending on the analysis period. Internal capture volumes were subtracted from the gross project trips to determine the external trips for the site. Refer to Attachment A for detailed trip generation calculations.

Additionally, a portion of the retail trips are considered pass-by trips rather than new trips on the roadway network. The Trip Generation Handbook documents pass-by trip reductions for ITE LUC 820. The applicable pass-by reduction rates were applied the external project trips. Refer to Attachment A for detailed trip generation calculations.

In addition, a 10 percent multimodal reduction factor was applied to the driveway volumes. This reduction factor is intended to capture the characteristics of the urban environment in which the project site is located. It is anticipated that area visitors/employees/residents and will travel to/from the site on foot, via bicycle, and on transit.

Table 1 summarizes the projected net new external vehicular trips associated with the proposed development. The trip generation calculations have been provided in Attachment B.

Table	1: Project Trip	Generation Sun	nmary									
Analysis	Net New External Trips											
Period	Entering	Exiting	Total									
A.M. Peak Hour	504 vph	238 vph	743 vph									
P.M. Peak Hour	546 vph	766 vph	1,312 vph									

Trip Distribution

Trip distribution will be determined using the cardinal distribution from the appropriate Traffic Analysis Zone (TAZ) in the Miami-Dade County's MPO 2035 Cost Feasible Plan, traffic characteristics within the study area, and the traffic calming plan within the residential neighborhood east of the site. The appropriate TAZ for this majority of this development is 1061. The traffic impact study will include graphics of the project traffic assignment for the project's driveways and the study intersections. The trip distribution has been provided in Attachment C.

Background Growth Rate/Major Committed Development

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on Miami-Dade Metropolitan Planning Organization's (MPO) projected 2005 and 2035 model network volumes will be examined. Documentation will be provided in the Appendix of the traffic impact study.



This methodology assumes that any traffic impact studies for 'approved but not yet constructed' developments within the vicinity of the project site will be provided by the City in a timely manner to be included in the analysis.

Capacity Analysis

Capacity analyses will be conducted for the A.M. and P.M. peak hours for the twenty-two (22) study intersections and project driveways. Intersection analyses will be performed using *Synchro 8.0* traffic engineering analysis software which applies Highway Capacity Manual (HCM) 2010 methodology. Capacity analyses will be conducted for four (4) scenarios: existing, future without project, future with project assuming existing traffic calming and future with project assuming proposed traffic calming alternatives. The build-out year will be specified in the analysis. If intersection capacity deficiencies are identified, strategies and improvements may be developed to attain acceptable levels of service. Improvements such as providing bicycle parking facilities may be considered.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

Documentation

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis. If intersection capacity deficiencies are identified, strategies and improvements will be developed to attain adopted levels of service.

A CD and electronic copy of the reports will be provided as part of the submittal package. Additionally, the Synchro analysis files will be provided on the CD. The submittal package will also include the latest site plan to scale.

Methodology Concurrence

Please note that if the City does not agree with the proposed traffic impact analysis methodology contained herein, *please respond with concerns by May 27, 2014*, so we will have adequate time to prepare the analysis.

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WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION	N CHARA	CTERIS	TICS			TIONAL BUTION	GROSS VOLUMES		INTERNAL CAPTURE		EXTERNAL TRIPS		TRIPS	_	S-BY TURE	EXT	NET NEW FERNAL TR		
		Land Use	ITE	ITE	01-	ITE		cent		01	T-4-1	B	IC Talan	1	01	T-4-1	Berneut	PB Talaa		01	T-1-1
			Edition	Code	Scale	Units	In	Out	In	Out	Total	Percent	Trips	ln 440	Out	Total	Percent	Trips	In	Out	Total
	1	Shopping Center	9	820	271	ksf	62%	38%	177	109	286	19.6%	56	143	87	230	29.2%	68	109	53	162
	2	Health/Fitness Club	9	492	9.5	ksf	50%	50%	7	7	14	42.9%	6	4	4	8	0.0%	0	4	4	8
	3	Multiplex Movie Theater	9	445	8	mov	50%	50%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
	4	Residential Condominium/Townhouse	9	230	15	du	17%	83%	2	9	11	54.5%	6	1	4	5	0.0%	0	1	4	5
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	19%	81%	17	74	91	23.1%	21	12	58	70	0.0%	0	12	58	70
R	6	Hotel	9	310	184	room	59%	41%	58	40	98	24.5%	24	44	30	74	0.0%	0	44	30	74
0	7	Day Care Center	9	565	12	ksf	53%	47%	77	69	146	1.4%	2	76	68	144	0.0%	0	76	68	144
U	8	General Office Building	9	710	314	ksf	88%	12%	421	57	478	1.9%	9	417	52	469	0.0%	0	417	52	469
lρ	9	Ž.																			
	10	1																			
1	11	1																			
	12																				
	13																				
	14												-				1				
	15												-				1				1
Ь	10	ITE Land Use Code	1	Ra	te or Equa	tion		Total:	759	365	1,124	11.0%	124	697	303	1,000	6.8%	68	663	269	932
		820	LN(Y) = 0.61*LN(X)+2.24							10% Multimodal Reduc								al Reduction	66	27	93
		492		()	Y=1.41(X)	,		Notes:	es: Net New External						xternal Trips	597	242	839			
		115			V=0(X)				(1) No trip	gonoration	information	available for /	M nook hour	Manual ra	to of 0 tring	accumed ac	thic land use	is not expected	to gonorato tri	ne during the	AM pook hour

Y=0(X) LN(Y) = 0.8*LN(X)+0.26 Y=0.29*(X)+28.86 Y=0.53(X)445 230 232 310

Y=12.18(X) LN(Y) = 0.8*LN(X)+1.57565 710

¹ No trip generation information available for AM peak hour. Manual rate of 0 trips assumed as this land use is not expected to generate trips during the AM peak hour.

WEEKDAY PM PEAK HOUR TRIP GENERATION

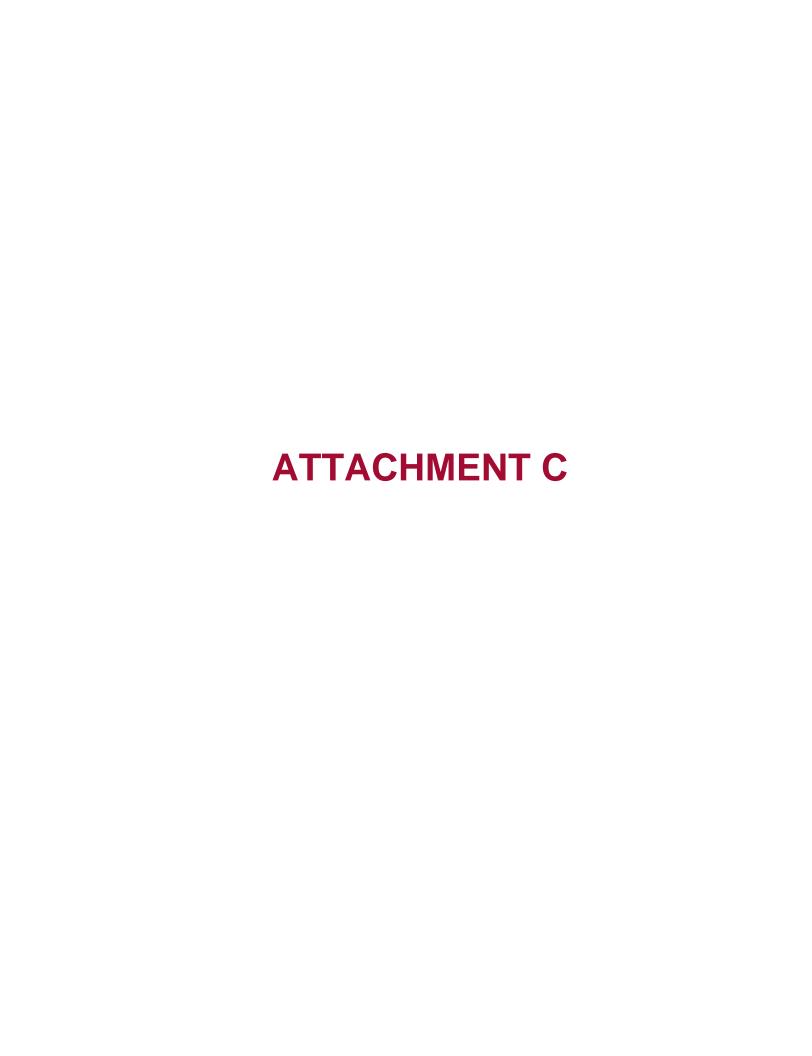
	ITE TRIP GENERATIO	N CHARA	ACTERIS	STICS		_	TIONAL BUTION		GROS: VOLUMI			RNAL TURE	EXT	ERNAL	TRIPS	_	S-BY TURE	EX	NET NEW FERNAL TI	
		ITE	ITE		ITE		rcent					IC					PB			
	Land Use	Edition	Code	Scale	Units	In	Out	In	Out	Total	Percent	Trips	ln	Out	Total	Percent	Trips	In	Out	Total
	1 Shopping Center	9	820	271	ksf	48%	52%	561	607	1,168	10.2%	119	505	544	1,049	29.2%	306	352	391	743
L	2 Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	31.4%	11	14	10	24	0.0%	0	14	10	24
:	3 Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	31.2%	34	35	40	75	0.0%	0	35	40	75
١.	4 Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	38.5%	5	6	2	8	0.0%	0	6	2	8
3 ┌	5 High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	39.8%	35	37	16	53	0.0%	0	37	16	53
₹ 🗔	6 Hotel	9	310	184	room	51%	49%	56	54	110	30.0%	33	39	38	77	0.0%	0	39	38	77
ο Г	7 Day Care Center	9	565	12	ksf	47%	53%	70	78	148	5.4%	8	65	75	140	0.0%	0	65	75	140
υL	8 General Office Building	9	710	314	ksf	17%	83%	73	357	430	7.7%	33	53	344	397	0.0%	0	53	344	397
- T	9																			
1	10																			
2 1	11																			
1	2																			
1	13																			
1	4																			
1	15																			
	ITE Land Use Code	•	Ra	te or Equa	tion	8	Total:	893	1,208	2,101	13.2%	278	754	1,069	1,823	16.8%	306	601	916	1,517
	820	_		= 0.67*LN(-									109	% Multimoda	al Reduction	60	92	152
	492			= 0.95*LN(Notes:										xternal Trips		824	1,365
	445			Y=13.64(X																, ,,,,,,,
	230			= 0.82*LN(
	232			0.34*(X)+1																
	310		. – .	Y=0.6(X)																
	510			1-0.0(/1)																

Y=12.34(X)

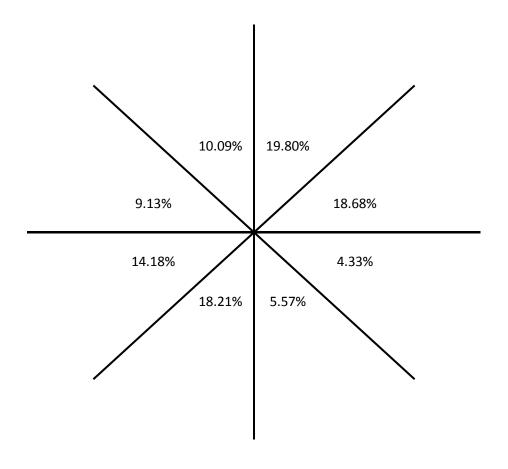
Y=1.12*(X)+78.45

565

710



MIAMI-DADE 2035 [DIRECTIONAL DISTRIB	UTION SUMMARY	1								
					(CARDINAL I	DIRECTION	S			
ORIGIN ZONE			NNE	ENE	ESE	SSE		WSW	WNW	NNW	TOTAL
1055	2755	PERCENT	17.2	12.09		1.72	13.22 936	21.61			0.220
1055	3/33	TRIPS PERCENT	2210 23.94	1830 19.83	0.88	253 2.74	10.14	1424 15.43			9,230
1056	3756	TRIPS	1622	1625	203	475	593	1057	870		7,559
		PERCENT	21.46	21.5	2.69	6.28	7.84	13.98	11.51	14.74	,
1057	3757	TRIPS	1648	1761	257	575	1266	994	1083	1594	9,178
		PERCENT	17.96	19.19		6.26	13.79	10.83			
1058	3758	TRIPS	2337	2185	755	1163	2296	2156			14,544
1059	3750	PERCENT TRIPS	16.07 2686	15.02 2755	5.19 994	8 818	15.79 2677	14.82 2716	7.21 1588	17.9 2476	16,710
1039	3739	PERCENT	16.07	16.49		4.9	16.02	16.25			10,710
1060	3760	TRIPS	1356	1033	260	209	1204	1296			7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917		1168	3818	2973			20,964
1053	27/2	PERCENT	19.8	18.68		5.57	18.21	14.18			0.427
1062	3/62	TRIPS PERCENT	1541 16.33	2387 25.29	563 5.97	612 6.49	1321 14	1133 12.01	953 10.1	927 9.82	9,437
1063	3763	TRIPS	662	1376		422	305	242	241	460	4,460
1003	3703	PERCENT	14.84	30.85	16.86	9.46	6.84	5.43			1,100
1064	3764	TRIPS	1605	844		231	847	816			6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410		151	617	384			3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69		
1066	3766	TRIPS PERCENT	673	548		141	730	789			4,873
1067	3767	TRIPS	13.81 332	11.25 316	5.13 136	2.89 86	14.98 354	16.19 487	11.12 413		2,793
1007	3/0/	PERCENT	11.89	11.31	4.87	3.08	12.67	17.44			2,793
1068	3768	TRIPS	939	754		359	927	1323			6,912
		PERCENT	13.59	10.91	1.63	5.19	13.41	19.14	19.39	16.74	
1069	3769	TRIPS	902	415	187	0	325	580		1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96			
1070	3770	TRIPS	7275	1615	205	0	2303	7044			30,455
1071	2771	PERCENT TRIPS	23.89 5307	5.3 2706		0	7.56 1718	23.13 3361	16.17 2294		20,247
1071	3//1	PERCENT	26.21	13.36		0	8.49	16.6			20,247
1072	3772	TRIPS	1779	128		14	268	358			3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12		
1073	3773	TRIPS	520	31	4	0	55	128	156	585	1,479
		PERCENT	35.16	2.1	0.27	0	3.72	8.65			
1074	3774	TRIPS	850	574	14	38	381	475			3,369
1075	2775	PERCENT TRIPS	25.23 767	17.04 463	0.42 14	1.13	11.31 292	14.1 664	7.18 331	23.6 1203	3,734
10/3	3//3	PERCENT	20.54	12.4	0.37	0	7.82	17.78			3,/34
1076	3776	TRIPS	629			0	252	328		1	2,304
	5775	PERCENT	27.3	10.89		0	10.94	14.24			2,001
1077	3777	TRIPS	800	500	278	199	648	950	602	960	4,937
		PERCENT	16.2	10.13	5.63	4.03	13.13	19.24	12.19	19.45	
1078	3778	TRIPS	930	1020		44	301	542	362		4,408
1070	2770	PERCENT	21.1	23.14		1	6.83	12.3			7.004
1079	37/9	TRIPS PERCENT	1150 14.59	935 11.86		469 5.95	1246 15.8	1410 17.88			7,884
1080	3780	TRIPS	897	597	251	105	739	885		1	4,656
1000	3700	PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63		1,050
1081	3781	TRIPS	4328	2415		760	3038	2502		_	17,087
		PERCENT	25.33	14.13	4.8	4.45	17.78	14.64	7.55	11.31	
1082	3782	TRIPS	2186	883	33	152	496	698			6,388
4000	.=	PERCENT	34.22	13.82		2.38	7.76	10.93			
1083	3783	TRIPS PERCENT	1276	466		37	304	639			4,109
1084	2701	TRIPS	31.05 213	11.34 60		0.9 20	7.4 13	15.55 30			434
1004	3704	PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68		734
1085	3785	TRIPS	305	207	46	28	31	79			804
		PERCENT	37.94	25.75		3.48	3.86	9.83			
1086	3786	TRIPS	2787	1004	54	445	2360	4765	1999	1683	15,097
		PERCENT	18.46	6.65	0.36	2.95	15.63	31.56			
1087	3787	TRIPS	653	281	32	179	224	284			2,087
1000	2700	PERCENT TRIPS	31.29 1774	13.46 957		8.58	10.73 1053	13.61	9.87		6 072
1088	J 3/88	LIUILO	1//4	J 95/	199	608	1053	1196	482	/03	6,972



APPENDIX C: Project Trip Generation

WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATIO	N CHARA	CTERIS	TICS			TIONAL BUTION		GROS: VOLUM			RNAL TURE	EXT	ERNAL	TRIPS	_	S-BY TURE	EXT	NET NEW FERNAL T		1
			ITE	ITE		ITE		cent					IC					PB				1
_		Land Use	Edition	Code	Scale	Units	In	Out	ln	Out	Total	Percent	Trips	ln	Out	Total	Percent	Trips	In	Out	Total	4
		Shopping Center	9	820	242	ksf	62%	38%	166	101	267	21.8%	58	137	72	209	30.2%	64	105	40	145	4
	2	Health/Fitness Club	9	492	9.5	ksf	50%	50%	7	7	14	85.7%	12	1	1	2	0.0%	0	1	1	2	
	3	Multiplex Movie Theater	9	445	8	mov	50%	50%	0	0	0	21.8%	0	0	0	0	0.0%	0	0	0	0	(1)
	4	Residential Condominium/Townhouse	9	230	15	du	17%	83%	2	9	11	27.5%	4	0	7	7	0.0%	0	0	7	7	
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	19%	81%	17	74	91	27.5%	24	5	62	67	0.0%	0	5	62	67	1
R	6	Hotel	9	310	184	room	59%	41%	58	40	98	29.6%	29	44	25	69	0.0%	0	44	25	69	1
0	7	Day Care Center	9	565	12	ksf	53%	47%	77	69	146	11.6%	17	69	60	129	0.0%	0	69	60	129	1
U	8	General Office Building	9	710	314	ksf	88%	12%	421	57	478	4.4%	21	411	46	457	0.0%	0	411	46	457	1
Р	9	Quality Restaurant	9	931	21.75	ksf	33%	67%	6	12	18	21.8%	4	4	10	14	44.0%	6	1	7	8	1
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	55%	45%	43	35	78	21.8%	17	35	26	61	43.0%	26	22	13	35	1
1	11																				1	1
	12																				1	1
	13																				1	1
	14																				1	1
	15																				1	1
		ITE Land Use Code	-	Ra	te or Equat	tion		Total:	797	404	1.201	15.5%	186	706	309	1,015	9.5%	96	658	261	919	1
		820	-		= 0.61*LN()		•				,							al Reduction	39	16	55	1
		492		(.)	Y=1.41(X)	,		Notes:										xternal Trips		245	864	1
		445			Y=0(X)				(1) No trip	generation	information	available for A	M neak hour	Manual ra	a of 0 trins	accumad ac		s not expected t				

Y=0(X) LN(Y) = 0.8*LN(X)+0.26 Y=0.29*(X)+28.86 Y=0.53(X) 230 232 310 565

Y=12.18(X) LN(Y) = 0.8*LN(X)+1.57710 Y=0.81(X) Y=10.81(X) 931 932

WEEKDAY PM PEAK HOUR TRIP GENERATION

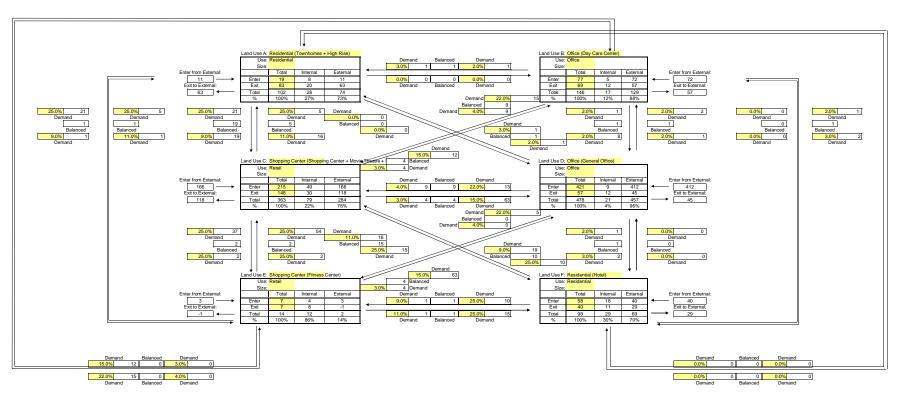
		ITE TRIP GENERATIO	N CHAR	CTERIS	TICS		_	TIONAL BUTION		GROS: VOLUMI			RNAL TURE	EXT	ERNAL	TRIPS	_	S-BY TURE	EX.	NET NEW FERNAL TI	
			ITE	ITE		ITE		cent					IC					PB			
		Land Use	Edition	Code	Scale	Units	In	Out	ln	Out	Total	Percent	Trips	ln	Out	Total	Percent	Trips	In	Out	Total
L	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9
; [5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60
۱ [6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76
ıГ	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110
, F	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384
٦,	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37
٠ [11	•																			
	12																				
ı	13																				
	14																				
ı	15																				
		ITE Land Use Code		Ra	te or Equa	tion		Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562
		820	_	LN(Y) :	= 0.67*LN()	X)+3.31	-							•		6	% Multimoda	al Reduction	40	54	94
		492		LN(Y) :	= 0.95*LN(X)+1.43		Notes:									Net New E	xternal Trips	620	848	1,468
		445			Y=13.64(X																
		230			= 0.82*LN(
		232			0.34*(X)+1																
		310			Y=0.6(X)	-															
		565			Y=12.34(X)															
		710			1.12*(X)+78																
		004			V 7 40(V)																

Y=7.49(X) Y=9.85(X)

710 931 932

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET (ITE, Chapter 7, Trip Generation Handbook, 2nd Edition, June 2004)





NET E	XTERNA	L TRIPS	FOR MUL	TI-USE DI	EVELOPM	ENT	
				Land Us	е		
Category	A	В	С	D	E	F	Tota
Residential (Townhome	Office (Da	Shopping Ce	Office (Gene	Shopping C	Residential (F	
Enter	11	72	166	412	3	40	704
Exit	63	57	118	45	-1	29	311
Total	74	129	284	457	2	69	1,01
Single Use Trip Gen Estimate	102	146	363	478	14	98	1,20
	27.45%	11.64%	21.76%	4.39%	85.71%	29.59%	

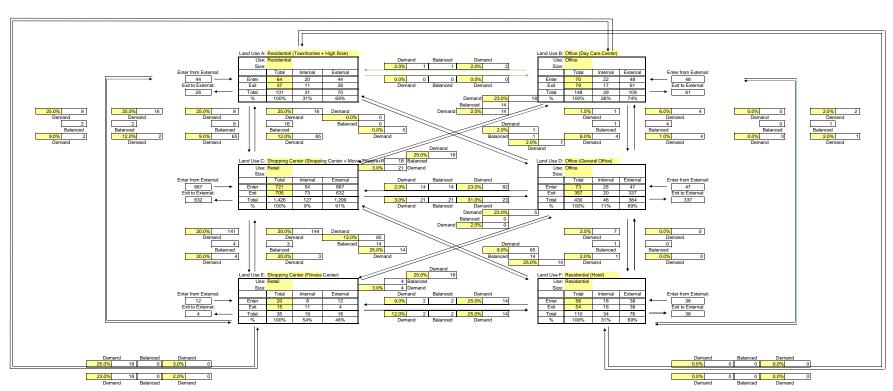
Internal Capture =

15.49%

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ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET (ITE, Chapter 7, Trip Generation Handbook, 2nd Edition, June 2004)



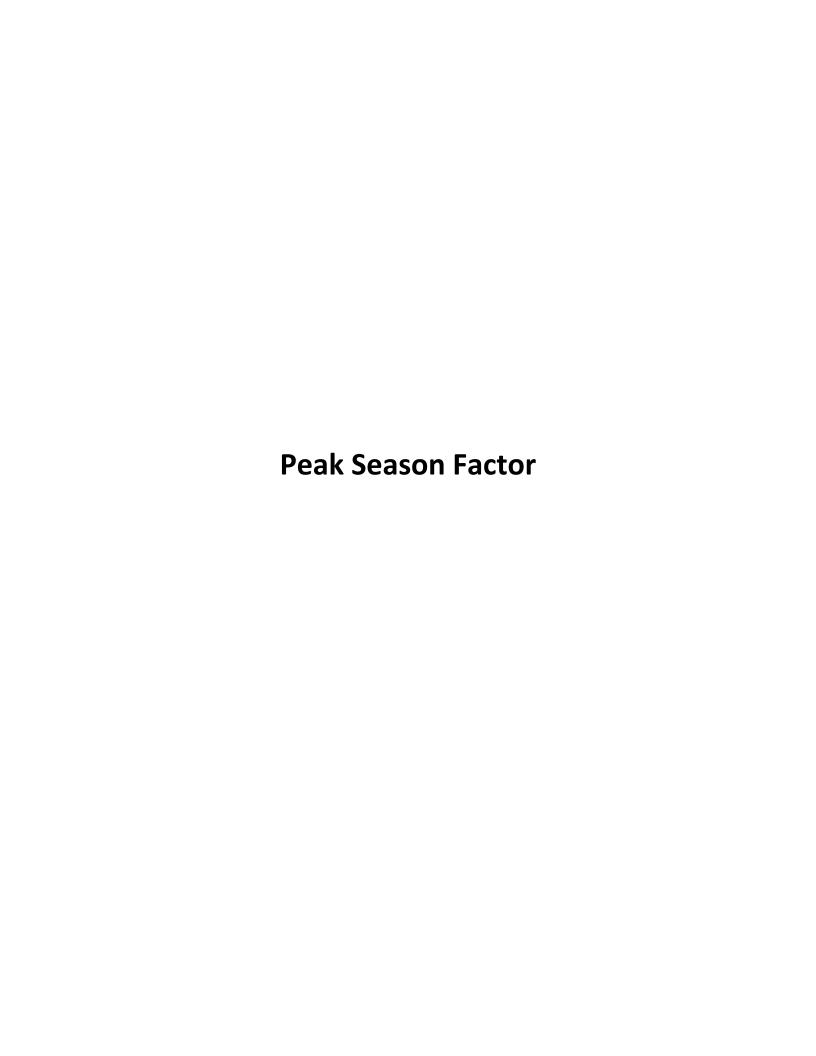


NET E	XTERNA	L TRIPS	FOR MUL	TI-USE DI	EVELOPM	ENT	
				Land Us	е		
Category	A	В	С	D	E	F	Total
Residential (7	ownhome	Office (Da	Shopping Ce	Office (Gene	Shopping C	Residential (F	
Enter	44	48	667	47	12	38	856
Exit	26	61	632	337	4	38	1,098
Total	70	109	1,299	384	16	76	1,954
Single Use							
Trip Gen Estimate	101	148	1,426	430	35	110	2,250
	30.69%	26.35%	8.91%	10.70%	54.29%	30.91%	

File Name = k:ttl_tpt0i043567000-old spanish villagelcalcs/trip generation/sample([ic 6 uses pm_12:30-2014_capped.xis)6 lu Print Date = 0128/15 Print Time = 12:23 PM

Internal Capture = 13.16%

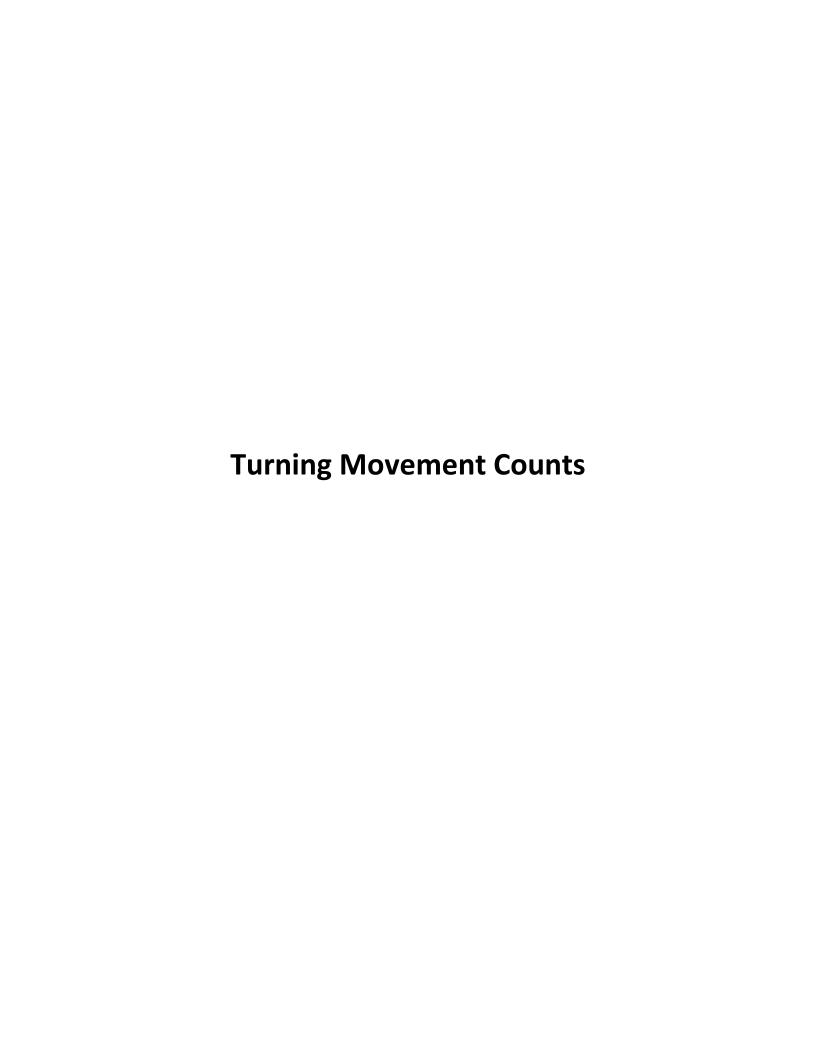
APPENDIX D: Traffic Data



2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 8701 MIAMI-DADE SOUTH

CITIEC	ACT: 0701 HIRMIT BIBL BOOTH		MOCF: 0.99
WEEK	DATES	SF	PSCF
======			1 00
1 2	01/01/2013 - 01/05/2013	0.99	1.00
3	01/06/2013 - 01/12/2013 01/13/2013 - 01/19/2013	1.00 1.02	1.01 1.03
4	01/13/2013 - 01/19/2013	1.02	1.03
5	01/20/2013 - 01/20/2013	1.00	1.01
* 6	02/03/2013 - 02/09/2013	0.99	1.00
* 7	02/10/2013 - 02/16/2013	0.99	1.00
* 8	02/17/2013 - 02/23/2013	0.98	0.99
* 9	02/24/2013 - 03/02/2013	0.98	0.99
*10	03/03/2013 - 03/09/2013	0.99	1.00
*11	03/10/2013 - 03/16/2013	0.99	1.00
*12	03/17/2013 - 03/23/2013	0.99	1.00
*13	03/24/2013 - 03/30/2013	0.99	1.00
*14	03/31/2013 - 04/06/2013	0.99	1.00
*15	04/07/2013 - 04/13/2013	0.99	1.00
*16	04/14/2013 - 04/20/2013	0.99	1.00
*17	04/21/2013 - 04/27/2013	1.00	1.01
*18	04/28/2013 - 05/04/2013	1.00	1.01
19	05/05/2013 - 05/11/2013	1.01	1.02
20	05/12/2013 - 05/18/2013	1.01	1.02
21	05/19/2013 - 05/25/2013	1.01	1.02
22	05/26/2013 - 06/01/2013	1.01	1.02
23	06/02/2013 - 06/08/2013	1.01	1.02
24	06/09/2013 - 06/15/2013	1.01	1.02
25	06/16/2013 - 06/22/2013	1.01	1.02
26 27	06/23/2013 - 06/29/2013 06/30/2013 - 07/06/2013	1.02	1.03
28	07/07/2013 - 07/06/2013	1.03 1.04	1.04 1.05
29	07/14/2013 - 07/13/2013	1.04	1.05
30	07/21/2013 - 07/27/2013	1.04	1.05
31	07/28/2013 - 08/03/2013	1.03	1.04
32	08/04/2013 - 08/10/2013	1.02	1.03
33	08/11/2013 - 08/17/2013	1.01	1.02
34	08/18/2013 - 08/24/2013	1.00	1.01
35	08/25/2013 - 08/31/2013	1.01	1.02
36	09/01/2013 - 09/07/2013	1.01	1.02
37	09/08/2013 - 09/14/2013	1.01	1.02
38	09/15/2013 - 09/21/2013	1.01	1.02
39	09/22/2013 - 09/28/2013	1.01	1.02
40	09/29/2013 - 10/05/2013	1.00	1.01
41	10/06/2013 - 10/12/2013	1.00	1.01
42	10/13/2013 - 10/19/2013	0.99	1.00
43	10/20/2013 - 10/26/2013	0.99	1.00
44	10/27/2013 - 11/02/2013	1.00	1.01
45	11/03/2013 - 11/09/2013	1.00	1.01
46	11/10/2013 - 11/16/2013	1.00	1.01
47	11/17/2013 - 11/23/2013 11/24/2013 - 11/30/2013	1.00	1.01
48 49	12/01/2013 - 11/30/2013	1.00 0.99	1.01 1.00
49 50	12/01/2013 - 12/07/2013 12/08/2013 - 12/14/2013	0.99	1.00
51	12/08/2013 - 12/14/2013 12/15/2013 - 12/21/2013	0.99	1.00
52	12/13/2013 - 12/21/2013	1.00	1.01
53	12/29/2013 - 12/31/2013	1.02	1.03
	,,		

^{*} PEAK SEASON



624 Gardenia Terrace Delray Beach, Florida 33444

CORAL GABLES, FLORIDA COUNTED BY: WAYNE ASSAM

SIGNALIZED

MIRACLE MILE & PONCE DE LEON BOULEVARD

Phone (561) 272-3255

Start Date: 05/15/14 File I.D. : 22ST_PDL

Site Code : 00140106

Page : 1

PO	NCE DE	E LEON I	BOULEVA	RD	MIRACLE	MILE			PONCE D	E LEON 1	BOULEVA	RD	MIRACLE	MILE			
Fr	om No	rth			From Eas	st			From So	uth			From We	st		1	
U	Turn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Tota
ate 05/15				_													
07:00	0	5	39	4	1 0	20	96	3	1 0	1	36	10	1	14	176	8	41
7:15	0	8	47	3		17	109	8	0	4	55	22	0	17	195	13	49
7:30	0	3	43	5		19	147	8	0	7	48	16	. 0	16	235	10	55
7:45	0	. 2	60	5		26	149	. 7	0	5	88	12		25	223	10	61
Ir Total	0	18	189	17	0	82	501	26	0	17	227	60	1	72	829	41	208
8:00	0	13	78	12	0	35	171	8	0	5	79	17	0	28	180	15	64
8:15	0	5	77	7	0	40	172	20	0	4	83	14	0	33	211	15	68
8:30	0	11	94	10	0	45	160	18	0	12	80	17	0	27	172	20	66
8:45	0	8	94	14_	0	48	164	23	0	6	96	15	0	40	184	17	70
r Total	0	37	343	43	0	168	667	69	0	27	338	63	0	128	747	67	269
	* BRI	EAK * -												* *			
6:00	0	22	86	31	0	27	185	17	0	16	97	35	j 0	16	106	15	65
6:15	0	25	80	21	0	21	188	14	1	14	73	29	0	10	95	13	58
6:30	0	22	95	24	0	20	199	22	0	13	118	19	0	13	138	10	69
6:45	1	29	96	25	1	24	200	14	0	10	103	34	0	9	122	9	67
r Total	1	98	357	101	1	92	772	67	1	53	391	117	0	48	461	47	260
7:00	0	18	123	23	0	20	208	11	0	22	114	34	0	19	114	12	71
7:15	0	33	106	20	0	27	191	19	0	13	116	30	0	15	124	13	70
7:30	0	28	101	20	0	24	200	16	0	17	125	28	0	18	133	7	71
7:45	0	29	107	16	0	34	198	19	0	21	95	38	0	17	118	18	71
	0	108	437	79	0	105	797	65	0	73	450	130	0	69	489	50	285
r Total	Ū																

MIRACLE MILE & PONCE DE LEON BOULEVARD

CORAL GABLES, FLORIDA

SIGNALIZED

COUNTED BY: WAYNE ASSAM

Delray Beach, Florida 33444

624 Gardenia Terrace Phone (561) 272-3255 Site Code : 00140106 Start Date: 05/15/14 File I.D. : 22ST_PDL

Page : 2

							ALL V	EHICLES								
PONCE DE From Nort		OULEVA		MIRACLE From Eas				PONCE DI		BOULEVA	ARD	MIRACLE From Wes				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																
Peak Hour Analysi	is By E	ntire	Interse			eriod:	07:00 t			5/14						
Peak start 08:00				08:00				08:00				08:00				
Volume 0	37	343	43	*	168	667	69		27	338	63	•	128	747	67	
Percent 0%	9%	81%	10%	*	19%	74%	88	•	6%	79%	15%		14%	79%	7%	!
Pk total 423				904				428				942				1
Highest 08:45				08:45				08:4				08:15				
Volume 0	8	94	14	•	48	164	23	•	6	96	15	•	33	211	15	
Hi total 116				235				117				259				
PHF .91				. 96				.91				.91				
								OULEV								
	•		0	43	•	343	3	37		128 338 69						0
		·	-	42		242	[^	•	0
			0	43		343	١ -	37		535				0		
					١	123		, II								
				L		123	_	958				_				69
MIRACLE MI	LE							<i>J J G</i>						69		0,5
MINICELL MI													`	00		
27			_			• A1	il VE	HICLE	S							
667 43	7	737					· ·		~			904	6	67	• 6	67
· 128												I				
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· 747			ı								1	==				
	7	47	94	12		Inte	ersec	tion	Tota	1						37
								697					84	47		47
			— 1				•									63
• 67			-													
		67										MIR	ACL	E MII	LE	
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							—		42	8 -	•					
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		0				168	3 •	27	•	338	•	63 ·		0		
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				דא 🗅 С א	<u> </u>	יזים ר	 	OULEV	ממג	1						
				PON	ل ناب	בוו ייי	OIA B		MKD	1						

MIRACLE MILE & PONCE DE LEON BOULEVARD

CORAL GABLES, FLORIDA

SIGNALIZED

COUNTED BY: WAYNE ASSAM

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : 22ST_PDL

Page : 3

						ALL V	EHICLES								
PONCE DE LE From North	ON BOULEVA		MIRACLE From Eas				PONCE DI		BOULEVA	ARD	MIRACLE From Wes				
UTurn Le	ft Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/15/14															
Peak Hour Analysis	By Entire	Interse			eriod:	16:00 t			5/14						
Peak start 17:00			17:00				17:00		450		17:00		400		
	08 437 7% 70%	79 13%	1	105 11%	797 82%	65 7 %	'	73 11%	450 69%	130 20%	•	69 11%	489 80%	50 8%	'
Percent 0% 1 Pk total 624	/16 /016	134	967	114	021	/16	653	11.9	0 2 %	20%	608	112	804	0.4	
Highest 17:00			17:45	;			17:00)			17:30				!
3	18 123	23	,	34	198	19	'	22	114	34	r.	18	133	7	
Hi total 164			251				170				158				1
PHF .95			. 96				. 96				. 96				ĺ
			PON	CE I	E LE	EON B	OULEV	ARD							
	•	0	79	•	437	7	108		69 450 65						0
		0	79	-	437	7	108		584				0	•	0
				1	524	!	"								
MIRACLE MILE	Ξ		L	- 17:-		- 1,	208					(65	•	65
73		_			. 7\ T	.T. 175	HICLE	C							
797 79	949	_			AL)L, VE		5			967	79	97	• 7	97
• 69		٦									<u> </u>			····	······································
	69 		1	,557	7				1,69	4		10	05	• 1	05
• 489		'													
	489	60	8		Inte		tion	Tota	1						08
		1				2,	852					72	27		89
• 50		_ _												1	30
50	50										— MTR	ACTJ	E MI	LE.	
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						Γ		65	3 –						
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	0				105 437	$\left\ \cdot \right\ $	73	•	450	•	130 •		0		
					50) 									
						·∥					[-				
					592	:	73		450		130		0		
			PON	CE I	E LE	EÖN B	OULEÝ.	ARD							

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

Page : 1

Site Code : 00140106

Start Date: 05/15/14

File I.D. : 22ST_PDL

SIGNALIZED

CORAL GABLES, FLORIDA

COUNTED BY: WAYNE ASSAM

MIRACLE MILE & PONCE DE LEON BOULEVARD

	PONCE DI		BOULEVA	RD	MIRACLE From Eas			,	PONCE D		BOULEVA	RD	MIRACLE From Wes				
	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Total
Date 05/	15/14																
07:00	0	0	0	1	0	0	0	4	0	0	0	16	0	0	0	4	25
07:15	0	0	0	4	0	0	0	1	0	0	0	12	0	0	0	3	20
07:30	0	0	0	13	0	0	0	1	0	0	0	8	0	0	0	14	36
07:45	0	0	0	6	0	0	0	3	0	0	0	23	0	_0	0	11	4.3
Hr Total	. 0	0	0	24	0	0	0	9	0	0	0	59	0	0	0	32	124
08:00	0	0	0	4	0	0	0	6	0	0	0	17	0	0	0	11	38
08:15	0	0	0	2	0	0	0	8	0	0	0	19	0	0	0	19	4.8
08:30	0	0	0	19	0	0	0	6	0	0	0	18	0	0	0	34	77
08:45	0	0	0	6	0	0	0	4	0	0	0	30	0	0	00	26	66
Hr Total	. 0	0	0	31	0	0	0	24	0	0	0	84	0	0	0	90	229
	* BRI	EAK * -															
16:00	0	0	0	23	0	0	0	9	0	0	0	12	0	0	0	6	50
16:15	0	0	0	13	0	0	0	8	0	0	0	33	0	0	0	4	58
16:30	0	0	0	11	0	0	0	9	0	0	0	25	0	0	0	16	61
16:45	0	0	0	8	0	0	0	5	0	0	0	11	0	0	0	11	35
Hr Total	. 0	0	0	55	0	0	0	31	0	0	0	81	0	0	0	37	204
17:00	0	0	0	11	0	0	0	19	0	0	0	23	0	0	0	15	68
17:15	0	0	0	16	0	0	0	9	0	0	0	25	0	0	0	5	55
	0	0	0	11	0	0	0	20	0	0	0	28	0	0	0	1	60
17:30	0	0	0	40	0	0	0	15	0	0	. 0	38	0	0	0	26	119
								1		0	0	114	1 0				302
17:30 <u>17:45</u> Hr Total		0	0	78	0	0	0	63	0	U	U	114	0	0	0	47	302

Hillstone 250 Cl V S 1 1	1 Miraclemile
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Pencae	1
coral Gables, Floria	da

Coral Gables, Florida
May 14,2014
Linus Palomino
Signalized

ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: WAYNE ASSAM

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : ANDA_PDL

Page : 1

	From Nor		BOULEVA	RD	ANDALUS:		UE		PONCE D		BOULEVA	ARD	From We		UE		
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Total
Date 05,	/14/14			_													
07:00	0	7	77	0	0	0	0	0	1 0	0	76	9	0	5	60	6	240
07:15	1	7	57	0		0	0	0	0	0	76	18	0	12	68	8	247
07:30	0	10	73	0	0	0	0	0	0	0	76	16	0	5	99	13	292
07:45	0	10	86	0		0	0	0	0	0	78	17	0	16	115	11	333
Hr Total	1	34	293	0	0	0	0	0	0	0	306	60	0	38	342	38	1112
08:00	1	14	113	0	0	0	0	0	0	0	90	33	0	19	120	15	405
08:15	0	16	104	0	0	0	0	0	0	0	101	34	0	13	157	19	444
08:30	0	26	143	0	0	0	0	0	0	0	99	28	0	15	157	26	494
08:45	11	24	130	0	0	. 0	0	0	0	0	103	25	0	13	161	26	483
Hr Total	1 2	80	490	0	0	0	0	0	0	0	393	120	0	60	595	86	1826
	* BRI	EAK * -															
16:00	0	12	130	0	0	0	0	0	0	0	121	18	0	30	82	34	427
16:15	0	14	123	0	0	0	0	0	0	0	126	25	0	33	98	20	439
16:30	1	15	121	0	0	0	0	0	0	0	129	31	0	24	91	25	437
16:45	0	21	128	0	0	0	0	0	1 0	0	145	35	0	22	102	24	477
Hr Tota	l 1	62	502	0	0	0	0	0	0	0	521	109	0	109	373	103	1780
17:00	0	7	139	0	0	0	0	0	0	0	168	20	0	17	110	34	495
17:15	2	18	153	0	0	0	0	0	0	0	150	25	0	19	104	33	504
17:30	0	14	145	0	0	0	0	0	0	0	146	21	0	15	103	23	467
17:45	1	15	147	0	0	0	0	0	0	0	142	41	0	15	92	24	477
Hr Tota	1 3	54	584	0	0	0	0	0	0	0	606	107	0	66	409	114	1943
TOTAL	7	230	1869	0	0	0	0	0	0	0	1826	396	0	273	1719	341	6661

ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: WAYNE ASSAM SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : ANDA_PDL

Page : 2

							ALL V	EHICLES								
PONCE DE		BOULEVA	RĎ	ANDALUSI		UE		PONCE DI		BOULEVA		ANDALUSI From Wes		UE		
UTurn	Left	Thru	Right	UTurn	Left	Thru						UTurn	Left	Thru	Right	Total
Date 05/14/14																
Peak Hour Analys		Entire	Interse			eriod:	07:00 t	O 09:00 (4/14		08:00				I
Peak start 08:00 Volume 2	, 80	490	0	08:00	0	0	0	1	0	393	120	•	60	595	86	
Percent 0%	14%	86%	0%		0%	0%	0%		0%	77%	23%		88	80%	12%	:
Pk total 572				0				513				741				
Highest 08:30)			07:00)			08:19	5			08:45				1
Volume 0	26	143	0		0	0	0		0	101	34		13	161	26	
Hi total 169				0				135				200				
PHF .85				0.1				.95				. 93				
				PON	CE I	E LE	ON B	OULEV	ARD							
	•		0	0		490		82		60 393						
										0						
						400	:			450				^	•	0
			0	0	'	490	'	82		453				0		
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• 595			1	1							1					
		595	74	11		Inte	rsec	tion	Tota	1						82
							1,	826					79	97		95
			—												1	.20
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		86					_ 1	089				ANL	ALU	SIA A	AVENU	ΙE
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		0				C		0	•	393	•	120 ·		0		
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						576	:	0		393		120		0		
						- · •					•	[-		
				_												
			ı	PON	CE I	E LE	ON B	OULEŸ	ARD							

ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: WAYNE ASSAM

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Traffic Survey Specialists, Inc.

Site Code : 00140106 Start Date: 05/14/14 File I.D. : ANDA_PDL

Page : 3

SIGNALIZED

PONCE DE LEON BOULEVARD ANDALUSIA AVENUE PONCE DE LEON BOULEVARD ANDALUSIA AVENUE From North From East From South From West	
UTurn Left Thru Right UTurn Left Thru Right UTurn Left Thru Right UTurn Left Thru Rig	ht Tota
ate 05/14/14	
eak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14	
eak start 17:00 17:00 17:00	
	14
	9%
k total 641 0 713 589	
ighest 17:15 07:00 17:00 17:00	- 1
	34
i total 173 0 188 161	1
HF .93 .0 .95 .91	
PONCE DE LEON BOULEVARD • 0 • 584 • 57 66 606 0	
	0
0 0 584 57 672 0	U
0 0 304 37 072	
641	
1,313 — · ·	0
ANDALUSIA AVENUE 0	
0 · ALL VEHICLES	
0 0 · ADD VERICUES ·	0
	U
66	
66	0
589 573 0	· ·
409	
409 589 Intersection Total	57
1,943 573	409
	107
114	
114 ANDALUSIA AVE	NUE
1,411	
713	
0	
584	
114	
698 0 606 107 0	
PONCE DE LEÖN BOULEVARD	

ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: WAYNE ASSAM

SIGNALIZED

624 Gardenia Terrace Phone (561) 272-3255

Delray Beach, Florida 33444

Traffic Survey Specialists, Inc.

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Page : 1

	PONCE DE		BOULEVA	RD	ANDALUS		TUE .		PONCE D		BOULEVA	RD	ANDALUS		IUE	1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Tota]
Date 05,	/14/14																
07:00	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	7	11
07:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	6	10
07:30	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	5	12
07:45	0	0	0	1] 0	0	0	8	0	0	0	6	0	0	0	5	20
Hr Tota	0	0	0	4	0	0	0	10	0	0	0	16	0	0	0	23	53
08:00	0	0	0	3	0	0	0	10	0	0	0	5	0	0	0	6	24
08:15	0	0	0	2	0	0	0	29	0	0	0	1	0	0	0	8	40
08:30	0	0	0	6	0	0	0	7	0	0	0	4	0	0	0	12	29
08:45	0	0	0	4	0	0	0	11	0	0	0	8	0	0	0	6	29
Hr Tota	0	0	0	15	0	0	0	57	0	0	0	18	0	0	0	32	122
	* BRI	EAK * -															
16:00	0	0	0	9	0	0	0	9	0	0	0	9	j 0	0	0	14	41
16:15	0	0	0	15	0	0	0	17	0	0	0	5	0	0	0	7	44
16:30	0	0	0	18	0	0	0	21	j o	0	0	10	0	0	0	12	61
16:45	0	0	0	3	[0	0	0	14	0	0	0	7	0	0	0	13	37
Hr Tota	1 0	0	0	45	0	0	0	61	0	0	0	31	0	0	0	46	183
17:00	0	0	0	11	0	0	0	16	0	0	0	8	0	0	0	21	56
17:15	0	0	0	11	0	0	0	14	0	0	0	12	0	0	0	8	45
17:30	0	0	0	5	0	0	0	20	0	0	0	13	0	0	0	10	48
17:45	0	0	0	7	0	0	0	15	0	0	0	9	0	0	0	18	49
Hr Tota	0	0	0	34	0	0	0	65	0	0	0	42	0	0	0	57	198
TOTAL	0	0	0	98	0	0	0	193	0	0	0	107	0	0	0	158	556

Brick 7075 AndalusiaAve coral Gables, Florida May 14, 2014 dawn by: Luis Palomino Signalized

VALENCIA AVENUE & PONCE DE

COUNTED BY: REY LOPEZ

SIGNALIZED

BOULEVARD, CORAL GABLES, FLORIDA

Traffic Survey Specialists, Inc.

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : VALE_PDL

Page : 1

UTh Date 05/14/: 07:00 07:15 07:30 07:45 Hr Total 08:00	urn 14 0 0 0 0 0	Left 0 0 0 0 0	71 52 77 75	Right 9 9 9	'	Left 3	Thru 20	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
07:00 07:15 07:30 07:45 Hr Total	0 0 0	0 0 0	52 77	9	'		20										
07:15 07:30 <u>07:45</u> Hr Total	0 0 0	0 0 0	52 77	9	'		20										
07:30 07:45 Hr Total	0	0	77		0	e		1	0	8	86	0	0	0	0	0	198
07:45 Hr Total	0	0		17		o	10	6	. 0	8	96	0	0	0	0	0	18
Hr Total			75		0	4	27	4	0	5	88	0	0	0	0	0	222
	0	0		21	0	6	28	10	1	9	90	0	0	0	0	0	240
08:00			275	56	0	19	85	21	1	30	360	0	0	0	0	0	847
	0	0	107	23	0	7	32	10	0	7	112	0	0	0	0	0	298
08:15	0	0	98	23	0	9	35	6	0	10	128	0	0	0	0	0	30
08:30	0	0	124	41	0	14	37	6	0	4	124	0	0	0	0	0	35
08:45	0	0	137	32] 0	9	47	8	0	7	127	0	0	0	0	0	36
Hr Total	0	0	466	119	0	39	151	30	0	28	491	0	0	0	0	0	1324
1	* BRE	AK *															
16:00	0	0	119	34	0	17	60	15	0	12	126	0	0	0	0	0	38:
16:15	0	0	114	34	0	15	85	16	1	9	143	0	0	0	0	0	41
16:30	0	0	129	28	0	26	106	30	1	21	131	0	0	0	0	0	47
16:45	0	0	116	40	0	26	127	40	0	18	142	0	0	0	0	0	50
Hr Total	0	0	478	136	0	84	378	101	2	60	542	0	0	0	0	0	178
17:00	0	0	134	38	0	31	136	39	0	27	152	0	0	0	0	0	55
17:15	0	0	146	36	0	34	170	25	0	15	183	0	0	0	0	0	60
17:30	0	0	133	39	0	21	143	26	0	21	151	0	0	0	0	0	53
17:45	1	0	139	35	0	21	137	30	0	15	153	0	0	0	0	0	53
Hr Total	1	0	552	148	0	107	586	120	0	78	639	0	0	0	0	0	223
TOTAL	1	0	1771	459	0	249	1200	272	3	196	2032	0		0	 0	0	618

VALENCIA AVENUE & PONCE DE BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: REY LOPEZ

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : VALE_PDL

Page : 2

								ALL V	EHICLES								
	E DE Nort		BOULEVA		VALENCIA From Eas		E		PONCE DE		BOULEVA		VALENCIA From Wes		E		
											Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/14/14																	
Peak Hour And	_	s By I	Entire	Interse			eriod:	07:00 t			4/14						ı
Peak start 08 Volume	0 8	0	466	119	08:00 0	39	151	30	08:00 0	28	491	0	08:00	0	0	0	1
	0%	0%	80%	20%		18%	69%	14%	•	20 5%	95%	0%	'	0%	0%	0%	[[
Pk total 58		•	00*	200	220	100	0,76	140	519	26	238		1 0	•	00	0.0	
	8:45				08:45				08:15	;			07:00				l
Volume	0	0	137	32	'	9	47	8	,	10	128	0	'	0	0	0	İ
Hi total 16	69				64				138				0				
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					2	98					22	0			39		
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• 0			0				39 466 0		28	•	491		0		0		
							505		28		491		-		0		
					PON	CE I	E LE	ON B	OULEV	ARD							

VALENCIA AVENUE & PONCE DE BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: REY LOPEZ

SIGNALIZED

Delray Beach, Florida 33444 Phone (561) 272-3255

Traffic Survey Specialists, Inc. 624 Gardenia Terrace

Site Code : 00140106 Start Date: 05/14/14 File I.D. : VALE_PDL

Page : 3

	h			From Eas	AVENUI			PONCE DI				VALENCIA From Wes			į	
UTurn :	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Tota
ate 05/14/14																
ak Hour Analysi	s By	Entire	Interse	ction for	the P	eriod:	16:00 to	18:00	on 05/1	4/14						
eak start 17:00				17:00				17:0)			17:00			İ	
olume 1	0	552	148	0	107	586	120	0	78	639	0	0	0	0	0	
ercent 0%	0%	79%	21%	0%	13%	72%	15%	0%	11%	89%	0%	0%	0%	0%	0%	
total 701				813				717				0				
ghest 17:15				17:15				17:1	5			07:00				
olume 0	0	146	36	'	34	170	25	0	15	183	0	0	0	0	0	
total 182				229				198				0				
IF . 96				.89				. 91				.0			1	
	•		0.	PON		E LE 552		OULEV 1		0						
										639 120						
			0	148		552		<u>-</u>		 759				0	•	0
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						659	·	78		639		0		0		
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624 Gardenia Terrace Delray Beach, Florida 33444

BOULEVARD, CORAL GABLES, FLORIDA

VALENCIA AVENUE & PONCE DE

COUNTED BY: REY LOPEZ

SIGNALIZED

Phone (561) 272-3255

File I.D. : VALE_PDL

Page : 1

Site Code : 00140106

Start Date: 05/14/14

	ONCE D		BOULEVA	RD	VALENCIA From Ea		JE		PONCE D From So		BOULEVA	RD	VALENCI From We		JE	1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/1	.4/14 -																
07:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	8
07:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
07:30	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	6
07:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8
Hr Total	0	0	0	3	0	0	0	13	0	0	0	2	0	0	0	7	25
08:00	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	2	10
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	2	0	0	0	6	0	0	0	3	0	0	0	5	16
08:45	0	0	0	1	0	0	. 0	8	0	0	0	1	0	0	0	1	11
Hr Total	0	0	0	5	0	0	0	21	0	0	0	4	0	0	0	8	38
	- * BR	EAK * -															
16:00	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	4	10
16:15	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	14	21
16:30	0	0	0	16	0	0	0	6	0	0	0	0	0	0	0	9	31
16:45	0	0	0	5	0	0	0	7	0	0	0	2	0	0	0	7	21
Hr Total	0	0	0	29	0	0	0	15	0	0	0	5	0	0	0	34	83
17:00	0	0	0	14	0	0	0	4	0	0	0	3	0	0	0	11	32
17:15	0	0	0	17	0	0	0	23	0	0	0	0	0	0	0	11	51
17:30	0	0	0	22	0	0	0	15	0	0	0	5	0	0	0	10	52
17:45	0	0	0	3	0	0	0	14	0	0	0	1	0	0	0	14	32
Hr Total	0	0	0	56	0	0	0	56	0	0	0	9	0	0	0	46	167
TOTAL	0	0	0	93	0	0	0	105	1 0	0	0	20	1 0	0	0	95	313

North

Valencia Ave.	N.T.		1 个	Walencia Are
_				$\stackrel{\sim}{\sim}$
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4		î		< J
Pacede Les Guz	1	100 A	1	salon E spa

coral Gables, Florida May 14,2014 drawn by: Luis Palomino Signalized

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

CORAL GABLES, FLORIDA

COUNTED BY: ISIDRO GONZALEZ

ALMERIA AVENUE & PONCE DE LEON BOULEVARD

SIGNALIZED

File I.D. : ALME_PDL

Page : 1

Site Code : 00140106

Start Date: 05/14/14

P	ONCE D	E LEON	BOULEVA	ARD	ALMERIA	AVENUE			PONCE D	E LEON	BOULEVA	ARD	ALMERIA	AVENUE		1	
F	rom No	rth			From Ea	st			From So	uth			From We	st		!	
	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Total
Date 05/1																	
07:00	0	2	75	2	0	1	8	1	0	3	90	10	0	0	15	0	207
07:15	0	1	60	0	0	2	4	4	0	5	83	3	0	7	20	0	189
07:30	0	2	75	1	0	3	7	0	0	2	90	8	0	2	23	5	218
07:45	0	6	73	3	0	4	9	3	0	8	100	12	0	4	28	2	252
Hr Total	0	11	283	6	0	10	28	8	0	18	363	33	0	13	86	7	866
08:00	0	6	105	3	0	5	18	6	I 0	5	115	19	0	5	42	6	335
08:15	0	5	99	3	0	5	17	5	0	8	124	18	0	10	47	3	344
08:30	0	9	132	1	0	8	11	2	0	8	113	14	0	5	57	5	365
08:45	. 0	11	121	4	0	7	22	3	0	7	132	16	0	5	42	2	372
Hr Total	0	31	457	11	0	25	68	16	0	28	484	67	0	25	188	16	1416
	- * BR	EAK * -															
16:00	0	9	134	7	0	9	26	5	0	7	129	12	0	3	20	4	365
16:15	0	2	123	3	1	4	20	6	0	8	133	4	0	8	15	4	331
16:30	1	6	137	3	0	9	21	5	0	4	146	8	0	3	15	5	363
16:45	11	10	119	4	0	14	19	12	0	4	142	15	0	4	30	6	380
Hr Total	2	27	513	17] 1	36	86	28	0	23	550	39	0	18	80	19	1439
17:00	0	12	153	2	0	15	30	3	0	10	160	10	0	5	29	3	432
17:15	1	9	170	1	0	9	35	5	0	10	177	14	0	2	22	2	457
17:30	0	12	136	5	0	13	29	7	0	11	150	12	0	5	19	4	403
17:45	0	9	149	3	0	9	38	4	0	6	143	15	0	5	27	5	413
Hr Total	1	42	608	11	0	46	132	19	0	37	630	51	0	17	97	14	1705
TOTAL	3	111	1861	45	1	117	314	71	0	106	2027	190	0	73	451	56	5426

624 Gardenia Terrace Delray Beach, Florida 33444

ALMERIA AVENUE & PONCE DE LEON BOULEVARD CORAL GABLES, FLORIDA COUNTED BY: ISIDRO GONZALEZ

SIGNALIZED

Site Code : 00140106 Start Date: 05/14/14 File I.D. : ALME_PDL Phone (561) 272-3255

Page : 2

							ALL V	EHICLES								
	DE LEO North	N BOULE		ALMERIA From Eas				PONCE DI		BOULEVA	ARD	ALMERIA From Wes				
UTur	n Lef	t Thr	u Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 Tota
Date 05/14/14																
Peak Hour Ana		y Entir	e Interse			eriod:	07:00 t			4/14						
Peak start 08				08:00				08:00				08:00				<u> </u>
		1 45		•	25	68	16	1	28	484	67		25	188	16	
		% 92	t 2%	•	23%	62%	15%		5%	84%	12%	'	11%	82%	7%	!
k total 49				109				579	_			229				1
Mighest 08 Molume	:30	9 13	2 1	08:45	7	22	3	08:4	7	132	16	08:30	5	57	5	} 1
i total 14		9 13	2 1	32	,	2.2	3	155	,	132	10	67	5	57	5	l I
PHF .8				.85				.93				.85				
		•	0 -	PON		DE LE		OULEV 31	ARD	25						
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ALMERIA	AVEN	UE		L			- 1,	024					-	16	•	16
28 68		107	-			· AI	L VE	HICLE	S			_ _				68
11												109	6	58		
• 25		٥٦	7									-				
		25		3	36					39	5		2	25	•	25
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100		188	22 l	29		Inte		tion 416	Tota	1			28	36	1	31 88 67
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0] ¹	1	5,	١						
-		0				25 457 16	'	28	•	484	•	67 ·		0		
						498		28		484		- 67		0		
				PON	CE D	E LE	ON B	OULEV.	ARD							

624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : ALME_PDL

Page : 3

SIGNALIZED ALL VEHICLES

ALMERIA AVENUE & PONCE DE LEON BOULEVARD

CORAL GABLES, FLORIDA

COUNTED BY: ISIDRO GONZALEZ

							ALL V	EHICLES								
PONCE DE From Nor		BOULEVA		ALMERIA From Eas				PONCE DE		BOULEVA	ARD	ALMERIA From Wes				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Tota
Date 05/14/14																
Peak Hour Analys		Entire	Interse			eriod:	16:00 t			4/14						
Peak start 17:00 Volume 1		600	11	17:00 0		120	10	17:00		620		17:00		0.7		
Volume 1 Percent 0%	42 6%	608 92%	2%	•	46 23%	132 67%	19 10%		37 5%	630 88%	51 7%		17 13%	97 76%	14 11%	
Pk total 662	0.6	928	2.5	197	234	6/16	104	718	216	881	/ 15	128	134	/616	11.4	
Highest 17:15				17:45	i			17:19				17:00				
Volume 1	9	170	1		9	38	4		10	177	14	*	5	29	3	
Hi total 181	-	2,0	-	51	_	30	•	201				37	3		· ·	
PHF .91				.97				.89				.86				
				PON	CE D	E LE	ON B	OULEV.	ARD							
	•		0	11		608	3 -	43		17 630 19		:				
			0	11		608	3	43		666				0	•	0
					1 6	62	<u> </u>									
				<u>_</u>			- 1.	328				г				19
ALMERIA A	VENU	E					-,							19		
37			_			· AI	L VE	HICLE	S							
132 11		180										197	13	32	• 1	32
· 17																
Δ,		17		ı							l					46
		- '		3	08					38	8		4	1 6		10
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• 97			•													
		97	12	28		Inte	rsec	tion '	Tota	1					,	43
							1,	705					19	91		97
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		14										ALM	ERI <i>I</i>	IVA A	ENUE	
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			j													
			1	PON	CE D	E LE	ÖN B	OULEV	ARD							
				PON	CE D	E LE	ON B	OOLEV	ARD							

624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

SIGNALIZED

COUNTED BY: ISIDRO GONZALEZ

ALMERIA AVENUE & PONCE DE LEON BOULEVARD

CORAL GABLES, FLORIDA

Start Date: 05/14/14 File I.D. : ALME_PDL

Page : 1

Site Code : 00140106

	ONCE DI		BOULEVA	RD	ALMERIA From Eas				PONCE D From So		BOULEVA	RD	ALMERIA From We		3		
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Tota
Date 05/1	.4/14																
07:00	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	ŧ
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	:
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	•
07:45	0	0	0	0	0	0	0	3	0	0	0	1	1 0	0	0	2	•
Hr Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	9	23
08:00	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	2	1:
08:15	0	0	0	0	0	0	0	1		0	0	3	0	0	0	1	9
08:30	0	0	0	3	0	0	0	4		0	0	2	0	0	0	5	14
08:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	4
Hr Total	0	0	0	5	0	0	0	11	0	0	0	9	0	0	0	9	34
	- * BRI	EAK * -															
16:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	4	
16:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	9
16:30	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	1:
16:45	0	0	0	1	0	0	0	2	0	0	0	6	0	0	0	4	13
Hr Total	0	0	0	8	0	0	0	7	0	0	0	9	0	0	0	12	3
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	!
17:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	:
17:30	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	10	15
17:45	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	4	1
Hr Total	0	0	0	5	0	0	0	13	0	0	0	3	0	0	0	21	4:



ALMeric Ave	Almeria Ave
	
2 >	→
Pricede Leon Divid	Amtrust Bank

Coral Gables, Florida May 14, 2014 drawn by: Luis Palomino Signalized SEVILLA AVENUE & SB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: ROLANDO MARTINEZ

NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : SEVIPDLS

Page : 1

	From No.	E LEON	BOULEVA	ARD	SEVILLA From Eas				PONCE D From So		BOULEVA	RD	SEVILLA From We			 	
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/	14/14 -																
07:00	0	0	77	2	0	7	9	0	0	0	0	0	0	0	0	3	98
07:15	0	0	59	3	0	10	16	0	0	0	0	0	0	0	0	16	104
07:30	0	0	76	5	0	8	13	0	0	0	0	0	0	0	0	14	116
07:45	0	0	73	6	0	9	24	0		0	0	0	I o	0	0	16	128
Hr Total	0	0	285	16	0	34	62	0	0	0	0	0	0	0	0	49	446
08:00	0	0	98	14	0	15	27	0	0	0	0	0	0	0	0	29	183
08:15	0	0	98	10	0	20	36	0	0	0	0	0	0	0	0	26	190
08:30	0	0	122	20	0	15	30	0	0	0	0	0	0	0	0	25	212
08:45	0	0	114	17	0	17	34	0	0	0	0	0		0	0	25	207
Hr Total	0	0	432	61	0	67	127	0	0	0	0	0	0	0	0	105	792
	* BRI	EAK * -				. 											
16:00	0	0	141	6	0	18	18	0	0	0	0	0	0	0	0	22	205
16:15	0	0	124	2	0	22	23	0	0	0	0	0	0	0	0	21	192
16:30	0	0	152	2	0	23	14	0	0	0	0	0		0	0	19	210
16:45	0	0	138	. 5	0	32	32	0	0	0	0	0	0	0	0	23	230
Hr Total	0	0	555	15	0	95	87	0	0	0	0	0	0	0	0	85	837
17:00	0	0	164	4	0	37	27	0	0	0	0	0	0	0	0	37	269
17:15	0	0	170	4	0	27	36	0	0	0	0	0	0	0	0	44	281
17:30	0	0	156	2	0	42	33	0	0	0	0	0		0	0	35	268
17:45	0	0	159	3	0	36	27	0	0	0	0	0		0	0	28	253
Hr Total	0	0	649	13	0	142	123	0	0	0	0	0	0	0	0	144	1071

624 Gardenia Terrace Delray Beach, Florida 33444

COUNTED BY: ROLANDO MARTINEZ

NOT SIGNALIZED

SEVILLA AVENUE & SB PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA

Phone (561) 272-3255

File I.D. : SEVIPDLS

Page : 2

Site Code : 00140106

Start Date: 05/14/14

ON BOULEV	APD	SEVILLA	AVENUE			L DONCE DE	TEON		מפו	LODUTTIA	7 (10 MILE)			
ION BOODEY		•						BOOLEVA						
		 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Tota
		ction for	the D	eriod.	07.00 +	. 09.00	n 05/1	 л/1л						
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624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

File I.D. : SEVIPDLS Page : 3

Site Code : 00140106

Start Date: 05/14/14

NOT SIGNALIZED

SEVILLA AVENUE & SB PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: ROLANDO MARTINEZ

								ALL V	EHICLES								
	ONCE DE		BOULEVA		SEVILLA From Eas		<u> </u>		PONCE DI		BOULEVA	ARD	SEVILLA From Wes				
											Thru	Right	UTurn	Left	Thru	Right	Tota
																	
			Entire	Interse	ction for		eriod:	16:00 t			4/14						
Peak star			640	10	17:00				17:00		^		17:00		0	3.4.4	İ
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lighest	17:15	5			17:30				07:00)			17:15	5			!
olume	0	0	170	4	•	42	33	0	,	0	0	0		0	0	44	
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					PON	CE I	DE LE	ON B	OULEV.	ARD							

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

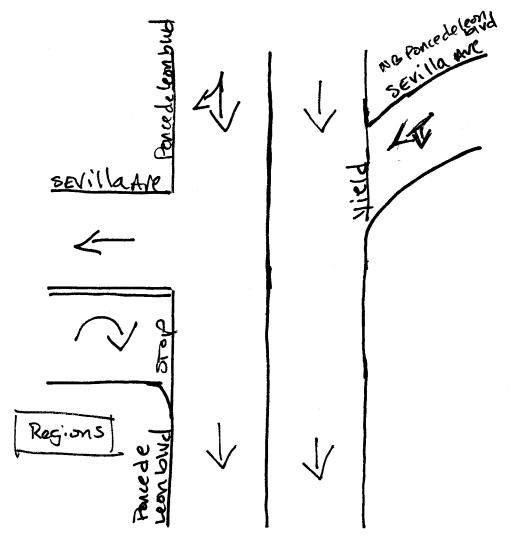
SEVILLA AVENUE & SB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: ROLANDO MARTINEZ

NOT SIGNALIZED

Start Date: 05/14/14 File I.D. : SEVIPDLS Page : 1

Site Code : 00140106

	PONCE DE	LEON	BOULEVA	RD	SEVILLA	AVENUE			PONCE D	E LEON	BOULEVAR	RD.	SEVILLA	AVENUE	:	1	
	From Nor	cth			From Eas	st			From So	uth			From Wes	st		1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Total
Date 05/	14/14		•								•						
07:00	0	0	0	0	! 0	0	0	0	l 0	0	0	1	1 0	0	0	0	1
07:15	0	0	0	0	0	0	0	0		0	0	2	0	0	0	1	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5
07:45	0	0	0	0		0	0	0		0	0	2	. 0	0	0	2	4
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	13
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	17
	* BRI	EAK * -															
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	7
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	18
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	15	20



Coral Gables, Florida May 14, 2014 Lrawn by'. Luis Palomino not signalized

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : SEVIPDLN

Page : 1

NOT SIGNALIZED

SEVILLA AVENUE & NB PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

7) T T	VEHI	CTRC
ALL	A PLUT	حصصا

	PONCE DI		BLVD		SEVILLA From Eas		;		PONCE D		BLVD		TO SB PG		LEON B	LVD	
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Total
Date 05,	/14/14																
07:00	0	0	0	0	7	0	0	0	15	89	0	16	0	0	0	0	127
07:15	0	0	0	0	13	0	0	0	23	78	0	26	0	0	0	0	140
07:30	0	0	0	0	10	0	0	0	18	89	0	21	0	0	0	0	138
07:45	0	0	0	0	13	0	0	0	35	105	0	33	0	0	0	0	186
Hr Tota	0	0	0	0	43	0	0	0	91	361	0	96	0	0	0	0	591
08:00	0	0	0	0	23	. 0	0	0	33	117	0	42	0	0	0	0	215
08:15	0	0	0	0	18	0	0	0	43	131	0	56	0	0	0	0	248
08:30	0	0	0	0	17	0	0	0	55	117	0	45	0	0	0	0	234
08:45	0	0	0	0	17	0	0	0	52	128	0	51	0	00	0	0	248
Hr Total	1 0	0	0	0	75	0	0	0	183	493	0	194	0	0	0	0	945
	* BRI	EAK * -															
16:00	0	0	0	0	24	0	0	0	20	119	0	36	0	0	0	0	199
16:15	0	0	0	0	24	0	0	0	16	125	0	45	0	0	0	0	210
16:30	0	0	0	0	25	0	0	0	8	134	0	37	0	0	0	0	204
16:45	0	0	0	0	27	0	0	0	14	138	0	64	0	0	0	0	243
Hr Tota	0	0	0	0	100	0	0	0	58	516	0	182	0	0	0	0	856
17:00	0	0	0	0	31	0	0	0	30	140	0	64	0	0	0	0	265
17:15	0	0	0	0	29	0	0	0	31	174	0	63	0	0	0	0	297
17:30	0	0	0	0	41	0	0	0	17	128	0	75	0	0	0	0	261
17:45	0	0	0	0	36	0	0	0	19	129	0	63	0	0	0	0	247
Hr Total	0	0	0	0	137	0	0	0	97	571	0	265	0	0	0	0	1070
TOTAL	0	0	0	 0	355	 0	0	 0	429	1941	0	737	0	 0	0	0 I	3462

SEVILLA AVENUE & NB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: RALPH ESPADA NOT SIGNALIZED Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : SEVIPDLN

Page : 2

							ALL V.	EHICLES								
PONCE DE I From North		BLVD		SEVILLA From Eas		3		PONCE DI From Sou		BLVD		TO SB PO From Wes		LEON B	LVD	
Right T	hru	UTurn	Left	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/14/14																
Peak Hour Analysis	By I	Entire	Interse			eriod: (07:00 t			4/14						ì
Peak start 08:00 Volume 0	^	0	0	08:00	0	0	0	08:00 183	493	0	194	08:00 0	0	0	0	
Volume 0 Percent 0%	0 0%	0 0%		100%	0%	0%	0%	'	57%	0%	22%	•	0%	0%	0%	
Pk total 0	0.8	0.6	0.8	1 75	0.8	0.0	0.8	870	578	0.8	220	1 0	0.0	0.0	0.0	
Highest 07:00				08:00				08:49	5			07:00				
Volume 0	0	0	0	23	0	0	0	52	128	0	51		0	0	0	
Hi total 0				23				231				0				
PH F .0				.82				. 94				.0				
					PON	CE DE	LEO	N BLV	D							
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TO SB PONCE	E DI	E LEC	ON BI	ZAD _	•			568						75		75
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					PON	CE DE	LEO	N BLV	D							

SEVILLA AVENUE & NB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: RALPH ESPADA NOT SIGNALIZED Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : SEVIPDLN

Page : 3

								ALL V	EHICLES								
	ONCE DE		BLVĎ		SEVILLA From Eas		3		PONCE DE		BLVD		TO SB PC		E LEON B	TAD	
]	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Total
Date 05/1	_		- 														
Peak Hour	Analys	sis By	Entire	Interse	ction for	the F	Period:	16:00 t	0 18:00 0	on 05/1	4/14						
Peak star	t 17:00)			17:00				17:00				17:00				
Volume	0	0	0	0	1	0	0	0	'	571	0	265		0	0	0	
Percent	0%	0%	0%	0%	•	0%	0%	0%	,	61%	0%	28%	,	0%	0%	0%	ļ. !
Pk total	0				137				933	_			0				
Highest	07:00 0	0	0	0	17:30	0	0	0	17:15	174	0	63	07:00	0	0	0	l I
Volume Hi total	0	U	U	0	41	U	U	U	268	1/4	U	63	1 0	U	U	O	1 1
PHF	.0				.84				.87				1 .0				!
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											571 137						
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TO SB	PON	CE D	E LE	ON BI	LVD _			-	708					1	37	· 1	37
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SEVILLA AVENUE & NB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

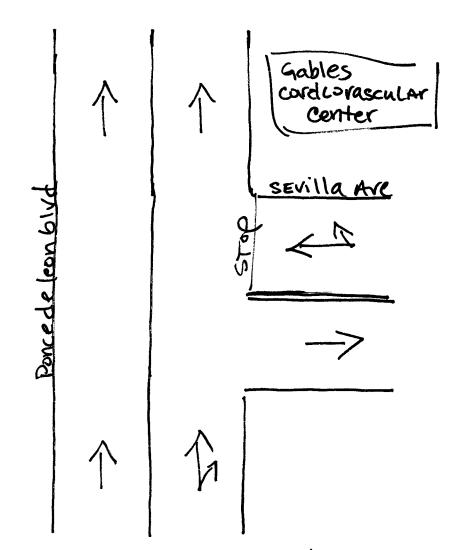
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : PDLNSEVI

Page : 1

	PONCD DI		BOULEVAI	RD	SEVILLA From Eas				PONCD D From So		BOULEVA	RD	U-TURN From We:	st			
	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Total
Date 05/	14/14 -																
07:00	0	0	0	1	1 0	0	0	4	0	0	0	1	0	0	0	0	6
07:15	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	2
07:45	0	0	0	0	•	0	0	2		0	0	1		0	0	0	3
Hr Total	. 0	0	0	2	0	0	0	6	0	0	0	3	0	0	0	0	11
08:00	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4
08:45	0	0	0_	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	. 0	0	0	1	0	0	0	5	0	0	0	5	0	0	0	0	11
	* BR	EAK * -															
16:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5
16:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
Hr Total	. 0	0	0	0	0	0	0	12	0	0	0	4	0	0	0	0	16
17:00	0	0	0	0	0	0	0	1	0	0	0	5	. 0	0	0	0	6
17:15	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
17:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
17:45	0	0	0	0	0	0	0	3	<u> </u>	0	0	1	0	0	0	0	4
Hr Total	L 0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	16
TOTAL		 0	0	3	0	0	0	29	 I 0	0	0	22	0	0	0	o l	54



Coral Gables, Florida
May 14,2014
drawn by: Luis Palomino
not signalized

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

PALERMO AVENUE & SB PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: EDIE SAPORITTO

NOT SIGNALIZED

Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALS_PDL

Page : 1

	PONCE DI		BOULEVA	RD	PALERMO From Eas				PONCE D From So		BOULEVA	ARD	PALERMO				
	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Total
Date 05/	14/14 -																
07.00	•		0.2			•	0	0		0	^	0		0	16	11	114
07:00 07:15	0	4 19	83 62	0 5	0 0	0	0	0	0	0	0	0		0	16	2	114 104
07:15	0	13	81	5		. 0	0	0	1 0	0	0	0	1 0	0	18	7	124
07:30			78		0	0	•	0		0	0	0		0	25	4	124
U7:45 Hr Total	. 0	14 50	304	14		0	0	0	0	0	0	0		0	75	24	467
																ŕ	
08:00	0	27	109	9	0	0	0	0	0	0	0	0	0	0	27	5	177
08:15	0	22	102	18	0	0	0	0	0	0	0	0	0	0	37	2	181
08:30	0	28	125	10	0	0	0	0	0	0	0	0	0	0	40	6	209
08:45	0	27	121	8	0	0	0	0	0	0	0	0	0	0	36	7	199
Hr Total	. 0	104	457	45	0	0	0	0	0	0	0	0	0	0	140	20	766
	* BRI	EAK * -															
16:00	0	12	158	6	1 0	0	0	0	0	0	0	0	0	0	24	10	210
16:15	0	14	136	12	. 0	0	0	0		0	0	0	0	0	16	9	187
16:30	0	22	163	10		0	0	0	1 0	0	0	0		0	7	12	214
16:45	0	24	156	11		0	0	0	0	0	0	0		0	18	8	217
Hr Total	. 0	72	613	39	0	0	0	0	0	0	0	0	0	0	65	39	828
17:00	0	32	201	10	l 0	0	0	0	1 0	0	0	0	0	0	35	21	299
17:15	0	35	185	15	1 0	. 0	0	0	1 0	0	0	0	1 0	0	30	15	280
17:30	0	32	193	8	. 0	0	0	0	1 0	0	0	0	1 0	0	21	14	268
17:45	0	23	184	10	1 0	0	0	0	1 0	0	0	0		0	23	17	257
Hr Total		122	763	43	•	0	0	0		0	0	0		0	109	67	1104
TOTAL	0	348	2137	141	0	0	0	0	0	0	0	0	0	0	389	150	3165

PALERMO AVENUE & SB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: EDIE SAPORITTO

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALS_PDL

Page : 2

PONCE DE LEON BOULEVARD PALERMO AVENUE From North From East From South From West	Tot
Date 05/14/14	Tot
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14 Peak start 08:00	
Peak start 08:00	
Volume 0 104 457 45 0 0 0 0 0 0 0 0 0 0 0 0 0 140 20 Percent 0% 17% 75% 7% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 88% 12% Polytect 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Pk total 606 0 0 160 1	
#ighest 08:30	
Folume 0 28 125 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
PONCE DE LEON BOULEVARD • 0 • 45 • 457 • 104 0 0 0 0 0	
PONCE DE LEON BOULEVARD • 0 • 45 • 457 • 104 0 0 0	
PONCE DE LEON BOULEVARD . 0 . 45 . 457 . 104 0 0 0	
· 0 · 45 · 457 · 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
0	
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' 606 ' ' "	
	0
PALERMO AVENUE 0	
0 - ALL VEHICLES -	
	0
45 0 0	
0 7 1	
0 205 244 0	0
140	
140 160 Intersection Total 104	4
766 244 140	
	0
20	
PALERMO AVENUE	
477	
457	
20	
477	
477 0 0 0 0	

PALERMO AVENUE & SB PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: EDIE SAPORITTO

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALS_PDL

Page : 3

						ALL V	EHICLES								
PONCE DE LE From North	ON BOULEV		PALERMO From Eas				PONCE D		BOULEVA		PALERMO From Wes		:	,	
UTurn Le	ft Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Total
Date 05/14/14															
Peak Hour Analysis	By Entire	Interse			eriod:	16:00 t			4/14		15.00				
Peak start 17:00 Volume 0 1	22 763	43	17:00 0	0	0	0	17:0	0	0	0	17:00 0	0	109	67	
	3% 82%	5%	•	0%	0%	0%	,	0%	0%	0%	'	0%	62%	38%	
Pk total 928			0			•	1 0				176	• •	327		
Highest 17:00			07:00)			07:0	0			17:00				
Volume 0	32 201	10	0	0	0	0	0	0	0	0	0	0	35	21	
Hi total 243			0				0				56				
PHF .95			. 0				.0				. 79				
			PON	IÇE I	E LE	ON B	OULEV	ARD			1				
							l								
	•	0 .	43		763		122		0						
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				1		1			0						
														•	0
		0	43		763		122		0				0		
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PALERMO AVEN	JUE						220						0		Ū
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0		_			· AI	L VE	HICLE	S							
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43											0		0		
• 0		_									1				
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· 109										1					
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					763	: 11									
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					830	' 	0		0		0		0		
			PON	CE D	E LE	о́и в	oulev	ARD							
		-							'		-				

PALERMO AVENUE & SB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: EDIE SAPORITTO

NOT SIGNALIZED

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Site Code : 00140106 Start Date: 05/14/14

File I.D. : PALS_PDL Page : 1

	PONCE DE		BOULEVA	RD	PALERMO		:		PONCE D		BOULEVA	RD	PALERMO From We		2		
Date 05/	Left 14/14		Right	Peds		Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
07:00	0	0	0	0		0	0	0			0	0		•	•	• 1	
07:00	0	0	0	1		0	0	0	0 1 0	0	0	0	0	0	0	1 4	1
07:30	0	0	0	0	1 0	0	0	0	1 0	0	0	0	1 0	0	0	2	2
07:45	0	0	0	0	1 0	0	0	0	l 0	0	0	0	1 0	0	0	0	0
Hr Total		0	0	1	0	0	0	0		0	0	0		0	0	7	8
08:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	1	0	0_	0	0	0	0	0	0	0	0	0	3	4
Hr Total	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	15
	* BRE	:AK * -															
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0
16:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	* BRE	:AK * -															
 TOTAL	0	0	0	12		 0	0	0		0	0	 0	 I 0	 0	0	16	28

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALN_PDL

Page : 1

	ONCE DI	E LEON I	BOULEVA	RD	PALERMO From Eas				PONCE D From So		BOULEVA	RD	PALERMO From We				
υ	Turn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Tota
Date 05/14	/14 -																
07:00	0	0	0	0	0	0	0	7	0	0	106	7	0	6	12	0	138
07:15	0	0	0	0	0	0	. 0	10	0	0	110	9	0	8	27	0	164
07:30	0	0	0	0	0	0	0	12	0	0	110	15	0	8	24	0	16
7:45	0	0	0	0	0	0	* 0	14	0	0	147	13	0	14	26	0	214
Hr Total	0	0	0	0	0	0	0	43	0	0	4 73	44	0	36	89	0	685
08:00	0	0	0	0	0	0	0	16	0	0	166	11	0	22	31	0	246
08:15	0	0	0	0	0	0	0	25	0	0	185	9	0	22	40	0	283
08:30	0	0	0	0	0	0	0	25	0	0	171	11	0	24	43	0	27
08:45	0	0	0	0	0_	0	0	25	0	0	196	11	0	33	33	0	291
Hr Total	0	0	0	0	0	0	0	91	0	0	718	42	0	101	147	0	1099
	* BRI	EAK *															
16:00	0	0	0	0	0	0	0	21	0	0	151	1	0	11	27	0	211
16:15	0	0	0	0	0	0	0	24	0	0	145	1	0	18	12	0	200
16:30	0	0	0	0	0	0	0	16	0	0	153	2	0	13	15	0	199
L6: 4 5	0	0	0	0	1 0	0	0	35	0	0	164	4	0	21	24	0	248
Ir Total	0	0	0	0	0	0	0	96	0	0	613	8	0	63	78	0	858
7:00	0	0	0	0	0	0	0	39	0	0	180	5	0	27	41	0	292
17:15	0	0	0	0	0	0	0	41	0	0	198	9	0	36	32	0	316
17:30	0	0	0	0	0	0	0	35	0	0	168	8	0	25	32	0	268
7:45	0	0	0	0	0	0	0	33	0	0	152	15		17	29	0	246
Ir Total	0	0	0	0	0	0	0	148	0	0	698	37	0	105	134	0	112:
																	

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALN_PDL

Page : 2

							ALL V	EHICLES								
PONCE DE From Nort		OULEVA		PALERMO From Eas				PONCE DE		BOULEVA	ARD	PALERMO From Wes				
										Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/14/14																
Peak Hour Analysi	s By E	ntire	Interse			eriod:	07:00 t			4/14						i
Peak start 08:00 Volume 0	0	0	0	08:00	0	•	0.1	08:00		710	46	08:00			_	1
Percent 0%	0%	0%	0%		0%	0 0%	91 100%	•	0 0%	718 94%	42 6%	'	101 41%	147 59%	0	1
Pk total 0	0.0	0.0	0.8	91	0.	0.9	100%	760	0.49	240	0.0	248	41.0	398	0%	i i
Highest 07:00				08:15	;			08:45	5			08:30				i İ
Volume 0	0	0	0		0	0	25	,	0	196	11	'	24	43	0	1
Hi total 0				25				207				67				
PHF .0				. 91				. 92				. 93				
			0	PON 0		E LE		OULEV		101						
	•			0	•	C	,	0		101 718 91						0
	_		0	0		C		0		910				0	'	U
					1	0	<u> </u>									
PALERMO AV	ENUE			L			-	910 -					9	91		91
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0		0										91		0		0
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• 147	1	47	24 — I	8		Inte		tion ' 099	Гоtа	1		<u> </u>	18	39		0 47
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		0										PAL	ERMO	AVE	ENUE	
			J	_			-	760 -								
				·			—		76	0 -						
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						0		0		718		42		0		
				PON	CE D	E LE	 ON B	OULEVA	ARD							

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALN_PDL

Page : 3

							ALL V	EHICLES								
PONCE DE From Nor		BOULEVA		PALERMO From Eas				PONCE DI		BOULEV	ARD	PALERMO From Wes				
UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																
Peak Hour Analys		Entire	Interse			eriod:	16:00 t			4/14						
Peak start 16:45			•	16:45		_		16:45				16:45			[
Volume 0 Percent 0%	0 0%	0 0%	0 0%	'	0 0%	0 0%	150		0	710	26	•	109	129	0	
Pk total 0	0.9	0.4	U 16	150	0.46	0.46	100%	0%	0%	96%	4%	0%	46%	54%	0%	
Highest 07:00	ı			17:15	i			17:15	5			17:00			1	
Volume 0	0	0	0		. 0	0	41		0	198	9	•	27	41	0	
Hi total 0				41	-	_		207	ŭ	270		68	2,	**	0	
PHF .0				.91				.89				.88			i	
			0 -	PON 0 		OE LE		OULEV		109 710 150 969				0		0
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PALERMO AV	ÆNU	E						709					15	50	т.	J U .
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				2	50					30	J	L		U		
• 129			ı								1					
		129	23	8		Inte	rsec	tion '	Tota	1						0
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		***************************************													2	26
. 0		•	-													
		0						5 0.6				PAL	ERMC) AVE	ENUE	
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				PON	CE D	т ГЕ	ON B	OULEV	AKD	1						

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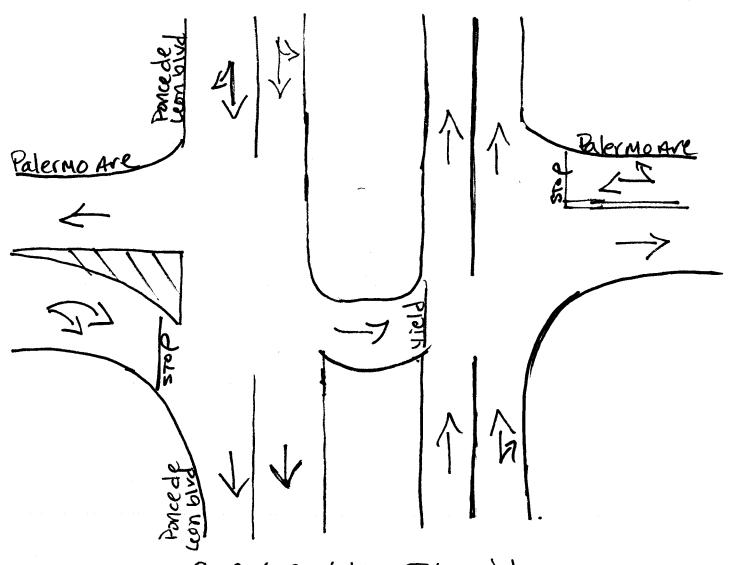
Site Code : 00140106 Start Date: 05/14/14 File I.D. : PALN_PDL

Page : 1

PEDESTRIANS

	PONCE D	E LEON	BOULEVA	RD	PALERMO	AVENUE	2		PONCE D	E LEON	BOULEVA	RD	PALERMO	AVENUE	Ξ		
	From No:	rth			From Ea	st			From So	uth			From We	st			
	* - £.	57	5 1-1-1	5 - 1 -		1											
D-+- 05	Left		Right	Peas	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05	/14/14 -																
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
07:45	0	0	0	3	0	0	0	. 3	0	0	0	1	0	0	0	0	7
Hr Tota	1 0	0	0	4	0	0	0	6	0	0	0	1	0	0	0	0	11
08:00	0	0	0	7	1 0	0	0	5	l 0	0	0	1	1 0	0	0	0	13
08:15	0	0	0	0	I o	0	0	0	. 0	0	0	0	1 0	0	0	0 1	0
08:30	0	0	0	1	0	0	0	3	. 0	0	0	0	1 0	0	0	0	4
08:45	0	0	0	4	I 0	0	0	3	0	0	0	0	1 0	0	0	0	7
Hr Tota	1 0	0	0	12	0	0	0	11	0	0	0	1		0	0	0	24
	* BRI	EAK * -															
	210	2111 (
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:45	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	13
Hr Tota	1 0	0	0	7	0	0	0	18	0	0	0	0	0	0	0	0	25
17:00	0	0	0	2) 0	0	0	5	0	0	0	0	0	0	0	0	7
17:15	0	0	0	4	0	0	0	5		0	0	0	0	0	0	0	9
17:30	0	0	0	1	0	0	0	2		0	0	0	I 0	0	0	0	3
17:45	0	0	0	3		0	0	3	0	0	0	0	1 0	0	0	0 1	6
Hr Tota	1 0	0	0	10	0	0	0	15	0	0	0	0	0	0	0	0	25
						-											
TOTAL	0	0	0	33	0	0	0	50	0	0	0	2	0	0	0	0	85

Noth



Coral Gables, Florida
May 14, 2014
drawn by: Luco Palomino
not signalized

CATALONIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: AMBER PALOMINO

NOT SIGNALIZED

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : CATA_PDL

Page : 1

	PONCE DI		BOULEVA	RD	DRIVEWAY From Eas				PONCE D From So 		BOULEVA	ARD	CATALON		UE		
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/	14/14																
07:00	0	0	91	1	0	. 0	0	1	0	2	111	0	0	2	0	1	209
07:15	0	0	62	1	0	0	0	0	0	4	107	3	0	4	0	8	189
07:30	0	1	80	6	0	0	0	0	0	7	115	1	0	9	1	9	229
07:45	0	0	75	5	0	1	0	2	0	7	149	1	0	9	0	8	257
Hr Total	0	1	308	13	0	1	0	3	0	20	482	5	0	24	1	26	884
08:00	0	1	112	4	0	0	0	0	0	9	160	0	0	11	0	9	306
08:15	0	0	96	6	0	0	0	1	0	13	180	3	0	10	1	7	317
08:30	0	0	125	6	0	1	0	0		5	164	1	0	13	0	12	327
08:45	0	3	116	7	0	0	0	0	0	16	181	3	0	12	2	11	351
Hr Total	0	4	449	23	1 0	1	0	1	0	43	685	7	0	46	3	39	1301
16:00	* BRI	EAK * -	161	3	0	0	1	1	1	6	149	1	0	4	1	5	335
16:15	1	3	132	5	0	0	0	2	0	5	138	0	0	7	0	7	300
16:30	1	2	159	4	0	1	0	4	0	5	140	0	0	9	0	13	338
16:45	0	1	157	6	0	0	1	3	0	9	159	2	0	8	0	6	352
Hr Total	2	8	609	18	0	1	2	10	1	25	586	3	0	28	1	31	1325
17:00	0	0	213	5	. 0	0	1	1	0	9	177	0	0	9	0	11	426
17:15	0	0	197	5	0 .	5	1	2	0	6	194	0	0	10	0	11	431
17:30	0	0	198	10	0	1	1	0	0	7	165	1	0	14	0	12	409
17:45	0	2	188	4	0	0	1	0	0	6	156	1	0	13	0	11	382
Hr Total	0	2	796	24	0	6	4	3	0	28	692	2	0	46	0	45	1648
 TOTAL	2	15	2162	78	0	9	 6	17	1 1	116	2445	17	 0	144	5	141	5158

CATALONIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: AMBER PALOMINO NOT SIGNALIZED

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Site Code : 00140106 Start Date: 05/14/14 File I.D. : CATA_PDL

Page : 2

PONCE DE LEON BOULEVARD DRIVEWAY PONCE DE LEON BOULEVARD CATALONIA AVENUE From North From East From South From West UTurn Left Thru Right UTurn Left Thru Right UTurn Left Thru Right UTurn Left Thru Poate 05/14/14 Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14 Peak start 08:00 08:00 08:00	. <u></u>
ate 05/14/14eak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14 eak start 08:00 08:00 08:00 08:00	. <u></u>
eak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14 eak start 08:00 08:00 08:00	
eak start 08:00 08:00 08:00	1
Dlume 0 4 449 23 0 1 0 1 0 43 685 7 0 46 3	39
recent 0% 1% 94% 5% 0% 50% 0% 50% 0% 6% 93% 1% 0% 52% 3%	44%
total 476 2 735 88	!
ghest 08:30 08:15 08:45 08:30	
lume 0 0 125 6 0 0 0 1 0 16 181 3 0 13 0	12
total 131 1 200 25	
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PONCE DE LEON BOULEVARD	
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ATALONIA AVENUE	
43 · ALL VEHICLES ————————————————————————————————————	
0 66	0
23 2 0	
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DONGE DE LEON DONGE DE L	
PONCE DE LEÖN BOULEVARD	

CATALONIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: AMBER PALOMINO NOT SIGNALIZED Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : CATA_PDL

Page : 3

							ALL V	EHICLES								
PONCE DE L From North		OULEVA		DRIVEWAY				PONCE DE		BOULEV	ARD	CATALONI		TUE		
UTurn L	eft	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	ı Total
Date 05/14/14																
Peak Hour Analysis	By E	ntire	Intersed			eriod:	16:00 t	0 18:00 0	n 05/1	4/14						
Peak start 17:00	_	706	0.4	17:00				17:00			_	17:00				
Volume 0 Percent 0%	2 0%	796 97%	24 3%		6 46%	4 31%	3 23%	•	28 4%	692	2	*	46	0	45	
Pk total 822	0.9	2/10	3.6	13	408	314	236	046 722	4.5	96%	0%	0% 91	51%	0%	49%	
Highest 17:00				17:15				17:15	;			17:30				
Volume 0	0	213	5		5	1	2	'	6	194	0	•	14	0	12	!
Hi total 218			j	8				200				26		_		'
PHF .94			ļ	.41				. 90				.88				
			0.	PON 24		E LE		OULEV.	ARD	46						
	_					,,,,				692				_		0
			0	24		796		2		741				0		U
					l g	22	<u> </u>	#								
CATALONIA A	VEN	UE		<u> </u>			1,	563 -						3		3
28						• AT	I. VE	HICLE	ς							
4 24		56				1111	 v		J			13		4		4
· 46												1				
40		46	Ī	ı							I					6
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								569 -	72	2 _	\Box					
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						45						-		- -		
						847		28	1	692		2		0		
				PON	CE D	E LE	 ON Bo	ULEVI OULEVI	ARD							

CATALONIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA

COUNTED BY: AMBER PALOMINO

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Start Date: 05/14/14 File I.D. : CATA_PDL

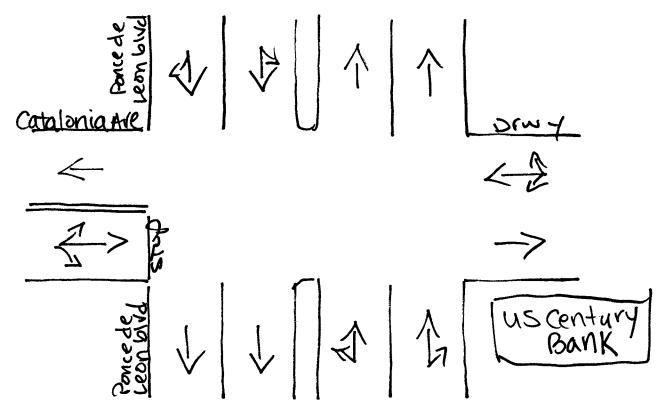
Site Code : 00140106

Page : 1

ESTR	

	PONCE DI	E LEON	BOULEVA	RD	DRIVEWA	Y			PONCE D	E LEON	BOULEVA	RD	CATALON	IA AVEN	WE	1	
	From No	rth			From Ea	st			From So	uth			From We	st		- 1	
									1							1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 0	5/14/14 -																
07:00	0	0	0	1	,	0	0	2	'	0	0	0	•	0	0	0	3
07:15	0	0	0	1	1	0	0	1	0	0	0	0		0	0	4	6
07:30	0	0	0	1	1	0	0	0	0	0	0	0		0	0	3	4
07:45	0	0	0	1		0	0	2		0	0	0	•	0	0	1	4
Hr Tot	al 0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	8	17
08:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Tot	al 0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	6	12
	* BRI	EAK * -		-													
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	3	10
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Tot	al 0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	4	13
17:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
Hr Tot	al 0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	7	15
*TOTAL	* 0	0	0	15	0	0	0	15	0	0	0	2	0	0	0	25	57





Coral Gables, Florida May 14,2014 drawn by: Luis Palomino not signalized UNIVERSITY DRIVE & PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Traffic Survey Specialists, Inc.

File I.D. : UNIV_PDL

Page : 1

Site Code : 00140106

Start Date: 05/14/14

		LEON	BOULEVA	RD					PONCE D		BOULEVA	RD	UNIVERS		/E		
Fı	rom Noi	th			From Ea:	st			From So	uth			From Wes	st		l I	
τ	JTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Tota]
Date 05/14	4/14			-	· 								· 				
07:00	0	0	70	15	l 0	0	0	0	. 0	0	111	0	1 0	0	0	0	196
07:15	0	0	65	13	•	0	0	0	0	2	119	0	1 0	0	0	0	199
07:30	0	0	71	16	•	0	0	0	1 0	4	123	0	1 0	0	0	0	214
07:45	0	0	65	20	,	0	0	0	0	5	158	0	1 0	0	0	0	248
Hr Total	0	0	271	64		0	0	0		11	511	0		0	0	0	857
08:00	0	0	91	27	0	0	0	0	0	4	177	0	0	0	0	0	299
08:15	0	0	83	22	0	0	0	0	1	5	200	0	0	0	0	0	311
08:30	0	0	108	31	0	0	0	0	0	0	172	0	0	0	0	0	311
08:45	1	0	102	24	0	0	0	0	0	3	210	0	0	0	0	0	340
Hr Total	1	0	384	104	0	0	0	0	1	12	759	0	0	0	0	0	1261
	- * BRE	EAK * -															
16:00	0	0	113	55	0	0	0	0	0	3	155	0	0	0	0	0	326
16:15	0	0	103	41	0	0	0	0	1	0	143	0	0	0	0	0	288
16:30	0	0	117	66	0	0	0	0	0	3	145	0	0	0	0	0	331
16:45	0	0	105	58	0	0	0	0	0	2	167	0	0	0	0	0	332
Hr Total	0	0	438	220	0	0	0	0	1	8	610	0	0	0	0	0	127
17:00	0	0	162	70	0	0	0	0	1	7	182	0	0	0	0	0	422
17:15	0	0	141	76	0	0	0	0	0	6	201	0	0	0	0	0	424
17:30	1	0	137	78	0	0	0	0	0	1	173	0	0	0	0	0	390
17:45	1	0	138	69	0	0	0	0	0	_ 3	163	0	0	0	0	0	374
Hr Total	2	0	578	293	0	0	0	0	1	17	719	0	0	0	0	0	1610

UNIVERSITY DRIVE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ NOT SIGNALIZED Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : UNIV_PDL

Page : 2

						ALL V	EHICLES								
PONCE DE LEC From North	ON BOULEVA		 From Eas	t	<u></u>		PONCE DE		BOULEVA		UNIVERSIT		VE		
UTurn Lef									Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/14/14															
Peak Hour Analysis E	By Entire	Interse			eriod:	07:00 t			4/14						1
Peak start 08:00			08:00				08:00				08:00		0	•	
	0 384	104	•	0 0%	0 0%	0 0%	'	12 2%	759 98%	0 0%		0 0%	0 0%	0 0%	•
Percent 0% (Pk total 489)* 79*	21%	0%	0.45	0.5	U*6	772	25	201	0.5	1 0	0.16	0.5	0.5	
Highest 08:30			07:00				08:45				07:00				1
Volume 0	0 108	31	•	0	0	0		3	210	0	'	0	0	0	!
Hi total 139	0 100	71	1 0	Ū		Ü	213	,	223	·	1 0		•	•	
PHF .88			.0				.91				.0				İ
		0 .	PON		E LE 384		OULEV 1	ARD	0 759		:				
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		 0	104		384	-			 759				0	•	0
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				4	89		240			1					0
UNIVERSITY D	ים עד כוני					- _⊥ ,	248 -				Γ		^	•	0
UNIVERSIII L	KIVE												0		
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					384	:	13		759		0		0		
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			PON	CE L	1번 11번	'ON B	OULEV	AKD	I		•				

UNIVERSITY DRIVE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/14/14 File I.D. : UNIV_PDL

Page : 3

								ALL V	EHICLES								
	ONCE DE		BOULEVA		 From Eas				PONCE DE		BOULEVA		UNIVERSI		VE		
τ	JTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14	4/14																
Peak Hour	Analys	is By	Entire	Interse			eriod:	16:00 t			4/14						
Peak start					17:00				17:00				17:00				
Volume	2	0	578	293	'	0	0	0	,		719	0	'	0	0	0	
Percent	0%	0%	66%	34%	'	0%	0%	0%	'	2%	98%	0%	•	0%	0%	0%	
Pk total					0				737				0				
•	17:00		1.00		07:00		0	0	17:15	6	201	0	07:00	0	0	0	
Volume	0	0	162	70	0	0	0	0	1 207	6	201	U	1 0	U	U	U	
Hi total	232 .94				1 .0				207				.0				
				ı	PON	CE D	E LE	ON B	OULEV	ARD							
		•		0	293		578	3	2		0 719 0						
				0	293		578		2		 719				0	•	0
						١	373										
							, , <u>,</u>	- 1.	592				г				0
UNIVER	RSITY	Z DR	IVE					-,							0		
1	L8			_			· AI	'L AE	HICLE	S			— —				
0.5	0		311										•		•	•	0
29	93												0		0		
	0												1				
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			U		3	11						2	ļ		0		U
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•	0			-													
			0														
				7				- 1,	315								
	^							, _		73	7 -						
•	0		0				578 578	3	18	•	719	•	0 .		0		
							· -						[-				
							578	3	18		719		0		0		
					PON	CE I	E LE	ON B	OULEV.	ARD							

UNIVERSITY DRIVE & PONCE DE LEON

BOULEVARD, CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

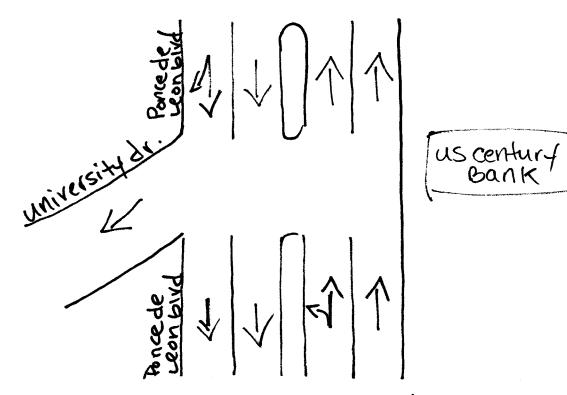
Site Code : 00140106 Start Date: 05/14/14 File I.D. : UNIV_PDL

Page : 1

PEDESTRIANS

	PONCE DI		BOULEVAI	RD	From Eas	зt			PONCE D		BOULEVA		UNIVERS		VE	1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/	14/14 -																
07:00	0	0	0	0	I 0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0		0	0	0	0	0	0	0	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
08:00	0	0	0	0	0	0	0	0	l 0	0	0	0	0	0	0	0	0
08:15	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
08:30	0	0	0	0		0	0	0		0	0	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
	* BR	EAK * -															
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:45	0	. 0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	. 0	0	0	0	. 0	0	0	0	0	0	0	1	0	0	0	8	9
17:00	0	0	0	0	1 0	0	0	0	0	0	0	1	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
17:45	0	0	0	0	1 0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	. 0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	11
TOTAL	0	0	0	0	0	 0	0	 0	 0	0	0	4	0	0	0	31	35

North



Coral Gables, Florida May 14,2014 Jawn by: Luis Palomino NOT Signalized

624 Gardenia Terrace Delray Beach, Florida 33444

CORAL GABLES, FLORIDA COUNTED BY: LUIS PALOMINO

MALAGA AVENUE & PONCE DE LEON BOULEVARD

SIGNALIZED

Phone (561) 272-3255

Start Date: 05/14/14 Page : 1

Site Code : 00140106

File I.D. : MALA_PDL

	PONCE DI		BOULEVA	IRD	MALAGA				PONCE D		BOULEVA	ARD	MALAGA From We				
	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Total
Date 05/	14/14 -																
07:00	0	2	61	0	0	10	5	0	0	1	71	13	0	36	29	1	229
07:15	1	2	61	0	0	0	5	4	1	1	79	10	0	36	45	2	247
07:30	0	3	70	0	0	4	9	8	0	3	82	7	0	37	38	4	265
07:45	0	3	61	0	0	7	4	5	0	1	116	13	0	40	41	2	293
Hr Total	. 1	10	253	0	0	21	23	17	1	6	348	43	0	149	153	9	1034
00:80	0	6	84	0	0	9	8	7	0	4	130	11	0	44	47	3	353
08:15	0	5	78	0	0	9	15	10	0	4	148	8	0	47	41	7	372
08:30	0	5	99	0	0	7	5	3	0	5	126	11	0	44	32	7	344
08:45	0	4	96	0	0	9	7	5	0	2	155	15	0	49	32	6	380
Hr Total	. 0	20	357	0	0	34	35	25	0	15	559	45	0	184	152	23	1449
	* BR	EAK * -															
16:00	0	5	104	0	1 0	7	16	4	l 0	5	126	9	1 0	29	8	8	321
16:15	0	3	97	0	1 0	7	20	2		7	124	11	1	18	19	1	310
16:30	0	2	117	0	0	8	11	2		1	126	7		17	20	6	317
16:45	0	1	105	0	-	6	18	2		5	130	3	,	33	15	4	322
Hr Total		11	423	0	·	28	65	10		18	506	30		97	62	19	1270
17:00	0	6	147	0	0	18	21	8	0	4	153	10	0	30	22	7	426
17:15	0	3	134	0	0	7	33	6	1	5	161	5	0	39	13	3	410
17:30	0	6	127	0	0	15	22	3	1	5	145	12		25	23	4	388
17:45	1	10	124	0	0	5	28	8	1	3	125	14		30	21	3	373
Hr Total	. 1	25	532	0	0	45	104	25	3	17	584	41	0	124	79	17	1597
TOTAL	2	 66	1565	0	1 0	128	227	77		 56	1997	159		554	446	68	5350

Delray Beach, Florida 33444

MALAGA AVENUE & PONCE DE LEON BOULEVARD 624 Gardenia Terrace CORAL GABLES, FLORIDA Phone (561) 272-3255 COUNTED BY: LUIS PALOMINO

SIGNALIZED

Site Code : 00140106 Start Date: 05/14/14 File I.D. : MALA_PDL

Page : 2

								ALL V	EHICLES								
	ONCE DE		BOULEVA	JRD	MALAGA A				PONCE DE		BOULEVA	ARD	MALAGA A				
ι	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Total
-	•																
	_	=	Entire	Interse	ection for		eriod:	07:00 t			4/14						
Peak start Volume			257	•	08:00		2.5	25	08:00		550	45	08:00	184	152	23	
volume Percent	0 0%	20 5%	357 95%	0 0%		34 36%	35 37%	25 27%		15 2%	559 90%	45 7%		51%	42%	23 6%	
Pk total	377	50	236	0.0	94	500	3,0	2,0	619	2.0	300	, ,	359	310	120		
Highest	08:30				08:15				08:45	5			08:15			ï	
Volume	0	5	99	0	0	9	15	10	0	2	155	15	0	47	41	7	
Hi total	104				34				172				95			!	
PHF	.91				.69				.90				. 94				
					PON	CE I	DE LE	EON B	OULEV.	ARD							
		•		0 .	0	•	357	7	20		184 559 25						
				0	0		357	7	20		 768				0	•	0
						1 3	377										
MATAGA	\ 7\T <i>T</i>	18 TT TT						- 1,	145				Γ	,	٠.	•	25
MALAGA	A AVE	INUE												•	25		
	L5			-			· AI	L VE	HICLE	S							
3	35 0		50										94		35	•	35
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624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

File I.D. : MALA_PDL

Start Date: 05/14/14

Site Code : 00140106

Page : 3

COUNTED BY: LUIS PALOMINO

MALAGA AVENUE & PONCE DE LEON BOULEVARD

SIGNALIZED

CORAL GABLES, FLORIDA

						ALL V	EHICLES								
PONCE DE 1 From North		VARD	MALAGA F				PONCE DE		BOULEVA		MALAGA A				
UTurn I	Left Thr	u Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14															-
Peak Hour Analysis	By Entir	e Interse			eriod:	16:00 t			4/14						
Peak start 17:00			17:00				17:00				17:00				
Volume 1	25 53		•	45	104	25	'	17	584	41	'	124	79	17	
Percent 0%	4% 95	% 0%	1	26%	60%	14%	•	3%	91%	6%	•	56%	36%	8%	
Pk total 558			174	_			645				220				
Highest 17:00		-	17:00			•	17:15			_	17:00				
Volume 0	6 14	7 0	!	18	21	8	'	5	161	5	•	30	22	7	
Hi total 153			47				172				59				
PHF .91			. 93				. 94				. 93			1	
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624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

MALAGA AVENUE & PONCE DE LEON BOULEVARD CORAL GABLES, FLORIDA

COUNTED BY: LUIS PALOMINO

SIGNALIZED

File I.D. : MALA_PDL

Page : 1

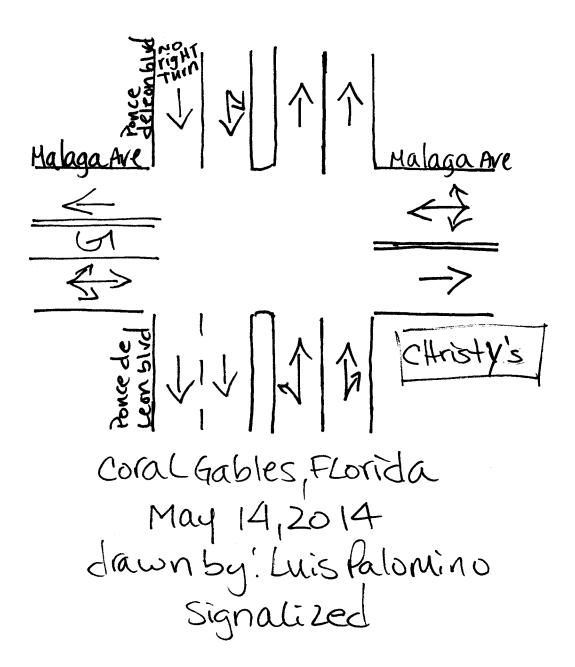
Site Code : 00140106

Start Date: 05/14/14

PEDESTRIANS

	PONCE DE	E LEON	BOULEVA	RD	MALAGA A	AVENUE			PONCE D	E LEON	BOULEVA	RD	MALAGA	AVENUE			
	From No	cth			From Eas	зt			From So	uth			From We	st		-	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Total
Date 05/			-														
07:00	0	0	0	0	1 0	0	0	3	0	0	0	0	l 0	0	0	1	4
07:15	0	0	0	0	0	0	0	1	0	0	0	0		0	0	2	3
07:30	0	0	0	0		0	0	0	. 0	0	0	0	. 0	0	0	2	2
07:45	0	0	0	0		0_	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	10
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
08:45	0	0	0	0	00	0	0	0	0	0	0	1	0	0	0	3	4
Hr Total	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	11
	* BRI	EAK * -															
16:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	5
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	
Hr Total	0	0	0	2	0	0	0	7	0	0	0	1	0	0	0	4	14
17:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	į
17:15	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	1	10
17:30	0	0	0	0	0	0	0	3	0	0	0	12	0	0	0	5	20
17:45	0	0	0	0	0	0	0	4	0	0	0	2	0	0	00	0	
Hr Total	. 0	0	0	0	0	0	0	14	0	0	0	20	0	0	0	7	4.1
TOTAL	0	0	0	2	1 0	0	0	30	1 0	0	0	22	0	0	0	22	76





624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : SEVILEJE

Page : 1

ALL VEHICLES

07:15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		526 527 552 645 2250 660 625 641
Date 05/15/14 07:00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	526 527 552 645 2250 660 660 625 641
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* BREAK *				
16:00 0 19 272 0 0 13 0 32 0 0 223 9 0	0 0	0	0	568
16:15 0 16 245 0 0 12 0 24 0 0 229 11 0	0 0	0	0	537
16:30 0 11 287 0 0 18 0 32 0 0 243 15 0	0 0	0	0	606
16:45 0 17 267 0 0 17 0 25 0 0 253 14 0	0 0	0	0	593
Hr Total 0 63 1071 0 0 60 0 113 0 0 948 49 0	0 0	0	0	2304
17:00 0 10 296 0 0 45 0 30 0 0 249 6 0	0 0	0	0	636
17:15 0 15 312 0 0 37 0 36 0 0 245 8 0	0 0	0	0	653
17:30	0 0	0	0	670
17:45 0 18 345 0 0 28 0 41 0 0 244 7 0	0 0	0	0	683
		0	0	2642
TOTAL 0 511 4361 0 0 216 0 342 0 0 4168 184 0	0 0	0	0	978

COUNTED BY: ROLANDO MARTINEZ

SEVILLA AVENUE & LEJEUNE ROAD CORAL GABLES, FLORIDA

SIGNALIZED

SEVILLA AVENUE & LEJEUNE ROAD CORAL GABLES, FLORIDA COUNTED BY: ROLANDO MARTINEZ

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : SEVILEJE

Page : 2

							ALL V	EHICLES								
LEJEUNE R From Nort				SEVILLA From Eas		1		LEJEUNE		~		 From Wes	t			
	Left		Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/15/14			Totomas	ation for		owled.	07:00 +		on 05/1	 -/14						
Peak Hour Analysi Peak start 07:45	в ву і	sntire	incerse	07:45		erioa:	07:00 E	0 09:00 0		5/14		07:45				I
Volume 0	250	1050	0		7	0	40	•	0	1187	56		0	0	0	
Percent 0%	19%	81%	0%	'	15%	0%	85%	0%	0%	95%	5%	0%	0%	0%	0%	I
Pk total 1300				47				1243				0				
Highest 08:00				07:45	5			08:00)			07:00]
Volume 0	59	269	0		1	0	15		0	306	19		0	0	0	!
Hi total 328				16				325				0				
PHF .99				.73				.96				0.0				
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624 Gardenia Terrace Delray Beach, Florida 33444

SIGNALIZED

SEVILLA AVENUE & LEJEUNE ROAD

COUNTED BY: ROLANDO MARTINEZ

CORAL GABLES, FLORIDA

Phone (561) 272-3255

File I.D. : SEVILEJE Page : 3

Site Code : 00140106

Start Date: 05/15/14

ALL VEHICLES |----SEVILLA AVENUE LEJEUNE ROAD LEJEUNE ROAD From West From North From East From South UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | Total Date 05/15/14 -----Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14 17:00 Peak start 17:00 17:00 17:00 0 0 0 | 0 143 0 156 0 970 27 0 0 0 Volume 56 1290 0% 0% 4% 96% 0% 48% O% 52% 0% 0% 97% 3% 0% 0% 0% 0% Percent 299 997 ٥ Pk total 1346 Highest 17:45 17:30 17:00 07:00 6 | 0 Volume 0 345 0 | 0 33 49 0 249 0 0 Hi total 363 82 255 0 PHF . 93 .91 LEJEUNE ROAD 56 0 0 | 1,290 | . 0 970 156 0 1,126 0 1,290 56 0 1,346 2,472 156 156 0 · ALL VEHICLES 0 0 0 299 0 0 0 143 0 382 143 0 0 Intersection Total 56 2,642 83 0 27 0 SEVILLA AVENUE 2,430 997 0 143 970 0 1,290 0 1,433 0 970 27 0

LEJEUNE ROAD

624 Gardenia Terrace Delray Beach, Florida 33444

SIGNALIZED

SEVILLA AVENUE & LEJEUNE ROAD

COUNTED BY: ROLANDO MARTINEZ

CORAL GABLES, FLORIDA

Phone (561) 272-3255

File I.D. : SEVILEJE Page : 1

Site Code : 00140106

Start Date: 05/15/14

PEDESTRIANS

I	LEJEUNE	ROAD			SEVILLA	AVENUE			LEJEUNE	ROAD							
I	From Nor	rth			From Eas	st.			From So	uth			From We	st		1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
ate 05/1	15/14																
7:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15	0	0	0	0	0	0	0	0 !	0	0	0	0	0	0	0	0	(
7:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	(
ir Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	(
Ir Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
·	* BRE	EAK * -															
L6:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
L6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Ir Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	* BRE	EAK * -															
TOTAL*	0	0	0	 2	1 0	0	0	4 l	0	0	0	0		 0	0	0	 6

SEVILLA AVE

SEVILLA AVE

City National Pank Provida

Coral Gables, Florida May 15,2014 Jawn by: Luis Palomin o Signalized

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

NOT SIGNALIZED

PALERMO AVENUE & LEJEUNE ROAD

CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

File I.D. : PALELEJE Page : 1

Site Code : 00140106 Start Date: 05/15/14

LEC	JEUNE	ROAD			PALERMO	AVENUE			LEJEUNE	ROAD							
Fro	om Noi	cth			From Eas	st			From So	uth			From Wes	st		Ì	
					1				1				1			1	
	Turn	Left		_	UTurn	Left		Right	•	Left		Right	UTurn	Left	Thru	Right	Tota
Date 05/15,	/14																
07:00	0	18	241	0	0	1	0	2	0	0	244	3	0	0	0	0	50
07:15	1	19	211	0	0	1	0	3	0	0	271	7	0	0	0	0	51
07:30	0	19	223	0	0	1	0	5	0	0	282	14	0	0	0	0	54
07:45	0	50	252	0	0	2	0	3	0	0	299	15	0	0	0	0	62
Hr Total	1	106	927	0	0	5	0	13	0	0	1096	39	0	0	0	0	218
08:00	0	49	253	0	0	2	0	1	0	0	326	17	0	0	0	0	64
08:15	0	50	254	0	0	3	0	6	0	0	305	23	0	0	0	0	64
08:30	0	58	230	0	0	3	0	4	0	0	289	25	0	0	0	0	60
08:45	0	53	258	0	0	2	0	7	0	0	307	34	0	0	0	0	66
Hr Total	0	210	995	0	0	10	0	18	0	0	1227	99	0	0	0	0	255
	* BRE	EAK * -															
16:00	0	14	274	0	0	4	0	6	0	0	237	10	0	0	0	0	54
16:15	0	10	253	0	0	8	0	10	0	0	218	7	0	0	0	0	50
16:30	0	17	295	0	0	5	0	20	0	0	241	7	0	0	0	0	58
16:45	0	13	276	0	0	2	0	12	0	00	270	10	0	0	0	0	58
Hr Total	0	54	1098	0) 0	19	0	48	0	0	966	34	0	0	0	0	221
17:00	0	6	338	0	0	12	0	23	0	0	223	11	0	0	0	0	61
17:15	0	5	350	0	0	10	0	11	0	0	237	9	0	0	0	0	62
17:30	2	23	357	0	2	8	0	12	0	0	226	3	0	0	0	0	63
17:45	0	9	379	0	0	5	0	15	0	0	244	10	0	0	0	0	6
Hr Total	2	43	1424	0	2	35	0	61	0	0	930	33	0	0	0	0	25

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

PALERMO AVENUE & LEJEUNE ROAD

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: RALPH ESPADA

ALL VEHICLES

Site Code : 00140106

Start Date: 05/15/14

File I.D. : PALELEJE

Page : 2

| LEJEUNE ROAD | -----| From South | From West PALERMO AVENUE From South From North From East - 1 UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | Total Date 05/15/14 ------Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14 08:00 Peak start 08:00 08:00 08:00 0 0 10 99 0 0 210 0 18 | 0 0 0% | 0% 36% 64% | 0% 0% 93% 0% 17% 83% 0% Percent Pk total 1205 28 1326 0 08:15 07:00 08:45 08:00 Highest 0 0 0 0 0 | 3 6 326 17 Volume 258 0 | Hi total 311 9 343 0 PHF . 97 .78 . 97 .0 LEJEUNE ROAD 0 0 995 210 1,227 18 0 0 0 995 210 1,245 0 1,205 18 18 0 · ALL VEHICLES 0 0 0 28 0 0 0 10 0 337 10 0 Intersection Total 0 0 210 2,559 309 0 99 0 0 PALERMO AVENUE 2,331 1,326 0 10 · 1,227 99 0 995 0 99 1,005 1,227 0 LEJEUNE ROAD

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : PALELEJE

Page : 3

								ALL V	EHICLES								
	EJEUNE Trom Nor				PALERMO .				LEJEUNE					t			
	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Total
			Entire	Interse	ection for		eriod:	16:00 t			5/14						1
Peak star			1404	0	17:00		0	61	17:00	0	930	33	17:00	0	0	0	
Volume Percent	2 0%	43 3%	1424 97%	0 0%	*	35 36%	0 0%	61 62%	,	0%	97%	3%		0%	0%	0%	!
Pk total		٠,٠	٥,,,	0.0	98	500	0.0	021	963	00	5,0	30	0			•	1
Highest	17:45				17:00				17:45	5			07:00				
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PALERMO AVENUE & LEJEUNE ROAD

CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : PALELEJE

Page : 1

PEDESTRIANS

	LEJEUNE From No:				PALERMO From Eas				LEJEUNE From Son				 From We:	st		 	
Date 05/	Left		Right	Peds	•	Thru	Right	Peds	 Left		Right	Peds	Left	Thru	Right	Peds	Total
Date 05/	15/14																
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	;
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	:
08:45	0	0	0	0	0	0	0	1	<u> </u>	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	:
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16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	:
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	:
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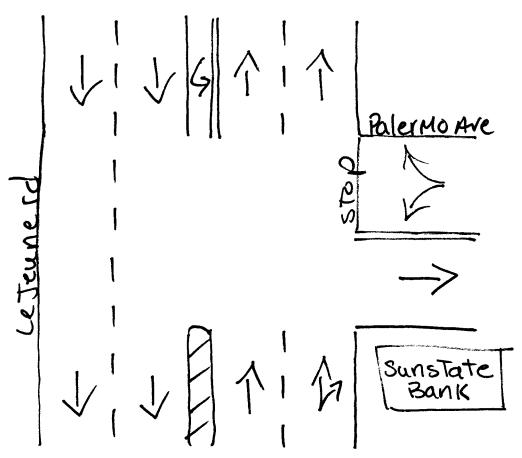
PALERMO AVENUE & LEJEUNE ROAD

CORAL GABLES, FLORIDA COUNTED BY: RALPH ESPADA

NOT SIGNALIZED

TOTAL

North



Coral Gables, Florida May 15,2014 drawn by: Luis Palomino not signalized CATALONIA AVENUE & LEJEUNE ROAD CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

TOTAL 0 4448

288 | 154

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/21/14 File I.D. : CATALEJU

Page : 1

ALL VEHICLES

----CATALONIA AVENUE LEJEUNE ROAD LEJEUNE ROAD From South From West From East From North Right Thru UTurn Left | Right Thru UTurn Left | Right Thru UTurn Left | Right Thru UTurn Left | Total Date 05/21/14 ------0 | 1 | 07:00 3 | Ω 0 | 0 | Ω 07:15 Ω 0 | 0 | 0 | 0 | 07:30 0 | 0 | 30 | 07:45 0 | 0 | 65 11 1 | Hr Total 0 | o 1 08:00 0 | O Ω Ω 08:15 0 | Ο 0 | 08:30 40 | Λ 0 | 08:45 Hr Total 161 | 0 | ----- * BREAK * -----0 | 16:00 0 | Ω 16:15 8 | 1 | 0 | 0 | 16:30 0 | 16:45 0 | 0 | Hr Total 0 I 0 | 17:00 6 l 7 | Λ 0 | Ω 17:15 17:30 5 | 0 | 0 | 17:45 O 0 | 0 | Hr Total

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CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/21/14 File I.D. : CATALEJU

Page : 2

								ALL V	EHICLES								
	EJEUNE rom Nor				CATALONI From Eas		rue		LEJEUNE				 From Wes	t			
	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	 Total
Date 05/2												-					
Peak Hour			Entire	Interse			eriod: (07:00 t			1/14						1
Peak star	t 08:00 0	979	0	161	08:00	0	0	2	08:00	1350	0	0	08:00	0	0	0	
Volume Percent	0%	86%	0%	14%	'	0%	0%	14%		97%	0%	0%	1	0%	0%	0%	
Pk total		000		~	14				1385								1
Highest	08:00				08:30)			08:45	i			07:00				
Volume	0	270	0	24		0	0	2		347	0	0		0	0	0	
Hi total	294				6				361				0 1 .0				
PHF	. 97				.58				1 .96				1 .0				
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CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/21/14 File I.D. : CATALEJU

Page : 3

 L	 EJEUNE	ROAD	- -		CATALONI	A AVEN	IUE		LEJEUNE	ROAD								
F	rom Noi	rth			From Eas	t			From Sou	ıth			From Wes					
	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Total	
Date 05/2																		
Peak Hour	Analys	sis By	Entire	Inters	ection for		eriod:	16:00 to			21/14							
Peak star	t 17:00)			17:00				17:00				17:00					
Volume	0	1348	1	34		0	0	16		1024	0	0	1	0	0	0		
Percent	0%	97%	0%	2%	•	0%	0%	15%		99%	0%	0%		0%	0%	0%		
Pk total	1383				106				1037				0					
Highest	17:00				17:15				17:00				07:00					
Volume	0	345	1	9	32	0	0	3		261	0	0	1	0	0	0		
Hi total	355				35				268				0					
PHF	. 97				.76				. 97				. 0				İ	
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CATALONIA AVENUE & LEJEUNE ROAD CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/21/14 File I.D. : CATALEJU

Page : 1

PEDESTRIANS

	LEJEUNE From No				CATALON	IA AVEN	UE		LEJEUNE From Sc				 From We				
					İ			į					İ				
Date 05/:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
07:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:45	0	0	0	0	1	0	00	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Hr Total	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	* BR	EAK * -															
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0]
Hr Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0] 3	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	0	0	0	. 0	0	0	0	1
17:45	0	0	0	0	1	0	0	0	0	0	0	0	. 0	0	. 0	0	1
Hr Total	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	7

North

Catalonia Ave

Coral Gable, Florida May 15, 2014 chawn by: Luis Palomino not signalized

ANASTASIA & UNIVERSITY & LEJEUNE ROAD

COUNTED BY: JUANCARLOS PALOMINO & ISIDRO GONZALEZ, SIGNALIZED

CORAL GABLES, FLORIDA

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Study Name: UNIVLEJU
Site Code : 00140106
Start Date: 05/15/14

Page : 1

	LEJEUNE ROAD					UNIVERSITY DRIVE				E ROAD)		UNIVER	SITY D	RIVE		ANASTASIA AVENUE					
	From North				From East				From S	outh			From S	Southwe	est		From West					
Start	Right				LEFT				LEFT				HARD						LEFT Intvl			
Time	Left	Thru	UNIV	RIGHT	Left	UNIV	THRU	RIGHT	UNIV	LEFT	THRU	RIGHT	LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	UNIV	<u>Total</u>	
05/15/3	14							!														
07:00	3	201	33	1	4	15	2	5	2	2	155	10	0	81	73	2	0	0	0	0	589	
07:15	3	154	28	1	5	20	1	2	2	6	178	14	3	91	94	3	0	0	0	0	605	
07:30	9	187	25	1	4	28	1	1	1	4	179	14	0	82	94	2	0	0	0	0	632	
07:45	10	190	45	6	12	22	3	4	0	2	222	14	5	82	112	4	0	0	0	0	733	
Hour	25	732	131	9	25	85	7	12	5	14	734	52	8	336	373	11	0	0	0	0	2559	
													}				1			1		
08:00	14	196	24	4	15	36	2	5	0	1	229	21	3	108	117	8	0	0	0	0	783	
08:15	8	230	30	3	11	36	8	0	0	2	257	22	1	99	106	3	0	0	0	0	816	
08:30	14	197	24	0	26	35	3	4	4	3	292	38	2	76	109	2	0	0	0	0	829	
08:45	16	215	29	3	25	37	5	3	2_	1	224	5.0	0	82	120	4	0	0	0	0	816	
Hour	52	838	107	10	77	144	18	12	6	7	1002	131	6	365	452	17	0	0	0	0	3244	
																				-		
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16:00	6	189	61	7	35	72	7	2	3	2	208	7	8	33	33	6	0	0	0	0	679	
16:15	6	169	63	4	39	57	7	9	1	6	185	9	4	30	28	4	0	0	0	0	621	
16:30	4	207	72	6	63	86	7	5	3	4	220	5	2	39	39	5	0	0	0	0	767	
16:45	5	195	56	4	47	65	10	6	2	6	238	11	1	33	35	7	0	0	0	0	721	
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17:00	8	202	80	7	71	87	26	6	0	14	192	7	3	28	35	12	0	0	0	0	778	
17:15	5	217	82	4	75	94	17	5	6	28	212	14	2	32	45	4	0	0	0	0	842	
17:30	6	224	93	8	53	90	13	1	3	6	199	12	3	36	39	3	0	0	0	0	789	
17:45	5	230	89	8		64	12	3	3_	8	213	8	8	27	45	5		0	0	0	781	
Hour	24	873	344	27	252	335	68	15	12	56	816	41	16	123	164	24	0	0	0	0	3190	
Total	122	3203	834	67		844	124	61	32	95	3403	256		959	1124	74	1	0	0	0	11781	
% Apr.	2.8	75.7	19.7	1.5		53.8	7.9	3.8	0.8	2.5	89.8	6.7	2.0	43.5	51.0	3.3		-	-	-	-	
% Int.	1.0	27.1	7.0	0.5	4.5	7.1	1.0	0.5	0.2	0.8	28.8	2.1	0.3	8.1	9.5	0.6	-	-	-	-	-	
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ANASTASIA & UNIVERSITY & LEJEUNE ROAD CORAL GABLES, FLORIDA COUNTED BY: JUANCARLOS PALOMINO &

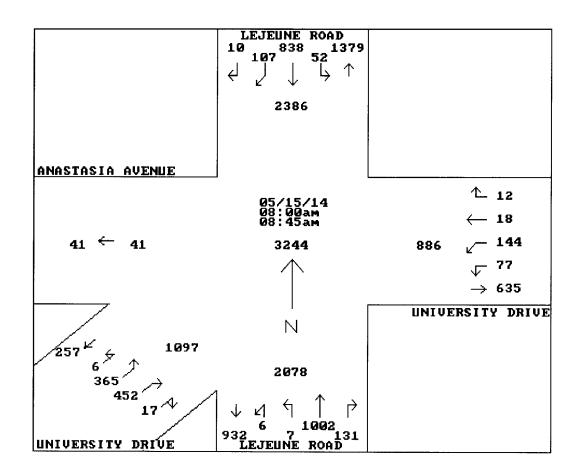
ISIDRO GONZALEZ, SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: UNIVLEJU
Site Code : 00140106
Start Date: 05/15/14

Page : 2

	LEJEUN	E ROAI)		UNIVER	SITY D	RIVE		LEJEUN	E ROAD)	1	UNIVER	SITY D	RIVE		ANASTA	SIA AV	/ENUE	
	From N	orth			From E	ast			From S	outh			From S	outhwe	st		From W	est		
Start			Right			LEFT			LEFT			1	HARD				1			LEFT Intvl
Time	Left	Thru	UNIV	RIGHT	Left	UNIV	THRU	RIGHT	UNIV	LEFT	THRU	RIGHT	LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	UNIV Total
Peak H	our Ana	lysis	By Ent	ire I	ntersec	tion f	or the	Perio	d: 07:	00 on	05/15,	/14 to	08:45	on 05/	15/14					
Time	08:00				08:00				08:00				08:00				08:00			1
Vol.	52	838	107	10	77	144	18	12	6	7	1002	131	6	365	452	17	0	0	0	0
Pct.	5.1	83.2	10.6	0.9	30.6	57.3	7.1	4.7	0.5	0.6	87.4	11.4	0.7	43.4	53.8	2.0	0.0	0.0	0.0	0.0
Total	1007				251				1146			1	840				0			1
High	08:15				08:45				08:30				08:00				08:00			1
Vol.	8	230	30	3	25	37	5	3	4	3	292	38	3	108	117	8	0	0	0	0
Total	271				70				337				236				0			1
PHF	0.929				0.896				0.850			Į	0.890				0.000			1



624 Gardenia Terrace Delray Beach, Florida 33444

ANASTASIA & UNIVERSITY & LEJEUNE ROAD

COUNTED BY: JUANCARLOS PALOMINO &

ISIDRO GONZALEZ, SIGNALIZED

CORAL GABLES, FLORIDA

Phone (561) 272-3255

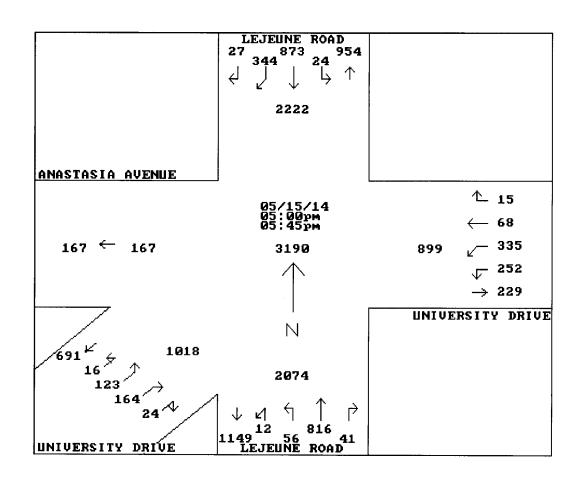
Start Date: 05/15/14

Study Name: UNIVLEJU

Site Code : 00140106

Page : 3

	LEJEUN	E ROAI)	1	UNIVER	SITY I	DRIVE	[:	LEJEUN	JE ROAD)	1	UNIVER	SITY D	RIVE		ANASTA	SIA AV	ENUE		
	From N	orth		1:	From E	ast		}:	From S	outh		1	From S	outhwe	st	}	From W	est			
Start			Right	1		LEFT		Į	LEFT			- 1	HARD							LEFT Intvl	L
Time	Left	Thru	UNIV	RIGHT	Left	UNIV	THRU	RIGHT	UNIV	LEFT	THRU	RIGHT	LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	UNIV Total	L
Peak H	lour Ana	lysis	By Ent	ire In	tersec	tion f	or the	e Perio	d: 16:	00 on	05/15,	/14 to	17:45	on 05/	15/14					1	
Time	17:00			1	17:00	1		1	17:00)		- 1	17:00			1	17:00			1	
Vol.	24	873	344	27	252	335	68	15	12	56	816	41	16	123	164	24	0	0	0	0	
Pct.	1.8	68.8	27.1	2.1	37.6	50.0	10.1	2.2	1.2	6.0	88.2	4.4	4.8	37.6	50.1	7.3	0.0	0.0	0.0	0.0	
Total	1268			1	670			1	925				327				0			1	
High	17:45				17:15	;		-	17:15	;			17:45				17:45				
Vol.	5	230	89	8	75	94	17	5	6	28	212	14	8	27	45	5	0	0	0	0	
Total	332			1	191				260			1	85				0				
PHF	0.955			1	0.877			0	0.889			- 1	0.962				0.000			1	



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Financing of Center of	
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Coral Gables, Florida	
MAU 15 2014	

Coral Gables, Florida May 15, 2014 drawnby: Luis Palomino Signalized

624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

COUNTED BY: MARISA CRUZ SIGNALIZED

CORAL GABLES, FLORIDA

VALENCIA AVENUE & GALIANO STREET

Page : 1

Start Date: 05/15/14 File I.D. : VALEGALI

Site Code : 00140106

		STREET			VALENCIA		Ε		GALIANO				VALENCI.		E	!	
Fr	om No	rth			From Eas	st			From So	uth			From We	st		ļ	
T.	Turn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15																	
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07:15	0	0	13	13		0	18	9	0	4	9	0	0	0	0	0	66
07:30	0	0	13	11	0	1	26	9	0	4	20	0	0	0	0	0	84
07:45	0	0	13	22	0	2	31	13	0	14	13	0	0	00	0	0	108
Hr Total	0	0	45	55	0	4	83	32	0	25	50	0	0	0	0	0	294
08:00	1	0	15	15	0	1	38	7	0	17	22	0	0	0	0	0	116
08:15	0	0	15	27	0	1	45	12	0	24	28	0	0	0	0	0	152
08:30	0	0	24	28	0	3	37	12	0	18	25	0	0	0	0	0	147
08:45	0	0	28	25	0	2	39	4	0	24_	45	0	0	0	0	0	167
Hr Total	1	0	82	95	0	7	159	35	0	83	120	0	0	0	0	0	582
	* BRI	EAK * -															
16:00	0	0	26	33	0	6	69	24	0	15	19	0	0	0	0	0	192
16:15	0	0	22	26	0	3	54	16	0	6	18	0	0	0	0	0	145
16:30	0	0	23	34	0	4	87	17	0	6	20	0	0	0	0	0	191
16:45	0	0	27	18	0	6	70	24	0	2	16	0	0	0	0	0	163
Hr Total	0	0	98	111	0	19	280	81	0	29	73	0	0	0	0	0	691
17:00	0	0	40	40	0	13	88	28	0	9	31	0	0	0	0	0	249
17:15	0	0	37	28	0	10	91	18	0	12	29	0	0	0	0	0	225
17:30	0	0	28	34	0	9	90	13	0	6	20	0	0	0	0	0	200
17:45	0	0	32	43	0	8	87	18	0	8	24	0	0	0	0	0	220
Hr Total	0	0	137	145	0	40	356	77	0	35	104	0	0	0	0	0	894
								- 									
TOTAL	1	0	362	406	0	70	878	225	0	172	347	0	0	0	0	0	2461

VALENCIA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA

COUNTED BY: MARISA CRUZ

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : VALEGALI

Page : 2

						ALL V.	EHICLES								
GALIANO STI From North	REET		VALENCIA From Eas		3		GALIANO From Sou				VALENCIA From Wes		E		
UTurn Le	eft Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14															
Peak Hour Analysis	By Entire	Interse			eriod:	07:00 to			5/14						
Peak start 08:00			08:00				08:00			_	08:00		_	_	
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Hi total 53	0 20	25	58	1	45	12	69	24	45	U	1 0	U	U	U	
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VALENCIA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : VALEGALI

Page : 3

								ALL V	EHICLES								
	LIANO om Nor				VALENCIA		Ξ		GALIANO				VALENCIA From Wes		E		
יט	Turn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Total
Date 05/15																	
Peak Hour		is By	Entire	Interse		the P	eriod:	16:00 t			5/14						
Peak start					17:00				17:00			_	17:00		_		
Volume	0	0	137	145	1	40	356	77	•	35	104	0	•	0 0%	0 0%		
Percent Pk total	0% 282	0%	49%	51%	0%	8%	75%	16%	0%	25%	75%	0%	0%	0.45	U 16	0.4	<u> </u>
Highest	17:00				17:00				17:19	;			07:00				
Volume	0	0	40	40		13	88	28		12	29	0	•	0	0	0	1
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Traffic Survey Specialists, Inc.

VALENCIA AVENUE & GALIANO STREET 624 Gardenia Terrace

624 Gardenia Terrace Delray Beach, Florida 33444

CORAL GABLES, FLORIDA Delray Beach, Florida 33
COUNTED BY: MARISA CRUZ Phone (561) 272-3255

SIGNALIZED

File I.D. : VALEGALI

Site Code : 00140106

Start Date: 05/15/14

Page : 1

PEDESTRIANS

	LIANO	STREET th			VALENCIA		E		GALIANO		?		VALENCI From We		JE	AAAAAA	
Date 05/15	Left (14		Right	Peds	Left		Right	Peds	 Left	Thru	Right	Peds	Left		Right	Peds	Total
Date 05/15	/14																
07:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	5	9
07:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	6
07:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
07:45	0	0	0	. 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	4	0	0	0	3	0	0	0	12	21
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
08:15	0	0	0	1	0	0	0	4	j o	0	0	0	0	0	0	1	6
08:30	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	9	16
08:45	0	0	0	11	0	0	0	3	0	0	0	3	0	0	0	4	11
Hr Total	0	0	0	3	0	0	0	10	0	0	0	7	0	0	0	17	37
	* BRI	EAK * -															
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	2	6
16:45	0	0	0	0	0	0	0	1	0	0	0	. 0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	7	15
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7
17:30	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	1	7
17:45	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	4	10
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ALMERIA AVENUE & GALIANO STREET

CORAL GABLES, FLORIDA

SIGNALIZED

COUNTED BY: RALPH ESPADA

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/22/14 File I.D. : ALMEGALI

Page : 1

	GALIANO	STREET			ALMERIA	AVENUE	1		GALIANO	STREET			ALMERIA	AVENUE	;		
	From Nor				From Eas	st			From So	uth			From We	st		[
Date 05/	Right		UTurn		Right		UTurn	Left	 Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/	22/14																
07:00	1	3	0	2	0	6	0	0	0	4	0	0	1	16	0	4	37
07:15	0	2	0	15	2	9	0	1	6	8	0	2	0	18	0	4	67
07:30	0	2	0	12	2	15	0	0	5	13	0	2	0	28	0	10	89
07:45	3	6	0	10	3	18	0	0	4	17	0	0	1	40	0	8	110
Hr Total	. 4	13	0	39	7	48	0	1	15	42	0	4	2	102	0	26	303
08:00	4	6	0	12	5	13	0	3	10	20	0	1	5	36	0	16	131
08:15	4	5	0	7	4	29	0	3	14	23	0	2	2	49	0	20	162
08:30	3	13	0	11	3	30	0	4	6	19	0	2	2	47	0	14	154
08:45	77	15	0	7	5	22	0	1	10	34	0	0	6	52	0	9	168
Hr Total	18	39	0	37	17	94	0	11	40	96	0	5	15	184	0	59	615
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16:15	7	21	0	7	6	31	0	2	1	10	0	2	2	26	0	7	122
16:30	8	15	0	14	5	29	0	3	0	19	0	2	3	26	0	3	127
16:45	6	14	0	15	5	29	0	2	0	12	0	4	3	21	0	3	114
Hr Total	L 25	67	0	54	23	111	0	11	4	52	0	13	11	92	0	19	482
17:00	11	31	0	18	3	35	0	1	1	16	0	3	5	36	0	5	165
17:15	7	32	0	18	9	41	0	8	4	21	0	3	2	30	0	9	184
17:30	10	28	0	10	5	42	0	2	1	21	0	7	0	38	0	11	175
17:45	7	27	1	19	6	30	0	3	2	12	0	4	2	36	0	16	165
Hr Total	35	118	1	65	23	148	0	14	8	70	0	17	9	140	0	41	689
TOTAL	82	237	1	195	70	401	0	37	67	260	0	39	37	518	0	145	2089

ALMERIA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA COUNTED BY: RALPH ESPADA

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/22/14 File I.D. : ALMEGALI

Page : 2

ALL	VEHICLES	

ALMERIA AV	ENUE					•				
 Left Right T	hru UTurn Lef	t Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	 Total
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	GALIANO S	TREET								
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ALMERIA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA COUNTED BY: RALPH ESPADA

SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/22/14 File I.D. : ALMEGALI

Page : 3

	STREET th			ALMERIA From Eas				GALIANO From Sou				ALMERIA From Wes				
Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	 Right	Thru	UTurn	Left	Tota
ate 05/22/14																
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olume 35	118	1	65		148	0	14	,	70	0	17		140	0	41 22%	
ercent 16%	54%	0%	30%	•	80%	0%	8%	'	74%	0%	18%	5% 190	74%	0%	2216	
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ALMERIA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA

COUNTED BY: RALPH ESPADA

SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/22/14 File I.D. : ALMEGALI

Page : 1

PEDESTRIANS

	GALIANC From No	STREET orth			ALMERIA From Ea				GALIANO From So	STREET outh			ALMERIA From We				
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07:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	1	0	0	0	0	. 0	0	0	1	0	0	0	0	0	0	0	
Hr Total	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	
08:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
08:15	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	
8:30	0	0	0	0] 2	0	0	0	5	0	0	0	1	0	0	0	
08:45	2	0	0	0] 1	0	0	0	2	0	0	0	1	0	0	0	
Hr Total	6	0	0	0	6	0	0	0	7	0	0	0	4	0	0	0	2
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16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
16:15	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0 j	
16:30	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	
16:45	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	6	0	0	0	3	0	0	0] 3	0	0	0	4	0	0	0	1
17:00	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	
17:15	1	0	0	0	7	0	0	0	5	0	0	0	1	0	0	0	1
17:30	1	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	
17:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
ır Total	4	0	0	0	14	0	0	0	7	0	0	0	2	0	0	0	2

TOTAL 17 0 0 0 | 24 0 0 0 | 19 0 0 0 | 10 0 0 0 | 70

SEVILLA AVENUE & GALIANO STREET CORAL GABLES, FLORIDA

COUNTED BY: MARISA CRUZ

NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Traffic Survey Specialists, Inc.

Site Code : 00130193 Start Date: 11/06/13 File I.D. : SEVIGALI

Page : 1

	BALIANO				SEVILLA	AVENUE			GALIANO	STREET			SEVILLA	AVENUE		1	
F	From No	rth			From Eas	st			From So	uth			From We	st		I	
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Total
Date 11/0	06/13 -																
07:00	0	0	2	2	0	0	8	0	0	0	4	0	0	5	18	0	39
07:15	0	0	2	2	0	0	5	1	0	0	3	2	0	5	9	0	29
07:30	0	0	4	5	0	0	6	1	0	0	8	0	0	5	11	0	40
07:45	1	0	8	4	0	0	9	1	0	0	14	2	0	10	13	0	62
Hr Total	1	0	16	13	0	0	28	3	0	0	29	4	0	25	51	0	170
08:00	0	1	14	2	0	2	18	1	1 0	0	11	0	0	17	26	0	92
08:15	0	4	15	4	0	0	15	5	0	0	14	3	0	21	17	0	98
08:30	0	4	10	8	0	1	15	2	0	0	13	1	0	19	20	0	93
08:45	0	5	2	8	0	1	11	3	0	1	17	2	0	17	22	2	91
Hr Total	0	14	41	22	0	4	59	11	0	1	55	6	0	74	85	2	374
	- * BRI	EAK *															
16:00	0	3	14	11	1 0	1	6	1	l 0	0	7	0	! 1	6	8	0 !	58
16:15	0	4	9	7		2	9	2	0	0	5	1		3	3	0	45
16:30	0	3	23	4	0	0	11	0	, 1	0	9	1	•	4	8	1	65
16:45	0	4	20	7	0	1	11	3	0	0	13	2	0	4	5	0	70
Hr Total	0	14	66	29	0	4	37	6	1	0	34	4	1	17	24	1	238
17:00	0	4	18	8	0	1	20	5	0	0	15	0	0	2	15	2	90
17:15	0	5	21	16	0	0	7	4		0	4	3	0	7	18	1	86
17:30	0	5	21	11	1	2	18	4		0	5	1		10	15	0	93
17:45	0	4	12	10	0	3	27	4	0	1	6	0	1	7	4	0	79
Hr Total	0	18	72	45	1	6	72	17	0	1	30	4	1	26	52	3	348
TOTAL	1	46	195	109	1	14	196	37	 1	2	148	18	2	142	212	6	1130

Traffic Survey Specialists, Inc.
SEVILLA AVENUE & GALIANO STREET 624 Gardenia Terrace

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ

NOT SIGNALIZED

Site Code : 00130193 Start Date: 11/06/13 File I.D. : SEVIGALI

Page : 2

						ALL V	EHICLES								
GALIANO STREET From North			SEVILLA From Eas				GALIANO From Sou				SEVILLA From Wes				
UTurn Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13															
Peak Hour Analysis By	Entire	Intersect			eriod:	07:00 t			5/13						
Peak start 08:00 Volume 0 14	41	22	08:00 0	4	59	11	08:00 0) 1	55	6	08:00	74	85	2	
Percent 0% 18%	53%	29%	0%	5 %	80%	15%	1	2%	89%	10%	'	46%	53%	2 1%	
Pk total 77	23.6	200	74	50	808	134	62	20	0.74	104	161	403	234	1.9	
Highest 08:15		i İ	08:00				08:45	i			08:00				
Volume 0 4	15	4	0	2	18	1	0	1	17	2	'	17	26	0	
Hi total 23		1	21				20				43				
PHF .84		I	.88				.78				. 94				
				GA	LIAN	io st	REET								
		0 .	22	•	41	. •	14		74 55 11						
		0	22		41		14		140				0	•	0
				I	77	<u> </u>									
SEVILLA AVENUI	Ξ		<u> </u>			-	217 -				Γ	1	.1	•	11
1		•••			· AI	L VE	HICLE	S							
59 22	82							-			74	5	59		59
• 74											l				
	74		ı							I					4
			2	43					17	9			4		
		—	1								L				
· 85	85	161 — I			Inte		tion ' 374	[ota]	1			10)5	1500 61 1	14 85 6
. 2															O
_	2										SEV	ILLÆ	AVE	ENUE	
			F			-	109 -			\neg					
• 0						"		62	2 —						
. 0	0				4 41 2	.	1	•	55	•	6 •		0		
					47				55		 6		0		
				GA	LIAN	 O ST:	REET								

SEVILLA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00130193 Start Date: 11/06/13 File I.D. : SEVIGALI

Page : 3

						ALL V	EHICLES								
GALIANO STRE From North	ET		SEVILLA From Eas				GALIANO From Sou				SEVILLA From Wes				
UTurn Lef			UTurn			Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13															
Peak Hour Analysis B	y Entire	Intersed			eriod:	16:00 t			6/13						ı
Peak start 17:00 Volume 0 1	8 72	45	17:00	6	72	17	17:00 0) 1	2.0	4	17:00		F2	2	
Percent 0% 13		33%		6%	72 75%	18%	1	3%	30 86%	11%	!	26 32%	52 63%	3 4%	
Pk total 135	. 554	33*	96	0.0	75%	104	35	7.0	000	11.0	82	327	ەدە	4.0	
Highest 17:15			17:45				17:00)			17:15				1
	5 21	16		3	27	4	•	0	15	0		7	18	1	!
Hi total 42			34				15				26				·
PHF .80			.71				.58				.79				
				GA	LIAN	O ST	REET								
	•	0 .	45	•	72	-	18		27 30 17						_
		0 -	45		72		18		74				0	•	0
				1	35	<u> </u>									
SEVILLA AVEN	UE		<u>L</u>			-	209 -					=	L7	•	17
1		_			• AI	L VE	HICLE	S			_ _				
72 45	118										96	-	72		72
• 27											1				
	27		i							ı				•	7
		į	2	00					17	0			7		
		-									L				
• 52	52	82 I			Inte		tion ' 348	Tota:	1		-	-	74		18 52 4
• 3															4
J	3					_	117 -				SEV	ILLA	AVE	ENUE	
			1					3!	5 —						
• 0	0				7 72 3		1		30	•	4 •		0		
					82		1		30		4		0		
				GA	LIAN	O ST	REET								

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

CORAL GABLES, FLORIDA COUNTED BY: MARISA CRUZ

SEVILLA AVENUE & GALIANO STREET

NOT SIGNALIZED

Site Code : 00130193 Start Date: 11/06/13 File I.D. : SEVIGALI

File I.D. : SEVIGALI
Page : 1

PEDESTRIANS

	GALIANO From No:		,		SEVILLA From Ea:				GALIANO From So		?		SEVILLA From We		3	 -	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11/	/06/13																
07:00	0	0	0	1	1 0	0	0	0	! 0	0	0	0	I 0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	. 0	0	0	1	•	0	0	0 1	1
07:30	0	0	0	0	0	0	0	0	1 0	0	0	0	,	0	0	0 1	0
07:45	0	0	0	2	0	0	0	0	1 0	0	0	1	!	0	0	1	4
Hr Total		0	0	3	'	0	0	0	*****	0	0	2		0	0	1	
08:00	0	0	0	1	'	0	0	0	0	0	0	0		0	0	2	
08:15	0	0	0	1	0	0	0	1		0	0	0		0	0	1	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Hr Total	. 0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	6
	* BRI	EAK * -										-					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	l 0	0	0	0	0
16:15	0	0	0	0		0	0	1	0	0	0	2	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	o i	0
16:45	0	0	0	0	. 0	0	0	0	, 0	0	0	1	0	0	0	1	2
Hr Total	. 0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	
17:00	0	0	0	0	0	0	0	0	0	0	0	1	l 0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	'	0	0	1	
17:30	0	0	0	0		0	0	2	0	0	0	0	'	0	0	0	
17:45	0	0	0	0	. 0	0	0	0	l 0	0	0	1	'	0	0	1	
Hr Total	. 0	0	0	0	 	0	0	2		0	0	2		0	0	3	
TOTAL	0	0	0	5	 I 0	0	0	4	0	0	0	 7	0	 0	0	8	24

624 Gardenia Terrace Delray Beach, Florida 33444

NOT SIGNALIZED

CORAL GABLES, FLORIDA

COUNTED BY: LUIS PALOMINO

PALERMO AVENUE & GALIANO STREET

Phone (561) 272-3255

File I.D. : PALEGALI Page : 1

Site Code : 00130193

Start Date: 11/06/13

	GALIANO From No:				PALERMO From Eas				GALIANO From So				PALERMO From We				
	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	 Right	Total
Date 11/	06/13 -																
07:00	0	0	2	0	0	1	4	0	1 0	0	4	4	1 0	0	13	0	28
07:15	0	1	1	0	0	0	1	1	0	0	3	0		0	13	0	20
07:30	0	0	4	0	0	1	2	0	0	0	7	7		3	11	2	37
07:45	. 0	1	6	2	0	1	6	. 1	0	1	12	.5	0	1	24	1	61
Hr Total	0	2	13	2	0	3	13	2	0	1	26	16	0	4	61	3	146
08:00	0	1	16	0	1 0	1	5	2	0	1	8	2	0	1	26	1	64
08:15	0	1	12	0	0	3	6	2	0	1	12	4	0	3	27	1	72
08:30	0	2	11	0	0	0	7	0	0	2	11	2	0	3	37	1	76
08:45	0	1	4	0	0	0	7	3	0	2	15	6	0	2	29	0	69
Hr Total	0	5	43	0	0	4	25	7	0	6	46	14	0	9	119	3	281
	* BRI	EAK * -													 -		
16:00	0	2	11	1	0	2	7	2	0	1	6	2	0	0	11	1	46
16:15	0	1	10	1	0	3	7	1	0	1	2	1	1	3	16	0	47
16:30	0	1	22	3	0	2	5	3	0	1	7	3	0	1	7	2	57
16:45	0	1	18	2	0	1	7	4	0	1	7	3	0	1	17	0	62
Hr Total	0	5	61	7	0	8	26	10	0	4	22	9	1	5	51	3	212
17:00	0	0	23	1	0	1	8	5	0	0	7	1	0	3	30	1	80
17:15	0	0	21	1	0	2	6	0	ļ 0	1	7	2	0	0	18	3	61
17:30	0	0	24	0	0	2	14	2	0	4	3	3	0	1	21	2	76
17:45	0	2	12	2	0	6	14	3	0	2	4	2	0	1	17	1	66
Hr Total	0	2	80	4	0	11	42	10	0	7	21	8	0	5	86	7	283
TOTAL	0	14	197	13	0	26	106	29	0	18	115	47	1	23	317	16	922

624 Gardenia Terrace Delray Beach, Florida 33444

PALERMO AVENUE & GALIANO STREET CORAL GABLES, FLORIDA COUNTED BY: LUIS PALOMINO

NOT SIGNALIZED

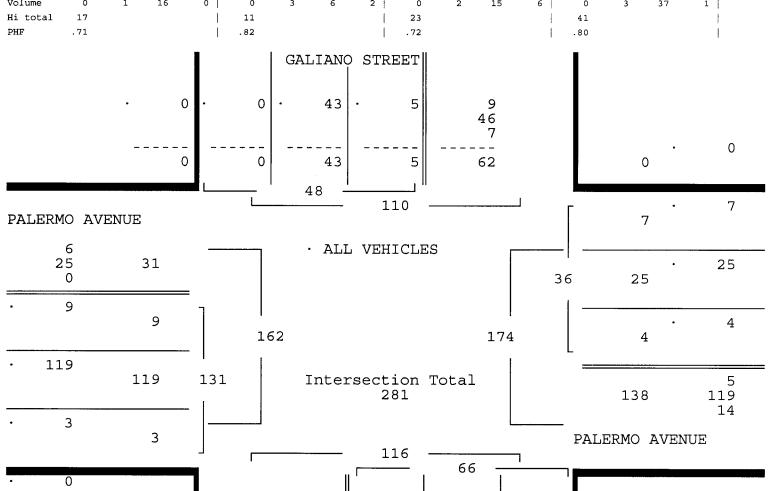
Phone (561) 272-3255

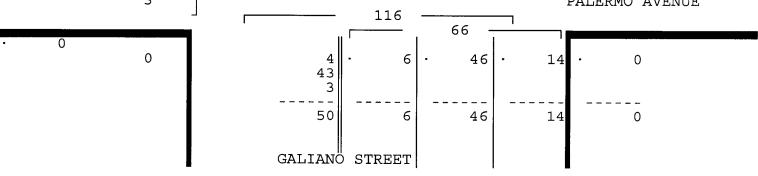
ALL VEHICLES

Site Code : 00130193 Start Date: 11/06/13 File I.D. : PALEGALI

PALERMO AVENUE GALIANO STREET PALERMO AVENUE From North From East From South From West UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | UTurn Left Thru Right | Total Date 11/06/13 -----Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/06/13

08:00 Peak start 08:00 08:00 08:00 0 43 0 | 0 25 7 | 0 6 46 14 0 9 119 3 | 10% 0% | 0% Percent 0% 90% 11% 69% 19% | 0% 9% 70% 21% | 0% 91% 2% 36 66 Pk total 48 | 131 Highest 08:00 08:15 08:45 08:30 0 1 16 0 | 0 6 | 0 Volume 2 0 3 6 2 15 3 37 1 | 11 23 41 PHF .71 .82 .72 .80





624 Gardenia Terrace Delray Beach, Florida 33444

NOT SIGNALIZED

CORAL GABLES, FLORIDA

COUNTED BY: LUIS PALOMINO

PALERMO AVENUE & GALIANO STREET

Phone (561) 272-3255

File I.D. : PALEGALI Page : 3

Site Code : 00130193

Start Date: 11/06/13

							ALL V	EHICLES								
GALIANO S From Nort				PALERMO From Eas				GALIANO				PALERMO From Wes				
											Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																
Peak Hour Analysi Peak start 17:00	в ву	Entire	incerse	17:00		erioa:	16:00 €	17:0		6/13		17:00				ſ
Volume 0	2	80	4		, 11	42	10	•	7	21	8	'	5	86	7	! [
Percent 0%	2%	93%	- 5%	1	17%	67%	16%	•	19%	58%	22%		5%	88%	7%	,
Pk total 86				63				36				98				i
Highest 17:00				17:45	5			17:1	5			17:00				İ
Volume 0	0	23	1	0	6	14	3	0	1	7	2	0	3	30	1	1
Hi total 24				23				10				34				1
PHF .90				.68				.90				.72				1
								REET								
	•		0 -	4	•	80) .	2		5 21 10						
	,		-	4		- 	-	2		36				0	•	0
			Ŭ	-	'		´	-		30				O		
					ı	86		"								
		_		L			-	122				Γ			•	10
PALERMO AV	ENU	E											-	10		
7			_			· AI	L VE	HICLE	S							
42		53													•	42
4												63	4	12		
• 5												1				
5		5		I							1				•	11
		J		1	51					15	9		-	11		
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		86	98			Inte		tion	Tota	1	1					2
			1					283					-	96		86
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624 Gardenia Terrace Delray Beach, Florida 33444

PALERMO AVENUE & GALIANO STREET CORAL GABLES, FLORIDA COUNTED BY: LUIS PALOMINO Phone (561) 272-3255

NOT SIGNALIZED

Start Date: 11/06/13

File I.D. : PALEGALI Page : 1

Site Code : 00130193

PEDESTRIANS

	GALIANO	STREET			PALERMO	AVENUE	1		GALIANO	STREET	•		PALERMO	AVENUE	Ē	1	
	From No				From Eas				From So				From We			i	
					İ				j				j			į	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Tota:
Date 11/0	06/13																
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	:
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	:
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	:
Hr Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	:
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	:
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	. 0	
Hr Total	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	2	
	* BRI	EAK * -															
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	;
L6:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	:
L6:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	:
L6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	•
L7:00	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	0	
17:15	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	!
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	:
17:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	:
ir Total	0	0	0	5	0	0	0	6	0	0	0	5	0	0	0	0	1

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File I.D. : MALAGALI Page : 1

Site Code : 00130193

Start Date: 11/06/13

NOT SIGNALIZED

CORAL GABLES, FLORIDA

MALAGA AVENUE & GALIANO STREET

COUNTED BY: AMBER PALOMINO

	GALIANO From Noi				MALAGA A				GALIANO From So				 From Wes	st			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/	06/13																
07:00	0	0	3	0	0	5	0	2	0	0	6	13	0	0	0	0	29
07:15	0	0	1	0	0	3	0	0	0	0	3	16	0	0	0	0	23
07:30	0	6	1	0	0	2	0	1	0	0	13	13	0	0	0	0	36
07:45	0	0	6	0	0	4	0	1	0	0	18	17	0	0	0	0	46
Hr Total	. 0	6	11	0	0	14	0	4	0	0	40	59	0	0	0	0	134
08:00	0	1	15	0	1 0	10	0	2	0	0	9	15	0	0	0	0	52
08:15	0	2	15	0	0	6	0	1	0	0	17	17	0	0	0	0	58
08:30	0	2	11	0	0	5	0	2	0	0	13	21	0	0	0	0	54
08:45	0	1	3	0] 0	4	0	1	0	00	23	13	0	0	0	0	45
Hr Total	. 0	6	44	0	0	25	0	6	0	0	62	66	0	0	0	0	209
	* BRI	EAK *															
16:00	0	0	15	0	0	7	0	0	0	0	7	5	0	0	0	0	34
16:15	0	0	13	0	0	6	0	0	0	0	3	4	0	0	0	0	26
16:30	0	2	23	0	0	2	0	2	0	0	9	6	0	0	0	0	44
16:45	0	0	19	0	0	. 8	0	0	0	0	11	7	0	0	0	0	45
Hr Total	. 0	2	70	0	0	23	0	2	0	0	30	22	0	0	0	0	149
17:00	0	4	20	0	0	8	0	1	0	0	6	3	0	0	0	0	42
17:15	0	3	25	0	0	13	0	4	0	0	6	5	0	0	0	0	56
17:30	0	4	24	0	0	8	0	4	0	0	3	7	0	0	0	0	50
17:45	0	1	17	0	0	9	0	2	0	0	6	3	0	0	0	0	38
Hr Total	. 0	12	86	0	0	38	0	11	0	0	21	18	0	0	0	0	186
TOTAL	0	26	211	0	i 0	100	- -	23	0	0	153	165	l 0	0	0	0	678

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

MALAGA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130193 Start Date: 11/06/13 File I.D. : MALAGALI

Page : 2

						ALL V	EHICLES								
GALIANO ST From North			MALAGA A				GALIANO From Sou				 From Wes	t		· • • • • •	
UTurn L	eft Thr	u Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	 Total
Date 11/06/13		_				-									
Peak Hour Analysis	By Entire	e Inters	ection for	the P	eriod:	07:00 t	09:00	n 11/0	5/13						
Peak start 07:45			07:45				07:45				07:45				
Volume 0	5 4		,	25	0	6	,	0	57	70		0	0	0	
	10% 90	% 0%	,	81%	0%	19%		0%	45%	55%		0%	08	0%	
Pk total 52 Highest 08:15			31				127	:			0 07:00				1
Volume 0	2 1	5 0	00.00	10	0	2	,	,	18	17		0	0	0	1
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MALAGA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00130193 Start Date: 11/06/13 File I.D. : MALAGALI

Page : 3

								ALL V	EHICLES								
	GALIANO From Nor				MALAGA A				GALIANO From Sou				 From Wes	t			
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Total
Date 11/0																	
Peak Hour			Entire	Interse	ction for 16:45		eriod:	16:00 t			6/13		16:45				ı
Peak star	0	11	88	0	•	37	0	9	16:45	0	26	22	•	0	0	0	
Percent	0%	11%	89%	0%	•	80%	0%	20%	'	0%	54%	46%	•	0%	0%	0%	!
Pk total	99				46				48			_	0				I
Highest	17:15				17:15				16:45	5			07:00				ĺ
Volume	0	3	25	0	0	13	0	4	0	0	11	7	0	0	0	0	1
Hi total	28				17				18				0				
PHF	. 88				.68				.67				.0				1
						G.	LIAN	O ST	REET								
		•		0 .	0		88	3 .	11		0 26 9						
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MALAGA AVENUE & GALIANO STREET

COUNTED BY: AMBER PALOMINO

CORAL GABLES, FLORIDA

NOT SIGNALIZED

TOTAL

624 Gardenia Terrace Delray Beach, Florida 33444

Site Code : 00130193 Start Date: 11/06/13 Phone (561) 272-3255 File I.D. : MALAGALI

Page : 1

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PEDESTRIANS

		STREET			MALAGA A				GALIANO							1	
Fr	om Nor	rth			From Eas	зt			From So	uth			From Wes	st			
	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Tota
ate 11/06	5/13		_				_										
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	
r Total	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	
8:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	
8:45	0	0_	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
r Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	
	* BRE	EAK * -															
.6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
6:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	
6:45	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	
r Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
7:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
r Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	

0 0 5 | 0 0 0 5 | 0 0 0 2 | 0

MALAGA AVENUE & COCONUT GROVE DRIVE

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: ROLANDO MARTINEZ

624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00130193 Start Date: 11/06/13 File I.D. : GALICOCO

Page : 1

ALL VEHICLES

	COCONUT From No		ORIVE		MALAGA From Eas				COCONUT From So		DRIVE		MALAGA From We				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/	06/13 -																
07:00	0	0	9	0	0	1	7	0	0	10	2	0	0	0	19	32	80
07:15	0	0	8	0	0	0	4	0	0	6	4	0	0	0	20	29	71
07:30	0	0	10	0	0	0	3	0	0	8	5	1	0	0	25	20	72
07:45	0	0	12	0		1	6	1	0	8	14	3	1	0	31	19	96
Hr Total	. 0	0	39	0	0	2	20	1	0	32	25	4	1	0	95	100	319
08:00	0	0	11	0	0	3	20	1	0	14	13	0	1	0	23	26	112
08:15	0	0	15	0		4	15	2	0	7	13	2		0	31	27	116
08:30	0	0	12	0	. 0	0	11	4	0	9	10	3		2	29	24	104
08:45	0	0	11	0	0	1	6	1		11	11	3	0	0	29	21	94
Hr Total	. 0	0	49	0	0	8	52	8	0	41	47	8	1	2	112	98	426
	* BRI	EAK * -															
16:00	0	0	7	0	0	3	17	0	0	19	13	3	0	0	9	13	84
16:15	0	0	8	1	0	1	18	0	0	12	10	1	0	0	6	13	70
16:30	0	0	8	0	0	6	19	0	0	8	10	2	1	0	13	12	79
16:45	0	0	11	0	0	2	23	1	0	11	14	1) 0	0	16	17	96
Hr Total	. 0	0	34	1	0	12	77	1	0	50	47	7	1	0	44	55	329
17:00	0	0	14	0	0	3	22	1	0	28	16	1	0	0	8	21	114
17:15	0	0	12	0	0	2	29	6	0	21	18	1	1	0	10	32	132
17:30	0	0	10	1	0	0	31	1	0	17	18	0		0	11	18	107
17:45	0	0	12	0	. 0	0	24	2	1	20	17	2			7	22	107
Hr Total	. 0	0	48	1	0	5	106	10	1	86	69	4	1	0	36	93	460
TOTAL	0	0	170	2	0	27	 255	20	 1	209	188	23					

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00130193 Start Date: 11/06/13 File I.D. : GALICOCO

Page : 2

MALAGA AVENUE & COCONUT GROVE DRIVE

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: ROLANDO MARTINEZ

COCONUT																
From No.		DRIVE		MALAGA A				COCONUT		DRIVE		MALAGA A				
										Thru	Right	 UTurn	Left	Thru	Right	Tot
ate 11/06/13 eak Hour Analys								 0 09:00 0		 5/13						
eak start 07:45		BIICIIC	THECTBE	07:45		criou.	37.00 C	07:45		5, 15		07:45				
olume 0	0	50	0	•	8	52	8	•	38	50	8	2	2	114	96	
ercent 0%	0%	100%	0%	0%	12%	76%	12%	0%	40%	52%	88	1%	1%	53%	45%	
total 50				68				96				214				
ighest 08:1				08:00				08:00				08:15				
olume 0	0	15	0	'	3	20	1	'	14	13	0		0	31	27	
total 15				24 .71				27 .89				58 .92				! !
			1	С	OCON	IUT G	ROVE	DRIVI	3			ı				
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										50						
										8						
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ALAGA AV	ENUE													8		
38						. 7\Т	T 1717	HICLES	~							
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624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

MALAGA AVENUE & COCONUT GROVE DRIVE CORAL GABLES, FLORIDA COUNTED BY: ROLANDO MARTINEZ

NOT SIGNALIZED

ALL VEHICLES

Site Code : 00130193 Start Date: 11/06/13 File I.D. : GALICOCO

Page : 3

							WDD A	EHICLES								
COCONUT (ORIVE		MALAGA F From Eas				COCONUT From Sou		DRIVE		MALAGA A From Wes				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																
Peak Hour Analysi	is By E	Entire	Interse			eriod:	16:00 t			6/13						1
Peak start 17:00 Volume 0	0	48	1	17:00 0) 5	106	10	17:00 1) 86	69	4	17:00	0	36	93	1
Percent 0%	0%	98%	2%		4%	888	8%	'	54%	43%	2%	'	0%	28%	72%	!
Pk total 49	•	500	20	121		000		160	540	150	2.0	130	0.0	200	,20	1
Highest 17:00				17:15	i			17:00)			17:15				ĺ
Volume 0	0	14	0	0	2	29	6	0	28	16	1	1	0	10	32	Ì
Hi total 14				37				45				43				
PHF .88				.82				.89				.76				1
				C	OCON	UT G	ROVE	DRIV	E							
	•		0	1	•	48	3 -	0		1 69 10						•
	-		0	1		48	3			80				0	•	0
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				С	OCON	IUT G	ROVE	DRIV:	Ξ							

MALAGA AVENUE & COCONUT GROVE DRIVE CORAL GABLES, FLORIDA COUNTED BY: ROLANDO MARTINEZ NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00130193 Start Date: 11/06/13 File I.D. : GALICOCO

Page : 1

LEDDOTKITHO	₽	EDE	STR	IAN	S
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	COCONUT	GROVE	DRIVE		MALAGA	AVENUE			COCONUT	GROVE	DRIVE	I	MALAGA	AVENUE		1	
	From Nor	rth			From Ea	st			From So	uth			From We	st		1	
																1	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11,	/06/13								-								
	* BRE	ε λ κ * -												- -			
	Ditt	JAIN															
TOTAL	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0

No pedestrians observed during the study period.

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

VALENCIA AVENUE & SW 37TH AVENUE CORAL GABLES, FLORIDA COUNTED BY: LUIS PALOMINO

NOT SIGNALIZED

Site Code : 00140106 Start Date: 05/15/14

File I.D. : VALE37AV

Page : 1

SV	W 37TH	AVENUE			SW 23RD	STREET			SW 37TH	AVENUE			VALENCI	A AVENU	E		
F	rom No	rth			From Ea	st			From So	uth			From We	st		1	
Т	UTurn	Left	Thru	Right	UTurn	T.eft	Thru	Right	 UTurn	T.eft	Thru	Right	 UTurn	Left	Thru	 Right	Total
Date 05/19																	
								_		_		_		•		0	274
07:00	0	1	171	9	'	1	0	7		7	171	7		0	0	0	374
07:15	0	6	195	18		3	1	6		15	204	13		0		0	461
07:30	0	8	185	25	'	0	5	4	•	24	216	20	0	0	0	0	487
07:45	0	6	196	50		4	0	3		38	230	13		0	0	0	540
Hr Total	0	21	747	102	0	8	6	20	0	84	821	53	0	0	0	0	1862
08:00	0	8	251	43	0	3	1	11	0	39	220	21	0	0	0	0	597
08:15	0	5	219	40	0	4	5	10	0	38	247	22	0	0	0	0	590
08:30	0	2	251	49	0	3	2	8	0	34	204	17	0	0	0	0	570
08:45	0	6	230	49	0	6	4	3	0	35	246	13	0	0	0	0	592
Hr Total	0	21	951	181	0	16	12	32	0	146	917	73	0	0	0	0	2349
	- * BRI	EAK * -															
16:00	0	5	202	45	0	2	7	3	0	27	197	17	0	0	0	0 1	505
16:15	0	12	174	50	0	4	2	6	0	22	190	20	0	0	0	0	480
16:30	0	9	228	46	0	2	5	4	0	28	192	21	. 0	0	0	0	535
16:45	0	5	221	52		4	3	3		30	197	21	I 0	0	0	0	536
Hr Total	0	31	825	193	0	12	17	16	0	107	776	79	0	0	0	0	2056
17:00	0	2	238	46	1	2	6	8	0	26	206	13	0	0	0	0	548
17:15	0	11	259	67	•	2	5	8	1 0	26	223	17	'	0	0	1	619
17:30	0	12	234	46	0	7	10	10	1 0	24	228	22	•	0	0	0	593
17:45	0	6	225	52	0	<i>,</i> 9	7	5	1 0	33	200	17	•	0	0	0	554
Hr Total	0	31	956	211	* * * * * * * * * * * * * * * * * * * *	20	28	31		109	857	69		0	0	1	2314
TOTAL	0	104	3479	687	1	56	63	99	0	446	3371	274	0	0	0	1	8581

Traffic Survey Specialists, Inc. 624 Gardenia Terrace

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140106

Start Date: 05/15/14

File I.D. : VALE37AV

Page : 2

VALENCIA AVENUE & SW 37TH AVENUE CORAL GABLES, FLORIDA COUNTED BY: LUIS PALOMINO NOT SIGNALIZED

		ALL V	EHICLES						
SW 37TH AVENUE From North	SW 23RD STREET		SW 37TH A			VALENCIA From Wes			
UTurn Left Thru Rig	nt UTurn Left	Thru Right	UTurn	Left Thru	Right	UTurn	Left Thru	Right	 Total
Date 05/15/14									
Peak Hour Analysis By Entire Inte		eriod: 07:00 t		05/15/14					
Peak start 08:00	08:00		08:00			08:00			
	31 0 16	12 32	'	146 917		•	0 0	0	
Percent 0% 2% 82% 1 Pk total 1153	5% 0% 27%	20% 53%		13% 81%	6%		0% 0%	0%	
Highest 08:00	60 08:15		1136			0			
•	13 0 4	5 10		38 247	22	07:00 0	0 0	0	
Hi total 302	19	5 10	307	30 247	22	l 0	0 0	U	ı I
PHF .95	.79		.93			.0			!
ı		V 37TH AV			,	1			I
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				917					
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VALENCIA AVENUE							32		
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181						60	12		
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	,	2,	349				94		0
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U	<u></u>		103 —			SW	23RD ST	KEET.	
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		967	146	917		73	0		
	Q TA	 37TH AV	ENITE						
	SW	OITH AV	PINOP	ţ					

VALENCIA AVENUE & SW 37TH AVENUE

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: LUIS PALOMINO

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : VALE37AV

Page : 3

						ALL V	EHICLES								
SW 37TH AVE	NUE		SW 23RD From Eas				SW 37TH				VALENCIA From West		3		
UTurn Le	ft Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14															
Peak Hour Analysis	By Entire	Interse			eriod:	16:00 t			5/14						1
Peak start 17:00 Volume 0	31 956	211	17:00	20	28	31	17:00	109	857	69	17:00 0	0	0	1	ļ Ī
	38 808	18%	'	25%	2° 35%	39%	'	11%	83%	7%	•	0%	0%	100%	•
Pk total 1198	30 000	100	80	230	330	370	1035	110	030	, 0	1 1	0.0	0.0	1000	1
Highest 17:15			17:30				17:30				17:15				i
Volume 0	11 259	67	0	7	10	10	0	24	228	22	0	0	0	1	İ
Hi total 337			27				274				1				
PHF .89			.74				. 94				.25				
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VALENCIA AVE	ENUE											3	1		
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	1	İ									SW	23RD	STF	REET	
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				<u></u>	978		109		857		69		0		
		I		SW	37T	H AV	ENUE								

VALENCIA AVENUE & SW 37TH AVENUE

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: LUIS PALOMINO

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : VALE37AV

Page : 1

PEDESTRIANS

Date 05/15/14 07:00 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0	5	SW 37TH	AVENUE	;		SW 23RD	STREET	•		SW 37TH	AVENUE	2		VALENCI	A AVENU	JE	+	
Date 05/15/14 07:00 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0	I	From No	th			From Ea	st			From So	uth			From We	st			
Date 05/15/14 07:00 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0		- ·				1	m\.	m 1 - 1-1		1	m 1	70 (20 40	D-3-		mb	Diebe	Dada I	Total
07:00	Date OF/			_	Peds			•		•		-	Peas	reir	Thru	Right	Peas	Total
07:15	Date 05/.	15/14 -																
07:30	07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:45	07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Hr Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	07:30	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	5
08:00	07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:15	Hr Total	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	5	12
08:30	08:00	0	0	0	0	0	0	0	5	0	0	0	0	1 0	0	0	0	9
08:45	08:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5
Hr Total 0 0 0 1 0 0 0 12 0 0 0 0 2 0 0 0 4 1 **BREAK** 16:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	•
* BREAK * 16:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08:45	0	0	0	0_	0	0	0	2	0	0	0	0	0	0	0	0	
16:00	Hr Total	0	0	0	1	0	0	0	12	0	0	0	2	1 0	0	0	4	19
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17:30 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 1 0 1	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9
17:45 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	17:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	5	8
Hr Total 0 0 0 3 0 0 0 2 0 0 0 2 0 0 0 11 0	17:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
	17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	
	Hr Total	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	11	18
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	Sw3	V			
	Cora	C G	ables	Flori	da
			4 221	\	

Coral Gables, Florida May 14,2014 drawn by: Luis Palomino not signalized

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Start Date: 05/15/14 File I.D. : ALME37AV Page : 1

Site Code : 00140106

NOT SIGNALIZED

CORAL GABLES, FLORIDA

COUNTED BY: AMBER PALOMINO

ALMERIA AVENUE & SW 37TH AVENUE

SW	37 TH	AVENUE							SW 37TH	AVENUE			ALMERIA	AVENUE		1	
Fr	om Noi	th			From Eas	st			From So	uth			From We	st			
11	Turn	Left	Thru	Right	 UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	 Right	Tota
Date 05/15				-													
07:00	0	0	170	2	0	0	0	0	1 0	7	173	0	0	5	0	14	37
07:15	0	0	187	5		0	0	0		13	225	0	0	9	0	23	46
07:30	0	0	184	6	0	0	0	0		11	248	0	0	13	0	22	48
07:45	0	0	191	10		0	0	0		6	267	0	0	4	0	41	51
Hr Total	0	0	732	23	0	0	0	0	0	37	913	0	0	31	0	100	183
D8:00	0	0	238	7	0	0	0	0	1 0	18	270	0	0	8	0	29	57
08:15	0	0	214	13	0	0	0	0	0	16	293	0	0	10	0	35	58
08:30	0	0	235	10	0	0	0	0	0	18	247	0	0	9	0	29	54
08:45	0	0	231	11	0	0	0	0	1	28	285	0	0	10	0	27	59
Hr Total	0	0	918	41	0	0	0	0	1	80	1095	0	0	37	0	120	229
	* BRI	EAK *			-							-					
16:00	0	0	194	9	0	0	0	0	0	20	234	0	0	15	0	27	49
16:15	0	0	166	7	0	0	0	0	0	16	224	0	0	9	0	21	44
16:30	0	0	217	10	0	0	0	0	0	15	229	0	0	5	0	35	51
16:45	0	0	204	15	0	0	0	0	0	25	247	0	0	5	0	28	52
Hr Total	0	0	781	41	0	0	0	0	0	76	934	0	0	34	0	111	197
17:00	0	0	230	8	0	0	0	0	0	22	247	0	0	7	0	42	55
17:15	0	0	250	9	0	0	0	0	0	26	262	0	0	6	0	56	60
L7:30	0	0	238	8	0	0	0	0	0	23	271	0	0	8	0	44	59
L7:45	0	0	226	8	0	0	0	0	1	22	256	0	1 1	7	0	45	56
Ir Total	0	0	944	33	0	0	0	0	1	93	1036	0	1	28	0	187	232

ALMERIA AVENUE & SW 37TH AVENUE CORAL GABLES, FLORIDA

COUNTED BY: AMBER PALOMINO

Traffic Survey Specialists, Inc. 624 Gardenia Terrace

Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : ALME37AV

Page : 2

NOT SIGNALIZED ALL VEHICLES

SW 37TH AVENUE
Date 05/15/14 Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14 Peak start 08:00
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14 Peak start 08:00
Peak start 08:00
Volume 0 0 918 41 0 0 0 0 0 1 80 1095 0 0 37 0 120 Percent 0% 0% 96% 4% 0% 0% 0% 0% 0% 0% 7% 93% 0% 0% 24% 0% 76% Pk total 959 0 0 1176 157 Highest 08:00 07:00 08:45 08:15 Volume 0 0 238 7 0 0 0 0 0 1 28 285 0 0 0 10 0 35 Hi total 245 0 0 314 45 PHF .98
Pk total 959 Highest 08:00 Volume 0 0 238 7 0 0 0 0 1 28 285 0 0 10 0 35 Hi total 245 PHF .98 O . 41 . 918 . 0 37 1,095 O . 41 . 918 . 0 1,132 ALMERIA AVENUE 81 0 122 O . ALL VEHICLES O . ALL VEHICLES O . 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Highest 08:00
Volume 0 0 238 7 0 0 0 0 1 28 285 0 0 10 0 35 Hi total 245 PHF .98 SW 37TH AVENUE
Hi total 245 PHF .98 .0 SW 37TH AVENUE . 0 . 41 . 918 . 0 37 1,095 0 0 .41 . 918 . 0 1,132 0 ALMERIA AVENUE 81 0 122 . ALL VEHICLES 0 . 0
PHF .98 .0 SW 37TH AVENUE .0 37 1,095 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SW 37TH AVENUE
ALMERIA AVENUE 81 0 122 1,095 0 1,132 0 0 1,132 0 0 1,132 0 0 1,132 0 0 1,132 0 0 1,095 0 0 1,132 0 0 1,132 0 0 0 0 1,132 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ALMERIA AVENUE 81 0 122 1,095 0 1,132 0 0 1,132 0 0 1,132 0 0 1,132 0 0 1,132 0 0 1,095 0 0 1,132 0 0 1,132 0 0 0 0 1,132 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 41 918 0 1,132 0 ALMERIA AVENUE 81
ALMERIA AVENUE 81 0 122
ALMERIA AVENUE 81 0 122
0 122 · · 0
0 122 · · 0
• 37
37
0 0
• 0
0 157 Intersection Total 0
2,292 0 0
- 120
120
2,214
1,176
0 0 81 1,095 0 0
918 120
1,038 81 1,095 0
SW 37TH AVENUE

ALMERIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : ALME37AV

Page : 3

	ALL VI	EHICLES								
SW 37TH AVENUE From North From East		· ·								
UTurn Left Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	Total
	16:00 to			5/14						1
•		•		1026		•	2.0	0	107	
1		'				•				•
	0.4	•	0.4	<i>32</i> %	0.4	•	136	0.0	078	
'		,				17:15				
•	0	0	23	271	0		6	0	56	
0		294				62				
.0		. 96				.87				
		ENUE		29						
			1,							0
33 944		0	1,	065				0	•	U
977	<u> </u>	"			1					_
	- 2,	042 -						0	•	0
· AL	L VE	HICLES	3			_ _				
						0		0	•	0
						I				
1					ı					0
343					0			0		
						L				
16 Inte			[ota]	1				0		0
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•	,	— <u> </u>	L,130	0 -	'					
								_		
944	, [] .	94	· 1,	036	•	0 .		0		
187	·									
	·					_				
1,131		94	1,0	036		0		0		
SW 37T	∥ 'H AV	ENUE								
	From East	From East	From East	SW 37TH AVENUE From East From South UTurn Left Thru Right UTurn Left From South IT:00 17:00 17:00 17:00 17:00 17:00 17:30 0 0 0 0 0 0 1 193 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SW 37TH AVENUE From South UTurn Left Thru Right UTurn Left Thru Right UTurn Left Thru Promosouth	SW 37TH AVENUE From South UTurn	SW 37TH AVENUE AIMERIA From West From South From West From South From West From West Interest From South From West From West Interest Int	SW 37TH AVENUE From South From West From East From South From West IT IT IT IT IT IT IT I	SW 37TH AVENUE From West From West From West From West From West From West From West Thru Right UTurn Left	SW 37TH AVENUE

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

ALMERIA AVENUE & SW 37TH AVENUE CORAL GABLES, FLORIDA COUNTED BY: AMBER PALOMINO

NOT SIGNALIZED

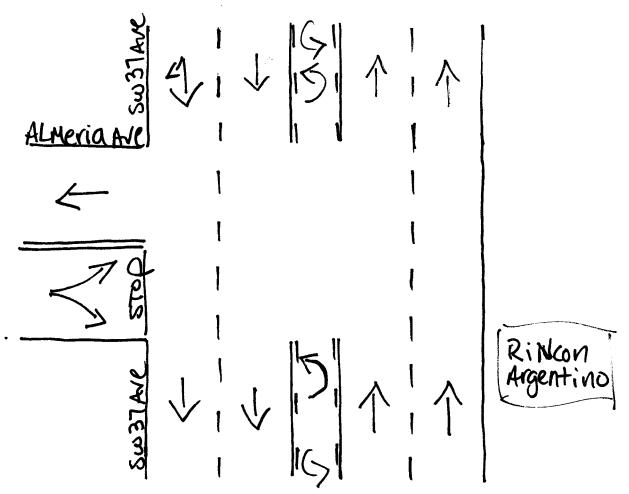
Page : 1

Start Date: 05/15/14 File I.D. : ALME37AV

Site Code : 00140106

PEDESTRIANS

	W 37TH rom Noi	AVENUE th			 From Eas	st			SW 37TH From So		:		ALMERIA From We		2		
	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Tota
Date 05/1			-				_								•		
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	:
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	;
07:45	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	!
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	!
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	:
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	1
	- * BRI	EAK * -															
16:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hr Total	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
17:45	0	0	0	. 0	0	0	0	0	0	0	0	0] 0	0	0	0]	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	



Coral Gables, Florida May 14,2014 drawn by: Luis Palomino not signalized

624 Gardenia Terrace Delray Beach, Florida 33444

CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO

COCONUT GROVE DRIVE & SW 37TH AVENUE

NOT SIGNALIZED

Phone (561) 272-3255

Start Date: 05/15/14 File I.D. : COCO37AV

Site Code : 00140106

Page : 1

ALL VEHICLES

		AVENUE			DRIVEWA				SW 37TH				COCONT		RIVE	1	
F:	rom No	rth			From Eas	st			From So	uth			From We	st			
ī	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/1	5/14																
07:00	0	2	177	3	0	0	0	0	0	5	166	1	0	3	0	19	376
07:15	0	2	199	0	0	0	0	0	0	11	190	1	0	2	0	27	432
07:30	0	1	185	1	0	0	0	0	0	11	210	2	0	1	1	19	431
07:45	0	4	210	1	0	0	0	0	0	14	211	5	0	1	0	27	473
Hr Total	0	9	771	5	0	0	0	0	0	41	777	9	0	7	1	92	1712
08:00	0	2	228	1	0	0	0	0	0	15	255	4	0	5	0	26	536
08:15	0	4	211	3	0	0	0	0	0	20	259	1	0	5	1	24	528
08:30	0	6	224	6	0	0	0	0	0	14	230	6	0	4	0	26	516
08:45	0	3	253	2	0	0	0	2	0	33	258	5	0	6	2	22	586
Hr Total	0	15	916	12	0	0	0	2	0	82	1002	16	0	20	3	98	2166
	- * BRI	EAK * -											·				
16:00	0	1	197	1	0	4	1	5	0	9	220	2	0	6	0	18	464
16:15	0	3	183	1	0	2	0	8	0	9	198	1	0	1	0	11	417
16:30	0	2	231	1	0	2	0	3	0	11	231	3	0	2	0	13	499
16:45	0	1	198	4	0	2	0	6	0	16	247	0	0	2	0	20	496
Hr Total	0	7	809	7	0	10	1	22	0	45	896	6	0	11	0	62	1876
17:00	0	2	223	6	0	1	0	12	0	38	253	1	0	4	0	24	564
17:15	0	1	252	5	0	2	1	7	0	20	238	0	0	2	0	22	550
17:30	0	0	227	0	0	3	2	6	1	14	247	1	0	2	0	32	535
17:45	0	2	231	3	0	2	1_	3	0	21	238	0	0	0	0	33	534
Hr Total	0	5	933	14	0	8	4	28	1	93	976	2	0	8	0	111	2183
TOTAL	0	36	3429	38	0	18	 5	52	 1	261	3651	33		46	4	363	7937

COCONUT GROVE DRIVE & SW 37TH AVENUE

CORAL GABLES, FLORIDA

NOT SIGNALIZED

COUNTED BY: EDIE SAPORITTO

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00140106 Start Date: 05/15/14 File I.D. : COCO37AV

Page : 2

ALL VEHICLES

SW 37TH AVENUE IDRIVINALY ISW 37TH AVENUE IPCON ROUTH IPCON RO								ALL V	EHICLES								
Date Sy15/3/4 Peak Not Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14 Peak start 08:00					•				-				•		RIVE		
Peak Nour Analysia By Entire Intersection for the Period: 67:00 to 09:00 on 05/15/14 Peak etart 08:00 08:0				light	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	! Total
Peak start 08:00 08:00																	
Volume 0 15 916 12 0 0 0 2 0 82 1002 16 0 20 3 98 Percent 0 9 2 7 97 11 0 0 0 20 3 98 Percent 0 9 2 7 97 11 0 0 0 0 12 0 12 0 130 12 1 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 1 100 12 12 12 12 12 12 12 12 12 12 12 12 12		By Ent	ire In	terse			eriod:	07:00 t			5/14						
Percent 0% 2% 97% 1% 0% 0% 0% 0% 100% 0% 7% 91% 1% 0% 17% 2% 81% PK total 943					•		_	_					•				
PK total 943 Highest 08:45 Volume 0 3 253 2 0 8:45 Volume 0 3 253 2 0 0 0 0 2 0 33 258 5 0 5 0 26 Hi total 258 PHF .91					'								'				
Nigheat 08:45		2*	978	7.8	•	0 %	0*	100#	1	78	914		'	1/*	28	814	
Volume 0 3 253 2 0 0 0 0 2 0 33 258 5 0 5 0 26 Hi total 258 PHF .91					'				1	=			'				l I
Hi total 258 PMF .91	3	3	253	2	•		0	2	'		258	5	•		0	26	
SW 37TH AVENUE 20		3	233	-		J	Ü	2	1	,,,	230	3	'	5	v	20	
COCONT GROVE DRIVE 82 0 94 12 1,916 15 1,002 1,					•				1								
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COCONT GROVE DRIVE 82					 _	່ 9	43	<u>-</u>									
82 0 94 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								- 1,	967				Γ			•	2
0 94 2 0 0 0 0 20 215 36 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	COCONT GROV	Æ DR	LIVE												2		
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20 215 36 0 · 0 . 3 3 121 Intersection Total 34 3 . 98 98 . 0 0 DRIVEWAY . 0 0 916 98 16 0 0 916 98				=									2		O		
215 36 0 Intersection Total 2,166 98 O O O O O O O O O O O O O	• 20			٦													
3 3 121 Intersection Total 34 3 - 98 98 DRIVEWAY - 0 0 916 98		2	0		'							•					0
3 121 Intersection Total 34 3 - 98 98 DRIVEWAY - 0 0 0 82 - 1,002 - 16 0 0 916 98 7 7					2	15					3	6			0		
3 121 Intersection Total 34 3 - 98 98 DRIVEWAY - 0 0 0 82 - 1,002 - 16 0 0 916 98 7 7				-									L				
O DRIVEWAY 2,114 1,100 0 916 98 0 0 916 98 0 0 916 98 0 0 98 0 0 916 98 0 0 98 0 0 916 98 0 0 98 0 0 916 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 0 98 0 98 0 0 0 0	· 3		3	12 -	1		Inte			Tota	1			5	34		3
98 DRIVEWAY 2,114 1,100 0 916 98 98 0 0 916 98 0 0 0 DRIVEWAY	• 98																10
2,114 1,100 0 0 916 98		9	8										DRI	VEWA	¥Υ		
0 0 0 82 · 1,002 · 16 · 0 916 98				٦				- 2,	114 .								
0 0 · 82 · 1,002 · 16 · 0 916 98										1,10	o -	-					
	• 0		0				916	:	82	· 1,	002	•	16 .		0		
1,014 82 1,002 16 0							, , , , , , , , , , , , , , , , , , ,	∥					_ .				
						1	,014		82	1,	002	•	16		0		
SW 37TH AVENUE						SW	371	∥ 'H AV	ENUE								

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

NOT SIGNALIZED

COUNTED BY: EDIE SAPORITTO

COCONUT GROVE DRIVE & SW 37TH AVENUE

CORAL GABLES, FLORIDA

Start Date: 05/15/14 File I.D. : COCO37AV

Page : 3

Site Code : 00140106

ALL VEHICLES

								ALL V	EHICLES								
	37TH A	AVENUE th			DRIVEWAY				SW 37TH				COCONT G		RIVE		
UTu	ırn	Left	Thru	Right	UTurn	Left	Thru	Right	 UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	 Tota
Date 05/15/1	L 4																-
Peak Hour Ar	nalys	is By	Entire	Interse	ection for	the P	eriod:	16:00 t	0 18:00	on 05/1	5/14						
Peak start 1					17:00				17:00				17:00				
Volume	0	5	933	14	!	8	4	28		93	976	2	•	8	0	111	
	0%	1%	98%	1%	'	20%	10%	70%	•	9%	91%	0%	'	7%	0%	93%	l
	952 L7:15				40 17:00				1072	`			119				
3	0	1	252		17:00	1	0	12	,	38	253	1	'	2	0	32	l I
	258	_	2,72		13	-	Ū	12	292	30	233	•	34	-	Ü	3.	
	. 92				.77				.92				.88				
									ENUE				1				
		•		0 •	14		933	3 .	5		8 976 28					•	0
				0	14		933	3	5	1,	012				0		Ū
				Ш.					,								
COCONT	GRC	VE :	DRIV	—— _ Е	L		952	- 1,	964					2	28	•	28
94 4 14			112	_			· AI	LL VE	HICLE	S			— — 40		4	•	4
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													L				
• 0			0	1:	19		Inte		tion 183	Tota	1		==		7		5
• 111			111	_									— DRI	VEW	ΑY		2
								- 2,	124								
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• 0			0				933 111	3 . 3 L	94	•	976	•	2 ·		0		
						1	,052	-	94		976		2		0		
						SW	371	II CH AV	ENUE								

624 Gardenia Terrace Delray Beach, Florida 33444

COCONUT GROVE DRIVE & SW 37TH AVENUE CORAL GABLES, FLORIDA

COUNTED BY: EDIE SAPORITTO

NOT SIGNALIZED

 1ray Beach, Florida 33444
 Start Date: 05/15/14

 Phone (561) 272-3255
 File I.D.: COCO37AV

Page : 1

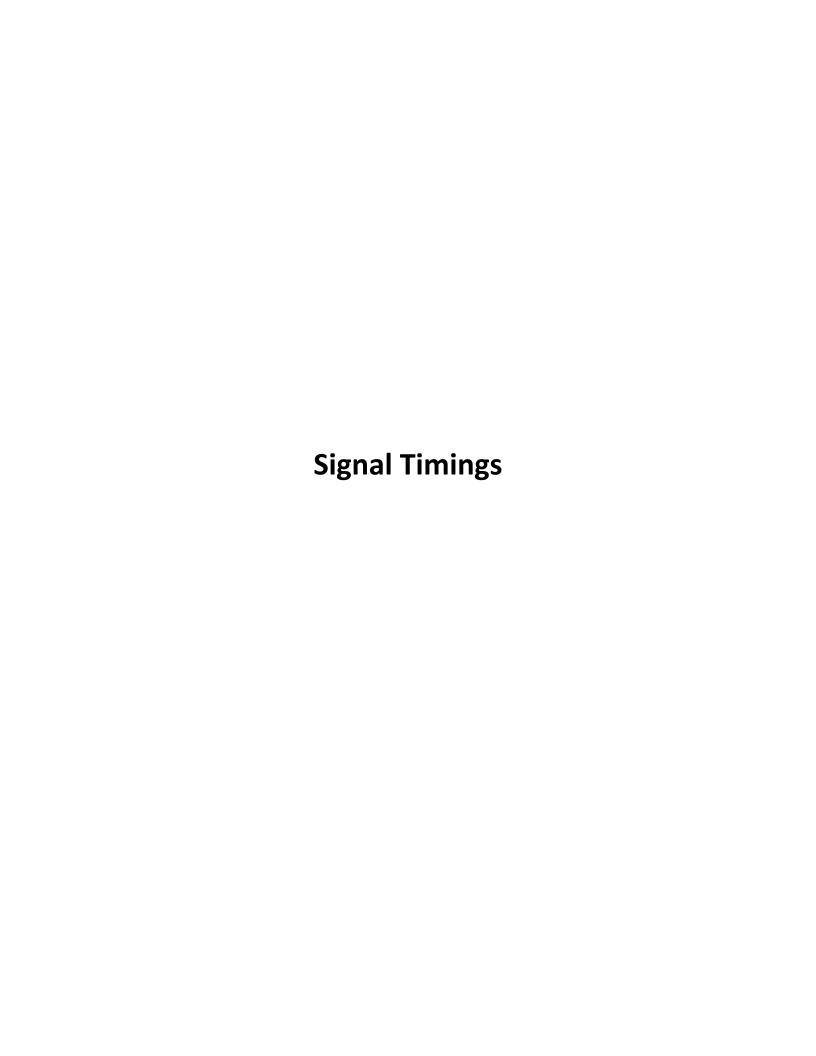
Site Code : 00140106

PEDESTRIANS

	N 37TH	AVENUE th			DRIVEWAY				SW 37TH From So		:		COCONT (RIVE	 	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	 Left	Thru	Right	Peds	Total
Date 05/15	5/14																
07:00	0	0	0	0	1 0	0	0	0	1 0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1 0	0	0	0	. 0	0	0	0	1 0	0	0	0	0
07:30	0	0	0	0	1 0	0	0	0	. 0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	1 0	0	0	0	. 0	0	0	0	,	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	·	0	0	0		0	0	1	1
08:00	0	0	0	0	l 0	0	0	0	1 0	0	0	0	0	0	0	0	0
08:15	0	0	0	0		0	0	0	1 0	0	0	0	0	0	0	0	0
08:30	0	0	0	0		0	0	0	1 0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	•	0	0	0	l o	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0		0	0	0		0	0	0		0	0	1	1
	* BRE	CAK * -															
16:00	0	0	0	0	0	0	0	0	l 0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	00	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2

411511 Par King Garage VI VISIA 1 Coralgables, Florida May 14, 2014

May 14,2014 drawn by: Luis Palomino not Signalized



for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: Print Time: 8/9/2014 8:17 AM

		TOD					<u>TOD</u>	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	<u>Schedule</u>	Op Mode	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>Setting</u>	PhaseBank	<u>Maximum</u>
2589	Almeria Av&Ponce De Leon Blvd	DOW-7		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0
	1		←		lack		\rightarrow

Active Phase Bank: Phase	se Bank 1
--------------------------	-----------

<u>Pha</u>	Phase Walk			<u>Don</u>	't Wa	alk_	Min	Initi	<u>ial</u>	<u>v</u>	eh Ex	<u>:t</u>	<u>Ma</u>	ax Lir	<u>nit</u>	N	lax 2		Yellow	<u>Red</u>	
		Phas	se Ba	ınk																	
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	-	0 -	- 0	- 0	0 -	0	- 0	0 -	- 0	- 0	0	- 0	- 0	0 -	0	- 0	0	- 0	- 0	0	0
2 5	SBT	7 -	- 7	- 7	10 -	10	- 10	7 -	- 7	- 7	1	- 1	- 1	40 -	40	- 40	0	- 40	- 40	4	2
3 -	-	0 -	- 0	- 0	0 -	0	- 0	0 -	- 0	- 0	0	- 0	- 0	0 -	0	- 0	0	- 0	- 0	0	0
4 \	WBT	7 -	- 7	- 7	19 -	19	- 19	7 -	- 7	- 7	2.5	- 2.5	- 2.5	18 -	18	- 18	56	- 26	- 26	4	2.6
5 -	-	0 -	- 0	- 0	0 -	0	- 0	0 -	- 0	- 0	0	- 0	- 0	0 -	0	- 0	0	- 0	- 0	0	0
6 1	NBT	7 -	- 7	- 7	10 -	10	- 10	7 -	- 7	- 7	1	- 1	- 1	40 -	40	- 40	0	- 40	- 40	4	2
7 -	•	0 -	- 0	- 0	0 -	0	- 0	0	- 0	- 0	0	- 0	- 0	0 -	0	- 0	0	- 0	- 0	0	0
8 1	EBT	7 -	- 7	- 7	19 -	19	- 19	7 -	- 7	- 7	2.5	- 2.5	- 2.5	18 -	18	- 18	56	- 26	- 26	4	2.6

Last In Service Date: unknown

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

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: 8/9/2014

Print Time: 8:17 AM

					Green T	ime					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1	2 SBT	3	4 WBT	5	6 NBT	7 -	8 EBT	Ring Offset	<u>Offset</u>
1	90	0	55	0	22	0	55	0	22	0	29
2	120	0	73	0	34	0	73	0	34	0	63
3	100	0	63	0	24	0	63	0	24	0	53
5	180	0	105	0	62	0	105	0	62	0	18
6	90	0	53	0	24	0	53	0	24	0	25
7	180	0	103	0	64	0	103	0	64	0	42
8	80	0	45	0	22	0	45	0	22	0	41
9	75	0	38	0	24	0	38	0	24	0	21
10	100	0	63	0	24	0	63	0	24	0	53
11	120	0	65	0	42	0	65	0	42	0	48
20	75	0	40	0	22	0	40	0	22	0	25
23	70	0	35	0	22	0	35	0	22	0	23

Local TOD	Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	23	M T W Th F	
0100	23	Su	S
0115	Flash	M T W Th F	
0230	Flash	Su	S
0230	Flash	M T W Th F	
0330	Flash		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1530	7	M T W Th F	
1900	8	MTWThF	
2100	9	M T W Th F	
2200	20	Su	S
2330	23	Su M T W Th	

Curre	nt Time of Day Function			Local -	Time of Day Function		
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S

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

No Calendar Defined/Enabled

for 2614: Coral Way&Ponce De Leon Blvd

Print Date: **Print Time:** 8:09 AM 5/4/2014

		<u>TOD</u>					<u>TOD</u>	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	Schedule	Op Mode	Plan#	<u>Cycle</u>	<u>Offset</u>	Setting	PhaseBank	<u>Maximum</u>
2614	Coral Way&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

	←	4	lack	•	\rightarrow	4	1
0	0	0	0	0	0	0	0
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>

Active Phase Bank: Phase Bank 1

<u>Ph</u>	<u>ase</u>	<u>Walk</u> Phase Bank	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
2	WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	50 - 28 - 50	0 - 37 - 50	4	1
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
4	NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 24 - 20	67 - 37 - 37	4	0.8
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
6	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	50 - 28 - 50	0 - 37 - 50	4	1
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
8	SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 24 - 20	67 - 37 - 37	4	0.8

Last In Service Date: unknown

Permitted Phases					
<u>12345678</u>					
12345678					
-2-4-6-8					
-2-4-6-8					
-2-4-6-8					

					Green T	ime					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	<u>Offset</u>
1	90	6	39	5	24	6	39	5	24	0	73
2	120	7	54	5	38	7	54	5	38	0	30
3	100	7	39	5	33	7	39	5	33	0	91
5	180	8	81	8	67	8	81	8	67	0	105
6	90	7	38	5	24	7	38	5	24	0	70
7	180	7	79	5	73	7	79	5	73	0	91
8	80	7	28	5	24	7	28	5	24	0	48
9	75	5	24	5	25	5	24	5	25	0	52
10	100	7	43	5	29	7	43	5	29	0	87
11	120	8	49	8	39	8	49	8	39	0	3
20	75	5	24	5	25	5	24	5	25	0	68

Local TO) Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	Free	M T W Th F	
0100	Free	Su	S
0115	Free	MTWThF	
0230	Free	Su	S
0230	Free	MTWThF	
0330	Free		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1530	7	M T W Th F	
1900	8	MTWThF	
2100	9	MTWThF	
2200	20	Su	S
2330	Free	Su M T W Th	

Current	Time	of	Day	Function

TimeFunctionSettings*Day of Week0000TOD OUTPUTS-------SuM T W ThF S

Local Time	of Day	Function
------------	--------	----------

<u>Time</u>	<u>Function</u>	<u>Settings *</u>	Day of Week
0000	TOD OUTPUTS		SuM T W ThF S
1100	VEH MAX RECALL	84	M T W ThF
1400	VEH MAX RECALL	84	M T W ThF
1700	VEH MAX RECALL	84	M T W ThF
1730	VEH MAX RECALL	84	M T W ThF

* Settings

Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2

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

No Calendar Defined/Enabled

for 2627: LeJeune Rd&University Dr

Print Date:	tor 2627: LeJeune Rd&University Dr	Print Time:
10/4/2014		2:07 AM

<u>Asset</u> 2627	LeJeu	Intersection Intersection			TOD Schedule OW-7	Op Mode	<u>Plan #</u>	N/A	<u>Cycle</u> 0	Offset 0	TOD Setting	PhaseBank Max	ctive ximum ax 0
			<u>s</u>	<u>plits</u>									
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>						
-	SBT	EBL	WBT	-	NBT	WBL	EBT						
0	0	0	0	0	0	0	0						
4	T		\leftarrow			~	\rightarrow						
	•												

<u>Phase</u>	<u>Walk</u> Phase Bank	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	34 - 40 - 40	0 - 40 - 40	4	1.6
3 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	17 - 10 - 10	3	0
4 WBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 17 - 17	59 - 21 - 21	4	1
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	34 - 40 - 40	0 - 40 - 40	4	1.6
7 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	17 - 10 - 10	3	0
8 EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 17 - 17	59 - 21 - 21	4	1

Permitted Phases 12345678 -234-678 Default External Permit 0 -2-4-6-8 External Permit 1 -234-6-8 External Permit 2 -234-6-8

unknown

Last In Service Date:

for 2627: LeJeune Rd&University Dr

Print Date: 10/4/2014

Print Time: 2:07 AM

					<u>(</u>	Green T	ime					
<u>Current</u>			1	2	3	4	5	6	7	8	D: 0" 1	011
TOD Schedule	<u>Plan</u>	<u>Cycle</u>		SBT	EBL	WBT	-	NBT	WBL	EBT	Ring Offset	<u>Offset</u>
	3	90	0	46	9	21	0	46	9	21	0	54
	4	70	0	32	5	19	0	32	5	19	0	45
	5	180	0	91	14	61	0	91	14	61	0	102
	6	120	0	64	16	26	0	64	16	26	0	95
	7	180	0	98	9	59	0	98	9	59	0	179
	8	100	0	58	9	19	0	58	9	19	0	42
	12	80	0	43	4	19	0	43	4	19	0	9
	14	75	0	37	5	19	0	37	5	19	0	37

Local TOD Schedule							
<u>Time</u>	<u>Plan</u>	<u>DOW</u>					
0000	14	Su M T W Th F	S				
0030	Free	M T W Th F					
0100	Free	Su	S				
0200	Free	M T W Th F					
0300	Free	Su	S				
0600	14	Su M T W Th F	S				
0700	5	M T W Th F					
0930	6	M T W Th F					
1000	6	Su	S				
1530	7	M T W Th F					
1900	12	M T W Th F					
2100	14	M T W Th F					
2200	14	Su	S				

Currer	nt Time of Day Function		
<u>Time</u>	<u>Function</u>	Settings *	Day of Week
0000	TOD OUTPUTS		SuM T W ThF S

	Local	Time of Day Function		Local Time of Day Function							
	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	Day of Week							
	0000	TOD OUTPUTS		SuM T W ThF S							
_	1600	VEH RECALL	-7	M T W ThF							
	1830	VEH RECALL		M T W ThF							

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

No Calendar Defined/Enabled

for 2629: Ponce De Leon Blvd&Valencia Av

Print Date: Print Time: 5/4/2014 8:10 AM

		<u>TOD</u>					<u>TOD</u>	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	<u>Schedule</u>	Op Mode	Plan#	<u>Cycle</u>	<u>Offset</u>	Setting	PhaseBank	<u>Maximum</u>
2629	Ponce De Leon Blvd&Valencia Av	DOW-1		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0
	1		←	l	lack		

Active	Phase	Rank:	Phase	Rank	1
ACHVE	гназе	Dalik.	FIIASE	Dalik	

<u>Pł</u>	<u>iase</u>	<u>Walk</u> Phase Bank	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	31 - 31 - 31	0 - 38 - 38	4	0.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 26 - 26	68 - 38 - 38	4	0.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	31 - 31 - 31	0 - 38 - 38	4	0.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases							
	<u>12345678</u>						
Default	-2-4-6						
External Permit 0							
External Permit 1							
External Permit 2							

					Green -	Time_					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	<u>Offset</u>
1	90	0	55	0	26	0	55	0	0	0	38
2	120	0	65	0	46	0	65	0	0	0	64
3	100	0	53	0	38	0	53	0	0	0	47
5	180	0	105	0	66	0	105	0	0	0	41
6	90	0	45	0	36	0	45	0	0	0	21
7	180	0	93	0	78	0	93	0	0	0	37
8	80	0	39	0	32	0	39	0	0	0	27
9	75	0	34	0	32	0	34	0	0	0	19
10	100	0	53	0	38	0	53	0	0	0	47
11	120	0	65	0	46	0	65	0	0	0	53
20	75	0	40	0	26	0	40	0	0	0	25
23	70	0	31	0	30	0	31	0	0	0	21

Local TO	Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	23	MTWThF	
0100	23	Su	S
0115	Flash	M T W Th F	
0230	Flash	Su	S
0230	Flash	M T W Th F	
0330	Flash		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1530	7	M T W Th F	
1900	8	M T W Th F	
2100	9	M T W Th F	
2200	20	Su	S
2330	23	Su M T W Th	

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

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

No Calendar Defined/Enabled

for 3170: Andalusia Av&Ponce De Leon Blvd

Print Date: Print Time: <u>5/4/2014</u> 8:16 AM

		<u>TOD</u>					TOD	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	Schedule	Op Mode	Plan#	<u>Cycle</u>	<u>Offset</u>	<u>Setting</u>	PhaseBank	<u>Maximum</u>
3170	Andalusia Av&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0
	1				1		\rightarrow

|--|

<u> Ph</u>	ase	<u>Walk</u>	Don't Walk	Min Initial	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
<u> </u>		Phase Bank							
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	29 - 29 - 29	0 - 40 - 40	4	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	29 - 29 - 29	0 - 40 - 40	4	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	32 - 32 - 32	74 - 40 - 40	4	0.8

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-26-8
External Permit 0	
External Permit 1	
External Permit 2	

					Green	Time					
<u>Current</u>		1	2	3	4	5	6	7	8		
TOD Schedule <u>Plan</u>	<u>Cycle</u>	-	SBT	-	-	-	NBT	-	EBT	Ring Offset	<u>Offset</u>
1	90	0	35	0	0	0	35	0	46	0	21
2	120	0	67	0	0	0	67	0	44	0	96
3	100	0	47	0	0	0	47	0	44	0	45
5	180	0	85	0	0	0	85	0	86	0	8
6	90	0	47	0	0	0	47	0	34	0	28
7	180	0	87	0	0	0	87	0	84	0	39
8	80	0	39	0	0	0	39	0	32	0	21
9	75	0	32	0	0	0	32	0	34	0	23
10	100	0	47	0	0	0	47	0	44	0	45
11	120	0	45	0	0	0	45	0	66	0	51
20	75	0	34	0	0	0	34	0	32	0	27
23	70	0	29	0	0	0	29	0	32	0	25

Local TO) Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	23	MTWThF	
0100	23	Su	S
0115	Flash	M T W Th F	
0230	Flash	Su	S
0230	Flash	M T W Th F	
0330	Flash		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1530	7	M T W Th F	
1900	8	M T W Th F	
2100	9	M T W Th F	
2200	20	Su	S
2330	23	Su M T W Th	

Time Function Settings * Day of Week Time Function Settings *	ettings * Day of Week
0000 TOD OUTPUTS SuM T 0000 TOD OUTPUTS	SuM T

* Settings

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

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date: Print Time: 5/4/2014 8:20 AM

		<u>TOD</u>					<u>TOD</u>	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	Schedule	Op Mode	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>Setting</u>	PhaseBank	<u>Maximum</u>
3771	Malaga Av&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	EBT	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0
	1	\rightarrow	←		lack		

Active	Phase	Bank:	Phase Bank 1

<u>Ph</u>	<u>iase</u>	<u>Walk</u>	Don't Walk	Min Initial	Veh Ext	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
		Phase Bank							
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1_	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	28 - 28 - 28	0 - 28 - 28	4	0.3
3	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	44 - 25 - 25	4	1
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	29 - 10 - 10	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	28 - 28 - 28	0 - 28 - 28	4	0.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-234-6
External Permit 0	
External Permit 1	
External Permit 2	

					Green T	ime					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1 -	2 SBT	3 EBT	4 WBT	5	6 NBT	7 -	8 -	Ring Offset	Offset
1	90	0	40	29	7	0	40	0	0	0	10
2	120	0	65	29	12	0	65	0	0	0	26
3	100	0	53	24	9	0	53	0	0	0	14
5	90	0	40	29	7	0	40	0	0	0	39
6	90	0	45	24	7	0	45	0	0	0	74
7	90	0	40	26	10	0	40	0	0	0	47
8	80	0	35	24	7	0	35	0	0	0	53
9	75	0	28	25	8	0	28	0	0	0	58
10	100	0	53	24	9	0	53	0	0	0	91
11	120	0	50	44	12	0	50	0	0	0	17
20	75	0	28	25	8	0	28	0	0	0	56

Local TO) Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	Flash	M T W Th F	
0100	Flash	Su	S
0115	Flash	M T W Th F	
0230	Flash	Su	S
0230	Flash	M T W Th F	
0330	Flash		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1530	7	M T W Th F	
1900	8	M T W Th F	
2100	9	M T W Th F	
2200	20	Su	S
2330	Flash	Su M T W Th	

1	
Time Function Settings * Day of Week Time Function	Settings * Day of Week
0000 TOD OUTPUTS SuM T W ThF S 0000 TOD OUTPUTS	SuM T W ThF S

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

Print Date: for 4181: Galiano St&Valencia Av Print Time:

5/4/2014						8:23 AM
	<u>TOD</u>			<u>TOD</u>	<u>Active</u>	<u>Active</u>

<u>Asset</u>	<u>Intersection</u>	Schedule Op Mode	Plan#	<u>Cycle</u>	<u>Offset</u>	<u>Setting</u>	<u>Acuve</u> <u>PhaseBank</u>	<u>Acuve</u> <u>Maximum</u>
4181	Galiano St&Valencia Av	DOW-1	N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0
	1		←		lack		

Active	Phase	Bank:	Phase	Bank	1

3 1 2 3	1 2 3	1 2 3	1 2 2			
3 1 2 3	1 2 3	1 2 3				
		1 2 3	1 2 3	1 2 3		
- 0 0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
- 7 9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 38	4	0.1
- 0 0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
- 7 10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 15 - 18	78 - 15 - 38	4	0.1
- 0 0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
- 7 9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 38	4	0.1
- 0 0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
- 0 0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
	- 0 0 - 0 - 0 - 7 10 - 10 - 10 - 0 0 - 0 - 0 - 7 9 - 9 - 9 - 0 0 - 0 - 0	- 0 0 - 0 - 0 0 - 0 - 0 - 0 - 0 - 0 - 0	- 7 9 - 9 - 9 7 - 7 - 7 1 - 1 - 1 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 7 10 - 10 - 10 7 - 7 - 7 2.5 - 2.5 - 2.5 - 0 0 - 0 - 0 0 0 - 0 - 0 0 - 0 - 0 - 7 9 - 9 - 9 7 - 7 - 7 1 - 1 - 1 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0	- 7 9 - 9 - 9 9 - 7 - 7 - 7 1 - 1 - 1 30 - 30 - 30 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 - 7 10 - 10 - 10 7 - 7 - 7 - 7 2.5 - 2.5 - 2.5 18 - 15 - 18 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 - 7 9 - 9 - 9 7 - 7 - 7 - 7 1 - 1 - 1 - 1 30 - 30 - 30 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0	- 7 9 - 9 - 9 9 - 7 - 7 - 7 1 - 1 - 1 30 - 30 - 30 0 - 30 - 38 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 - 7 10 - 10 - 10 7 - 7 - 7 - 7 2.5 - 2.5 - 2.5 18 - 15 - 18 78 - 15 - 38 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 - 7 9 - 9 - 9 7 - 7 - 7 - 7 1 - 1 - 1 - 1 30 - 30 - 30 0 - 30 - 30 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0 - 0 0 - 0 - 0	- 7

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-2-4-6
External Permit 0	-2-4-6
External Permit 1	-2-4-6
External Permit 2	-2-4-6

					Green '	Time					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1 -	2 SBT	3	4 WBT	5	6 NBT	7 -	8 -	Ring Offset	Offset
1	90	0	64	0	18	0	64	0	0	0	26
2	120	0	66	0	46	0	66	0	0	0	88
3	100	0	54	0	38	0	54	0	0	0	56
5	180	0	114	0	58	0	114	0	0	0	36
6	90	0	56	0	26	0	56	0	0	0	51
7	180	0	94	0	78	0	94	0	0	0	65
8	80	0	54	0	18	0	54	0	0	0	57
9	75	0	33	0	34	0	33	0	0	0	48
10	100	0	54	0	38	0	54	0	0	0	42
11	120	0	74	0	38	0	74	0	0	0	87
20	75	0	47	0	20	0	47	0	0	0	6

Local TO	Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	20	Su	S
0000	Flash	M T W Th F	
0100	Flash	Su	S
0115	Flash	M T W Th F	
0230	Flash	Su	S
0230	Flash	M T W Th F	
0330	Flash		S
0600	20	Su M T W Th F	S
0700	5	M T W Th F	
0800	9	Su	S
0930	2	M T W Th F	
1000	6	Su	S
1430	7	W	
1530	7	M T Th F	
1900	8	MTWThF	
2100	9	MTWThF	
2200	20	Su	S

Current Time of Day Function					Local Time of Day Function				
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week		
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S		

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

for 6811: LeJeune Rd&Sevilla Av

Print Date: Print Time: 5/4/2014 8:36 AM

		<u>TOD</u>					<u>TOD</u>	<u>Active</u>	<u>Active</u>
<u>Asset</u>	<u>Intersection</u>	<u>Schedule</u>	Op Mode	Plan#	<u>Cycle</u>	<u>Offset</u>	Setting	PhaseBank	<u>Maximum</u>
6811	LeJeune Rd&Sevilla Av	DOW-1		N/A	0	0	N/A	0	Max 0

<u>Splits</u>

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	SBL	NBT	-	-
0	0	0	0	0	0	0	0
	1		←	4	\uparrow		

<u>Active</u>	Phase Bank:	Phase Bank 1

<u> Ph</u>	<u>iase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>	<u>Veh Ext</u>	Max Limit	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
		Phase Bank							
		1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	41 - 41 - 41	0 - 41 - 41	4	0.4
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	70 - 28 - 28	4	0.2
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	12 - 12 - 12	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	41 - 41 - 41	0 - 41 - 41	4	0.4
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

					Green T	ime_					
<u>Current</u> TOD Schedule <u>Plan</u>	<u>Cycle</u>	1	2 SBT	3	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	<u>Offset</u>
3	100	0	72	0	20	6	63	0	0	0	4
4	70	0	42	0	20	6	33	0	0	0	4
5	180	0	151	0	21	11	137	0	0	0	12
6	120	0	91	0	21	6	82	0	0	0	115
7	180	0	144	0	28	9	132	0	0	0	108
8	100	0	62	0	30	6	53	0	0	0	84
12	80	0	50	0	22	6	41	0	0	0	39
14	75	0	46	0	21	6	37	0	0	0	71

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-2-456
External Permit 0	
External Permit 1	-2-4-6
External Permit 2	-2-4-6

Local TOD Schedule									
<u>Time</u>	<u>Plan</u>	<u>DOW</u>							
0000	14	Su M T W Th F	S						
0030	Flash	M T W Th F							
0100	Flash	Su	S						
0200	Flash	M T W Th F							
0300	Flash	Su	S						
0600	14	Su M T W Th F	S						
0700	5	M T W Th F							
0930	6	M T W Th F							
1000	6	Su	S						
1530	7	M T W Th F							
1900	12	M T W Th F							
2100	14	MTWThF							
2200	14	Su	S						

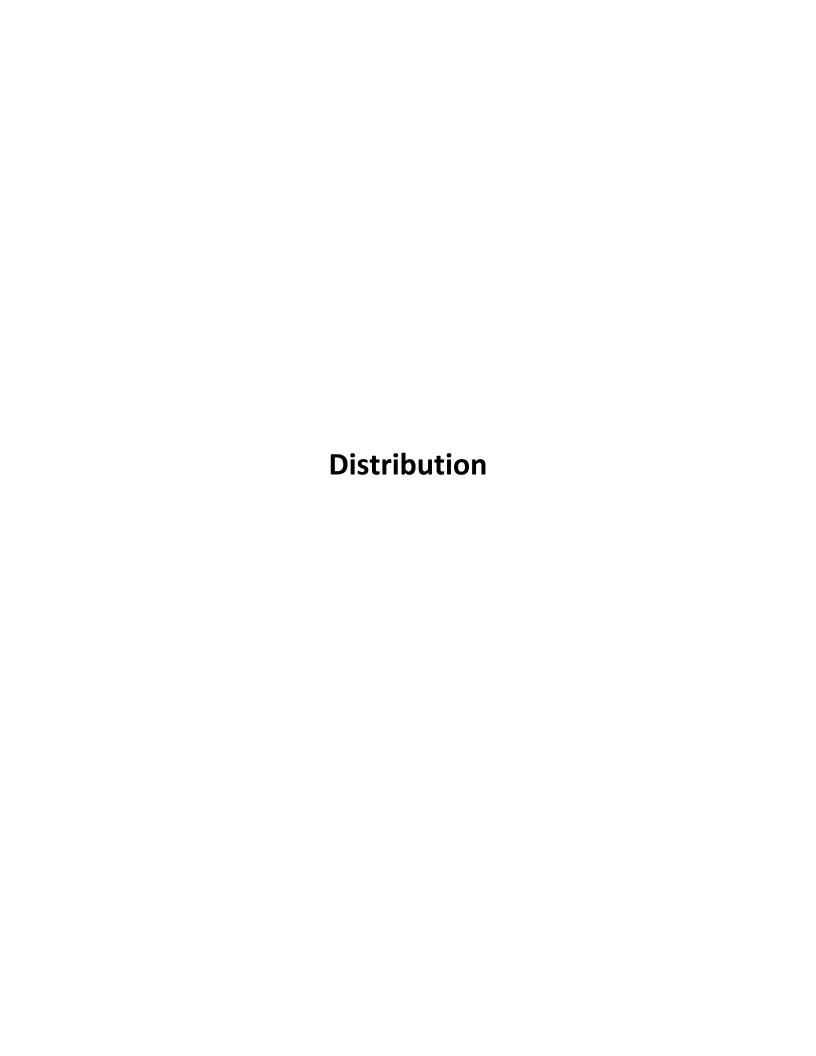
Curren	t Time of Day Function			Local '	Time of Day Function		
<u>Time</u>	<u>Function</u>	Settings *	Day of Week	<u>Time</u>	<u>Function</u>	Settings *	Day of Week
0000	TOD OUTPUTS		SuM T W ThF S	0000	TOD OUTPUTS		SuM T W ThF S

* Settings

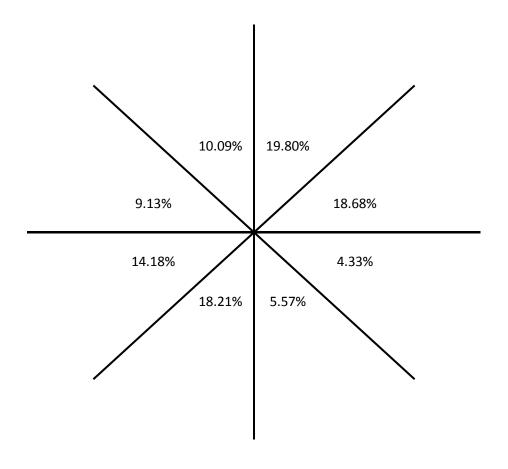
Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2

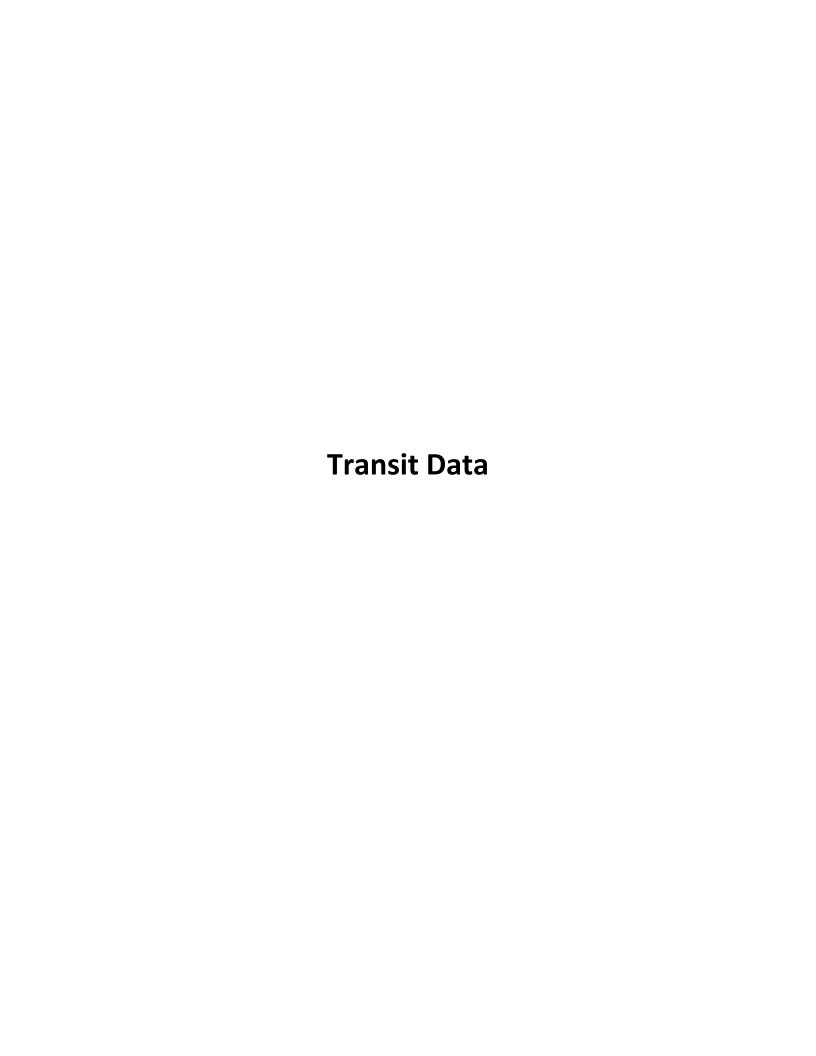
- 1 Phase Bank 2, Max 1
- 2 Phase Bank 2, Max 2
- 3 Phase Bank 3, Max 1
- 4 Phase Bank 3, Max 2
- 5 EXTERNAL PERMIT 1
- 6 EXTERNAL PERMIT 2
- 7 X-PED OMIT
- 8 TBA

No Calendar Defined/Enabled	

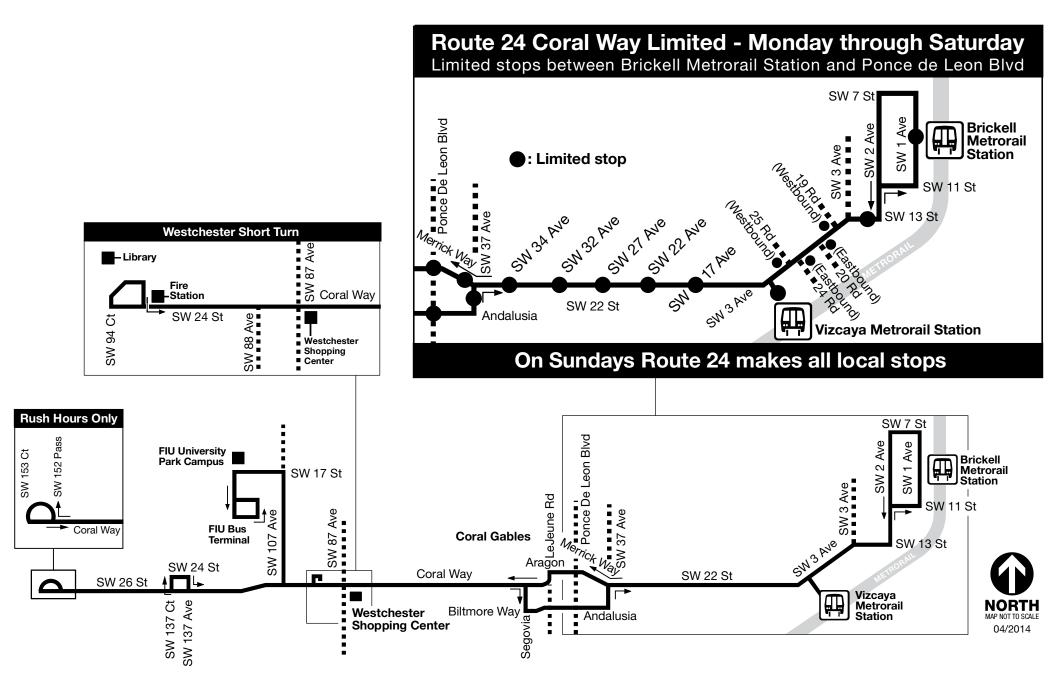


MIAMI-DADE 2035 [DIRECTIONAL DISTRIB	UTION SUMMARY	1								
					(CARDINAL I	DIRECTION	S			
ORIGIN ZONE			NNE	ENE	ESE	SSE		WSW	WNW	NNW	TOTAL
1055	2755	PERCENT	17.2	12.09		1.72	13.22 936	21.61			0.220
1055	3/33	TRIPS PERCENT	2210 23.94	1830 19.83	0.88	253 2.74	10.14	1424 15.43			9,230
1056	3756	TRIPS	1622	1625	203	475	593	1057	870		7,559
		PERCENT	21.46	21.5	2.69	6.28	7.84	13.98	11.51	14.74	,
1057	3757	TRIPS	1648	1761	257	575	1266	994	1083	1594	9,178
		PERCENT	17.96	19.19		6.26	13.79	10.83			
1058	3758	TRIPS	2337	2185	755	1163	2296	2156			14,544
1059	3750	PERCENT TRIPS	16.07 2686	15.02 2755	5.19 994	8 818	15.79 2677	14.82 2716	7.21 1588	17.9 2476	16,710
1039	3739	PERCENT	16.07	16.49		4.9	16.02	16.25			10,710
1060	3760	TRIPS	1356	1033	260	209	1204	1296			7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917		1168	3818	2973			20,964
1053	27/2	PERCENT	19.8	18.68		5.57	18.21	14.18			0.427
1062	3/62	TRIPS PERCENT	1541 16.33	2387 25.29	563 5.97	612 6.49	1321 14	1133 12.01	953 10.1	927 9.82	9,437
1063	3763	TRIPS	662	1376		422	305	242	241	460	4,460
1003	3703	PERCENT	14.84	30.85	16.86	9.46	6.84	5.43			1,100
1064	3764	TRIPS	1605	844		231	847	816			6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410		151	617	384			3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69		
1066	3766	TRIPS PERCENT	673	548		141	730	789			4,873
1067	3767	TRIPS	13.81 332	11.25 316	5.13 136	2.89 86	14.98 354	16.19 487	11.12 413		2,793
1007	3/0/	PERCENT	11.89	11.31	4.87	3.08	12.67	17.44			2,793
1068	3768	TRIPS	939	754		359	927	1323			6,912
		PERCENT	13.59	10.91	1.63	5.19	13.41	19.14	19.39	16.74	
1069	3769	TRIPS	902	415	187	0	325	580		1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96			
1070	3770	TRIPS	7275	1615	205	0	2303	7044			30,455
1071	2771	PERCENT TRIPS	23.89 5307	5.3 2706		0	7.56 1718	23.13 3361	16.17 2294		20,247
1071	3//1	PERCENT	26.21	13.36		0	8.49	16.6			20,247
1072	3772	TRIPS	1779	128		14	268	358			3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12		
1073	3773	TRIPS	520	31	4	0	55	128	156	585	1,479
		PERCENT	35.16	2.1	0.27	0	3.72	8.65			
1074	3774	TRIPS	850	574	14	38	381	475			3,369
1075	2775	PERCENT TRIPS	25.23 767	17.04 463	0.42 14	1.13	11.31 292	14.1 664	7.18 331	23.6 1203	3,734
10/3	3//3	PERCENT	20.54	12.4	0.37	0	7.82	17.78			3,/34
1076	3776	TRIPS	629			0	252	328		1	2,304
	5775	PERCENT	27.3	10.89		0	10.94	14.24			2,001
1077	3777	TRIPS	800	500	278	199	648	950	602	960	4,937
		PERCENT	16.2	10.13	5.63	4.03	13.13	19.24	12.19	19.45	
1078	3778	TRIPS	930	1020		44	301	542	362		4,408
1070	2770	PERCENT	21.1	23.14		1	6.83	12.3			7.004
1079	37/9	TRIPS PERCENT	1150 14.59	935 11.86		469 5.95	1246 15.8	1410 17.88			7,884
1080	3780	TRIPS	897	597	251	105	739	885		1	4,656
1000	3700	PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63		1,050
1081	3781	TRIPS	4328	2415		760	3038	2502		_	17,087
		PERCENT	25.33	14.13	4.8	4.45	17.78	14.64	7.55	11.31	
1082	3782	TRIPS	2186	883	33	152	496	698			6,388
4000	.=	PERCENT	34.22	13.82		2.38	7.76	10.93			1.100
1083	3783	TRIPS PERCENT	1276	466		37	304	639			4,109
1084	2701	TRIPS	31.05 213	11.34 60		0.9 20	7.4 13	15.55 30			434
1004	3704	PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68		734
1085	3785	TRIPS	305	207	46	28	31	79			804
		PERCENT	37.94	25.75		3.48	3.86	9.83			
1086	3786	TRIPS	2787	1004	54	445	2360	4765	1999	1683	15,097
		PERCENT	18.46	6.65	0.36	2.95	15.63	31.56			
1087	3787	TRIPS	653	281	32	179	224	284			2,087
1000	2700	PERCENT TRIPS	31.29 1774	13.46 957		8.58	10.73 1053	13.61	9.87		6 072
1088	J 3/88	LIUILO	1//4	J 95/	199	608	1053	1196	482	/03	6,972





Route 24



Miami-Dade County Miami-Dade Transit

Routes Schedule

24 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday Direction: Eastbound

SW 26 ST & SW 147 AV (E/F)	SW 26 ST & SW 137 AV	SW 122 AV & SW 26 ST	FIU UNIV CAMPUS & SW 107 AV- 17 ST	SW 24 St & 88 Ave	SW 24 ST & SW 87 AV	SW 24 ST & SW 74 AV	ANDALUSIA AV & LE JEUNE RD	SW 22 ST & SW 27 AV	VIZCAYA METRORAIL STATION	BRICKELL STA & SW 1 AV (WEST SIDE)
-	-	-	-	-	-	-	05:13AM	05:18AM	05:22AM	05:30AM
-	-	-	-	05:26AM	05:29AM	05:32AM	05:41AM	05:46AM	05:50AM	05:58AM
-	05:32AM	05:36AM	05:42AM	-	05:49AM	05:52AM	06:03AM	06:09AM	06:15AM	06:23AM
05:53AM	05:56AM	06:01AM	06:08AM	-	06:17AM	06:21AM	06:33AM	06:39AM	06:45AM	06:53AM
06:22AM	06:28AM	06:33AM	06:40AM	-	06:49AM	06:53AM	07:07AM	07:16AM	07:24AM	07:33AM
-	-	-	-	06:30AM	06:34AM	06:38AM	06:50AM	06:56AM	07:04AM	07:13AM
06:49AM	06:55AM	07:03AM	07:12AM	-	07:25AM	07:32AM	07:47AM	07:56AM	08:04AM	08:14AM
-	-	-	-	-	07:05AM	07:12AM	07:27AM	07:36AM	07:44AM	07:53AM
07:22AM	07:28AM	07:36AM	07:45AM	-	07:58AM	08:10AM	08:26AM	08:36AM	08:44AM	08:54AM
-	-	-	-	-	07:43AM	07:50AM	08:06AM	08:16AM	08:24AM	08:34AM
07:59AM	08:05AM	08:16AM	08:26AM	-	08:38AM	08:50AM	09:06AM	09:16AM	09:24AM	09:34AM
-	-	-	-	08:10AM	08:18AM	08:30AM	08:46AM	08:56AM	09:04AM	09:14AM
-	08:56AM	09:07AM	09:15AM	-	09:27AM	09:33AM	09:46AM	09:56AM	10:04AM	10:14AM
-	-	-	-	08:59AM	09:07AM	09:13AM	09:26AM	09:36AM	09:44AM	09:54AM
-	09:40AM	09:47AM	09:55AM	-	10:07AM	10:13AM	10:26AM	10:36AM	10:44AM	10:54AM
-	-	-	-	09:41AM	09:47AM	09:53AM	10:06AM	10:16AM	10:24AM	10:34AM
-	10:20AM	10:27AM	10:35AM	-	10:47AM	10:53AM	11:06AM	11:16AM	11:24AM	11:34AM
-	-	-	-	10:21AM	10:27AM	10:33AM	10:46AM	10:56AM	11:04AM	11:14AM
-	11:00AM	11:07AM	11:15AM	-	11:27AM	11:33AM	11:46AM	11:56AM	12:04PM	12:14PM
-	-	-	-	11:01AM	11:07AM	11:13AM	11:26AM	11:36AM	11:44AM	11:54AM
-	11:40AM	11:47AM	11:55AM	-	12:07PM	12:13PM	12:26PM	12:36PM	12:44PM	12:54PM
-	-	-	-	11:41AM	11:47AM	11:53AM	12:06PM	12:16PM	12:24PM	12:34PM
-	12:20PM	12:27PM	12:35PM	-	12:47PM	12:53PM	01:06PM	01:16PM	01:24PM	01:34PM
-	-	-	-	12:21PM	12:27PM	12:33PM	12:46PM	12:56PM	01:04PM	01:14PM

-	01:00PM	01:07PM	01:15PM	-	01:27PM	01:33PM	01:46PM	01:56PM	02:04PM	02:14PM
-	-	-	-	01:01PM	01:07PM	01:13PM	01:26PM	01:36PM	01:44PM	01:54PM
-	01:40PM	01:47PM	01:55PM	-	02:07PM	02:13PM	02:26PM	02:36PM	02:44PM	02:54PM
-	-	-	-	01:41PM	01:47PM	01:53PM	02:06PM	02:16PM	02:24PM	02:34PM
-	02:17PM	02:24PM	02:32PM	-	02:44PM	02:50PM	03:04PM	03:15PM	03:24PM	03:34PM
-	-	-	-	02:20PM	02:26PM	02:32PM	02:45PM	02:55PM	03:04PM	03:14PM
-	02:54PM	03:03PM	03:12PM	-	03:24PM	03:30PM	03:44PM	03:55PM	04:04PM	04:14PM
-	-	-	-	02:58PM	03:04PM	03:10PM	03:24PM	03:35PM	03:44PM	03:54PM
-	03:34PM	03:43PM	03:52PM	-	04:04PM	04:10PM	04:24PM	04:35PM	04:44PM	04:54PM
-	-	-	-	03:38PM	03:44PM	03:50PM	04:04PM	04:15PM	04:24PM	04:34PM
-	04:16PM	04:22PM	04:33PM	-	04:45PM	04:51PM	05:05PM	05:15PM	05:24PM	05:34PM
-	-	-	-	04:18PM	04:24PM	04:30PM	04:44PM	04:55PM	05:04PM	05:14PM
-	04:58PM	05:04PM	05:14PM	-	05:26PM	05:31PM	05:45PM	05:55PM	06:04PM	06:14PM
-	-	-	-	05:00PM	05:06PM	05:11PM	05:25PM	05:35PM	05:44PM	05:54PM
05:16PM	05:19PM	05:24PM	05:34PM	-	05:46PM	05:51PM	06:05PM	06:15PM	06:24PM	06:34PM
05:46PM	05:49PM	05:54PM	06:04PM	-	06:16PM	06:21PM	06:35PM	06:45PM	06:54PM	07:04PM
06:26PM	06:29PM	06:34PM	06:44PM	-	06:56PM	07:01PM	07:11PM	07:18PM	07:24PM	07:34PM
07:02PM	07:05PM	07:10PM	07:18PM	-	07:26PM	07:31PM	07:41PM	07:48PM	07:54PM	08:04PM
07:42PM	07:45PM	07:50PM	07:58PM	-	08:06PM	08:11PM	08:21PM	08:28PM	08:34PM	08:44PM
-	08:12PM	08:17PM	08:25PM	-	08:33PM	08:38PM	-	-	-	-
-	09:01PM	09:06PM	09:14PM	-	09:22PM	09:27PM	09:37PM	09:44PM	09:50PM	10:00PM
-	10:11PM	10:15PM	10:22PM	-	10:29PM	10:33PM	10:42PM	10:48PM	10:52PM	11:00PM
-	-	-	11:10PM	-	11:17PM	11:21PM	11:30PM	11:36PM	11:40PM	11:48PM
-	-	-	11:48PM	-	11:55PM	11:59PM	-	-	-	-

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Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Miami-Dade County Miami-Dade Transit

Routes Schedule

24 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday Direction: Westbound

BRICKELL STA & SW 1 AV (WEST SIDE)		SW 22 ST & SW 27 AV	SW 24 ST & SW 42 AV	SW 24 ST & SW 74 AV	SW 24 St & 88 Ave	FIU Main Campus	SW 122 AV & SW 26 ST	SW 26 ST & SW 137 AV	SW 26 ST & SW 152 AV (W/F)	SW 26 ST & SW 147 AV (E/F)
-	-	-	-	05:22AM	05:26AM	-	-	-	-	-
05:35AM	05:44AM	05:49AM	05:54AM	06:03AM	06:09AM	06:16AM	06:22AM	06:26AM	06:30AM	06:33AM
06:03AM	06:13AM	06:20AM	06:27AM	06:36AM	06:42AM	06:49AM	06:55AM	06:59AM	07:03AM	07:06AM
-	-	-	-	06:24AM	06:30AM	-	-	-	-	-
06:33AM	06:43AM	06:50AM	06:57AM	07:09AM	07:17AM	07:25AM	07:31AM	07:37AM	07:41AM	07:44AM
07:03AM	07:13AM	07:22AM	07:31AM	07:43AM	07:51AM	-	-	-	-	-
07:23AM	07:33AM	07:42AM	07:51AM	08:03AM	08:09AM	08:17AM	08:24AM	08:29AM	-	-
07:43AM	07:53AM	08:03AM	08:12AM	08:24AM	08:30AM	-	-	-	-	-
08:03AM	08:14AM	08:24AM	08:33AM	08:45AM	08:51AM	08:59AM	09:06AM	09:11AM	-	-
08:24AM	08:35AM	08:45AM	08:54AM	09:06AM	09:13AM	-	-	-	-	-
08:44AM	08:55AM	09:05AM	09:14AM	09:25AM	09:32AM	09:40AM	09:46AM	09:51AM	-	-
09:04AM	09:15AM	09:25AM	09:34AM	09:45AM	09:52AM	-	-	-	-	-
09:24AM	09:35AM	09:45AM	09:54AM	10:05AM	10:12AM	10:20AM	10:26AM	10:31AM	-	-
09:44AM	09:55AM	10:05AM	10:14AM	10:25AM	10:32AM	-	-	-	-	-
10:04AM	10:15AM	10:25AM	10:34AM	10:45AM	10:52AM	11:00AM	11:06AM	11:11AM	-	-
10:24AM	10:35AM	10:45AM	10:54AM	11:05AM	11:12AM	-	-	-	-	-
10:44AM	10:55AM	11:05AM	11:14AM	11:25AM	11:32AM	11:40AM	11:46AM	11:51AM	-	-
11:04AM	11:15AM	11:25AM	11:34AM	11:45AM	11:52AM	-	-	-	-	-
11:24AM	11:35AM	11:45AM	11:54AM	12:05PM	12:12PM	12:20PM	12:26PM	12:31PM	-	-
11:44AM	11:55AM	12:05PM	12:14PM	12:25PM	12:32PM	-	-	-	-	-
12:04PM	12:15PM	12:25PM	12:34PM	12:45PM	12:52PM	01:00PM	01:06PM	01:11PM	-	-
12:24PM	12:35PM	12:45PM	12:54PM	01:05PM	01:12PM	-	-	-	-	-
12:44PM	12:55PM	01:05PM	01:14PM	01:25PM	01:32PM	01:40PM	01:46PM	01:51PM	-	-
01:04PM	01:15PM	01:25PM	01:34PM	01:45PM	01:52PM	-	-	-	-	-

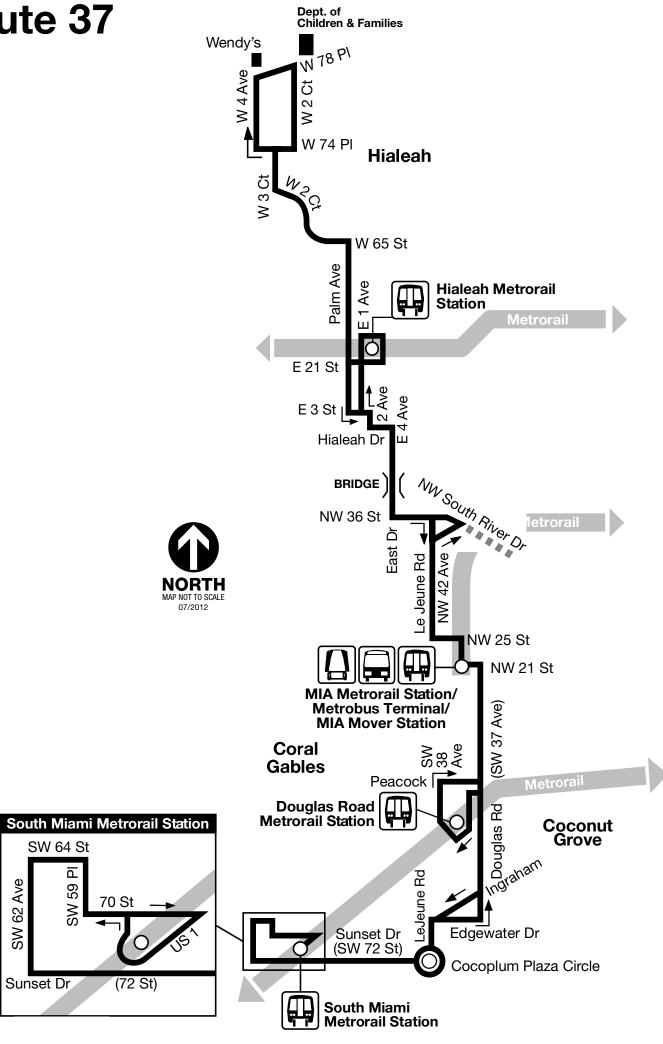
01:24PM	01:35PM	01:45PM	01:54PM	02:05PM	02:12PM	02:20PM	02:26PM	02:31PM	-	-
01:44PM	01:55PM	02:05PM	02:14PM	02:25PM	02:32PM	-	-	-	-	-
02:04PM	02:15PM	02:25PM	02:34PM	02:45PM	02:52PM	03:02PM	03:09PM	03:15PM	-	-
02:24PM	02:35PM	02:45PM	02:54PM	03:10PM	03:18PM	-	-	-	-	-
02:44PM	02:55PM	03:08PM	03:18PM	03:34PM	03:42PM	03:52PM	04:00PM	04:06PM	-	-
03:04PM	03:15PM	03:28PM	03:38PM	03:54PM	04:02PM	-	-	-	-	-
03:24PM	03:35PM	03:48PM	03:58PM	04:15PM	04:23PM	04:33PM	04:41PM	04:47PM	04:51PM	04:53PM
03:44PM	03:55PM	04:08PM	04:18PM	04:35PM	04:43PM	-	-	-	-	-
04:04PM	04:15PM	04:26PM	04:36PM	04:53PM	05:01PM	05:10PM	05:18PM	05:23PM	05:27PM	05:29PM
04:24PM	04:35PM	04:46PM	04:56PM	05:14PM	05:20PM	-	-	-	-	-
04:44PM	04:55PM	05:06PM	05:17PM	05:35PM	05:41PM	05:50PM	05:58PM	06:03PM	06:07PM	06:09PM
05:04PM	05:14PM	05:25PM	05:36PM	05:54PM	06:00PM	-	-	-	-	-
05:24PM	05:34PM	05:45PM	05:56PM	06:14PM	06:20PM	06:29PM	06:37PM	06:42PM	06:46PM	06:48PM
05:44PM	05:54PM	06:05PM	06:16PM	06:34PM	06:40PM	-	-	-	-	-
06:04PM	06:14PM	06:25PM	06:36PM	06:54PM	07:00PM	07:07PM	07:14PM	07:18PM	07:21PM	07:23PM
06:24PM	06:34PM	06:45PM	06:56PM	07:11PM	07:16PM	-	-	-	-	-
06:44PM	06:54PM	07:05PM	07:12PM	07:21PM	07:26PM	07:33PM	07:40PM	07:44PM	-	-
07:14PM	07:23PM	07:30PM	07:37PM	07:46PM	07:51PM	-	-	-	-	-
07:44PM	07:53PM	08:00PM	08:07PM	08:16PM	08:21PM	08:28PM	08:35PM	08:39PM	-	-
08:14PM	08:23PM	08:30PM	08:37PM	08:46PM	08:51PM	08:58PM	-	-	-	-
09:03PM	09:12PM	09:19PM	09:26PM	09:35PM	09:40PM	09:47PM	09:54PM	09:58PM	-	-
10:11PM	10:20PM	10:25PM	10:30PM	10:38PM	10:42PM	10:48PM	-	-	-	-
11:11PM	11:20PM	11:25PM	11:30PM	11:38PM	11:42PM	11:48PM	-	-	-	-
12:11AM	12:20AM	12:25AM	12:30AM	12:38AM	-	-	-	-	-	-

Back to previous page (javascript: history.go(-1))

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Route 37



Miami-Dade County Miami-Dade Transit

Routes Schedule

37 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday		D	irection: No	thbound							
SOUTH MIAMI STA & 5949 SW 72 ST	SW 72 ST & OLD CUTLER RD	SW 37 AV & GRAND AV	DOUGLAS RD STATION & 3100 SW 37 AV	SW 37 AV & SW 22 ST	SW 37 AV & W FLAGLER ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	NW 36 ST & COOLIDGE DR	HIALEAH DR & E 4 AV	HIALEAH STA & 115 E 21 ST	PALM AV & E 49 ST	W 3 CT & W 74 PL
04:35AM	04:45AM	04:51AM	04:54AM	05:00AM	05:06AM	05:15AM	05:21AM	05:26AM	05:33AM	05:41AM	05:50AM
05:18AM	05:28AM	05:34AM	05:37AM	05:43AM	05:49AM	05:58AM	06:06AM	06:14AM	06:24AM	06:33AM	06:45AM
05:40AM	05:50AM	05:56AM	05:59AM	06:06AM	06:15AM	06:26AM	06:34AM	06:42AM	06:52AM	07:01AM	07:13AM
06:05AM	06:19AM	06:27AM	06:31AM	06:38AM	06:47AM	06:58AM	07:06AM	07:14AM	07:24AM	07:33AM	07:45AM
06:35AM	06:49AM	06:57AM	07:01AM	07:08AM	07:17AM	07:28AM	07:36AM	07:44AM	07:54AM	08:03AM	08:15AM
07:05AM	07:19AM	07:27AM	07:31AM	07:38AM	07:47AM	07:58AM	08:06AM	08:13AM	08:23AM	08:32AM	08:44AM
07:35AM	07:49AM	07:57AM	08:02AM	08:09AM	08:18AM	08:30AM	08:38AM	08:45AM	08:55AM	09:04AM	09:16AM
08:05AM	08:20AM	08:29AM	08:34AM	08:41AM	08:50AM	09:02AM	09:10AM	09:17AM	09:27AM	09:36AM	09:48AM
08:30AM	08:45AM	08:54AM	08:59AM	09:06AM	09:15AM	09:27AM	09:35AM	09:42AM	09:52AM	10:03AM	10:15AM
09:00AM	09:15AM	09:24AM	09:29AM	09:36AM	09:45AM	09:57AM	10:05AM	10:12AM	10:22AM	10:33AM	10:45AM
09:30AM	09:45AM	09:54AM	09:59AM	10:07AM	10:16AM	10:28AM	10:36AM	10:43AM	10:53AM	11:04AM	11:16AM
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03:30PM	03:47PM	03:56PM	04:01PM	04:10PM	04:20PM	04:32PM	04:40PM	04:47PM	04:57PM	05:08PM	05:22PM
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10:20PM	10:30PM	10:36PM	10:39PM	10:45PM	10:51PM	11:00PM	11:06PM	11:11PM	11:18PM	11:26PM	11:35PM		
Back to pre	Back to previous page (javascript: history.go(-1))												

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Miami-Dade County Miami-Dade Transit

Routes Schedule

37 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday	Direction: Southbound

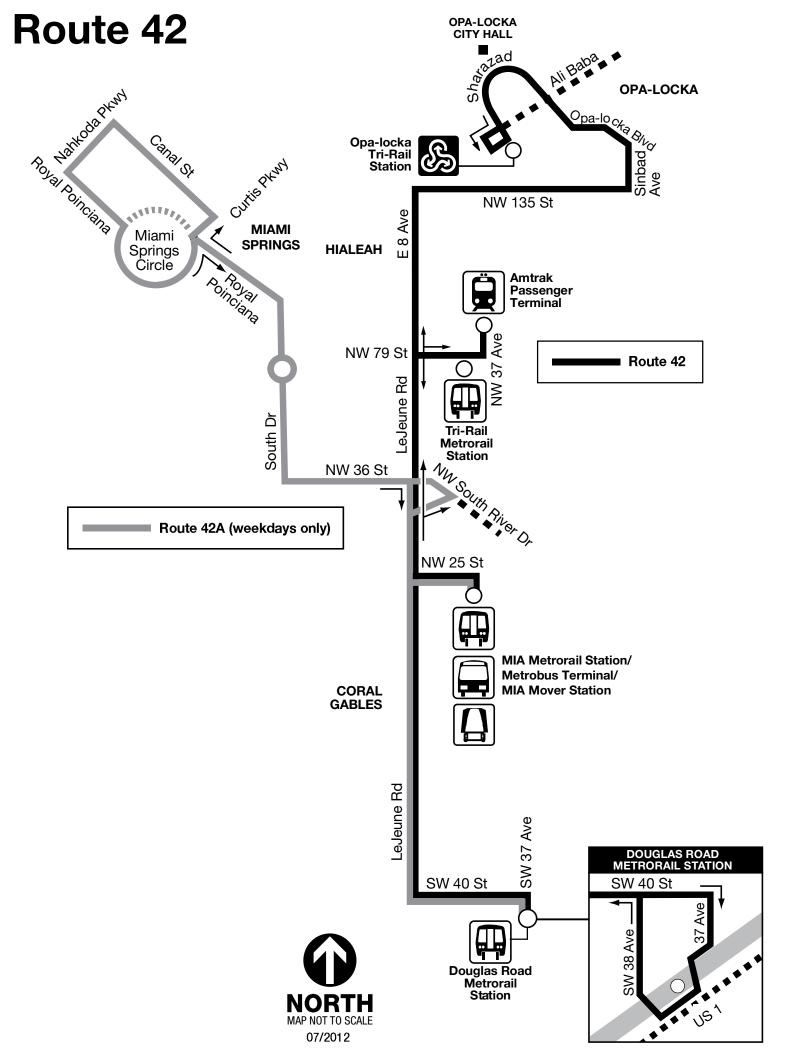
W 3 CT & W 74 PL	PALM AV & W 49 ST	HIALEAH STA & 115 E 21 ST	HIALEAH DR & E 4 AV	NW 42 AV & NW 36 ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	SW 37 AV & W FLAGLER ST	SW 37 AV & CORAL WAY	DOUGLAS RD STATION & 3100 SW 37 AV	SW 37 AV & GRAND AV	SW 72 ST & COCOPLUM PLAZA	SOUTH MIAMI STA & 5949 SW 72 ST
04:58AM	05:04AM	05:12AM	05:21AM	05:28AM	05:34AM	05:44AM	05:51AM	05:57AM	06:02AM	06:11AM	06:27AM
05:38AM	05:44AM	05:52AM	06:04AM	06:13AM	06:20AM	06:32AM	06:41AM	06:49AM	06:54AM	07:03AM	07:19AM
06:00AM	06:08AM	06:19AM	06:31AM	06:40AM	06:47AM	06:59AM	07:08AM	07:16AM	07:21AM	07:30AM	07:46AM
06:30AM	06:38AM	06:49AM	07:01AM	07:10AM	07:17AM	07:29AM	07:38AM	07:46AM	07:51AM	08:00AM	08:16AM
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07:30AM	07:38AM	07:49AM	08:01AM	08:10AM	08:17AM	08:31AM	08:40AM	08:48AM	08:53AM	09:02AM	09:18AM
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05:15PM	05:23PM	05:35PM	05:48PM	05:57PM	06:05PM	06:19PM	06:28PM	06:36PM	06:42PM	06:54PM	07:14PM
05:45PM	05:53PM	06:05PM	06:18PM	06:27PM	06:35PM	06:49PM	06:58PM	07:06PM	07:10PM	07:19PM	07:35PM
06:15PM	06:23PM	06:35PM	06:48PM	06:57PM	07:05PM	07:17PM	07:26PM	07:32PM	07:36PM	07:45PM	08:01PM

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07	7:40PM	07:47PM	07:56PM	08:06PM	08:14PM	08:21PM	08:33PM	08:42PM	08:48PM	08:52PM	09:01PM	09:14PM
08	8:35PM	08:42PM	08:51PM	09:01PM	09:08PM	09:14PM	09:24PM	09:31PM	09:37PM	09:41PM	09:48PM	10:01PM
08	9:45PM	09:51PM	09:59PM	10:08PM	10:15PM	10:21PM	10:31PM	10:38PM	10:44PM	10:48PM	10:55PM	11:08PM

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM

Back to previous page (javascript: history.go(-1))





Miami-Dade County Miami-Dade Transit

Routes Schedule

42 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday Direction: Northbound

DOUGLAS RD STATION & 3100 SW 37 AV	&	AV &	SW 42 AV & W FLAGLER ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	OKEECHOBEE RD & LE JEUNE RD	MIA SPRINGS CIR & N ROYAL POINCIANA	NW 37 AV & # 8303 (AMTRAK)	& E 49	TRI RAIL STATION & #480 ALI BABA AV
05:20AM	05:23AM	05:26AM	05:31AM	05:38AM	05:45AM	-	05:57AM	06:06AM	06:22AM
05:50AM	05:53AM	05:56AM	06:03AM	06:12AM	06:20AM	06:26AM	-	-	-
06:10AM	06:14AM	06:18AM	06:25AM	06:34AM	06:42AM	-	06:57AM	07:06AM	07:22AM
06:30AM	06:34AM	06:38AM	06:45AM	06:54AM	07:02AM	07:08AM	-	-	-
06:50AM	06:54AM	06:58AM	07:05AM	07:14AM	07:22AM	-	07:37AM	07:46AM	08:02AM
07:10AM	07:14AM	07:18AM	07:25AM	07:34AM	07:42AM	07:48AM	-	-	-
07:30AM	07:34AM	07:38AM	07:45AM	07:54AM	08:02AM	-	08:17AM	08:26AM	08:42AM
07:50AM	07:54AM	07:58AM	08:05AM	08:14AM	08:22AM	08:28AM	-	-	-
08:10AM	08:14AM	08:18AM	08:25AM	08:34AM	08:42AM	-	08:57AM	09:06AM	09:22AM
08:30AM	08:34AM	08:38AM	08:45AM	08:54AM	09:02AM	09:09AM	-	-	-
09:00AM	09:04AM	09:09AM	09:17AM	09:27AM	09:35AM	-	09:50AM	09:59AM	10:15AM
09:30AM	09:34AM	09:39AM	09:47AM	09:57AM	10:05AM	10:12AM	-	-	-
10:00AM	10:04AM	10:09AM	10:17AM	10:27AM	10:35AM	-	10:50AM	10:59AM	11:15AM
10:30AM	10:34AM	10:39AM	10:47AM	10:57AM	11:05AM	11:12AM	-	-	-
11:00AM	11:04AM	11:09AM	11:17AM	11:27AM	11:35AM	-	11:50AM	11:59AM	12:15PM
11:30AM	11:34AM	11:39AM	11:47AM	11:57AM	12:05PM	12:12PM	-	-	-
12:00PM	12:04PM	12:09PM	12:17PM	12:27PM	12:35PM	-	12:50PM	12:59PM	01:15PM
12:30PM	12:34PM	12:39PM	12:47PM	12:57PM	01:05PM	01:12PM	-	-	-
01:00PM	01:04PM	01:09PM	01:17PM	01:27PM	01:35PM	-	01:50PM	01:59PM	02:15PM
01:30PM	01:34PM	01:39PM	01:47PM	01:57PM	02:05PM	02:12PM	-	-	-
02:00PM	02:04PM	02:09PM	02:17PM	02:27PM	02:35PM	-	02:50PM	02:59PM	03:16PM
02:25PM	02:29PM	02:34PM	02:42PM	02:52PM	03:01PM	03:09PM	-	-	-
02:40PM	02:44PM	02:49PM	02:57PM	03:08PM	03:17PM	-	03:32PM	03:41PM	03:58PM
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03:20PM	03:24PM	03:29PM	03:39PM	03:50PM	03:59PM	-	04:14PM	04:23PM	04:40PM

03:35PM	03:39PM	03:44PM	03:54PM	04:05PM	04:14PM	04:22PM	-	-	-
03:55PM	03:59PM	04:04PM	04:14PM	04:25PM	04:34PM	-	04:49PM	04:58PM	05:15PM
04:15PM	04:19PM	04:24PM	04:34PM	04:45PM	04:54PM	05:02PM	-	-	-
04:35PM	04:39PM	04:44PM	04:54PM	05:05PM	05:14PM	-	05:29PM	05:38PM	05:55PM
04:55PM	04:59PM	05:04PM	05:14PM	05:25PM	05:34PM	05:42PM	-	-	-
05:10PM	05:14PM	05:19PM	05:29PM	05:40PM	05:49PM	-	06:04PM	06:13PM	06:30PM
05:25PM	05:29PM	05:34PM	05:44PM	05:55PM	06:04PM	06:12PM	-	-	-
05:40PM	05:44PM	05:49PM	05:59PM	06:10PM	06:19PM	-	06:34PM	06:43PM	07:00PM
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06:35PM	06:39PM	06:44PM	06:54PM	07:05PM	07:13PM	-	07:26PM	07:34PM	07:48PM
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07:35PM	07:39PM	07:43PM	07:49PM	07:58PM	08:06PM	-	08:19PM	08:27PM	08:41PM
08:18PM	08:22PM	08:26PM	08:32PM	08:41PM	-	-	-	-	-
09:18PM	09:22PM	09:26PM	09:32PM	09:41PM	-	-	-	-	-
10:18PM	10:21PM	10:24PM	10:29PM	10:36PM	-	-	-	-	-
11:18PM	11:21PM	11:24PM	11:29PM	11:36PM	-	-	-	-	-

Back to previous page (javascript: history.go(-1))

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Miami-Dade County Miami-Dade Transit

Routes Schedule

42 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday Direction: Southbound

TRI RAIL STATION & #480 ALI BABA AV	E 8 AV & E 49 ST	NW 37 AV & # 8303 (AMTRAK)	MIA SPRINGS CIR & N ROYAL POINCIANA	AV & NW 36 ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	& W FLAGLER	AV &		DOUGLAS RD STATION & 3100 SW 37 AV
04:35AM	04:47AM	04:55AM	-	05:07AM	05:11AM	05:21AM	05:26AM	05:30AM	05:33AM
05:23AM	05:35AM	05:43AM	-	05:55AM	06:01AM	06:12AM	06:18AM	06:24AM	06:28AM
05:54AM	06:09AM	06:19AM	-	06:35AM	06:41AM	06:52AM	06:58AM	07:04AM	07:08AM
-	-	-	06:07AM	06:15AM	06:21AM	06:32AM	06:38AM	06:44AM	06:48AM
06:34AM	06:49AM	06:59AM	-	07:15AM	07:21AM	07:32AM	07:38AM	07:44AM	07:48AM
-	-	-	06:47AM	06:55AM	07:01AM	07:12AM	07:18AM	07:24AM	07:28AM
07:14AM	07:29AM	07:39AM	-	07:55AM	08:01AM	08:12AM	08:18AM	08:24AM	08:28AM
-	-	-	07:27AM	07:35AM	07:41AM	07:52AM	07:58AM	08:04AM	08:08AM
07:58AM	08:13AM	08:23AM	-	08:39AM	08:45AM	08:56AM	09:02AM	09:08AM	09:12AM
-	-	-	08:07AM	08:15AM	08:21AM	08:32AM	08:38AM	08:44AM	08:48AM
08:38AM	08:53AM	09:03AM	-	09:19AM	09:25AM	09:37AM	09:43AM	09:49AM	09:53AM
-	-	-	08:46AM	08:54AM	09:00AM	09:12AM	09:18AM	09:24AM	09:28AM
-	-	-	09:35AM	09:44AM	09:50AM	10:02AM	10:08AM	10:14AM	10:18AM
09:38AM	09:53AM	10:03AM	-	10:19AM	10:25AM	10:37AM	10:43AM	10:49AM	10:53AM
10:33AM	10:48AM	10:58AM	-	11:14AM	11:20AM	11:32AM	11:38AM	11:44AM	11:48AM
-	-	-	10:35AM	10:44AM	10:50AM	11:02AM	11:08AM	11:14AM	11:18AM
11:33AM	11:48AM	11:58AM	-	12:14PM	12:20PM	12:32PM	12:38PM	12:44PM	12:48PM
-	-	-	11:35AM	11:44AM	11:50AM	12:02PM	12:08PM	12:14PM	12:18PM
12:33PM	12:48PM	12:58PM	-	01:14PM	01:20PM	01:32PM	01:38PM	01:44PM	01:48PM
-	-	-	12:35PM	12:44PM	12:50PM	01:02PM	01:08PM	01:14PM	01:18PM
01:33PM	01:48PM	01:58PM	-	02:14PM	02:20PM	02:32PM	02:38PM	02:44PM	02:48PM
-	-	-	01:35PM	01:44PM	01:50PM	02:02PM	02:08PM	02:14PM	02:18PM
-	-	-	02:30PM	02:39PM	02:45PM	02:57PM	03:03PM	03:09PM	03:13PM

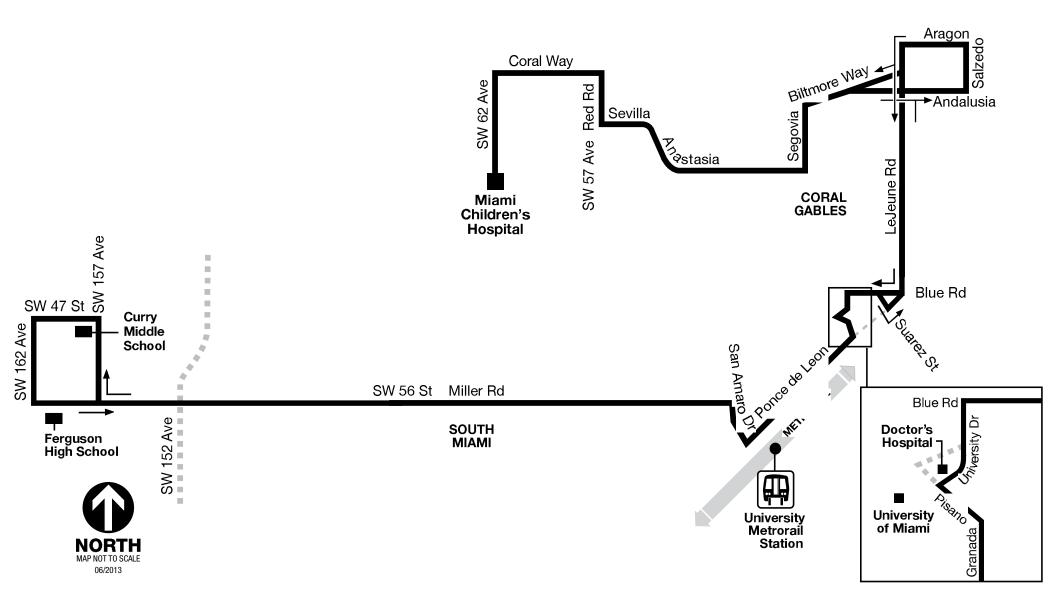
02:31PM	02:46PM	02:56PM	-	03:12PM	03:19PM	03:32PM	03:38PM	03:44PM	03:48PM
03:10PM	03:26PM	03:36PM	-	03:52PM	03:59PM	04:12PM	04:18PM	04:24PM	04:28PM
-	-	-	03:23PM	03:32PM	03:39PM	03:52PM	03:58PM	04:04PM	04:08PM
03:45PM	04:01PM	04:11PM	-	04:27PM	04:34PM	04:47PM	04:53PM	04:59PM	05:03PM
-	-	-	04:03PM	04:12PM	04:19PM	04:32PM	04:38PM	04:44PM	04:48PM
04:15PM	04:31PM	04:41PM	-	04:57PM	05:04PM	05:17PM	05:23PM	05:29PM	05:33PM
-	-	-	04:33PM	04:42PM	04:49PM	05:02PM	05:08PM	05:14PM	05:18PM
05:05PM	05:21PM	05:31PM	-	05:47PM	05:54PM	06:07PM	06:13PM	06:19PM	06:23PM
-	-	-	05:13PM	05:22PM	05:29PM	05:42PM	05:48PM	05:54PM	05:58PM
05:50PM	06:06PM	06:16PM	-	06:32PM	06:39PM	06:52PM	06:58PM	07:04PM	07:08PM
-	-	-	06:03PM	06:12PM	06:19PM	06:32PM	06:38PM	06:44PM	06:48PM
-	-	-	06:44PM	06:53PM	07:00PM	07:11PM	07:16PM	07:21PM	07:25PM
06:51PM	07:07PM	07:16PM	-	07:29PM	07:35PM	07:46PM	07:51PM	07:56PM	08:00PM
-	-	-	-	-	08:51PM	09:02PM	09:07PM	09:12PM	09:16PM
-	-	-	-	-	09:54PM	10:05PM	10:09PM	10:13PM	10:16PM
-	-	-	-	-	10:54PM	11:04PM	11:08PM	11:12PM	11:15PM

Back to previous page (javascript: history.go(-1))

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Route 56



Miami-Dade County Miami-Dade Transit

Routes Schedule

56 Schedule

Back to previous page (javascript: history.go(-1))

Direction: Eastbound Service: Weekday

SW 56 ST & SW 152 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 72 AV	UNIVERSITY STA & 5000 PONCE DE LEON B	ANDALUSIA AV & LE JEUNE RD	MIAMI CHILDRENS HOSP & PAVILLION ENTR
05:25AM	05:26AM	05:36AM	05:44AM	05:51AM	06:04AM	06:18AM
06:06AM	06:07AM	06:19AM	06:30AM	06:39AM	06:52AM	07:10AM
06:46AM	06:47AM	06:59AM	07:12AM	07:22AM	07:40AM	07:58AM
07:26AM	07:28AM	07:48AM	08:01AM	08:11AM	08:29AM	08:47AM
08:03AM	08:05AM	08:25AM	08:38AM	08:48AM	09:06AM	09:21AM
08:43AM	08:45AM	09:05AM	09:15AM	09:23AM	09:36AM	09:51AM
09:32AM	09:34AM	09:44AM	09:54AM	10:02AM	10:15AM	10:30AM
10:39AM	10:41AM	10:51AM	11:01AM	11:09AM	11:22AM	11:38AM
11:34AM	11:36AM	11:46AM	11:56AM	12:04PM	12:17PM	12:33PM
12:34PM	12:36PM	12:46PM	12:56PM	01:04PM	01:17PM	01:33PM
01:34PM	01:36PM	01:46PM	01:56PM	02:04PM	02:17PM	02:40PM
02:44PM	02:46PM	03:00PM	03:11PM	03:20PM	03:36PM	03:59PM
03:42PM	03:44PM	03:58PM	04:09PM	04:18PM	04:34PM	04:57PM
04:22PM	04:24PM	04:38PM	04:49PM	04:58PM	05:14PM	05:37PM
05:02PM	05:04PM	05:18PM	05:29PM	05:38PM	05:54PM	06:17PM
05:47PM	05:49PM	06:03PM	06:14PM	06:23PM	06:39PM	07:02PM

Back to previous page (javascript: history.go(-1))

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Miami-Dade County Miami-Dade Transit

Routes Schedule

56 Schedule

Back to previous page (javascript: history.go(-1))

Service: Weekday Direction: Westbound

MIAMI CHILDRENS HOSP & PAVILLION ENTR	ANDALUSIA AV & LE JEUNE RD	PONCE DE LEON BD & MERRICK ST	SW 56 ST & SW 72 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 162 AV	SW 56 ST & SW 152 AV
-	-	-	-	-	05:17AM	05:22AM	05:25AM
-	-	-	-	-	05:57AM	06:03AM	06:06AM
05:58AM	06:12AM	06:26AM	06:36AM	06:49AM	07:02AM	07:13AM	07:19AM
-	-	-	-	-	06:37AM	06:43AM	06:46AM
06:38AM	06:52AM	07:06AM	07:16AM	07:29AM	07:42AM	07:52AM	07:56AM
07:18AM	07:32AM	07:47AM	07:57AM	08:10AM	08:23AM	08:33AM	08:37AM
07:58AM	08:12AM	08:27AM	08:37AM	08:50AM	09:03AM	09:13AM	09:17AM
08:35AM	08:49AM	09:05AM	09:16AM	09:27AM	09:40AM	09:50AM	09:54AM
09:08AM	09:22AM	09:38AM	09:49AM	10:00AM	10:13AM	10:23AM	10:27AM
10:11AM	10:25AM	10:41AM	10:52AM	11:04AM	11:15AM	11:23AM	11:26AM
11:11AM	11:25AM	11:40AM	11:49AM	12:01PM	12:12PM	12:20PM	12:23PM
12:11PM	12:25PM	12:40PM	12:49PM	01:01PM	01:12PM	01:20PM	01:23PM
01:11PM	01:25PM	01:40PM	01:49PM	02:01PM	02:12PM	02:22PM	02:27PM
02:07PM	02:21PM	02:38PM	02:50PM	03:05PM	03:19PM	03:27PM	03:30PM
02:47PM	03:02PM	03:21PM	03:33PM	03:48PM	04:02PM	04:10PM	04:13PM
03:27PM	03:42PM	04:01PM	04:13PM	04:28PM	04:42PM	04:50PM	04:53PM
04:07PM	04:22PM	04:41PM	04:53PM	05:08PM	05:22PM	05:30PM	05:33PM
04:47PM	05:02PM	05:21PM	05:33PM	05:48PM	06:02PM	06:10PM	06:13PM
05:27PM	05:42PM	06:01PM	06:13PM	06:28PM	06:42PM	06:50PM	06:53PM
06:07PM	06:22PM	06:41PM	06:53PM	07:08PM	07:19PM	07:26PM	07:29PM
06:50PM	07:05PM	07:21PM	07:30PM	07:40PM	07:51PM	07:58PM	08:01PM

Back to previous page (javascript: history.go(-1))

Page Last Edited: Mon Apr 21, 2014 10:25:27 AM



Trolley Route

& Points of Interest

Trolley Stops & Route ()



Municipal Parking Garage (P)



Miami-Dade Transit Metrobus Routes Visit www.miamidade.gov/transit for detailed Metrobus routes and stops

Miami-Dade Metrorail Station Transfer from the Trolley to the Metrorail to travel to the Miami International Airport, Downtown Miami, University of Miami, Coconut Grove, South Miami or Kendall/Dadeland.



- Rotary Centenial Park 1
 - Freedom Plaza 2
- Coral Gables Woman's Club 3
 - Ponce De Leon Park 4
 - Phillips Park 5
 - Hotel Place St. Michel 6
 - Alhambra Plaza 🕡
 - Hyatt Regency Hotel 8
 - Coral Gables Museum 9
 - Books & Books 10
 - Coral Gables Art Cinema 111
 - Westin Colonnade Hotel
 - Coral Gables City Hall
 - Miracle Mile Shops 14

 - Merrick Park 15
- Miracle Theater 16 Coral Gables Police Department
- Fred B. Hartnett / Ponce Circle Park
- Coral Gables War Memorial Youth Center
 - French Normandy Village
 - Coral Gables Senior High School 21
 - Village of Merrick Park Shopping 22
 - Coral Gables Hospital 23
 - Douglas Park (Miami-Dade Park) 24
 - Coral Gables Elementary School 25

Monday - Friday, 6:30 a.m. - 8 p.m. First Friday of the Month is Gallery Night. Ride until 10 p.m.

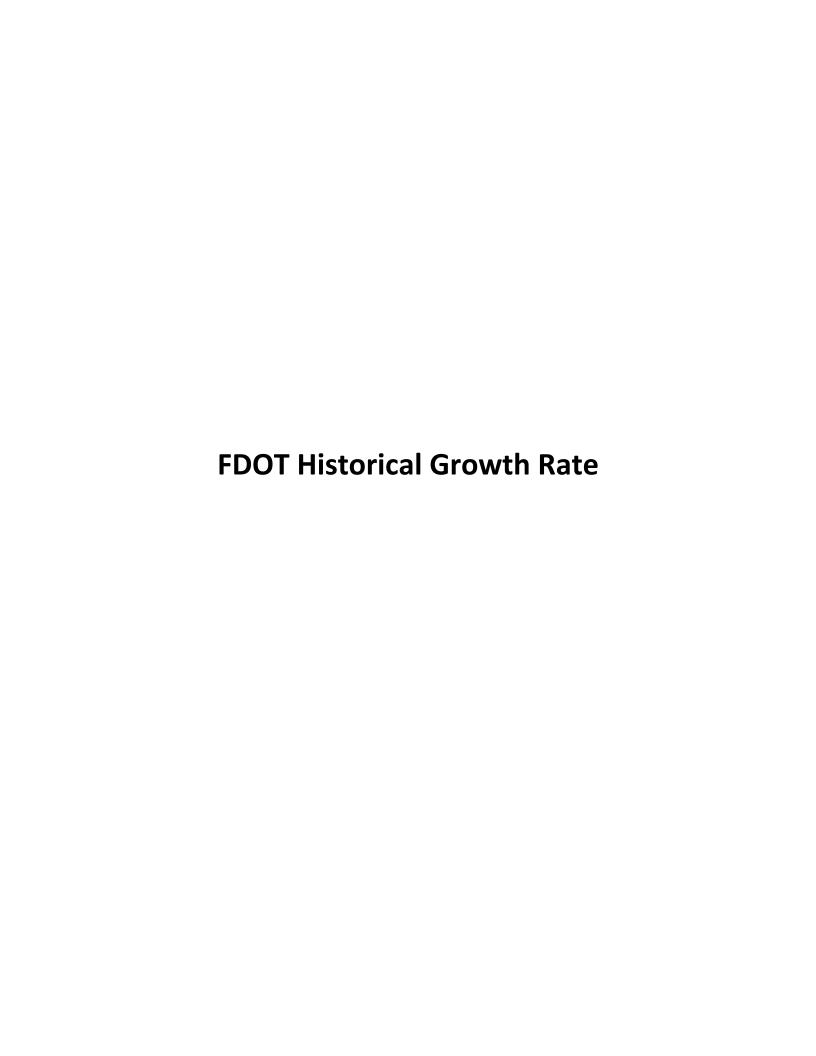
For more information on the Coral Gables Trolley visit www.coralgables.com or contact us via phone at 305-460-5070 or E-mail at trolley@coralgables.com

City Hall General Inquiries: 305-446-6800

Funding for this program is possible thanks to the Miami-Dade County Half Penny Transportation Surtax, the Florida Department of Transportation and the Metropolitan Planning Organization.



APPENDIX E: Background Area Growth



Historical AADT Growth Rates

Station	Location	Historic	Growth
Number	Location	5-year	10-year
0024	SR 953/LeJeune Road, 200' S of Coral Way/SR 972	-5.76%	-0.64%
0025	SR 953/LeJeune Road, 200' S of S SW 8th St./SR 90	5.79%	-0.98%
0082	SR 976/Bird Road, 200' E. of SW 42nd Avenue	4.70%	-0.09%
1048	SR 976/Bird Road, 200' W. of SW 42nd Avenue	1.76%	-0.98%
2534	SR 972/Coral Way, 200' E of SW 37th Ave.	0.64%	0.26%
	Total	1.43%	-0.49%

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0024 - SR 953/LEJEUNE RD, 200' S CORAL WAY/SR 972

YEAR	AADT	DIRECTION	1 DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	34000 C	N 18000	S	16000	9.00	58.90	5.70
2012	35500 C	N 18000	S	17500	9.00	59.70	4.00
2011	35500 C	N 18000	S	17500	9.00	58.20	5.70
2010	44500 C	N 22000	S	22500	7.87	58.27	3.80
2009	43000 C	N 22500	S	20500	7.98	59.96	3.20
2008	45000 C	N 23500	S	21500	8.07	66.31	3.50
2007	42000 C	N 22000	S	20000	7.90	63.12	4.70
2006	34000 C	N 15000	S	19000	7.39	58.66	7.20
2005	48000 F	N 21500	S	26500	7.70	65.70	5.50
2004	41000 C	N 18500	S	22500	8.20	67.10	9.00
2003	37500 C	N 20000	S	17500	8.10	72.30	5.00
2002	39000 C	N 17500	S	21500	9.20	68.00	4.30
2001	39000 C	N 20500	S	18500	8.20	53.50	5.70
2000	40500 C	N 21000	S	19500	8.20	53.10	4.30
1999	49000 C	N 28000	S	21000	9.10	52.70	4.40
1998	41000 C	N 21000	S	20000	9.30	52.70	6.10

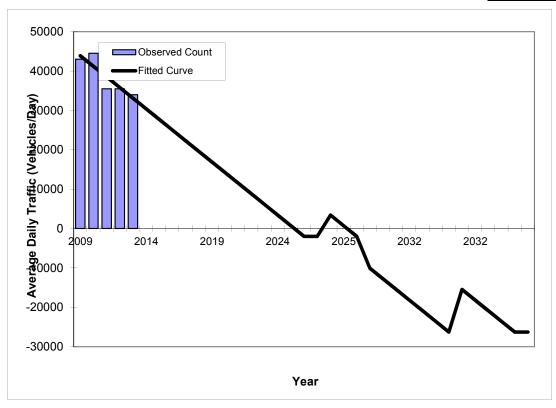
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

SR 953/LeJeune Road -- 200' E. of Coral Way/SR 972

County:	87
Station #:	24
Highway:	SR 953/LeJeune Road



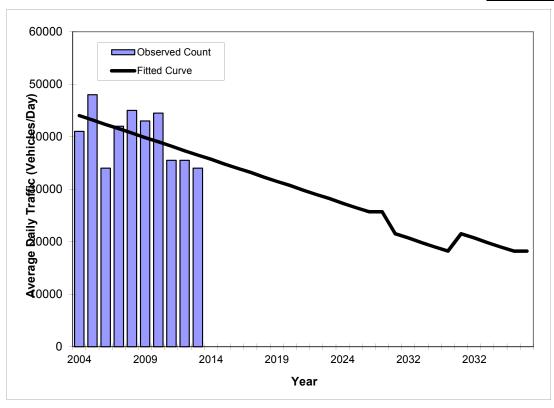
** Annual Trend Increase:	-2,700
Trend R-squared:	77.1%
Trend Annual Historic Growth Rate:	-6.15%
Trend Growth Rate (2013 to Design Year):	-8.16%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2009	43000	43900	
2010	44500	41200	
2011	35500	38500	
2012	35500	35800	
2013	34000	33100	
	4 Opening Yea		
2014	N/A	30400	
	017 Mid-Year T		
2017	N/A	22300 Trand	
2026	26 Design Year N/A	-2000	
	IPLAN Forecas		
TIVAIN	LANTOIECAS	ts/Tienus	

^{*}Axle-Adjusted

SR 953/LeJeune Road -- 200' E. of Coral Way/SR 972

County:	87
Station #:	24
Highway:	SR 953/LeJeune Road



** Annual Trend Increase:	-833
Trend R-squared:	24.4%
Trend Annual Historic Growth Rate:	-1.89%
Trend Growth Rate (2013 to Design Year):	-2.28%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2004	41000	44000	
2005	48000	43200	
2006	34000	42300	
2007	42000	41500	
2008	45000	40700	
2009	43000	39800	
2010	44500	39000	
2011	35500	38200	
2012	35500	37300	
2013	34000	36500	
004	1.0		
2014	4 Opening Yea N/A	1 Trena 35700	
	017 Mid-Year T		
2017	N/A	33200	
2017			
2026	N/A	25700	
TRAN	PLAN Forecas		

^{*}Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0025 - SR 953/LEJEUNE RD, 200' S SW 8 ST/SR 90

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	42500 C	N 20500	S 22000	9.00	58.90	5.70
2012	44500 C	N 22000	S 22500	9.00	59.70	4.00
2011	43000 C	N 21000	S 22000	9.00	58.20	5.70
2010	39000 C	N 19500	S 19500	7.87	58.27	3.80
2009	41000 C	N 21000	S 20000	7.98	59.96	3.20
2008	35000 C	N 17000	S 18000	8.07	66.31	3.50
2007	38500 C	N 19500	S 19000	7.90	63.12	4.70
2006	25000 C	N 11000	S 14000	7.39	58.66	7.20
2005	56000 F	N 28000	S 28000	7.70	65.70	5.50
2004	48000 C	N 24000	S 24000	8.20	67.10	9.00
2003	44000 C	N 21500	S 22500	8.10	72.30	5.00
2002	43000 C	N 20500	S 22500	9.20	68.00	4.30
2001	42500 C	N 20500	S 22000	8.20	53.50	5.70
2000	62000 C	N 37500	S 24500	8.20	53.10	4.30
1999	49000 C	N 23500	S 25500	9.10	52.70	4.40
1998	45000 C	N 21500	S 23500	9.30	52.70	6.10

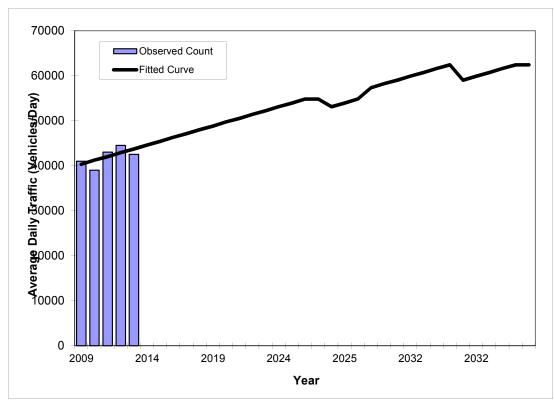
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

SR 953/LeJeune Road -- 200' S of SW 8th St./SR 90

County:	87	
Station #:	25	
Highway:	SR 953/LeJeune Road	



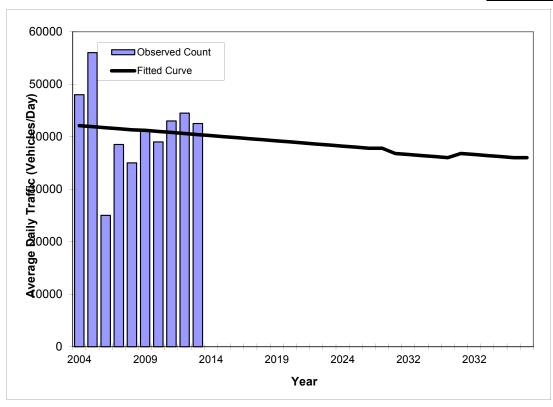
** Annual Trend Increase:	850
Trend R-squared:	41.3%
Trend Annual Historic Growth Rate:	2.11%
Trend Growth Rate (2013 to Design Year):	1.95%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2009	41000	40300	
2010	39000	41200	
2011	43000	42000	
2012	44500	42900	
2013	42500	43700	
	4 Opening Yea		
2014	N/A	44600	
	017 Mid-Year T		
2017	N/A 26 Design Year	47100 Trend	
2026	20 Design real N/A	54800	
	PLAN Forecas		
110/11	LAN TOTCCAS	to/Tronds	

^{*}Axle-Adjusted

SR 953/LeJeune Road -- 200' S of SW 8th St./SR 90

County:	87
Station #:	25
Highway:	SR 953/LeJeune Road



** Annual Trend Increase:	-197
Trend R-squared:	0.5%
Trend Annual Historic Growth Rate:	-0.45%
Trend Growth Rate (2013 to Design Year):	-0.50%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2004	48000	42100	
2005	56000	41900	
2006	25000	41700	
2007	38500	41500	
2008	35000	41300	
2009	41000	41200	
2010	39000	41000	
2011	43000	40800	
2012	44500	40600	
2013	42500	40400	
201	5 Opening Yea	r Trend	
2015	N/A	40000	
2	017 Mid-Year 1	rend	
2017	N/A	39600	
202			
2026	N/A	37800	
TRAN	PLAN Forecas	ts/Trends	

^{*}Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0082 - SR 976/BIRD RD, 200' E SW 42 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	38500 C	E 19500	W 19000	9.00	58.90	4.40
2012	45500 C	E 22500	W 23000	9.00	59.70	4.00
2011	36500 C	E 19000	W 17500	9.00	58.20	4.60
2010	37000 C	E 18500	W 18500	7.87	58.27	3.00
2009	34500 C	E 17500	W 17000	7.98	59.96	3.70
2008	35000 C	E 17500	W 17500	8.07	66.31	5.10
2007	39000 C	E 20000	W 19000	7.90	63.12	5.50
2006	38000 C	E 18000	W 20000	7.39	58.66	6.70
2005	39000 C	E 20000	W 19000	7.70	65.70	5.50
2004	42500 C	E 21000	W 21500	8.20	67.10	7.10
2003	42000 C	E 23000	W 19000	8.10	72.30	6.10
2002	44500 C	E 21500	W 23000	9.20	68.00	4.40
2001	45500 C	E 23500	W 22000	8.20	53.50	5.80
2000	44000 C	E 22000	W 22000	8.20	53.10	3.70
1999	44000 C	E 22500	W 21500	9.10	52.70	5.60
1998	41000 C	E 21000	W 20000	9.30	52.70	3.00

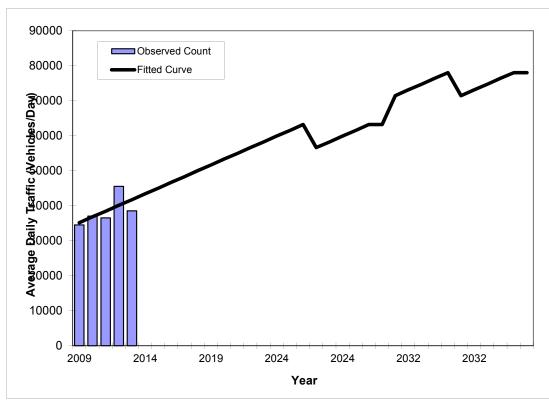
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

SR 976/Bird Road -- 200' E. of SW 42nd Avenue

County:	87
Station #:	82
Highway:	SR 976/Bird Road



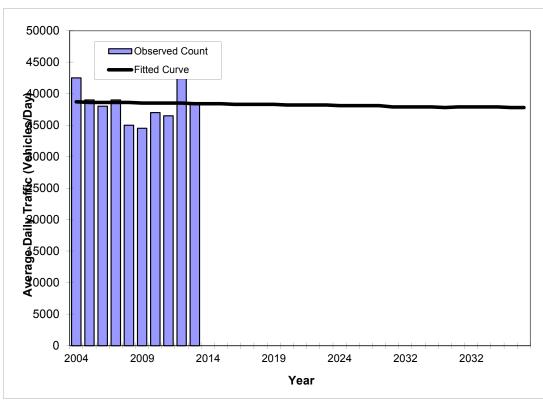
** Annual Trend Increase:	1,650
Trend R-squared:	38.2%
Trend Annual Historic Growth Rate:	4.70%
Trend Growth Rate (2013 to Design Year):	3.97%
Printed:	21-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2009	34500	35100	
2010	37000	36800	
2011	36500	38400	
2012	45500	40100	
2013	38500	41700	
	5 Opening Yea		
2015	N/A	45000	
	017 Mid-Year T		
2017 20 2	N/A 26 Design Year	48300 Trend	
2026	20 Design Teal N/A	63200	
	PLAN Forecas		

*Axle-Adjusted

SR 976/Bird Road -- 200' E. of SW 42nd Avenue

County:	87
Station #:	82
Highway:	SR 976/Bird Road



** Annual Trend Increase:	-27
Trend R-squared:	0.1%
Trend Annual Historic Growth Rate:	-0.09%
Trend Growth Rate (2013 to Design Year):	-0.06%
Printed:	21-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2004	42500	38700	
2005	39000	38600	
2006	38000	38600	
2007	39000	38600	
2008	35000	38600	
2009	34500	38500	
2010	37000	38500	
2011	36500	38500	
2012	45500	38500	
2013	38500	38400	
201	5 Opening Yea	r Trend	
2015	N/A	38400	
2	017 Mid-Year 1	rend	
2017	N/A	38300	
202	26 Design Year	Trend	
2026	N/A	38100	
TRAN	PLAN Forecas	ts/Trends	

^{*}Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1048 - SR 976/BIRD RD, 200' W SW 42 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	41500 C	E 20000	W 21500	9.00	58.90	4.40
2012	45500 C	E 22000	W 23500	9.00	59.70	4.00
2011	38000 C	E 20000	W 18000	9.00	58.20	4.60
2010	40500 C	E 19500	W 21000	7.87	58.27	3.00
2009	40500 C	E 20000	W 20500	7.98	59.96	3.70
2008	38000 C	E 19500	W 18500	8.07	66.31	5.10
2007	40500 C	E 21000	W 19500	7.90	63.12	5.50
2006	41500 C	E 21000	W 20500	7.39	58.66	6.70
2005	51000 F	E 24500	W 26500	7.70	65.70	5.50
2004	43500 C	E 21000	W 22500	8.20	67.10	7.10
2003	40000 C	E 20000	W 20000	8.10	72.30	6.10
2002	45000 C	E 23500	W 21500	9.20	68.00	4.40
2001	47500 C	E 22500	W 25000	8.20	53.50	5.80
2000	44500 C	E 22500	W 22000	8.20	53.10	3.70
1999	47500 C	E 23500	W 24000	9.10	52.70	5.60
1998	43500 C	E 22500	W 21000	9.30	52.70	3.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

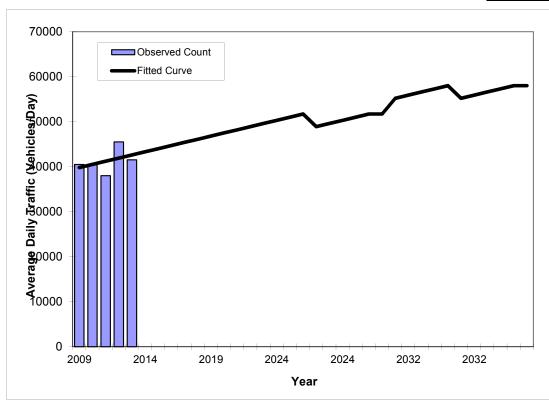
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

SR 976/Bird Road -- 200' W. of SW 42nd Avenue

 County:
 87

 Station #:
 1048

 Highway:
 SR 976/Bird Road



** Annual Trend Increase:	700
Trend R-squared:	16.4%
Trend Annual Historic Growth Rate:	1.76%
Trend Growth Rate (2013 to Design Year):	1.64%
Printed:	21-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)		
Year	Count*	Trend**	
2009	40500	39800	
2010	40500	40500	
2011	38000	41200	
2012	45500	41900	
2013	41500	42600	
201	5 Opening Yea	r Trend	
2015	N/A	44000	
	017 Mid-Year T	rend	
2017	N/A	45400	
	26 Design Year		
2026	N/A	51700	
TRAN	PLAN Forecas	ts/Trends	

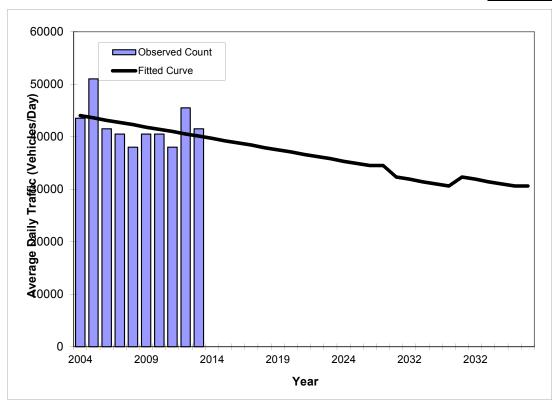
*Axle-Adjusted

SR 976/Bird Road -- 200' W. of SW 42nd Avenue

 County:
 87

 Station #:
 1048

 Highway:
 SR 976/Bird Road



** Annual Trend Increase:	-433
Trend R-squared:	11.5%
Trend Annual Historic Growth Rate:	-0.98%
Trend Growth Rate (2013 to Design Year):	-1.07%
Printed:	21-May-14
Straight Line Growth Option	

	Traffic (ADT/AADT)				
Year	Count*	Trend**			
2004	43500	44000			
2005	51000	43600			
2006	41500	43100			
2007	40500	42700			
2008	38000	42300			
2009 2010	40500 40500	41800 41400			
2010	38000	41000			
2011	45500	40500			
2013	41500	40100			
		.0.00			
	5 Opening Yea				
2015	N/A	39200			
	017 Mid-Year T				
2017	N/A	38400			
2026 2026	26 Design Year N/A	1rend 34500			
	PLAN Forecas				
IRAN	PLAIN PUIECas	ts/TTenus			

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2534 - SR 972/CORAL WAY, 200' E SW 37 AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	37000 C	E 17000	W 20000	9.00	58.90	2.20
2012	36000 C	E 18000	W 18000	9.00	59.70	2.00
2011	42500 C	E 21000	W 21500	9.00	58.20	3.30
2010	43000 C	E 21000	W 22000	7.87	58.27	4.10
2009	38000 C	E 19000	W 19000	7.98	59.96	2.90
2008	37000 C	E 17500	W 19500	8.07	66.31	2.40
2007	40500 C	E 19000	W 21500	7.90	63.12	1.40
2006	40500 C	E 18500	W 22000	7.39	58.66	2.00
2005	44000 C	E 20000	W 24000	7.70	65.70	2.40
2004	43500 C	E 22500	W 21000	8.20	67.10	6.40
2003	31500 C	E 13500	W 18000	8.10	72.30	4.30
2002	36500 C	E 18000	W 18500	9.20	68.00	5.30
2001	34000 C	E 16500	W 17500	8.20	53.50	3.90
2000	31500 C	E 15500	W 16000	8.20	53.10	5.70
1999	26000 C	E 13500	W 12500	9.10	52.70	6.10
1998	27000 C	E 12500	W 14500	9.30	52.70	1.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

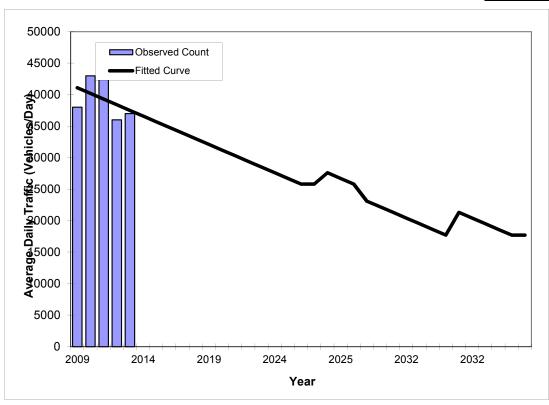
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

SR 972/Coral Way -- 200' E. of SW 27th Avenue

 County:
 87

 Station #:
 2534

 Highway:
 SR 972/Coral Way



** Annual Trend Increase:	-900
Trend R-squared:	19.4%
Trend Annual Historic Growth Rate:	-2.19%
Trend Growth Rate (2013 to Design Year):	-2.40%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (AD	T/AADT)
Year	Count*	Trend**
2009	38000	41100
2010	43000	40200
2011	42500	39300
2012	36000	38400
2013	37000	37500
	5 Opening Yea	
2015	N/A	35700
	017 Mid-Year T N/A	
2017	N/A 26 Design Year	33900 Trend
2026	20 Design real N/A	25800
	PLAN Forecas	
HVAIN	LANTOICCAS	to/TICHUS

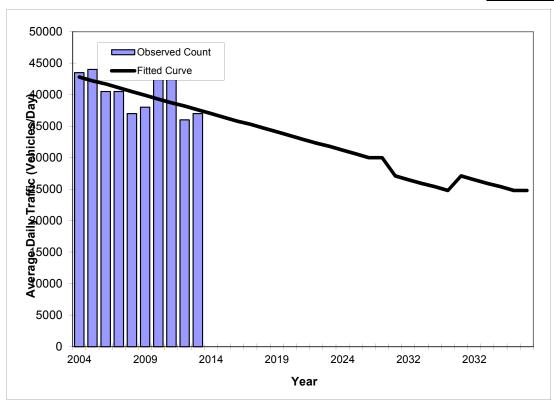
^{*}Axle-Adjusted

SR 972/Coral Way -- 200' E. of SW 27th Avenue

 County:
 87

 Station #:
 2534

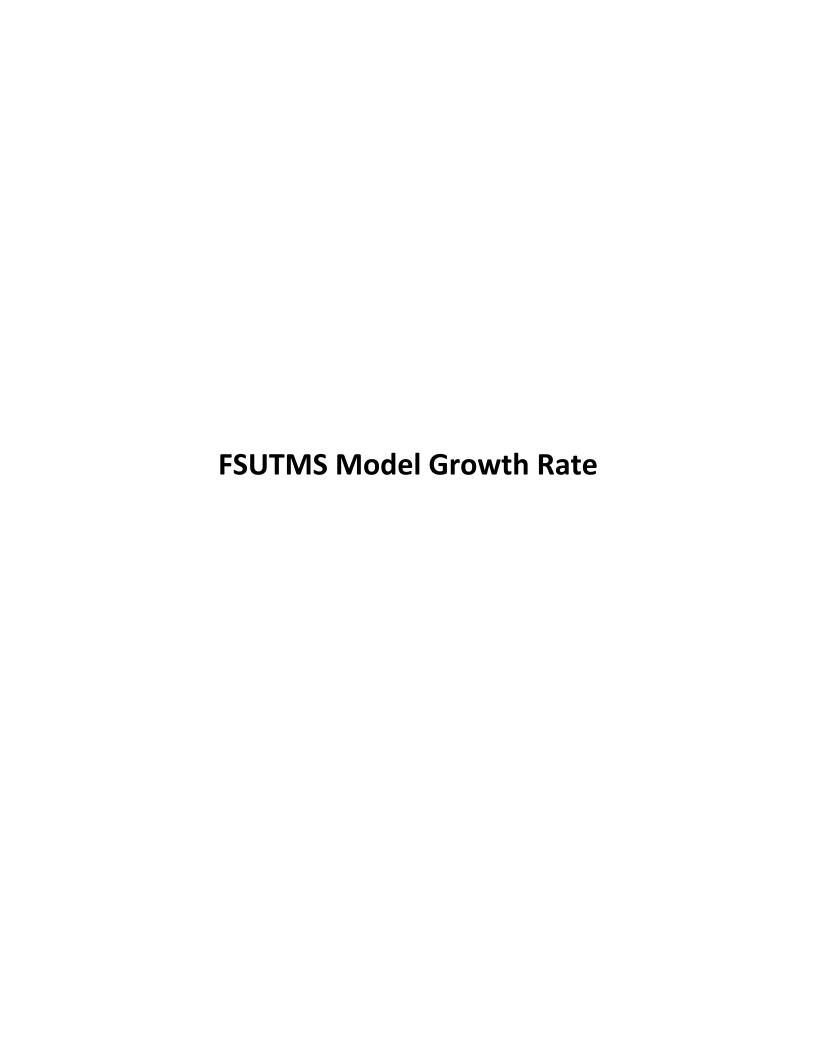
 Highway:
 SR 972/Coral Way



** Annual Trend Increase:	-582
Trend R-squared:	34.2%
Trend Annual Historic Growth Rate:	-1.35%
Trend Growth Rate (2013 to Design Year):	-1.55%
Printed:	14-May-14
Straight Line Growth Option	

	Traffic (AD	T/AADT)
Year	Count*	Trend**
2004	43500	42800
2005	44000	42200
2006	40500	41700
2007	40500	41100
2008	37000	40500
2009	38000	39900
2010	43000	39300
2011	42500	38700
2012	36000	38200
2013	37000	37600
201	5 Opening Yea	r Trend
2015	N/A	36400
	017 Mid-Year T	
2017	N/A	35300
202		
2026	N/A	30000
TRAN	PLAN Forecas	ts/Trends

^{*}Axle-Adjusted



Growth Rate Calculations from 2005 and 2035 M-D MPO SERPM

Location		Model Volumes									
Location	2005	2035	Diff	(%)							
	37,921	47,825	9,904	0.87%							
S. Douglas Road/SW 37th Avenue	36,670	43,129	6,459	0.59%							
	32,194	38,706	6,512	0.67%							
	29,138	35,541	6,403	0.73%							
Ponce De Leon Boulevard	19,419	23,842	4,423	0.76%							
	19,777	23,821	4,044	0.68%							
	43,310	46,691	3,381	0.26%							
Le Jeune Road	31,700	35,580	3,880	0.41%							
Le Jeulle Rodu	34,590	41,071	6,481	0.62%							
	33,400	40,967	7,567	0.76%							
University Drive	16,070	22,005	5,935	1.23%							
SW 22nd Street	30,946	36,663	5,717	0.62%							
Total	365,135	435,841	70,706	0.65%							

APPENDIX F: Volume Development Worksheets



TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

SW 22nd Street/Coral Way and Ponce De Leon Boulevard May 15, 2014 0.951 0.993

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements		128	747	67		168	667	69		27	338	63		37	343	43
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		131	762	68		171	680	70		28	345	64		38	350	44
	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	orrection Factor	1.020	69 1.020	489 1.020	50 1.020	1.020	105 1.020	797 1.020	65 1.020	1.020	73 1.020	450 1.020	130 1.020	1.020	108	437 1.020	79 1.020
		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		70	499	51		107	813	66		74	459	133		110	446	81
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Voore To	Buildout	3	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH		6	33	3		7	30	3		1	15	3		2	15	2
AM NON DDO	JECT TRAFFIC		407	705	74	I	470	740	70	1	- 00	200	67	1	40	205	40
AW NON-PRO	JECT TRAFFIC		137	795	71		178	710	73		29	360	67		40	365	46
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		3	22	2		5	35	3		3	20	6		5	19	4
PM NON-PRO	JECT TRAFFIC		73	521	53		112	848	69	1	77	479	139	1	115	465	85
1 110.11 1 110		1		02.		1		0.0		1				1		-100	- 00
	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																
Net New	Entering			2.0%	5.0%		9.0%									12.0%	
Distribution	Exiting							4.0%			5.0%	12.0%	9.0%				
"AM DDO IE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	Ĺ															
Trips	Net New			13	31		56	10			12	29	22			74	
AM IOIAL PRO	DJECT TRAFFIC		0	13	31		56	10	0		12	29	22		0	74	0
AM TRAFFIC R	REASSIGNMENT											-19					
AM TOTA	L TRAFFIC		137	808	102		234	720	73		41	370	89		40	439	46
AWITOTA	LINAFFIO		137	000	102	1	234	120	13		41	3/0	09	l	40	439	40
	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By Net New			12	24		EC	24			42	102	76			74	
Trips PM TOTAL PRO	DJECT TRAFFIC			13 13	31 31		56 56	34 34			42 42	102 102	76 76			74 74	
		1				1											
PM TRAFFIC R	EASSIGNMENT											-32					
PM TOTA	L TRAFFIC		73	534	84		168	882	69		119	549	215		115	539	85

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Andalusia Avenue and Ponce De Leon Boulevard May 14, 2014 0.924 0.964

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements		60	595	86							393	120		82	490	
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		61	607	88							401	122		84	500	
"PM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements		66	409	114							606	107		57	584	
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		67	417	116							618	109		58	596	
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC		0	0	0							0	0		0	0	
						l .	l	l	l .								l
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4% 26	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
				20		l .	l	l	l .			,				22	
AM NON-PRO	JECT TRAFFIC		64	633	92							418	127		88	522	
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0							0	0		0	0	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		3	18	5							27	5		3	26	
PM NON-PRO	JECT TRAFFIC		70	435	121							645	114		61	622	
		•											•	•			
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	LBU	LDL	LD!	LBK	WBU	WBL	WBI	WBK	NBU	NDL	INDI	NDK	360	JBL	361	SBK
Distribution	Exiting																
Net New	Entering			2.0%												26.0%	
Distribution	Exiting											26.0%					
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New			12								63				161	
	DJECT TRAFFIC		0	12	0							63	0		0	161	
			I	I		I	I	I	I								·'
AM IKAFFIC R	EASSIGNMENT				l					l	l	-19	1	1	l	l	
AM TOTA	L TRAFFIC		64	645	92							462	127		88	683	
"DM DDC IT	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			12								220				161	
PW TOTAL PRO	DJECT TRAFFIC		ļ	12	l	ļ	ļ	ļ	ļ	l	l	220	l	<u> </u>	l	161	ļ
PM TRAFFIC R	EASSIGNMENT											-32					
DM TOTA	L TRAFFIC		70	447	121							833	114		61	783	
				771	141				l			000			J 1	, 00	

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Valencia Avenue and Ponce De Leon Boulevard May 14, 2014 0.902 0.916

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni	ing Movements						39	151	30		28	491				466	119
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						40	154	31		29	501				475	121
"PM FXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements	LDU		LD.	LDIX	****	107	586	120	NDO	78	639	INDIX	JDU	ODL	552	148
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVICTING	CONDITIONS		· I										1	· I			
PM EXISTING	CONDITIONS						109	598	122		80	652				563	151
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC						0	0	0		0	0				0	0
							U					U					
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						2	7	1		1	22				21	5
AM NON-PRO	JECT TRAFFIC						42	161	32		30	523				496	126
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	TED" TRAFFIC						0	0	0		0	0				0	0
Veere Te	Duildout											_			0		
	Buildout owth Rate	1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%
	TRAFFIC GROWTH	1.470	1.470	1.470	1.470	1.470	5	26	5	1.470	3	28	1.470	1.470	1.470	24	7
				1		1				1							
PM NON-PRO	JECT TRAFFIC						114	624	127		83	680				587	158
"PPO IECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			I				I									
Distribution	Exiting																
Net New	Entering											00				26.0%	
Distribution	Exiting		l	l		l	l	l	l	l		26.0%	l				
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						_	_	-		_	63	ļ			161	
AM TOTAL PRO	DJECT TRAFFIC						0	0	0		0	63	<u> </u>			161	0
AM TRAFFIC R	REASSIGNMENT											-19					
AM TOTA	L TRAFFIC						42	161	32		30	567				657	126
		•	•	•		•	•	•	•	•	•	•	•	•		•	
	CT TRAFFIC"		EDI	БВТ		WD1:	WDI	WDT	WDF	NDI:	NBI	NDT	NDF	OD1:	001		000
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New											220				161	
	DJECT TRAFFIC											220	1			161	
PM TRAFFIC R	EASSIGNMENT											-32					
PM TOTA	L TRAFFIC						114	624	127		83	868				748	158

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Almeria Avenue and Ponce De Leon Boulevard May 14, 2014 0.952 0.933

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni	ing Movements orrection Factor	4.000	25	188	16	4.000	25	68	16	4.000	28	484	67	4.000	31	457	11
		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		26	192	16		26	69	16		29	494	68		32	466	11
	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements orrection Factor	1.020	17 1.020	97 1.020	1.020	1.020	46 1.020	132 1.020	19 1.020	1.020	37 1.020	630 1.020	51 1.020	1.020	43 1.020	608 1.020	1.020
	CONDITIONS		17	99			47		19		38	643			44	620	
FWEXISTING	CONDITIONS			99	14			135			30	043	52		44	620	11
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	JECT TRAFFIC	1				' 								' 			
			27	200	17		27	72	17		30	515	71		33	486	11
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	JECT TRAFFIC		18	103	15		49	141	20		40	671	54		46	647	11
			10	103	13		43	141	20		40	0/1	34		40	047	
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				LDIX		WDL		W.D.K	INDO	INDL	.,,,,	NDIX	OBO	ODL	OB.	OBIC
Distribution Net New	Exiting Entering			1.0%											5.0%	21.0%	
Distribution	Exiting			1.070				1.0%	3.0%			23.0%			0.070	21.070	
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New			6				2	7			56			31	130	
	OJECT TRAFFIC		0	6	0		0	2	7		0	56	0		31	130	0
AM TRAFFIC R	EASSIGNMENT											-19					
AM TOTA	L TRAFFIC		27	206	17		27	74	24		30	552	71		64	616	11
	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			-					0=			40=			0.	400	
Trips PM TOTAL PRO	Net New DJECT TRAFFIC			6 6				9	25 25			195 195			31 31	130 130	
PM TRAFFIC R	EASSIGNMENT											-32				-	
			40	400	45		40	450	45		40						
PMIOIA	L TRAFFIC		18	109	15	l	49	150	45	1	40	834	54	l	77	777	11

Sevilla Avenue and Ponce De Leon Boulevard (Southbound) May 14, 2014 0.934 0.953

AMR RAW Turning Movements		IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM EXISTING CONDITIONS EU EU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR PM EXISTING CONDITIONS **AM BACKGROUND TRAFFIC** EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR NBL NBT NBR SBU SBL SBT SBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR NBL NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR SBU SBL SBT SBR NBR NBL NBT NBR NBB SBL SBL SBT SBR NBR NBL NBT NBR NBB SBL SBL SBT SBR NBR NBL NBT NBR NBB SBL S																		
"PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR PBM SWENCHTERING CONDITIONS "AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR NBU NBL NBT NBR SBU	Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
"PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR PBM SWENCHTERING CONDITIONS "AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR NBU NBL NBT NBR SBU	AM FXISTING	CONDITIONS			1	107		1	1	1	1	1		1	1	1	509	192
PM Raw Turning Movements Peak Seasor Correction Factor 1,000	7 27010	00.12.11.01.0			I			I	I	I	I	I		I	I	I	000	.02
Peak Season Correction Factor 1,000 1,00	"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM EXISTING CONDITIONS 147						144											791	136
"AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC TOTAL "VESTED" TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC FOR SAR T	Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
"AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC TOTAL "VESTED" TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR MAN NON-PROJECT TRAFFIC FOR SAR TO BUILDOUT TRAFFIC FOR SAR T	PM FXISTING	CONDITIONS			1	147		1	1	1	1	1		1	1	1	807	130
TOTAL 'VESTED' TRAFFIC 1	T III EXIOTING	CONDITIONS			l	1 1-1	1	l	l	l	l	l		l	l	l	007	100
Years To Buildout	"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout	TOTAL "VEST	FD" TRAFFIC	-			Λ											0	0
Yearly Growth Rate	TOTAL VEST	LD TRAITIO	L		·	U	1	·	l	·	·	l		l	·	·	_ 0	U
AM BACKGROUND TRAFFIC 5 112																		
AM NON-PROJECT TRAFFIC 5112			1.4%	1.4%	1.4%		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%		
"PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC	AM BACKGROUND	TRAFFIC GROWTH			l	5		l		l	l				l	l	22	8
"PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC	AM NON-PRO	JECT TRAFFIC			1	112		1	1	1	1	1		1	1	1	531	200
TOTAL "VESTED" TRAFFIC		-																
Years To Buildout 3 3 3 3 3 3 3 3 3	"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3																		
Years To Buildout 3 3 3 3 3 3 3 3 3	TOTAL "VEST	ED" TRAFFIC				0											0	0
Yearly Growth Rate	TOTAL VEG	LD TRAITIO				Ů											Ü	Ü
PM NON-PROJECT TRAFFIC 153	Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PM NON-PROJECT TRAFFIC 153 842 145			1.4%	1.4%	1.4%		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%		
"PROJECT DISTRUBUTION"	PM BACKGROUND	TRAFFIC GROWTH			l	6		l	l	l	l	l		l	l	l	35	6
"PROJECT DISTRUBUTION"	PM NON-PRO	JECT TRAFFIC			l	153		l	l	l	l	l		l	l	l	842	145
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Pass-By Entering					1		1	1	1	1	1	1		1	1	1		
Pass-By																		
Distribution			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Entering																	EE 00'	<u> </u>
Distribution Exiting			-															\vdash
"AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By Trips Net New																		2.0%
LAND USE																		
Project																		
Trips			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL		SBR
AM TOTAL PROJECT TRAFFIC 0 112 1715 205 1715 205 1715 205 1716 17																		- 5
AM TOTAL TRAFFIC						0												
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By Image: Control of the control of th																		
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBR SBU SBL SBT SBR Project Pass - By Image: Control of the control of th	AM TOTAL	TRAFFIC				112											715	205
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBR SBU SBL SBT SBR Project Pass - By Image: Control of the control of th	UDIA DDC 'T	OT TO ACCION																
Project Pass - By 108 Trips Net New 232 17 PM TOTAL PROJECT TRAFFIC 340 17			EDII	EDI	ЕРТ	EPD	WDII	WDI	WPT	WPP	NPII	NPI	NPT	NPP	SPII	SD1	СРТ	SPP
Trips Net New 232 17 PM TOTAL PROJECT TRAFFIC 340 17			-50	LOL	LD1	LDK	***	VVDL	WDI	VVDK	NDU	NOL	IADI	ИОК	350	JOL		JBK
PM TOTAL PROJECT TRAFFIC 340 17																		17
PM TOTAL TRAFFIC 153 1.182 162																		
PM I UIAL IKAFFIC 153 1,182 162	DM ====	TDAFFIO																
	I PM TOTAL	LIKAFFIC				153		l	l	l	l	l		l	l	l	1,182	162

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Sevilla Avenue and Ponce De Leon Boulevard (Northbound) May 14, 2014 0.953 0.901

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements								75			687	183				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS								77			701	187				
			I.		I.	ı	ı	I.					I.	ı		
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements								137			836	97				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS								140			853	99				
		1	!	1	!	!	!		1	1			!	!	1	
"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH								3			31	8				
AM NON-PROJECT TRAFFIC								80			732	195				
								•			•	•				
"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate PM BACKGROUND TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
FINI BACKGROUND TRAFFIC GROWTH								6			37	4				
PM NON-PROJECT TRAFFIC								146			890	103				
"PROJECT DISTRUBUTION"		- D.			WELL	MDI	WDT		NBII	ND	NDT	NDD	0011	001		000
LAND USE TYPE Pass-By Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR 20.0%	SBU	SBL	SBT	SBR
Distribution Exiting								20.0%			35.0%	20.0%				
Net New Entering								20.070			00.070	8.0%				
Distribution Exiting								16.0%			21.0%					
#AM DDO 1555																
"AM PROJECT TRAFFIC"	EBII	EPI	EPT	EPP	Well	WPI	WPT	WPP	MPII	NPI	NPT	MPP	C PII	C PI	QPT.	CDD
LAND USE TYPE Project Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR 9	NBU	NBL	NBT 16	NBR 9	SBU	SBL	SBT	SBR
Trips Net New								39			51	50				
AM TOTAL PROJECT TRAFFIC								48			67	59				
		1	ı	1	ı	ı	ı	ı	1	1	1	1	ı	ı	1	, ,
AM TRAFFIC REASSIGNMENT		l		l					l	l	-19	l				
AM TOTAL TRAFFIC								128			780	254				
	•															
"PM PROJECT TRAFFIC"	_															
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Pass - By Trips Net New		-						39		-	69 178	39 50			-	
PM TOTAL PROJECT TRAFFIC								136 175			1/8 247	89				
PM TRAFFIC REASSIGNMENT											-32					
PM TOTAL TRAFFIC								321			1,105	192				
I III I O I AL INAFFIO		1	l	L	l	l	l	JZ I	L	L	1,100	192	l	l	1	

Palermo Avenue and Ponce De Leon Boulevard (Southbound) May 14, 2014 0.916 0.923

	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni					160											561	45
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS				163											572	46
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT 885	SBR 43
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS				180											903	44
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC				0											0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4% 7	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 25	1.4%
				l	· ·					l			l	l			
AM NON-PRO	JECT TRAFFIC				170											597	48
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
T W BACKCING	OND INALLIO	1			LEK	****	WDL	***	WER	I	NDL	IND.	I	I	ODL	T	ODIC
TOTAL "VEST	ED" TRAFFIC				0											0	0
TOTAL VEGI	LD TRAITIO			1	U					1			1	1		U	U
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			<u> </u>	8					<u> </u>			<u> </u>	<u> </u>		39	2
PM NON-PRO	JECT TRAFFIC				188											942	46
"PROJECT DIS LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WPII	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	-20	LOL	-01	אנים	***	TTBL	****	1101	1120	HOL	1401	אפא	000	UDL	1001	SDK
Distribution	Exiting															55.0%	
Net New	Entering				2.0%											21.0%	
Distribution	Exiting			<u> </u>	<u> </u>					<u> </u>			<u> </u>	<u> </u>		12.0%	
"AM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															25	
Trips	Net New DJECT TRAFFIC				13 13											159 184	0
ANI TOTAL PRO	OLOT TRAFFIC			<u> </u>	13					<u> </u>			<u> </u>	<u> </u>		184	U
AM TOTAL	TRAFFIC				183											781	48
"DM DDC IE	T TD AFFIC"																
LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WRU	WRI	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															108	
Trips	Net New				13											232	
PM TOTAL PRO	JECT TRAFFIC				13											340	
PM TOTAL	_ TRAFFIC				201											1,282	46
				·						·				·		,	

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Palermo Avenue and Ponce De Leon Boulevard (Northbound) May 14, 2014 0.922 0.889

	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements	4.000	4.000	4 000	4.000	4.000	4 000	4.000	91	4.000	4.000	819	189	4.000	4.000	4.000	4.000
	Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS								93			835	193				
"PM EXISTII	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements								150			819	155				
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS								153			835	158				
HAM DACKOD	OLIND TRAFFICE	EDII	EDI	EDT		WDII	WDI	WDT	WDD	NDU	NDI	NDT	NDD	CDII	CDI	CDT	CDD
ANI BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC								0			0	0				
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	rowth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH								4			36	8				
AM NON-PRO	JECT TRAFFIC								97			871	201				
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC								0			0	0				
				ı	1	1	1	1		1	1			I	1	1	
	Buildout rowth Rate	3	3 1.4%	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 36	1.4%	1.4%	1.4%	1.4%	1.4%
PM NON-PRO	JECT TRAFFIC								160			871	165				
"PROJECT DI	ISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											15.0%	40.0%				
Distribution Net New	Exiting Entering								40.0%			8.0%	16.0%				
Distribution	Exiting								10.0%			11.0%	10.076				
		•															
	CT TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	MPP	SBU	SBL	SBT	SBR
LAND USE Project	TYPE Pass - By	EBU	CBL	EBI	EBK	WBU	WBL	WBI	18	NBU	NBL	NB I	NBR 18	350	SBL	351	SBK
Trips	Net New								24			77	99				
AM TOTAL PRO	OJECT TRAFFIC								42			84	117				
AM TRAFFIC R	REASSIGNMENT											-19					
AM TOTA	L TRAFFIC								139			936	318				
		•			•	•	•	•		•	•	•	•		•		
"PM PROJE						MOLL	WDI	WDT	WDD	NDU	NBL	NBT	NBR	SBU	001	SBT	SBR
I AND USE		FRU	FRI	FRT	FRR												
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR 78	NBU	NDL	29	78	360	SBL	361	
Project Trips	TYPE Pass - By Net New	EBU	EBL	EBT	EBR	MRO	WBL	WBI	78 85	NBU	NDL	29 143	78 99	360	SBL	361	
Project Trips	TYPE Pass - By	EBU	EBL	EBT	EBK	WBU	VVBL	WBI	78	NBU	NBL	29	78	380	SBL	361	
Project Trips PM TOTAL PRO	TYPE Pass - By Net New	EBU	EBL	EBT	EBK	WBO	WBL	WBI	78 85	NBU	NDL	29 143	78 99	360	SBL	361	
Project Trips PM TOTAL PRO	TYPE Pass - By Net New OJECT TRAFFIC	EBU	EBL	EBT	EBR	MRO	WBL	WBI	78 85	NBU	NDL	29 143 172	78 99	350	SBL	351	

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Catalonia Avenue and Ponce De Leon Boulevard May 14, 2014 0.927 0.956

## AR RAY Turning Movements 46	"AM EXISTING		EBU	EBL 46	EBT 3	EBR 39	WBU	WBL 1	WBT 0	WBR	NBU	NBL 43	NBT 685	NBR 7	SBU	SBL 4	SBT 449	SBR 23
### EXISTING CONDITIONS 47 3 49 1 0 1 44 699 7 4 699 29 **PM EXISTING TRAFFIC*** EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR **PM EXISTING TRAFFIC*** EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR **PM EXISTING TRAFFIC*** EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR **PM EXISTING CONDITIONS** 4 4 4 3 2 2 25 2 2 756 2 **PM EXISTING CONDITIONS** 4 4 4 3 2 2 2 756 2 2 756 2 **PM EXISTING CONDITIONS** 4 4 4 3 2 2 2 2 756 2 2 756 2 **PM EXISTING CONDITIONS** 4 4 4 3 2 2 2 2 2 2 2 2 2			1.020				1.020				1.020				1.020			
PRIS RAW TURNING MOVEMENTS 46 0 45 10 100 10																		
PRIS RAW TURNING MOVEMENTS 46 0 45 10 100 10	IIDM EVICTING	TDAFFICE	EDII	EDI	EDT		WDII	WDI	WDT	WDD	NDU	NDI	NDT	NDD	CDII	CDI	CDT	CDD
Peak Season Correction Factor 1:000 10			EBU				MRO				NBU				280			
PM EXISTING CONDITIONS 47 0 48 6 4 3 29 766 2 2 2 812 24 **AM BACKGROUND TRAFFIC*** EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR **TOTAL "VESTED" TRAFFIC** 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1.020				1 020				1 020				1 020			
**************************************	i cuit ocuson ooi	TCOLION T GOLO	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
TOTAL "VESTED" TRAFFIC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PM EXISTING (CONDITIONS		47	0	46		6	4	3		29	706	2		2	812	24
Years To Buildout	"AM BACKGROU	JND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Yearly Growth Rate	TOTAL "VESTE	D" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Yearly Growth Rate	V	D.::1.d.c4											_			-		
AM NON-PROJECT TRAFFIC AM NON-PROJECT TRAFFIC BBU BBL BBT BBN BBU BBL BBT BBN BBU BBL BBT BBN BBU BBL BBT BBN BBU BBL BBN BBU BBL BBN BBN																		
AM NON-PROJECT TRAFFIC* 49 3 42 1 1 0 1 46 729 7 4 4 470 24 "PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1.476				1.4%		1		1.476				1.476			
"PM BACKGROUND TRAFFIC" BBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR "TOTAL "VESTED" TRAFFIC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_	_									
TOTAL "VESTED" TRAFFIC	AM NON-PROJE	CT TRAFFIC		49	3	42		1	0	1		46	729	7		4	478	24
TOTAL "VESTED" TRAFFIC	"DM BACKGBOL	IND TRACEIC"	EDII	EDI	EDT	EDD	WEII	WDI	WDT	WDD	NDII	NDI	NDT	NDD	CDII	epi	ерт	CDD
Years To Buildout	FW BACKGROC	IND TRAFFIC	LBU	LDL	LDI	LDK	WBU	VVDL	WEI	WDK	NBU	NDL	INDI	NDK	360	JDL	361	SBK
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
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Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Years To Buildout																		
Vearly Growth Rate	TOTAL "VESTE	D" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Vearly Growth Rate	Years To E	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PM NON-PROJECT TRAFFIC																		
"PROJECT DISTRUBUTION" LAND USE TYPE EBU EBL EBR WBU WBL WBR NBU NBL NBR SBU SBL SBT SBR Pass-By Entering Image: Control of the control o									1									
"PROJECT DISTRUBUTION" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Pass-By Distribution Exiting	DM NON DDO I	CT TRAFFIC	ı	40		40	1				1	20	707		1		047	0.5
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR SBS-SBY Entering	PMI NON-PROJE	CITRAFFIC		49	0	48		6	4	3		30	/3/	2		2	847	25
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR SBS-SBY Entering	"PROJECT DIS	TRUBUTION"																
Distribution Exiting			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Entering																		
Distribution																		
"AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By Trips Net New																		
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR SBR Project Pass - By	DISTINUTION	LAIding		l	l					l		l	J.U%			l	12.070	I
Project		T TRAFFIC"																
Trips			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TOTAL PROJECT TRAFFIC 0 0 0 0 0 0 63 0 0 79 0 AM TRAFFIC REASSIGNMENT -49 -3 13 -1 0 -1 -46 30 -7 -4 4 AM TOTAL TRAFFIC PM PROJECT TRAFFIC" 0 0 0 0 0 822 0 0 561 24 "PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT NBL NBL NBT NBR SBU SBL SBT SBR Project Pass - By 1 0 0 81 0 152 0 0 152 0													00				70	
AM TRAFFIC REASSIGNMENT -49 -3 13 -1 0 -1 -46 30 -7 -4 4				0	n	Δ.		n	n	0		n		0		0		C
AM TOTAL TRAFFIC													- 00					
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By	AM TRAFFIC RE	ASSIGNMENT		-49	-3	13		-1	0	-1		-46	30	-7		-4	4	
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By	*** ***	TRAFFIC		n	n	55		n	n	n		n	822	n		n	561	24
LAND USE TYPE EBU EBL EBL EBR WBU WBL WBR NBU NBL NBL NBT NBR SBU SBL SBT SBR Project Pass - By			1			- 33	<u> </u>				<u> </u>	<u> </u>	022		1		501	
Project Pass - By 81 152 Trips Net New 81 152 PM TOTAL PROJECT TRAFFIC 81 152 PM TRAFFIC REASSIGNMENT -49 0 12 -6 -4 -3 -30 17 -2 -2 2	AM IOTAL																	
Trips Net New 81 152 PM TOTAL PROJECT TRAFFIC 81 152 PM TRAFFIC REASSIGNMENT -49 0 12 -6 -4 -3 -30 17 -2 -2 2		T TRAFFIC"																
PM TOTAL PROJECT TRAFFIC 81 152 PM TRAFFIC REASSIGNMENT -49 0 12 -6 -4 -3 -30 17 -2 -2 2	"PM PROJEC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC REASSIGNMENT -49 0 12 -6 -4 -3 -30 17 -2 -2 2	"PM PROJEC" LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SBR
	"PM PROJEC" LAND USE Project Trips	TYPE Pass - By Net New	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	81	NBR	SBU	SBL	152	SBR
PM TOTAL TRAFFIC 0 0 60 0 0 0 835 0 0 1001 25	"PM PROJEC" LAND USE Project Trips	TYPE Pass - By Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	81	NBR	SBU	SBL	152	SBR
	"PM PROJECT LAND USE Project Trips PM TOTAL PROJ	TYPE Pass - By Net New JECT TRAFFIC	EBU				WBU				NBU		81 81		SBU		152 152	SBR
	"PM PROJECT LAND USE Project Trips PM TOTAL PROJ	TYPE Pass - By Net New JECT TRAFFIC ASSIGNMENT	EBU	-49	0	12	WBU	-6	-4	-3	NBU	-30	81 81 17	-2	SBU	-2	152 152	

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

University Drive and Ponce De Leon Boulevard May 14, 2014 0.927 0.949

	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	13 1.020	759 1.020	1.020	1.020	1.020	384 1.020	104 1.020
	CONDITIONS	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			1.020	1.020	1.020		
AW EXISTING	CONDITIONS										13	774				392	106
	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements	4.000	4 000	4.000	4.000		4 000	4 000		4.000	18	719	4 000		4 000	578	293
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS										18	733				590	299
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC										0	0				0	0
																1	
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	rowth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM NON-PRO	JECT TRAFFIC										14	808				409	111
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC										0	0				0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 26	1.4%
PM NON-PRO	JECT TRAFFIC										19	765				616	312
"PROJECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting Entering											17.0%				8.0%	
Distribution	Exiting											3.0%				4.0%	8.0%
"AM DDO IE	CT TD AFFIC"																
LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New OJECT TRAFFIC										0	112 112				60 60	19 19
																	נו
AM TRAFFIC R	REASSIGNMENT										-14	-23				17	
AM TOTA	L TRAFFIC										0	897				486	130
IIDM DOO'I	CT TD AFFICE																
"PM PROJE LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By									L							
Trips	Net New											131				84	68
PM IOIAL PRO	OJECT TRAFFIC											131	l			84	68
PM TRAFFIC R	REASSIGNMENT										-19	-15				14	
	REASSIGNMENT L TRAFFIC										-19 0	-15 881				14 714	380

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: Malaga Avenue and Ponce De Leon Boulevard May 14, 2014

0.953

0.953 0.937

EBR WBU WBL WBT WBR NBU NBR "AM EXISTING TRAFFIC" EBU EBT NBL NBT SBU SBL SBT **EBL** AM Raw Turning Movements 559 184 152 23 34 35 25 15 45 20 357 Peak Season Correction Factor 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 AM EXISTING CONDITIONS 188 155 23 35 36 26 15 570 46 20 364 "PM EXISTING TRAFFIC" EBU EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBT SBR **EBL** SBU SBL PM Raw Turning Movements 79 17 45 104 20 584 26 532 25 **Peak Season Correction Factor**
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 <td 1.020 1.020 1.020 1.020 1.020 1.020 PM EXISTING CONDITIONS 126 81 17 46 106 26 20 596 42 27 543 "AM BACKGROUND TRAFFIC" EBU **EBL** EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout 3 3 3 3 3 3 3 3 Yearly Growth Rate

AM BACKGROUND TRAFFIC GROWTH 1.4% 1.4% 8 7 1 2 2 1 1 25 2 1 16 AM NON-PROJECT TRAFFIC 196 162 24 37 38 27 16 595 48 21 380 "PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | PM BACKGROUND TRAFFIC GROWTH 5 4 1 2 5 1 1 26 2 1 24 PM NON-PROJECT TRAFFIC 131 85 18 48 111 27 21 622 44 28 567 "PROJECT DISTRUBUTION" LAND USE WBU WBT NBU NBT EBU EBL EBT EBR WBL WBR NBL NBR SBU SBL SBT SBR Pass-By Entering -35.0% 35.0% -5.0% Distribution Exiting 5.0% 35.0% Entering 10.0% 1.0% 16.0% 2.0% 5.0% 3.0% Distribution Exiting 14.0% 3.0% 3.0% 4.0% "AM PROJECT TRAFFIC" TYPE I AND USE **EBU** EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By 2 34 16 7 -16 16 2 19 -2 10 62 12 99 31 AM TOTAL PROJECT TRAFFIC 62 36 8 23 115 31 21 AM TRAFFIC REASSIGNMENT 37 -37 17 AM TOTAL TRAFFIC 258 168 24 73 46 50 53 554 163 31 42 405 "PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL **EBT EBR** WBU WBL WBT **WBR** NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By 10 -69 69 10 -10 69 Trips Net New PM TOTAL PROJECT TRAFFIC 62 119 13 99 19 34 62 129 25 94 -56 168 31 29 24 PM TRAFFIC REASSIGNMENT 14 34 -34 PM TOTAL TRAFFIC 193 91 18 177 136 121 55 532 212 31 57 605

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Sevilla Avenue and Le Jeune Road May 15, 2014 0.981 0.967

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements						7		40			1,187	56	020	250	1,050	UD.
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						7		41			1,211	57		255	1,071	
	IG TRAFFIC" ng Movements	EBU	EBL	EBT	EBR	WBU	WBL 143	WBT	WBR 156	NBU	NBL	NBT 970	NBR 27	SBU	SBL 56	SBT 1,290	SBR
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
<u></u>		1	1						r	1							
PWIEXISTING	CONDITIONS						146		159			989	28		57	1,316	
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC						0		0			0	0		0	0	
Voore Te	Buildout	3	3	3	2	2	3	2	3	3	3	3	3	3	2	3	2
	owth Rate	1.4%	1.4%	1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	3 1.4%	1.4%	3 1.4%
	TRAFFIC GROWTH						0		2			53	2		11	47	
AM NON-PRO	JECT TRAFFIC						7		43			1,264	59		266	1,118	
									•			•	•			•	
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC						0		0			0	0		0	0	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH						6		7			43	1		2	57	
PM NON-PRO	JECT TRAFFIC						152		166			1,032	29		59	1,373	
IIDDO IEST DI																	
"PROJECT DI	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	L															
Distribution Not New	Exiting																
Net New Distribution	Entering Exiting						2.0%										
														1			
	CT TRAFFIC"	EDU	EDI	EDT	EDD	WELL	WE	WET	WDD	MDU	MD	NET	NDD	epu	en:	CDT	epp
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New						5										
AM TOTAL PRO	JECT TRAFFIC						5		0			0	0		0	0	
AM TRAFFIC R	EASSIGNMENT											16				-20	
AM TOTAL	TRAFFIC	1					12		43			1,280	59		266	1,098	
AWITOTA	- INAFFIC	I .	1	1	l	1	12	l	43	1	1	1,280	59		∠00	1,098	1
	CT TRAFFIC"																
LAND USE	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
							17										
Project Trips	Net New																_
Trips	Net New DJECT TRAFFIC						17										
Trips PM TOTAL PRO	JECT TRAFFIC						17					7				-30	
Trips PM TOTAL PRO PM TRAFFIC R							17		166			7 1,039	29		59	-30 1,343	

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: Palermo Avenue and Le Jeune Road

May 15, 2014 0.97

PM PEAK HOUR FACTOR:

0.97 0.96

SBT "AM EXISTING TRAFFIC" EBU EBT WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL EBL EBR AM Raw Turning Movements 10 18 1,227 99 210 995 Peak Season Correction Factor 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 AM EXISTING CONDITIONS 10 18 1,252 101 214 1,015 "PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBL SBT SBR SBU **PM Raw Turning Movements** 61 930 45 1,424 **Peak Season Correction Factor** 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 1.020 PM EXISTING CONDITIONS 38 62 949 34 46 1.452 "AM BACKGROUND TRAFFIC" EBU **EBL** EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout 3 3 3 3 3 3 3 3 3 Yearly Growth Rate
AM BACKGROUND TRAFFIC GROWTH 0 1 54 4 9 44 AM NON-PROJECT TRAFFIC 10 1.306 105 223 1.059 19 "PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout 3 3 3 3 Yearly Growth Rate PM BACKGROUND TRAFFIC GROWTH 2 3 41 1 2 63 PM NON-PROJECT TRAFFIC 65 40 990 35 48 1,515 "PROJECT DISTRUBUTION" LAND USE WBU WBL WBT WBR NBU NBL NBT EBU EBL EBT EBR NBR SBU SBL SBT SBR Pass-Bv Entering Distribution Exiting Entering 2.0% Distribution Exiting 2.0% "AM PROJECT TRAFFIC" TYPE I AND USE **EBU** EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Pass - By Project 13 AM TOTAL PROJECT TRAFFIC 0 13 AM TRAFFIC REASSIGNMENT 16 -20 AM TOTAL TRAFFIC 10 19 1,322 118 223 1,044 "PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL **EBT EBR** WBU WBL WBT **WBR** NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By 17 PM TOTAL PROJECT TRAFFIC 13 17 PM TRAFFIC REASSIGNMENT -30 7 PM TOTAL TRAFFIC 40 65 997 48 48 1,502

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Catalonia Avenue and Le Jeune Road May 21, 2014 0.989 0.967

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements						2		12			1,350	35		161	979	
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						2		12			1,377	36		164	999	
"PM EXISTI	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements						16		90			1,024	13		35	1,348	
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS						16		92			1,044	13		36	1,375	
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL IIVES	TED" TRAFFIC																
							0		0			0	0		0	0	
	Buildout owth Rate	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%
	TRAFFIC GROWTH	1.470	1.470	1.470	1.470	1.470	0	1.470	1.476	1.470	1.470	60	2	1.470	7	43	1.470
AM NON-PRO	JECT TRAFFIC						2		13			1,437	38		171	1,042	
									•			•	•			•	
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC						0		0			0	0		0	0	
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH	11170	11.170	11.170	11.170	11.170	1	11.170	4	11.170	11.170	45	1	11170	2	60	11.170
PM NON-PRO	JECT TRAFFIC	1					17		96			1,089	14		38	1,435	
									30			1,000			30	1,400	
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			LD,	LDIX			,,,,,		III	III		III	OBO	UDL	05.	OBIX
Distribution	Exiting																
Net New Distribution	Entering Exiting											2.0%				2.0%	
																2.070	
"AM PROJE LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																55.1
Trips	Net New											13				5	
	DJECT TRAFFIC						0		0			13	0		0	5	
AM TRAFFIC R	EASSIGNMENT											16	-16		-20		
AM TOTA	L TRAFFIC						2		13			1,466	22		151	1,047	
	CT TRAFFIC"																
LAND USE Project	TYPE Pass - Bv	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New											13				17	
	DJECT TRAFFIC											13				17	
PM TRAFFIC R	EASSIGNMENT											7	-7		-30		
DM TOTA	L TRAFFIC						17		96			1,109	7		8	1,452	

University Drive and Le Jeune Road May 15, 2014 0.978 0.947

	NG TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
	ng Movements	6	365	452	17	77	144	18	12	6	7	1,002	131	52	838	107	10
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	6	372	461	17	79	147	18	12	6	7	1,022	134	53	855	109	10
"DM FYISTIN	NG TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WRP	WBHR	NRHI	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
	ng Movements	16	123	164	24	252	335	68	15	12	56	816	41	24	873	344	27
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVICTING	CONDITIONS	16	125	167	24	257	342	69	15	12	57	832	42	24	890	351	28
FWI EXISTING	CONDITIONS	16	123	107		231	342	09	15	12	31	032	42	24	090	331	20
"AM BACKGRO	OUND TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
TOTAL IIV	FED! TDAFF'S																ليا
TOTAL "VES	TED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 44	1.4%	1.4%	1.4% 37	1.4% 5	1.4%
AW BACKGROUND	TRAFFIC GROWTH	U	16	20	1	3	ь	1	1	U	U	44	ь		3/	5	0
AM NON-PRO	JECT TRAFFIC	6	388	481	18	82	153	19	13	6	7	1,066	140	55	892	114	10
"PM BACKGRO	OUND TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
TOTAL "VEST	TED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH	1	5	7	1	11	15	3	1	1	2	36	2	1	39	15	1
PM NON-PRO	JECT TRAFFIC	17	130	174	25	268	357	72	16	13	59	868	44	25	929	366	29
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WRR	WBHR	NBHI	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Pass-By	Entering																
Distribution	Exiting																
Net New Distribution	Entering Exiting			5.0%		5.0%	5.0%					2.0%	5.0%		2.0%		\vdash
				·	·	3.076	3.0%	·	1					1	2.0%		
	CT TRAFFIC"																
LAND USE Project	TYPE Pass - By	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Trips	Net New			31		12	12					13	31		5		\vdash
	DJECT TRAFFIC	0	0	31	0	12	12	0	0	0	0	13	31	0	5	0	0
AM TOTA	L TRAFFIC	6	388	512	18	94	165	19	13	6	7	1,079	171	55	897	114	10
			- 550			, 54		, 15				.,515		, 55	, 551		
	CT TRAFFIC"	EB	ED:	FFT		MD:	WOT	WEE	WELLE	NID: "	NID!	NET	NES	CC:	CDT	000	CDUID
LAND USE Project	TYPE Pass - By	EBHL	EBL	EBT	EBR	WBL	WBT	WBK	WBHR	NRHL	NRL	NBT	NBR	SBL	SBT	SBK	SBHR
Trips	Net New			31		42	43					13	31		17		\vdash
	JECT TRAFFIC			31		42	43					13	31		17		
PM TOTA	L TRAFFIC	17	130	205	25	310	400	72	16	13	59	881	75	25	946	366	29
I III TOTA	LINALIO	,	130	203	23	310	400	12	10	13	33	001	13	23	340	300	23

Valencia Avenue and Galiano Street May 15, 2014 0.871 0.898

"AM EXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements						7	159	35		83	120				82	95
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						7	162	36		85	122				84	97
"PM EXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL 40	WBT 356	WBR 77	NBU	NBL 35	NBT 104	NBR	SBU	SBL	SBT 137	SBR 145
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS						41	363	79		36	106				140	148
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	TED" TRAFFIC						0	0	0		0	0				0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						0	7	2		4	5				4	4
AM NON-PRO	JECT TRAFFIC						7	169	38		89	127				88	101
			<u> </u>				-			1				l .			
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	TED" TRAFFIC						0	0	0		0	0		<u> </u>		0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH						2	16	3		2	5				6	6
PM NON-PRO	JECT TRAFFIC						43	379	82		38	111				146	154
								•						•		•	
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	<u> </u>	LOL	ED1	LDK	*****	WDL	VVDI	WDK	NDU	NOL	INDI	ЛСІИ	350	JDL	100	JBK
Distribution	Exiting																
Net New	Entering															12.0%	
Distribution	Exiting							l			l	12.0%		l		l	
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By											0-					
Trips AM TOTAL PRO	Net New DJECT TRAFFIC						0	0	0		0	30 30				74 74	0
AM TOTA	L TRAFFIC						7	169	38		89	157				162	101
"PM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											102				74	
PIWI TOTAL PRO	DJECT TRAFFIC	i	1					l	1	1	l	102		l	<u> </u>	74	
PM TOTA	L TRAFFIC						43	379	82		38	213				220	154
																	

Almeria Avenue and Galiano Street May 22, 2014 0.915 0.936

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements		59	184	15		11	94	17		5	96	40		37	39	18
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		60	188	15		11	96	17		5	98	41		38	40	18
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements		41	140	9		14	148	23		17	70	8		66	118	35
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		42	143	9		14	151	23		17	71	8		67	120	36
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Alli BAGRORO	OND THAT TO								l l				INDIX			J.	
TOTAL "VEST	ED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	Buildout owth Rate	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%
	TRAFFIC GROWTH	11170	3	8	1	11170	0	4	1	11170	0	4	2	11.170	2	2	1
AM NON-PRO	JECT TRAFFIC		63	196	16	1	11	100	18	1	5	102	43	1	40	42	19
Amitonino	JEGI IIIAI II		- 00	130			•	100				102	70		40	72	13
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		2	6	0		1	7	1		1	3	0		3	5	2
PM NON-PRO	JECT TRAFFIC		44	149	9		15	158	24		18	74	8		70	125	38
"PROJECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																
Net New	Entering				6.0%											12.0%	
Distribution	Exiting										4.0%	12.0%					
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New				37						9	30				74	
	JECT TRAFFIC		0	0	37		0	0	0		9	30 30	0		0	74	0
AM TOTAL	_ TRAFFIC		63	196	53		11	100	18		14	132	43		40	116	19
AW TOTAL	- INAFFIC		03	196	J 33	<u> </u>		100	18	·	14	132	43	<u> </u>	40	110	ıθ
	CT TRAFFIC"	ED.,	EC:	FFT	FFF	WELL	W.D.	WOT	WEE	NE	No:	NET	NES	CD	001	CDT	CD.
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New				37						34	102				74	
PM TOTAL PRO	JECT TRAFFIC				37						34	102				74	
PM TOTAL	TRAFFIC		44	149	46		15	158	24		52	176	8		70	199	38
	•																

Sevilla Avenue and Galiano Street November 6, 2013 0.954 0.935

	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements orrection Factor	1.010	74 1.010	85 1.010	1.010	1.010	1.010	59 1.010	11 1.010	1.010	1.010	55 1.010	6 1.010	1.010	14 1.010	41 1.010	1.010
		1.010		•		1.010				1.010				1.010			
AW EXISTING	CONDITIONS		75	86	2	l	4	60	11	l	1	56	6	l	14	41	22
"PM FXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements	1	27	52	3	11111	7	72	17	1120	1	30	4	1	18	72	45
	orrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING	CONDITIONS		27	53	3		7	73	17		1	30	4		18	73	45
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM BACKOKO	JOND TRAITIC	LDU		<u> </u>	LDK	1100	WDL	****	WER	I	INDL	INDI	INDIX	I	ODL	351	ODIC
			<u> </u>	<u> </u>	<u> </u>	<u> </u>				<u> </u>	<u> </u>		<u> </u>	<u> </u>			
TOTAL IIVEON	TED" TRACTIO		<u> </u>	<u> </u>	<u> </u>	 	_			 	<u> </u>	_	<u> </u>	 	_		
TOTAL "VES	TED" TRAFFIC		0	0	0	l	0	0	0	l	0	0	0	l	0	0	0
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH		4	5	0		0	4	1		0	3	0		1	2	1
AM NON-PRO	JECT TRAFFIC		79	91	2		4	64	12		1	59	6		15	43	23
"DM DACKODO	NIND TO AFFICE	EBII	EDI	FDT	FDD	WDII	WDI	WDT	WDD	NDU	NDI	NDT	NDD	CDII	CDI	CDT	CDD
PW BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	FED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Years To Yearly Gr	Buildout owth Rate	4 1.4%	4 1.4%	4 1.4%	4 1.4%	4 1.4%	4	4	4 1.4%	4 1.4%	4 1.4%	4	4 1.4%	4 1.4%	4 1.4%	4 1.4%	4 1.4%
Years To Yearly Gr PM BACKGROUND	Buildout owth Rate TRAFFIC GROWTH		4	4	4		4	4	4		4	4	4		4	4	4
Years To Yearly Gr PM BACKGROUND	Buildout owth Rate		4 1.4%	4 1.4%	4 1.4%		4	4	4 1.4%		4 1.4%	4	4 1.4%		4 1.4%	4 1.4%	4 1.4%
Years To Yearly Gr PM BACKGROUND PM NON-PRO	Buildout owth Rate TRAFFIC GROWTH		4 1.4% 2	4 1.4% 3	4 1.4% 0		4 1.4% 0	4 1.4% 4	4 1.4% 1		4 1.4% 0	4 1.4% 2	4 1.4% 0		4 1.4% 1	4 1.4% 4	4 1.4% 3
Years To Yearly Gr PM BACKGROUND PM NON-PRO	Buildout owth Rate TRAFFIC GROWTH JECT TRAFFIC STRUBUTION"	1.4%	4 1.4% 2	4 1.4% 3 56	4 1.4% 0	1.4%	4 1.4% 0	4 1.4% 4 77	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77	4 1.4% 3
Years To Yearly Gr PM BACKGROUND PM NON-PRO. "PROJECT DI LAND USE	Buildout Owth Rate TRAFFIC GROWTH JECT TRAFFIC STRUBUTION" TYPE		4 1.4% 2	4 1.4% 3	4 1.4% 0		4 1.4% 0	4 1.4% 4	4 1.4% 1		4 1.4% 0	4 1.4% 2	4 1.4% 0		4 1.4% 1	4 1.4% 4	4 1.4% 3
Years To Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By	Description Descri	1.4%	4 1.4% 2	4 1.4% 3 56	4 1.4% 0	1.4%	4 1.4% 0	4 1.4% 4 77	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77	4 1.4% 3
Years To Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution	Description Descr	1.4%	4 1.4% 2	4 1.4% 3 56	4 1.4% 0	1.4%	4 1.4% 0 7 WBL	4 1.4% 4 77 WBT	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77 SBT	4 1.4% 3 48 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New	Description Descr	1.4%	4 1.4% 2 29 EBL	4 1.4% 3 56 EBT	4 1.4% 0 3 EBR	1.4%	4 1.4% 0	4 1.4% 4 77	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32 NBT	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77	4 1.4% 3
Years To Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution	Description Descr	1.4%	4 1.4% 2	4 1.4% 3 56	4 1.4% 0	1.4%	4 1.4% 0 7 WBL	4 1.4% 4 77 WBT	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77 SBT	4 1.4% 3 48 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution	Description Descr	1.4%	4 1.4% 2 29 EBL	4 1.4% 3 56 EBT	4 1.4% 0 3 EBR	1.4%	4 1.4% 0 7 WBL	4 1.4% 4 77 WBT	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32 NBT	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77 SBT	4 1.4% 3 48 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution	Description Descr	1.4%	4 1.4% 2 29 EBL	4 1.4% 3 56 EBT	4 1.4% 0 3 EBR	1.4%	4 1.4% 0 7 WBL	4 1.4% 4 77 WBT	4 1.4% 1	1.4%	4 1.4% 0	4 1.4% 2 32 NBT	4 1.4% 0	1.4%	4 1.4% 1	4 1.4% 4 77 SBT	4 1.4% 3 48 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJECT	Description Descr	EBU	4 1.4% 2 29 EBL 8.0%	4 1.4% 3 56 EBT	4 1.4% 0 3 EBR	WBU	4 1.4% 0 7 WBL	4 1.4% 4 77 WBT	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL	4 1.4% 2 32 NBT	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL	4 1.4% 4 77 SBT	4 1.4% 3 48 SBR
Years To Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJEL LAND USE Project Trips	Description Description Description Description Description Description Type Entering Exiting Exiting Exiting Exiting CT TRAFFIC" Type Pass - By Net New	EBU	4 1.4% 2 29 EBL 8.0%	4 1.4% 3 56 EBT 10.0%	4 1.4% 0 3 EBR 3.0%	WBU	4 1.4% 0 7 WBL 1.0%	4 1.4% 4 77 WBT 9.0%	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL 2.0%	4 1.4% 2 32 NBT 8.0%	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL	4 1.4% 4 77 SBT 8.0%	4 1.4% 3 48 SBR 10.0%
Years To Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJEL LAND USE Project Trips	Description Description Description Description Description Description Type Entering Exiting Exiting Exiting CT TRAFFIC* Type Pass - By	EBU	4 1.4% 2 29 EBL 8.0%	4 1.4% 3 56 EBT	4 1.4% 0 3 EBR	WBU	4 1.4% 0 7 WBL 1.0%	4 1.4% 4 77 WBT 9.0%	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL 2.0%	4 1.4% 2 32 NBT 8.0%	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL	4 1.4% 4 77 SBT 8.0%	4 1.4% 3 48 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO	Description Description Description Description Description Description Type Entering Exiting Exiting Exiting Exiting CT TRAFFIC" Type Pass - By Net New	EBU	4 1.4% 2 29 EBL 8.0%	4 1.4% 3 56 EBT 10.0%	4 1.4% 0 3 EBR 3.0%	WBU	4 1.4% 0 7 WBL 1.0%	4 1.4% 4 77 WBT 9.0%	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL 2.0%	4 1.4% 2 32 NBT 8.0%	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL	4 1.4% 4 77 SBT 8.0%	4 1.4% 3 48 SBR 10.0%
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJE LAND USE Project Trips AM TOTAL PRO AM TOTAL	Description Descr	EBU	4 1.4% 2 29 EBL 8.0% EBL	4 1.4% 3 56 EBT 10.0% EBT 25	4 1.4% 0 3 EBR 3.0% EBR	WBU	4 1.4% 0 7 WBL 1.0% WBL 6	4 1.4% 4 77 WBT 9.0% WBT 56	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL 2.0% NBL	4 1.4% 2 32 NBT 8.0% NBT	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49	4 1.4% 3 48 SBR 10.0%
Years TO Yearly Gr PM BACKGROUND PM NON-PRO. "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJE- LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJE-	Description Description Description Description Description Description Type Entering Exiting Exiting Exiting CT TRAFFIC" Type Pass - By Net New DJECT TRAFFIC L TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC	EBU	4 1.4% 2 29 EBL 8.0% EBL 19 19	4 1.4% 3 56 EBT 10.0% EBT 25 25	4 1.4% 0 3 EBR 3.0% EBR	WBU WBU	4 1.4% 0 7 WBL 1.0% WBL	4 1.4% 4 77 WBT 9.0% WBT 56 56	4 1.4% 1 18 WBR WBR	NBU	4 1.4% 0 1 NBL 2.0% NBL	4 1.4% 2 32 NBT 8.0% NBT 20 20	1.4% 0 0 NBR NBR	SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49 49	4 1.4% 3 48 SBR 10.0%
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE LAND USE	Description Descr	EBU	4 1.4% 2 29 EBL 8.0% EBL	4 1.4% 3 56 EBT 10.0% EBT 25	4 1.4% 0 3 EBR 3.0% EBR	WBU	4 1.4% 0 7 WBL 1.0% WBL 6	4 1.4% 4 77 WBT 9.0% WBT 56	4 1.4% 1 18 WBR	NBU	4 1.4% 0 1 NBL 2.0% NBL	4 1.4% 2 32 NBT 8.0% NBT	4 1.4% 0 4 NBR	1.4% SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49	4 1.4% 3 48 SBR 10.0%
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project PM PROJEC AM TOTAL "PM PROJEC LAND USE Project	Description Descr	EBU	4 1.4% 2 29 EBL 8.0% EBL 19 19 98	4 1.4% 3 56 EBT 10.0% EBT 25 25 116	4 1.4% 0 3 EBR 3.0% EBR 8 8	WBU WBU	4 1.4% 0 7 WBL 1.0%	4 1.4% 4 77 WBT 9.0% WBT 56 56 120	4 1.4% 1 18 WBR WBR	NBU	4 1.4% 0 1 NBL 2.0% NBL 12 12 13	4 1.4% 2 32 NBT 8.0% NBT 20 20 79	1.4% 0 0 NBR NBR	SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49 49 92	4 1.4% 3 48 SBR 10.0% SBR 62 62 85 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO. "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJE LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJE LAND USE Project Trips Trips Trips Trips Trips Project Trips Trips	Description Descri	EBU	4 1.4% 2 29 EBL 8.0% EBL 19 98	4 1.4% 3 56 EBT 10.0% EBT 25 25 116 EBT	4 1.4% 0 3 EBR 3.0% EBR 8 8	WBU WBU	4 1.4% 0 7 WBL 1.0% WBL 6 6	4 1.4% 4 77 WBT 9.0% WBT 56 56	4 1.4% 1 18 WBR WBR	NBU	4	4 1.4% 2 32 NBT 8.0% NBT 20 20 79	1.4% 0 0 NBR NBR	SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49 92 SBT	4 1.4% 3 48 SBR 10.0% SBR 62 62 85
Years TO Yearly Gr PM BACKGROUND PM NON-PRO. "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJE LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJE LAND USE Project Trips Trips Trips Trips Trips Project Trips Trips	Description Descr	EBU	4 1.4% 2 29 EBL 8.0% EBL 19 19 98	4 1.4% 3 56 EBT 10.0% EBT 25 25 116	4 1.4% 0 3 EBR 3.0% EBR 8 8	WBU WBU	4 1.4% 0 7 WBL 1.0%	4 1.4% 4 77 WBT 9.0% WBT 56 56 120	4 1.4% 1 18 WBR WBR	NBU	4 1.4% 0 1 NBL 2.0% NBL 12 12 13	4 1.4% 2 32 NBT 8.0% NBT 20 20 79	1.4% 0 0 NBR NBR	SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49 49 92	4 1.4% 3 48 SBR 10.0% SBR 62 62 85 SBR
Years TO Yearly Gr PM BACKGROUND PM NON-PRO "PROJECT DI LAND USE Pass-By Distribution Net New Distribution "AM PROJECT Trips AM TOTAL PRO AM TOTAL "PM PROJECT Trips Project Trips AM TOTAL "PM PROJECT Trips PM PROJECT Trips PM PROJECT Trips PM TOTAL PRO PROJECT Trips PM TOTAL PRO PM TOTAL	Description Descri	EBU	4 1.4% 2 29 EBL 8.0% EBL 19 98	4 1.4% 3 56 EBT 10.0% EBT 25 25 116 EBT	4 1.4% 0 3 EBR 3.0% EBR 8 8	WBU WBU	4 1.4% 0 7 WBL 1.0% WBL 6 6	4 1.4% 4 77 WBT 9.0% WBT 56 56	4 1.4% 1 18 WBR WBR	NBU	4	4 1.4% 2 32 NBT 8.0% NBT 20 20 79	1.4% 0 0 NBR NBR	SBU	4 1.4% 1 19 SBL SBL	4 1.4% 4 77 SBT 8.0% SBT 49 92 SBT	4 1.4% 3 48 SBR 10.0% SBR 62 62 85

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Palermo Avenue and Galiano Street November 6, 2013 0.924 0.884

	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements orrection Factor	1.010	9	119 1.010	1.010	1.010	1.010	25 1.010	7 1.010	1.010	1.010	46 1.010	1.010	1.010	5 1.010	43 1.010	1.010
	CONDITIONS		9	120	3		4	25	7		6	46	14		5	43	0
AM EXISTING	CONDITIONS		3	120	, ,		-	23	'		U	40	14		, ,	43	U
	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements orrection Factor	1.010	5 1.010	86 1.010	7 1.010	1.010	1.010	42 1.010	1.010	1.010	7 1.010	21 1.010	1.010	1.010	1.010	80 1.010	1.010
									,	1				1			
PM EXISTING	CONDITIONS		5	87	7		11	42	10		7	21	8		2	81	4
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0	1	0	0	0		0	0	0		0	0	0
	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4% 7	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
								1									
AM NON-PRO	JECT TRAFFIC		10	127	3		4	26	7		6	49	15		5	46	0
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		0	5	0		1	2	1		0	1	0		0	5	0
PM NON-PRO	JECT TRAFFIC		5	92	7		12	44	11		7	22	8		2	86	4
"PROJECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting Entering						1.0%	13.0%			3.0%	2.0%				2.0%	7.0%
Distribution	Exiting		8.0%	14.0%	3.0%											3.0%	
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		20	24	7		6	04			10	10				20	42
Trips AM TOTAL PRO	Net New OJECT TRAFFIC		20 20	34 34	7 7		6 6	81 81	0		19 19	12 12	0		0	20 20	43 43
	REASSIGNMENT										58						8
						1											
AM TOTA	L TRAFFIC		30	161	10		10	107	7		83	61	15		5	66	51
	CT TRAFFIC"																
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		68	119	25		6	81			19	12				37	43
	OJECT TRAFFIC		68	119	25		6	81			19	12				37	43
PM TRAFFIC F	REASSIGNMENT										75						11
DI TOTA	L TRAFFIC		73	211	20		40	405	44			24				123	
	LIKATTIL	1	/3	Z11	32	i .	18	125	11	1	101	34	8	1	2	123	58

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: Malaga Avenue and Galiano Street

November 6, 2013

PM PEAK HOUR FACTOR:

PM TOTAL TRAFFIC

0.905 0.862

NBR "AM EXISTING TRAFFIC" EBU EBT WBU WBL WBT WBR NBU NBL NBT SBU SBL SBT EBL EBR **AM Raw Turning Movements** 25 6 57 70 5 47 Peak Season Correction Factor
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 <td AM EXISTING CONDITIONS 25 58 71 47 "PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR **PM Raw Turning Movements** 26 11 88 **Peak Season Correction Factor** 1.010 | 1.010 | 1.010 | 1.010 | 1.010 | 1.010 | 1.010 1.010 1.010 1.010 1.010 1.010 1.010 1.010 1.010 PM EXISTING CONDITIONS 37 9 26 22 11 89 "AM BACKGROUND TRAFFIC" EBU **EBL** EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate
AM BACKGROUND TRAFFIC GROWTH
 1.4%
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 <td 1 0 3 4 0 3 AM NON-PROJECT TRAFFIC 61 75 50 26 "PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR TOTAL "VESTED" TRAFFIC Years To Buildout 4 4 4 Yearly Growth Rate 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | 1.4% | PM BACKGROUND TRAFFIC GROWTH 2 1 2 1 1 5 PM NON-PROJECT TRAFFIC 10 39 28 23 12 94 "PROJECT DISTRUBUTION" LAND USE WBU WBL WBT WBR NBU NBL NBT SBU EBU EBL EBT EBR NBR SBL SBT SBR Pass-Bv Entering Distribution Exiting Entering 5.0% 3.0% Distribution Exiting 6.0% "AM PROJECT TRAFFIC" TYPE I AND USE **EBU** EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Pass - By Project 31 AM TOTAL PROJECT TRAFFIC 0 31 34 AM TRAFFIC REASSIGNMENT 58 -8 AM TOTAL TRAFFIC 26 6 150 75 5 76 "PM PROJECT TRAFFIC" LAND USE TYPE WBT EBU EBL **EBT** EBR WBU WBL **WBR** NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By Trips Net New PM TOTAL PROJECT TRAFFIC 31 69 31 69 PM TRAFFIC REASSIGNMENT 75 -11

10

39

134 23

12 152

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Coconut Grove Drive and Malaga Avenue November 6, 2013 0.922 0.871

	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements orrection Factor	1.010	1.010	50 1.010	1.010	1.010	38 1.010	50 1.010	1.010	1.010	1.010	1.010	96 1.010	1.010	1.010	52 1.010	1.010
	CONDITIONS		0	51	0		38	51	8		4	115	97		8	53	8
AMEXIOTING	CONDITIONS		U	31			30	31			-	113	31			- 33	o
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements orrection Factor	1.010	1.010	48 1.010	1.010	1.010	87 1.010	69 1.010	4 1.010	1.010	1.010	36 1.010	93 1.010	1.010	5 1.010	106	1.010
								,		1				1			
PWIEXISTING	CONDITIONS		0	48	1		88	70	4		1	36	94		5	107	10
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES"	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH		0	3	0		2	3	0		0	7	6		0	3	0
AM NON-PRO	JECT TRAFFIC		0	54	0		40	54	8		4	122	103		8	56	8
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	Buildout owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH	1.170	0	3	0	1.170	5	4	0	11.170	0	2	5	11170	0	6	1
PM NON-PRO	JECT TRAFFIC		0	51	1		93	74	4		1	38	99		5	113	11
T III TOTAL TRO	JEOT IIIAITIO						33		-		•	30	- 33	l .		110	
"PROJECT DI LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	EBU	EBL	EBI	EBK	WBU	WBL	WBI	WBR	NBU	NBL	NBI	NBK	380	SBL	201	SBK
Distribution	Exiting																
Net New Distribution	Entering				2.0%		1.0%		5.0%						6.0%	3.0%	
Distribution															6.0%		
	Exiting									1			•				
	CT TRAFFIC"	ED.:	ED:	FPT.	EDD	WELL	WC:	MET	MES	ME	ND:	NET	NES	00	OD!	007	000
LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Project Trips	CT TRAFFIC" TYPE Pass - By Net New	EBU			12	WBU	6		31	NBU				SBU	15	19	
LAND USE Project Trips	CT TRAFFIC" TYPE Pass - By	EBU	EBL 0	EBT 0		WBU		WBT 0		NBU	NBL 0	NBT 0	NBR 0	SBU			SBR 0
LAND USE Project Trips AM TOTAL PRO	CT TRAFFIC" TYPE Pass - By Net New	EBU			12	WBU	6		31	NBU				SBU	15	19	
LAND USE Project Trips AM TOTAL PRO	TTRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU		0	12 12	WBU	6	0 -54	31 31 54	NBU	0	0	0	SBU	15	19 19	0 -8
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	CT TRAFFIC" TYPE Pass - By Net New JJECT TRAFFIC EASSIGNMENT L TRAFFIC	EBU	0		12	WBU	6	0	31 31	NBU	0 -4	0		SBU	15 15	19	0
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL	TTAAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC"		0	54	12 12 12		6 6	0 -54	31 31 54 93		0 -4	0 4 126	103		15 15 23	19 19 75	-8 0
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	CT TRAFFIC" TYPE Pass - By Net New JJECT TRAFFIC EASSIGNMENT L TRAFFIC	EBU	0	0	12 12	WBU	6	0 -54	31 31 54	NBU	0 -4	0	0	SBU	15 15	19 19	0 -8
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTA "PM PROJE LAND USE Project Trips	CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By Net New		0	54	12 12 12 EBR		6 6 46 WBL	0 -54	31 31 54 93 WBR		0 -4	0 4 126	103		15 15 23 SBL	19 19 75 SBT	-8 0
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJE LAND USE Project Trips PM TOTAL PRO	CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC		0	54	12 12 12 EBR		6 6 46 WBL	0 -54	31 31 54 93 WBR		0 -4	0 4 126	103		15 15 23 SBL	19 19 75	-8 0
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJE LAND USE Project Trips PM TOTAL PRO	CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By Net New		0	54	12 12 12 EBR		6 6 46 WBL	0 -54	31 31 54 93 WBR		0 -4	0 4 126	103		15 15 23 SBL	19 19 75 SBT	-8 0
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TRAFFIC R	CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC		0	54	12 12 12 EBR		6 6 46 WBL	0 -54 0 WBT	31 31 54 93 WBR		0 -4 0 NBL	0 4 126 NBT	103		15 15 23 SBL	19 19 75 SBT	0 -8 0 SBR

Valencia Avenue and SW 37th Avenue/Douglas Road May 15, 2014 0.984 0.935

	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni							16	12	32		146	917	73		21	951	181
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						16	12	33		149	935	74		21	970	185
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni	ng Movements orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	28 1.020	31 1.020	1.020	109 1.020	857 1.020	69 1.020	1.020	31 1.020	956 1.020	1.020
i eak oeason o	orrection ractor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS						21	29	32		111	874	70		32	975	215
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
											T						
_																	
TOTAL "VEST	ED" TRAFFIC			<u> </u>	<u> </u>	<u> </u>	0	0	0	<u> </u>	0	0	0		0	0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						1	1	1		6	41	3		1	42	8
AM NON DDO	JECT TRAFFIC	1															400
AW NON-PRO	JECT TRAFFIC			l	l	l	17	13	34	l	155	976	77		22	1,012	193
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC			<u> </u>	<u> </u>	<u> </u>	0	0	0	<u> </u>	0	0	0		0	0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH						1	1	1		5	38	3		1	42	9
DM NON DDG	IECT TRAFFIC							20			440	040	70		22	4.047	204
PW NON-PRO	JECT TRAFFIC			<u> </u>	<u> </u>	<u> </u>	22	30	33	<u> </u>	116	912	73		33	1,017	224
"PROJECT DIS	STRUBUTION" TYPE	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting															00.00:	
Net New Distribution	Entering Exiting	-										20.0%				20.0%	
DISTIBUTION	Exiting	I		<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>	20.0%				l	
"AM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						<u> </u>		<u> </u>		<u> </u>	49			<u> </u>	124	
AW TOTAL PRO	DJECT TRAFFIC			<u> </u>	<u> </u>	<u> </u>	0	0	0	<u> </u>	0	49	0		0	124	0
AM TOTAL	L TRAFFIC						17	13	34		155	1,025	77		22	1,136	193
"PM PRO IF	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			_ <u></u>			_ <u></u>			_ <u> </u>							
Trips	Net New											170				124	
PM TOTAL PRO	JECT TRAFFIC											170				124	
PM TOTAL	TRAFFIC	1		ı —	ı —	l	22	30	33	ı —	116	1,082	73		33	1,141	224
FWITOTAL	LINAFFIC			l	l	<u> </u>	- 22	30	- 33	l	110	1,002	13		აა	1,141	224

Almeria Avenue and SW 37th Avenue/Douglas Road May 14, 2014 0.966 0.954

	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements		37		120						81	1,095				918	41
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		38		122						83	1,117				936	42
	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements orrection Factor	1.020	29 1.020	1.020	187 1.020	1.020	1.020	1.020	1.020	1.020	94 1.020	1,036 1.020	1.020	1.020	1.020	944 1.020	33 1.020
i cun ocuson o	orreotion radior	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		30		191						96	1,057				963	34
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	TED" TRAFFIC		0		0						0	0				0	0
Voore To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH		2		5						4	49				41	2
AM NON-PRO	JECT TRAFFIC		40	1	127	1			1		87	1,166				977	44
AW NON-1 NO	JEOT IKAITIO		40	<u> </u>	121	<u> </u>			<u> </u>		07	1,100		l		311	44
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	TED" TRAFFIC		0		0						0	0				0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		1		8						4	46				42	1
PM NON-PRO	JECT TRAFFIC		31	1	199	1			1		100	1,103		1		1,005	35
· ····································			٠.		.00	l					.00	.,				1,000	- 55
	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																
Net New	Entering															20.0%	
Distribution	Exiting											20.0%					
"AM DDO IE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											49				124	
AW IOTAL PRO	DJECT TRAFFIC		0	L	0	L			L		0	49		L		124	0
AM TOTA	L TRAFFIC		40		127						87	1,215				1,101	44
"DM DDC IT	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				<u>``</u>	_				L							
Trips	Net New											170				124	
PM TOTAL PRO	DJECT TRAFFIC			<u> </u>	<u> </u>	<u> </u>			<u> </u>		<u> </u>	170				124	
PM TOTA	L TRAFFIC		31		199						100	1,273				1,129	35
														•			

Coconut Grove Drive and SW 37th Avenue/Douglas Road May 15, 2014 0.924 0.968

	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements orrection Factor	4.000	20	3	98	4.000	0	0	2	4.000	82	1,002	16 1.020	1.020	15	916	12
Feak Season C	orrection ractor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		20	3	100		0	0	2		84	1,022	16		15	934	12
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni	ng Movements		8	0	111		8	4	28		94	976	2		5	933	14
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		8	0	113		8	4	29		96	996	2		5	952	14
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL INVEST	EDII TDAEE'O																
TOTAL "VEST	TED" TRAFFIC		0	0	0		0	0	0	<u> </u>	0	0	0	<u> </u>	0	0	0
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AW BACKGROUND	TRAFFIC GROWTH		1	0	4		0	0	0		4	44	1		1	41	1
AM NON-PRO	JECT TRAFFIC		21	3	104		0	0	2		88	1,066	17		16	975	13
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
I III BAGKOKO	OND HARTIO								T T	<u> </u>			INDIX	<u> </u>		<u> </u>	
TOTAL "VEST	ED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		0	0	5		0	0	1		4	43	0		0	41	1
PM NON-PRO	JECT TRAFFIC		8	0	118		8	4	30		100	1,039	2		5	993	15
"DDO IECT DI	PTDUDUTION"																
LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting										0.00/	4.00/					
Distribution	Entering Exiting				6.0%						6.0%	4.0%				4.0%	
	CT TRAFFIC"	ED	ED:	FFT		ME	WD:	WOT	WEE	NE	NE	NET	NES	CD	op:	CCT	CDD
LAND USE Project	TYPE Pass - Bv	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New				15						37	25				10	
AM TOTAL PRO	DJECT TRAFFIC		0	0	15		0	0	0		37	25	0		0	10	0
AM TOTAL	L TRAFFIC		21	3	119		0	0	2		125	1,091	17		16	985	13
"PM PROJE(LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WRII	WRI	WBT	WRP	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	-20	LOL	-01	LOK	*****	*****	****	1101	1,50	HOL	1401	HOK	050	UDL	100	ODK
Trips	Net New				50						37	25				34	
PM TOTAL PRO	DJECT TRAFFIC				50						37	25				34	
PM TOTAL	L TRAFFIC		8	0	168		8	4	30		137	1,064	2		5	1,027	15
		·														·	

Sevilla Avenue and North Driveway May 13, 2014 0.92 0.92

"AM EXISTIN	G TRAFFIC"	EBU	FRI	EBT ⁽¹⁾	EBR	WBU	WRI	WBT ⁽¹⁾	WRR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnir		LDU		172		<u></u>		79	T T	.,,,,,			- INDIX	<u> </u>	UDL	<u> </u>	
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	1		175		ı —	ı —	81	ı —			ı —		ı —	ı —	ı —	1
ANI EXISTINO	CONDITIONS			173		<u> </u>	<u> </u>	01	<u> </u>			<u> </u>		<u> </u>	<u> </u>	<u> </u>	
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin		4.000	4.000	90	4.000	4.000	4.000	128	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			92				131									
"AM BACKGRO	LIND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WDT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AWI BACKGRO	UND TRAFFIC	EBU	EBL	EBI	EDK	WBU	WBL	WBI	WDR	NDU	NDL	NDI	NDK	360	JBL	JBI	JDK
TOTAL "VEST	ED" TRAFFIC			0				0									
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM NON-PROJ	ECT TRAFFIC			183				85									
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
T III BAGRORO	OND TRAITIO	LDU				<u></u>			T T	.,,,,			- INDIX	<u> </u>	UDL	<u> </u>	
TOTAL "VEST	ED" TRAFFIC			0				0									
Years To Yearly Gro		3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%
PM BACKGROUND		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM NON-PROJ	ECT TRAFFIC			96				137									
"PROJECT DIS	TRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				20.0%												
Distribution	Exiting				0.00/		04.00/				20.0%						
Net New Distribution	Entering Exiting				8.0%		21.0%				16.0%		21.0%				
	<u></u>																
"AM PROJEC																	
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR 9	WBU	WBL	WBT	WBR	NBU	NBL 9	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New				50		130				39		52				
AM TOTAL PRO				0	59		130	0			48		52				
AM TOTAL	TDAEEIC			400			420	0.5					F^				
AM TOTAL	INAFFIC			183	59	<u> </u>	130	85	l		48	l	52	<u> </u>	l	<u> </u>	
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				39		400				39		470				
Trips PM TOTAL PRO	Net New				50 89		130 130				136 175		178 178				
					- 33		130				173		170				
PM TOTAL	TRAFFIC	(4) =		96	89		130	137			175		178	4 46 - 1-1			
				westboun ulevard ar			were deve	nopea usir	ig the ave	rage or th	e turning r	novement	s counts a	at the inter	sections of	or Sevilla A	venue at

Sevilla Avenue and Residential Driveway May 13, 2014 0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni				172				79									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			175				81									
	IG TRAFFIC"	EBU	EBL	EBT 90	EBR	WBU	WBL	WBT 128	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			92			1	131								1	
FWI EXISTING	CONDITIONS			92			l	131								<u> </u>	
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC			0			<u> </u>	0								<u> </u>	
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH			8				4									
AM NON-PRO	JECT TRAFFIC			183				85									
IIDM DACKODO	NIND TO ACCION	EBU	EDI	гот	-DD	WDII	WDI	WDT	WDD	MBII	NDI	NDT	NDD	CDII	CDI	CDT	CDD
"PM BACKGRO	UND TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	FD" TRAFFIC			0				0									
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
				-													
PM NON-PRO	JECT TRAFFIC			96				137									
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting Entering							21.0%									
Distribution	Exiting			21.0%				21.0%									\vdash
	CT TRAFFIC"	EDII	EDI	EPT	EDD	WELL	WE	WOT	WED	MDU	ND:	NDT	NDD	epu	en:	CDT	epp
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New			51				130									
AM TOTAL PRO	JECT TRAFFIC			51				130									
AM TOTAL	TRAFFIC			234			1	215									
All 191A		ı	l		l	l	·		l	l	l		l	l	l	·	
	CT TRAFFIC"																
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New			178				130									
	JECT TRAFFIC			178				130									
PM TOTAL	TRAFFIC			274				267									
PINITOTAL	LINAFFIG	(1) Eastb	ound and		d through	volumes v	vere deve	267 eloped usin	g the ave	rage of th	e turning r	novement	s counts a	t the inter	sections of	f Sevilla A	venue at
		D D		ulovard ar					-	-	9						

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Palermo Avenue and Internal Driveway May 13, 2014 0.92 0.92

"AM EXISTI	NG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements			160				61									
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			163				62									
"PM EXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements			253				102									
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			258				104									
"AM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
ANI BACKOK	JONE TRAITIC	LDU	LDL		LDI	***	1100	1101	WEIN	NDO	NOL	INDI	INDIX	350	JDL	001	JUN
TOTAL "VES	TED" TDAEEIC							_									
	TED" TRAFFIC			0				0				1		1	1		
	Buildout owth Rate	3	3	3 1.4%	3	3	3	3 1.4%	3	3	3	3 1.4%	3	3	3	3	3 1.4%
	TRAFFIC GROWTH	1.4%	1.4%	7	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	JECT TRAFFIC			170													
AW NON-PRO	JECT TRAFFIC			170				65									
"PM BACKGRO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VES	TED" TRAFFIC			0				0									
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			11				5									
PM NON-PRO	JECT TRAFFIC			269				109									
"PPO IECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40.0%													
Distribution Net New	Exiting Entering			14.0%	2.0%			40.0%									
Distribution	Exiting			14.076	2.076			10.0%									
II AM DDO IE	OT TO A FFICE																
LAND USE	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			18				18						020		J	02
Trips	Net New			87	12			24									
AM TOTAL PRO	OJECT TRAFFIC			105	12			42									
AM TRAFFIC R	REASSIGNMENT							66									
AM TOTA	L TRAFFIC			275	12			173									
"PM PPO IE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			78				78									
Trips	Net New			87	12			85									
	OJECT TRAFFIC			165	12	<u> </u>	L	163			<u> </u>	1	<u> </u>		1	<u> </u>	<u> </u>
PM TRAFFIC R	REASSIGNMENT							86									
РМ ТОТА	L TRAFFIC			434	12			358									
			·			to			na tha au	rogo of th	o a turnina	mai.ama.	to counto	at the inte	oroostions	of Dolore	

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Palermo Avenue and North Driveway May 13, 2014 0.92 0.92

	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements			160				61									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			163				62									
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
	ng Movements orrection Factor	1.020	1.020	253 1.020	1.020	1.020	1.020	102	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
reak Season C	Trection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			258				104									
"AM BACKGBO	OUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AW BACKGRO	OND TRAFFIC	LBU	LDL	LDI	LDK	WBU	WDL	WBI	WDK	NBU	NDL	INDI	NDK	360	JBL	361	JDF
																	ļ
TOTAL "VEST	ED" TRAFFIC			0				0									1
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.49
								3	l		l					l	
AM NON-PRO	JECT TRAFFIC			170				65									
"PM BACKGPO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
T W BACKCING	OND TRAITIO	LDU	LDL		LDIX	1100	WDL	110	VVDIX	INDO	NDL	INDI	NDIX	JDU	JDL	JD.	001
TOTAL "VEST	ED" TRAFFIC			0				0									
	Buildout owth Rate	1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%
	TRAFFIC GROWTH	1.4%	1.470	1.4%	1.476	1.470	1.476	5	1.476	1.476	1.476	1.476	1.476	1.470	1.476	1.4%	1.4%
PM NON-PRO	JECT TRAFFIC			269				109									
"PROJECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Pass-By	Entering		40.0%														
Distribution Net New	Exiting Entering		14.0%						22.0%								40.09
Distribution	Exiting		14.0 /0						22.0/0						24.0%		10.09
	CT TRAFFIC"	EDII	EDI	EDT	EDD	WELL	WDI	WET	WED	MDU	MP	NDT	MDD	epu	en.	CDT	enr
LAND USE Project	TYPE Pass - By	EBU	EBL 18	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Trips	Net New		87						136						59		24
AM TOTAL PRO	JECT TRAFFIC		105	0				0	136						59		42
AM TRAFFIC R	EASSIGNMENT							66									I
AM TOTAL	L TRAFFIC		105	170				131	136						59		42
	T TRAFFIC"																
"PM DDO IE			EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
"PM PROJEC	TYPE	EBU															
	TYPE Pass - By	EBU	78														78
LAND USE Project Trips	TYPE Pass - By Net New	EBU	78 87						136						204		85
LAND USE Project Trips	TYPE Pass - By	EBU	78						136 136						204 204		85
LAND USE Project Trips PM TOTAL PRO	TYPE Pass - By Net New	EBU	78 87					86									85
LAND USE Project Trips PM TOTAL PRO	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	78 87 165						136						204		85 163
LAND USE Project Trips PM TOTAL PRO	TYPE Pass - By Net New DJECT TRAFFIC		78 87 165	269	d through	volumes	were do	86 195 eloped usi	136	erage of #	ne turning	movemor	ats counte	at the inte	204	of Palarm	85 163 163

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Palermo Avenue and Residential Driveway May 13, 2014 0.92 0.92

	G TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBI	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnin				160				61									- CON
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EVICTING	CONDITIONS	1	1							1	1	1		1	1	1	
AM EXISTING	CONDITIONS			163				62									
"PM EXISTING	3 TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin				253				102									
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVICTING	CONDITIONS		1							1	1	1		1	1	1	
PM EXISTING	CONDITIONS			258				104									
"AM BACKGROU	JND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTE	ED" TRAFFIC			0		<u> </u>		0	<u> </u>				1				l
Years To I	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND 1				7				3									
AM NON BROW	FOT TD 4 FF10					1			1			1	1		1		1
AM NON-PROJI	ECT TRAFFIC			170				65									
"PM BACKGROU	JND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
7 111 27 10 110 110 1								1									-
TOTAL "VESTE	ED" TRAFFIC			0				0									
		3	3		3	3	3		3	3	3	3	3	3	3	3	3
Years To I	Buildout	3 1.4%	3	3	3	3	3	3	3	3	3	3 1.4%	3 1.4%	3	3	3	3 1.4%
	Buildout wth Rate	3 1.4%	3 1.4%		3 1.4%	3 1.4%	3 1.4%		3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	
Years To I Yearly Gro PM BACKGROUND 1	Buildout wth Rate FRAFFIC GROWTH			3 1.4% 11				3 1.4% 5									
Years To I Yearly Gro	Buildout wth Rate FRAFFIC GROWTH			3				3									
Years To E Yearly Gro PM BACKGROUND T PM NON-PROJE	Buildout wth Rate FRAFFIC GROWTH			3 1.4% 11				3 1.4% 5									
Years To I Yearly Gro PM BACKGROUND T PM NON-PROJE "PROJECT DIS"	Buildout wth Rate TRAFFIC GROWTH ECT TRAFFIC TRUBUTION"	1.4%	1.4%	3 1.4% 11 269	1.4%	1.4%	1.4%	3 1.4% 5	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE	Buildout wth Rate TRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE			3 1.4% 11				3 1.4% 5									
Years To I Yearly Gro PM BACKGROUND T PM NON-PROJE "PROJECT DIS"	Buildout wth Rate TRAFFIC GROWTH ECT TRAFFIC TRUBUTION"	1.4%	1.4%	3 1.4% 11 269	1.4%	1.4%	1.4%	3 1.4% 5	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New	Buildout wth Rate RAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering	1.4%	1.4%	3 1.4% 11 269 EBT	1.4%	1.4%	1.4%	3 1.4% 5	1.4%	1.4%	1.4%	1.4%	NBR	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting	1.4%	1.4%	3 1.4% 11 269	1.4%	1.4%	1.4% WBL	3 1.4% 5 109 WBT	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting	1.4%	1.4%	3 1.4% 11 269 EBT	1.4%	1.4%	1.4% WBL	3 1.4% 5 109 WBT	1.4%	1.4%	1.4%	1.4%	NBR	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND E PASS-By Distribution Net New Distribution "AM PROJEC"	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TITRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT	1.4% EBR	1.4% WBU	WBL	3 1.4% 5 109 WBT	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	NBR	1.4% SBU	1.4% SBL	1.4% SBT	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC' LAND USE	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TTRAFFIC" TYPE	1.4%	1.4%	3 1.4% 11 269 EBT	1.4%	1.4%	1.4% WBL	3 1.4% 5 109 WBT	1.4%	1.4%	1.4%	1.4%	NBR	1.4%	1.4%	1.4%	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND E PASS-By Distribution Net New Distribution "AM PROJEC"	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TITRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT	1.4% EBR	1.4% WBU	WBL	3 1.4% 5 109 WBT	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	NBR	1.4% SBU	1.4% SBL	1.4% SBT	1.4% SBR
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	Buildout wth Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Exiting Exiting TYPE TYPE Pass - By Net New	EBU	1.4% EBL	3 1.4% 11 269 EBT	1.4% EBR	1.4% WBU	1.4% WBL	3 1.4% 5 109 WBT	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0%	1.4% SBU	1.4% SBL	1.4% SBT	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PROJECT AM TOTAL PROJECT AM TOTAL PROJECT TYPE TYPE TYPE TYPE TYPE TYPE TYPE T	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting T TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT 24.0%	1.4% EBR	1.4% WBU	1.4% WBL 1.0%	3 1.4% 5 109 WBT 22.0% WBT	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0% NBR	1.4% SBU	1.4% SBL	1.4% SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting T TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT 24.0%	1.4% EBR	1.4% WBU	1.4% WBL 1.0%	3 1.4% 5 109 WBT 22.0%	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0% NBR	1.4% SBU	1.4% SBL	1.4% SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PROJECT AM TOTAL PROJECT AM TOTAL PROJECT TYPE TYPE TYPE TYPE TYPE TYPE TYPE T	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT	EBU	1.4% EBL	3 1.4% 11 269 EBT 24.0%	1.4% EBR	1.4% WBU	1.4% WBL 1.0%	3 1.4% 5 109 WBT 22.0% WBT	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0% NBR	1.4% SBU	1.4% SBL	1.4% SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJI "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE	Buildout with Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Exiting TYRAFFIC" TYPE Pass - By Net New JECT TRAFFIC ASSIGNMENT TRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT 24.0% EBT 59	1.4% EBR	1.4% WBU	1.4% WBL 1.0% WBL 6	3 1.4% 5 109 WBT 22.0% WBT 136 136	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0% NBR	1.4% SBU	1.4% SBL	1.4% SBT	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC" LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC"	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TTRAFFIC" TYPE Pass - By Net New JECT TRAFFIC FASSIGNMENT TRAFFIC TTRAFFIC	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59	EBR	WBU	1.4% WBL 1.0% WBL 6 6	3 1.4% 5 109 WBT 22.0% WBT 136 136 66	WBR	NBU	NBL	NBT	1.4% NBR 1.0% NBR 2 2	SBU	SBL	SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PROJEC AM TOTAL "PM PROJEC' LAND USE LAND USE	Buildout wth Rate FRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting T TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT TRAFFIC T TRAFFIC T TRAFFIC	EBU	1.4% EBL	3 1.4% 11 269 EBT 24.0% EBT 59	1.4% EBR	1.4% WBU	1.4% WBL 1.0% WBL 6 6	3 1.4% 5 109 WBT 22.0% WBT 136 136	1.4% WBR	1.4% NBU	1.4% NBL	1.4% NBT	1.4% NBR 1.0% NBR	1.4% SBU	1.4% SBL	1.4% SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJI "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC LAND USE Project	Buildout with Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Exiting T TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59	EBR	WBU	1.4% WBL 1.0% WBL 6 6 WBL	3 1.4% 5 109 WBT 22.0% WBT 136 136 66	WBR	NBU	NBL	NBT	1.4% NBR 1.0% NBR 2 2 NBR	SBU	SBL	SBT	SBR
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC' LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC' LAND USE Project Trips	Buildout wth Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TRAFFIC TRAFFIC TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TYPE Pass - By Net New	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59 229	EBR	WBU	1.4% WBL 1.0% WBL 6 6 WBL	3 1.4% 5 109 WBT 22.0% WBT 136 66 267	WBR	NBU	NBL	NBT	NBR 1.0% NBR 2 2 NBR 8	SBU	SBL	SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJI "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC LAND USE Project	Buildout wth Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Entering Exiting TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TRAFFIC TRAFFIC TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TYPE Pass - By Net New	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59	EBR	WBU	1.4% WBL 1.0% WBL 6 6 WBL	3 1.4% 5 109 WBT 22.0% WBT 136 136 66	WBR	NBU	NBL	NBT	1.4% NBR 1.0% NBR 2 2 NBR	SBU	SBL	SBT	SBF
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJE "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC' LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC' LAND USE Project Trips	Buildout with Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Exiting TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By Net New JECT TRAFFIC	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59 229	EBR	WBU	1.4% WBL 1.0% WBL 6 6 WBL	3 1.4% 5 109 WBT 22.0% WBT 136 66 267	WBR	NBU	NBL	NBT	NBR 1.0% NBR 2 2 NBR 8	SBU	SBL	SBT	1.4%
Years To I Yearly Gro PM BACKGROUND 1 PM NON-PROJI "PROJECT DIS LAND USE Pass-By Distribution Net New Distribution "AM PROJEC' LAND USE Project Trips AM TOTAL PRO. AM TRAFFIC RE AM TOTAL "PM PROJEC' LAND USE Project Trips AM TOTAL PM PROJEC' LAND USE Project Trips PM TOTAL PRO.	Buildout with Rate IRAFFIC GROWTH ECT TRAFFIC TRUBUTION" TYPE Entering Exiting Exiting TYPE Pass - By Net New JECT TRAFFIC TRAFFIC TRAFFIC TRAFFIC TRAFFIC TYPE Pass - By Net New JECT TRAFFIC ASSIGNMENT TRAFFIC ASSIGNMENT TYPE Pass - By Net New JECT TRAFFIC ASSIGNMENT ASSIGNMENT ASSIGNMENT ASSIGNMENT ASSIGNMENT ASSIGNMENT ASSIGNMENT	EBU	EBL	3 1.4% 11 269 EBT 24.0% EBT 59 59 229	EBR	WBU	1.4% WBL 1.0% WBL 6 6 WBL	3 1.4% 5 109 WBT 22.0% WBT 136 666 267 WBT	WBR	NBU	NBL	NBT	NBR 1.0% NBR 2 2 NBR 8	SBU	SBL	SBT	SBR

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Ponce De Leon Boulevard and West Driveway (Inbound) May 13, 2014 0.92 0.92

"AM EVICTING TO	VEEIC"	EBU	EBL	EBT	EDD	WELL	WBL	WDT	WDD	NBU	NDI	NBT ⁽¹⁾	NBR	SBU	SBL	SBT ⁽¹⁾	SBR
"AM EXISTING TRA		EBU	EBL	EBI	EBR	WBU	WBL	WBT	WBR	NBU	NBL	735	NBK	280	SBL	489	SBK
Peak Season Correction		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
																,	
AM EXISTING COND	DITIONS											750				499	
"PM EXISTING TRA	AFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Mo												722				847	
Peak Season Correcti	on Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING COND	SMOITIC											736				864	ı
I III EXISTING CONE	on lotto											730				004	1
"AM BACKGROUND T	TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
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			 				\vdash								 	-	
TOTAL "VESTED" T	RAFFIC											0				0	
						1											
Years To Builde		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth F AM BACKGROUND TRAF		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAF	FIC GROWIN						1					33			L	22	
AM NON-PROJECT T	RAFFIC											783				521	
"PM BACKGROUND T	RAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
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TOTAL "VESTED" T	RAFFIC											0				0	
Years To Builde	out	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth F		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAF												32				38	
DM NON DDO IFOT T	D 4 F F 10																
PM NON-PROJECT T	RAFFIC				т —												1
												768				902	
"PROJECT DISTRUE						<u> </u>						768				902	
"PROJECT DISTRUE LAND USE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	768	NBR	SBU	SBL	902 SBT	SBR
LAND USE Pass-By	BUTION" TYPE Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SBR
LAND USE Pass-By Distribution	BUTION" TYPE Entering Exiting	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT		SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution Net New	BUTION" TYPE Entering Exiting Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT 9.0%	NBR 8.0%	SBU	SBL	SBT 8.0%	SBR
LAND USE Pass-By Distribution	BUTION" TYPE Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT		SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution Net New	BUTION" TYPE Entering Exiting Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT 9.0%		SBU	SBL	SBT 8.0%	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE	EBU	EBL	EBT	EBR	WBU		WBT		NBU	NBL NBL	NBT 9.0%		SBU	SBL	SBT 8.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By											9.0% 3.0% NBT	8.0% NBR			SBT 8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips	BUTION" TYPE Entering Exiting Entering Exiting Exiting EXFIC" TYPE Pass - By Net New											9.0% 3.0% NBT	8.0% NBR			SBT 8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRA LAND USE Project Trips AM TOTAL PROJECT	BUTION" TYPE Entering Exiting Entering Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC											9.0% 3.0% NBT 63 63	8.0% NBR			\$BT 8.0% 12.0% \$BT 79 79	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips	BUTION" TYPE Entering Exiting Entering Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC											9.0% 3.0% NBT	8.0% NBR			SBT 8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT											9.0% 3.0% NBT 63 63	8.0% NBR 49			\$BT 8.0% 12.0% \$BT 79 79 17	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips AM TOTAL PROJECT	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT											9.0% 3.0% NBT 63 63	8.0% NBR			\$BT 8.0% 12.0% \$BT 79 79	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRA LAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT											9.0% 3.0% NBT 63 63	8.0% NBR 49			\$BT 8.0% 12.0% \$BT 79 79 17	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRA LAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF "PM PROJECT TRA LAND USE	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE											9.0% 3.0% NBT 63 63	8.0% NBR 49			\$BT 8.0% 12.0% \$BT 79 79 17	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TR/ LAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF "PM PROJECT TR/ LAND USE Project	BUTION" TYPE Entering Exiting Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	9.0% 3.0% NBT 63 63 -23 823	8.0% NBR 49 49 NBR	SBU	SBL	SBT 8.0% 12.0% SBT 79 79 17 617 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF "PM PROJECT TRALAND USE Project Trips	BUTION" TYPE Entering Exiting Entering Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE Pass - By Net New TYPE Pass - By Net New Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	9.0% 3.0% NBT 63 63 -23 823	8.0% NBR 49 49 NBR	SBU	SBL	SBT 8.0% 12.0% SBT 79 79 17 617 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF "PM PROJECT TRALAND USE Project	BUTION" TYPE Entering Exiting Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE Pass - By Net New TYPE Pass - By Net New Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	9.0% 3.0% NBT 63 63 -23 823	8.0% NBR 49 49 NBR	SBU	SBL	SBT 8.0% 12.0% SBT 79 79 17 617 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TRALAND USE Project Trips AM TOTAL PROJECT AM TRAFFIC REASSI AM TOTAL TRAF "PM PROJECT TRALAND USE Project Trips	BUTION" TYPE Entering Exiting Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC TYPE Pass - By Net New TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	9.0% 3.0% NBT 63 63 -23 823	8.0% NBR 49 49 NBR	SBU	SBL	SBT 8.0% 12.0% SBT 79 79 17 617 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT TR/ LAND USE Project Trips AM TOTAL PROJECT AM TOTAL TRAI "PM PROJECT TR/ LAND USE Project Trips Project Trips PM TOTAL PROJECT Trips PM TOTAL TRAI	BUTION" TYPE Entering Exiting Exiting Exiting Exiting Exiting AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE Pass - By Net New TRAFFIC GNMENT FFIC AFFIC" TYPE FASS - BY Net New TRAFFIC GNMENT	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	9.0% 3.0% NBT 63 63 63 -23 823 NBT 81	8.0% NBR 49 49 NBR	SBU	SBL	\$BT 8.0% 12.0% SBT 79 79 17 617 SBT 152 152 152	SBR

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

Ponce De Leon Boulevard and West Driveway (Outbound) May 13, 2014 0.92 0.92

PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout 3	BU	1.020 EBL 1.020	1.020 EBT 1.020 EBT	1.020 EBR 1.020	1.020 WBU 1.020	1.020 WBL 1.020	1.020 WBT 1.020	1.020 WBR 1.020	1.020 NBU 1.020	1.020 NBL 1.020	732 1.020 747 NBT 741 1.020 756 NBT	1.020 NBR 1.020	1.020 SBU 1.020	1.020 SBL 1.020 SBL	476 1.020 486 SBT 822 1.020 838 SBT	1.020 SBR 1.020
AM EXISTING CONDITIONS "PM EXISTING TRAFFIC" PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	BU	EBL 1.020	EBT 1.020	EBR 1.020	WBU	WBL 1.020	WBT 1.020	WBR	NBU	NBL 1.020	747 NBT 741 1.020	NBR	SBU	SBL 1.020	486 SBT 822 1.020	SBR 1.020
"PM EXISTING TRAFFIC" PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	020 BU	1.020 EBL	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	NBT 741 1.020	1.020	1.020	1.020	SBT 822 1.020	1.020
"PM EXISTING TRAFFIC" PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	020 BU	1.020 EBL	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	NBT 741 1.020	1.020	1.020	1.020	SBT 822 1.020	1.020
PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH	020 BU	1.020 EBL	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	741 1.020 756	1.020	1.020	1.020	822 1.020 838	1.020
PM Raw Turning Movements Peak Season Correction Factor 1.02 PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	020 BU	1.020 EBL	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	741 1.020 756	1.020	1.020	1.020	822 1.020 838	1.020
Peak Season Correction Factor PM EXISTING CONDITIONS "AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	3	EBL 3	EBT								756				1.020 838	
"AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	3	3		EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SBR
"AM BACKGROUND TRAFFIC" EB TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	3	3		EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SBR
TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	3	3		EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	3	3				WUL	WEI	VIDIC	NBO	NBL		NBK	350	JBL	OB1	OBIC
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3													
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3													
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3													
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					\vdash		' I	' [
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					1 1				لــــــا	لــــــا			
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					\vdash			 	$\vdash \vdash \vdash$	\vdash			
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					\vdash						—		
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					$\vdash \vdash \vdash$	$\vdash \vdash \vdash$		 	$\vdash \vdash \vdash$	$\vdash \vdash \vdash$	\vdash		
Years To Buildout 3 Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3					$\vdash \vdash \vdash$								
Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3								0				0	
Yearly Growth Rate 1.4 AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	-		3	_		-	_									
AM BACKGROUND TRAFFIC GROWTH AM NON-PROJECT TRAFFIC	.4%	1.4%		3	3	3	3	3	3	3	3	3	3	3	3	3
AM NON-PROJECT TRAFFIC		l.	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 33	1.4%	1.4%	1.4%	1.4% 21	1.4%
							l				- 33				- 21	
"PM BACKGROUND TRAFFIC" FR											780				507	
"PINI BACKGROUND TRAFFIC" FR	DI.	EDI	БВТ	EDD	WELL	WDI	WDT	WDD	NDII	NDI	NDT	NDD	CDII	CDI	CDT	CDD
	ВО	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
					\vdash			\vdash	\vdash			\vdash	$\overline{}$	\vdash		
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											l					
								igsquare	igsquare			لــــــا	igwdow			
					\vdash			igwdown	$\vdash \vdash \vdash$		\vdash	\vdash	\vdash	\vdash		
								$\vdash \vdash \vdash$	$\vdash \vdash \vdash$			\vdash	\vdash	\vdash		
TOTAL "VESTED" TRAFFIC					\vdash			\vdash	\vdash		0	\vdash	$\overline{}$	\vdash	0	
101712 120125 11011110																
Years To Buildout 3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate 1.4	.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH								ш			33			igsquare	36	
PM NON-PROJECT TRAFFIC							I				789	, I			874	
THROWTROSESTINATIO											103				0,4	
"PROJECT DISTRUBUTION"																
	BU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering								$\vdash \vdash$				\vdash	<u> </u>			
Distribution Exiting					⊢—			$\vdash \vdash$	$\vdash \vdash \vdash$		0.004			\vdash	0.007	
Net New Entering Distribution Exiting								0.00/	$\vdash \vdash \vdash$		9.0%	\vdash		\vdash	8.0%	
Distribution Exiting							l	8.0%			3.0%				12.0%	
"AM PROJECT TRAFFIC"																
	BU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		T						oxdot								
Project Pass - By					\vdash			20	igwdown		63	, ,	, ,	ı	79	
Project Pass - By Trips Net New				i .	1 '	l		20				,	, 1			
Project Pass - By								20			63				79	
Project Pass - By Trips Net New											-19					
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT											-19				79	
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC								20								
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC											-19				79	
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC"		FRI	FRT	FRP	WRII	WRI	WRT	20	NRII	NRI	-19 824	NRP	SRII	SRI	79 586	SRP
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE EB	BU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL	-19	NBR	SBU	SBL	79	SBR
Project		EBL	EBT	EBR	WBU	WBL	WBT	20 WBR	NBU	NBL	-19 824 NBT	NBR	SBU	SBL	79 586 SBT	SBR
Project Pass - By Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE EB		EBL	ЕВТ	EBR	WBU	WBL	WBT	20	NBU	NBL	-19 824	NBR	SBU	SBL	79 586	SBR
Project		EBL	ЕВТ	EBR	WBU	WBL	WBT	20 WBR	NBU	NBL	-19 824 NBT 81 81	NBR	SBU	SBL	79 586 SBT	SBR
Project		EBL	EBT	EBR	WBU	WBL	WBT	20 WBR	NBU	NBL	-19 824 NBT	NBR	SBU	SBL	79 586 SBT	SBR

Internal Driveway and Residential Driveway May 13, 2014 0.92 0.92

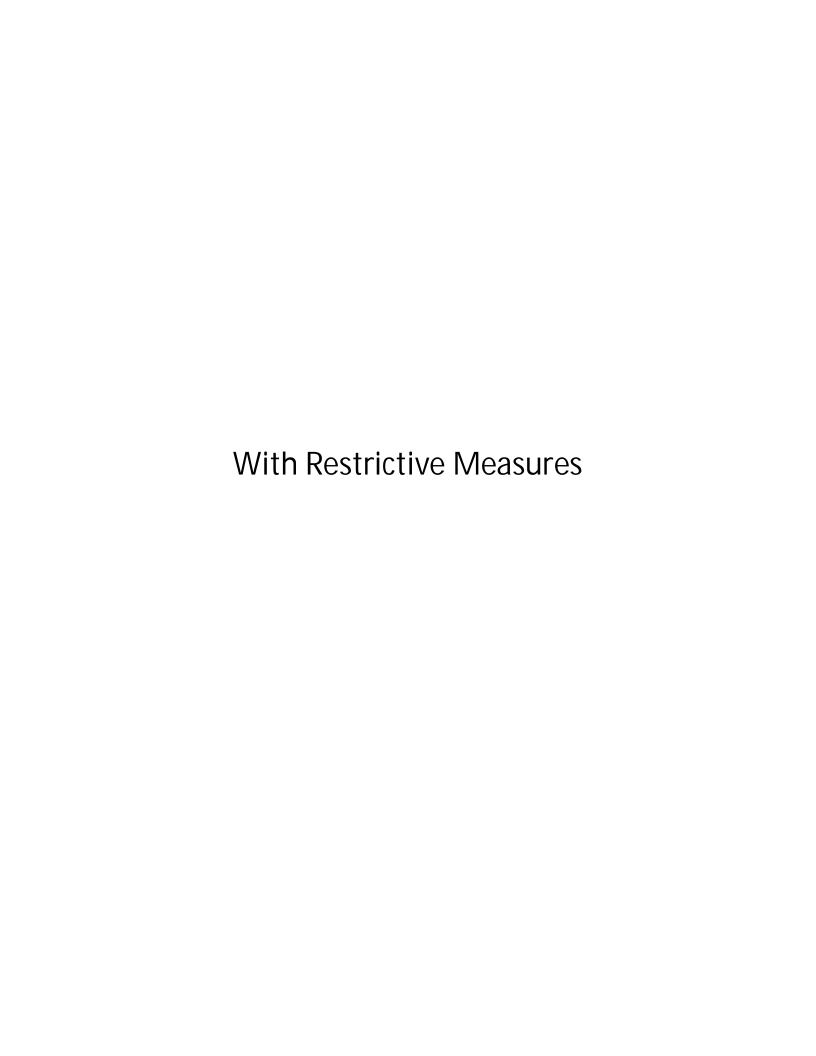
"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements																
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			1				1	1	1	1		1	1	1		
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni																	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS																
				•				•	•	•	•	•	•	•	•		
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC																
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AWI BACKGROUND	TRAFFIC GROWTH			l				l	l	l	l		l	l	l		Ш.
AM NON-PRO	JECT TRAFFIC																
"PM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC																
		1		1				1	1	1	1	1	1	1	1		
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			<u> </u>				<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>		
PM NON-PRO	JECT TRAFFIC																
	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																-
Net New	Entering			2.0%													
Distribution	Exiting			<u> </u>													
,																	4
	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New			12													
AM TOTAL PRO				12													
AM TOTAL	TRAFFIC			12													
"DM DDC IE	T TDAEEIC"																
"PM PROJEC	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WRII	WRI	WBT	WRP	NRII	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - Bv		LOL	101	LDK	*****	TTBL	****	1101	1120	HOL	1461	HOR	000	JAL	100	SDK
Trips	Net New			12													
PM TOTAL PRO				12													
DM TOTAL	TRAFFIC			40													
PM IOTAL	_ TRAFFIC			12				<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>		

Malaga Avenue and South Driveway May 13, 2014 0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni				216				92									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			220				94									
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT 149	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		ı	137		ı	ı	152		ı	ı		ı	ı			
I III EXIOTIIVO	CONDITIONS		l	137		l	l			l	l		l	l			
"AM BACKGRO	UND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL 11/2	EDII TDAFE'A																
IOIAL "VEST	ED" TRAFFIC		l	0		l	l	0		l	l		l	l			
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH		l	10		l	l	4		l	l		l	l			
AM NON-PRO	JECT TRAFFIC			230				98									
IIDM DACKODO	UND TO AFFICE	EBIL	-DI	гот	- DD	WDII	WDI	WDT	WDD	MDII	NDI	NDT	NDD	CDII	CDI	CDT	CDD
"PM BACKGRO	UND TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VEST	ED" TRAFFIC			0				0									
			l	U		l	l	L °		l	l		l	l			
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PW BACKGROUND	IKAFFIC GROWIN		<u> </u>	6		<u> </u>		7		<u> </u>	<u> </u>		<u> </u>	<u> </u>			
PM NON-PRO	JECT TRAFFIC			143				159									
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New Distribution	Entering Exiting		20.0%						6.0%								20.09/
DISTIBUTION	Exiting		<u> </u>	1		<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>		<u> </u>	<u> </u>			20.0%
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New		18 124						37								18 49
	JECT TRAFFIC		142	0				0	37								49 67
AM TOTAL	TRAFFIC		142	230		<u> </u>	<u> </u>	98	37	<u> </u>	<u> </u>		<u> </u>	<u> </u>			67
"PM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		78														78
Trips PM TOTAL PRO	Net New		124						37								169
FWI TOTAL PRO	OLGI IRAFFIC		202	1		<u> </u>	<u> </u>	<u> </u>	37	<u> </u>	<u> </u>		<u> </u>	<u> </u>			247
PM TOTAL	TRAFFIC		202	143				159	37								247
	<u> </u>	(1) Eastb			d through			loped usir	g the ave	rage of th	e turning r	novement	ts counts a	at the inter	sections o	f Malaga	Avenue

Malaga Avenue and Residential Driveway May 13, 2014 0.92 0.92

AM Raw Turning Movements
AM EXISTING CONDITIONS 220
PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBU SBT SBT SBT SBU SBT
PM Raw Turning Movements
Peak Season Correction Factor 1.020 1.02
"AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
"AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
TOTAL "VESTED" TRAFFIC 0 0
TOTAL VESTED TRAFFIC
Years To Buildout 3
Yearly Growth Rate 1.4%
AM BACKGROUND TRAFFIC GROWTH 10 4
AM NON-PROJECT TRAFFIC 230 98 98
"PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
PW BACKGROUND TRAFFIC EBU EBL EBT WBG WBL WBT WBC NBL NBT NBK 3BU 3BL 3BL
TOTAL "VESTED" TRAFFIC 0 0
Years To Buildout 3
Yearly Growth Rate 1.4%
PM NON-PROJECT TRAFFIC 143 159
"PROJECT DISTRUBUTION"
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
Pass-By Entering
Distribution Exiting Net New Entering 6.0%
Distribution Exiting
NAME DO LICOT TO A STATE OF
"AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
Project Pass - By
Trips Net New 37
AM TOTAL PROJECT TRAFFIC 0 37
AM TOTAL TRAFFIC 230 135
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Project Pass - By
Trips Net New 37
PM TOTAL PROJECT TRAFFIC 37
PM TOTAL TRAFFIC 143 196
(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersections of Malaga Average of the turning movements counts at the intersection of the turning movements counts at the intersection of the turning movements counts at the intersection of the turning movements counts at the intersection of the turning movements at the intersection of the turning movements at the intersection of the turning movements at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at the intersection of the turning movement at



SW 22nd Street/Coral Way and Ponce De Leon Boulevard May 15, 2014 0.951

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii			128	747	67		168	667	69		27	338	63		37	343	43
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS													1	38	350	
AM EXISTING	CONDITIONS		131	762	68		171	680	70	<u> </u>	28	345	64		38	350	44
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii			69	489	50		105	797	65		73	450	130		108	437	79
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		70	499	51		107	813	66		74	459	133		110	446	81
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D		1							l l		INDL					1	OBIT
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH		6	33	3		7	30	3	l	1	15	3		2	15	2
AM NON-PROJECT TE	AFFIC w/ DIVERSION		137	795	71		178	710	73		29	360	67		40	365	46
		1												1			
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion																
						1										1	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		3	22	2		5	35	3		3	20	6		5	19	4
PM NON-PROJECT TE	AFFIC w/ DIVERSION		73	521	53		112	848	69	1	77	479	139		115	465	85
"PROJECT DIS	STRUBUTION"																
"PROJECT DIS	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By	TYPE Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL			WBU		WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL		SBR
LAND USE Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT 2.0%	EBR 5.0%	WBU	WBL 9.0%		WBR	NBU				SBU	SBL	SBT 12.0%	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL			WBU		WBT 4.0%	WBR	NBU	NBL 5.0%	NBT	NBR	SBU	SBL		SBR
LAND USE Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering Exiting	EBU	EBL			WBU			WBR	NBU				SBU	SBL		SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting			2.0%	5.0%		9.0%	4.0%			5.0%	12.0%	14.0%			12.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL			WBU			WBR	NBU				SBU	SBL		SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By			2.0% EBT	5.0% EBR		9.0% WBL	4.0% WBT			5.0% NBL	12.0% NBT	14.0% NBR			12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting EXITINATE OF TYPE Pass - By Net New		EBL	2.0% EBT	5.0% EBR		9.0% WBL	4.0% WBT	WBR		5.0% NBL	12.0% NBT 29	14.0% NBR		SBL	12.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting EXITINATE OF TYPE Pass - By Net New			2.0% EBT	5.0% EBR		9.0% WBL	4.0% WBT			5.0% NBL	12.0% NBT	14.0% NBR			12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC		EBL	2.0% EBT	5.0% EBR		9.0% WBL	4.0% WBT	WBR		5.0% NBL	12.0% NBT 29	14.0% NBR		SBL	12.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		EBL 0	2.0% EBT	5.0% EBR 31 31		9.0% WBL 56 56	4.0% WBT 10 10	WBR 0		5.0% NBL 12 12	12.0% NBT 29 29 -19	14.0% NBR 35 35		SBL 0	12.0% SBT 75 75	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		EBL	2.0% EBT	5.0% EBR		9.0% WBL	4.0% WBT	WBR		5.0% NBL	12.0% NBT 29 29	14.0% NBR		SBL	12.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC		EBL 0	2.0% EBT	5.0% EBR 31 31		9.0% WBL 56 56	4.0% WBT 10 10	WBR 0		5.0% NBL 12 12	12.0% NBT 29 29 -19	14.0% NBR 35 35		SBL 0	12.0% SBT 75 75	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC "PM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC	EBU	EBL 0	2.0% EBT 12 12	5.0% EBR 31 31	WBU	9.0% WBL 56 56	4.0% WBT 10 10 720	WBR 0	NBU	5.0% NBL 12 12 141	12.0% NBT 29 29 -19 370	14.0% NBR 35 35 102	SBU	SBL 0	12.0% SBT 75 75 440	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJEC LAND USE	TYPE Entering Exiting Entering Entering Exiting ETTRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC" TYPE		EBL 0	2.0% EBT	5.0% EBR 31 31		9.0% WBL 56 56	4.0% WBT 10 10	WBR 0		5.0% NBL 12 12	12.0% NBT 29 29 -19	14.0% NBR 35 35		SBL 0	12.0% SBT 75 75	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE POJECT POPM PROJECT POPM PROJECT PROJECT PROJECT PROJECT PROJECT	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TYPE Pass - By	EBU	EBL 0	2.0% EBT 12 12 807	5.0% EBR 31 31 102 EBR	WBU	9.0% WBL 56 56 234	4.0% WBT 10 10 720 WBT	WBR 0	NBU	5.0% NBL 12 12 11 12 12 11 NBL	12.0% NBT 29 29 -19 370 NBT	14.0% NBR 35 35 102 NBR	SBU	SBL 0	12.0% SBT 75 75 440 SBT	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips This is a second of the project Trips The project Trips The project Trips Trips Trips Trips	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL 0	2.0% EBT 12 12	5.0% EBR 31 31	WBU	9.0% WBL 56 56	4.0% WBT 10 10 720	WBR 0	NBU	5.0% NBL 12 12 141	12.0% NBT 29 29 -19 370	14.0% NBR 35 35 102	SBU	SBL 0	12.0% SBT 75 75 440	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE POJECT POPM PROJECT POPM PROJECT PROJECT PROJECT PROJECT PROJECT	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL 0	2.0% EBT 12 12 12 807	5.0% EBR 31 31 102 EBR	WBU	9.0% WBL 56 56 234 WBL	4.0% WBT 10 10 720 WBT	WBR 0	NBU	5.0% NBL 12 12 11 12 12 141 NBL 41	12.0% NBT 29 29 -19 370 NBT	14.0% NBR 35 35 102 NBR	SBU	SBL 0	12.0% SBT 75 75 440 SBT	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips This is a second of the project Trips The project Trips The project Trips Trips Trips Trips	TYPE Entering Exiting Entering Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL 0	2.0% EBT 12 12 12 807	5.0% EBR 31 31 102 EBR	WBU	9.0% WBL 56 56 234 WBL	4.0% WBT 10 10 720 WBT	WBR 0	NBU	5.0% NBL 12 12 11 12 12 141 NBL 41	12.0% NBT 29 29 -19 370 NBT	14.0% NBR 35 35 102 NBR	SBU	SBL 0	12.0% SBT 75 75 440 SBT	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC ET TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC LT TRAFFIC EASSIGNMENT Net New DJECT TRAFFIC	EBU	0 137 EBL	2.0% EBT 12 12 1807 EBT 13 13	5.0% EBR 31 102 EBR 31 31 31	WBU	9.0% WBL 56 56 234 WBL 56 56	4.0% WBT 10 10 720 WBT 34 34	WBR 0 73 WBR	NBU	5.0% NBL 12 12 11 12 41 NBL 42 42	12.0% NBT 29 29 -19 370 NBT 102 102 -32	14.0% NBR 35 35 102 NBR 119 119	SBU	SBL 40 SBL	12.0% SBT 75 75 440 SBT 74 74	SBR 0 46 SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips AM TOTAL PM PROJECT Trips PM TOTAL PRO PM TOTAL P	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC ET TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC LT TRAFFIC EASSIGNMENT Net New DJECT TRAFFIC	EBU	EBL 0	2.0% EBT 12 12 12 807	5.0% EBR 31 31 102 EBR	WBU	9.0% WBL 56 56 234 WBL	4.0% WBT 10 10 720 WBT	WBR 0	NBU	5.0% NBL 12 12 11 12 12 141 NBL 41	12.0% NBT 29 29 -19 370 NBT 102	14.0% NBR 35 35 102 NBR	SBU	SBL 0	12.0% SBT 75 75 440 SBT	SBR 0

Andalusia Avenue and Ponce De Leon Boulevard May 14, 2014 0.924

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		60	595	86							393	120		82	490	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		61	607	88	l						401	122		84	500	
7.11.12.41.01.11.0					l .									<u> </u>	000	
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		66	409	114							606	107		57	584	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		67	417	116							618	109		58	596	
"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion	EBU	EBL	EBI	EBK	WBU	WDL	WDI	WDK	NBU	NDL	NDI	72	360	SBL	361	JDK
			I	I	! 											
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate AM BACKGROUND TRAFFIC GROWTH	1.4%	1.4%	1.4% 26	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 5	1.4%	1.4%	1.4%	1.4%
AW BACKGROUND TRAFFIC GROWTH		3	20	4	l						17	3		4	22	
AM NON-PROJECT TRAFFIC w/ DIVERSION	NC	64	633	92							418	199		88	522	
"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion	EBU	EBL	<u> EBI</u>	EBK	WBU	WDL	WDI	WDK	NBU	NDL	NDI	51	360	JDL	361	SBK
Tranic Diversion		l .	l	l	l							31				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		3	18	5							27	5		3	26	
PM NON-PROJECT TRAFFIC w/ DIVERSION	N	70	435	121							645	165		61	622	
FW NON-FROSECT TRAITIC W/ DIVERSIO	JIN	70	433	121	l						043	103		01	022	
"PROJECT DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering																
Distribution Exiting																
Net New Entering			2.0%												26.0%	
Distribution Exiting			<u> </u>	<u> </u>							31.0%	17.0%				
"AM PROJECT TRAFFIC"																
LAND USE TYPE	EDII															
Project Pass - By		FRI	FRT	FRR	WRII	WRI	WRT	WRR	NRII	NRI	NRT	NRR	SRII	SRI	SRT	SBR
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
•	EBU	EBL		EBR	WBU	WBL	WBT	WBR	NBU	NBL			SBU	SBL		SBR
Trips Net New AM TOTAL PROJECT TRAFFIC	EBO	EBL 0	13 13	EBR 0	WBU	WBL	WBT	WBR	NBU	NBL	76 76	42 42	SBU	SBL 0	162 162	SBR
Trips Net New AM TOTAL PROJECT TRAFFIC	EBU		13		WBU	WBL	WBT	WBR	NBU	NBL	76 76	42	SBU		162	SBR
Trips Net New	EBU		13		WBU	WBL	WBT	WBR	NBU	NBL	76	42	SBU		162	SBR
Trips Net New AM TOTAL PROJECT TRAFFIC	EBU		13		WBU	WBL	WBT	WBR	NBU	NBL	76 76	42	SBU		162	SBR
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC	EBU	0	13 13	0	WBU	WBL	WBT	WBR	NBU	NBL	76 76 -19	42 42	SBU	0	162 162	SBR
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC"		0 64	13 13 646	92							76 76 -19 475	42 42 42 241		0	162 162 684	
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE	EBU	0	13 13	0	WBU		WBT		NBU	NBL	76 76 -19	42 42	SBU	0	162 162	SBR
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE Project Pass - By		0 64	13 13 646 EBT	92							76 76 -19 475	42 42 241 NBR		0	162 162 684	
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE Project Pass - By Trips Net New		0 64	13 13 646 EBT	92							76 76 -19 475 NBT	42 42 42 241 NBR		0	162 162 684 SBT	
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE Project Pass - By		0 64	13 13 646 EBT	92							76 76 -19 475	42 42 241 NBR		0	162 162 684	
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE Project Pass - By Trips Net New		0 64	13 13 646 EBT	92							76 76 -19 475 NBT	42 42 42 241 NBR		0	162 162 684 SBT	
Trips Net New AM TOTAL PROJECT TRAFFIC AM TRAFFIC REASSIGNMENT AM TOTAL TRAFFIC "PM PROJECT TRAFFIC" LAND USE TYPE Project Pass - By Trips Net New PM TOTAL PROJECT TRAFFIC		0 64	13 13 646 EBT	92							76 76 -19 475 NBT 263 263	42 42 42 241 NBR		0	162 162 684 SBT	

Valencia Avenue and Ponce De Leon Boulevard May 14, 2014 0.902

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni	ng Movements						39	151	30		28	491				466	119
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EVICTING	CONDITIONS				ı	1				1				1	ı		
AM EXISTING	CONDITIONS						40	154	31		29	501				475	121
"PM EXISTIN	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni	ng Movements						107	586	120		78	639				552	148
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
					1	1									1	1	
PM EXISTING	CONDITIONS						109	598	122		80	652				563	151
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	Diversion											72					
Vears To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH	1.470	1.470	1.470	1.470	1.470	2	7	1.470	1.470	1.470	22	1.470	1.470	1.470	21	5
			l	l					L -				l				
AM NON-PROJECT TE	RAFFIC w/ DIVERSION						42	161	32		30	595				496	126
"DM TDAEEIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Diversion	LEGU	LBL	<u>EBI</u>	EBK	WBU	WBL	WBI	WER	NBU	NDL	51	NDK	360	JDL	361	JDK
Traine E	7170131011	1	l .	l .			l .	l .	l .	1	l .	- 51	l .				
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH						5	26	5		3	28				24	7
DM NON DDO JECT TO	DATEIC/ DIVERSION		1	1									1				450
PM NON-PROJECT TE	RAFFIC W/ DIVERSION		l .	l			114	624	127		83	731	<u> </u>			587	158
"PPO IECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			<u> </u>			l	l	1			<u> </u>	<u> </u>	020			
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											48.0%					
			-	-	-	-	-	-	-	•	-	-	-	-	-	-	
	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New DJECT TRAFFIC						0	0	0		0	118 118				162 162	0
AW TOTAL PRO	DJECT TRAFFIC		l	l			0	U	U		0	118	<u> </u>			162	0
AM TRAFFIC R	EASSIGNMENT											-19					
AM TOTAL	L TRAFFIC						42	161	32		30	694				658	126
"DM DD 0 IE	OT TD 4 FFIO																
	CT TRAFFIC" TYPE	EDII	EDI	EDT	EDD	WEII	WDI	WDT	WDD	MDII	NDI	NDT	NDD	epu	SBL	CDT	CDD
LAND USE Project	Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	JDL	SBT	SBR
Trips	Net New		 	 			 	 	 		 	407	 			161	
	DJECT TRAFFIC	-	 	 			 	 	 	-	 	407	 			161	
I III TOTAL FINO	JOEOT HAITIO		·	·	l	l	·	·	·	1	·	401	·		l	101	
PM TRAFFIC R	EASSIGNMENT											-32					
PM TOTAL	L TRAFFIC		1	1			114	624	127		83	1,106	1			748	158
I III TOTAL	- main		<u> </u>	l			1 11-7	V2 -1	121	1	00	1,100	l			7-10	150

Almeria Avenue and Ponce De Leon Boulevard May 14, 2014 0.952

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

AIN EVISIII	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii			25	188	16		25	68	16		28	484	67		31	457	11
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	1								1				1		466	
AM EXISTING	CONDITIONS		26	192	16		26	69	16		29	494	68		32	466	11
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii			17	97	14		46	132	19		37	630	51		43	608	11
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		17	99	14		47	135	19		38	643	52		44	620	11
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D							46		41			31	50		<u> </u>	<u> </u>	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4% 8	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AWI BACKGROUND	IKAFFIC GROWIN		1	8	1		1	3	1 1		1_1_	21	3		1	20	U
AM NON-PROJECT TE	AFFIC w/ DIVERSION		27	200	17		73	72	58		30	546	121		33	486	11
										1				1			
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion						69		57			-6	28				
					1	1	1	1		1			1	1		1	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		1	4	1		2	6	1		2	28	2		2	27	0
PM NON-PROJECT TE	AFFIC w/ DIVERSION		18	103	15		118	141	77		40	665	82		46	647	11
										1				ı			الستنسا
"PROJECT DIS	STRUBUTION"																
"PROJECT DIS LAND USE	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU			NBR	SBU	SBL 5.0%	SBT 21.0%	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL		EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT 48.0%	NBR	SBU			SBR
LAND USE Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering Exiting	EBU	EBL		EBR	WBU	WBL	WBT	WBR	NBU			NBR	SBU			SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting			1.0%							1.0%	48.0%			5.0%	21.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL		EBR	WBU	WBL	WBT	WBR	NBU			NBR	SBU			SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By			1.0% EBT							1.0% NBL	48.0% NBT			5.0% SBL	21.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting EXITINATE OF TYPE Pass - By Net New		EBL	1.0% EBT	EBR		WBL	WBT	WBR		1.0% NBL	48.0% NBT	NBR		5.0% SBL	21.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting EXITINATE OF TYPE Pass - By Net New			1.0% EBT							1.0% NBL	48.0% NBT			5.0% SBL	21.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC		EBL	1.0% EBT	EBR		WBL	WBT	WBR		1.0% NBL	48.0% NBT	NBR		5.0% SBL	21.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		EBL 0	1.0% EBT 6 6	EBR 0		WBL 0	WBT 0	WBR 0		1.0% NBL 3 3	48.0% NBT 118 118 -19	NBR 0		5.0% SBL 31 31	21.0% SBT 131 131	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		EBL	1.0% EBT	EBR		WBL	WBT	WBR		1.0% NBL	48.0% NBT 118 118	NBR		5.0% SBL	21.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC		EBL 0	1.0% EBT 6 6	EBR 0		WBL 0	WBT 0	WBR 0		1.0% NBL 3 3	48.0% NBT 118 118 -19	NBR 0		5.0% SBL 31 31	21.0% SBT 131 131	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC "PM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC	EBU	EBL 0	1.0% EBT 6 6	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3	48.0% NBT 118 118 -19 645	NBR 0	SBU	5.0% SBL 31 31	21.0% SBT 131 131	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJEC LAND USE	TYPE Entering Exiting Entering Entering Exiting ETTRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC" TYPE		EBL 0	1.0% EBT 6 6	EBR 0		WBL 0	WBT 0	WBR 0		1.0% NBL 3 3	48.0% NBT 118 118 -19	NBR 0		5.0% SBL 31 31	21.0% SBT 131 131	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TYPE Pass - By	EBU	EBL 0	1.0% EBT 6 6 EBT	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3 NBL	48.0% NBT 118 118 -19 645	NBR 0	SBU	5.0% SBL 31 31 64 SBL	21.0% SBT 131 131 617 SBT	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI AM TOTAL "PM PROJEC LAND USE Project Trips Trips AM TOTAL	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL 0	1.0% EBT 6 6 6 EBT	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3 NBL	118 118 118 -19 645 NBT	NBR 0	SBU	5.0% SBL 31 31 64 SBL	21.0% SBT 131 131 617 SBT 130	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL 0	1.0% EBT 6 6 EBT	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3 NBL	48.0% NBT 118 118 -19 645	NBR 0	SBU	5.0% SBL 31 31 64 SBL	21.0% SBT 131 131 617 SBT	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI AM TOTAL "PM PROJEC LAND USE Project Trips Trips AM TOTAL	TYPE Entering Exiting Entering Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL 0	1.0% EBT 6 6 6 EBT	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3 NBL	118 118 118 -19 645 NBT	NBR 0	SBU	5.0% SBL 31 31 64 SBL	21.0% SBT 131 131 617 SBT 130	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC ET TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC LT TRAFFIC EASSIGNMENT Net New DJECT TRAFFIC	EBU	0 27 EBL	1.0% EBT 6 6 EBT 206 EBT 6 6	0 17 EBR	WBU	0 73 WBL	WBT 0 72 WBT	WBR 0 58 WBR	NBU	3 3 3 NBL	48.0% NBT 118 119 645 NBT 407 407 -32	NBR 0 121 NBR	SBU	5.0% SBL 31 31 64 SBL 31 31 31	21.0% SBT 131 131 617 SBT 130 130	SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips AM TOTAL PM PROJECT Trips PM TOTAL PRO PM TOTAL PRO	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC ET TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC LT TRAFFIC EASSIGNMENT Net New DJECT TRAFFIC	EBU	EBL 0	1.0% EBT 6 6 6 EBT	0 17	WBU	WBL 0	WBT 0	WBR 0	NBU	1.0% NBL 3 3 NBL	118 118 -19 645 NBT 407	NBR 0	SBU	5.0% SBL 31 31 64 SBL	21.0% SBT 131 131 617 SBT 130	SBR 0

Sevilla Avenue and Ponce De Leon Boulevard (Southbound) May 14, 2014 0.934

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements				105											499	188
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
-																	
AM EXISTING	CONDITIONS				107											509	192
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii	•				144											791	136
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS				147											807	139
FWIENISTING	CONDITIONS		l		147											007	139
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D			I													1	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH				5											22	8
	/ / /															_	
AM NON-PROJECT TR	AFFIC W/ DIVERSION				112											532	200
"PM TRAFFIC CAL	MINIC DIVERSION!"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D		EBU	EBL	EBI	EBK	WBU	WBL	WBI	WBK	NBU	NBL	NBI	NBK	280	SBL		эвк
Traine D	iversion															9	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND		,	,.	,	6	,	,	,	,	,	,	,	,	,	,	35	6
PM NON-PROJECT TR	AFFIC w/ DIVERSION				153											851	145
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	
Pass-By	Entering														_		SBR
Distribution																	SBR
	Exiting															55.0%	SBR
Net New	Exiting Entering															55.0% 21.0%	
Net New Distribution	Exiting															55.0%	2.0%
Distribution	Exiting Entering Exiting															55.0% 21.0%	
Distribution "AM PROJECT	Exiting Entering Exiting TTRAFFIC"	EDI	EDI	EDT	EDD	WDI	WPI	WDT	WPP	MDI	NIDI	NDT	MDD	CDII	epi	55.0% 21.0% 10.0%	2.0%
Distribution "AM PROJECT LAND USE	Exiting Entering Exiting CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0%	
Distribution "AM PROJECT LAND USE Project	Exiting Entering Exiting ET TRAFFIC" TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26	2.0% SBR
"AM PROJECT LAND USE Project Trips	Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL	EBT		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26 155	2.0% SBR
Distribution "AM PROJECT LAND USE Project	Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New	EBU	EBL	EBT	EBR 0	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26	2.0% SBR
"AM PROJECT LAND USE Project Trips	Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	EBL	EBT		WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26 155	2.0% SBR
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO	Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	EBL	EBT	0	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26 155 181	2.0% SBR 5 5
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO	Exiting Entering Exiting ET TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	EBL	EBT	0	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26 155 181	2.0% SBR 5 5
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL	Exiting Entering Exiting ET TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC	EBU	EBL	EBT	0	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR NBR	SBU	SBL	55.0% 21.0% 10.0% SBT 26 155 181	2.0% SBR 5 5
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO "PM PROJECT "PM PM PROJECT "PM PM PM PM PM PM PM PM PM PM PM PM PM P	Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC TRAFFIC ET TRAFFIC				0 112											55.0% 21.0% 10.0% SBT 26 155 181	2.0% SBR 5 5 205
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE	Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New SJECT TRAFFIC TRAFFIC ET TRAFFIC TYPE				0 112											55.0% 21.0% 10.0% SBT 26 155 181 713	2.0% SBR 5 5 205
Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project	Exiting Entering Exiting Exiting EXTRAFFIC" TYPE Pass - By Net New MJECT TRAFFIC EXTRAFFIC EXTRAFFIC TYPE Pass - By Net New				0 112											55.0% 21.0% 10.0% SBT 26 155 181 713	2.0% SBR 5 5 5 SBR
Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips	Exiting Entering Exiting Exiting Exiting EXIT TRAFFIC" TYPE Pass - By Net New EXIT TRAFFIC EXIT TRAFFIC EXIT TRAFFIC EXIT TRAFFIC" TYPE Pass - By Net New EXIT TRAFFIC				0 112											55.0% 21.0% 10.0% SBT 26 155 181 713 SBT 108 215	2.0% SBR 5 5 5 205 SBR

Sevilla Avenue and Ponce De Leon Boulevard (Northbound) May 14, 2014

INTERSECTION: COUNT DATE:

AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.953 0.901

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements								75			687	183				
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
414 EVICEUIA	001101010											1				1	
AM EXISTING	CONDITIONS								77			701	187				
IIDM EVIOTIA	10 TD 4 FF10"		-DI	FDT		WELL		WDT	WDD	NBU	NDI	NET	NDD	0011	001		000
PM Raw Turnii	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR 97	SBU	SBL	SBT	SBR
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	137 1.020	1.020	1.020	836 1.020	1.020	1.020	1.020	1.020	1.000
reak Season Co	DITECTION FACTOR	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS								140			853	99				
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion								-15			51	-45				
			1		1		1	1				1	1			1	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH								3			31	8				
AM NON-PROJECT TE	RAFFIC w/ DIVERSION								65			783	150				
7 110.11 1 110.02.01 11				<u> </u>		l				<u> </u>	l		.00	<u> </u>			l
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion								-17			-21	-28				
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH								6			37	4				
PM NON-PROJECT TE	RAFFIC W/ DIVERSION			1					129	1		869	75	1			
1 111 11011 1 1100201 11	UNITED III, DIVERSION					l			120	l .	l	003		l .			
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering												20.0%				
Distribution	Exiting								20.0%			35.0%					
Net New	Entering												8.0%				
Distribution	Exiting								19.0%			42.0%					
	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								10			16	10				
Trips	Net New								47			103	50				
AM TOTAL PRO	JECT TRAFFIC								57			119	60				
AM TRAFFIC R	FASSIGNMENT											-19					
7 11.0 11.0				<u> </u>		l			<u> </u>	<u> </u>	l			<u> </u>			l
AM TOTAL	_ TRAFFIC								122			883	210				
																	
"PM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								39			69	39				
Trips	Net New			 		 			161	 	 	356	50	 			
PM TOTAL PRO	JECT TRAFFIC			<u> </u>		<u> </u>			200	<u> </u>	<u> </u>	425	89	<u> </u>			
PM TRAFFIC R	EASSIGNMENT											-32					
PM TOTAL	TRAFFIC								329			1,262	164				

Palermo Avenue and Ponce De Leon Boulevard (Southbound) May 14, 2014 0.916

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnin	g Movements				160											561	45
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
-																	
AM EXISTING	CONDITIONS				163											572	46
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin		4 000	4 000	4 000	176	4 000	4 000	4 000	4.000	4 000	4 000	4 000	4 000	4 000	4 000	885	43
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS				180											903	44
T III EXIOTING	CONDITIONS			l .	100					l .						300	
"AM TRAFFIC CAL	ING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	version															1	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH				7											25	2
AM NON-PROJECT TR	VEEIC M/ DIVEBBION		1	ı	170				ı	ı						598	48
AW NON-PROJECT IN	AFFIC W/ DIVERSION		l .	l .	170				l .	l .						396	40
"PM TRAFFIC CALI	ING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di				<u> </u>	<u> </u>				1	1						9	<u> </u>
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH				8											39	2
DM NON DDO IDOT TD	45510 / DIVERSION			1						1							
PM NON-PROJECT TR	AFFIC W/ DIVERSION				188											951	46
"PROJECT DIS	TOUDUTION!"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				LDK	*****	WE	****	I	I	INDL	INDI	NDIX	ODO	ODL	<u> </u>	OBIL
Distribution	Exiting															55.0%	
Net New	Entering				2.0%											21.0%	
Distribution	Exiting				2.070											10.0%	
	<u> </u>																
"AM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															26	
Trips	Net New				12											155	
AM TOTAL PRO	JECT TRAFFIC				12											181	0
AM TOTAL	TDAFFIC																
AM TOTAL	TRAFFIC		l	l	182				l	l						779	48
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			-21		*****	*****	****	1101	1,00	HDL	וטוי	1451/	220	ODL	108)
Trips	Net New		l	l	12				l	l						215	
PM TOTAL PRO					12											323	
																, 020	
PM TOTAL	TRAFFIC				200											1,274	46

Palermo Avenue and Ponce De Leon Boulevard (Northbound) May 14, 2014 0.922

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

PM PEAK HOUR FACTOR:

### Raw Turning Movements Peak Season Correction Factor 1,000 1,	"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Peak Season Correction Factor												I						
"PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Peak Season Correction Factor 1,000 1,00			1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
"PM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Peak Season Correction Factor 1,000 1,00																		
Pelk Raw Turning Movements	AM EXISTING	CONDITIONS								93			835	193				
Pelk Raw Turning Movements	"DM EVICTIA	IC TRAFFIC"	EDII	EDI	EDT	EDD	WEII	WDI	WDT	WDD	MDII	NDI	NDT	NDD	epu	ep.	ерт	CDD
Peak Season Correction Factor			EBU	EBL	EDI	EBK	WBU	WDL	WDI		NBU	NDL			360	JDL	361	SDR
PM EXISTING CONDITIONS			1.020	1.020	1.020	1.020	1.020	1.020	1.020		1.020	1.020			1.020	1.020	1.020	1.020
"AM TRAFFIC CALMING DIVERSION"																		
Years To Buildout 3 3 3 3 3 3 3 3 3	PM EXISTING	CONDITIONS								153			835	158				
Years To Buildout 3 3 3 3 3 3 3 3 3	#444 TD 4 FF10 O 41	MINO DIVERGIONII			FDT		MBII		WDT	14/DD	NBII	NDI	NDT	NDD	0011	001		000
Years To Buildout			EBU	EBL	EBI	EBK	MRO	WBL	WBI		NBO	NBL			280	SBL	SBI	SBR
Yearly Growth Rate	Traffic L	riversion								-98	l .	l .	104	-103				
AM BACKGROUND TRAFFIC GROWTH	Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
AM NON-PROJECT TRAFFIC W DIVERSION			1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
"PM TRAFFIC CALMING DIVERSION" EBU EBL EBT EBR WBU WBL WBT NBR NBU NBL NBT NBR SBU SBL SBT SBR Traffic Diversion	AM BACKGROUND	TRAFFIC GROWTH								4			36	8				
"PM TRAFFIC CALMING DIVERSION" EBU EBL EBT EBR WBU WBL WBT NBR NBU NBL NBT NBR SBU SBL SBT SBR Traffic Diversion	AM NON DRO JECT TO	AEEIC W/ DIVERSION	1								1	1	075	00				
Traffic Diversion	AW NON-PROJECT IF	CAFFIC W/ DIVERSION								-1	l .	l	9/5	90				
Years To Buildout 3 3 3 3 3 3 3 3 3	"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Yearly Growth Rate	Traffic D	iversion								-137			88	-73				
Yearly Growth Rate																		
PM NON-PROJECT TRAFFIC W/ DIVERSION 23 959 92							_				_							
PM NON-PROJECT TRAFFIC w/ DIVERSION 23 959 92			1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%		1.4%	1.4%			1.4%	1.4%	1.4%	1.4%
PROJECT DISTRUBUTION"	FINI BACKGROUND	TRAFFIC GROWIN								/	l .	l	36	/				
LAND USE	PM NON-PROJECT TE	RAFFIC w/ DIVERSION								23			959	92				
LAND USE																		
Pass-By Entering																		
Distribution			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL			SBU	SBL	SBT	SBR
Net New Entering	•									40.00/			15.0%	40.0%				
Distribution										40.0%			0.00/	20.00/				
"AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBT WBR NBU NBL NBT NBR SBU SBL SBR Project Pass - By 19 7 19 7 19 7 19 7 19 7 19 8 10 8 10										31.0%				20.0%				
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR	Distribution	Lating	II				l			01.070	!	<u> </u>	11.070	!				
Project	"AM PROJEC	CT TRAFFIC"																
Trips Net New	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TOTAL PROJECT TRAFFIC 95 84 142 142 AM TRAFFIC REASSIGNMENT 94 1,040 240 240 1,040 240	•									19			7	19				
AM TRAFFIC REASSIGNMENT 94 1,040 240																		
AM TOTAL TRAFFIC 94	AM TOTAL PRO	DJECT TRAFFIC								95			84	142				
AM TOTAL TRAFFIC	AM TRAFFIC R	FASSIGNMENT											-19					
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBT WBR NBU NBT NBR SBU SBL SBT SBR Project Pass - By <	7 110 110		l .				ı			l	l	l		l				
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By	AM TOTAL	_ TRAFFIC								94			1,040	240				
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By																		
Project Pass - By 78 29 78 Trips Net New 263 143 124 PM TOTAL PROJECT TRAFFIC 341 172 202 PM TRAFFIC REASSIGNMENT -32 -32			EDII	EDI	EDT	EDD	WEII	WDI	WDT	WPP	MDII	NDI	NDT	NDD	epu	ep.	CDT	CDD
Trips Net New 263 143 124 PM TOTAL PROJECT TRAFFIC 341 172 202 PM TRAFFIC REASSIGNMENT -32 -32			EDU	CDL	EDI	EDK	WDU	WDL	WDI		NDU	NDL			300	JDL	301	SDK
PM TOTAL PROJECT TRAFFIC 341 172 202 PM TRAFFIC REASSIGNMENT -32 -32							-					 						
PM TRAFFIC REASSIGNMENT -32												l						
PM TOTAL TRAFFIC 364 1,099 294	PM TRAFFIC R	EASSIGNMENT											-32					
111111111111111111111111111111111111111	PM TOTAL	TRAFFIC								364		ı	1 000	294				1
	I III TOTAL	- INSITIO					1			304			1,033	234				

Catalonia Avenue and Ponce De Leon Boulevard May 14, 2014 0.927

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii		T	46	3	39		1	0	1		43	685	7	1	4	449	23
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		47	3	40		1	0	1		44	699	7		4	458	23
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnir			46	0	45		6	4	3		28	692	2		2	796	24
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		47	0	46	1	6	4	3	ı	29	706	2	1	2	812	24
FWIENISTING	CONDITIONS		41		40	<u> </u>	0	*	3		29	700		<u> </u>		012	24
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D																1	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH		2	0	2	l	0	0	0		2	30	0	l	0	20	1
AM NON-PRO IECT TO	RAFFIC w/ DIVERSION		49	3	42	1	1	0	1		46	729	7	1	4	479	24
Am NON-FROMECT IN	ALTIG W/ DIVERGION		43	3	44	L	- 1			L	40	123		L		413	44
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D												15	l			9	
										1							
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		2	0	2		0	0	0		1	31	0		0	35	1
PM NON-PROJECT TR	AEEIC W/ DIVERSION		49	0	48	ı	6	4	3	I	30	752	2	ı	2	856	25
FINI NOIN-PROJECT IN	MATRIC W/ DIVERSION		49	U	40		0	4	3		30	/52				000	25
-				•	•												
"PROJECT DIS	STRUBUTION"		•	•													
"PROJECT DIS	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	
LAND USE Pass-By	TYPE Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		
LAND USE Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0%	NBR	SBU	SBL	8.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting											13.0%				8.0% 10.0%	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0%	NBR	SBU	SBL	8.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting EXITING EXIT											13.0% 3.0% NBT				8.0% 10.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New		EBL	EBT	EBR		WBL	WBT	WBR		NBL	13.0% 3.0% NBT	NBR		SBL	8.0% 10.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New											13.0% 3.0% NBT				8.0% 10.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New OJECT TRAFFIC		EBL	EBT	EBR 0		WBL	WBT	WBR		NBL 0	13.0% 3.0% NBT 87 87	NBR 0		SBL	8.0% 10.0% SBT 74 74	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New OJECT TRAFFIC		EBL	EBT	EBR		WBL	WBT	WBR		NBL	13.0% 3.0% NBT	NBR		SBL	8.0% 10.0% SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		EBL	EBT	EBR 0		WBL	WBT	WBR		NBL 0	13.0% 3.0% NBT 87 87	NBR 0		SBL	8.0% 10.0% SBT 74 74	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Extiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC		EBL 0 -49	EBT 0 -3	EBR 0 13		WBL 0 -1	WBT 0	WBR 0 -1		NBL 0	13.0% 3.0% NBT 87 87 30	NBR 0 -7		SBL 0	8.0% 10.0% SBT 74 74	SBR SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC "PM PROJEC	TYPE Entering Exiting Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC	EBU	EBL 0 -49 0	EBT 0 -3 0	EBR 0 13 55	WBU	WBL 0 -1 0	WBT 0 0 0 0	WBR 0 -1 0	NBU	NBL 0 -46 0	13.0% 3.0% NBT 87 87 30	NBR 0 -7 0	SBU	SBL 0 -4 0	8.0% 10.0% SBT 74 74 4	SBR SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI AM TOTAL "PM PROJEC LAND USE	TYPE Entering Exiting Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC CT TRAFFIC" TYPE		EBL 0 -49	EBT 0 -3	EBR 0 13		WBL 0 -1	WBT 0	WBR 0 -1		NBL 0	13.0% 3.0% NBT 87 87 30	NBR 0 -7		SBL 0	8.0% 10.0% SBT 74 74	SBR SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By	EBU	EBL 0 -49 0	EBT 0 -3 0	EBR 0 13 55	WBU	WBL 0 -1 0	WBT 0 0 0 0	WBR 0 -1 0	NBU	NBL 0 -46 0	13.0% 3.0% NBT 87 87 30 846	NBR 0 -7 0	SBU	SBL 0 -4 0	8.0% 10.0% SBT 74 74 4 557	SBR SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE Project Trips Trips AM TOTAL "PM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITING	EBU	EBL 0 -49 0	EBT 0 -3 0	EBR 0 13 55	WBU	WBL 0 -1 0	WBT 0 0 0 0	WBR 0 -1 0	NBU	NBL 0 -46 0	13.0% 3.0% NBT 87 87 30 846	NBR 0 -7 0	SBU	SBL 0 -4 0	8.0% 10.0% SBT 74 74 4 557 SBT	SBR SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITING	EBU	EBL 0 -49 0	EBT 0 -3 0	EBR 0 13 55	WBU	WBL 0 -1 0	WBT 0 0 0 0	WBR 0 -1 0	NBU	NBL 0 -46 0	13.0% 3.0% NBT 87 87 30 846	NBR 0 -7 0	SBU	SBL 0 -4 0	8.0% 10.0% SBT 74 74 4 557	SBR SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO	TYPE Entering Exiting Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT - TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	0 -49 0 EBL	0 -3 0 EBT	0 13 55 EBR	WBU	0 -1 0 WBL	WBT 0 0 WBT	WBR 0 -1 0 WBR	NBU	NBL 0 -46 0 NBL	13.0% 3.0% NBT 87 87 30 846 NBT	NBR 0 -7 0 NBR	SBU	SBL 0 0 -4 0 SBL	8.0% 10.0% SBT 74 74 4 557 SBT	SBR SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE Project Trips Trips AM TOTAL "PM PROJEC LAND USE Project Trips	TYPE Entering Exiting Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT - TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL 0 -49 0	EBT 0 -3 0	EBR 0 13 55	WBU	WBL 0 -1 0	WBT 0 0 0 0	WBR 0 -1 0	NBU	NBL 0 -46 0	13.0% 3.0% NBT 87 87 30 846	NBR 0 -7 0	SBU	SBL 0 -4 0	8.0% 10.0% SBT 74 74 4 557 SBT	SBR SBR 0
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC CT TRAFFIC DJECT TRAFFIC EASSIGNMENT Net New DJECT TRAFFIC	EBU	0 -49 0 EBL	0 -3 0 EBT	0 13 55 EBR	WBU	0 -1 0 WBL	WBT 0 0 WBT	WBR 0 -1 0 WBR	NBU	NBL 0 -46 0 NBL	13.0% 3.0% NBT 87 87 30 846 NBT	NBR 0 -7 0 NBR	SBU	SBL 0 0 -4 0 SBL	8.0% 10.0% SBT 74 74 4 557 SBT	SBR SBR 0

University Drive and Ponce De Leon Boulevard May 14, 2014 0.927

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

PM PEAK HOUR FACTOR:

"AM EXISTIN	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnir									I		13	759	l			384	104
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS										13	774				392	106
"PM EXISTIN	C TDAEEIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin		EBU	EBL	EDI	EDK	WBU	WDL	WDI	WDR	NBU	18	719	NDK	360	SDL	578	293
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
i oun ooudon oo		1.020	1.020	1.020	1.020	11020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS										18	733				590	299
"AM TRAFFIC CALI		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	version								l .		l .		l .			1	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH										1	34				17	5
						1											
AM NON-PROJECT TR	AFFIC w/ DIVERSION										14	808				410	111
"PM TRAFFIC CALI	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di					LDIX	1100	WE	****	T TOIL	I	I	15	I	OBO	ODL	9	I DEN
Trainio D	101011	II							I	1	I	10	I			J	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH										1	32				26	13
PM NON-PROJECT TR	AFFIC w/ DIVERSION								1		19	780	1			625	312
T III TOOL T TOOL OT THE	ALTIO W, DIVERSION								l .	1	10	700	l .			020	UIL
"PROJECT DIS	TRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											21.0%				8.0%	
Distribution	Exiting								<u> </u>			3.0%	<u> </u>			2.0%	8.0%
"AM PROJEC	T TD A EEIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				LDIX	****	WE	***	T TOIL	I	INDL	IND!	INDIX	ODO	ODL	05.	OBIN
Trips	Net New											137				55	19
AM TOTAL PRO											0	137				55	19
AM TRAFFIC RE	ASSIGNMENT										-14	-23				17	
AM TOTAL	TRAFFIC								1		0	922	1			482	130
AWITOTAL	TRAITIO								l .	1		322	l .			402	130
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											156				67	67
PM TOTAL PRO	JECT TRAFFIC											156				67	67
PM TRAFFIC RE	ASSIGNMENT	I							l		-19	-15	l			14	
FINI I KAFFIC KE	A S S I G N I V I E N I								l	i	-19	-15	l			14	
PM TOTAL	TRAFFIC										0	921				706	379
																	-

Malaga Avenue and Ponce De Leon Boulevard May 14, 2014 0.953

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements		184	152	23		34	35	25		15	559	45		20	357	
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		188	155	23		35	36	26		15	570	46		20	364	
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements		124	79	17		45	104	25		20	584	41		26	532	
Peak Season C	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVISTING	CONDITIONS		126	81	17		46	106	26		20	596	42		27	543	
F WI EXISTING	CONDITIONS	<u> </u>	120	01	- 17		40	100	20		20	390	42		ZI	343	<u> </u>
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Diversion						-1		27			-26	26			1	
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH	l	8	7	1		2	2	1		1	25	2		1	16	
AM NON-PROJECT TO	RAFFIC w/ DIVERSION	1	196	162	24		36	38	54		16	569	74		21	381	
AII NOTE NOVEOL II	CALLIO W/ DIVERSION	·	130	102			30	30	J -		10	303	,-	1		301	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Diversion						-9		37			-22	22			9	
										l l							
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		5	4	1		2	5	1		1	26	2		1	24	
DM NON-DDO IECT TI	RAFFIC w/ DIVERSION		131	85	18		39	111	64		21	600	66		28	576	
FINI NON-FIXOSECT TI	VALUE W/ DIVERSION	l	131	65	10		39		04		21	000	00		20	370	ll
"PROJECT DI	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-35.0%	35.0%		5.0%	-5.0%	
Distribution	Exiting						5.0%		35.0%								
Net New	Entering		10.0%	1.0%								6.0%	12.0%	5.0%	3.0%		
Distribution	Exiting													3.076	3.0%		
							16.0%	3.0%	3.0%				,	3.078	3.0%	2.0%	
"AM DDA IE							16.0%	3.0%	3.0%					3.076	3.0%	2.0%	
	CT TRAFFIC"															ļ	
LAND USE	TYPE	EBU	EBL	ЕВТ	EBR	WBU	WBL	3.0% WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Project	TYPE Pass - By	EBU			EBR	WBU	WBL 2	WBT	WBR	NBU	NBL	-17	NBR	SBU	SBL 2	SBT -2	SBR
LAND USE Project Trips	TYPE Pass - By Net New	EBU	62	6		WBU	WBL 2 39	WBT 7	WBR 17 7	NBU		-17 37	NBR 17 74	SBU 31	SBL 2 19	SBT -2 5	SBR
LAND USE Project Trips	TYPE Pass - By	EBU			EBR 0	WBU	WBL 2	WBT	WBR	NBU	NBL 0	-17	NBR	SBU	SBL 2	SBT -2	SBR
LAND USE Project Trips AM TOTAL PRO	TYPE Pass - By Net New	EBU	62	6		WBU	WBL 2 39	WBT 7	WBR 17 7	NBU		-17 37	NBR 17 74	SBU 31	SBL 2 19	SBT -2 5	SBR
LAND USE Project Trips AM TOTAL PRO	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	62	6		WBU	WBL 2 39 41	WBT 7	WBR 17 7	NBU	0	-17 37 20	NBR 17 74	SBU 31	SBL 2 19	SBT -2 5 3	SBR
LAND USE Project Trips AM TOTAL PRO	TYPE Pass - By Net New DJECT TRAFFIC	EBU	62	6		WBU	WBL 2 39	WBT 7	WBR 17 7	NBU	0	-17 37 20	NBR 17 74	SBU 31	SBL 2 19	SBT -2 5 3	SBR
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC	EBU	62 62	6	0	WBU	WBL 2 39 41	7 7	WBR 17 7 24	NBU	0 37	-17 37 20 -37	NBR 17 74 91	31 31	SBL 2 19 21	SBT -2 5 3 17	SBR
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJECT	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC"		62 62 258	6 6	0 24		WBL 2 39 41	WBT 7 7 7 45	WBR 17 7 24		0 37 53	-17 37 20 -37	NBR 17 74 91	31 31 31	SBL 2 19 21 42	SBT -2 5 3 17 401	
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJECT LAND USE	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE	EBU	62 62	6	0	WBU	WBL 2 39 41 77 WBL	7 7	WBR 17 7 24 78 WBR	NBU	0 37	-17 37 20 -37 552	NBR 17 74 91 165	31 31	\$BL 2 19 21 42 \$BL	SBT -2 5 3 17 401 SBT	SBR
LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJECT LAND USE Project	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By		62 62 258	6 6 168	0 24		WBL 2 39 41 77 WBL 10	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69		0 37 53	-17 37 20 -37 552 NBT	NBR 17 74 91 165 NBR	31 31 31 31	\$BL 2 19 21 42 \$BL 10	SBT -2 5 3 17 401 SBT -10	
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By Net New		62 62 258 EBL	6 6 168 EBT	0 24		WBL 2 39 41 77 WBL 10 136	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69 25		0 37 53	-17 37 20 -37 552 NBT -69 38	NBR 17 74 91 165 NBR 69 74	31 31 31 SBU	SBL 2 19 21 42 SBL 10 19	SBT -2 5 3 17 401 SBT -10 17	
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By		62 62 258	6 6 168	0 24		WBL 2 39 41 77 WBL 10	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69		0 37 53	-17 37 20 -37 552 NBT	NBR 17 74 91 165 NBR	31 31 31 31	\$BL 2 19 21 42 \$BL 10	SBT -2 5 3 17 401 SBT -10	
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PROJECT Trips	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By Net New		62 62 258 EBL	6 6 168 EBT	0 24		WBL 2 39 41 77 WBL 10 136	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69 25		0 37 53	-17 37 20 -37 552 NBT -69 38	NBR 17 74 91 165 NBR 69 74	31 31 31 SBU	SBL 2 19 21 42 SBL 10 19	SBT -2 5 3 17 401 SBT -10 17	
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TRAFFIC R	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT LTRAFFIC TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT		62 62 258 EBL	6 6 168 EBT	0 24		WBL 2 39 41 77 WBL 10 136	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69 25		0 37 53 NBL	-17 37 20 -37 552 NBT -69 38 -31	NBR 17 74 91 165 NBR 69 74 143	31 31 31 SBU	SBL 2 19 21 42 SBL 10 19	SBT -2 5 3 17 401 SBT -10 17 7	
LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJECT LAND USE Project Trips PM TOTAL PRO PM TRAFFIC R	TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT L TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC		62 62 258 EBL	6 6 168 EBT	0 24		WBL 2 39 41 77 WBL 10 136	WBT 7 7 45 WBT	WBR 17 7 24 78 WBR 69 25		0 37 53 NBL	-17 37 20 -37 552 NBT -69 38 -31	NBR 17 74 91 165 NBR 69 74	31 31 31 SBU	SBL 2 19 21 42 SBL 10 19	SBT -2 5 3 17 401 SBT -10 17 7	

Sevilla Avenue and Le Jeune Road May 15, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.981 0.967

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	•						7		40			1,187	56		250	1,050	
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		1	1			7		41			1,211	57	1	255	1,071	
AW EXISTING	CONDITIONS	l .			l .		,		41	l .	l .	1,211	37		255	1,071	
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii							143		156			970	27		56	1,290	
Peak Season Co	prrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
						1											
PM EXISTING	CONDITIONS						146		159			989	28		57	1,316	
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D					LDIX	1100	WDL	***	T TOIL	I	I	T T	I	I	I ODE	T 05.	OBIL
		l			l				l	l	l		l		l	l	l
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						0		2			53	2		11	47	
AM NON-PROJECT TE	AFFIC w/ DIVERSION						7		43			1,264	59		266	1,118	
7 1101111100201 11		l .			l					l .	l .	.,20.				.,	<u> </u>
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion																
Years To	Duildout	3			3	0	3	0		3						3	
Yearly Gro		1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%
PM BACKGROUND		1.470	1.470	1.470	1.470	1.470	6	1.470	7	1.470	1.476	43	1.476	1.470	2	57	1.470
I III BAGROROGRE	TRAITIO GROWIII	l	1	1	I		Ü		l '	I	I	40	<u> </u>	1		- 57	
PM NON-PROJECT TR	AFFIC w/ DIVERSION						152		166			1,032	29		59	1,373	
"PROJECT DIS																	
LANDUGE	STRUBUTION"	-		FDT		WELL	ME	WDT	WDD	NELL	NBI	NDT	NDD	0011	001		200
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	TYPE Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	TYPE Entering	EBU	EBL	EBT	EBR	WBU	WBL 2.0%	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU		WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting			EBT	EBR		2.0%										
Pass-By Distribution Net New Distribution "AM PROJECT	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU		WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By						2.0% WBL										
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New						2.0% WBL		WBR			NBT	NBR		SBL	SBT	
Pass-By Distribution Net New Distribution "AM PROJECT LAND USE Project	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New						2.0% WBL										
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC						2.0% WBL		WBR			NBT	NBR		SBL	SBT	
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT						2.0% WBL 5 5		WBR 0			NBT 0	NBR 0		SBL 0	SBT 0	
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT						2.0% WBL		WBR			NBT 0	NBR		SBL	SBT	
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC						2.0% WBL 5 5		WBR 0			NBT 0	NBR 0		SBL 0	SBT 0	
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TTRAFFIC	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 -1,098	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC TYPE						2.0% WBL 5 5		WBR 0			NBT 0	NBR 0		SBL 0	SBT 0	
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New JECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TTRAFFIC	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 -1,098	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting ET TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By Net New Net New	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5 WBL	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 -1,098	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTA	TYPE Entering Exiting Entering Entering Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5 12 WBL 17	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 1,098 SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJEC LAND USE Project Trips Trips The PROJECT Trips Trips Trips Trips Trips Trips	TYPE Entering Exiting Entering Entering Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5 12 WBL 17	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 -1,098	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TYPE Pass - By Net New DJECT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5 12 WBL 17 17	WBT	WBR 0 43 WBR	NBU	NBL	NBT 0 16 1,280 NBT	NBR 0 59 NBR	SBU	SBL 266	SBT 0 -20 1,098 SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTA	TYPE Entering Exiting Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TYPE Pass - By Net New DJECT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	EBT	EBR	WBU	2.0% WBL 5 5 12 WBL 17	WBT	WBR 0	NBU	NBL	NBT 0 16 1,280	NBR 0	SBU	SBL 0	SBT 0 -20 1,098 SBT	SBR

INTERSECTION: COUNT DATE: Palermo Avenue and Le Jeune Road May 15, 2014

0.97

PM PEAK HOUR FACTOR:

AM PEAK HOUR FACTOR: 0.96

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements						10		18			1,227	99		210	995	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
																•	
AM EXISTING	CONDITIONS						10		18			1,252	101		214	1,015	
"PM EXISTIN		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii Peak Season Co		4.000	4.000	4.000	4.000	4.000	37	4.000	61	4.000	4.000	930	33	4.000	45	1,424	4.000
reak Season Co	orrection ractor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS						38		62			949	34		46	1.452	
	CONDINIONS			<u> </u>	<u> </u>	l				<u> </u>		0.0		<u> </u>		.,.02	
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion																
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						0		1			54	4		9	44	
AM NON-PROJECT TO	RAFFIC w/ DIVERSION			1	1		10		19	1		1.306	105	1	223	1.059	
AIII NOIT I ROOLOT II	CALLIO III, DIVERGIGIA			l .	l .	l				l .		1,000	100	l .	220	1,000	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion																
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH						2		3			41	1		2	63	
PM NON-PRO IECT TE	RAFFIC w/ DIVERSION			1	1	1	40		65	1		990	35	1	48	1,515	
THI NOIL-T ROOLOT II	CALLIO W/ DIVERSION			l	l	l	40		05	l		330	- 33	l	40	1,515	
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering												2.0%				
Distribution	Exiting															2.0%	
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New												12			5	
AM TOTAL PRO	JECT TRAFFIC						0		0			0	12		0	5	
AM TRAFFIC R	EACCIONMENT			ı	ı	ı			ı	ı		16	ı	ı	1	-20	
AWI INAFFICA	EASSIGNWENT			l .	l .	l .			l .	l .		16	l .	l .	l .	-20	
AM TOTAL	_ TRAFFIC						10		19			1,322	117		223	1,044	
"PM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New												12			17	
PM TOTAL PRO	JECT TRAFFIC												12		<u> </u>	17	
DM TD AFFIC D	EACCIONMENT			1	1	1			1	1	1	-	1	1	l		1
PM TRAFFIC R	EASSIGNMENT			l	l	l			l	l		7	l	l	l	-30	
ΡΜ ΤΩΤΔΙ	TRAFFIC			l	l		40		65	1		997	47	1	48	1,502	

Catalonia Avenue and Le Jeune Road May 21, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

0.989

PM PEAK HOUR FACTOR: 0.967

"AM FXISTII	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements				<u></u>	1120	2	T	12			1.350	35	1	161	979	
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS						2		12			1,377	36		164	999	
"DM EYIÇTII	NG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ing Movements	LBU	EBL	EBI	EBK	WBU	16	WBI	90	NBU	NDL	1,024	13	360	35 35	1,348	SBK
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS						16		92			1,044	13		36	1,375	
"AM TD AFFIG OAL	MINIO DIVERGIONII		- DI	FDT		WELL	MDI	MOT	14/DD	NBU	NBI	NDT	NDD	0011	001		000
	MING DIVERSION" Diversion	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic L	Diversion				l .	l .		l .	l .		l .		l .	l .		l .	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						0		1			60	2		7	43	
AM NON-DDO IECT TO	RAFFIC w/ DIVERSION				l	l	2	l	13	ı	l	1,437	38	l	171	1,042	
AM NON-FROJECT II	MALLIC W/ DIVERSION	1	1	1	·	·		·	13	I	·	1,43/	30	·	1/1	1,042	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic I	Diversion																
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate TRAFFIC GROWTH	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 45	1.4%	1.4%	1.4%	1.4%	1.4%
PINI BACKGROUND	I KAFFIC GROWIN				l .	l .	1	l .	4		l .	45	1	l .	2	60	
PM NON-PROJECT TO	RAFFIC w/ DIVERSION						17		96			1,089	14		38	1,435	
	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting Entering											0.00/					
Distribution	Exiting											2.0%				2.0%	
Distribution	Exiting				ļ	ļ		ļ	ļ		ļ		ļ	ļ		2.070	
"AM PROJE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											12				5	
AM TOTAL PRO	DJECT TRAFFIC						0		0			12	0		0	5	
AM TRAFFIC R	EASSIGNMENT				l	l		l	l		l	16	-16	l	-20	l	
7 110 110					l	l .		l	l	L	l			l		l .	
AM TOTA	L TRAFFIC						2		13			1,465	22		151	1,047	
	CT TRAFFIC" TYPE	EBU	ED!	EDT	FDF	WDI:	WDI	WDT	WDD	NDU	NDI	NDT	NDC	CDI:	CDI	CDT	CDD
LANDLICE		FKII	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE																	
Project	Pass - By											12				17	
Project Trips	Pass - By Net New											12 12				17 17	
Project Trips	Pass - By											12 12				17 17	
Project Trips PM TOTAL PRO	Pass - By Net New												-7		-30		
Project Trips PM TOTAL PRO	Pass - By Net New DJECT TRAFFIC						17		96			12	-7		-30		

University Drive and Le Jeune Road May 15, 2014 0.978

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
AM Raw Turnii		6	365	452	17	77	144	18	12	6	7	1.002	131	52	838	107	10
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	6	372	461	17	79	147	18	12	6	7	1,022	134	53	855	109	10
"PM EXISTIN		EBHL	EBL	EBT	EBR	WBL	WBT	WBR		_	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
PM Raw Turnii		16	123	164	24	252	335	68	15	12	56	816	41	24	873	344	27
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS	16	125	167	24	257	342	69	15	12	57	832	42	24	890	351	28
											-						
"AM TRAFFIC CAL	MING DIVERSION"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Traffic D	iversion																
V T.	B 211. 4									-							1
Years To Yearly Gro		3 1.4%	3	3	3	3	3	3	3 1.4%	3 1.4%	3	3 1.4%	3 1.4%	3	3 1.4%	3	3
AM BACKGROUND		1.4%	1.4% 16	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4% 5	1.4% 0
ANI DACKGROUND	TRAFFIC GROWIN	U	10	20	<u>'</u>	3	U	'	<u>'</u>	U	U	44	υ		31	Ü	U
AM NON-PROJECT TE	AFFIC w/ DIVERSION	6	388	481	18	82	153	19	13	6	7	1,066	140	55	892	114	10
"PM TRAFFIC CAL		EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Traffic D	iversion																
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND		1.470	5	7	1.478	11	15	3	1.478	1.478	2	36	2	1.470	39	15	1.476
T III 27 TORROTTO AT					<u> </u>		.0		<u> </u>					<u> </u>	- 00		
PM NON-PROJECT TR	AFFIC w/ DIVERSION	17	130	174	25	268	357	72	16	13	59	868	44	25	929	366	29
"PROJECT DIS																	
LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Pass-By	Entering																
Distribution Net New	Exiting			= 00/								0.00/	= 00/				
Distribution	Entering Exiting			5.0%		5.0%	5.0%		-			2.0%	5.0%		2.0%		
Distribution	LAiting		<u> </u>		<u> </u>	3.0%	3.076			<u> </u>		<u> </u>		<u> </u>	2.0%	<u> </u>	
"AM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project	Pass - By																
Trips	Net New			31		12	12					12	31		5		
AM TOTAL PRO	JECT TRAFFIC	0	0	31	0	12	12	0	0	0	0	12	31	0	5	0	0
AM TOTAL	TDAFFIC	6									7						
AM TOTAL	. IKAFFIC	6	388	512	18	94	165	19	13	6	/	1,078	171	55	897	114	10
"PM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project	Pass - By																
Trips	Net New			31		42	42					12	31		17		
PM TOTAL PRO	JECT TRAFFIC			31		42	42					12	31		17		
PM TOTAL	. TRAFFIC	17	130	205	25	310	399	72	16	13	59	880	75	25	946	366	29

Valencia Avenue and Galiano Street May 15, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.898

AM Raw Turning Movements	"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM EXISTING CONDITIONS	AM Raw Turnii	ng Movements						7	159	35		83	120				82	95
PM EXISTING TRAFFIC"	Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING TRAFFIC"	AM EVICTING	COMPITIONS	1	1	1						1			1				
PM Raw Turning Movements	AM EXISTING	CONDITIONS						7	162	36		85	122				84	97
PM Raw Turning Movements	"PM FYISTIN	IG TRAFFIC"	FRII	FRI	FRT	FRR	WRII	WRI	WRT	WBR	NRII	NRI	NRT	NRR	SRII	SBI	SRT	SBR
Peak Sasson Correction Factor			LBU	LDL	LDI	LDIX	I VVBO				NBO			NDI	350	JDL		
PM EXISTING CONDITIONS		•	1 020	1 020	1 020	1 020	1 020				1 020			1 020	1 020	1 020		
"AM TRAFFIC CALMING DIVERSION" Set	i oun oodoon oo	The state of the s	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
	PM EXISTING	CONDITIONS						41	363	79		36	106				140	148
	#444 TD 45510 O 41		-	-	FDT		WELL	WDI	WDT	WDD	NBII	NBI	NDT	NDD	0011	001	007	000
Year's To Buildout			FRO	EBL	EBI	EBK	MRO	WBL	WBI	WBR	NBU	NBL		NBK	SBU	SBL	SBI	SBR
Yearly Growth Rate	Traffic D	iversion				<u> </u>	<u> </u>					<u> </u>	13		<u> </u>	<u> </u>	<u> </u>	
Yearly Growth Rate	Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
AM BACKGROUND TRAFFIC GROWTH							_					_						
PM TRAFFIC CALMING DIVERSION" EBU EBL EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Traffic Diversion								0										
PM TRAFFIC CALMING DIVERSION" EBU EBL EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Traffic Diversion				1	1	1	1			1		1	1		1	1	1	
Traffic Diversion	AM NON-PROJECT TR	RAFFIC w/ DIVERSION				l	l	7	169	38		89	140		l	l	88	101
Traffic Diversion	"DM TDAEEIC CAL	MING DIVERSION!	EBII	EDI	EDT	EDD	WELL	WDI	WDT	WDD	NDII	NDI	NDT	NDD	CDII	CDI	CDT	CDD
Years To Buildout 3 3 3 3 3 3 3 3 3			EBU	EBL	EBI	EBR	WBU	WBL	WBI	WBR	NBU	NBL		NBK	280	SBL	281	SBK
Yearly Growth Rate	Tranic D	iversion				l .	l .					l .	9		l .	l .	l .	L
PM BACKGROUND TRAFFIC GROWTH	Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PM NON-PROJECT TRAFFIC w/ DIVERSION	Yearly Gro	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
"PROJECT DISTRUBUTION" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBR Pass-By Entering Image: Control of the control of t	PM BACKGROUND	TRAFFIC GROWTH						2	16	3		2	5				6	6
"PROJECT DISTRUBUTION" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBR Pass-By Entering Image: Control of the control of t	PM NON-PROJECT TE	AFFIC w/ DIVERSION		1	1			43	379	82	1	38	120	1			146	154
LAND USE						<u> </u>	<u> </u>		0.0						<u> </u>	<u> </u>		
Pass-By Entering	"PROJECT DIS	STRUBUTION"																
Distribution	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Entering	Pass-By	Entering																
Distribution	Distribution	Exiting																
"AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBT WBR NBU NBT NBR SBU SBL SBR Project Pass - By 1 75 20 75 1 20 75 1 20 75 0 0 0 20 75 0 0 0 20 75 0 0 0 20 75 0 0 0 20 75 0 0 0 20 163 101 163 101 163 101 163 101 163 101 163 101 163 101 <	Net New	Entering						12.0%									12.0%	
LAND USE	Distribution	Exiting											8.0%					
LAND USE																		•
Project			ED!	EDI	EDT	EDE	WDI:	WDI	WDT	WDD	NDU	NDI	NDT	NDC	CDI:	CDI	CDT	CDD
Trips Net New 75 20 75 AM TOTAL PROJECT TRAFFIC 75 0 0 0 20 75 0 AM TOTAL TRAFFIC 82 169 38 89 160 163 101 "PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBL NBL NBT NBR SBU SBL SBT SBR Project Pass - By 9 9 9 68 74 9 9 74 9 9 74 9 9 9 74 9 9 9 74 9 9 9 74 9 <td></td> <td></td> <td>FRO</td> <td>FRL</td> <td>FRI</td> <td>FRK</td> <td>WBU</td> <td>WBL</td> <td>WBI</td> <td>WBK</td> <td>NRU</td> <td>NBL</td> <td>NRI</td> <td>NBK</td> <td>280</td> <td>SBL</td> <td>281</td> <td>SRK</td>			FRO	FRL	FRI	FRK	WBU	WBL	WBI	WBK	NRU	NBL	NRI	NBK	280	SBL	281	SRK
AM TOTAL PROJECT TRAFFIC				-	-	 	 	75	-	-	-	 		-	 	 	75	\vdash
AM TOTAL TRAFFIC						 	 		_	<u> </u>		_			 	 		
"PM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By	AW TOTAL PRO	JECT TRAFFIC		1	1	l	l	/5	U	U	1	U	20	1	l	l	/5	U
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBL SBL SBR Project Pass - By Image: Pass - By and the New and the N	AM TOTAL	TRAFFIC						82	169	38		89	160				163	101
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBL SBL SBR Project Pass - By Image: Pass - By and the New and the N																		•
Project Pass - By 5 68 74 Trips Net New 75 68 74 PM TOTAL PROJECT TRAFFIC 75 68 74																		
Trips Net New 75 68 74 PM TOTAL PROJECT TRAFFIC 75 68 74			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TOTAL PROJECT TRAFFIC 75 68 74	•																	
PM TOTAL TRAFFIC 118 379 82 38 188 220 154	PM TOTAL PRO	JECT TRAFFIC				l	l	75				l	68		l	l	74	
100 000 100 100 100 100	PM TOTAL	TRAFFIC						118	379	82		38	188		1	1	220	154
	110174									, J.		, 50						

Almeria Avenue and Galiano Street May 22, 2014 0.915

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii			59	184	15		11	94	17		5	96	40		37	39	18
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	1	60	188	15		11	96	17		5	98	41		38	40	18
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii			41	140	9		14	148	23		17	70	8		66	118	35
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS		42	143	9		14	151	23		17	71	8		67	120	36
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			40				53			34	13			25	-25	
Years To	Ruildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND		1.470	3	8	1.470	1.470	0	4	1.470	1.770	0	4	2	1.770	2	2	1.476
AM NON-PROJECT TE	RAFFIC w/ DIVERSION		63	236	16		11	153	18		39	115	43		65	17	19
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D				28	LDI	1100	WOL	75	I I	I	51	9	INDIX	I	33	-33	OBIL
					1		1										
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH	l	2	6	0		1	7	1	l	1	3	0	l	3	5	2
PM NON-PROJECT TR	RAFFIC w/ DIVERSION		44	177	9		15	233	24		69	83	8		103	92	38
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting				0.00/		40.00/									24.0%	
Distribution	Entering Exiting				6.0%		10.0%					8.0%	6.0%			24.0%	
Distribution	Lxiting								ļ	ļ		0.076	0.076	ļ			
"AM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				37		62					20	15			150	
AM TOTAL PRO	JECT TRAFFIC		0	0	37		62	0	0		0	20	15		0	150	0
AM TOTAL	_ TRAFFIC		63	236	53		73	153	18		39	135	58		65	167	19
IIDM DDO IS	OT TO A CCIO!																
"PM PROJEC	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	CDD
LAND USE Project	Pass - By	EBU	CBL	EBI	EBK	WBU	WBL	WBI	WBK	NBU	NBL	NBI	NBK	380	OBL	351	SBR
Trips	Net New				37		63		 	 	 	68	51	 		149	
PM TOTAL PRO					37		63					68	51			149	
PM TOTAL	_ TRAFFIC		44	177	46		78	233	24		69	151	59		103	241	38

Sevilla Avenue and Galiano Street November 6, 2013

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.954 0.935

"AM EXISTING	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnin	g Movements		74	85	2		4	59	11		1	55	6		14	41	22
Peak Season Co	rrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING	CONDITIONS		75	86	2	1	4	60	11		1	56	6	1	14	41	22
AW EXISTING	CONDITIONS		/5	86	2	l .	4	60	- 11		1	56	ь	l .	14	41	22
"PM EXISTING	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin			27	52	3	11111	7	72	17		1	30	4	1	18	72	45
Peak Season Co	•	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING	CONDITIONS		27	53	3		7	73	17		1	30	4		18	73	45
"AM TRAFFIC CALM	ING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	version		23	-91	23		-4	-64	17		41	7			-15	-18	8
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND		1.470	4	5	0	1.473	0	4	1.478	1.470	0	3	0	1.470	1.470	2	1.476
							•										
AM NON-PROJECT TR	AFFIC w/ DIVERSION		102	0	25		0	0	29		42	66	6		0	25	31
UDM TO AFFIC CALL	AINO DIVERSIONII	EBII	EDI	FDT		WDII	MIDI	WDT	WDD	NELL	NDI	NDT	NDD	CDII	CDI	CDT	CDD
"PM TRAFFIC CALM		EBU	EBL 14	EBT -56	EBR 14	WBU	WBL -7	-77	WBR 21	NBU	NBL 49	NBT 7	NBR	SBU	-19	-25	SBR 11
Traine Di	version		14	-36	14	l	-/	-//	21		49		l	l	-19	-25	11
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		2	3	0		0	4	1		0	2	0		1	4	3
PM NON-PROJECT TR	AEEIC W/ DIVERSION		43	0	17	ı	0	0	39		50	39	4	ı	0	52	59
T IN THOM-I ROOLOT TR	AITIO W/ DIVERSION		40			l .		•	33		30	33	-	l		32	33
"PROJECT DIS	TRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										6.0%					24.0%	16.0%
Distribution	Exiting		14.0%		3.0%	<u> </u>						<u> </u>	<u> </u>	<u> </u>			
"AM PROJEC	T TDAEEIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By													1			
Trips	Net New		35		7						37					150	99
AM TOTAL PRO	JECT TRAFFIC		35	0	7		0	0	0		37	0	0		0	150	99
AM TOTAL	TDAFFIC		407				_	•			70		_	1	•	475	400
AM TOTAL	INAPPIC		137	0	32	l	0	0	29		79	66	6	l	0	175	130
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		119		25						37					150	99
PM TOTAL PRO	JECT TRAFFIC		119		25						37					150	99
PM TOTAL	TDAEEIC		460	•	42	1	0	0	20		07	20			0	202	450
PIVITOTAL	INAPPIC		162	0	42		U	U	39		87	39	4		U	202	158

Palermo Avenue and Galiano Street November 6, 2013

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.924 0.884

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements		9	119	3		4	25	7		6	46	14		5	43	0
Peak Season Co	orrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EVICTINO	COMPITIONS																
AM EXISTING	CONDITIONS		9	120	3		4	25	7		6	46	14		5	43	0
"DM EVICTIA	IO TRAFFICII	EDII	ED!	FDT		WDII	WDI	WDT	WDD	NDU	NDI	NDT	NDD	CDII	CDI	CDT	CDD
PM Raw Turnii	IG TRAFFIC"	EBU	EBL 5	EBT 86	EBR 7	WBU	WBL 11	WBT 42	WBR 10	NBU	NBL 7	NBT 21	NBR 8	SBU	SBL 2	SBT 80	SBR 4
Peak Season Co		1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
reak Season Co	or rection ractor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING	CONDITIONS		5	87	7		11	42	10		7	21	8		2	81	4
			•	•	•	•	•	•			•	•	•		•	•	
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion		-10	-127	34		-4	-26	8		-6	50			-5	6	
V T.	B 311. 7																1
Years To	Buildout owth Rate	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
AM BACKGROUND		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AIVI DACKUKUUND	INAFFIC GROWIN	L	1	7	U	L	U	1	U	<u> </u>	U	3	1	<u> </u>	U	3	U
AM NON-PROJECT TE	RAFFIC w/ DIVERSION		0	0	37		0	0	15		0	99	15		0	52	0
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion		-5	-92	24		-12	-44	14		-7	65			-2	-16	
Years To		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH		0	5	0	<u> </u>	1	2	1		0	1	0		0	5	0
PM NON-PROJECT TE	RAFFIC w/ DIVERSION		0	0	31		0	0	25		0	87	8		0	70	4
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											6.0%				4.0%	20.0%
Distribution	Exiting				3.0%											3.0%	
444 BBO E	T TD 4 FF10"																
"AM PROJEC	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	EBU	EBL	EBI	EDK	WBU	WDL	WDI	WDK	NBU	NDL	NDI	NDK	360	SDL	JDI	SDK
Trips	Net New				7							37				33	124
AM TOTAL PRO			0	0	7		0	0	0		0	37	0		0	33	124
AMITOTALING	OLOT INALLIO	1	_ •	_ •		l	_ •	_ •	_ •	l	_ •	37	_ •	l	_ •	- 33	124
AM TOTAL	TRAFFIC		0	0	44		0	0	15		0	136	15		0	85	124
"PM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				25							37				51	124
PM TOTAL PRO	JECT TRAFFIC		<u> </u>	<u> </u>	25	<u> </u>	<u> </u>	<u> </u>			<u> </u>	37	<u> </u>		<u> </u>	51	124
PM TOTAL	TRAFFIC		0	0	56	1	0	0	25		0	124	8		0	121	128
FWITOTAL	- INALLIO	1	U	U	30	L	U	U	20	1	U	124		1	U	121	120

Malaga Avenue and Galiano Street November 6, 2013 0.905

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnir	•						25		6			57	70		5	47	
Peak Season Co	rrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING	CONDITIONS						25		6	1	1	58	71		5	47	
ANI EXIOTINO	OONDITIONO						23		_ •	l .	l .	30			J		
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnir	ng Movements						37		9			26	22		11	88	
Peak Season Co	rrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
DM EVICTING	COMPITIONS	1	1			1			· -			I		1			_
PM EXISTING	CONDITIONS						37		9	l .	l .	26	22		11	89	
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion						-26		7			37			-5	41	
Years To		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						1		0	l	l	3	4		0	3	
AM NON-PROJECT TR	RAFFIC w/ DIVERSION						0		13			98	75		0	91	
				l l													
"PM TRAFFIC CALI	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion						-39		10			55			-12	8	
Years To	Duildout				4												
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND		1.470	1.470	1.470	1.470	1.470	2	1.470	1.476	1.470	1.476	2	1.476	1.470	1.476	5	1.470
T III DAORGROUND	TRAITIO OROWIN								<u> </u>	l .	l		<u> </u>				l
PM NON-PROJECT TR	AFFIC w/ DIVERSION						0		20			83	23		0	102	
"PROJECT DIS						WELL	ME	WDT	14/DD	NBII	NDI	NDT	NDD	0011	001		000
LAND USE Pass-By	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Distribution	Entering Exiting																
Net New	Entering								2.0%			4.0%				4.0%	
Distribution	Exiting								2.076			4.076				6.0%	
2101112411011	=/9								!			!	!			0.070	<u> </u>
"AM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								12			25				40	
AM TOTAL PRO	JECT TRAFFIC						0		12			25	0		0	40	
AM TOTAL	TRAFFIC						0		25	1	1	123	75		0	131	
AMITOTAL	INAITIO								23	l	l	123	73			131	
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								12			25				76	
PM TOTAL PRO	JECT TRAFFIC								12			25				76	
PM TOTAL	TDAEEIC						0		32	I	I	108	23		0	178	
FINITOTAL	. INALLIO		l				J		32	l	l	100	23		U	1/0	

Coconut Grove Drive and Malaga Avenue November 6, 2013

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.922 0.871

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements		0	50	0		38	50	8		4	114	96		8	52	8
Peak Season Co	orrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING	CONDITIONS		0	51	0		38	51	8		4	115	97		8	53	8
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnir	ng Movements		0	48	1		87	69	4		1	36	93		5	106	10
Peak Season Co	orrection Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
			1		1		1	1	1	1	1		1		1	1	
PM EXISTING	CONDITIONS		0	48	1		88	70	4		1	36	94		5	107	10
"AM TRAFFIC CAL		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion						60	-54	33		-4	4			57	-34	-8
Years To	Ruildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND		1.470	0	3	0	1.470	2	3	0	1.470	0	7	6	1.470	0	3	0
7 2710110110		1	, ,		ŭ	l	_				ŭ		Ū		Ü		ŭ
AM NON-PROJECT TR	RAFFIC w/ DIVERSION		0	54	0		100	0	41		0	126	103		65	22	0
"PM TRAFFIC CAL		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion						86	-74	47		-1	1	22		38	-58	-11
Years To	Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND			0	3	0		5	4	0		0	2	5		0	6	1
PM NON-PROJECT TR	RAFFIC w/ DIVERSION		0	51	1		179	0	51		0	39	121		43	55	0
IIDDO IEGT DIG	TOUR ITION																
"PROJECT DIS LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	LEBU	EBL	EDI	EDK	WBU	WDL	WDI	WDR	NBU	NDL	NDI	NDK	360	SDL	301	SDK
Distribution	Exiting																
Net New	Entering				2.0%		2.0%		4.0%							4.0%	
Distribution	Exiting				2.070		2.070		1.070						6.0%	1.070	
	J	•	•														
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				12		12		25						15	25	
AM TOTAL PRO	JECT TRAFFIC		0	0	12	l	12	0	25		0	0	0		15	25	0
AM TOTAL	TRAFFIC		0	54	12		112	0	66		0	126	103		80	47	0
				•		•						•					
"PM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				12		12		25						51	25	
PM TOTAL PRO	JECT TRAFFIC	L	<u> </u>	l	12	l	12		25			l			51	25	
PM TOTAL	TRAFFIC		0	51	13	1	191	0	76		0	39	121		94	80	0
I III TOTAL	- IIIGI IIO			, J1	13	l	191		70			33	141		37	00	U

Valencia Avenue and SW 37th Avenue/Douglas Road May 15, 2014 0.984

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni	ng Movements						16	12	32		146	917	73		21	951	181
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
									1		1	1	1		1		
AM EXISTING	CONDITIONS						16	12	33		149	935	74		21	970	185
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements						21	28	31		109	857	69		31	956	211
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVISTING	CONDITIONS		1	1	1	1	21	29	32	1	111	874	70	1	32	975	215
FIWI EXISTING	CONDITIONS		l .	l .	l	l .	_ Z1	29	32	l .		0/4	70	l .	32	913	213
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Diversion			<u> </u>	<u> </u>		l	T		1		-83		1		1	1
			<u> </u>	<u> </u>	<u> </u>	l	<u> </u>	<u> </u>		<u> </u>		- 00		<u> </u>		l	lI
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH						1	1	1		6	41	3		1	42	8
AM NON-PROJECT TE	RAFFIC w/ DIVERSION						17	13	34		155	893	77		22	1,012	193
	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	Diversion											-60					
V T-	Dudlaland														_		
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH				<u> </u>		1	1	1	<u> </u>	5	38	3		1	42	9
PM NON-PROJECT TE	DAEEIC W/ DIVERSION		1	1	1	1	22	30	33	1	116	852	73	1	33	1.017	224
FM NON-FROSECT II	VALUE W/ DIVERSION		l .	l .	l .	l .	22	30	33	l .	110	632	13	l .	33	1,017	224
"DDO IECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	LBU	LDL	LDI	LDI	WBU	VVDL	VVDI	WDIN	NBO	NDL	NDI	NDI	350	JDL	351	JUIN
Distribution	Exiting																
Net New	Entering															8.0%	12.0%
Distribution	Exiting											2.0%				6.0%	12.0%
Distribution	Exiting		ļ	ļ	ļ	ļ	ļ	ļ		ļ		2.0%		ļ		ļ	<u> </u>
"AM DDO IE	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	LBU	LDL	LDI	LDI	VVBO	VVDL	VVDI	WDIN	NBO	NDL	NDI	NDI	350	JDL	351	JUIN
Trips	Net New											5				50	75
	DJECT TRAFFIC						0	0	0		0	5	0		0	50	75
AWI TOTAL FRO	DECT TRAFFIC		l .	l .	l		U	U	U	l	U	э	U	l .	U	50	75
AM TOTAL	L TRAFFIC						17	13	34		155	898	77		22	1.062	268
1017.																.,	
"PM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		Ι	I	<u></u>												
Trips	Net New				l		 	 		 		17				50	75
	DJECT TRAFFIC				l		 	 		 		17				50	75
I III TOTALTING	III								1								, ,
PM TOTAL	L TRAFFIC						22	30	33		116	869	73		33	1,067	299
																, , ,	

Almeria Avenue and SW 37th Avenue/Douglas Road May 14, 2014 0.966

"AM EXISTING TRA	AFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Mo	vements		37		120						81	1,095				918	41
Peak Season Correcti	on Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONE	DITIONS			1	122	1		1	1	1	83		1	1			
AM EXISTING CONL	DITIONS		38	l .	122				l	<u> </u>	83	1,117				936	42
"PM EXISTING TRA	AFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Mo			29	<u> </u>	187				l	1	94	1.036	, tolt	050		944	33
Peak Season Correcti		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONE	DITIONS		30		191						96	1,057				963	34
"AM TRAFFIC CALMING	DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversi	on		39		36							-122				-47	47
Years To Build	out	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth F		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAF		1.470	2	1.470	5	1.473	1.770	1.470	1.470	1.478	4	49	1.770	1.470	1.770	41	2
																1	
AM NON-PROJECT TRAFFIC	C w/ DIVERSION		79		163						87	1,044				930	91
UDM TO A FEIG CAL MINO	DIVERSION	EBII	EDI	FDT		WDII	WDI	WDT	WDD	NDU	NDI	NDT	NDD	CDII	CDI	CDT	CDD
"PM TRAFFIC CALMING Traffic Diversi		EBU	EBL 31	EBT	EBR 30	WBU	WBL	WBT	WBR	NBU	NBL 7	-91	NBR	SBU	SBL	-68	SBR 68
Traffic Diversi	OII		31	l	30				l	l	- /	-91				-00	00
Years To Build	out	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth F		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAF	FIC GROWTH		1		8						4	46				42	1
PM NON-PROJECT TRAFFIC	w/ DIVERSION		62	ı	229				ı	ı	107	1,012				937	103
THE NON-TROOLOT TRAFFIC	S W/ DIVERSION		02	l	223				l	l .	107	1,012				331	103
"PROJECT DISTRUE	BUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										2.0%						8.0%
Distribution	Exiting		2.0%	<u> </u>	4.0%				<u> </u>	<u> </u>							
"AM PROJECT TR	AEEIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															02.	
Trips	Net New		5		10						12						50
AM TOTAL PROJECT	TRAFFIC		5		10						12	0				0	50
AM TOTAL TRAI	FFIO															930	
AM TOTAL TRAI	FFIC		84	l .	173				l .	l .	99	1,044				930	141
"PM PROJECT TRA	AFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				, T												
Trips	Net New		17		34						13						50
PM TOTAL PROJECT	TRAFFIC		17		34						13						50
PM TOTAL TRAI	EEIC		79	1	263				1	1	120	1,012				937	153

Coconut Grove Drive and SW 37th Avenue/Douglas Road May 15, 2014 0.924

"AM EXISTING	TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning			20	3	98		0	0	2		82	1,002	16		15	916	12
Peak Season Cor	rection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EVICTING C	CNDITIONS					1				1				1			
AM EXISTING C	CONDITIONS		20	3	100		0	0	2		84	1,022	16		15	934	12
"PM EXISTING	TDAEEIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning		EBU	8 8	0	111	WBU	8 8	4	28	NBU	94	976	2	360	5 5	933	14
Peak Season Cor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
i can ocason ooi	rection ractor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING C	ONDITIONS		8	0	113		8	4	29		96	996	2		5	952	14
			•	•	•	•			•		•	•		•			
"AM TRAFFIC CALM	ING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Div	rersion				83						39	-39				-83	
Years To B		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Grov		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AW BACKGROUND I	KAFFIC GROWIH		1	0	4	l	0	0	0		4	44	1	l	1	41	1
AM NON-PROJECT TRA	FFIC w/ DIVERSION		21	3	187	1	0	0	2		127	1,027	17	1	16	892	13
												-,					
"PM TRAFFIC CALM	ING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Div	rersion				60						59	-59				-60	
Years To B		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Grov		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND T	RAFFIC GROWTH		0	0	5		0	0	1		4	43	0		0	41	1
PM NON-PROJECT TRA	FFIC w/ DIVERSION		8	0	178	1	8	4	30		159	980	2	1	5	933	15
T III TOOL T TOOL OT THE	II TIO III, DIVERGIOII		_ •			l .		-	- 50		100	300		l .		300	
"PROJECT DIST	RUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										6.0%	4.0%					
Distribution	Exiting				6.0%											4.0%	
"AM PROJECT																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				15						37	24				10	
AM TOTAL PROJ	ECT TRAFFIC		0	0	15		0	0	0		37	24	0		0	10	0
AM TOTAL	TDAEEIC		21	3	202	1	0	0	2		164	1,051	17	1	16	902	13
AWITOTAL	INALLIC		_ Z1	_ J	202	<u> </u>	U	U			104	1,031	- 17	<u> </u>	10	902	13
"PM PROJECT	TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		_ _											1			
Trips	Net New				51						37	25				34	
PM TOTAL PROJ	ECT TRAFFIC				51						37	25				34	
																	,
PM TOTAL	TRAFFIC		8	0	229		8	4	30		196	1,005	2		5	967	15

Sevilla Avenue and North Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements			172				79									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EVICTING	CONDITIONS			175				81									
AWI EXISTING	CONDITIONS	l .		1/5				01	l .		l .	l .		l .			
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni				90				128	l		T	T					
	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			92				131									
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			-45				-15									
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH	l		8				4	l		l	<u> </u>		l			
AM NON-PROJECT TE	RAFFIC w/ DIVERSION			138				70									
NON 1 NOOLO1 11										1		l	1				
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			-28				-17									
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			4				6									
PM NON-PROJECT TE	RAFFIC w/ DIVERSION			68				120									
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				20.0%												
Distribution	Exiting										20.0%						
Net New	Entering				8.0%		22.0%										
Distribution	Exiting										19.0%		17.0%				
HAM DOO!E	OT TO A CCIOU																
"AM PROJEC	CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	BU	COL	<u> </u>	10	VVDU	WDL	VVDI	VVDK	NBU	10	INDI	NOK	360	JDL	301	JOK
Trips	Net New	 		-	50		136	-	 	-	47	 	42	 			
AM TOTAL PRO				0	60		136	0	l		57	l	42	l			
AM TOTAL THE					- 00		100			1	,	l	72				
AM TOTAL	_ TRAFFIC			138	60		136	70			57		42				
																	_
"PM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	-			39		45-		 		39			-			
Trips	Net New	 			50		136		 		161	 	144	 			
PINI TOTAL PRO	JECT TRAFFIC	l			89		136		l		200	l	144	l			
PM TOTAL	_ TRAFFIC			68	89		136	120			200		144				
				westbour	nd through		were de	veloped us	sing the a	verage of		g movem		its at the i	ntersectio	ns of Sev	illa
		Avenue a	at Ponce [De Leon B	oulevard	and Galia	no Street										

Sevilla Avenue and Residential Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements			172				79									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			175				81									1
AWI EXISTING	CONDITIONS			1/5				01		l .	l .	l .	l .	l .	l .	l .	l
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turni				90				128		1		<u> </u>	<u> </u>	1			1
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			92				131									
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			-45				-15									
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH			8				4		l	l	l	l	l	l	l	
AM NON-PROJECT TE	RAFFIC w/ DIVERSION			138				70		l	l	l	l	l	l	l	
NON 1 NOOLOT 11																	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			-28				-17									
	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			4				6									
PM NON-PROJECT TE	RAFFIC w/ DIVERSION			68				120		1	1	1	1	1	1	1	
										<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	l
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							22.0%									
Distribution	Exiting			17.0%													
444 BBC -=	OT TO A CCIO"																
"AM PROJEC		EDI	EDI	EDT	EDD	WDI	WD	WDT	WED	NDI	NDI	NDT	NDD	CDII	CDI	CDT	CDD
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New			42				136		 	 	 	 	 	 	 	
AM TOTAL PRO				42				136				 	 		 		
A. IOTALING		1		,z													
AM TOTAL	TRAFFIC			180				206									
																	
"PM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By											ļ	ļ		ļ		
Trips	Net New			144				136		 	 	 	 	 	 	 	
PM TOTAL PRO	JECT TRAFFIC			144				136		l	l	l	l	l	l	l	
PM TOTAL	TRAFFIC			212				256									
3174		(1) Eastb	ound and	westbour	nd through	volumes	were de		sing the a	verage of	the turnin	g movem	ents cour	ts at the i	ntersection	ns of Sev	illa
		Avenue a	at Ponce I	De Leon B	oulevard	and Galia	no Street										

Palermo Avenue and Internal Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	G TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnin	g Movements			160				61									
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			163				62				1	ı				
AIII EXIOTIIC	CONDITIONS			103				02				l	l				
"PM EXISTIN	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin	g Movements			127				102									
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			129				104									
T III EXIOTING	CONDITIONS			123				104				l .	l .				
"AM TRAFFIC CALI		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	iversion			-103				-32									
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND				7				3									
AM NON BROUEST TR	AFFIG / DIVERGION		1							1	1				1	1	
AM NON-PROJECT TR	AFFIC W/ DIVERSION			67				33				l	l				
"PM TRAFFIC CALI	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	iversion			-73				-51									
Veere Te	Desilalant				•				•								
Years To Yearly Gro		3 1.4%	3 1.4%	3 1.4%	1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%
PM BACKGROUND		1.470	1.470	6	1.470	1.470	1.470	5	1.470	1.470	1.470	1.476	1.470	1.470	1.470	1.470	1.476
PM NON-PROJECT TR	AFFIC w/ DIVERSION			62				58									
"DDO IECT DIC	TRURUTION																
"PROJECT DIS LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40.0%	LDIX				· · ·		1122		I I	050	<u> </u>	<u> </u>	
Distribution	Exiting							40.0%									
Net New	Entering			18.0%	2.0%												
Distribution	Exiting							31.0%									
"AM PROJEC	T TDAEEIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			19			,,,,,,	19	710.1	.,,,,,	1100	1,57	7,15,1	555	052	051	
Trips	Net New			111	12			76									
AM TOTAL PRO	JECT TRAFFIC			130	12			95									
AM TOTAL	TDAEEIC			197	12			128									
AW TOTAL	INAFFIC			197	12			120				l	l				
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			78				78									
Trips	Net New			112	12			263									
PM TOTAL PRO	JECT TRAFFIC			190	12			341				<u> </u>	<u> </u>				
PM TOTAL	TRAFFIC			252	12			399									
		(1) Eastb		westbour					sing the a	verage of	the turnin	g movem	ents coun	ts at the i	ntersectio	ns of Pale	ermo

Palermo Avenue and North Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.92 0.92

"AM EXISTIN	G TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnir				160				61									
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		ı	163				62		ı	ı		ı	ı		ı	
ANI EXISTING	CONDITIONS		l .	103				02		l .	l .		l .	l .		l .	
"PM EXISTIN	G TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnin				127				102		1			<u> </u>	1		1	
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			130				104									
"AM TRAFFIC CALI	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	iversion			-103				-32									
		1			1	1	1		1			1			1		
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	IKAFFIC GROWIH		L	7				3		L	L		L	L		L	
AM NON-PROJECT TR	AFFIC w/ DIVERSION			67				33									
		•	•	•		•				•	•	•	•	•	•	•	
"PM TRAFFIC CALI	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Di	iversion			-73				-51									
Veere Te	Duildant	0			0	0	0		0			0			0		
Years To Yearly Gro		3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%	3 1.4%
PM BACKGROUND		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
I III DAGRORORD	IKAITIO OKOWIII		l .	0				3		l .	l		l .	l		l	
PM NON-PROJECT TR	AFFIC w/ DIVERSION			63				58									
																	<u>-</u>
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting		40.00/						40.00/								40.0%
Net New Distribution	Entering Exiting		18.0%						19.0%						2.0%		04.00/
Distribution	Exiting		l .	l .				l .		l .	l .		l .	l .	2.0%	l .	31.0%
"AM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		19														19
Trips	Net New		111						118						5		76
AM TOTAL PRO	JECT TRAFFIC		130	0				0	118						5		95
	TDAFFIO																
AM TOTAL	IKAFFIC		130	67				33	118	l	l		l	l	5	l	95
"PM PROJEC	T TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		78						7.5.	55	1100	.,,,,,	.,		052	<u> </u>	78
Trips	Net New		112						118	1			1		17		263
PM TOTAL PRO			190						118						17		341
PM TOTAL	TRAFFIC	(4) =	190	63				58	118	L	45 - 4				17		341
		(1) Eastb		westbour				reioped us	sing the a	verage of	tne turnin	g movem	ents cour	its at the i	ntersectio	ns of Pale	ermo

Palermo Avenue and Residential Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR:

PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii			I	160	<u> </u>	1		61	1				1				
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			163				62									
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii		1		127		1120		102	l III		1,55		I I	050	<u> </u>	<u> </u>	OD.
Peak Season Co		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			130				104									
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D				-103	<u></u>	11111		-32	T T		.,,,,,		TOIL	050		<u> </u>	OD.
Trumo B	110101011		l .	100	l .	l .		- OZ	l .				l .				
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND	TRAFFIC GROWTH			7				3									
AM NON-PROJECT TE	RAFFIC w/ DIVERSION			67				33									
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			-73				-51									
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			6				5									
PM NON-PROJECT TF	RAFFIC w/ DIVERSION			63				58									
"PROJECT DIS	STRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Entering																
Pass-By Distribution	Entering																
Pass-By							1.0%	19.0%									
Pass-By Distribution	Entering Exiting			2.0%			1.0%	19.0%					1.0%				
Pass-By Distribution Net New	Entering Exiting Entering Exiting						1.0%	19.0%					1.0%				
Pass-By Distribution Net New Distribution "AM PROJECT	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL		EBR	WBU	1.0% WBL	19.0% WBT	WBR	NBU	NBL	NBT	1.0% NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	Entering Exiting Entering Exiting EXITING EXIT			2.0% EBT	EBR	WBU			WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New			2.0%	EBR	WBU			WBR	NBU	NBL	NBT		SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New			2.0% EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New OJECT TRAFFIC			2.0% EBT	EBR	WBU	WBL 6	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC			2.0% EBT 5 5	EBR	WBU	WBL 6 6	WBT 118 118	WBR	NBU	NBL	NBT	NBR 2 2 2	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC			2.0% EBT 5 5	EBR	WBU	WBL 6 6	WBT 118 118	WBR	NBU	NBL	NBT	NBR 2 2 2	SBU	SBL	SBT	SBR
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC - TRAFFIC CT TRAFFIC	EBU	EBL	2.0% EBT 5 5 72			6 6	WBT 118 118 1151					NBR 2 2 2				
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC TRAFFIC CT TRAFFIC TYPE	EBU	EBL	2.0% EBT 5 5 72			6 6	WBT 118 118 1151					NBR 2 2 2				
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC TRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By Net New	EBU	EBL	2.0% EBT 5 5 72 EBT			WBL 6 6 6 WBL	WBT 118 118 151 WBT					NBR 2 2 2 NBR				
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips	Entering Exiting Entering Exiting Exiting Exiting EXITING EXITI	EBU	EBL	2.0% EBT 5 5 72 EBT			WBL 6 6 WBL	WBT 118 118 151 WBT					NBR				
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL "PM PROJEC LAND USE Project Trips AM TOTAL PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TRAFFIC RI	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC TRAFFIC TTRAFFIC TTYPE Pass - By Net New DJECT TRAFFIC EXAMPLE OF THE PASS - BY Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	2.0% EBT 5 5 72 EBT 17 17			WBL 6 6 WBL 6	WBT 118 118 151 WBT 118 118					NBR 2 2 2 2 NBR 8 8				
Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips AM TOTAL PM PROJEC LAND USE Project Trips PM TOTAL PRO	Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC TRAFFIC TTRAFFIC TTYPE Pass - By Net New DJECT TRAFFIC EXAMPLE OF THE PASS - BY Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	2.0% EBT 5 5 72 EBT 17 17 18	EBR		WBL 6 6 WBL 6 6	WBT 118 118 151 WBT 118 118 1176	WBR	NBU	NBL	NBT	NBR 2 2 2 NBR 8 8	SBU	SBL	SBT	SBR

Ponce De Leon Boulevard and West Driveway (Inbound) May 13, 2014

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT ⁽¹⁾	NBR	SBU	SBL	SBT ⁽¹⁾	SBR
AM Raw Turnii												735				489	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS	1		1		1		1	1			750		1		499	
7 27		l		l		l	l	l			l				l		
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii												722				847	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS											736				864	
"AM TRAFFIC CALMING DIVERSION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D												1				1	
Years To	Ruildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND		1.476	1.470	1.476	1.470	1.476	1.470	1.470	1.476	1.470	1.470	33	1.470	1.476	1.470	22	1.470
AM NON-PROJECT TR	RAFFIC w/ DIVERSION											784				522	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D			LDL	LDI	LDK	******	WDL	*****	WDIX	1450	NDL	15	MDI	350	JDL	9	JUIN
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH											32				38	
PM NON-PROJECT TR	RAFFIC w/ DIVERSION											783				911	
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By	TYPE Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL			SBU	SBL		SBR
Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0%	NBR 8.0%	SBU	SBL	8.0%	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL			SBU	SBL		SBR
LAND USE Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0%		SBU	SBL	8.0%	SBR
Pass-By Distribution Net New	TYPE Entering Exiting Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0%		SBU	SBL	8.0%	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting											13.0%	8.0%			8.0% 12.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New											13.0% 3.0% NBT	8.0% NBR			8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New											13.0% 3.0% NBT	8.0% NBR			8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New OJECT TRAFFIC											13.0% 3.0% NBT 87	8.0% NBR			8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New OJECT TRAFFIC											13.0% 3.0% NBT	8.0% NBR			8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT											13.0% 3.0% NBT 87	8.0% NBR			8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC											13.0% 3.0% NBT 87 87 -23	8.0% NBR 50 50			8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC					WBU		WBT				13.0% 3.0% NBT 87 87 -23	8.0% NBR 50 50			8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC "PM PROJEC "PM PROJEC	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0% 3.0% NBT 87 87 87 -23	8.0% NBR 50 50	SBU	SBL	8.0% 12.0% SBT 74 74 17	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITINATION TYPE Pass - By Net New DIECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TYPE Pass - By Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0% 3.0% NBT 87 87 87 -23	8.0% NBR 50 50	SBU	SBL	8.0% 12.0% SBT 74 74 17	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITINATION TYPE Pass - By Net New DIECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TYPE Pass - By Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -23 848	8.0% NBR 50 50 NBR	SBU	SBL	8.0% 12.0% SBT 74 74 17 613	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips The Project Trips The Project Trips The Project Trips The Project Trips Trips	TYPE Entering Exiting Entering Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -23 848 NBT	8.0% NBR 50 50 NBR	SBU	SBL	8.0% 12.0% SBT 74 74 17 613	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITINATION TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TYPE Pass - By Net New DJECT TRAFFIC EXITINATION TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	13.0% 3.0% NBT 87 -23 848 NBT 106 106	8.0% NBR 50 50 NBR 50 50 NBR	SBU	SBL	8.0% 12.0% SBT 74 74 613 SBT 134 134	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips AM TOTAL PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PR	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting EXITINATION TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TYPE Pass - By Net New DJECT TRAFFIC EXITINATION TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL NBL	13.0% 3.0% NBT 87 87 -23 848 NBT	8.0% NBR 50 50 NBR 50 50 50 50 50	SBU	SBL	8.0% 12.0% SBT 74 74 17 613 SBT 134 134 14 1,059	SBR

Ponce De Leon Boulevard and West Driveway (Outbound) May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT ⁽¹⁾	NBR	SBU	SBL	SBT ⁽¹⁾	SBR
AM Raw Turnii	ng Movements											732				476	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS		I	ı	ı					1		747		I		486	1
AW EXISTING	CONDITIONS		l	l	l					l .	l .	141		l	l .	400	l J
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii												741				822	
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS											756				838	
"AM TRAFFIC CALMING DIVERSION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						***	****	***	WER		I	1	INDIX	050	I	1	ODIC
Years To	Puildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	TRAFFIC GROWTH	1.470	1.470	1.470	1.470	1.470	1.470	1.470	1.470	1.470	1.470	33	1.470	1.470	1.470	21	1.470
												1					
AM NON-PROJECT TE	RAFFIC w/ DIVERSION											781				508	
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion											15				9	
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH											33				36	
PM NON-PROJECT TE	RAFFIC w/ DIVERSION											804				883	
														1			
"PROJECT DIS	STRUBUTION"																
"PROJECT DIS	STRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE Pass-By Distribution	TYPE Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SBR
LAND USE Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL	13.0%	NBR	SBU	SBL	8.0%	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC	TYPE Entering Exiting Entering Exiting Exiting								8.0%			13.0%				8.0% 12.0%	
LAND USE Pass-By Distribution Net New Distribution "AM PROJECT	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL	13.0%	NBR	SBU	SBL	8.0%	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By								8.0% WBR			13.0% 3.0% NBT				8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New								8.0% WBR			13.0% 3.0% NBT				8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC								8.0% WBR			13.0% 3.0% NBT				8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC								8.0% WBR			13.0% 3.0% NBT				8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT								8.0% WBR			13.0% 3.0% NBT				8.0% 12.0% SBT	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT								8.0% WBR 20 20			13.0% 3.0% NBT 87 87				8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO	TYPE Entering Exiting Entering Extering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC								8.0% WBR 20 20			13.0% 3.0% NBT 87 87				8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TRAFFIC R AM TOTAL "PM PROJEC LAND USE	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE								8.0% WBR 20 20			13.0% 3.0% NBT 87 87				8.0% 12.0% SBT 74 74	
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TTRAFFIC TTRAFFIC TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 20 WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -19 849	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Exiting Extering Exiting Extraction TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TYPE Pass - By Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 20 WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -19 849 NBT	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project	TYPE Entering Exiting Entering Exiting Extering Exiting Extraction TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC TRAFFIC TYPE Pass - By Net New	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 20 WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -19 849	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips	TYPE Entering Exiting Entering Entering Exiting Entering Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 20 WBR	NBU	NBL	13.0% 3.0% NBT 87 87 -19 849 NBT	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TOTAL PRO PM TRAFFIC RI	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 WBR 68 68	NBU	NBL	13.0% 3.0% NBT 87 87 -19 849 NBT 106 106	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT	SBR
LAND USE Pass-By Distribution Net New Distribution "AM PROJEC LAND USE Project Trips AM TOTAL PRO AM TOTAL PRO AM TOTAL "PM PROJEC LAND USE Project Trips AM TOTAL PM PROJECT Trips PM TOTAL PRO PM TOTAL PRO	TYPE Entering Exiting Entering Exiting Exiting Exiting Exiting CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC CT TRAFFIC" TYPE Pass - By Net New DJECT TRAFFIC EASSIGNMENT	EBU	EBL	EBT	EBR	WBU	WBL	WBT	8.0% WBR 20 20 WBR 68 68	NBU	NBL NBL	13.0% 3.0% NBT 87 87 -19 849 NBT	NBR	SBU	SBL	8.0% 12.0% SBT 74 74 582 SBT 134 134	SBR

Leon Boulevard at University Drive and Catalonia Avenue

Internal Driveway and Residential Driveway May 13, 2014 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	•																
Peak Season Co	rrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS					ı				ı	ı	ı	ı				
ANI EXIOTINO	OONDITIONO					l .				l .	l .	l .	l .				
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnir	ng Movements																
Peak Season Co	Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		1														1	
PINI EXISTING					l .				l .	l .	l .	l .					
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion																
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND																	
AM NON PROJECT TO	AFFIG / DIVERGIGA																
AM NON-PROJECT TR	RAFFIC W/ DIVERSION					l .				l .	l .	l .	l .				
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D														020			
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PINI BACKGROUND	TRAFFIC GROWIN					l .				l .	l .	l .	l .				
PM NON-PROJECT TR	AFFIC w/ DIVERSION																
																	,
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																
Net New	Entering			2.0%													
Distribution	Exiting			2.070													
	<u> </u>																
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New			12													
AM TOTAL PRO				12													
AMIOTALINO	OLOT INALLIO			12		l				l	l	l	l				
AM TOTAL	. TRAFFIC			12													
#DM DE 0 := 0	T TD 4 FFIO																
"PM PROJEC		EDII	EDI	EPT	EDD	Well	WPI	WPT	WPP	MPH	NP	NPT	MPD	epii	ep:	CPT	epp
LAND USE Project	TYPE Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New			12		 					 						
PM TOTAL PRO				12													
PM TOTAL	TRAFFIC			12													

Malaga Avenue and South Driveway May 13, 2014

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

0.92 0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turni	ng Movements			216				92									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			220				94									
	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	ng Movements			134				149									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING	CONDITIONS			137				152									
# A M TD A FFIO O A I	MINO DIVERDOIONII	ED.	ED!	FDT		WELL		WDT	WDD	NBII	NBI	NET	NDD	0011	001	0.0.T	000
"AM TRAFFIC CAL		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
I rattic D	iversion			26				26									
Years To	Ruildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gr		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
		1.470	1.470		1.470	1.470	1.470		1.470	1.470	1.470	1.470	1.470	1.470	1.470	1.470	1.470
AM BACKGROUND TRAFFIC GROWTH 10 4																	
AM NON-PROJECT TE	RAFFIC w/ DIVERSION			256				124									
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			22				28									
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gre	owth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			6				7									
PM NON-PROJECT TE	RAFFIC w/ DIVERSION			165				187									
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New	Entering		16.0%						8.0%								
Distribution	Exiting																22.0%
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		19														19
Trips	Net New		99						49								53
AM TOTAL PRO	DJECT TRAFFIC		118	0				0	49								72
AM TOTAL	TDAEEIC		118	256		1		124	49				1			1	72
AW TOTAL	LINAFFIC		110	200		l		124	49				l			l	12
"PM PROJEC	CT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - Bv	200	79	LDI	LDI	7750	WDL	7701	44 DIX	1400	NDL	NDI	NDI	300	JDL	351	79
Trips	Net New		99			-			49				 			 	187
PM TOTAL PRO			178						49 49				1			1	266
FWITOTALFRO	OLOT INALLIO		170			l		l	43				l			l	200
PM TOTAL	TRAFFIC		178	165				187	49								266
10111		(1) Eastb			nd through	n volumes	were de	eloped us		verage of	the turnin	g movem	ents coun	ts at the i	ntersectio	ns of Mala	
						and Coco											**

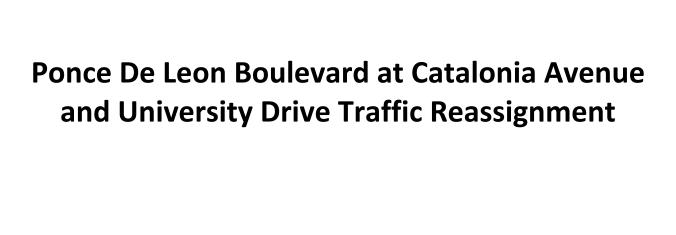
Malaga Avenue and Residential Driveway May 13, 2014 0.92

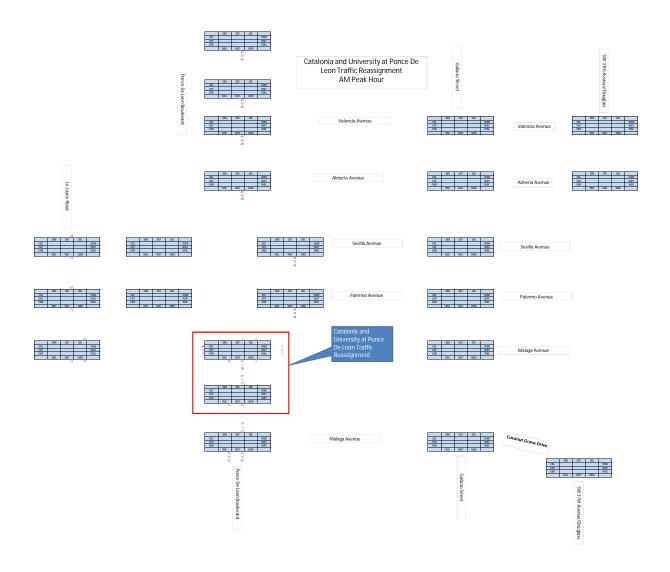
INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

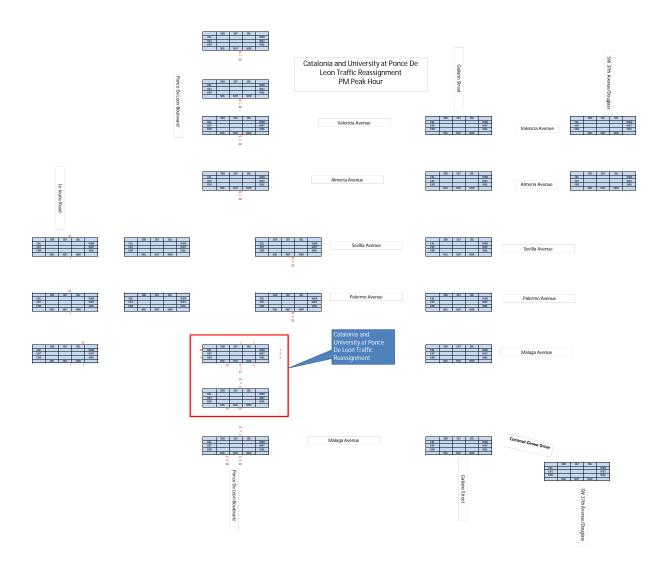
0.92

"AM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT ⁽¹⁾	EBR	WBU	WBL	WBT ⁽¹⁾	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turnii	ng Movements			216				92									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING	CONDITIONS			220				94		1	1	1	1				
ANI EXISTING	CONDITIONS			220				94		l	l	l	l				
"PM EXISTIN	IG TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turnii	ng Movements			134				149									
Peak Season Co	orrection Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DM EVICTINO	CONDITIONS										1						
PM EXISTING	CONDITIONS			137				152		l .	l .	l .	l .				
"AM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D	iversion			26				26									
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND				10				4									
										1		1	1				
AM NON-PROJECT TE	RAFFIC W/ DIVERSION			256				124			l						
"PM TRAFFIC CAL	MING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic D				22				28						020			
Years To		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Gro		1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND	TRAFFIC GROWTH			6				7		l	l	l	l				
PM NON-PROJECT TE	RAFFIC w/ DIVERSION			165				187									
																	<u>.</u>
"PROJECT DIS																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting																
Net New	Entering							8.0%									
Distribution	Exiting							0.076									
							1	1									
"AM PROJEC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips AM TOTAL PRO	Net New			_				49									
AW TOTAL PRO	JECT TRAFFIC			0				49		l	l	l	l				
AM TOTAL	TRAFFIC			256				173									
				-				-			-						
"PM PROJEC			- DI	FDT		M/DI:	MD.	14/D=	WDE	ND.	NDI	NDT	NDE	001.	001	0DT	000
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By Net New							49		-	-	-	-				
PM TOTAL PRO								49 49									
TOTALTRO											·						
PM TOTAL	TRAFFIC			165				236									
			westbour		volumes			sing the a	verage of	the turnin	g movem	ents cour	ts at the i	ntersectio	ns of Mala	aga	

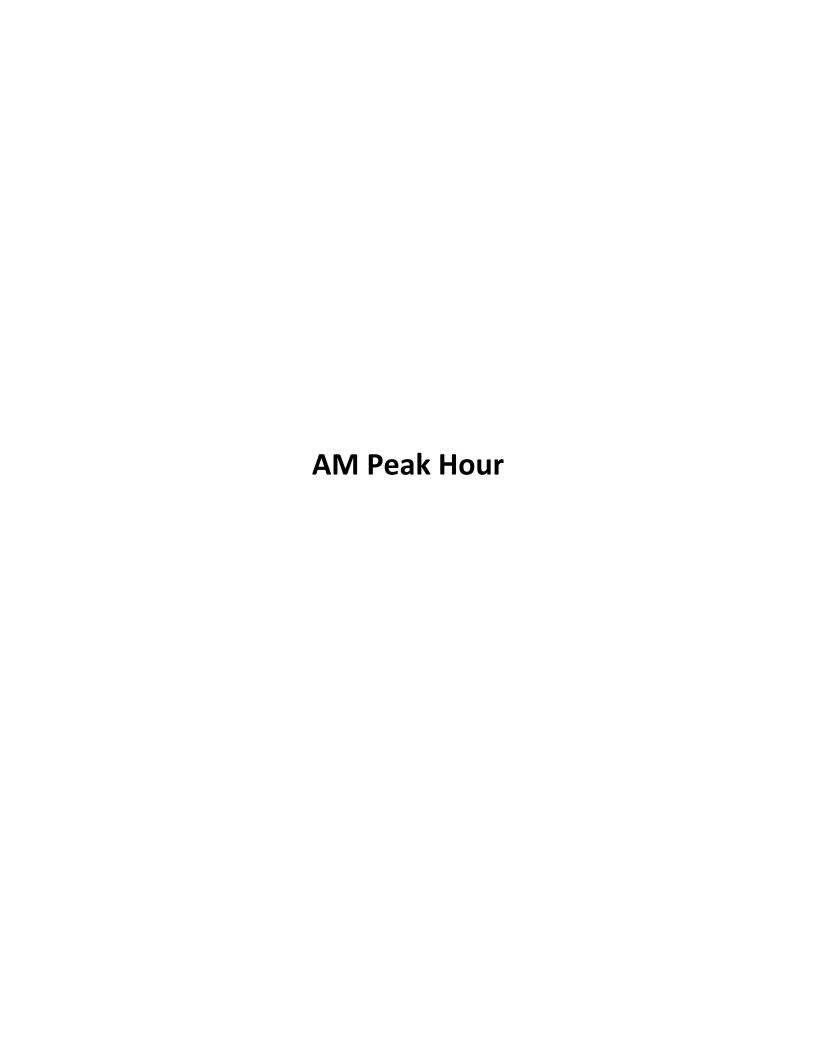
Avenue at Ponce De Leon Boulevard and Coconut Grove Drive

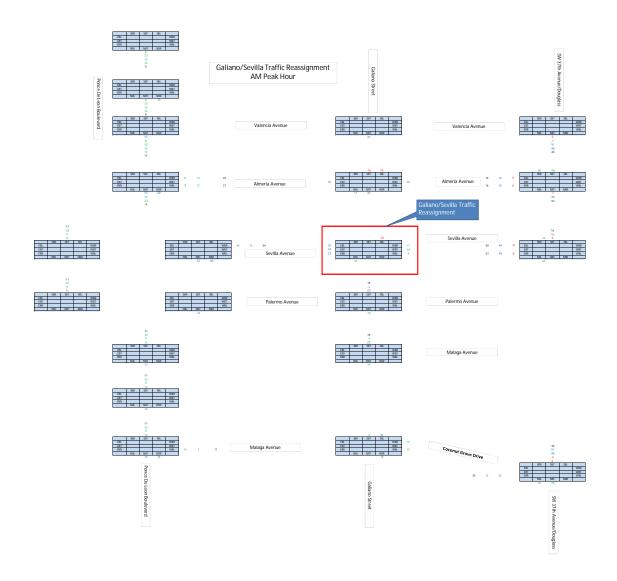


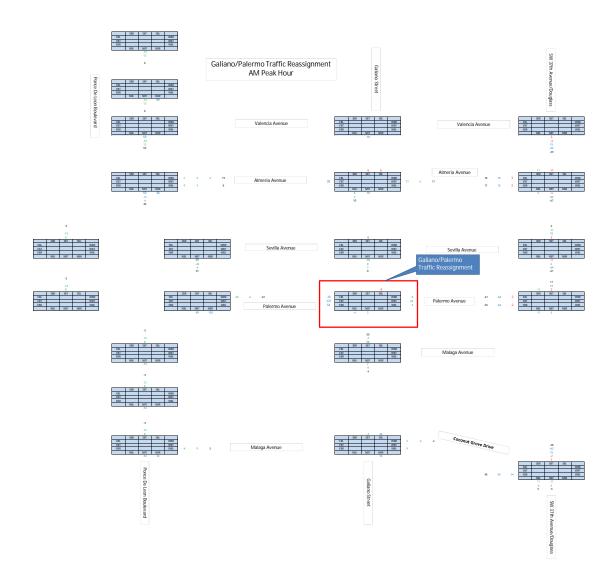


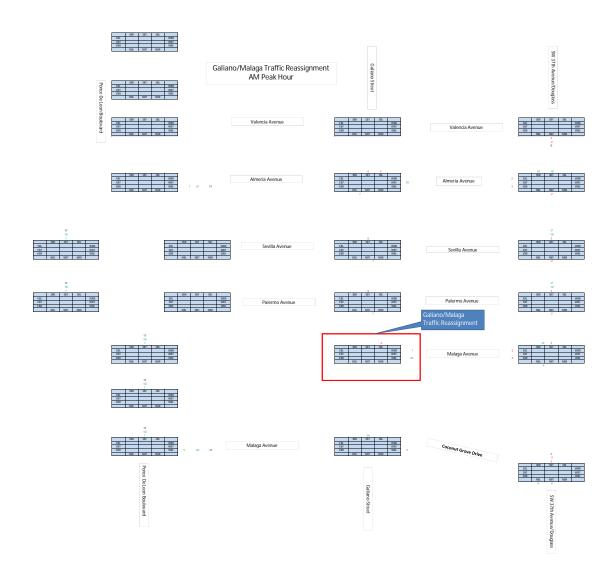


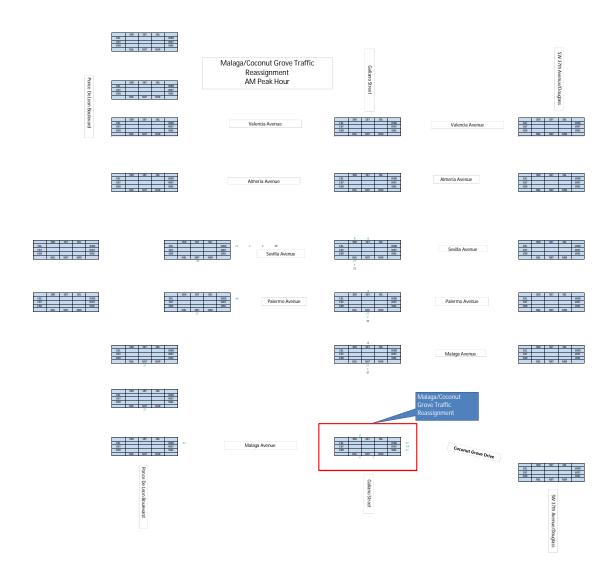
Traffic Calming - Traffic Reassignment
(Galiano Street at Sevilla Avenue, Galiano
Street at Palermo Avenue, Galiano Street at
Malaga Avenue, Malaga Avenue at Coconut
Grove Drive, and Total Traffic Reassignment)

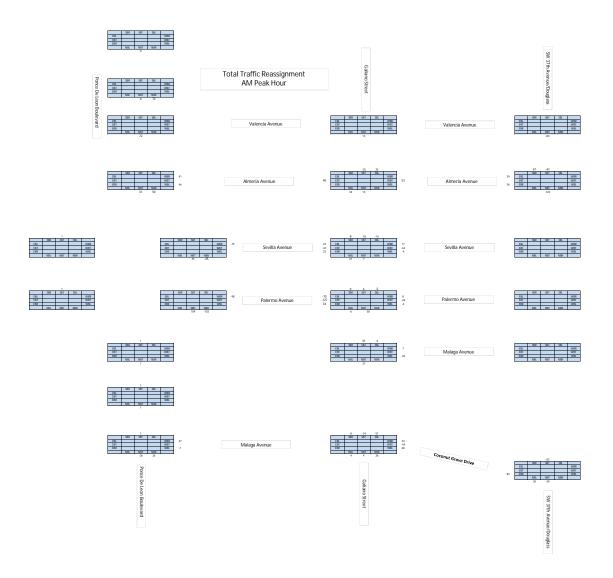


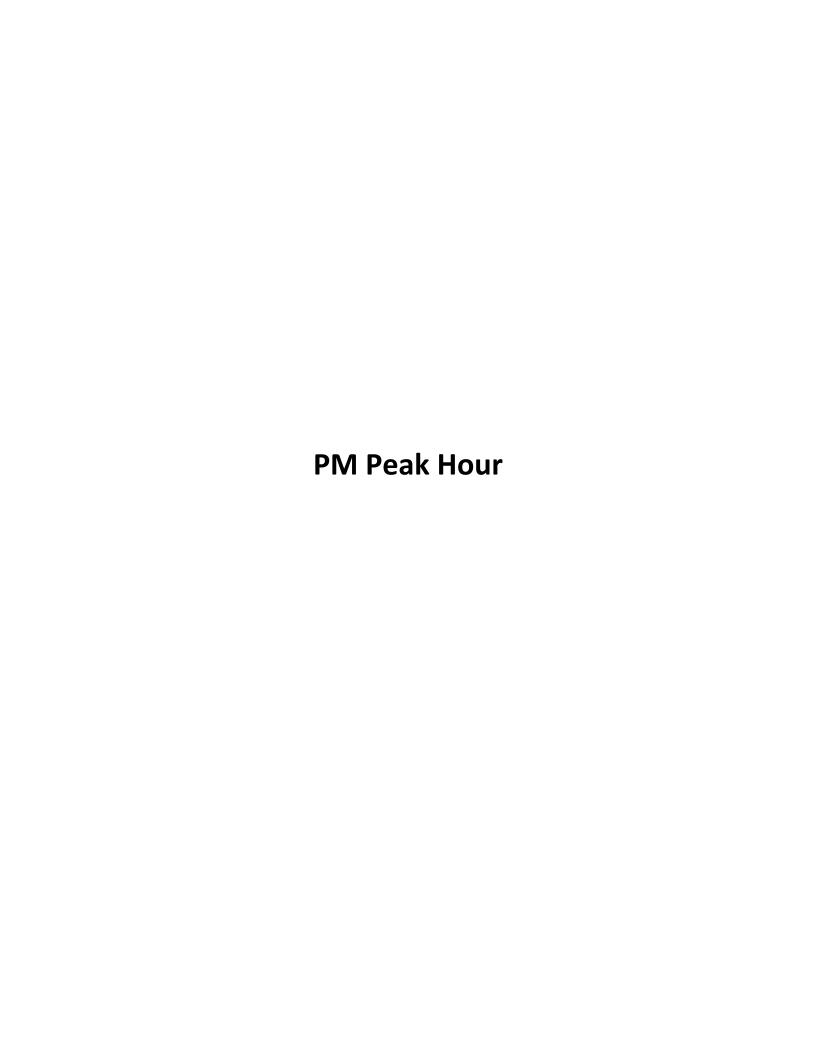


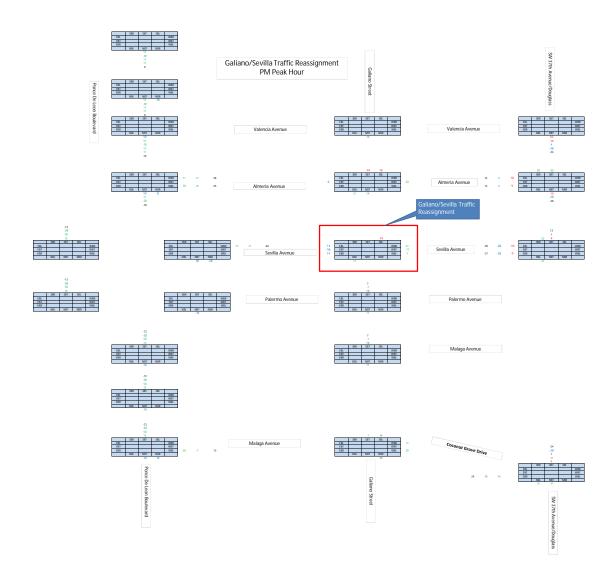


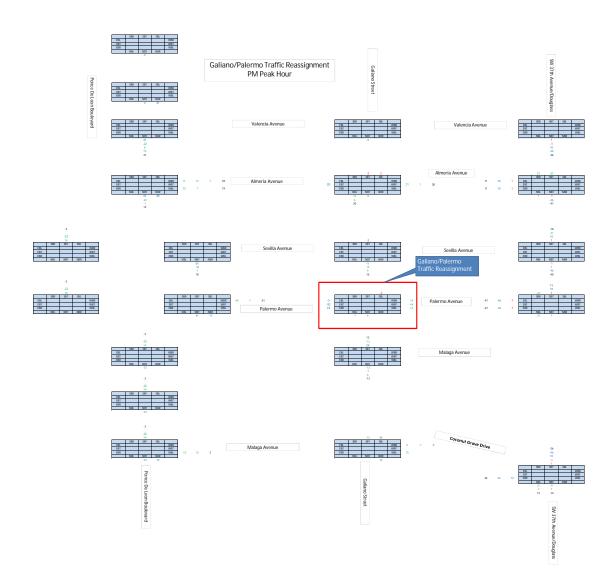


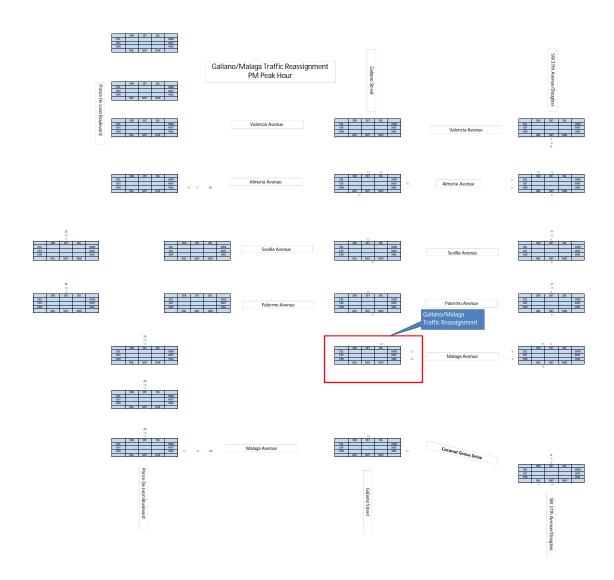


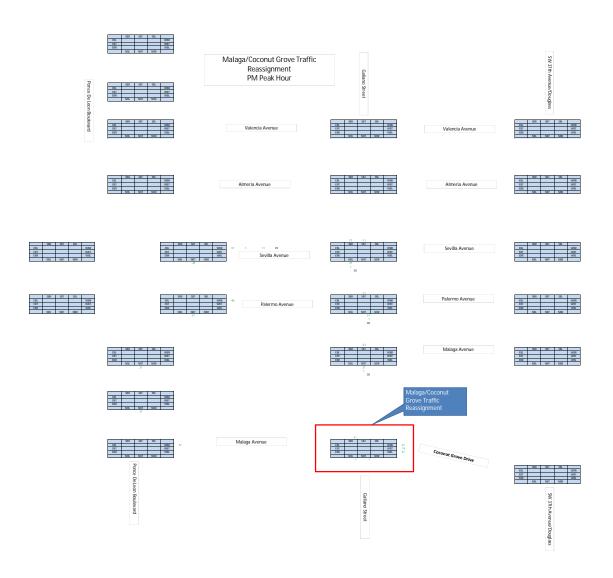


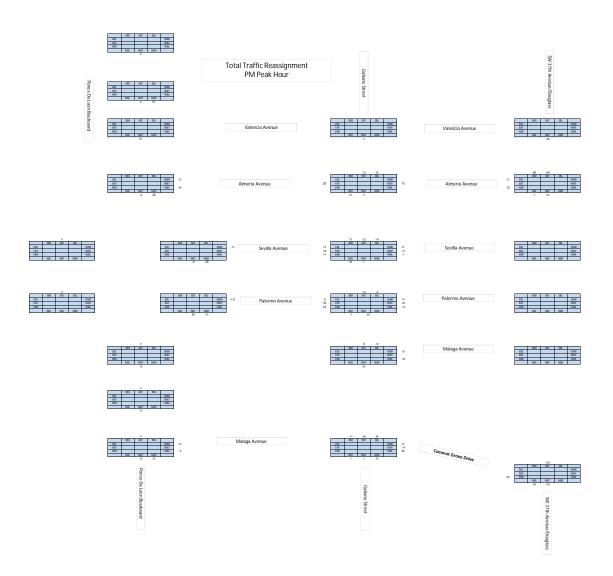




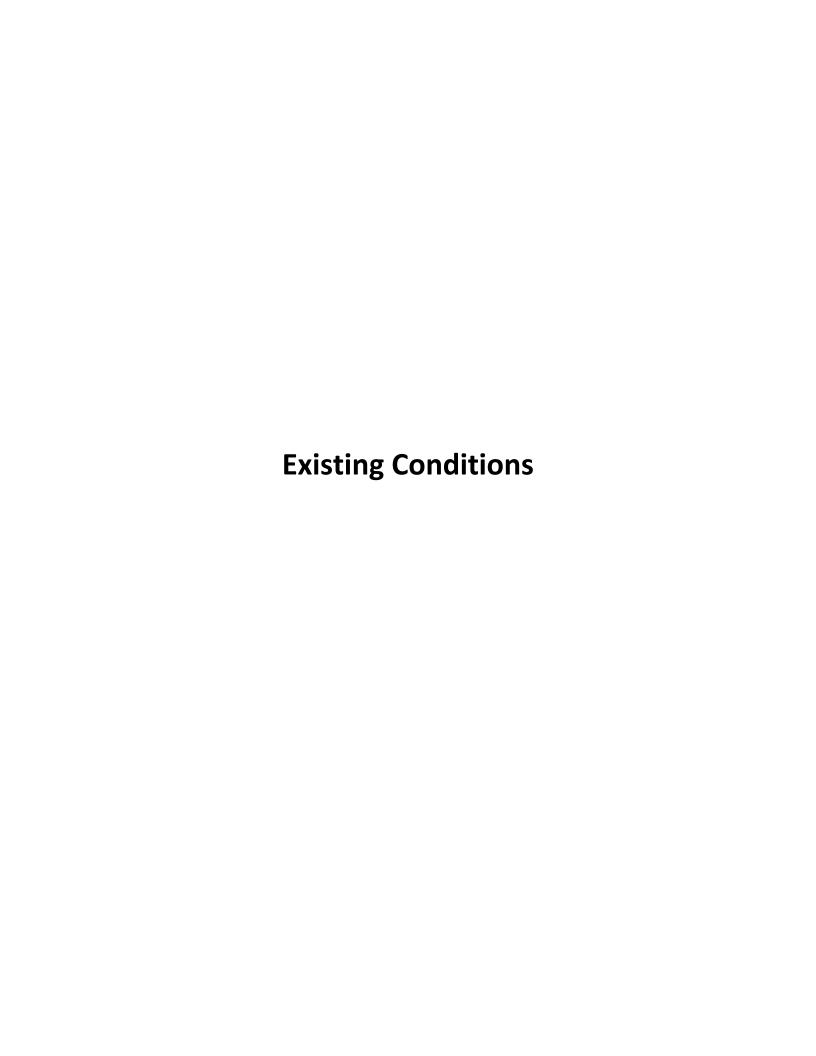


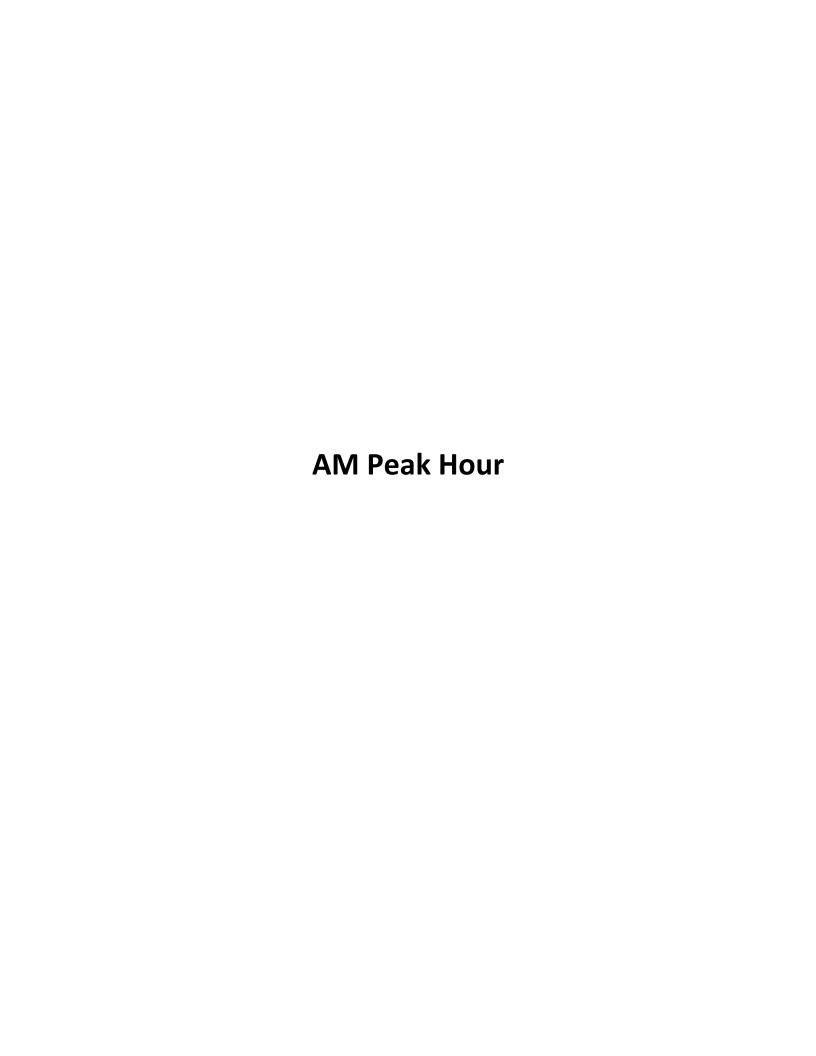






APPENDIX G: Intersection Capacity Analyses





1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way

	•	→	•	←	4	†	-	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	ሻ	∱ ⊅	7	∱ î≽	ሻ	∱ î≽	ሻ	∱ î≽
Volume (vph)	131	762	171	680	28	345	38	350
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Later and Control								

Intersection Summary

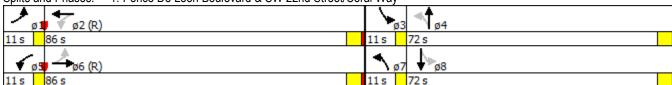
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	ၨ	→	*	•	—	•	4	†	/	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱		- ሻ	ተኈ		ሻ	∱ β		ሻ	∱ ∱	
Volume (veh/h)	131	762	68	171	680	70	28	345	64	38	350	44
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.93	0.96		0.91	0.96		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	138	802	65	180	716	66	29	363	53	40	368	37
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1218	99	367	1256	116	347	902	130	347	972	97
Arrive On Green	0.09	0.49	0.49	0.12	0.51	0.51	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	1774	3295	267	1774	3255	300	1774	3061	441	1774	3218	321
Grp Volume(v), veh/h	138	431	436	180	389	393	29	208	208	40	201	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1793	1774	1770	1785	1774	1770	1733	1774	1770	1769
Q Serve(g_s), s	3.5	13.7	13.7	4.6	11.3	11.3	0.8	7.0	7.2	1.2	6.7	6.8
Cycle Q Clear(g_c), s	3.5	13.7	13.7	4.6	11.3	11.3	0.8	7.0	7.2	1.2	6.7	6.8
Prop In Lane	1.00		0.15	1.00		0.17	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	380	654	663	367	683	689	347	521	510	347	534	534
V/C Ratio(X)	0.36	0.66	0.66	0.49	0.57	0.57	0.08	0.40	0.41	0.12	0.38	0.38
Avail Cap(c_a), veh/h	445	1919	1944	404	1919	1936	483	1592	1559	470	1592	1592
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	15.4	15.4	13.5	13.9	13.9	17.6	21.1	21.1	17.4	20.5	20.6
Incr Delay (d2), s/veh	0.2	5.1	5.1	0.4	3.4	3.4	0.0	0.6	0.6	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.5	7.6	2.2	6.0	6.1	0.4	3.5	3.5	0.6	3.3	3.4
LnGrp Delay(d),s/veh	13.4	20.6	20.5	13.9	17.3	17.3	17.6	21.6	21.7	17.5	21.1	21.1
LnGrp LOS	В	20.0 C	20.5 C	13.3 B	17.3 B	17.3 B	17.0 B	Z 1.0	Z 1.7	17.3 B	Z 1. 1	Z 1. 1
Approach Vol, veh/h		1005			962			445			445	
Approach Delay, s/veh		19.6			16.7			21.4			20.8	
Approach LOS		19.0 B			10.7			21.4 C			20.0 C	
			•			•	_				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	139.1	5.8	26.8	9.5	137.9	5.3	27.4				
Change Period (Y+Rc), s	3.0	5.0		000002	3.0	5.0		000002				
Max Green Setting (Gmax), s	8.0	81.0		199997	8.0	81.0		199997				
Max Q Clear Time (g_c+l1), s	5.5	13.3	3.2	9.2	6.6	15.7	2.8	8.8				
Green Ext Time (p_c), s	0.0	12.0	0.0	7.1	0.0	11.9	0.0	7.1				
Intersection Summary												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			В									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

2: Ponce De Leon Boulevard & Andalusia Avenue

	•	→	†	>	ļ
Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	Ť	∱ î≽	ħβ	7	^
Volume (vph)	61	607	401	84	500
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

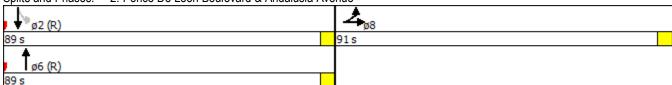
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



	ၨ	→	•	•	+	4	1	†	<i>></i>	/		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ β						∱ β		ሻ	^↑	
Volume (veh/h)	61	607	88	0	0	0	0	401	122	84	500	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	66	660	83				0	436	100	91	543	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	581	1034	130				0	1121	254	484	1397	0
Arrive On Green	0.33	0.33	0.33				0.00	0.52	0.52	0.52	0.52	0.00
Sat Flow, veh/h	1774	3158	397				0	2933	645	849	3632	0
Grp Volume(v), veh/h	66	369	374				0	270	266	91	543	0
Grp Sat Flow(s), veh/h/ln	1774	1770	1785				0	1770	1715	849	1770	0
Q Serve(g_s), s	0.8	5.6	5.6				0.0	2.9	2.9	2.4	2.9	0.0
Cycle Q Clear(g_c), s	0.8	5.6	5.6				0.0	2.9	2.9	5.3	2.9	0.0
Prop In Lane	1.00	0.0	0.22				0.00	2.0	0.38	1.00	2.0	0.00
Lane Grp Cap(c), veh/h	581	579	584				0.00	698	677	484	1397	0.00
V/C Ratio(X)	0.11	0.64	0.64				0.00	0.39	0.39	0.19	0.39	0.00
Avail Cap(c_a), veh/h	4830	4818	4860				0.00	4751	4603	2429	9502	0.00
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.73	0.73	0.00
Uniform Delay (d), s/veh	7.4	9.1	9.1				0.00	5.2	5.2	6.8	5.2	0.00
Incr Delay (d2), s/veh	0.1	0.9	0.9				0.0	1.6	1.7	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.1	0.9	0.0				0.0	0.0	0.0	0.0	0.0	0.0
	0.0	2.8	2.8				0.0	1.6	1.6	0.6	1.4	0.0
%ile BackOfQ(50%),veh/ln							0.0					0.0
LnGrp Delay(d),s/veh	7.5	9.9	9.9				0.0	6.8	6.9	7.5	5.8	0.0
LnGrp LOS	A	A	A					A	<u> </u>	A	A	
Approach Vol, veh/h		809						536			634	
Approach Delay, s/veh		9.7						6.9			6.1	
Approach LOS		Α						Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		164.8				164.8		15.2				
Change Period (Y+Rc), s		4.0				4.0		4.8				
Max Green Setting (Gmax), s		85.0				85.0		86.2				
Max Q Clear Time (g_c+I1), s		7.3				4.9		7.6				
Green Ext Time (p_c), s		2.9				2.9		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			7.8									
HCM 2010 LOS			Α									

3: Ponce De Leon Boulevard & Valencia Avenue

	←	1	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 † \$	Ţ	^	↑ ↑
Volume (vph)	154	29	501	475
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

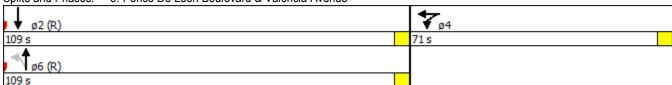
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



		→	•	•	←	4	1	†	/	-	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 ↑ ₽		ሻ	^			∱ ⊅	
Volume (veh/h)	0	0	0	40	154	31	29	501	0	0	475	121
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				44	171	13	32	557	0	0	528	101
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				234	986	76	509	1333	0	0	1116	213
Arrive On Green				0.08	0.08	0.08	0.50	0.50	0.00	0.00	0.50	0.50
Sat Flow, veh/h				961	4044	311	792	3632	0.00	0.00	3057	565
Grp Volume(v), veh/h				83	69	76	32	557	0	0	314	315
Grp Sat Flow(s), veh/h/ln				1815	1695	1806	792	1770	0	0	1770	1759
Q Serve(g_s), s				1.0	0.9	0.9	0.7	2.4	0.0	0.0	2.8	2.8
				1.0	0.9	0.9	3.4	2.4	0.0	0.0	2.8	2.8
Cycle Q Clear(g_c), s					0.9			2.4			2.0	
Prop In Lane				0.53	440	0.17	1.00	4000	0.00	0.00	000	0.32
Lane Grp Cap(c), veh/h				443	413	440	509	1333	0	0	666	662
V/C Ratio(X)				0.19	0.17	0.17	0.06	0.42	0.00	0.00	0.47	0.48
Avail Cap(c_a), veh/h				5074	4740	5050	3708	15628	0	0	7814	7767
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				8.7	8.7	8.7	5.5	4.3	0.0	0.0	4.4	4.4
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.2	0.9	0.0	0.0	2.3	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.5	0.4	0.5	0.2	1.2	0.0	0.0	1.7	1.7
LnGrp Delay(d),s/veh				8.8	8.8	8.8	5.7	5.2	0.0	0.0	6.7	6.8
LnGrp LOS				Α	Α	A	A	Α			Α	A
Approach Vol, veh/h					228			589			629	
Approach Delay, s/veh					8.8			5.2			6.8	
Approach LOS					Α			Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		169.5		10.5		169.5						
Change Period (Y+Rc), s	* 4 3	000002	* 4 6	999998	* 4 3	3000002						
Max Green Setting (Gmax), s		* 104.7		300003	1.0	* 104.7						
Max Q Clear Time (g_c+l1), s		4.8	00.	3.0		5.4						
Green Ext Time (p_c), s		3.0		0.0		3.0						
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS			0.5 A									
			^									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

	•	→	•	←	4	†	-	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€1 }	7	∱ î≽
Volume (vph)	26	192	26	69	29	494	32	466
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Intersection Summary								

Intersection Summary

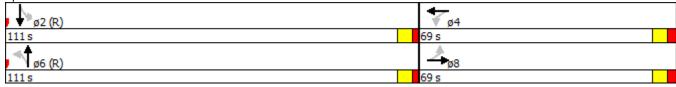
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	۶	→	•	•	←	•	1	†	<i>></i>	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ፋው		ሻ	∱ ∱	
Volume (veh/h)	26	192	16	26	69	16	29	494	68	32	466	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	27	202	15	27	73	12	31	520	57	34	491	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	427	30	198	355	49	152	984	106	394	1162	24
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	103	1584	110	203	1317	182	79	3005	323	828	3546	72
Grp Volume(v), veh/h	244	0	0	112	0	0	320	0	288	34	245	256
Grp Sat Flow(s),veh/h/ln	1797	0	0	1703	0	0	1776	0	1632	828	1770	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	1.0	3.0	3.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.5	0.0	0.0	3.9	0.0	4.1	5.1	3.0	3.0
Prop In Lane	0.11	0.0	0.06	0.24	0.0	0.11	0.10	0.0	0.20	1.00	0.0	0.04
Lane Grp Cap(c), veh/h	612	0	0	602	0	0	708	0	534	394	580	606
V/C Ratio(X)	0.40	0.00	0.00	0.19	0.00	0.00	0.45	0.00	0.54	0.09	0.42	0.42
Avail Cap(c_a), veh/h	3645	0	0	3352	0	0	5808	0	5478	2902	5941	6206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	9.6	0.0	0.0	8.9	0.0	0.0	7.0	0.0	7.1	9.0	6.8	6.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	2.1	0.0	3.9	0.4	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.8	0.0	0.0	2.3	0.0	2.3	0.3	1.7	1.8
LnGrp Delay(d),s/veh	9.9	0.0	0.0	9.0	0.0	0.0	9.1	0.0	10.9	9.4	9.0	8.9
LnGrp LOS	Α			Α			Α		В	Α	Α	Α
Approach Vol, veh/h		244			112			608			535	
Approach Delay, s/veh		9.9			9.0			10.0			9.0	
Approach LOS		A			A			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		165.0		15.0		165.0		15.0				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		105.0		62.4		105.0		62.4				
Max Q Clear Time (g_c+l1), s		7.1		3.5		6.1		5.5				
Green Ext Time (p_c), s		2.5		1.8		2.5		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			Α									

Intersection							
Int Delay, s/veh	1.6						
Movement	EBL	F	BR	NBL	NBT	SBT	SBR
Vol, veh/h	0		107	0	0	509	192
Conflicting Peds, #/hr	0		8	0	0	0	9
Sign Control	Stop	5	Stop	Free	Free	Free	Free
RT Channelized	· -		one	_	None	-	None
Storage Length	-		0	-	-	-	-
Veh in Median Storage, #	0		-	-	0	0	-
Grade, %	0		-	-	0	0	-
Peak Hour Factor	93		93	93	93	93	93
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		115	0	0	547	206
Major/Minor	Minor2					Major2	
Conflicting Flow All	659		384			Majorz	0
Stage 1	659		J0 4			-	U
Stage 2	009		_			<u> </u>	_
Critical Hdwy	7.54	e	5.94			<u> </u>	_
Critical Hdwy Stg 1	6.54	,	-			_	_
Critical Hdwy Stg 2	-		_			_	_
Follow-up Hdwy	3.52	3	3.32			_	_
Pot Cap-1 Maneuver	349		614			_	_
Stage 1	419		-			_	_
Stage 2	-		_			_	_
Platoon blocked, %						-	_
Mov Cap-1 Maneuver	344		610			-	_
Mov Cap-2 Maneuver	344		-			-	_
Stage 1	416		_			-	_
Stage 2	- -		-			-	-
Approach	EB					SB	
HCM Control Delay, s	12.3					0	
HCM LOS	В						
Minor Lane/Major Mvmt	EBLn1	SBT S	SBR				
Capacity (veh/h)	610	-	_				
HCM Lane V/C Ratio	0.189	-	_				
HCM Control Delay (s)	12.3	-	_				
HCM Lane LOS	В	-	_				
HCM 95th %tile Q(veh)	0.7	-	_				
(- ,							

Intersection Int Delay, s/veh	1						_
int Delay, Siveri	I						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Vol, veh/h	0	77	701	187	0	0	
Conflicting Peds, #/hr	0	1	0	5	0	0	
Sign Control	Stop	Stop	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	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	81	738	197	0	0	
Major/Minor	Minor1		Major1				
Conflicting Flow All	837	467	0	0			
Stage 1	837	-	-	-			
Stage 2	0	-	-	-			
Critical Hdwy	7.54	6.94	=	-			
Critical Hdwy Stg 1	6.54	-	=	-			
Critical Hdwy Stg 2	-	-	-	-			
Follow-up Hdwy	3.52	3.32	=	-			
Pot Cap-1 Maneuver	259	542	=	-			
Stage 1	327	-	=	-			
Stage 2	-	-	-	-			
Platoon blocked, %			=	-			
Mov Cap-1 Maneuver	258	542	-	-			
Mov Cap-2 Maneuver	258	-	=	-			
Stage 1	327	-	-	-			
Stage 2	-	-	-	-			
Approach	WB		NB				
HCM Control Delay, s	12.8		0				
HCM LOS	12.0 B		U				
TIOIVI LOG	ם						
Minor Lane/Major Mvmt	NBT	NBR WBLn1					
Capacity (veh/h)	-	- 542					
HCM Lane V/C Ratio	-	- 0.15					
HCM Control Delay (s)	-	- 12.8					
HCM Lane LOS	-	- B					
HCM 95th %tile Q(veh)		- 0.5					

Intersection							
Int Delay, s/veh	2.6						
Movement	EBL	1	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0		163	0	0	572	46
Conflicting Peds, #/hr	0		0	0	0	0	9
Sign Control	Stop	,	Stop	Free	Free	Free	Free
RT Channelized	· -		lone	_	None	-	None
Storage Length	-		0	_	-	-	-
Veh in Median Storage, #	0		-	-	0	0	-
Grade, %	0		-	-	0	0	-
Peak Hour Factor	92		92	92	92	92	92
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		177	0	0	622	50
Major/Minor	Minor2					Major2	
Conflicting Flow All	647		335			IVIQJOIZ_	0
Stage 1	647		-			_	-
Stage 2	0		_			_	_
Critical Hdwy	7.54		6.94			_	_
Critical Hdwy Stg 1	6.54	,	-			_	_
Critical Hdwy Stg 2	-		_				_
Follow-up Hdwy	3.52		3.32			-	_
Pot Cap-1 Maneuver	356	,	661			-	_
Stage 1	426		-			-	_
Stage 2	-		_			-	_
Platoon blocked, %						_	_
Mov Cap-1 Maneuver	356		661			_	_
Mov Cap-2 Maneuver	356		-			-	_
Stage 1	426		_			_	_
Stage 2	-		-			-	_
· · · · ·							
Approach	EB					SB	
HCM Control Delay, s	12.4					0	
HCM LOS	В						
Minor Lane/Major Mvmt	EBLn1	SBT	SBR				
Capacity (veh/h)	661		-				
HCM Lane V/C Ratio	0.268	_	_				
HCM Control Delay (s)	12.4	_	_				
HCM Lane LOS	В	_	_				
HCM 95th %tile Q(veh)	1.1	_	_				

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	93	835	193	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	' -	None	-	None	<u>'</u> -	None
Storage Length	-	0	-	-	_	-
/eh in Median Storage, #	0	_	0	-	_	0
Grade, %	0	-	0	-	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	101	908	210	0	0
Major/Minor	Minor1		Major1			
Conflicting Flow All	1025	570	0	0		
Stage 1	1025	-	=	-		
Stage 2	0	-	=	-		
Critical Hdwy	7.54	6.94	=	-		
Critical Hdwy Stg 1	6.54	-	=	-		
Critical Hdwy Stg 2	=	-	=	-		
Follow-up Hdwy	3.52	3.32	-	-		
Pot Cap-1 Maneuver	189	465	-	-		
Stage 1	252	-	-	-		
Stage 2	=	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	185	460	-	-		
Mov Cap-2 Maneuver	185	-	-	-		
Stage 1	249	-	-	-		
Stage 2	-	-	-	-		
Approach	WB		NB			
HCM Control Delay, s	15		0			
HCM LOS	C		U			
IOW LOO	O					
Minor Lane/Major Mvmt	NBT	NBR WBLn1				
Capacity (veh/h)	-	- 460				
HCM Lane V/C Ratio	-	- 0.22				
HCM Control Delay (s)	-	- 15				
HCM Lane LOS	-	- C				
HCM 95th %tile Q(veh)	_	- 0.8				

Intersection											
Int Delay, s/veh	2.2										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	47	3	40		1	0	1		44	699	7
Conflicting Peds, #/hr	2	0	1		1	0	2		6	0	3
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None		-	-	None		-	-	None
Storage Length	-	-	-		-	-	-		-	-	-
Veh in Median Storage, #	-	0	-		-	0	_		-	0	-
Grade, %	-	0	-		-	0	_		-	0	-
Peak Hour Factor	93	93	93		93	93	93		93	93	93
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	51	3	43		1	0	1		47	752	8
Major/Minor	Minor2				Minor1			ľ	Major1		
Conflicting Flow All	987	1371	267		1110	1380	388		519	0	0
Stage 1	515	515			852	852	-		-	-	-
Stage 2	472	856	_		258	528	_		_	_	_
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	_	_
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	_	_
Critical Hdwy Stg 2	6.54	5.54	_		6.54	5.54	_		_	_	_
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	_	_
Pot Cap-1 Maneuver	202	145	731		164	143	611		1043	_	_
Stage 1	511	533	-		321	374	-		_	_	_
Stage 2	542	373	_		724	526	_		_	_	_
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	187	132	726		141	130	607		1038	_	_
Mov Cap-2 Maneuver	187	132	_		141	130	-		_	_	_
Stage 1	470	528	_		295	344	_		_	-	-
Stage 2	496	343	-		669	521	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	25.3				20.9				0.8		
HCM LOS	23.3 D				20.5 C				0.0		
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1038	-	-	273	229	843	-	-			
HCM Lane V/C Ratio	0.046	-	-	0.354	0.009	0.005	-	-			
HCM Control Delay (s)	8.6	0.3	-	25.3	20.9	9.3	0	-			
HCM Lane LOS	Α	Α	-	D	C	Α	Α	-			
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0	0	-	-			

Intersection					
Int Delay, s/veh					
Mayamant	CDI	SBT	CDD		
Movement	SBL		SBR	 _	
Vol, veh/h	4	458 0	23		
Conflicting Peds, #/hr	3		6		
Sign Control	Free	Free	Free		
RT Channelized	-	-	None		
Storage Length	-	-	-		
Veh in Median Storage, #	-	0	-		
Grade, %	-	0	-		
Peak Hour Factor	93	93	93		
Heavy Vehicles, %	2	2	2		
Mvmt Flow	4	492	25		
Major/Minor	Major2				
Conflicting Flow All	761	0	0		
Stage 1	-	-	-		
Stage 2	-	-	-		
Critical Hdwy	4.14	-	-		
Critical Hdwy Stg 1	-	-	-		
Critical Hdwy Stg 2	-	-	-		
Follow-up Hdwy	2.22	-	-		
Pot Cap-1 Maneuver	847	-	-		
Stage 1	-	-	-		
Stage 2	-	-	-		
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	843	-	-		
Mov Cap-2 Maneuver	-	-	-		
Stage 1	-	-	-		
Stage 2	-	-	-		
Approach	SB				
HCM Control Delay, s	0.1				
HCM LOS					
Minor Long/Maior Minor					
Minor Lane/Major Mvmt					

	٠	•	1	†		1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	_	_		41↑	† ‡	465
Volume (veh/h)	0	0	13	774	392	106
Sign Control	Stop			Free	Free	
Grade	0%	0.00	0.00	0%	0%	0.00
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph) Pedestrians	0 6	0	14	832	422	114
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)	U					
Median type				None	None	
Median storage veh)				140110	110110	
Upstream signal (ft)				129		
pX, platoon unblocked	0.91					
vC, conflicting volume	929	274	541			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	712	274	541			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	328	724	1023			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	291	555	281	254		
Volume Left	14	0	0	0		
Volume Right	0	0	0	114		
cSH	1023	1700	1700	1700		
Volume to Capacity	0.01	0.33	0.17	0.15		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	0.5	0.0	0.0	0.0		
Lane LOS	A 0.2		0.0			
Approach Delay (s) Approach LOS	0.2		0.0			
• •						
Intersection Summary			Λ 1			
Average Delay	ration		0.1 34.0%	10	ill ovol	of Consider
Intersection Capacity Utiliz	allon			IC	o Level (of Service
Analysis Period (min)			15			

	۶	→	←	4	†	>	ļ
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	*	4	4		€1 }		4₽
Volume (vph)	188	155	36	15	570	20	364
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Intersection Cummens							

Intersection Summary

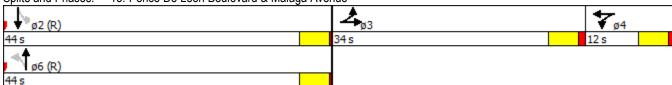
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	۶	→	•	•	+	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4			4			414			4₽	
Volume (vph)	188	155	23	35	36	26	15	570	46	20	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.96			0.99			1.00	
Flt Protected	0.95	1.00			0.98			1.00			1.00	
Satd. Flow (prot)	1681	1728			1764			3490			3530	
Flt Permitted	0.95	1.00			0.98			0.94			0.91	
Satd. Flow (perm)	1681	1728			1764			3293			3219	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	198	163	24	37	38	27	16	600	48	21	383	0
RTOR Reduction (vph)	0	7	0	0	14	0	0	5	0	0	0	0
Lane Group Flow (vph)	178	200	0	0	88	0	0	659	0	0	404	0
Confl. Peds. (#/hr)			1	1			6		4	4		6
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	15.5	15.5			8.5			51.7			51.7	
Effective Green, g (s)	15.5	15.5			8.5			51.7			51.7	
Actuated g/C Ratio	0.17	0.17			0.09			0.57			0.57	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	289	297			166			1891			1849	
v/s Ratio Prot	0.11	c0.12			c0.05							
v/s Ratio Perm								c0.20			0.13	
v/c Ratio	0.62	0.67			0.53			0.35			0.22	
Uniform Delay, d1	34.5	34.9			38.8			10.2			9.3	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.3	5.4			2.3			0.5			0.3	
Delay (s)	37.8	40.3			41.1			10.7			9.6	
Level of Service	D	D			D			В			Α	
Approach Delay (s)		39.1			41.1			10.7			9.6	
Approach LOS		D			D			В			Α	
Intersection Summary												
HCM 2000 Control Delay			19.5	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.43									
Actuated Cycle Length (s)	•		90.0	S	um of los	t time (s)			14.3			
Intersection Capacity Utiliza	ation		56.2%			of Service)		В			
Analysis Period (min)			15									
c Critical Lane Group												
•												

14: Le Jeune Road & Sevilla Avenue

	€	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ Ъ	7	^
Volume (vph)	7	41	1211	255	1071
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	Min	C-Min
Interpolition Cumment					

Intersection Summary

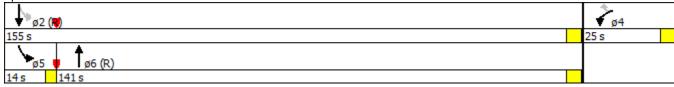
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	•	•	†	~	/	 	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	7	7	∱ β		7	^↑	
Volume (veh/h)	7	41	1211	57	255	1071	
Number	7	14	6	16	5	2	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3	
Adj Flow Rate, veh/h	7	0	1236	50	260	1093	
Adj No. of Lanes	1	1	2	0	1	2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	23	21	1762	71	587	2615	
Arrive On Green	0.01	0.00	0.68	0.68	0.19	0.98	
Sat Flow, veh/h	1774	1583	3560	140	1774	3632	
Grp Volume(v), veh/h	7	0	630	656	260	1093	
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1838	1774	1770	
Q Serve(g_s), s	0.1	0.0	7.6	7.6	1.7	0.3	
Cycle Q Clear(g_c), s	0.1	0.0	7.6	7.6	1.7	0.3	
Prop In Lane	1.00	1.00	7.0	0.08	1.00	0.0	
Lane Grp Cap(c), veh/h	23	21	899	934	587	2615	
V/C Ratio(X)	0.30	0.00	0.70	0.70	0.44	0.42	
Avail Cap(c_a), veh/h	1064	950	6971	7240	894	15372	
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33	
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	17.0	0.0	4.0	4.0	4.5	0.1	
Incr Delay (d2), s/veh	5.2	0.0	4.5	4.4	0.2	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	0.0	0.0	4.5	4.6	1.3	0.3	
LnGrp Delay(d),s/veh	22.2	0.0	8.5	8.4	4.7	0.6	
LnGrp LOS	ZZ.Z C	0.0	0.5 A	Α	4.7 A	Α	
	7		1286			1353	
Approach Dolay s/yeh	22.2		8.5			1.4	
Approach Delay, s/veh Approach LOS	22.2 C		o.5 A			1.4 A	
		_		â	_		
Timer	1	2	3	4	5	6	7 8
Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s	.	175.3	444	4.7	8.0	167.3	
Change Period (Y+Rc), s		000001		999998		000001	
Max Green Setting (Gmax), s		0.60001	* 20.	799999		5.60001	
Max Q Clear Time (g_c+l1), s		2.3		2.1	3.7	9.6	
Green Ext Time (p_c), s		8.0		0.0	0.2	8.0	
Intersection Summary							
HCM 2010 Ctrl Delay			4.9				
HCM 2010 LOS			Α				

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	1.8						
Movement	WBL	WBR		NBT	. NBR	SBL	SBT
Vol, veh/h	10	18		1252		214	1015
Conflicting Peds, #/hr	0	0		0		3	0
Sign Control	Stop	Stop		Free		Free	Free
RT Channelized	-	None		-		-	None
Storage Length	0	-		-		150	-
/eh in Median Storage, #	1	_		0	-	-	0
Grade, %	0	_		0		_	0
Peak Hour Factor	97	97		97		97	97
Heavy Vehicles, %	2	2		2		2	2
Mvmt Flow	10	19		1291		221	1046
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	2307	700		0		1395	0
Stage 1	1343	-		-	- -	-	-
Stage 2	964	-		_		_	_
Critical Hdwy	6.84	6.94		-		4.14	_
Critical Hdwy Stg 1	5.84	-		_		_	_
Critical Hdwy Stg 2	5.84	_		-		_	_
Follow-up Hdwy	3.52	3.32		_		2.22	_
Pot Cap-1 Maneuver	32	382		-		486	_
Stage 1	208	-		_		-	_
Stage 2	331	_		-		_	_
Platoon blocked, %				-			_
Mov Cap-1 Maneuver	17	381		-		485	_
Mov Cap-2 Maneuver	96	-		-	. <u>-</u>	-	-
Stage 1	208	-		-	. <u>-</u>	-	-
Stage 2	180	-		-	. <u>-</u>	-	-
J							
Approach	WB			NB		SB	
HCM Control Delay, s	28			0		3.2	
HCM LOS	D						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	1101	- 185	485	-			
HCM Lane V/C Ratio	-	- 0.156	0.455	_			
HCM Control Delay (s)	-	- 0.130	18.5	_			
HCM Lane LOS	-	- 20 - D	16.5 C	<u>-</u>			
HCM 95th %tile Q(veh)	-	- 0.5	2.3	<u>-</u>			
TOWN JOHN JOHNS Q(VEII)	-	- 0.5	۷.5	-			

ntersection							
nt Delay, s/veh	1.2						
/lovement	WBL	WBR		NB	T NBR	SBL	SBT
/ol, veh/h	2	12		137			999
Conflicting Peds, #/hr	0	0			0 2		0
ign Control	Stop	Stop		Fre	e Free	Free	Free
T Channelized	-	None			- None	-	None
torage Length	0	-				50	=
eh in Median Storage, #	1	-			0 -	. <u>-</u>	0
Grade, %	0	-			0 -		0
eak Hour Factor	99	99		9	9 99	99	99
leavy Vehicles, %	2	2			2 2		2
1vmt Flow	2	12		139	1 36	166	1009
//ajor/Minor	Minor1			Major	1	Major2	
Conflicting Flow All	2245	716			0 0		0
Stage 1	1409	-					-
Stage 2	836	_					_
ritical Hdwy	6.84	6.94				4.14	_
ritical Hdwy Stg 1	5.84	-					_
ritical Hdwy Stg 2	5.84	_				_	_
follow-up Hdwy	3.52	3.32				2.22	_
of Cap-1 Maneuver	35	373				473	_
Stage 1	192	-				475	_
Stage 2	386	_				_	_
Platoon blocked, %	300						_
Nov Cap-1 Maneuver	23	372				472	_
Nov Cap-1 Maneuver	109	512				712	_
Stage 1	192	_				_	
Stage 2	250	-			-	·	-
Stage 2	250	-			-	-	_
pproach	WB			NI	В	SB	
CM Control Delay, s	18.7				0	2.4	
ICM LOS	C						
	-						
linor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	-	- 277	472	-			
ICM Lane V/C Ratio	-	- 0.051	0.351	-			
ICM Control Delay (s)	-	- 18.7	16.7	-			
ICM Lane LOS	_	- C	С	-			
ICM 95th %tile Q(veh)		- 0.2	1.6				

	•	*	•	*	4	†	-	ļ	•	*	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	ሻ		- 4		ă	∱ ∱	ሻ	∱ ∱		7	Ž.	
Volume (vph)	79	147	18	6	7	1022	53	855	6	372	461	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0	
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

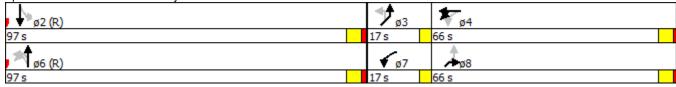
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



	•	/	←	•	*	4	†	/	>	↓	لر	1
Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			Ä	∱ ∱		Ť	∱ î≽		
Volume (vph)	79	147	18	12	6	7	1022	134	53	855	109	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3462		1770	3429		
FIt Permitted	0.24		0.96			0.21	1.00		0.15	1.00		
Satd. Flow (perm)	417		1678			387	3462		278	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	81	150	18	12	6	7	1043	137	54	872	111	10
RTOR Reduction (vph)	0	0	2	0	0	0	5	0	0	0	0	0
Lane Group Flow (vph)	73	0	186	0	0	13	1175	0	54	993	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	45.9		36.0			98.7	98.7		98.7	98.7		
Effective Green, g (s)	45.9		36.0			98.7	98.7		98.7	98.7		
Actuated g/C Ratio	0.25		0.20			0.55	0.55		0.55	0.55		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	175		335			212	1898		152	1880		
v/s Ratio Prot	0.02		0.11				c0.34			0.29		
v/s Ratio Perm	0.08					0.03			0.19			
v/c Ratio	0.42		0.56			0.06	0.62		0.36	0.53		
Uniform Delay, d1	53.3		64.8			19.0	27.8		22.8	25.8		
Progression Factor	1.00		1.00			1.00	1.00		0.98	0.98		
Incremental Delay, d2	0.6		1.6			0.6	1.5		6.3	1.0		
Delay (s)	53.8		66.4			19.6	29.3		28.7	26.3		
Level of Service	D		E			В	С		С	С		
Approach Delay (s)			62.9				29.2			26.4		
Approach LOS			Е				С			С		
Intersection Summary												
HCM 2000 Control Delay			39.9	Н	ICM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.72									
Actuated Cycle Length (s)			180.0		um of los				13.6			
Intersection Capacity Utiliz	ation		96.9%	IC	CU Level	of Service	e		F			
Analysis Period (min)			15									
c Critical Lane Group												

	•	<i>•</i>	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	6	372	461	17
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	380	470	17
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	386	464	0
Confl. Peds. (#/hr)	v	10	10	10
Turn Type	Perm	pm+pt	Prot	10
Protected Phases	i Giiii	3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)	J	70.7	57.8	
Effective Green, g (s)		70.7	57.8	
Actuated g/C Ratio		0.39	0.32	
Clearance Time (s)		3.0	5.0	
` ,		2.0	5.0 2.5	
Vehicle Extension (s)				
Lane Grp Cap (vph)		603	508	
v/s Ratio Prot		c0.11	c0.29	
v/s Ratio Perm		0.14	• • •	
v/c Ratio		0.64	0.91	
Uniform Delay, d1		42.7	58.7	
Progression Factor		1.00	1.00	
Incremental Delay, d2		1.7	20.8	
Delay (s)		44.5	79.5	
Level of Service		D	E	
Approach Delay (s)		64.0		
Approach LOS		Ε		
Intersection Summary				

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 † \$		ર્ન	ĵ»
Volume (vph)	162	85	122	84
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summany				

Intersection Summary

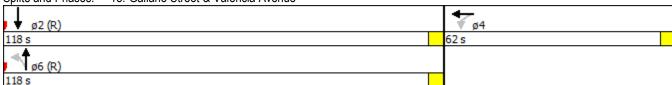
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



	۶	→	•	•	←	•	1	†	~	/	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			र्स			₽	
Volume (veh/h)	0	0	0	7	162	36	85	122	0	0	84	97
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.98		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				8	186	10	98	140	0	0	97	40
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				48	1187	65	406	438	0	Ö	462	190
Arrive On Green				0.24	0.24	0.24	0.49	0.49	0.00	0.00	0.49	0.49
				199	4893	268	448	1181	0.00	0.00	1245	513
Sat Flow, veh/h												
Grp Volume(v), veh/h				75	62	68	238	0	0	0	0	137
Grp Sat Flow(s),veh/h/ln				1853	1695	1812	1629	0	0	0	0	1758
Q Serve(g_s), s				0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s				0.7	0.6	0.6	1.7	0.0	0.0	0.0	0.0	0.9
Prop In Lane				0.11		0.15	0.41		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				450	411	440	844	0	0	0	0	652
V/C Ratio(X)				0.17	0.15	0.15	0.28	0.00	0.00	0.00	0.00	0.21
Avail Cap(c_a), veh/h				5055	4624	4943	8506	0	0	0	0	9434
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	3.8	0.0	0.0	0.0	0.0	3.6
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.8	0.0	0.0	0.0	0.0	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.6
LnGrp Delay(d),s/veh				6.5	6.4	6.4	4.6	0.0	0.0	0.0	0.0	4.3
LnGrp LOS				A	A	A	Α	0.0	0.0	0.0	0.0	Α
Approach Vol, veh/h					204			238			137	
Approach Delay, s/veh					6.5			4.6			4.3	
Approach LOS					0.5 A			4.0 A			4.5 A	
• •	4	0	2	4		•	7				٨	
Timer	1	2 2	3	4	5	6	7	8				
Assigned Phs				4								
Phs Duration (G+Y+Rc), s	* 4.0	170.8	* 4.0	9.2	* 4 0	170.8						
Change Period (Y+Rc), s		999999		999999	["] 4.0	999999						
Max Green Setting (Gmax), s		* 113.9	^ 5 <i>/</i> .	900002		* 113.9						
Max Q Clear Time (g_c+l1), s		2.9		2.7		3.7						
Green Ext Time (p_c), s		0.8		0.0		8.0						
Intersection Summary												
HCM 2010 Ctrl Delay			5.2									
HCM 2010 LOS			Α									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

_												
Intersection												
Intersection Delay, s/veh Intersection LOS	9.8 A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	60	188	15	0	11	96	17	0	5	98	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	204	16	0	12	104	18	0	5	107	45
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				1				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				1				1		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		1				1				1		
HCM Control Delay		10.7				9				9.3		
HCM LOS		В				Α				Α		
Lane		NBLn1		WBLn1	SBLn1							
Vol Left, %		3%	23%	9%	40%							
Vol Thru, %		68%	71%	77%	42%							
Vol Right, %		28%	6%	14%	19%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		144	263	124	96							
LT Vol		98	188	96	40							
Through Vol		41	15	17	18							
RT Vol		5	60	11	38							
Lane Flow Rate		157	286	135	104							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.214	0.378	0.182	0.148							
Departure Headway (Hd)		4.918	4.759	4.871	5.119							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		725	752	731	695							
Service Time		2.988	2.819	2.943	3.195							
HCM Control Dolor		0.217	0.38	0.185	0.15							
HCM Long LOS		9.3	10.7	9	9.1							
HCM 05th tile O		A 0.8	B 1.8	A 0.7	A 0.5							
HCM 95th-tile Q		0.0	1.8	0.7	0.5							

Intersection							
Intersection Delay, s/veh Intersection LOS							
Movement	SBU	SBL	SBT	SBR			
Vol, veh/h	0	38	40	18			
Peak Hour Factor	0.92	0.92	0.92	0.92			
Heavy Vehicles, %	2	2	2	2			
Mvmt Flow	0	41	43	20			
Number of Lanes	0	0	1	0			
Approach		SB					
Opposing Approach		NB					
Opposing Lanes		1					
Conflicting Approach Left		WB					
Conflicting Lanes Left		1					
Conflicting Approach Right		EB					
Conflicting Lanes Right		1					
HCM Control Delay		9.1					
HCM LOS		Α					
Lana							
Lane							

LEVEL OF SERVICE

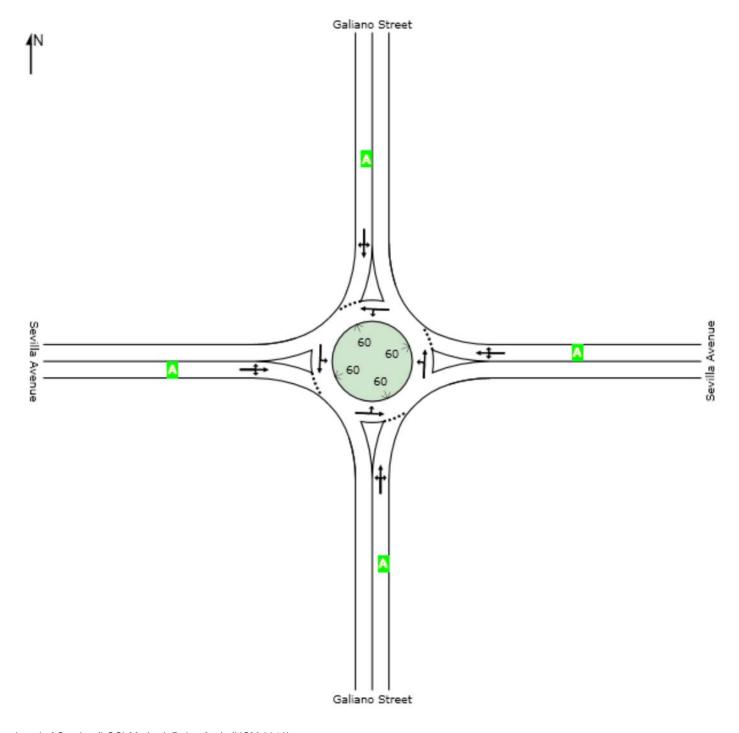


Site: Sevilla Avenue and Galiano Street

Existing AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



♥ Site: Sevilla Avenue and Galiano Street

Existing AM Roundabout

Lane Use a	nd Perforr	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galian												,,	
Lane 1 ^d	68	3.0	902	0.076	100	4.7	LOS A	0.3	6.7	Full	1600	0.0	0.0
Approach	68	3.0		0.076		4.7	LOS A	0.3	6.7				
East: Sevilla	Avenue												
Lane 1 ^d	82	3.0	946	0.086	100	4.6	LOS A	0.3	7.7	Full	1600	0.0	0.0
Approach	82	3.0		0.086		4.6	LOS A	0.3	7.7				
North: Galian	o Street												
Lane 1 ^d	84	3.0	1020	0.082	100	4.3	LOSA	0.3	7.4	Full	1600	0.0	0.0
Approach	84	3.0		0.082		4.3	LOS A	0.3	7.4				
West: Sevilla	Avenue												
Lane 1 ^d	177	3.0	1027	0.173	100	5.1	LOS A	0.7	17.1	Full	1600	0.0	0.0
Approach	177	3.0		0.173		5.1	LOS A	0.7	17.1				
Intersection	411	3.0		0.173		4.8	LOSA	0.7	17.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

LEVEL OF SERVICE

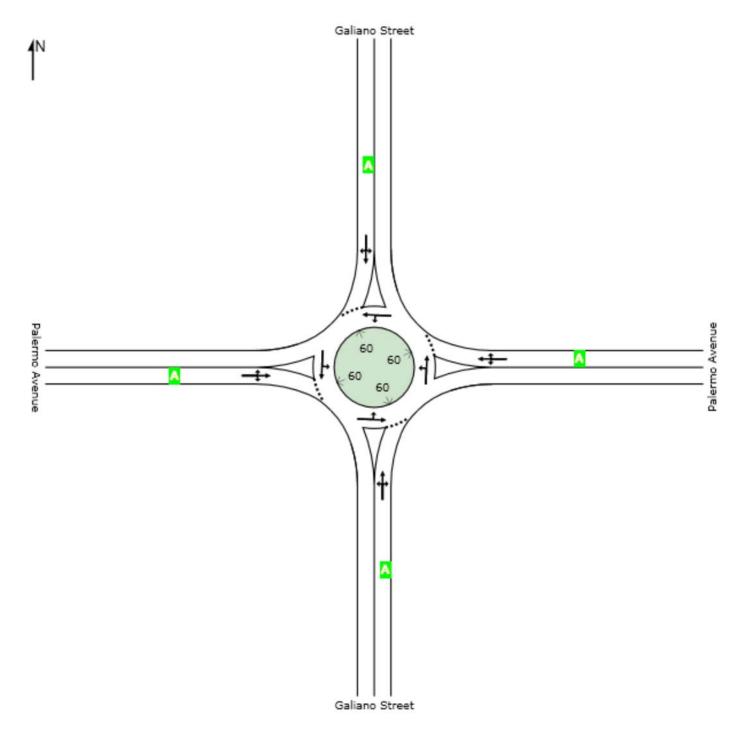


Site: Palermo Avenue and Galiano Street

Existing AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Palermo Avenue and Galiano Street

Existing AM Roundabout

Lane Use a	nd Perforr	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galian												,,	
Lane 1 ^d	72	3.0	944	0.076	100	4.5	LOS A	0.3	6.7	Full	1600	0.0	0.0
Approach	72	3.0		0.076		4.5	LOS A	0.3	6.7				
East: Palermo	o Avenue												
Lane 1 ^d	39	3.0	1025	0.038	100	3.8	LOS A	0.1	3.3	Full	1600	0.0	0.0
Approach	39	3.0		0.038		3.8	LOS A	0.1	3.3				
North: Galian	o Street												
Lane 1 ^d	53	3.0	1055	0.050	100	3.8	LOS A	0.2	4.4	Full	1600	0.0	0.0
Approach	53	3.0		0.050		3.8	LOS A	0.2	4.4				
West: Palerm	o Avenue												
Lane 1 ^d	143	3.0	1035	0.139	100	4.7	LOS A	0.5	13.3	Full	1600	0.0	0.0
Approach	143	3.0		0.139		4.7	LOS A	0.5	13.3				
Intersection	308	3.0		0.139		4.4	LOSA	0.5	13.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

nt Delay, s/veh	1.6							
•								
Movement	WBL	WBR			NBT	NBR	SBL	SBT
/ol, veh/h	25	6			58	71	5	47
Conflicting Peds, #/hr	0	3			0	3	3	0
Sign Control	Stop	Stop			Free	Free	Free	Free
RT Channelized	· -	None			-	None	_	None
Storage Length	0	-			-	-	_	-
/eh in Median Storage, #	0	-			0	-	_	0
Grade, %	0	-			0	-	_	0
Peak Hour Factor	91	91			91	91	91	91
leavy Vehicles, %	2	2			2	2	2	2
/lvmt Flow	27	7			64	78	5	52
Major/Minor	Minor1			N	Major1		Major2	
Conflicting Flow All	169	109			0	0	145	0
Stage 1	106	103			-	-	143	-
Stage 2	63	_			_	_	_	_
Critical Hdwy	6.42	6.22			_	_	4.12	_
Critical Hdwy Stg 1	5.42	0.22			_	_	7.12	_
Critical Hdwy Stg 2	5.42	_			_	_	_	
Follow-up Hdwy	3.518	3.318				_	2.218	_
Pot Cap-1 Maneuver	821	945			_	_	1437	
Stage 1	918	343			_	_	1437	
Stage 2	960	_			_	_	_	_
Platoon blocked, %	300	-			_	_	_	_
Nov Cap-1 Maneuver	814	940			_	_	1433	_
Nov Cap-1 Maneuver	814	340			-	-	1433	-
Stage 1	916	-			-	-	-	-
	954	-			-	-	-	-
Stage 2	954	-			-	-	-	-
approach	WB				NB		SB	
HCM Control Delay, s	9.5				0		0.7	
ICM LOS	9.5 A				U		0.1	
10 200	^							
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT				
Capacity (veh/h)	_	- 836	1433	-				
HCM Lane V/C Ratio	_	- 0.041	0.004	_				
ICM Control Delay (s)	_	- 9.5	7.5	0				
ICM Lane LOS	_	- A	Α	Ä				
ICM 95th %tile Q(veh)		- 0.1	0	-				

LEVEL OF SERVICE

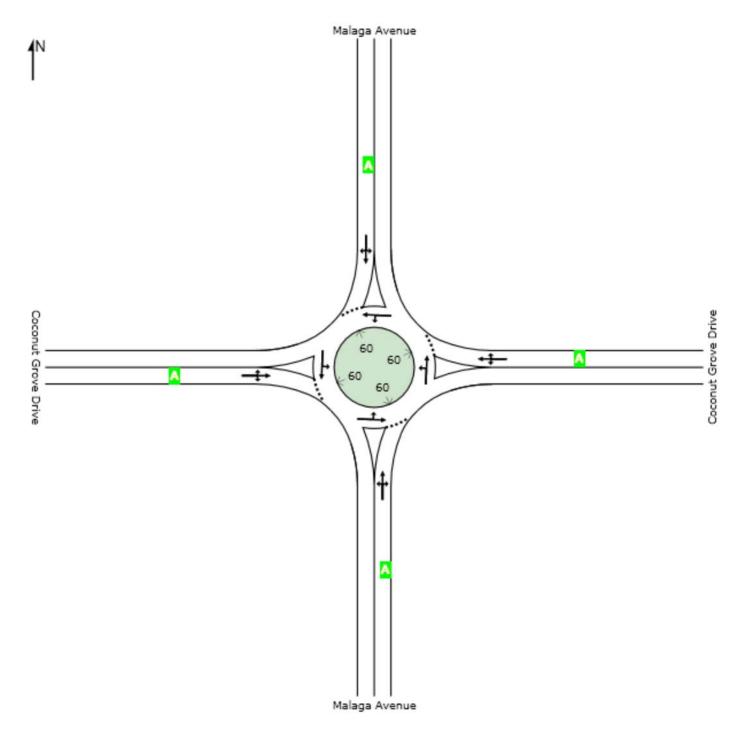


♥ Site: Coconut Grove Drive and Malaga Avenue

Existing AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Existing AM Roundabout

Lane Use a	nd Perforr	nance)										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag	a Avenue												
Lane 1 ^d	235	3.0	1026	0.229	100	5.7	LOS A	0.9	24.1	Full	1600	0.0	0.0
Approach	235	3.0		0.229		5.7	LOS A	0.9	24.1				
East: Coconu	ıt Grove Dri	ve											
Lane 1 ^d	105	3.0	959	0.110	100	4.8	LOS A	0.4	10.1	Full	1600	0.0	0.0
Approach	105	3.0		0.110		4.8	LOS A	0.4	10.1				
North: Malaga	a Avenue												
Lane 1 ^d	75	3.0	989	0.076	100	4.3	LOSA	0.3	6.8	Full	1600	0.0	0.0
Approach	75	3.0		0.076		4.3	LOS A	0.3	6.8				
West: Coconi	ut Grove Dr	ive											
Lane 1 ^d	58	3.0	982	0.059	100	4.2	LOSA	0.2	5.1	Full	1600	0.0	0.0
Approach	58	3.0		0.059		4.2	LOSA	0.2	5.1				
Intersection	473	3.0		0.229		5.1	LOSA	0.9	24.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

24: SW 37th Avenue/Douglas Road & Valencia Avenue/SW 23rd Street

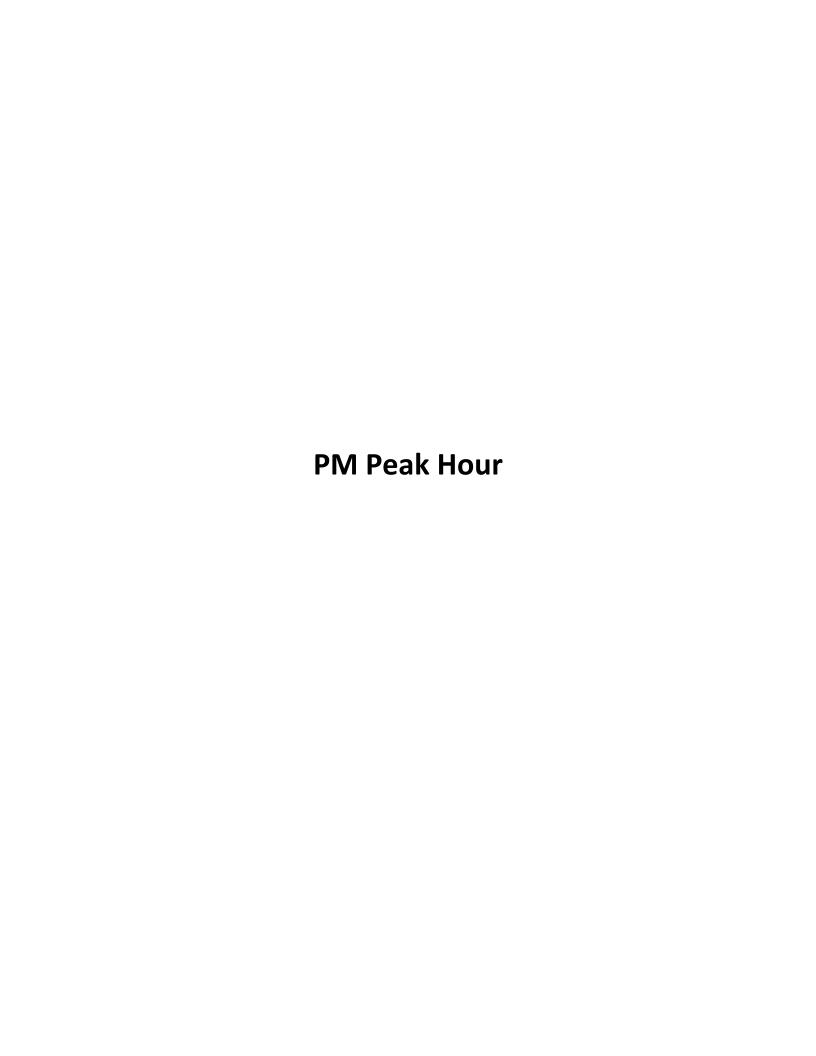
Intersection Int Delay, s/veh	1.5								
int Dolay, 3/Voll	1.0								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	16	12	33	149	935	74
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	12	34	152	954	76
Major/Minor				Minor1			Major1		
Conflicting Flow All				1836	2519	529	1179	0	0
Stage 1				1298	1298	329	1119	U	U
Stage 2				538	1230	_	-	_	_
Critical Hdwy				6.84	6.54	6.94	4.14	_	_
Critical Hdwy Stg 1				5.84	5.54	0.54	T.1T	_	_
Critical Hdwy Stg 2				5.84	5.54	_	_	_	_
Follow-up Hdwy				3.52	4.02	3.32	2.22	_	_
Pot Cap-1 Maneuver				67	28	494	588	_	_
Stage 1				220	230	-	-	_	_
Stage 2				549	251	_	_	_	_
Platoon blocked, %				040	201			_	_
Mov Cap-1 Maneuver				47	0	488	582	_	_
Mov Cap-2 Maneuver				121	0	-	-	_	_
Stage 1				162	0	_	_	_	_
Stage 2				526	0	-	-	-	-
Approach				WB			NB		
HCM Control Delay, s				24.6			1.7		
HCM LOS				С					
Minor Lane/Major Mvmt	NBL	NBT	NBR WBL	n1 SBL	SBT	SBR			
Capacity (veh/h)	582	1101		45 662	001	0211			
HCM Lane V/C Ratio	0.261	<u>-</u> _	- 0.25		<u>-</u> -	-			
HCM Control Delay (s)	13.4	-	- 0.23		-	-			
HCM Lane LOS	13.4 B	-	- 24	C B	-	-			
HCM 95th %tile Q(veh)	1	<u>-</u> -	-	1 0.1	<u>-</u> -	<u>-</u>			
HOW JOHN JUNE W(VEII)	1	-		1 0.1	-	-			

Movement Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized	SBL 21 12	SBT 970	SBR
Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized	21 12		SBR
Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized	21 12		SDK
Conflicting Peds, #/hr Sign Control RT Channelized	12	970	
Sign Control RT Channelized			185
RT Channelized		_ 0	_ 4
	Free	Free	Free
	-	-	None
Storage Length	75	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	21	990	189
Major/Minor	Major2		
Conflicting Flow All	1032	0	0
Stage 1	1002	-	-
Stage 2	-	_	_
Critical Hdwy	4.14	_	_
Critical Hdwy Stg 1	4.14	_	_
Critical Hdwy Stg 2	_	-	-
	2.22	-	-
Follow-up Hdwy		-	-
Pot Cap-1 Maneuver	669	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	662	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.2		
HCM LOS			

Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	38	122	83	1117	936	42
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	_
Grade, %	0	-	-	0	0	_
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	126	86	1152	965	43
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1735	514	1009	0	e,e	0
Stage 1	988	-	-	-	-	_
Stage 2	747	_	_	_	_	_
Critical Hdwy	6.84	6.94	4.14	_	_	_
Critical Hdwy Stg 1	5.84	0.54		_	_	_
Critical Hdwy Stg 2	5.84	_	_	_	_	_
Follow-up Hdwy	3.52	3.32	2.22	_	_	_
Pot Cap-1 Maneuver	79	505	683	_	_	_
Stage 1	321	-	-	_	_	
Stage 2	429	_	_	_	_	
Platoon blocked, %	723			_	_	
Mov Cap-1 Maneuver	69	501	678	_	_	
Mov Cap-1 Maneuver	189	301	070	-	-	_
Stage 1	321	-	_	-	-	_
Stage 2	374	-	-	-	-	-
Stage 2	374	_	-	-	-	_
Approach	EB		NB		SB	
HCM Control Delay, s	23.2		0.8		0	
HCM LOS	23.2 C		0.0		U	
HOW LOS	C					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			
Capacity (veh/h)	678	- 360				
HCM Lane V/C Ratio	0.126	- 0.458				
HCM Control Delay (s)	11.1	- 23.2				
HCM Lane LOS	В	- C				
HCM 95th %tile Q(veh)	0.4	- 2.3				

Intersection											
Int Delay, s/veh	1.6										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	20	3	100		0	0	2		84	1022	16
Conflicting Peds, #/hr	0	0	0		0	0	0		1	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None		-	-	None		-	-	None
Storage Length	150	-	-		-	-	-		100	-	-
Veh in Median Storage, #	-	1	-		-	1	-		-	0	-
Grade, %	-	0	-		-	0	-		-	0	-
Peak Hour Factor	92	92	92		92	92	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	22	3	109		0	0	2		91	1111	17
Major/Minor	Minor2				Minor1				Major1		
Conflicting Flow All	1792	2365	515		1844	2363	565		1028	0	0
Stage 1	1054	1054	313		1302	1302	303		1020	U	U
Stage 2	738	1311	-		542	1061	-		-	-	-
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	_	_
Critical Hdwy Stg 1	6.54	5.54	0.34		6.54	5.54	0.34		4.14	_	_
Critical Hdwy Stg 2	6.54	5.54	_		6.54	5.54	_				_
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	_	_
Pot Cap-1 Maneuver	51	35	505		46	35	468		671	_	_
Stage 1	242	301	-		170	229			-	_	_
Stage 2	376	227	_		492	299	_		_	_	_
Platoon blocked, %	070				102	200				_	_
Mov Cap-1 Maneuver	45	29	505		31	29	468		670	_	_
Mov Cap-2 Maneuver	133	114	-		101	104	-		-	_	_
Stage 1	209	293	_		147	198	_		_	_	_
Stage 2	323	196	-		372	291	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	19				12.7				8.0		
HCM LOS	С				В						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	FBI n2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	670	-	-	133	459	468	614		-		
HCM Lane V/C Ratio	0.136	_	-	0.163	0.244	0.005	0.027	_	_		
HCM Control Delay (s)	11.2	_	_	37.3	15.4	12.7	11	_	_		
HCM Lane LOS	В	_	_	57.5 E	13. 4	12.7 B	В	_	_		
HCM 95th %tile Q(veh)	0.5	_	_	0.6	0.9	0	0.1	_	_		
	0.0			0.0	0.0	J	0.1				

Intersection				
Int Delay, s/veh				
	ODI	0.0.7	000	
Movement	SBL	SBT	SBR	
Vol, veh/h	15	934	12	
Conflicting Peds, #/hr	_ 0	_ 0	_ 1	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	100	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	92	92	92	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	16	1015	13	
Major/Minor	Major2			
Conflicting Flow All	1128	0	0	
Stage 1	-	-	-	
Stage 2	_	_	_	
Critical Hdwy	4.14	_	_	
Critical Hdwy Stg 1	-	_	_	
Critical Hdwy Stg 2	-	_	_	
Follow-up Hdwy	2.22	_	_	
Pot Cap-1 Maneuver	615	_	_	
Stage 1	-	_	_	
Stage 2	-	-	-	
Platoon blocked, %		_	_	
Mov Cap-1 Maneuver	614	_	_	
Mov Cap-2 Maneuver	-	_	_	
Stage 1	-	_	-	
Stage 2	-	_	_	
· ·				
Approach	SB			
HCM Control Delay, s	0.2			
HCM LOS	0.2			
TIOWI LOO				
//dinor Lane/Major Mvmt				



1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way

	•	→	•	←	4	†	>	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ î≽	7	∱ î≽	ሻ	∱ î≽	*	∱ ∱
Volume (vph)	70	499	107	813	74	459	110	446
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	8.0	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Internation Comment								

Intersection Summary

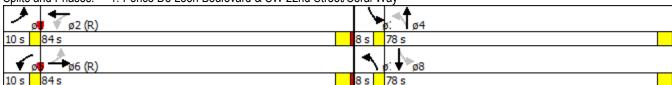
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	ၨ	→	*	•	←	•	1	†	/	/	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ β		7	∱ ∱		ሻ	ተ ኈ		ሻ	∱ ∱	
Volume (veh/h)	70	499	51	107	813	66	74	459	133	110	446	81
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.96		0.90	0.98		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	71	504	44	108	821	61	75	464	109	111	451	68
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1126	98	405	1172	87	370	885	206	354	988	148
Arrive On Green	0.07	0.46	0.46	0.08	0.47	0.47	0.05	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	1774	3262	283	1774	3312	246	1774	2813	655	1774	3060	458
Grp Volume(v), veh/h	71	272	276	108	439	443	75	290	283	111	259	260
Grp Sat Flow(s), veh/h/ln	1774	1770	1776	1774	1770	1788	1774	1770	1698	1774	1770	1748
Q Serve(g_s), s	1.8	7.6	7.7	2.8	14.2	14.2	2.0	9.8	10.0	3.0	8.5	8.6
Cycle Q Clear(g_c), s	1.8	7.6	7.7	2.8	14.2	14.2	2.0	9.8	10.0	3.0	8.5	8.6
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.39	1.00		0.26
Lane Grp Cap(c), veh/h	289	611	613	405	626	633	370	557	534	354	571	564
V/C Ratio(X)	0.25	0.45	0.45	0.27	0.70	0.70	0.20	0.52	0.53	0.31	0.45	0.46
Avail Cap(c_a), veh/h	367	1923	1930	467	1923	1943	397	1782	1710	366	1782	1760
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	14.9	15.0	13.8	16.2	16.2	15.6	20.4	20.5	15.9	19.5	19.6
Incr Delay (d2), s/veh	0.2	2.3	2.4	0.1	6.4	6.4	0.1	0.9	1.0	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.1	4.2	1.3	7.9	8.0	1.0	4.9	4.8	1.5	4.2	4.2
LnGrp Delay(d),s/veh	15.1	17.3	17.3	13.9	22.6	22.6	15.7	21.3	21.4	16.1	20.2	20.3
LnGrp LOS	В	В	В	В	C	C	В	C	C	В	C	C
Approach Vol, veh/h		619			990			648			630	
Approach Delay, s/veh		17.0			21.6			20.7			19.5	
Approach LOS		17.0 B			Z 1.0			20.7 C			15.5 B	
• •	1	2	2	4		6	7				D	
Timer		2	3		<u>5</u>			8				
Assigned Phs	1		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	138.0	7.5	27.7	7.4	137.4	6.9	28.3				
Change Period (Y+Rc), s	3.0	5.0		000002	3.0	5.0		000002				
Max Green Setting (Gmax), s	7.0	79.0		199997	7.0	79.0		199997				
Max Q Clear Time (g_c+l1), s	3.8	16.2	5.0	12.0	4.8	9.7	4.0	10.6				
Green Ext Time (p_c), s	0.0	9.5	0.0	10.6	0.0	9.5	0.0	10.6				
Intersection Summary			20.0									
HCM 2010 Ctrl Delay HCM 2010 LOS			20.0 B									
Notes			D									

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

2: Ponce De Leon Boulevard & Andalusia Avenue

	•	→	†	>	ļ
Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	ħ	ħβ	ħβ	7	^
Volume (vph)	67	417	618	58	596
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	8.0	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

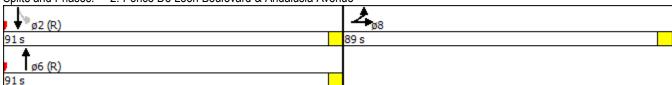
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



	≯	→	*	•	←	4	1	†	~	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱						∱ ∱		7	^	
Volume (veh/h)	67	417	116	0	0	0	0	618	109	58	596	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.95	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	70	434	93				0	644	98	60	621	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0.00	2	2	2	2	0.00
Cap, veh/h	545	886	188				0	1290	196	428	1492	0
Arrive On Green	0.31	0.31	0.31				0.00	0.56	0.56	0.56	0.56	0.00
Sat Flow, veh/h	1774	2882	612				0.00	3152	465	705	3632	0.00
	70	265	262				0	372	370	60	621	0
Grp Volume(v), veh/h Grp Sat Flow(s),veh/h/ln	1774	1770	1724				0	1770	1754	705	1770	0
Q Serve(g_s), s	0.9	4.0	4.0				0.0	4.2	4.2	1.9	3.3	0.0
Cycle Q Clear(g_c), s	0.9	4.0	4.0				0.0	4.2	4.2	6.1	3.3	0.0
Prop In Lane	1.00	- 4 4	0.35				0.00	740	0.26	1.00	4.400	0.00
Lane Grp Cap(c), veh/h	545	544	530				0	746	740	428	1492	0
V/C Ratio(X)	0.13	0.49	0.49				0.00	0.50	0.50	0.14	0.42	0.00
Avail Cap(c_a), veh/h	4600	4589	4471				0	4741	4700	2019	9483	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.97	0.97	0.75	0.75	0.00
Uniform Delay (d), s/veh	8.1	9.2	9.2				0.0	5.0	5.0	6.9	4.8	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5				0.0	2.3	2.3	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.0				0.0	2.4	2.4	0.4	1.6	0.0
LnGrp Delay(d),s/veh	8.2	9.7	9.7				0.0	7.3	7.4	7.4	5.5	0.0
LnGrp LOS	Α	Α	Α					Α	Α	Α	Α	
Approach Vol, veh/h		597						742			681	
Approach Delay, s/veh		9.5						7.4			5.7	
Approach LOS		A						Α			A	
Timer	1	2	3	4	5	6	7	8				
		2			<u> </u>	6	- 1	8				
Assigned Phs												
Phs Duration (G+Y+Rc), s		165.2				165.2		14.8				
Change Period (Y+Rc), s		4.0				4.0		4.8				
Max Green Setting (Gmax), s		87.0				87.0		84.2				
Max Q Clear Time (g_c+l1), s		8.1				6.2		6.0				
Green Ext Time (p_c), s		3.7				3.7		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			7.4									
HCM 2010 LOS			Α									

3: Ponce De Leon Boulevard & Valencia Avenue

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4143	¥	^	↑ ↑
Volume (vph)	598	80	652	563
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

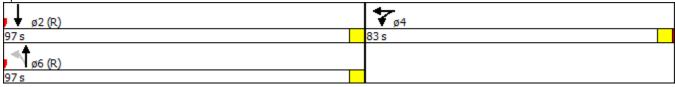
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



		→	•	•	←	*	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 ↑ ₽		ሻ	^			∱ ⊅	
Volume (veh/h)	0	0	0	109	598	122	80	652	0	0	563	151
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				118	650	107	87	709	0	0	612	134
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				227	1333	224	395	1491	0	0	1209	264
Arrive On Green				0.11	0.11	0.11	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h				666	3909	656	705	3632	0	0	2963	627
Grp Volume(v), veh/h				324	273	278	87	709	0	0	377	369
Grp Sat Flow(s), veh/h/ln				1829	1695	1707	705	1770	0	0	1770	1727
Q Serve(g_s), s				6.3	5.7	5.8	3.4	4.5	0.0	0.0	4.9	5.0
Cycle Q Clear(g_c), s				6.3	5.7	5.8	8.4	4.5	0.0	0.0	4.9	5.0
				0.36	5.7	0.38	1.00	4.5	0.00	0.00	4.9	0.36
Prop In Lane				624	E70	582		1401			715	727
Lane Grp Cap(c), veh/h				0.52	578	0.48	395 0.22	1491	0	0	745 0.51	0.51
V/C Ratio(X)					0.47			0.48	0.00	0.00		
Avail Cap(c_a), veh/h				3785	3507	3531	1824	8669	0	0	4335	4231
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.55	0.55	0.55	0.95	0.95	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				13.9	13.6	13.6	8.5	5.8	0.0	0.0	5.9	5.9
Incr Delay (d2), s/veh				0.3	0.2	0.2	1.2	1.0	0.0	0.0	2.4	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	2.7	2.8	8.0	2.4	0.0	0.0	2.8	2.8
LnGrp Delay(d),s/veh				14.1	13.8	13.9	9.7	6.9	0.0	0.0	8.3	8.4
LnGrp LOS				В	В	В	Α	A			A	A
Approach Vol, veh/h					875			796			746	
Approach Delay, s/veh					14.0			7.2			8.3	
Approach LOS					В			Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		162.4		17.6		162.4						
Change Period (Y+Rc), s	* 4 3	000002	* 4 6	999998	* 4 3	3000002						
Max Green Setting (Gmax), s		699997		300003		.699997						
Max Q Clear Time (g_c+l1), s	02.	7.0	70.	8.3	02	10.4						
Green Ext Time (p_c), s		4.2		0.0		4.2						
Intersection Summary												
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			Α									
			А									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

	۶	→	•	←	4	†	>	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		4T+	7	∱ ∱
Volume (vph)	17	99	47	135	38	643	44	620
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Interception Cummen								

Intersection Summary

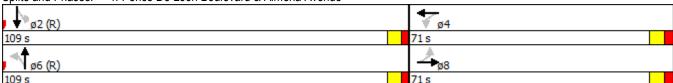
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	۶	→	•	•	←	•	1	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ፋው		ሻ	∱ ∱	
Volume (veh/h)	17	99	14	47	135	19	38	643	52	44	620	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	18	106	11	51	145	17	41	691	48	47	667	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	354	34	194	305	32	150	1222	83	383	1408	21
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	114	1517	145	266	1310	137	84	3096	211	711	3568	53
Grp Volume(v), veh/h	135	0	0	213	0	0	404	0	376	47	331	346
Grp Sat Flow(s), veh/h/ln	1775	0	0	1712	0	0	1739	0	1651	711	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	5.3	1.7	4.0	4.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	3.5	0.0	0.0	4.9	0.0	5.3	6.9	4.0	4.0
Prop In Lane	0.13	0.0	0.08	0.24	0.0	0.08	0.10	0.0	0.13	1.00		0.03
Lane Grp Cap(c), veh/h	534	0	0	531	0	0	804	0	652	383	698	731
V/C Ratio(X)	0.25	0.00	0.00	0.40	0.00	0.00	0.50	0.00	0.58	0.12	0.47	0.47
Avail Cap(c_a), veh/h	3397	0	0	3287	0	0	5093	0	5023	2266	5384	5633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	10.7	0.0	0.0	11.3	0.0	0.0	6.0	0.0	6.1	8.5	5.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	2.2	0.0	3.7	0.6	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.8	0.0	0.0	2.8	0.0	3.0	0.4	2.3	2.4
LnGrp Delay(d),s/veh	10.9	0.0	0.0	11.6	0.0	0.0	8.3	0.0	9.8	9.1	8.0	7.9
LnGrp LOS	В	0.0	0.0	В	0.0	0.0	Α	0.0	A	A	A	Α
Approach Vol, veh/h		135			213		- , ,	780			724	
Approach Delay, s/veh		10.9			11.6			9.0			8.0	
Approach LOS		10.3 B			В			3.0 A			Α	
••	4		2	4		c	7				Λ	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		165.5		14.5		165.5		14.5				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		103.0		64.4		103.0		64.4				
Max Q Clear Time (g_c+l1), s		8.9		5.5		7.3		4.1				
Green Ext Time (p_c), s		3.6		1.8		3.6		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			Α									

Intersection							
Int Delay, s/veh	2						
Movement	EBL	E	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0		147	0	0	807	139
Conflicting Peds, #/hr	0		5	0	0	0	15
Sign Control	Stop	5	Stop	Free	Free	Free	Free
RT Channelized	· -		lone	-	None	-	None
Storage Length	-		0	-	-	-	-
Veh in Median Storage, #	0		-	-	0	0	-
Grade, %	0		-	-	0	0	-
Peak Hour Factor	95		95	95	95	95	95
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		155	0	0	849	146
Major/Minor	Minor2					Major2	
Conflicting Flow All	928		502			- Wajorz	0
Stage 1	928		-			_	-
Stage 2	0		_			_	
Critical Hdwy	7.54	6	6.94			_	_
Critical Hdwy Stg 1	6.54	,	J.J T			_	
Critical Hdwy Stg 2	0.54		_			_	
Follow-up Hdwy	3.52		3.32			_	_
Pot Cap-1 Maneuver	223		515			_	
Stage 1	288		-			_	
Stage 2	200		_			_	_
Platoon blocked, %						_	_
Mov Cap-1 Maneuver	221		513			_	
Mov Cap-2 Maneuver	221		-			_	_
Stage 1	287		_			_	_
Stage 2	201		_				_
Olago Z							
Approach	EB					SB	
HCM Control Delay, s	15					0	
HCM LOS	С						
Minor Lane/Major Mvmt	EBLn1	SBT S	SBR				
Capacity (veh/h)	513	_					
HCM Lane V/C Ratio	0.302	_	_				
HCM Control Delay (s)	15	_	_				
HCM Lane LOS	C	_	_				
HCM 95th %tile Q(veh)	1.3	_	_				
TOTAL COULT /VILLO CE (VOIT)	1.0						

Int Delay, s/veh	2						
•							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Vol, veh/h	0	140	853	99	0	0	
Conflicting Peds, #/hr	0	0	0	6	0	0	
Sign Control	Stop	Stop	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	0	156	948	110	0	0	
Major/Minor	Minor1		Major1				
Conflicting Flow All	1003	528	0	0			
Stage 1	1003	-	-	-			
Stage 2	0	-	=	-			
Critical Hdwy	7.54	6.94	-	-			
Critical Hdwy Stg 1	6.54	-	-	-			
Critical Hdwy Stg 2	2.50	2 20	-	-			
Follow-up Hdwy	3.52	3.32	-	-			
Pot Cap-1 Maneuver	196	495	-	-			
Stage 1	259	-	-	-			
Stage 2 Platoon blocked, %	-	-	-	-			
Mov Cap-1 Maneuver	195	495	-	-			
Mov Cap-1 Maneuver	195	495	-	-			
Stage 1	259	-	-	-			
Stage 2	259	-	-	-			
Stage 2	_	-	<u>-</u>	-			
Approach	WB		NB				
HCM Control Delay, s	15.6		0				
HCM LOS	С						
Minor Lane/Major Mvmt	NBT	NBR WBLn1					
Capacity (veh/h)	-	- 495					
HCM Lane V/C Ratio	-	- 0.314					
HCM Control Delay (s)	-	- 15.6					
HCM Lane LOS	-	- C					
HCM 95th %tile Q(veh)	-	- 1.3					

Intersection							
Int Delay, s/veh	2.7						
Movement	EBL		EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0		180	0	0	903	44
Conflicting Peds, #/hr	0		0	0	0	0	0
Sign Control	Stop		Stop	Free	Free	Free	Free
RT Channelized	· -		None	-	None	-	None
Storage Length	-		0	-	-	-	-
Veh in Median Storage, #	0		-	-	0	0	-
Grade, %	0		-	-	0	0	-
Peak Hour Factor	92		92	92	92	92	92
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		196	0	0	982	48
Major/Minor	Minor					Major2	
Major/Minor	Minor2					Major2	
Conflicting Flow All	1005		514			-	0
Stage 1	1005		-			-	-
Stage 2	0		-			-	-
Critical Hdwy	7.54		6.94			-	-
Critical Hdwy Stg 1	6.54		-			-	-
Critical Hdwy Stg 2			2.20			-	-
Follow-up Hdwy	3.52		3.32			-	-
Pot Cap-1 Maneuver	196		505			-	-
Stage 1	259		-			-	-
Stage 2	-		-			-	-
Platoon blocked, %	400		F0F			-	-
Mov Cap-1 Maneuver	196		505			-	-
Mov Cap-2 Maneuver	196		-			-	-
Stage 1	259		-			-	-
Stage 2	-		-			-	-
Approach	EB					SB	
HCM Control Delay, s	16.6					0	
HCM LOS	C					•	
Minor Long/Mcirc Marret	EDI 4	CDT	CDD				
Minor Lane/Major Mvmt	EBLn1	SBT	SBR				
Capacity (veh/h)	505	-	-				
HCM Lane V/C Ratio	0.387	-	=				
HCM Control Delay (s)	16.6	-	-				
HCM Lane LOS	C	-	-				
HCM 95th %tile Q(veh)	1.8	-	-				

Liference							
Intersection	0.0						
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Vol, veh/h	0	153	835	158	0	0	
Conflicting Peds, #/hr	0	11	0	21	0	0	
Sign Control	Stop	Stop	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	89	89	89	89	89	89	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	172	938	178	0	0	
Major/Minor	Minor1		Major1				
Conflicting Flow All	1038	568	0	0			
Stage 1	1038	-	-	-			
Stage 2	0	_	-	_			
Critical Hdwy	7.54	6.94	_	_			
Critical Hdwy Stg 1	6.54	-	-	_			
Critical Hdwy Stg 2	-	_	-	_			
Follow-up Hdwy	3.52	3.32	-	_			
Pot Cap-1 Maneuver	185	466	-	_			
Stage 1	247	-	-	_			
Stage 2		_	-	_			
Platoon blocked, %			-	_			
Mov Cap-1 Maneuver	180	462	-	_			
Mov Cap-2 Maneuver	180	-	-	_			
Stage 1	245	_	-	_			
Stage 2	-	_	_	_			
otago =							
Approach	WB		NB				
HCM Control Delay, s	17.3		0				
HCM LOS	C		•				
Minor Lane/Major Mvmt	NBT	NBR WBLn1					
Capacity (veh/h)	_	- 462					
HCM Lane V/C Ratio	_	- 0.372					
HCM Control Delay (s)	_	- 17.3					
HCM Lane LOS	_	- C					
HCM 95th %tile Q(veh)	_	- 1.7					
70.00							

Intersection											
Int Delay, s/veh	3.2										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	47	0	46		6	4	3		29	706	2
Conflicting Peds, #/hr	4	0	0		0	0	4		23 7	0	4
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	- -	- -	None		- -	- -	None		-	-	None
Storage Length	_	_	-		_	_	-		_	_	-
Veh in Median Storage, #	_	0	_		_	0	_		_	0	_
Grade, %	_	0	_		_	0	_		_	0	_
Peak Hour Factor	96	96	96		96	96	96		96	96	96
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	49	0	48		6	4	3		30	735	2
		·			•		·				_
Major/Minor	Minor2				Minor1			ı	Major1		
Conflicting Flow All	1301	1669	446		1232	1680	380		875	0	0
Stage 1	867	867	_		801	801	-		-	-	_
Stage 2	434	802	_		431	879	-		_	_	_
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	_	_
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	-	-
Critical Hdwy Stg 2	6.54	5.54	-		6.54	5.54	-		-	-	-
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	118	95	560		133	94	618		767	-	-
Stage 1	314	368	-		344	395	-		-	-	-
Stage 2	570	395	-		573	363	-		-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	106	88	555		114	87	612		763	-	-
Mov Cap-2 Maneuver	106	88	-		114	87	-		-	-	-
Stage 1	292	365	-		320	367	-		-	-	-
Stage 2	520	367	-		518	360	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	47.5				37				0.7		
HCM LOS	47.3 E				E				0.7		
TIOW LOS	C				_						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	763	-	-	177	126	856	-	-			
HCM Lane V/C Ratio	0.04	-	-	0.547	0.107	0.002	-	-			
HCM Control Delay (s)	9.9	0.3	-	47.5	37	9.2	0	-			
HCM Lane LOS	Α	Α	-	Ε	Е	Α	Α	-			
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.4	0	-	-			

Intersection				
Int Delay, s/veh				
Marranant	CDI	CDT	CDD	
Movement	SBL	SBT	SBR	
Vol, veh/h	2	812	24	
Conflicting Peds, #/hr	_ 4	_ 0	_ 7	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	-	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	96	96	96	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	2	846	25	
Major/Minor	Major2			
Conflicting Flow All	742	0	0	
Stage 1	_	_	_	
Stage 2	_	_	_	
Critical Hdwy	4.14	_	-	
Critical Hdwy Stg 1	-	_	-	
Critical Hdwy Stg 2	_	_	_	
Follow-up Hdwy	2.22	_	_	
Pot Cap-1 Maneuver	861	_	_	
Stage 1	-	_	_	
Stage 2	-	_	_	
Platoon blocked, %		_	_	
Mov Cap-1 Maneuver	856	_	_	
Mov Cap-2 Maneuver	-	_	_	
Stage 1	-	_	_	
Stage 2	_	_	_	
Jugo 2	_	_	_	
Approach	SB			
HCM Control Delay, s	0			
HCM LOS	U			
HOW LOS				
Minor Lane/Major Mvmt				

	۶	•	•	†	ļ	1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations Volume (veh/h) Sign Control	0 Stop	0	18	733 Free	↑ 15 590 Free	299
Grade Peak Hour Factor	0% 0.95	0.95	0.95	0% 0.95	0% 0.95	0.95
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	0.93 0 8 0.0 4.0	0.95	19	772	621	315
Median type				None	None	
Median storage veh) Upstream signal (ft) pX, platoon unblocked	0.88			129		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	1210	476	944			
vCu, unblocked vol	970	476	944			
tC, single (s) tC, 2 stage (s)	6.8	6.9	4.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	215	535	723			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	276	514	414	522		
Volume Left	19	0	0	0		
Volume Right cSH	0 723	0 1700	0 1700	315 1700		
Volume to Capacity	0.03	0.30	0.24	0.31		
Queue Length 95th (ft)	2	0.30	0.24	0.51		
Control Delay (s)	1.0	0.0	0.0	0.0		
Lane LOS	A	0.0	0.0	0.0		
Approach Delay (s) Approach LOS	0.3		0.0			
Intersection Summary						
Average Delay Intersection Capacity Util Analysis Period (min)	lization		0.2 36.5% 15	IC	CU Level o	of Service

13: Ponce De Leon Boulevard & Malaga Avenue

	•	→	←	4	†	-	ļ
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	*	4	4		€1 }		4₽
Volume (vph)	126	81	106	20	596	27	543
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Internation Comment							

Intersection Summary

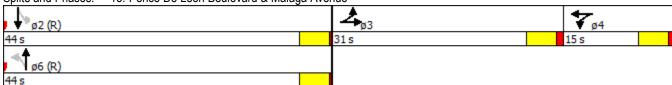
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	٠	→	•	•	←	4	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4			4			41			4₽	
Volume (vph)	126	81	17	46	106	26	20	596	42	27	543	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.98			0.99			1.00	
Flt Protected	0.95	0.99			0.99			1.00			1.00	
Satd. Flow (prot)	1681	1709			1802			3492			3530	
FIt Permitted	0.95	0.99			0.99			0.93			0.90	
Satd. Flow (perm)	1681	1709			1802			3248			3188	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	134	86	18	49	113	28	21	634	45	29	578	0
RTOR Reduction (vph)	0	8	0	0	7	0	0	5	0	0	0	0
Lane Group Flow (vph)	118	112	0	0	183	0	0	695	0	0	607	0
Confl. Peds. (#/hr)			20	20			7		14	14		7
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	14.7	14.7			15.4			45.6			45.6	
Effective Green, g (s)	14.7	14.7			15.4			45.6			45.6	
Actuated g/C Ratio	0.16	0.16			0.17			0.51			0.51	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	274	279			308			1645			1615	
v/s Ratio Prot	c0.07	0.07			c0.10							
v/s Ratio Perm								c0.21			0.19	
v/c Ratio	0.43	0.40			0.60			0.42			0.38	
Uniform Delay, d1	33.9	33.7			34.4			13.9			13.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.8	0.7			2.6			8.0			0.7	
Delay (s)	34.7	34.4			37.0			14.7			14.2	
Level of Service	С	С			D			В			В	
Approach Delay (s)		34.5			37.0			14.7			14.2	
Approach LOS		С			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			19.7	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.46									
Actuated Cycle Length (s)	-		90.0	Sı	um of los	t time (s)			14.3			
Intersection Capacity Utiliza	ation		59.1%			of Service)		В			
Analysis Period (min)			15									
c Critical Lane Group												

14: Le Jeune Road & Sevilla Avenue

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	7	7	ħβ	7	44
Volume (vph)	146	159	989	57	1316
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Intersection Cummen					

Intersection Summary

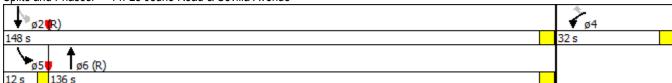
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	•	•	†	~	/	 	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Ť	7	∱ î≽		7	^	
Volume (veh/h)	146	159	989	28	57	1316	
Number	7	14	6	16	5	2	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3	
Adj Flow Rate, veh/h	155	87	1052	26	61	1400	
Adj No. of Lanes	1	1	2	0	1	2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	298	266	1657	41	445	2157	
Arrive On Green	0.17	0.17	0.62	0.62	0.08	0.81	
Sat Flow, veh/h	1774	1583	3623	87	1774	3632	
Grp Volume(v), veh/h	155	87	527	551	61	1400	
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1847	1774	1770	
Q Serve(g_s), s	3.1	1.9	7.2	7.2	0.6	6.1	
Cycle Q Clear(g_c), s	3.1	1.9	7.2	7.2	0.6	6.1	
	1.00	1.00	1.2	0.05	1.00	0.1	
Prop In Lane	298	266	831	867	445	2157	
Lane Grp Cap(c), veh/h			0.63	0.63	0.14	0.65	
V/C Ratio(X)	0.52	0.33					
Avail Cap(c_a), veh/h	1278	1140	6034	6299	748	13168	
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	14.6	14.1	5.2	5.2	4.6	2.0	
Incr Delay (d2), s/veh	1.0	0.5	3.7	3.5	0.1	1.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.6	1.7	4.2	4.4	0.3	3.2	
LnGrp Delay(d),s/veh	15.7	14.7	8.9	8.7	4.6	3.5	
LnGrp LOS	В	В	Α	A	A	Α	
Approach Vol, veh/h	242		1078			1461	
Approach Delay, s/veh	15.3		8.8			3.6	
Approach LOS	В		Α			Α	
Timer	1	2	3	4	5	6	7 8
Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		169.3		10.7	5.4	163.9	
Change Period (Y+Rc), s	* 4.4	000001	* 4.1	999998		000001	
Max Green Setting (Gmax), s		3.60001		799999		1.60001	
Max Q Clear Time (g_c+l1), s		8.1		5.1	2.6	9.2	
Green Ext Time (p_c), s		9.0		0.5	0.0	9.0	
Intersection Summary		0.0		0.0	0.0	0.0	
HCM 2010 Ctrl Delay			6.6				
HCM 2010 Ctil Delay							
HOW ZUIU LUS			Α				
Notes							

ntersection							
nt Delay, s/veh	1.1						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
/ol, veh/h	38	62		949		46	1452
Conflicting Peds, #/hr	1	0		0		2	0
Sign Control	Stop	Stop		Free		Free	Free
RT Channelized	-	None		-		-	None
Storage Length	0	-		_		150	-
/eh in Median Storage, #	1	_		0	_	-	0
Grade, %	0	_		0		-	0
Peak Hour Factor	97	97		97		97	97
Heavy Vehicles, %	2	2		2		2	2
Nymt Flow	39	64		978		47	1497
		· .					
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1840	510		0		1014	0
Stage 1	997	-		_	. <u>-</u>	-	-
Stage 2	843	_		_	_	_	_
Critical Hdwy	6.84	6.94		_	_	4.14	_
Critical Hdwy Stg 1	5.84	0.04		_	_		_
Critical Hdwy Stg 2	5.84	_		_	_	_	_
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	67	509		_	_	680	-
Stage 1	318	509		_	_	000	-
Stage 1	382	-		-	- -	-	-
Platoon blocked, %	302	-		-	- -	-	-
Nov Cap-1 Maneuver	62	508		-	- -	679	-
Nov Cap-1 Maneuver	181	500		-	- -	019	-
•	318	-		-	-	-	-
Stage 1		-		_	-	-	-
Stage 2	355	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	23.1			0		0.3	
HCM LOS	C			O		3.0	
.5 200	J						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	-	- 301	679	-			_
ICM Lane V/C Ratio	-	- 0.343	0.07	-			
HCM Control Delay (s)	-	- 23.1	10.7	-			
ICM Lane LOS	-	- C	В	_			
ICM 95th %tile Q(veh)		- 1.5	0.2				

Intersection							
nt Delay, s/veh	0.9						
Movement	WBL	WBR		NE	BT NB	R SBL	SBT
Vol, veh/h	16	92		104		3 36	1375
Conflicting Peds, #/hr	1	0		.0	0	6 6	0
Sign Control	Stop	Stop		Fre			Free
RT Channelized	-	None			- Nor		None
Storage Length	0	-			-	- 50	-
Veh in Median Storage, #	1	_			0		0
Grade, %	0	_			0		0
Peak Hour Factor	96	96		g		96	96
Heavy Vehicles, %	2	2			2	2 2	2
Mvmt Flow	_ 17	96		108		4 38	1432
							02
Major/Minor	Minor1			Majo	r1	Major2	
Conflicting Flow All	1886	558			0	0 1102	0
Stage 1	1095	-			_		-
Stage 2	791	-			_	_	_
Critical Hdwy	6.84	6.94			_	- 4.14	_
Critical Hdwy Stg 1	5.84	-			_	_	_
Critical Hdwy Stg 2	5.84	-			_		_
Follow-up Hdwy	3.52	3.32			_	- 2.22	_
Pot Cap-1 Maneuver	62	473			_	- 629	_
Stage 1	282	-			_		_
Stage 2	407	_			_		_
Platoon blocked, %	101				_	_	_
Mov Cap-1 Maneuver	58	470			_	- 626	_
Mov Cap-2 Maneuver	174	-			_		_
Stage 1	282	_			_	_	_
Stage 2	380	_			_		_
	220						
Approach	WB			N	ΙB	SB	
HCM Control Delay, s	18.7				0	0.3	
HCM LOS	С						
			0.51				
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	-	- 375	626	-			
HCM Lane V/C Ratio	-	- 0.3	0.06	-			
HCM Control Delay (s)	-	- 18.7	11.1	=			
HCM Lane LOS	-	- C	В	-			
HCM 95th %tile Q(veh)	=	- 1.2	0.2	-			

	•	*	←	*	1	†	-	ļ	•	•	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	7		4		Ä	∱ î≽	ሻ	∱ ∱		7	Z.	
Volume (vph)	257	342	69	12	57	832	24	890	16	125	167	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0	
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

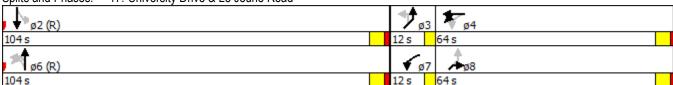
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



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Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			ă	∱ }		7	∱ }		
Volume (vph)	257	342	69	15	12	57	832	42	24	890	351	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	0.99		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1671		1690			1770	3507		1770	3272		
Flt Permitted	0.46		0.96			0.11	1.00		0.24	1.00		
Satd. Flow (perm)	808		1690			213	3507		445	3272		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	271	360	73	16	13	60	876	44	25	937	369	29
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	1	0	0
Lane Group Flow (vph)	244	0	475	0	0	73	918	0	25	1334	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	68.1		54.2			101.3	101.3		101.3	101.3		
Effective Green, g (s)	68.1		54.2			101.3	101.3		101.3	101.3		
Actuated g/C Ratio	0.38		0.30			0.56	0.56		0.56	0.56		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	379		508			119	1973		250	1841		
v/s Ratio Prot	c0.05		c0.28				0.26			c0.41		
v/s Ratio Perm	0.19					0.34			0.06			
v/c Ratio	0.64		0.94			0.61	0.47		0.10	0.72		
Uniform Delay, d1	43.8		61.2			26.3	23.3		18.2	29.1		
Progression Factor	1.00		1.00			1.00	1.00		1.06	1.08		
Incremental Delay, d2	2.8		24.7			21.4	8.0		0.7	2.3		
Delay (s)	46.6		85.9			47.7	24.1		20.1	33.5		
Level of Service	D		F			D	С		С	С		
Approach Delay (s)			72.6				25.8			33.3		
Approach LOS			E				С			С		
Intersection Summary												
HCM 2000 Control Delay			41.0	Н	ICM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.79									
Actuated Cycle Length (s)			180.0		um of los				13.6			
Intersection Capacity Utiliza	tion		92.9%	IC	CU Level	of Service	Э		F			
Analysis Period (min)			15									
c Critical Lane Group												

	•	<i>•</i>	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	16	125	167	24
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	132	176	25
RTOR Reduction (vph)	0	0	25	0
Lane Group Flow (vph)	0	149	176	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases		. 3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		60.6	49.7	
Effective Green, g (s)		60.6	49.7	
Actuated g/C Ratio		0.34	0.28	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		485	437	
v/s Ratio Prot		0.02	0.11	
v/s Ratio Perm		0.08		
v/c Ratio		0.31	0.40	
Uniform Delay, d1		43.3	53.1	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.4	
Delay (s)		43.5	53.5	
Level of Service		D	D	
Approach Delay (s)		49.2	_	
Approach LOS		D		
Intersection Summary				

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4143		ર્ન	f)
Volume (vph)	363	36	106	140
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Internation Comment				

Intersection Summary

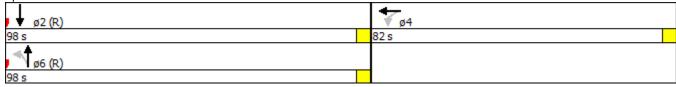
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



	۶	→	•	•	←	1	1	†	~	/	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					414			ર્ન			4î	
Volume (veh/h)	0	0	0	41	363	79	36	106	0	0	140	148
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				46	403	57	40	118	0	0	156	115
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				139	1287	185	273	499	0	0	333	246
Arrive On Green				0.30	0.30	0.30	0.45	0.45	0.00	0.00	0.45	0.45
Sat Flow, veh/h				454	4222	605	225	1478	0.00	0.00	989	729
Grp Volume(v), veh/h				186	155	164	158	0	0	0	0	271
				1840	1695	1746	1703	0	0	0	0	1717
Grp Sat Flow(s), veh/h/ln												
Q Serve(g_s), s				1.8	1.6	1.7	0.0	0.0	0.0	0.0	0.0	2.5
Cycle Q Clear(g_c), s				1.8	1.6	1.7	1.2	0.0	0.0	0.0	0.0	2.5
Prop In Lane				0.25	F.4.7	0.35	0.25	•	0.00	0.00	•	0.42
Lane Grp Cap(c), veh/h				561	517	532	771	0	0	0	0	579
V/C Ratio(X)				0.33	0.30	0.31	0.20	0.00	0.00	0.00	0.00	0.47
Avail Cap(c_a), veh/h				6256	5763	5938	6714	0	0	0	0	7038
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.2	6.1	6.1	4.5	0.0	0.0	0.0	0.0	4.9
Incr Delay (d2), s/veh				0.3	0.2	0.2	0.6	0.0	0.0	0.0	0.0	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.8	8.0	0.7	0.0	0.0	0.0	0.0	1.6
LnGrp Delay(d),s/veh				6.4	6.3	6.4	5.1	0.0	0.0	0.0	0.0	7.6
LnGrp LOS				Α	Α	Α	Α					Α
Approach Vol, veh/h					506			158			271	
Approach Delay, s/veh					6.4			5.1			7.6	
Approach LOS					Α			Α			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	<u>'</u>					
Phs Duration (G+Y+Rc), s		168.9		11.1		168.9						
	* 4 0		* 4 0	999999	* 4 0	999999						
Change Period (Y+Rc), s		999999										
Max Green Setting (Gmax), s	93.	900002	77.	900002	93.	900002						
Max Q Clear Time (g_c+l1), s		4.5		3.8		3.2						
Green Ext Time (p_c), s		0.9		0.0		0.9						
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS												
HOW ZUTU LOS			Α									

Intersection												
Intersection Delay, s/veh Intersection LOS	10.2 B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	42	143	9	0	14	151	23	0	17	71	8
Peak Hour Factor	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	152	10	0	15	161	24	0	18	76	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				1				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				1				1		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		1				1				1		
HCM Control Delay		10.3				10.1				9.3		
HCM LOS		В				В				Α		
Lane		NBLn1		WBLn1	SBLn1							
Vol Left, %		18%	22%	7%	30%							
Vol Thru, %		74%	74%	80%	54%							
Vol Right, %		8%	5%	12%	16%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		96	194	188	223							
LT Vol		71	143	151	120							
Through Vol		8	9	23	36							
RT Vol		17	42	14	67							
Lane Flow Rate		102	206	200	237							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.152	0.29	0.278	0.332							
Departure Headway (Hd)		5.362	5.067	5.006	5.037							
Convergence, Y/N		Yes 673	Yes 700	Yes 708	Yes 705							
Cap		3.362										
Service Time		3.362 0.152	3.167 0.294	3.106 0.282	3.131 0.336							
HCM Control Dolay		9.3	10.3	10.1	0.336 10.7							
HCM Control Delay HCM Lane LOS		9.3 A	10.3 B	10.1 B	10.7 B							
HCM 95th-tile Q		0.5	1.2	1.1	1.5							
HOW SOUTHIE W		0.5	1.2	1.1	1.5							

Intersection					
Intersection Delay, s/veh Intersection LOS					
Movement	SBU	SBL	SBT	SBR	
Vol, veh/h	0	67	120	36	
Peak Hour Factor	0.92	0.94	0.94	0.94	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	71	128	38	
Number of Lanes	0	0	1	0	
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		1			
Conflicting Approach Left		WB			
Conflicting Lanes Left		1			
Conflicting Approach Right		EB			
Conflicting Lanes Right		1			
HCM Control Delay		10.7			
HCM LOS		В			
Lane					

LEVEL OF SERVICE

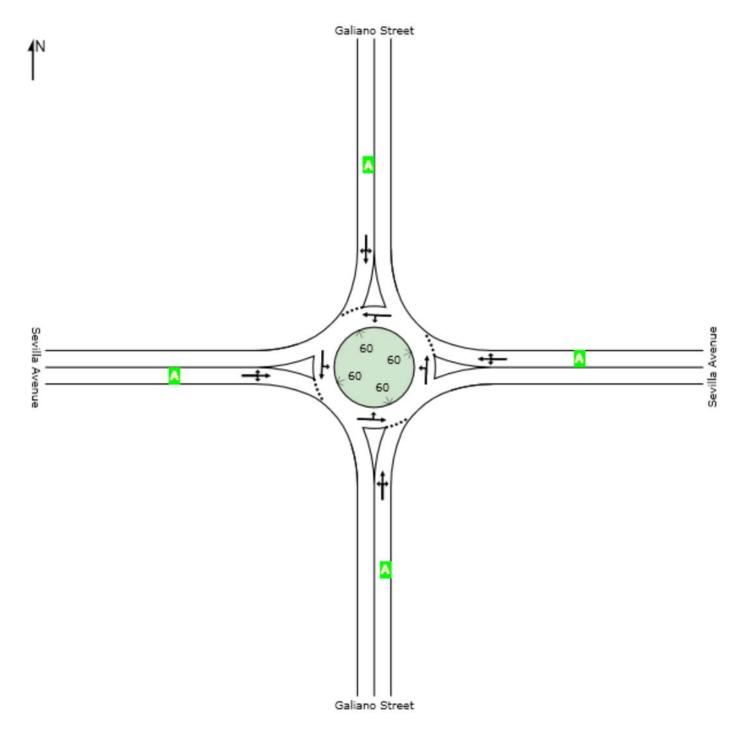


Site: Sevilla Avenue and Galiano Street

Existing PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



♥ Site: Sevilla Avenue and Galiano Street

Existing PM Roundabout

Lane Use a	nd Perfori	mance	;										
	Demand F		Con	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	Cap. veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block. %
South: Galian		/0	VEII/II	V/C	/0	366			11		11	/0	/0
Lane 1 ^d	38	3.0	983	0.039	100	4.0	LOSA	0.1	3.3	Full	1600	0.0	0.0
Approach	38	3.0		0.039		4.0	LOS A	0.1	3.3				
East: Sevilla	Avenue												
Lane 1 ^d	105	3.0	1028	0.103	100	4.4	LOS A	0.4	9.4	Full	1600	0.0	0.0
Approach	105	3.0		0.103		4.4	LOS A	0.4	9.4				
North: Galian	o Street												
Lane 1 ^d	148	3.0	1002	0.148	100	5.0	LOS A	0.6	14.1	Full	1600	0.0	0.0
Approach	148	3.0		0.148		5.0	LOS A	0.6	14.1				
West: Sevilla	Avenue												
Lane 1 ^d	90	3.0	983	0.092	100	4.5	LOSA	0.3	8.3	Full	1600	0.0	0.0
Approach	90	3.0		0.092		4.5	LOSA	0.3	8.3				
Intersection	382	3.0		0.148		4.6	LOSA	0.6	14.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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LEVEL OF SERVICE

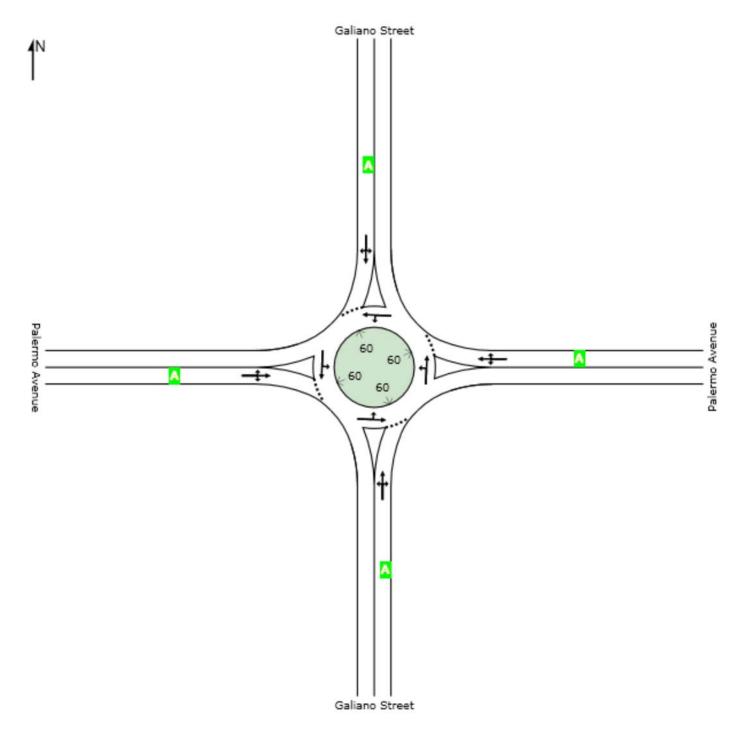


Site: Palermo Avenue and Galiano Street

Existing PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Palermo Avenue and Galiano Street

Existing PM Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiar	no Street												
Lane 1 ^d	39	3.0	987	0.040	100	4.0	LOSA	0.1	3.4	Full	1600	0.0	0.0
Approach	39	3.0		0.040		4.0	LOS A	0.1	3.4				
East: Palerm	o Avenue												
Lane 1 ^d	68	3.0	1056	0.065	100	4.0	LOSA	0.2	5.8	Full	1600	0.0	0.0
Approach	68	3.0		0.065		4.0	LOS A	0.2	5.8				
North: Galian	no Street												
Lane 1 ^d	95	3.0	1025	0.092	100	4.3	LOSA	0.3	8.4	Full	1600	0.0	0.0
Approach	95	3.0		0.092		4.3	LOS A	0.3	8.4				
West: Palerm	no Avenue												
Lane 1 ^d	108	3.0	987	0.109	100	4.6	LOSA	0.4	10.0	Full	1600	0.0	0.0
Approach	108	3.0		0.109		4.6	LOSA	0.4	10.0				
Intersection	310	3.0		0.109		4.3	LOSA	0.4	10.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

nt Delay, s/veh	2.7							
, ,								
Movement	WBL	WBR			NBT	NBR	SBL	SBT
ol, veh/h	37	9			26	22	11	89
Conflicting Peds, #/hr	0	1			0	1	1	0
Sign Control	Stop	Stop			Free	Free	Free	Free
RT Channelized	· -	None			_	None	-	None
storage Length	0	-			_	-	-	-
eh in Median Storage, #	0	-			0	-	-	0
Grade, %	0	-			0	-	-	0
eak Hour Factor	86	86			86	86	86	86
łeavy Vehicles, %	2	2			2	2	2	2
/lvmt Flow	43	10			30	26	13	103
	•							-
Major/Minor	Minor1				Major1		Major2	
Conflicting Flow All	173	45			0	0	57	0
Stage 1	44	-			-	_	-	-
Stage 2	129	_			_	_	_	_
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	817	1025			_	_	1547	_
Stage 1	978	-			_	_	-	_
Stage 2	897	_			_	_	_	_
Platoon blocked, %	001				_	_		_
Nov Cap-1 Maneuver	808	1023			_	_	1546	_
Nov Cap-2 Maneuver	808	-			_	_	-	_
Stage 1	977	_			_	_	_	_
Stage 2	888	_			_	_	_	_
0.030 =	000							
pproach	WB				NB		SB	
ICM Control Delay, s	9.6				0		0.8	
ICM LOS	Α							
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT				
Capacity (veh/h)	-	- 843	1546	-				
ICM Lane V/C Ratio	-	- 0.063	0.008	_				
ICM Control Delay (s)	-	- 9.6	7.3	0				
ICM Lane LOS	-	- A	A	Ä				
ICM 95th %tile Q(veh)	-	- 0.2	0	-				

LEVEL OF SERVICE

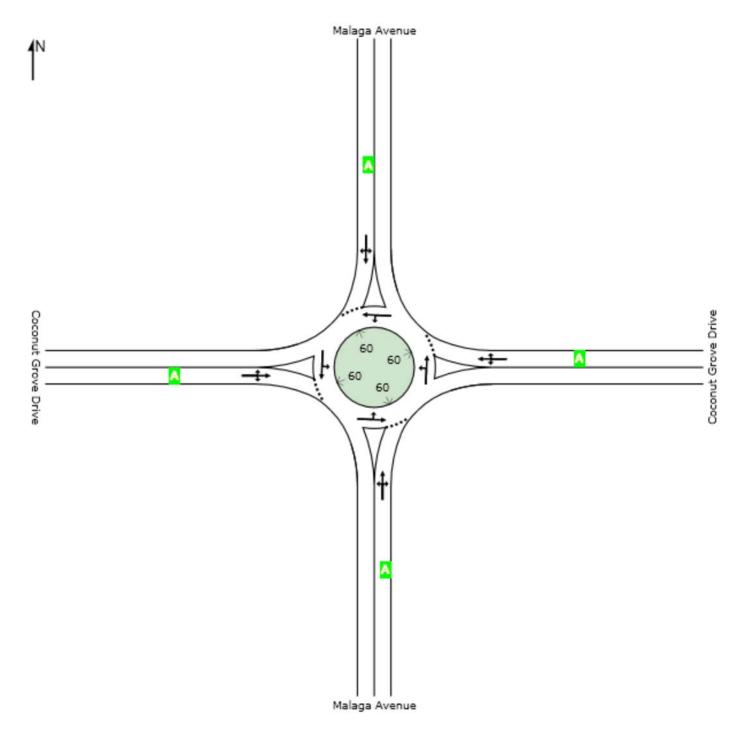


♥ Site: Coconut Grove Drive and Malaga Avenue

Existing PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Existing PM Roundabout

Lane Use a	nd Perforr	nance	;										
	Demand F Total veh/h	Flows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag	a Avenue												
Lane 1 ^d	142	3.0	1033	0.138	100	4.7	LOS A	0.5	13.2	Full	1600	0.0	0.0
Approach	142	3.0		0.138		4.7	LOS A	0.5	13.2				
East: Coconu	ıt Grove Dri	ve											
Lane 1 ^d	176	3.0	1051	0.167	100	4.9	LOS A	0.6	16.6	Full	1600	0.0	0.0
Approach	176	3.0		0.167		4.9	LOS A	0.6	16.6				
North: Malaga	a Avenue												
Lane 1 ^d	133	3.0	918	0.144	100	5.3	LOS A	0.5	13.5	Full	1600	0.0	0.0
Approach	133	3.0		0.144		5.3	LOSA	0.5	13.5				
West: Coconu	ut Grove Dr	ive											
Lane 1 ^d	54	3.0	877	0.062	100	4.7	LOS A	0.2	5.4	Full	1600	0.0	0.0
Approach	54	3.0		0.062		4.7	LOSA	0.2	5.4				
Intersection	505	3.0		0.167		5.0	LOSA	0.6	16.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection										
Int Delay, s/veh	1.8									
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0		21	29	32	111	874	70
Conflicting Peds, #/hr	3	0	2		2	0	3	11	0	2
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free
RT Channelized	· -	· -	None		· -	-	None	-	_	None
Storage Length	-	_	-		-	_	-	100	_	-
Veh in Median Storage, #	-	0	-		-	1	-	-	0	-
Grade, %	-	0	-		-	0	-	-	0	-
Peak Hour Factor	93	93	93		93	93	93	93	93	93
Heavy Vehicles, %	2	2	2		2	2	2	2	2	2
Mvmt Flow	0	0	0		23	31	34	119	940	75
Major/Minor					Minor1			Major1		
Conflicting Flow All					1812	2567	522	1280	0	0
Stage 1					1219	1219	J22 -	1200	-	-
Stage 2					593	1348	_	_	_	
Critical Hdwy					6.84	6.54	6.94	4.14	_	
Critical Hdwy Stg 1					5.84	5.54	0.54		_	
Critical Hdwy Stg 2					5.84	5.54	_	_	_	
Follow-up Hdwy					3.52	4.02	3.32	2.22	_	
Pot Cap-1 Maneuver					70	~ 26	499	538	_	
Stage 1					242	251		-	_	
Stage 2					515	218	- -	_	_	
Platoon blocked, %					313	210			_	
Mov Cap-1 Maneuver					51	0	493	533	_	
Mov Cap-1 Maneuver					134	0	433	333	_	_
Stage 1					188	0	-	-	_	_
Stage 2					484	0	- -	-	-	-
Annagah					WD			ND		
Approach					WB			NB 4.4		
HCM Control Delay, s HCM LOS					28.6 D			1.4		
Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	533	-	-	239	671	-	-			
HCM Lane V/C Ratio	0.224	-	-	0.369	0.051	-	-			
HCM Control Delay (s)	13.7	-	-	28.6	10.7	-	-			
HCM Lane LOS	В	-	-	D	В	-	-			
HCM 95th %tile Q(veh)	0.9	-	-	1.6	0.2	-	-			
Notes										

\$: Delay exceeds 300s +: Computation Not Defined

*: All major volume in platoon

~: Volume exceeds capacity

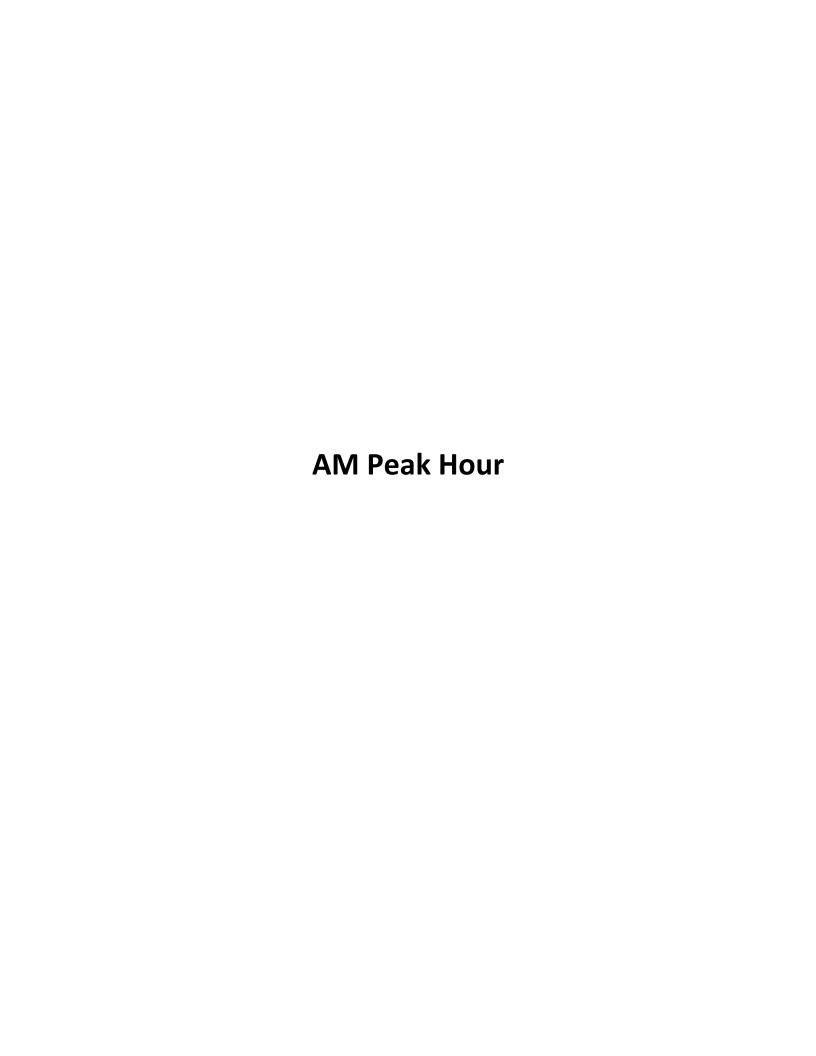
Intersection					
Int Delay, s/veh					
	0.71				
Movement	SBL	SBT	SBR		
Vol, veh/h	32	975	215		
Conflicting Peds, #/hr	_ 2	_ 0	_ 11		
Sign Control	Free	Free	Free		
RT Channelized	-	=	None		
Storage Length	75	-	-		
Veh in Median Storage, #	-	0	-		
Grade, %	-	0	-		
Peak Hour Factor	93	93	93		
Heavy Vehicles, %	2	2	2		
Mvmt Flow	34	1048	231		
Major/Minor	Major2				
Conflicting Flow All	1018	0	0		
Stage 1	-	_	-		
Stage 2	-	-	-		
Critical Hdwy	4.14	-	-		
Critical Hdwy Stg 1	-	-	-		
Critical Hdwy Stg 2	-	-	-		
Follow-up Hdwy	2.22	-	-		
Pot Cap-1 Maneuver	677	-	-		
Stage 1	-	-	-		
Stage 2	-	-	-		
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	671	-	-		
Mov Cap-2 Maneuver	-	-	-		
Stage 1	-	-	-		
Stage 2	-	-	-		
Approach	SB				
HCM Control Delay, s	0.3				
HCM LOS					
Minor Lang/Major Mymt					
Minor Lane/Major Mvmt					

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	30	191	96	1057	963	34
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	_	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	201	101	1113	1014	36
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1790	529	1049	0	-	0
Stage 1	1032	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	72	494	659	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	492	657	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	26.1		1		0	
HCM LOS	D		•		· ·	
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			
Capacity (veh/h)	657	- 397				
HCM Lane V/C Ratio	0.154	- 0.586				
HCM Control Delay (s)	11.5	- 26.1				
HCM Lane LOS	В	- D				
HCM 95th %tile Q(veh)	0.5	- 3.6				

Intersection											
Int Delay, s/veh	1.8										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	8	0	113		8	4	29		96	996	2
Conflicting Peds, #/hr	0	0	1		1	0	0		1	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	· <u>-</u>	· -	None		-	-	None		_	-	None
Storage Length	150	-	-		-	-	-		100	-	-
Veh in Median Storage, #	-	1	-		-	1	-		_	0	-
Grade, %	-	0	-		-	0	-		_	0	-
Peak Hour Factor	97	97	97		97	97	97		97	97	97
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	8	0	116		8	4	30		99	1027	2
Major/Minor	Minor2				Minor1				Major1		
Major/Minor		0000	F00			0004	F4C	l	Major1		
Conflicting Flow All	1714	2228	500		1729	2234	516		997	0	0
Stage 1	1000	1000	-		1227	1227	-		-	-	-
Stage 2	714	1228	-		502	1007	-		-	-	-
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	-	-
Critical Hdwy Stg 2	6.54	5.54	2 20		6.54	5.54	2 20		- 0.00	-	-
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	58	42	516		57	42	504		690	-	-
Stage 1	261	319	-		189	249	-		-	-	-
Stage 2	388	249	-		520	317	-		-	-	-
Platoon blocked, %	47	20	545		20	20	500		000	-	-
Mov Cap-1 Maneuver	47	36	515		39	36	503		689	-	-
Mov Cap-2 Maneuver	138	130	-		112	114	-		-	-	-
Stage 1	223	316	-		162	213	-		-	-	-
Stage 2	306	213	-		399	314	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	15.2				22.3				1		
HCM LOS	С				С						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	ERI no	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	689	-	-	138	515	250	669	-	-		
HCM Cantrol Polov (a)	0.144	-	-	0.06	0.226	0.169	0.008	-	-		
HCM Long LOS	11.1	-	-	32.7	14	22.3	10.4	-	-		
HCM Lane LOS	B 0.5	-	-	D	В	C	В	-	-		
HCM 95th %tile Q(veh)	0.5	-	-	0.2	0.9	0.6	0	-	-		

Intersection				
Int Delay, s/veh				
Movement	SBL	SBT	SBR	
Vol, veh/h	<u> </u>	952	14	
Conflicting Peds, #/hr	0	932	14	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	100	_	NOHE	
Veh in Median Storage, #	100	0	_	
Grade, %	-	0	-	
Peak Hour Factor	97	97	- 97	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	5	981	2 14	
IVIVIIIL FIOW	ິນ	30 I	14	
Major/Minor	Major			
Major/Minor	Major2 1030	0	0	
Conflicting Flow All		U		
Stage 1	-	-	-	
Stage 2	-	-	-	
Critical Hdwy	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	
Critical Hdwy Stg 2	-	-	-	
Follow-up Hdwy	2.22	-	-	
Pot Cap-1 Maneuver	670	-	-	
Stage 1	-	-	-	
Stage 2	-	-	-	
Platoon blocked, %		-	-	
Mov Cap-1 Maneuver	669	-	-	
Mov Cap-2 Maneuver	-	-	-	
Stage 1	-	-	-	
Stage 2	-	-	-	
Approach	SB			
HCM Control Delay, s	0.1			
HCM LOS	0.1			
TIOM EGO				
Minor Lane/Major Mvmt				

Future Background Conditions	



1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way

	•	-	•	←	4	†	-	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	ሻ	∱ ⊅	7	∱ î≽	ሻ	∱ î≽	ሻ	∱ î≽
Volume (vph)	137	795	178	710	29	360	40	365
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Later and Control								

Intersection Summary

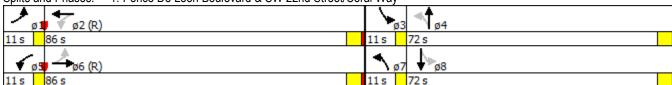
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	۶	→	•	•	←	•	1	†	<i>></i>	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱		7	∱ ∱		Ť	∱ ∱		7	∱ ∱	
Volume (veh/h)	137	795	71	178	710	73	29	360	67	40	365	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.93	0.99		0.94	0.96		0.91	0.96		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	144	837	68	187	747	69	31	379	56	42	384	39
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	1258	102	365	1294	119	331	879	128	330	947	95
Arrive On Green	0.10	0.51	0.51	0.12	0.53	0.53	0.03	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1774	3295	268	1774	3255	300	1774	3054	446	1774	3213	323
Grp Volume(v), veh/h	144	449	456	187	406	410	31	218	217	42	210	213
Grp Sat Flow(s), veh/h/ln	1774	1770	1793	1774	1770	1786	1774	1770	1730	1774	1770	1767
Q Serve(g_s), s	3.7	14.6	14.6	4.8	12.0	12.0	0.9	7.7	7.9	1.3	7.3	7.5
Cycle Q Clear(g_c), s	3.7	14.6	14.6	4.8	12.0	12.0	0.9	7.7	7.9	1.3	7.3	7.5
Prop In Lane	1.00	11.0	0.15	1.00	12.0	0.17	1.00		0.26	1.00	1.0	0.18
Lane Grp Cap(c), veh/h	379	675	684	365	704	710	331	509	498	330	522	521
V/C Ratio(X)	0.38	0.67	0.67	0.51	0.58	0.58	0.09	0.43	0.44	0.13	0.40	0.41
Avail Cap(c_a), veh/h	436	1857	1882	394	1857	1874	459	1541	1506	446	1541	1539
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	15.3	15.3	13.6	13.8	13.8	18.5	22.3	22.4	18.4	21.8	21.8
Incr Delay (d2), s/veh	0.2	5.1	5.1	0.4	3.4	3.4	0.0	0.7	0.7	0.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.9	8.0	2.4	6.5	6.6	0.5	3.8	3.8	0.6	3.6	3.7
LnGrp Delay(d),s/veh	13.4	20.5	20.4	14.0	17.2	17.2	18.6	23.0	23.1	18.4	22.4	22.4
• • • •	13.4 B	20.5 C	20.4 C	14.0 B	17.2 B	17.2 B	10.0 B	23.0 C	23.1 C	10. 4 B	22.4 C	22.4 C
LnGrp LOS	Ь			ь		ь	ь			ь		
Approach Vol, veh/h		1049			1003			466			465	
Approach LOS		19.5			16.6			22.7			22.1	
Approach LOS		В			В			С			С	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	138.5	6.0	27.0	9.7	137.3	5.4	27.6				
Change Period (Y+Rc), s	3.0	5.0	3.4 .8	000002	3.0	5.0	3.4 .8	000002				
Max Green Setting (Gmax), s	8.0	81.0	8.6 7.	199997	8.0	81.0	8.6 7.	199997				
Max Q Clear Time (g_c+l1), s	5.7	14.0	3.3	9.9	6.8	16.6	2.9	9.5				
Green Ext Time (p_c), s	0.0	12.9	0.0	7.5	0.0	12.9	0.0	7.5				
Intersection Summary												
HCM 2010 Ctrl Delay			19.4								_	_
HCM 2010 LOS			В									
Notes												

2: Ponce De Leon Boulevard & Andalusia Avenue

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Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	*	ħβ	∱ }	7	44
Volume (vph)	64	633	418	88	522
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

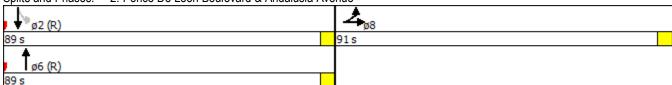
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱						∱ ∱		7	^	
Volume (veh/h)	64	633	92	0	0	0	0	418	127	88	522	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	70	688	87				0	454	105	96	567	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0.02
Cap, veh/h	591	1052	133				Ő	1126	258	470	1406	0
Arrive On Green	0.33	0.33	0.33				0.00	0.53	0.53	0.53	0.53	0.00
Sat Flow, veh/h	1774	3156	399				0.00	2927	649	832	3632	0.00
Grp Volume(v), veh/h	70	386	389				0	282	277	96	567	0
Grp Sat Flow(s), veh/h/ln	1774	1770	1785				0	1770	1714	832	1770	0
Q Serve(g_s), s	0.9	6.1	6.1				0.0	3.1	3.2	2.7	3.1	0.0
Cycle Q Clear(g_c), s	0.9	6.1	6.1				0.0	3.1	3.2	5.8	3.1	0.0
	1.00	0.1	0.1				0.00	3.1	0.38	1.00	3.1	0.00
Prop In Lane	591	590	595					703	681	470	1406	0.00
Lane Grp Cap(c), veh/h							0					
V/C Ratio(X)	0.12	0.65	0.65				0.00	0.40	0.41	0.20	0.40	0.00
Avail Cap(c_a), veh/h	4682	4671	4710				0	4606	4460	2306	9211	1.00
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.71	0.71	0.00
Uniform Delay (d), s/veh	7.6	9.3	9.3				0.0	5.4	5.4	7.1	5.4	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.9				0.0	1.7	1.8	0.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	3.1				0.0	1.8	1.8	0.7	1.6	0.0
LnGrp Delay(d),s/veh	7.6	10.2	10.2				0.0	7.1	7.2	7.8	6.0	0.0
LnGrp LOS	A	В	В					A	A	A	Α	
Approach Vol, veh/h		845						559			663	
Approach Delay, s/veh		10.0						7.1			6.3	
Approach LOS		Α						Α			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		164.3				164.3		15.7				
Change Period (Y+Rc), s		4.0				4.0		4.8				
Max Green Setting (Gmax), s		85.0				85.0		86.2				
Max Q Clear Time (g_c+l1), s		7.8				5.2		8.1				
Green Ext Time (p_c), s		3.0				3.0		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									

3: Ponce De Leon Boulevard & Valencia Avenue

	←	1	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4143	Ţ	^	↑ ↑
Volume (vph)	161	30	523	496
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

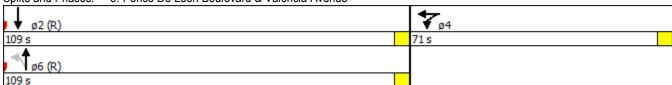
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



	*	→	•	•	←	*	1	†	~	/	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4↑Þ		ሻ	^			ተኈ	
Volume (veh/h)	0	0	0	42	161	32	30	523	0	0	496	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				47	179	15	33	581	0	0	551	107
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				238	983	83	498	1359	0	Ö	1135	220
Arrive On Green				0.08	0.08	0.08	0.51	0.51	0.00	0.00	0.51	0.51
Sat Flow, veh/h				970	4001	339	771	3632	0.00	0.00	3048	572
Grp Volume(v), veh/h				88	73	80	33	581	0	0	329	329
				1814	1695	1801	771	1770	0	0	1770	1758
Grp Sat Flow(s), veh/h/ln												
Q Serve(g_s), s				1.1	1.0	1.0	0.7	2.5	0.0	0.0	2.9	3.0
Cycle Q Clear(g_c), s				1.1	1.0	1.0	3.7	2.5	0.0	0.0	2.9	3.0
Prop In Lane				0.53	447	0.19	1.00	4050	0.00	0.00	070	0.33
Lane Grp Cap(c), veh/h				446	417	443	498	1359	0	0	679	675
V/C Ratio(X)				0.20	0.18	0.18	0.07	0.43	0.00	0.00	0.48	0.49
Avail Cap(c_a), veh/h				4949	4624	4913	3524	15247	0	0	7623	7572
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.71	0.71	0.71	0.97	0.97	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				8.9	8.9	8.9	5.6	4.3	0.0	0.0	4.4	4.4
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.2	1.0	0.0	0.0	2.4	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.5	0.5	0.2	1.4	0.0	0.0	1.8	1.8
LnGrp Delay(d),s/veh				9.0	9.0	9.0	5.8	5.2	0.0	0.0	6.8	6.8
LnGrp LOS				Α	Α	Α	Α	Α			Α	Α
Approach Vol, veh/h					241			614			658	
Approach Delay, s/veh					9.0			5.3			6.8	
Approach LOS					A			A			A	
Timer	1	2	3	4	5	6	7	8			,,	
Assigned Phs	<u> </u>	2	<u> </u>	4	<u> </u>	6		0				
Phs Duration (G+Y+Rc), s	* 4 0	169.3	* 4 0	10.7	+ 4 0	169.3						
Change Period (Y+Rc), s		000002		999998	[^] 4.3	000002						
Max Green Setting (Gmax), s		* 104.7	^ 66.	300003		* 104.7						
Max Q Clear Time (g_c+I1), s		5.0		3.1		5.7						
Green Ext Time (p_c), s		3.2		0.0		3.2						
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS			Α									
Notes												

4: Ponce De Leon Boulevard & Almeria Avenue

	•	→	•	←	4	†	>	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		4T+	Ţ	∱ }
Volume (vph)	27	200	27	72	30	515	33	486
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Internation Commons								

Intersection Summary

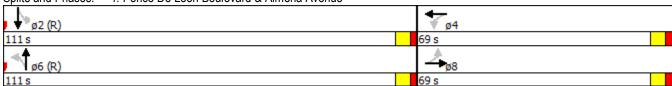
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	ၨ	→	•	•	←	•	1	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			41		. ነ	∱ ∱	
Volume (veh/h)	27	200	17	27	72	17	30	515	71	33	486	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	28	211	16	28	76	13	32	542	61	35	512	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	435	31	194	360	52	149	1000	110	384	1185	23
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	102	1582	113	201	1311	189	79	2995	330	809	3549	69
Grp Volume(v), veh/h	255	0	0	117	0	0	334	0	301	35	255	267
Grp Sat Flow(s), veh/h/ln	1797	0	0	1701	0	0	1773	0	1630	809	1770	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	1.1	3.2	3.2
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.6	0.0	0.0	4.2	0.0	4.4	5.5	3.2	3.2
Prop In Lane	0.11		0.06	0.24		0.11	0.10		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	618	0	0	606	0	0	714	0	544	384	591	617
V/C Ratio(X)	0.41	0.00	0.00	0.19	0.00	0.00	0.47	0.00	0.55	0.09	0.43	0.43
Avail Cap(c_a), veh/h	3539	0	0	3249	0	0	5629	0	5315	2749	5769	6028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.0	0.0	0.0	7.1	0.0	7.2	9.2	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	2.2	0.0	4.0	0.5	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.8	0.0	0.0	2.5	0.0	2.5	0.3	1.9	1.9
LnGrp Delay(d),s/veh	10.2	0.0	0.0	9.2	0.0	0.0	9.3	0.0	11.2	9.7	9.1	9.0
LnGrp LOS	В			Α			Α		В	Α	Α	Α
Approach Vol, veh/h		255			117			635			557	
Approach Delay, s/veh		10.2			9.2			10.2			9.1	
Approach LOS		В			A			В			Α	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		164.5		15.5		164.5		15.5				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		105.0		62.4		105.0		62.4				
Max Q Clear Time (g_c+l1), s		7.5		3.6		6.4		5.8				
Green Ext Time (p_c), s		2.6		1.9		2.6		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			Α									

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	112		0	531	200
Conflicting Peds, #/hr	0	8	0	0	0	9
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	93	93		93	93	93
Heavy Vehicles, %	2	2		2	2	2
Mvmt Flow	0	120	0	0	571	215
Major/Minor	Minor2				Major2	
Conflicting Flow All	686	400			-	0
Stage 1	686	-			-	_
Stage 2	0	-			-	-
Critical Hdwy	7.54	6.94			-	-
Critical Hdwy Stg 1	6.54	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	3.52	3.32			-	-
Pot Cap-1 Maneuver	334	600			-	-
Stage 1	404	-			-	-
Stage 2	-	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	330	596			-	-
Mov Cap-2 Maneuver	330	-			-	-
Stage 1	401	-			-	-
Stage 2	-	-			-	-
Approach	EB				SB	
HCM Control Delay, s	12.6				0	
HCM LOS	В				·	
Minor Lane/Major Mvmt	EBLn1	SBT SBR				
Capacity (veh/h)	596					
HCM Lane V/C Ratio	0.202					
HCM Control Delay (s)	12.6					
HCM Lane LOS	12.0 B					
HCM 95th %tile Q(veh)	0.8					
HOW JOHN JUHIE W(VEII)	0.0	-				

Intersection							
Int Delay, s/veh	1						
	MDI	WDD	NDT	NDD	ODI	ODT	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Vol, veh/h	0	80	732	195	0	0	
Conflicting Peds, #/hr	0	1	_ 0	_ 5	0	0	
Sign Control	Stop	Stop	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	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	84	771	205	0	0	
Major/Minor	Minor1		Major1				
	874	488		0			
Conflicting Flow All	874	400	U	U			
Stage 1	074	-	-	-			
Stage 2		6.04	-	-			
Critical Hdwy	7.54	6.94	-	-			
Critical Hdwy Stg 1	6.54	-	-	=			
Critical Hdwy Stg 2	- 2.50	2.20	-	-			
Follow-up Hdwy	3.52	3.32	-	-			
Pot Cap-1 Maneuver	244	526	-	-			
Stage 1	311	-	-	-			
Stage 2	-	-	-	-			
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	243	526	-	-			
Mov Cap-2 Maneuver	243	-	-	-			
Stage 1	311	-	-	-			
Stage 2	-	-	-	-			
Annroach	WB		NB				
Approach	13.1		0				
HCM LOS			U				
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBR WBLn1					
Capacity (veh/h)		- 526					
HCM Lane V/C Ratio	<u>-</u>	- 0.16					
HCM Control Delay (s)	<u>-</u>	- 13.1					
HCM Lane LOS		- 13.1 - B					
HCM 95th %tile Q(veh)	-	- 0.6					
HOW 35th 76the Q(veh)	-	- 0.0					

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	170	0	0	597	48
Conflicting Peds, #/hr	0	0	0	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	0	0	649	52
Major/Minor	Minor2				Major2	
Conflicting Flow All	675	350			- majorz	0
Stage 1	675	-			_	-
Stage 2	0	_			_	_
Critical Hdwy	7.54	6.94			_	_
Critical Hdwy Stg 1	6.54	-			-	_
Critical Hdwy Stg 2	-	_			-	_
Follow-up Hdwy	3.52	3.32			-	_
Pot Cap-1 Maneuver	340	646			-	_
Stage 1	410	-			-	_
Stage 2	-	-			_	_
Platoon blocked, %					_	_
Mov Cap-1 Maneuver	340	646			_	_
Mov Cap-2 Maneuver	340	-			_	_
Stage 1	410	-			_	_
Stage 2	- -	-			-	-
Approach	EB				SB	
HCM Control Delay, s	12.8				0	
HCM LOS	В				O .	

nt Dalay, alyah	1.2					
nt Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
/ol, veh/h	0	97	871	201	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
/eh in Median Storage, #	0	-	0	_	-	0
Grade, %	0	-	0	_	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Nvmt Flow	0	105	947	218	0	0
Major/Minor	Minor1		Major1			
Conflicting Flow All	1068	594	0	0		
Stage 1	1068	-	=	-		
Stage 2	0	-	=	-		
Critical Hdwy	7.54	6.94	=	-		
Critical Hdwy Stg 1	6.54	-	=	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.52	3.32	-	-		
Pot Cap-1 Maneuver	176	448	-	-		
Stage 1	237	-	-	-		
Stage 2	-	-	-	_		
Platoon blocked, %			-	_		
Mov Cap-1 Maneuver	173	444	-	_		
Mov Cap-2 Maneuver	173	-	-	-		
Stage 1	235	-	-	-		
Stage 2	-	-	-	-		
Approach	WB		NB			
HCM Control Delay, s	15.6		0			
HCM LOS	С					
Minor Lano/Major Mymt	NIDT	NDD WDI 51				
Minor Lane/Major Mvmt	NBT	NBR WBLn1				
Capacity (veh/h)	-	- 444				
HCM Lane V/C Ratio	-	- 0.237				
HCM Control Delay (s)	-	- 15.6				
HCM Lane LOS	-	- C				
HCM 95th %tile Q(veh)	-	- 0.9				

Intersection											
Int Delay, s/veh	2.4										
Movement	EBL	EBT	EBR		WBL	WBT	WBR	١	NBL	NBT	NBR
Vol, veh/h	49	3	42		1	0	1		46	729	7
Conflicting Peds, #/hr	2	0	1		1	0	2		6	0	3
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	F	ree	Free	Free
RT Channelized	' -	· <u>-</u>	None .		· <u>-</u>	·-	None .		-	_	None
Storage Length	-	-	-		-	-	-		-	=	-
Veh in Median Storage, #	-	0	-		-	0	-		-	0	-
Grade, %	-	0	-		-	0	-		-	0	-
Peak Hour Factor	93	93	93		93	93	93		93	93	93
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	53	3	45		1	0	1		49	784	8
Major/Minor	Minor2				Minor1				jor1		
Conflicting Flow All	1030	1429	278		1158	1439	404		542	0	0
Stage 1	537	537	-		889	889	-		-	-	-
Stage 2	493	892	-		269	550	-		.	-	-
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94	2	1.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	-	-
Critical Hdwy Stg 2	6.54	5.54	-		6.54	5.54	-		-	-	-
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	188	134	719		151	132	596	1	023	-	-
Stage 1	496	521	-		304	360	-		-	-	-
Stage 2	526	358	-		713	514	-		-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	173	121	714		128	119	592	1	018	-	-
Mov Cap-2 Maneuver	173	121	-		128	119	-		-	-	-
Stage 1	453	516	-		277	328	-		-	-	-
Stage 2	477	327	-		656	510	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	27.9				22.3				0.8		
HCM LOS	D				C				0.0		
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1018	-	-	256	210	820	-	-			
HCM Lane V/C Ratio	0.049	-	-	0.395	0.01	0.005	-	-			
HCM Control Delay (s)	8.7	0.3	-	27.9	22.3	9.4	0	-			
HCM Lane LOS	Α	Α	-	D	С	Α	Α	-			
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0	0	-	-			

Intersection Int Delay, s/veh				
int Delay, s/ven				
Movement	SBL	SBT	SBR	
Vol, veh/h	4	478	24	
Conflicting Peds, #/hr	3	0	6	
Sign Control	Free	Free	Free	
RT Channelized	_	_	None	
Storage Length	_	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	93	93	93	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	4	514	26	
Major/Minor	Major2			
Conflicting Flow All	793	0	0	
Stage 1	-	-	-	
Stage 2	-	-	-	
Critical Hdwy	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	
Critical Hdwy Stg 2	-	-	-	
Follow-up Hdwy	2.22	-	-	
Pot Cap-1 Maneuver	824	-	-	
Stage 1	-	-	-	
Stage 2	-	-	-	
Platoon blocked, %		-	-	
Mov Cap-1 Maneuver	820	-	-	
Mov Cap-2 Maneuver	-	-	-	
Stage 1	-	-	-	
Stage 2	-	-	-	
Approach	SB			
HCM Control Delay, s HCM LOS	0.1			
LOM FOS				

	•	•	1	†	ţ	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations Volume (veh/h) Sign Control	0 Stop	0	14	41 ↑ 808 Free	↑ ↑ 409 Free	111		
Grade Peak Hour Factor	0%	0.03	0.02	0% 0.93	0%	0.02		
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	0.93 0 6 0.0 4.0 0	0.93	0.93 15	869	0.93 440	0.93 119		
Median type Median storage veh)				None	None			
Upstream signal (ft) pX, platoon unblocked	0.89			129				
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	970	286	565					
vCu, unblocked vol	728	286	565					
tC, single (s) tC, 2 stage (s)	6.8	6.9	4.1					
tF (s)	3.5	3.3	2.2					
p0 queue free % cM capacity (veh/h)	100 315	100 711	98 1003					
Direction, Lane #	NB 1	NB 2	SB 1	SB 2				
Volume Total	305	579	293	266				
Volume Left	15	0	0	0				
Volume Right	0	0	0	119				
cSH	1003	1700	1700	1700				
Volume to Capacity	0.02	0.34	0.17	0.16				
Queue Length 95th (ft)	1	0	0	0				
Control Delay (s)	0.6	0.0	0.0	0.0				
Lane LOS	A		0.0					
Approach Delay (s) Approach LOS	0.2		0.0					
Intersection Summary								
Average Delay Intersection Capacity Utilizat	tion		0.1 35.6%	IC	CU Level o	of Service		А
Analysis Period (min)	uUII		15	IC	O LEVEI (JI OCI VICE		Λ

13: Ponce De Leon Boulevard & Malaga Avenue

	•	-	•	•	†	-	↓
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	4	4		€1 }		4₽
Volume (vph)	196	162	38	16	595	21	380
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
lata as a stia a Comment							

Intersection Summary

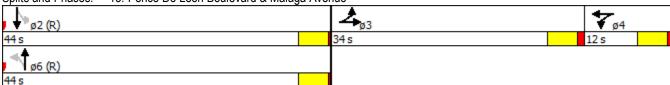
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	•	→	•	•	←	•	4	†	/	>	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4			4			€ि			41∱	
Volume (vph)	196	162	24	37	38	27	16	595	48	21	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.96			0.99			1.00	
Flt Protected	0.95	1.00			0.98			1.00			1.00	
Satd. Flow (prot)	1681	1728			1765			3490			3530	
Flt Permitted	0.95	1.00			0.98			0.94			0.91	
Satd. Flow (perm)	1681	1728			1765			3288			3206	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	206	171	25	39	40	28	17	626	51	22	400	0
RTOR Reduction (vph)	0	7	0	0	13	0	0	5	0	0	0	0
Lane Group Flow (vph)	185	210	0	0	94	0	0	689	0	0	422	0
Confl. Peds. (#/hr)			1	1			6		4	4		6
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	16.0	16.0			10.2			49.5			49.5	
Effective Green, g (s)	16.0	16.0			10.2			49.5			49.5	
Actuated g/C Ratio	0.18	0.18			0.11			0.55			0.55	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	298	307			200			1808			1763	
v/s Ratio Prot	0.11	c0.12			c0.05							
v/s Ratio Perm								c0.21			0.13	
v/c Ratio	0.62	0.69			0.47			0.38			0.24	
Uniform Delay, d1	34.2	34.6			37.4			11.5			10.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.5	5.7			1.3			0.6			0.3	
Delay (s)	37.6	40.3			38.6			12.1			10.8	
Level of Service	D	D			D			В			В	
Approach Delay (s)		39.1			38.6			12.1			10.8	
Approach LOS		D			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			20.2	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.46									
Actuated Cycle Length (s)			90.0	S	um of los	t time (s)			14.3			
Intersection Capacity Utiliza	ation		58.1%	IC	CU Level	of Service)		В			
Analysis Period (min)			15									
c Critical Lane Group												

14: Le Jeune Road & Sevilla Avenue

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	*	7	ħβ	7	^
Volume (vph)	7	43	1264	266	1118
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Interception Cummens					

Intersection Summary

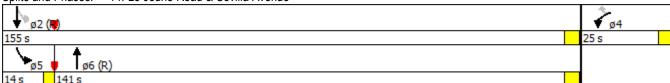
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	•	•	†	_	/	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ħ	7	↑ ↑		¥	† †	
Volume (veh/h)	7	43	1264	59	266	1118	
Number	7	14	6	16	5	2	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3	
Adj Flow Rate, veh/h	7	0	1290	52	271	1141	
Adj No. of Lanes	1	1	2	0	1	2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	23	21	1702	69	658	2559	
Arrive On Green	0.01	0.00	0.98	0.98	0.19	0.96	
Sat Flow, veh/h	1774	1583	3561	140	1774	3632	
Grp Volume(v), veh/h	7	0	658	684	271	1141	
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1838	1774	1770	
Q Serve(g_s), s	0.1	0.0	0.9	0.9	1.8	0.7	
Cycle Q Clear(g_c), s	0.1	0.0	0.9	0.9	1.8	0.7	
Prop In Lane	1.00	1.00	0.0	0.08	1.00	0.1	
_ane Grp Cap(c), veh/h	23	21	869	902	658	2559	
V/C Ratio(X)	0.30	0.00	0.76	0.76	0.41	0.45	
Avail Cap(c_a), veh/h	1132	1010	7415	7701	1008	16350	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33	
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	15.9	0.0	0.2	0.2	2.1	0.2	
Incr Delay (d2), s/veh	5.2	0.0	6.1	5.9	0.2	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	0.1	0.0	1.6	1.6	0.8	0.4	
LnGrp Delay(d),s/veh	21.1	0.0	6.3	6.1	2.2	0.4	
LnGrp LOS	C C	0.0	0.5 A	Α	Α.Δ	Α	
Approach Vol, veh/h	7		1342			1412	
Approach Vol, ven/n Approach Delay, s/veh	21.1		6.2			1.0	
Approach LOS	21.1 C		0.2 A			1.0 A	
•		•		4	_		7 0
Timer	1	2	3	4	5	6	7 8
Assigned Phs		_		4	5 7.6	6 167.0	
Phs Duration (G+Y+Rc), s	* 4 4	175.4	* 1 4	4.6	7.6	167.8	
Change Period (Y+Rc), s		000001		999998		000001	
Max Green Setting (Gmax), s		0.60001	[*] 20.	799999		5.60001	
Max Q Clear Time (g_c+l1), s		2.7		2.1	3.8	2.9	
Green Ext Time (p_c), s		8.7		0.0	0.2	8.7	
ntersection Summary							
HCM 2010 Ctrl Delay			3.6				
HCM 2010 LOS			Α				
Notes							

Intersection							
Int Delay, s/veh	2						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Vol, veh/h	10	19		1306	105	223	1059
Conflicting Peds, #/hr	0	0		0	3	3	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		_	-	150	-
/eh in Median Storage, #	1	_		0	_	_	0
Grade, %	0	_		0	_	_	0
Peak Hour Factor	97	97		97	97	97	97
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	10	20		1346	108	230	1092
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	2407	730		0	0	1455	0
Stage 1	1401	-		-	-	-	-
Stage 2	1006	_		_	_	_	_
Critical Hdwy	6.84	6.94		_	_	4.14	_
Critical Hdwy Stg 1	5.84	-		_	_	-	_
Critical Hdwy Stg 2	5.84	_		_	_	_	_
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	27	365		_	_	461	_
Stage 1	194	-		_	_	-	_
Stage 2	314	_		_	_	_	_
Platoon blocked, %	011			_	_		_
Mov Cap-1 Maneuver	13	364		_	_	460	_
Mov Cap-2 Maneuver	85	-		_	_	-	_
Stage 1	194	_		_	_	_	_
Stage 2	157	-		_	_	-	_
- 190 =							
Approach	WB			NB		SB	
HCM Control Delay, s	30.5			0		3.5	
HCM LOS	D						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
				SDI			
Capacity (veh/h)	-	- 171	460	-			
HCM Cantral Dalay (a)	-	- 0.175	0.5	-			
HCM Control Delay (s)	-	- 30.5	20.4	-			
HCM Lane LOS	-	- D	C	-			
HCM 95th %tile Q(veh)	=	- 0.6	2.7	-			

Intersection								
nt Delay, s/veh	1.2							
Movement	WBL	WBR			NBT	NBR	SBL	SBT
Vol, veh/h	2	13			1437	38	171	1042
Conflicting Peds, #/hr	0	0			0	2	2	0
Sign Control	Stop	Stop			Free	Free	Free	Free
RT Channelized	-	None			_	None	-	None
Storage Length	0	-			_	-	50	_
Veh in Median Storage, #	1	-			0	-	-	0
Grade, %	0	-			0	-	-	0
Peak Hour Factor	99	99			99	99	99	99
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	2	13			1452	38	173	1053
Major/Minor	Minor1			N	/lajor1		Major2	
Conflicting Flow All	2343	747			0	0	1490	0
Stage 1	1471	-			-	-	- -	-
Stage 2	872	-			_	-	-	_
Critical Hdwy	6.84	6.94			-	-	4.14	-
Critical Hdwy Stg 1	5.84	-			-	-	_	-
Critical Hdwy Stg 2	5.84	-			-	-	_	_
Follow-up Hdwy	3.52	3.32			-	-	2.22	-
Pot Cap-1 Maneuver	30	355			-	-	447	-
Stage 1	177	-			-	-	-	-
Stage 2	369	-			-	-	-	-
Platoon blocked, %					-	-		-
Mov Cap-1 Maneuver	18	354			-	-	446	-
Mov Cap-2 Maneuver	99	-			-	-	-	-
Stage 1	177	-			-	-	-	-
Stage 2	225	-			-	-	-	-
Annroach	WB				NB		SB	
Approach	19.5				0		2.5	
HCM Control Delay, s HCM LOS	19.5 C				U		2.3	
I IOIVI LUS	C							
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT				
Capacity (veh/h)	-	- 264	446	-				
HCM Lane V/C Ratio	-	- 0.057	0.387	_				
HCM Control Delay (s)	-	- 19.5	18.1	_				
HCM Lane LOS	-	- C	C	_				
HCM 95th %tile Q(veh)	_	- 0.2	1.8					

	•	*	•	*	4	†	-	ļ	•	*	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	ሻ		- 4		ă	∱ ∱	ሻ	∱ ∱		7	Ž.	
Volume (vph)	82	153	19	6	7	1066	55	892	6	388	481	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0	
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

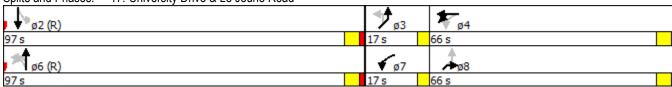
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



	•	/	←	•	*1	•	†	~	/	↓	لِر	4
Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	7		4			Ä	∱ β		ሻ	∱ ∱		
Volume (vph)	82	153	19	13	6	7	1066	140	55	892	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1677			1770	3462		1770	3429		
Flt Permitted	0.19		0.96			0.19	1.00		0.13	1.00		
Satd. Flow (perm)	343		1677			354	3462		245	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	84	156	19	13	6	7	1088	143	56	910	116	10
RTOR Reduction (vph)	0	0	2	0	0	0	6	0	0	0	0	0
Lane Group Flow (vph)	76	0	194	0	0	13	1225	0	56	1036	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	50.5		40.4			97.2	97.2		97.2	97.2		
Effective Green, g (s)	50.5		40.4			97.2	97.2		97.2	97.2		
Actuated g/C Ratio	0.28		0.22			0.54	0.54		0.54	0.54		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	171		376			191	1869		132	1851		
v/s Ratio Prot	0.02		0.12				c0.35			0.30		
v/s Ratio Perm	0.10					0.04			0.23			
v/c Ratio	0.44		0.52			0.07	0.66		0.42	0.56		
Uniform Delay, d1	50.5		61.2			19.8	29.5		24.7	27.3		
Progression Factor	1.00		1.00			1.00	1.00		0.98	0.98		
Incremental Delay, d2	0.7		0.9			0.7	1.8		9.5	1.2		
Delay (s)	51.2		62.1			20.5	31.3		33.8	27.8		
Level of Service	D		Ε			С	С		С	С		
Approach Delay (s)			59.1				31.2			28.1		
Approach LOS			Е				С			С		
Intersection Summary												
HCM 2000 Control Delay			41.4	H	CM 2000	Level of	Service		D	_		_
HCM 2000 Volume to Capa	acity ratio		0.76									
Actuated Cycle Length (s)	=		180.0	S	um of los	t time (s)			13.6			
Intersection Capacity Utiliz	ation		99.8%			of Service	e		F			
Analysis Period (min)			15									
c Critical Lane Group												

	•	<i>•</i>	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	6	388	481	18
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	396	491	18
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	402	486	0
Confl. Peds. (#/hr)	Ū	10	10	10
Turn Type	Perm	pm+pt	Prot	- 10
Protected Phases	I GIIII	ριτι - ρι	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)	3	72.2	59.1	
Effective Green, g (s)		72.2	59.1	
Actuated g/C Ratio		0.40	0.33	
Clearance Time (s)		3.0	5.0	
		3.0 2.0	5.0 2.5	
Vehicle Extension (s)				
Lane Grp Cap (vph)		609	519	
v/s Ratio Prot		c0.11	c0.31	
v/s Ratio Perm		0.16		
v/c Ratio		0.66	0.94	
Uniform Delay, d1		42.1	58.6	
Progression Factor		1.00	1.00	
Incremental Delay, d2		2.1	24.5	
Delay (s)		44.2	83.1	
Level of Service		D	F	
Approach Delay (s)		66.0		
Approach LOS		Е		
Intersection Summary				

	←	•	†	↓
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	414		ર્ન	1>
Volume (vph)	169	89	127	88
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

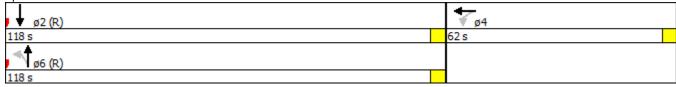
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



	۶	→	•	•	←	1	1	†	~	-	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			र्स			₽	
Volume (veh/h)	0	0	0	7	169	38	89	127	0	0	88	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.98		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				8	194	12	102	146	0	0	101	44
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				47	1202	76	405	431	0	0	451	196
Arrive On Green				0.25	0.25	0.25	0.49	0.49	0.00	0.00	0.49	0.49
Sat Flow, veh/h				189	4858	306	452	1170	0.00	0.00	1222	532
				78	65	71	248		0	0		145
Grp Volume(v), veh/h								0			0	
Grp Sat Flow(s),veh/h/ln				1853	1695	1805	1622	0	0	0	0	1754
Q Serve(g_s), s				0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s				0.7	0.6	0.7	1.8	0.0	0.0	0.0	0.0	1.0
Prop In Lane				0.10		0.17	0.41	_	0.00	0.00		0.30
Lane Grp Cap(c), veh/h				458	419	446	836	0	0	0	0	647
V/C Ratio(X)				0.17	0.15	0.16	0.30	0.00	0.00	0.00	0.00	0.22
Avail Cap(c_a), veh/h				5022	4594	4891	8421	0	0	0	0	9351
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	3.9	0.0	0.0	0.0	0.0	3.7
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.9	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.4	0.3	0.3	1.1	0.0	0.0	0.0	0.0	0.6
LnGrp Delay(d),s/veh				6.4	6.4	6.4	4.8	0.0	0.0	0.0	0.0	4.5
LnGrp LOS				Α	Α	Α	Α	-				Α
Approach Vol, veh/h					214			248			145	
Approach Delay, s/veh					6.4			4.8			4.5	
Approach LOS					Α			4.0 A			4.5 A	
• •	4	0	2	4		•	7				٨	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				•								
Phs Duration (G+Y+Rc), s	* 4.0	170.6	* 4 0	9.4	* 4.0	170.6						
Change Period (Y+Rc), s		999999		999999	["] 4.0	999999						
Max Green Setting (Gmax), s		* 113.9	* 57.	900002		* 113.9						
Max Q Clear Time (g_c+l1), s		3.0		2.7		3.8						
Green Ext Time (p_c), s		0.8		0.0		8.0						
Intersection Summary												
HCM 2010 Ctrl Delay			F 2									
			5.3									
HCM 2010 CIT Delay			5.3 A									

Intersection												
Intersection Delay, s/veh Intersection LOS	10.1 B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	196	16	0	11	100	18	0	5	102	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	213	17	0	12	109	20	0	5	111	47
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				1				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				1				1		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		1				1				1		
HCM Control Delay		11.1				9.2				9.5		
HCM LOS		В				Α				Α		
Lane		NBLn1		WBLn1	SBLn1							
Vol Left, %		3%	23%	9%	40%							
Vol Thru, %		68%	71%	78%	42%							
Vol Right, %		29%	6%	14%	19%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		150	275	129	101							
LT Vol		102	196	100	42							
Through Vol		43	16	18	19							
RT Vol		5	63	11	40							
Lane Flow Rate		163	299	140	110							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.225	0.399	0.192	0.158							
Departure Headway (Hd)		4.975	4.802	4.924	5.18							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		714	744	721	685							
Service Time		3.056	2.87	3.006	3.268							
HCM Control Dolor		0.228	0.402	0.194	0.161							
HCM Control Delay HCM Lane LOS		9.5	11.1	9.2	9.3							
		A 0.9	B 1.9	A 0.7	A 0.6							
HCM 95th-tile Q		0.9	1.9	0.7	0.0							

Intersection					
Intersection Delay, s/veh Intersection LOS					
Movement	SBU	SBL	SBT	SBR	
Vol, veh/h	0	40	42	19	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	43	46	21	
Number of Lanes	0	0	1	0	
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		1			
Conflicting Approach Left		WB			
Conflicting Lanes Left		1			
Conflicting Approach Right		EB			
Conflicting Lanes Right		1			
HCM Control Delay		9.3			
HCM LOS		Α			
Lane					

LEVEL OF SERVICE

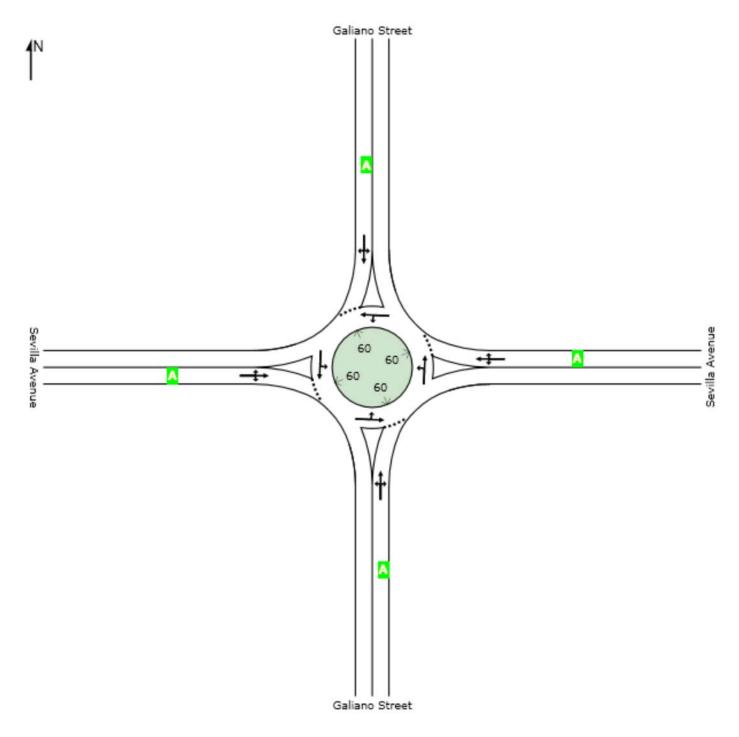


Site: Sevilla Avenue and Galiano Street

Background AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



♥ Site: Sevilla Avenue and Galiano Street

Background AM Roundabout

Lane Use ar	nd Perforr	nance)										
	Demand F			Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
South: Galian	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
Lane 1 ^d	72	3.0	892	0.080	100	4.8	LOSA	0.3	7.1	Full	1600	0.0	0.0
Approach	72	3.0		0.080		4.8	LOS A	0.3	7.1				
East: Sevilla A	Avenue												
Lane 1 ^d	87	3.0	939	0.093	100	4.7	LOS A	0.3	8.3	Full	1600	0.0	0.0
Approach	87	3.0		0.093		4.7	LOS A	0.3	8.3				
North: Galiano	Street												
Lane 1 ^d	88	3.0	1015	0.087	100	4.3	LOS A	0.3	7.8	Full	1600	0.0	0.0
Approach	88	3.0		0.087		4.3	LOS A	0.3	7.8				
West: Sevilla	Avenue												
Lane 1 ^d	187	3.0	1023	0.183	100	5.2	LOS A	0.7	18.3	Full	1600	0.0	0.0
Approach	187	3.0		0.183		5.2	LOS A	0.7	18.3				
Intersection	434	3.0		0.183		4.9	LOSA	0.7	18.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

LEVEL OF SERVICE

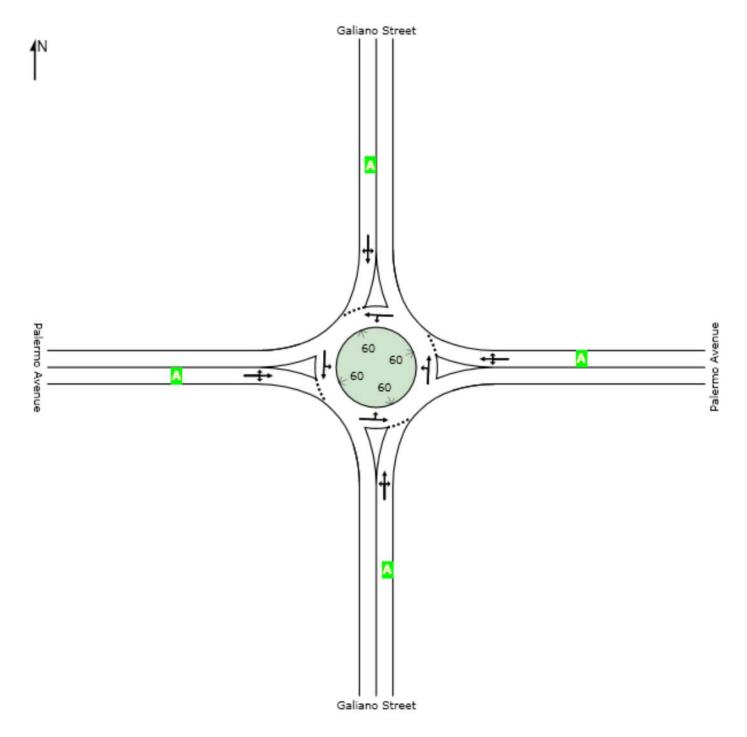


Site: Palermo Avenue and Galiano Street

Background AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



♥ Site: Palermo Avenue and Galiano Street

Background AM Roundabout

Lane Use a	nd Perforr	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galian		/0	VCII/II	V/C	/0	360			- '		11	/0	70
Lane 1 ^d	76	3.0	935	0.081	100	4.6	LOSA	0.3	7.2	Full	1600	0.0	0.0
Approach	76	3.0		0.081		4.6	LOS A	0.3	7.2				
East: Palermo	o Avenue												
Lane 1 ^d	40	3.0	1020	0.039	100	3.9	LOSA	0.1	3.4	Full	1600	0.0	0.0
Approach	40	3.0		0.039		3.9	LOS A	0.1	3.4				
North: Galian	o Street												
Lane 1 ^d	57	3.0	1054	0.054	100	3.9	LOSA	0.2	4.7	Full	1600	0.0	0.0
Approach	57	3.0		0.054		3.9	LOS A	0.2	4.7				
West: Palerm	o Avenue												
Lane 1 ^d	152	3.0	1031	0.148	100	4.8	LOS A	0.6	14.2	Full	1600	0.0	0.0
Approach	152	3.0		0.148		4.8	LOS A	0.6	14.2				
Intersection	325	3.0		0.148		4.5	LOSA	0.6	14.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Int Delay, s/veh	1.5								
Movement	WBL	WBR		N	ВТ	NBR	SBL	SBT	
Vol, veh/h	26	6			61	75	5	50	
Conflicting Peds, #/hr	0	3			0	3	3	0	
Sign Control	Stop	Stop		Fr	ree	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	91	91			91	91	91	91	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	29	7			67	82	5	55	
Major/Minor	Minor1			Majo	or1		Major2		
Conflicting Flow All	177	114			0	0	152	0	
Stage 1	111	-			-	-	-	-	
Stage 2	66	-			-	-	-	-	
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	813	939			-	-	1429	-	
Stage 1	914	-			-	-	-	-	
Stage 2	957	-			-	-	-	-	
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	806	934			-	-	1425	-	
Mov Cap-2 Maneuver	806	-			-	-	-	-	
Stage 1	912	-			-	-	=	-	
Stage 2	951	-			-	-	-	-	
Approach	WB				NB		SB		
HCM Control Delay, s	9.5				0		0.7		
HCM LOS	А								
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT					
Capacity (veh/h)	- 1101	- 827	1425	-					
HCM Lane V/C Ratio	-	- 0.043	0.004	_					
HCM Control Delay (s)	-	- 0.043	7.5	0					
HCM Lane LOS	-	- 9.5 - A	7.5 A	A					
HCM 95th %tile Q(veh)	-	- 0.1	0	$\overline{}$					

LEVEL OF SERVICE

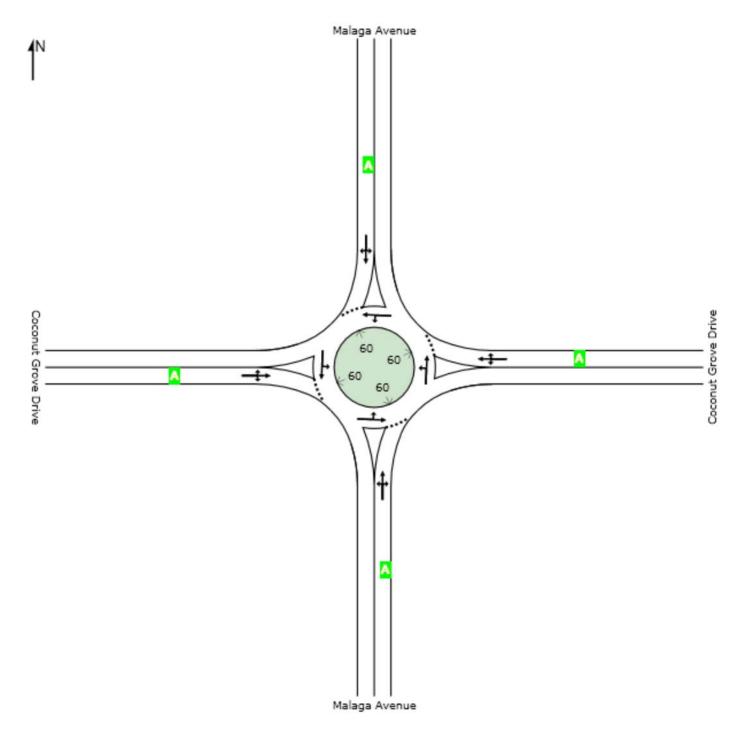


Site: Coconut Grove Drive and Malaga Avenue

Background AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Background AM Roundabout

Lane Use a	nd Perforr	nance)										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag	a Avenue												
Lane 1 ^d	249	3.0	1022	0.243	100	5.9	LOS A	1.0	26.0	Full	1600	0.0	0.0
Approach	249	3.0		0.243		5.9	LOS A	1.0	26.0				
East: Coconu	ıt Grove Dri	ve											
Lane 1 ^d	111	3.0	952	0.116	100	4.9	LOS A	0.4	10.7	Full	1600	0.0	0.0
Approach	111	3.0		0.116		4.9	LOS A	0.4	10.7				
North: Malaga	a Avenue												
Lane 1 ^d	78	3.0	983	0.080	100	4.4	LOSA	0.3	7.1	Full	1600	0.0	0.0
Approach	78	3.0		0.080		4.4	LOS A	0.3	7.1				
West: Coconu	ut Grove Dr	ive											
Lane 1 ^d	61	3.0	977	0.062	100	4.2	LOSA	0.2	5.5	Full	1600	0.0	0.0
Approach	61	3.0		0.062		4.2	LOSA	0.2	5.5				
Intersection	499	3.0		0.243		5.2	LOSA	1.0	26.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Wednesday, June 11, 2014 3:35:30 PM SIDRA INTERSECTION 6.0.20.4660 Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Coconut Grove.sip6

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24: SW 37th	Avenue/Douglas	Road & Valencia	Avenue/SW	23rd Street

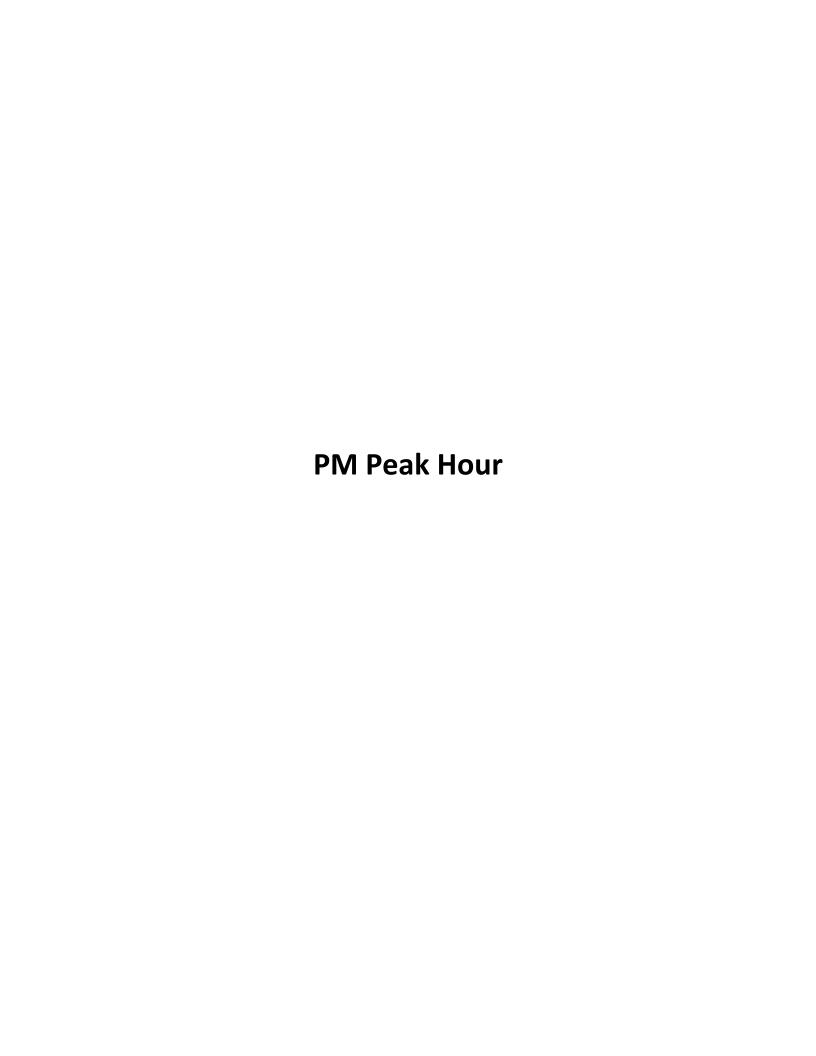
Intersection										
Int Delay, s/veh	1.7									
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0		17	13	34	155	976	77
Conflicting Peds, #/hr	1	0	2		2	0	1	4	0	12
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None		-	-	None	-	-	None
Storage Length	-	-	-		-	-	-	100	-	-
Veh in Median Storage, #	-	0	-		-	1	-	-	0	-
Grade, %	-	0	-		-	0	-	-	0	-
Peak Hour Factor	98	98	98		98	98	98	98	98	98
Heavy Vehicles, %	2	2	2		2	2	2	2	2	2
Mvmt Flow	0	0	0		17	13	35	158	996	79
Major/Minor					Minor1			Major1		
Conflicting Flow All					1915	2628	551	1230	0	0
Stage 1					1354	1354	-	-	-	-
Stage 2					561	1274	_	_	_	_
Critical Hdwy					6.84	6.54	6.94	4.14	_	_
Critical Hdwy Stg 1					5.84	5.54	-	-	_	_
Critical Hdwy Stg 2					5.84	5.54	_	_	_	_
Follow-up Hdwy					3.52	4.02	3.32	2.22	_	_
Pot Cap-1 Maneuver					59	23	478	562	_	_
Stage 1					205	216	_	-	_	_
Stage 2					535	236	_	_	_	_
Platoon blocked, %									_	_
Mov Cap-1 Maneuver					40	0	472	556	_	_
Mov Cap-2 Maneuver					109	0	_	-	_	_
Stage 1					147	0	_	_	_	_
Stage 2					511	0	-	-	-	-
Approach					WB			NB		
HCM Control Delay, s					27.6			1.8		
HCM LOS					27.0 D			1.0		
Minor Long/Major Muset	ND	NDT	NDD V	MDI 1	CDI	CDT	CDD			
Minor Lane/Major Mvmt	NBL	NBT	NBR V		SBL	SBT	SBR			
Capacity (veh/h)	556	-	-	224	638	-	-			
HCM Lane V/C Ratio	0.284	-	-	0.292	0.035	-	-			
HCM Control Delay (s)	14	-	-	27.6	10.8	-	=			
HCM Lane LOS	В	-	-	D	В	-	-			
HCM 95th %tile Q(veh)	1.2	-	-	1.2	0.1	-	-			

Intersection				
Int Delay, s/veh				
	0.01	0.5.7	000	
Movement	SBL	SBT	SBR	
Vol, veh/h	22	1012	193	
Conflicting Peds, #/hr	_ 12	_ 0	_ 4	
Sign Control	Free	Free	Free	
RT Channelized		-	None	
Storage Length	75	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	98	98	98	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	22	1033	197	
Major/Minor	Major2			
Conflicting Flow All	1076	0	0	
Stage 1	-	-	-	
Stage 2	-	-	-	
Critical Hdwy	4.14	-	_	
Critical Hdwy Stg 1	-	-	_	
Critical Hdwy Stg 2	-	-	_	
Follow-up Hdwy	2.22	_	_	
Pot Cap-1 Maneuver	644	_	_	
Stage 1	-	_	_	
Stage 2	-	_	_	
Platoon blocked, %		_	_	
Mov Cap-1 Maneuver	638	_	-	
Mov Cap-2 Maneuver	-	_	-	
Stage 1	_	_	-	
Stage 2	_	_	_	
J				
Approach	SB			
HCM Control Delay, s	0.2			
HCM LOS	0.2			
110.111 200				
Minor Lane/Major Mvmt				

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	127	87	1166	977	44
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	· -	None .	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	_	0	0	-
Grade, %	0	-	-	0	0	_
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	131	90	1202	1007	45
M=:/N4:	Min a vO		Maiaud		Maiaro	
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1811	536	1054	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	=	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	=	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	489	656	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	412	-	=	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	485	651	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	25.7		0.8		0	
HCM LOS	25.7 D		0.0		U	
TIOM LOO	D					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			
Capacity (veh/h)	651	- 342				
HCM Lane V/C Ratio	0.138	- 0.503				
HCM Control Delay (s)	11.4	- 25.7				
HCM Lane LOS	В	- D				
HCM 95th %tile Q(veh)	0.5	- 2.7				

Int Delay, s/veh	1.7										
20.0, 0.70											
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	21	3	104		0	0	2		88	1066	17
Conflicting Peds, #/hr	0	0	0		0	0	0		1	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None		-	-	None		-	-	None
Storage Length	150	-	-		-	-	_		100	-	-
Veh in Median Storage, #	-	1	-		-	1	-		-	0	-
Grade, %	-	0	-		-	0	_		-	0	-
Peak Hour Factor	92	92	92		92	92	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	23	3	113		0	0	2		96	1159	18
AA : /A#:	14" 0										
Major/Minor	Minor2				Minor1				Major1		
Conflicting Flow All	1873	2470	538		1925	2468	590		1074	0	0
Stage 1	1102	1102	-		1359	1359	-		-	-	-
Stage 2	771	1368	-		566	1109	-		-	-	-
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	-	-
Critical Hdwy Stg 2	6.54	5.54	-		6.54	5.54	-		-	-	-
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	44	30	488		40	30	451		645	-	-
Stage 1	226	286	-		157	215	_		-	-	-
Stage 2	359	213	-		476	283	-		-	-	-
Platoon blocked, %	22	0.5	400		00	0.5	4=4		044	-	-
Mov Cap-1 Maneuver	38	25	488		26	25	451		644	-	-
Mov Cap-2 Maneuver	122	105	-		91	94	-		-	-	-
Stage 1	192	278	-		134	183	-		-	-	-
Stage 2	304	181	-		351	275	-		-	-	-
Approach	EB				WB				NB		
HCM Control Delay, s	20.1				13				0.9		
HCM LOS	C				В				0.0		
Minor Lane/Major Mvmt	NBL	NBT	NBR			WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	644	-	-	122	443	451	589	-	-		
HCM Lane V/C Ratio	0.149	-	-	0.187	0.263	0.005	0.03	-	-		
HCM Control Delay (s)	11.6	-	-	41.2	16	13	11.3	-	-		
HCM Lane LOS	В	-	-	Е	С	В	В	-	-		
HCM 95th %tile Q(veh)	0.5	_	-	0.7	1	0	0.1	-	-		

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	16	975	13
Conflicting Peds, #/hr	0	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	17	1060	14
Major/Minor	Major2		
Conflicting Flow All	1177	0	0
Stage 1	-	-	-
Stage 2	_	_	_
Critical Hdwy	4.14	_	_
Critical Hdwy Stg 1	-	_	_
Critical Hdwy Stg 2	_	_	_
Follow-up Hdwy	2.22	_	_
Pot Cap-1 Maneuver	589	_	_
Stage 1	-	_	_
Stage 2	_	_	_
Platoon blocked, %		_	_
Mov Cap-1 Maneuver	589	_	_
Mov Cap-2 Maneuver	-	_	_
Stage 1	_	_	_
Stage 2	_	_	_
3.494 -			
Approach	SB		
HCM Control Delay, s	0.2		
HCM LOS	0.2		
I ICIVI LUS			
Minor Lane/Major Mvmt			



1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way

	•	→	•	←	4	†	-	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	*	∱ ∱	7	ħβ	7	ħβ	7	∱ ∱
Volume (vph)	73	521	112	848	77	479	115	465
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Later and Control								

Intersection Summary

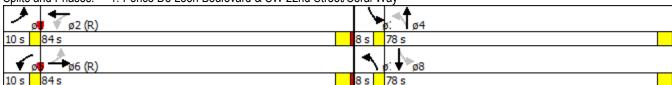
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	۶	→	*	•	+	•	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱		7	∱ β		7	∱ β		ሻ	ተ ኈ	
Volume (veh/h)	73	521	53	112	848	69	77	479	139	115	465	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	C
Ped-Bike Adj(A_pbT)	0.99		0.90	0.97		0.91	0.98		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	74	526	46	113	857	64	78	484	115	116	470	72
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	C
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1155	101	399	1201	90	359	889	209	345	1000	152
Arrive On Green	0.07	0.47	0.47	0.08	0.48	0.48	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	1774	3262	284	1774	3311	247	1774	2805	661	1774	3053	464
Grp Volume(v), veh/h	74	284	288	113	458	463	78	304	295	116	271	271
Grp Sat Flow(s), veh/h/ln	1774	1770	1777	1774	1770	1789	1774	1770	1697	1774	1770	1747
Q Serve(g_s), s	2.0	8.3	8.4	3.1	15.7	15.7	2.2	10.9	11.1	3.3	9.4	9.5
Cycle Q Clear(g_c), s	2.0	8.3	8.4	3.1	15.7	15.7	2.2	10.9	11.1	3.3	9.4	9.5
Prop In Lane	1.00	0.0	0.16	1.00		0.14	1.00	.0.0	0.39	1.00	0	0.27
Lane Grp Cap(c), veh/h	280	626	629	399	642	649	359	561	537	345	580	572
V/C Ratio(X)	0.26	0.45	0.46	0.28	0.71	0.71	0.22	0.54	0.55	0.34	0.47	0.47
Avail Cap(c_a), veh/h	349	1818	1825	453	1818	1837	381	1684	1615	347	1684	1663
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	15.3	15.4	14.3	16.8	16.8	16.5	21.7	21.7	16.7	20.5	20.6
Incr Delay (d2), s/veh	0.2	2.4	2.4	0.1	6.6	6.6	0.1	0.9	1.0	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.4	4.4	1.5	8.8	8.9	1.1	5.5	5.3	1.6	4.6	4.7
LnGrp Delay(d),s/veh	15.8	17.7	17.8	14.5	23.4	23.3	16.6	22.6	22.8	16.9	21.2	21.3
LnGrp LOS	15.0 B	В	17.0 B	В	23.4 C	23.3 C	10.0	22.0 C	22.0 C	В	Z1.2	21.3 C
Approach Vol, veh/h		646	U		1034			677			658	
Approach Delay, s/veh		17.5			22.4			22.0			20.5	
Approach LOS		17.3 B			22.4 C			22.0 C			20.5 C	
• •											C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	136.0	7.9	29.2	7.6	135.3	7.1	30.0				
Change Period (Y+Rc), s	3.0	5.0		000002	3.0	5.0		000002				
Max Green Setting (Gmax), s	7.0	79.0		199997	7.0	79.0		199997				
Max Q Clear Time (g_c+l1), s	4.0	17.7	5.3	13.1	5.1	10.4	4.2	11.5				
Green Ext Time (p_c), s	0.0	10.2	0.0	11.3	0.0	10.2	0.0	11.3				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									·
HCM 2010 LOS			С									
Notes												

2: Ponce De Leon Boulevard & Andalusia Avenue

	•	→	†	>	ļ
Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	7	ħβ	ħβ	7	^
Volume (vph)	70	435	645	61	622
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

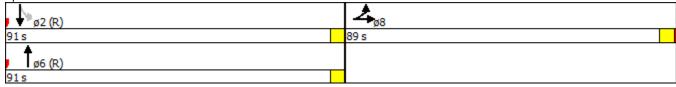
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



	ၨ	→	•	•	+	•	1	†	<u> </u>	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ β						ተ ኈ		ሻ	^	
Volume (veh/h)	70	435	121	0	0	0	0	645	114	61	622	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.95	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	73	453	99				0	672	102	64	648	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	552	893	193				0	1301	197	414	1505	0
Arrive On Green	0.31	0.31	0.31				0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1774	2870	622				0	3154	464	684	3632	0
Grp Volume(v), veh/h	73	278	274				0	388	386	64	648	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1722				0	1770	1755	684	1770	0
Q Serve(g_s), s	1.0	4.3	4.4				0.0	4.5	4.5	2.2	3.5	0.0
Cycle Q Clear(g_c), s	1.0	4.3	4.4				0.0	4.5	4.5	6.7	3.5	0.0
Prop In Lane	1.00		0.36				0.00		0.26	1.00	0.0	0.00
Lane Grp Cap(c), veh/h	552	550	536				0	752	746	414	1505	0
V/C Ratio(X)	0.13	0.50	0.51				0.00	0.52	0.52	0.15	0.43	0.00
Avail Cap(c_a), veh/h	4478	4466	4347				0	4615	4576	1908	9230	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.97	0.97	0.74	0.74	0.00
Uniform Delay (d), s/veh	8.3	9.4	9.4				0.0	5.1	5.1	7.2	4.9	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.6				0.0	2.4	2.5	0.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.2	2.1				0.0	2.6	2.6	0.5	1.8	0.0
LnGrp Delay(d),s/veh	8.3	9.9	10.0				0.0	7.6	7.6	7.8	5.6	0.0
LnGrp LOS	Α	3.5 A	Α				0.0	7.0 A	7.0 A	Α.	3.0 A	0.0
Approach Vol, veh/h		625						774			712	
Approach Delay, s/veh		9.8						7.6			5.8	
Approach LOS		3.0 A						7.0 A			3.0 A	
• •	1		2	1	5	c	7				Λ	
Timer	I	2	3	4	<u> </u>	6		8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s		164.8				164.8		15.2				
Change Period (Y+Rc), s		4.0				4.0		4.8				
Max Green Setting (Gmax), s		87.0				87.0		84.2				
Max Q Clear Time (g_c+l1), s		8.7				6.5		6.4				
Green Ext Time (p_c), s		4.0				4.0		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			7.6									
HCM 2010 LOS			Α									

3: Ponce De Leon Boulevard & Valencia Avenue

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1 %	ሻ	^	∱ }
Volume (vph)	624	83	680	587
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summany				

Intersection Summary

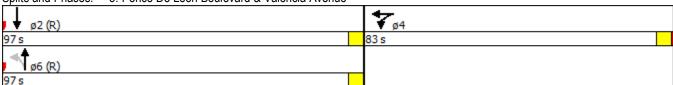
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



	*	→	•	•	←	*	1	†	~	/	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ		7	^			ተ ኈ	
Volume (veh/h)	0	0	0	114	624	127	83	680	0	0	587	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				124	678	112	90	739	0	0	638	142
Adj No. of Lanes				0	3	0	1	2	0	0	2	C
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				230	1340	226	382	1508	0	Ö	1219	271
Arrive On Green				0.11	0.11	0.11	0.57	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				670	3903	658	683	3632	0.00	0.00	2953	635
Grp Volume(v), veh/h				339	285	290	90	739	0	0	394	386
Grp Sat Flow(s), veh/h/ln				1829	1695	1707	683	1770	0	0	1770	1726
Q Serve(g_s), s				6.8	6.2	6.2	3.8	4.9	0.0	0.0	5.4	5.4
Cycle Q Clear(g_c), s				6.8	6.2	6.2	9.2	4.9	0.0	0.0	5.4	5.4
Prop In Lane				0.37		0.39	1.00		0.00	0.00		0.37
Lane Grp Cap(c), veh/h				628	582	586	382	1508	0	0	754	735
V/C Ratio(X)				0.54	0.49	0.50	0.24	0.49	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h				3669	3400	3423	1713	8405	0	0	4203	4098
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.54	0.54	0.54	0.94	0.94	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				14.4	14.1	14.1	8.9	5.9	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh				0.3	0.3	0.3	1.4	1.1	0.0	0.0	2.5	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	2.9	3.0	0.9	2.6	0.0	0.0	3.0	3.0
LnGrp Delay(d),s/veh				14.7	14.4	14.4	10.2	7.0	0.0	0.0	8.5	8.6
LnGrp LOS				В	В	В	В	Α			Α	А
Approach Vol, veh/h					914			829			780	
Approach Delay, s/veh					14.5			7.3			8.6	
Approach LOS					В			A			A	
Timer	1	2	3	1	5	6	7	8			,,	
Assigned Phs	<u> </u>	2	<u> </u>	4	<u> </u>	6		<u> </u>				
•		161.9		•		161.9						
Phs Duration (G+Y+Rc), s	* 4 2		* 4 6	18.1	* 4 2							
Change Period (Y+Rc), s		000002		999998		000002						
Max Green Setting (Gmax), s	92.	699997	¨ /8.	300003	92.	699997						
Max Q Clear Time (g_c+l1), s		7.4		8.8		11.2						
Green Ext Time (p_c), s		4.5		0.0		4.5						
Intersection Summary												
HCM 2010 Ctrl Delay			10.3									
HCM 2010 LOS			В									

4: Ponce De Leon Boulevard & Almeria Avenue

	•	→	•	←	4	†	-	ļ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€1 }	7	∱ ∱
Volume (vph)	18	103	49	141	40	671	46	647
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Internation Commons								

Intersection Summary

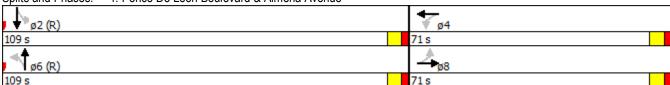
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	ᄼ	→	•	•	—	•	•	†	/	\		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414		ሻ	∱ ⊅	
Volume (veh/h)	18	103	15	49	141	20	40	671	54	46	647	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	19	111	12	53	152	19	43	722	50	49	696	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	361	36	189	311	35	147	1242	84	370	1436	21
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	114	1510	150	262	1303	145	85	3088	209	690	3570	51
Grp Volume(v), veh/h	142	0	0	224	0	0	421	0	394	49	345	361
Grp Sat Flow(s), veh/h/ln	1773	0	0	1710	0	0	1731	0	1652	690	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	5.7	1.9	4.3	4.3
Cycle Q Clear(g_c), s	2.2	0.0	0.0	3.8	0.0	0.0	5.3	0.0	5.7	7.6	4.3	4.3
Prop In Lane	0.13	0.0	0.08	0.24	0.0	0.08	0.10	0.0	0.13	1.00	1.0	0.03
Lane Grp Cap(c), veh/h	540	0	0.00	535	0	0.00	809	0	664	370	712	745
V/C Ratio(X)	0.26	0.00	0.00	0.42	0.00	0.00	0.52	0.00	0.59	0.13	0.48	0.48
Avail Cap(c_a), veh/h	3269	0.00	0.00	3165	0.00	0.00	4881	0.00	4844	2116	5190	5432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	11.0	0.00	0.00	11.6	0.00	0.00	6.1	0.00	6.2	8.8	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	2.4	0.0	3.9	0.7	2.2	2.1
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.9	0.0	0.0	3.1	0.0	3.2	0.4	2.4	2.5
LnGrp Delay(d),s/veh	11.2	0.0	0.0	12.0	0.0	0.0	8.5	0.0	10.1	9.5	8.1	8.0
LnGrp LOS	11.2 B	0.0	0.0	12.0 B	0.0	0.0	0.5 A	0.0	В	9.5 A	Α	6.0 A
Approach Vol, veh/h		142			224			815			755	
Approach Delay, s/veh		11.2			12.0			9.3			8.2	
Approach LOS		В			12.0 B			3.5 A			Α	
	4		2	1		6	7				Λ.	
Timer	I	2 2	3	4	5	6		<u>8</u> 8				
Assigned Phs				4 - 4		6						
Phs Duration (G+Y+Rc), s		165.0		15.0		165.0		15.0				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		103.0		64.4		103.0		64.4				
Max Q Clear Time (g_c+l1), s		9.6		5.8		7.7		4.2				
Green Ext Time (p_c), s		3.9		1.9		3.9		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			Α									

Intersection							
Int Delay, s/veh	2.1						
Movement	EBL		EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0		153	0	0	842	145
Conflicting Peds, #/hr	0		5	0	0	0	15
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	95		95	95	95	95	95
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		161	0	0	886	153
Major/Minor	Minor2					Major2	
Conflicting Flow All	968		523			-	0
Stage 1	968		-			-	-
Stage 2	0		_			-	_
Critical Hdwy	7.54		6.94			-	_
Critical Hdwy Stg 1	6.54		-			-	_
Critical Hdwy Stg 2	-		_			-	_
Follow-up Hdwy	3.52		3.32			-	_
Pot Cap-1 Maneuver	208		499			_	-
Stage 1	273		-			-	_
Stage 2	- -		_			_	-
Platoon blocked, %						_	-
Mov Cap-1 Maneuver	206		497			-	-
Mov Cap-2 Maneuver	206		-			_	-
Stage 1	272		-			_	-
Stage 2	-		-			-	-
Approach	EB					SB	
HCM Control Delay, s	15.7					0	
HCM LOS	19.7 C					U	
TIOM EGO	Ŭ						
Minor Lane/Major Mvmt	EBLn1	SBT	SBR				
Capacity (veh/h)	497	-	-				
HCM Lane V/C Ratio	0.324	-	-				
HCM Control Delay (s)	15.7	-	-				
HCM Lane LOS	С	-	-				
HCM 95th %tile Q(veh)	1.4	-	-				

Intersection						
Int Delay, s/veh	2.1					
int Boldy, or von	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	146	890	103	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	<u>-</u>	None	-	None
Storage Length	-	0	<u>-</u>	-	_	-
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	0	162	989	114	0	0
	•				_	
Major/Minor	Minor1		Major1			
Conflicting Flow All	1046	551		0		
	1046	331	U	U		
Stage 1 Stage 2	0	-	-	-		
Critical Hdwy	7.54	6.94	-	-		
	6.54	0.94	-	-		
Critical Hdwy Stg 1	0.34	-	-	-		
Critical Hdwy Stg 2	2 50	3.32	-	-		
Follow-up Hdwy	3.52 183	3.32 478	-	-		
Pot Cap-1 Maneuver		4/0	-	-		
Stage 1	244	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %	400	470	-	-		
Mov Cap-1 Maneuver	182	478	-	-		
Mov Cap-2 Maneuver	182	-	-	-		
Stage 1	244	-	-	-		
Stage 2	-	-	-	-		
Approach	WB		NB			
Approach	16.4					
HCM LOS			0			
HCM LOS	С					
Minor Lane/Major Mvmt	NBT	NBR WBLn1				
Capacity (veh/h)	-	- 478				
HCM Lane V/C Ratio	_	- 0.339				
HCM Control Delay (s)	<u>-</u>	- 16.4				
HCM Lane LOS	- -	- 10.4 - C				
HCM 95th %tile Q(veh)	- -	- 1.5				
TOW Jour June Q(veri)	-	- 1.0				

Intersection							
Int Delay, s/veh	2.8						
Movement	EBL		EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0		188	0	0	942	46
Conflicting Peds, #/hr	0		0	0	0	0	0
Sign Control	Stop		Stop	Free	Free	Free	Free
RT Channelized	' -		None	-	None	-	None
Storage Length	-		0	-	-	-	-
Veh in Median Storage, #	0		-	-	0	0	-
Grade, %	0		-	-	0	0	-
Peak Hour Factor	92		92	92	92	92	92
Heavy Vehicles, %	2		2	2	2	2	2
Mvmt Flow	0		204	0	0	1024	50
Major/Minor	Minor2					Major2	
Conflicting Flow All	1049		536			-	0
Stage 1	1049		-			-	-
Stage 2	0		-			-	-
Critical Hdwy	7.54		6.94			-	-
Critical Hdwy Stg 1	6.54		-			-	-
Critical Hdwy Stg 2	-		-			-	-
Follow-up Hdwy	3.52		3.32			-	-
Pot Cap-1 Maneuver	182		489			-	-
Stage 1	243		-			-	-
Stage 2	-		-			-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	182		489			-	-
Mov Cap-2 Maneuver	182		-			-	-
Stage 1	243		-			-	-
Stage 2	-		-			-	-
Approach	EB					SB	
HCM Control Delay, s	17.5					0	
HCM LOS	17.5 C					U	
Minor Lane/Major Mvmt	EBLn1	SBT	SBR				
Capacity (veh/h)	489	-	-				
HCM Lane V/C Ratio	0.418	-	-				
HCM Control Delay (s)	17.5	=	-				
HCM Lane LOS	С	-	-				
HCM 95th %tile Q(veh)	2	-	-				

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	160	871	165	0	0
Conflicting Peds, #/hr	0	11	0	21	0	0
Sign Control	Stop	Stop	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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	180	979	185	0	0
Major/Minor	Minor1		Major1			
Conflicting Flow All	1082	592	0	0		
Stage 1	1082	-	-	-		
Stage 2	0	_ _	- -	-		
Critical Hdwy	7.54	6.94	_	_		
Critical Hdwy Stg 1	6.54	-	_	_		
Critical Hdwy Stg 2	-	_	_	_		
Follow-up Hdwy	3.52	3.32	_	_		
Pot Cap-1 Maneuver	172	449	_	_		
Stage 1	232	-	_	_		
Stage 2	-	_	_	_		
Platoon blocked, %			_	_		
Mov Cap-1 Maneuver	167	445	_	_		
Mov Cap-2 Maneuver	167	-	_	_		
Stage 1	230	_		_		
Stage 2		<u>-</u>	<u>-</u>	- -		
Olago 2	-	_	-	-		
Approach	WB		NB			
HCM Control Delay, s	18.5		0			
HCM LOS	C		· ·			
	ŭ					
Minor Lane/Major Mvmt	NBT	NBR WBLn1				
Capacity (veh/h)		- 445				
HCM Lane V/C Ratio	_	- 0.404				
HCM Control Delay (s)	_	- 18.5				
HCM Lane LOS	_	- C				
HCM 95th %tile Q(veh)		- 1.9				

Intersection										
Int Delay, s/veh	3.8									
Movement	EBL	EBT	EBR		WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	49	0	48		6	4	3	30	737	2
Conflicting Peds, #/hr	4	0	0		Ö	0	4	7	0	4
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None		-	-	None	-	-	None
Storage Length	_	-	-		_	_	-	-	_	-
Veh in Median Storage, #	-	0	_		_	0	_	-	0	-
Grade, %	-	0	_		_	0	_	-	0	-
Peak Hour Factor	96	96	96		96	96	96	96	96	96
Heavy Vehicles, %	2	2	2		2	2	2	2	2	2
Mvmt Flow	51	0	50		6	4	3	31	768	2
Major/Minor	Minor2				Minor1			Major1		
Conflicting Flow All	1355	1739	465		1284	1752	396	912	0	0
Stage 1	903	903	_		835	835	_	-	_	_
Stage 2	452	836	-		449	917	-	-	_	-
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94	4.14	_	-
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-		6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	108	86	544		122	85	603	743	-	-
Stage 1	299	354	-		328	381	-	-	-	-
Stage 2	557	381	-		559	349	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	96	79	539		103	78	597	739	-	-
Mov Cap-2 Maneuver	96	79	-		103	78	-	-	-	-
Stage 1	276	351	-		303	352	-	-	-	-
Stage 2	505	352	-		502	346	-	-	-	-
Approach	EB				WB			NB		
HCM Control Delay, s	58.3				41.2			0.7		
HCM LOS	F				Е					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	739	-	-	162	113	832		-		
HCM Lane V/C Ratio	0.042	_	_	0.624	0.12	0.003	_	_		
HCM Control Delay (s)	10.1	0.3	-	58.3	41.2	9.3	0	_		
HCM Lane LOS	В	0.5 A	_	50.5 F	+1.2 E	3.5 A	A	_		
HCM 95th %tile Q(veh)	0.1	_	_	3.4	0.4	0	_	_		
110111 00111 /01110 ((1011)	J .1			∪ .⊣r	υτ	0				

Intersection				
Int Delay, s/veh				
Mayamant	CDI	CDT	CDD	
Movement	SBL	SBT	SBR	
Vol, veh/h	2	847	25	
Conflicting Peds, #/hr	4	_ 0	7	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	-	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	96	96	96	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	2	882	26	
Major/Minor	Major2			
Conflicting Flow All	774	0	0	
Stage 1	_	-	-	
Stage 2	_	_	_	
Critical Hdwy	4.14	_	_	
Critical Hdwy Stg 1	_	_	_	
Critical Hdwy Stg 2	_	_	_	
Follow-up Hdwy	2.22	_	_	
Pot Cap-1 Maneuver	837	_	_	
Stage 1	-	_	_	
Stage 2	_	_	_	
Platoon blocked, %		_	_	
Mov Cap-1 Maneuver	832	_	_	
Mov Cap-2 Maneuver	-	_	_	
Stage 1	_	_	_	
Stage 2	-	_	_	
- Cayo -				
Approach	SB			
HCM Control Delay, s	0			
HCM LOS	O			
TIOM LOO				
Minor Lane/Major Mvmt				

	•	•	1	†	Ţ	✓
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		_		41	† ‡	0.40
Volume (veh/h)	0	0	19	765	616	312
Sign Control	Stop			Free	Free	
Grade Peak Hour Factor	0%	0.05	0.05	0%	0%	0.05
	0.95	0.95 0	0.95 20	0.95 805	0.95 648	0.95 328
Hourly flow rate (vph) Pedestrians	0 8	U	20	000	040	320
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)	U					
Median type				None	None	
Median storage veh)				110110	110110	
Upstream signal (ft)				129		
pX, platoon unblocked	0.88					
vC, conflicting volume	1263	496	985			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1029	496	985			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	196	519	697			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	288	537	432	545		
Volume Left	20	0	0	0		
Volume Right	0	0	0	328		
cSH	697	1700	1700	1700		
Volume to Capacity	0.03	0.32	0.25	0.32		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	1.0	0.0	0.0	0.0		
Lane LOS	Α		0.0			
Approach Delay (s)	0.4		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utili	zation		38.1%	IC	CU Level of	of Service
Analysis Period (min)			15			

13: Ponce De Leon Boulevard & Malaga Avenue

	•	-	•	4	†	-	↓
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	4	- 4		€1 }		4₽
Volume (vph)	131	85	111	21	622	28	567
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
Later and Company							

Intersection Summary

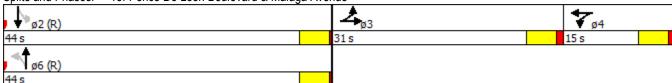
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	٠	→	•	•	+	4	1	†	/	/		1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4			4			414			4₽	
Volume (vph)	131	85	18	48	111	27	21	622	44	28	567	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.98			0.99			1.00	
Flt Protected	0.95	0.99			0.99			1.00			1.00	
Satd. Flow (prot)	1681	1709			1803			3492			3530	
Flt Permitted	0.95	0.99			0.99			0.93			0.90	
Satd. Flow (perm)	1681	1709			1803			3242			3179	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	139	90	19	51	118	29	22	662	47	30	603	0
RTOR Reduction (vph)	0	9	0	0	7	0	0	5	0	0	0	0
Lane Group Flow (vph)	122	117	0	0	191	0	0	726	0	0	633	0
Confl. Peds. (#/hr)			20	20			7		14	14		7
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	. 3	3		. 4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	11.5	11.5			16.3			47.9			47.9	
Effective Green, g (s)	11.5	11.5			16.3			47.9			47.9	
Actuated g/C Ratio	0.13	0.13			0.18			0.53			0.53	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	214	218			326			1725			1691	
v/s Ratio Prot	c0.07	0.07			c0.11							
v/s Ratio Perm								c0.22			0.20	
v/c Ratio	0.57	0.54			0.59			0.42			0.37	
Uniform Delay, d1	36.9	36.8			33.8			12.7			12.3	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.0	2.0			2.2			0.8			0.6	
Delay (s)	39.9	38.7			36.0			13.4			12.9	
Level of Service	D	D			D			В			В	
Approach Delay (s)		39.3			36.0			13.4			12.9	
Approach LOS		D			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			19.3	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.48									
Actuated Cycle Length (s)			90.0	S	um of los	t time (s)			14.3			
Intersection Capacity Utiliza	ation		60.9%	IC	CU Level	of Service)		В			
Analysis Period (min)			15									
c Critical Lane Group												

14: Le Jeune Road & Sevilla Avenue

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	7	7	ħβ	7	^
Volume (vph)	152	166	1032	59	1373
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
- .	None	None			C-Min

Intersection Summary

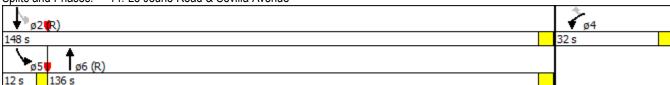
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	•	•	†	~	/	 	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ň	7	∱ î≽		7	^	
Volume (veh/h)	152	166	1032	29	59	1373	
Number	7	14	6	16	5	2	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3	
Adj Flow Rate, veh/h	162	94	1098	27	63	1461	
Adj No. of Lanes	1	1	2	0	1	2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	292	260	1706	42	438	2198	
Arrive On Green	0.16	0.16	0.64	0.64	0.08	0.83	
Sat Flow, veh/h	1774	1583	3623	87	1774	3632	
Grp Volume(v), veh/h	162	94	550	575	63	1461	
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1847	1774	1770	
Q Serve(g_s), s	3.4	2.1	7.6	7.6	0.6	6.4	
Cycle Q Clear(g_c), s	3.4	2.1	7.6	7.6	0.6	6.4	
Prop In Lane	1.00	1.00	7.0	0.05	1.00	0.4	
Lane Grp Cap(c), veh/h	292	260	855	893	438	2198	
V/C Ratio(X)	0.56	0.36	0.64	0.64	0.14	0.66	
` ,	1230	1098	5809	6064	724	12677	
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33	
	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)							
Uniform Delay (d), s/veh	15.4	14.9	5.1	5.1	4.6	1.9	
Incr Delay (d2), s/veh	1.2	0.6	3.7	3.6	0.1	1.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.7	2.0	4.3	4.5	0.3	3.2	
LnGrp Delay(d),s/veh	16.6	15.5	8.8	8.6	4.7	3.5	
LnGrp LOS	<u>B</u>	В	A	A	A	A	
Approach Vol, veh/h	256		1125			1524	
Approach Delay, s/veh	16.2		8.7			3.5	
Approach LOS	В		Α			Α	
Timer	1	2	3	4	5	6	7 8
Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		169.2		10.8	5.5	163.7	
Change Period (Y+Rc), s	* 4.4	000001	* 4.1	999998	3.4 .4	000001	
Max Green Setting (Gmax), s	* 143	3.60001	* 27.	799999	9. 0 3	1.60001	
Max Q Clear Time (g_c+l1), s		8.4		5.4	2.6	9.6	
Green Ext Time (p_c), s		9.8		0.5	0.0	9.8	
Intersection Summary							
HCM 2010 Ctrl Delay			6.6				
HCM 2010 LOS			A				
Notes							

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

ntersection							
nt Delay, s/veh	1.2						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Vol, veh/h	40	65		990		48	1515
Conflicting Peds, #/hr	1	0		0		2	0
Sign Control	Stop	Stop		Free		Free	Free
RT Channelized	-	None		-		-	None
Storage Length	0	-		_		150	-
/eh in Median Storage, #	1	-		0	_	-	0
Grade, %	0	-		0		_	0
Peak Hour Factor	97	97		97		97	97
Heavy Vehicles, %	2	2		2		2	2
Mvmt Flow	41	67		1021		49	1562
WWW. Tiow	71	O1		1021	50	70	1002
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1920	531		0	0	1058	0
Stage 1	1040	-		-	_	-	-
Stage 2	880	-		_	<u>-</u>	-	_
Critical Hdwy	6.84	6.94		_	_	4.14	_
Critical Hdwy Stg 1	5.84	-		_	_	-	_
Critical Hdwy Stg 2	5.84	-		_	<u> </u>	_	_
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	59	493		_	_	654	_
Stage 1	302	-		_	_	-	_
Stage 2	366	_		_	_	_	
Platoon blocked, %	300			_	<u>-</u>		_
Mov Cap-1 Maneuver	54	492		_	_	653	-
Mov Cap-1 Maneuver	170	432		_	_	055	-
	302	-		-	-	-	-
Stage 1		-		-	_	-	-
Stage 2	338	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	25.1			0		0.3	
HCM LOS	D			Ü		0.0	
	J						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	-	- 286	653	-			
HCM Lane V/C Ratio	-	- 0.378	0.076	-			
HCM Control Delay (s)	-	- 25.1	11	-			
HCM Lane LOS	-	- D	В	-			
HCM 95th %tile Q(veh)		- 1.7	0.2				

Int Delay, s/veh	1						
·							
Movement	WBL	WBR		NB ⁻	Γ NBR	SBL	SBT
Vol, veh/h	17	96		1089	9 14	38	1435
Conflicting Peds, #/hr	1	0		(0 6	6	0
Sign Control	Stop	Stop		Free	e Free	Free	Free
RT Channelized	-	None			- None	-	None
Storage Length	0	-				50	-
Veh in Median Storage, #	1	-		() -	-	0
Grade, %	0	-		() -	-	0
Peak Hour Factor	96	96		90	6 96	96	96
Heavy Vehicles, %	2	2			2 2	2	2
Mvmt Flow	18	100		1134		40	1495
	•				-		
Major/Minor	Minor1			Major	1	Major2	
Conflicting Flow All	1970	581			0 0	1150	0
Stage 1	1143	301		,		1130	-
Stage 2	827	_				_	_
Critical Hdwy	6.84	6.94				4.14	-
Critical Hdwy Stg 1	5.84	0.34				4.14	-
Critical Hdwy Stg 2	5.84	-				-	-
Follow-up Hdwy	3.52	3.32				2.22	-
Pot Cap-1 Maneuver	55	457				603	-
Stage 1	266	437				003	-
Stage 1	390	-				-	-
Platoon blocked, %	390	-				-	-
	51	454				600	-
Mov Cap-1 Maneuver	163	404				000	-
Mov Cap-2 Maneuver	266	-				-	-
Stage 1	200 362	-				-	-
Stage 2	302	-				-	-
Approach	WB			NE	3	SB	
HCM Control Delay, s	19.9)	0.3	
HCM LOS	13.9 C			`	•	0.5	
TOW LOO	O						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)	-	- 358	600	-			
HCM Lane V/C Ratio	-	- 0.329	0.066	_			
HCM Control Delay (s)	_	- 19.9	11.4	_			
HCM Lane LOS		- 15.5 - C	В	_			
HCM 95th %tile Q(veh)	_	- 1.4	0.2	_			

	•	*	•	*	•	†	-	ļ	•	*	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	ች		4		ă	∱ ∱	7	∱ ∱		7	Ž.	
Volume (vph)	268	357	72	13	59	868	25	929	17	130	174	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0	
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

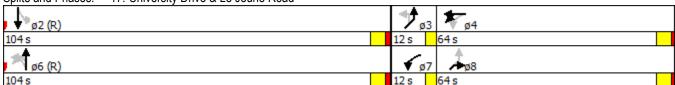
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



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Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			ă	∱ 1≽		7	↑ Ъ		
Volume (vph)	268	357	72	16	13	59	868	44	25	929	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	0.99		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1671		1689			1770	3507		1770	3272		
FIt Permitted	0.46		0.96			0.10	1.00		0.22	1.00		
Satd. Flow (perm)	814	0.05	1689	0.05	0.05	185	3507	0.05	416	3272	0.05	0.05
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	376	76	17	14	62	914 2	46	26	978	385	31
RTOR Reduction (vph) Lane Group Flow (vph)	0 254	0	1 496	0 0	0 0	0 76	958	0 0	0 26	1 1393	0 0	0
Confl. Peds. (#/hr)	10	10	490	10	10	10	930	10	10	1393	10	10
Turn Type	pm+pt	custom	NA	10	Perm	Perm	NA	10	Perm	NA	10	10
Protected Phases	рш т рг 7	4	4		i Giiii	i Giiii	6		i C iiii	2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	68.6		55.7		J	100.7	100.7		100.7	100.7		
Effective Green, g (s)	68.6		55.7			100.7	100.7		100.7	100.7		
Actuated g/C Ratio	0.38		0.31			0.56	0.56		0.56	0.56		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	371		522			103	1961		232	1830		
v/s Ratio Prot	c0.05		c0.29				0.27			c0.43		
v/s Ratio Perm	0.21					0.41			0.06			
v/c Ratio	0.68		0.95			0.74	0.49		0.11	0.76		
Uniform Delay, d1	46.1		60.8			29.7	24.0		18.6	30.4		
Progression Factor	1.00		1.00			1.00	1.00		1.09	1.11		
Incremental Delay, d2	4.1		27.4			37.4	0.9		0.9	2.7		
Delay (s)	50.2		88.2			67.1	24.9		21.3	36.6		
Level of Service	D		F			E	С		С	D		
Approach Delay (s)			75.4				28.0			36.4		
Approach LOS			E				С			D		
Intersection Summary												
HCM 2000 Control Delay			43.3	Н	ICM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.83									
Actuated Cycle Length (s)			180.0			t time (s)			13.6			
Intersection Capacity Utiliza	ation		95.7%	IC	CU Level	of Service	e		F			
Analysis Period (min)			15									
c Critical Lane Group												

	•	<i>•</i>	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	17	130	174	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	183	26
RTOR Reduction (vph)	0	0	24	0
Lane Group Flow (vph)	0	155	185	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases	1 01111	3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)	Ū	62.8	52.8	
Effective Green, g (s)		62.8	52.8	
Actuated g/C Ratio		0.35	0.29	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		500	464	
v/s Ratio Prot		0.02	0.12	
v/s Ratio Perm		0.02	0.12	
v/s Ratio Perm		0.09	0.40	
		41.9	50.9	
Uniform Delay, d1			1.00	
Progression Factor		1.00		
Incremental Delay, d2		0.1	0.4	
Delay (s)		42.1	51.3	
Level of Service		D	D	
Approach Delay (s)		47.4		
Approach LOS		D		
Intersection Summary				

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Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1 4		ર્ન	f)
Volume (vph)	379	38	111	146
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

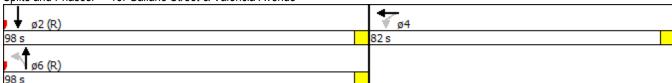
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT)	-	- 4	1	†	~	/	 	4
Volume (veh/h) 0 0 Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT) 1. Parking Bus, Adj 1. Adj Sat Flow, veh/hIn 190 Adj Flow Rate, veh/h 40j No. of Lanes Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 4 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Volume(v), veh/h 1 Grp Volume(v), veh/h 1 Gry Catear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Initial Q Delay(d3),s/veh 6 Initial Q Delay(d3),s/veh 6 Ingr Delay(d),s/veh 6 Ingr Delay(d),s/veh <td< td=""><td>BL WB</td><td>T WBR</td><td>NBL</td><td>NBT</td><td>NBR</td><td>SBL</td><td>SBT</td><td>SBR</td></td<>	BL WB	T WBR	NBL	NBT	NBR	SBL	SBT	SBR
Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT)	41∱′	3		र्स			₽	
Initial Q (Qb), veh Ped-Bike Adj(A_pbT) 1. Parking Bus, Adj 1. Adj Sat Flow, veh/h/ln 190 Adj Flow Rate, veh/h Adj No. of Lanes Peak Hour Factor 0. Percent Heavy Veh, % Cap, veh/h 1. Arrive On Green 0. Sat Flow, veh/h/h 1. Grp Volume(v), veh/h 1. Grp Volume(v), veh/h 1. Arroy Q Clear(g_c), s 1. Prop In Lane 0. Lane Grp Cap(c), veh/h 1. V/C Ratio(X) 0. Avail Cap(c_a), veh/h 1. HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 1. Incr Delay (d2), s/veh 1. Incr Delay (d2), s/veh 1. Incr Delay (d3),s/veh 1. Approach LOS Timer 1 2 3 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 1. Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay	43 37		38	111	0	0	146	154
Ped-Bike Adj(A_pbT) 1. Parking Bus, Adj 1. Adj Sat Flow, veh/h 190 Adj Flow Rate, veh/h 20 Adj No. of Lanes 20 Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 1 Grp Volume(v), veh/h 1 Grp Volume(v), veh/h 1 Grp Volume(v), veh/h 1 Marrive On Green 0. Sat Flow, veh/h 1 Grp Volume(v), veh/h 1 Grp Volume(v), veh/h 1 Grey Cap (s), veh/h/In 1 Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3), s/veh 6 %ile BackOfQ(50%), veh/ln 6 LnGrp Delay(d), s/veh 6 LnGrp LOS Approach Vol, veh/h Approach Vol,	7	4 14	1	6	16	5	2	12
Parking Bus, Adj 1. Adj Sat Flow, veh/h/In 190 Adj Flow Rate, veh/h 190 Adj No. of Lanes 0. Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/hIn 18 Q Serve(g_s), s 2 Cycle Q Clear(g_c), s 2 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 %ile BackOfQ(50%),veh/ln 1 LnGrp Delay(d),s/veh 6 LnGrp LOS Approach Vol, veh/h Approach LOS 2 Timer 1 2 Phs Duration (G+Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900	0	0 0	0	0	0	0	0	0
Adj Sat Flow, veh/h/ln 190 Adj Flow Rate, veh/h 0. Adj No. of Lanes 0. Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/ln 18 Q Serve(g_s), s 2 Cycle Q Clear(g_c), s 6 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 %ile BackOfQ(50%), veh/ln 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach Delay, s/veh 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s *4.0999999 *4.099999 Max Qreen Setting (Gmax), s *93.900002 <t< td=""><td>00</td><td>0.99</td><td>0.99</td><td></td><td>1.00</td><td>1.00</td><td></td><td>0.98</td></t<>	00	0.99	0.99		1.00	1.00		0.98
Adj Sat Flow, veh/h/In 190 Adj Flow Rate, veh/h Adj No. of Lanes Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/In 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 %ile BackOfQ(50%), veh/ln 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s *4.0999999 *4.099999 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 6 In	00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj No. of Lanes Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/In 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 Mile BackOfQ(50%),veh/In 1 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LoS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 1 Change Period (Y+Rc), s *4.099999 *4.09999 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 1.0 Intersection Summary 6.	0.0 186	.3 190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj No. of Lanes Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/In 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 Mile BackOfQ(50%),veh/In 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 1 Change Period (Y+Rc), s *4.099999 *4.09999 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 6.6 Intersection Summary 6.	48 42	21 60	42	123	0	0	162	122
Peak Hour Factor 0. Percent Heavy Veh, % 0. Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/In 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3), s/veh 6 Initial Q Delay(d3), s/veh 6 Initial Q Delay(d3), s/veh 6 InGrp Delay 6 Approach Vol, veh/h 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 1 Change Period (Y+Rc), s * 4.099999 * 4.099999 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 6 <	0	3 0	0	1	0	0	1	0
Percent Heavy Veh, % Cap, veh/h Arrive On Green Sat Flow, veh/h Grp Volume(v), veh/h Grp Sat Flow(s),veh/h/ln Q Serve(g_s), s Cycle Q Clear(g_c), s Prop In Lane Lane Grp Cap(c), veh/h V/C Ratio(X) Avail Cap(c_a), veh/h HCM Platoon Ratio Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 Change Period (Y+Rc), s 4.099999 Max Green Setting (Gmax), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6	90 0.9	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Cap, veh/h 1 Arrive On Green 0. Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/In 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Initial Q Delay(d3),s/veh 6 Mile BackOfQ(50%),veh/In 1 LnGrp Delay(d),s/veh 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 1.0 Intersection Summary </td <td></td> <td>2 0</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td>		2 0	2	2	0	0	2	2
Arrive On Green Sat Flow, veh/h Grp Volume(v), veh/h Grp Sat Flow(s),veh/h/ln Q Serve(g_s), s Cycle Q Clear(g_c), s Prop In Lane Lane Grp Cap(c), veh/h V/C Ratio(X) Avail Cap(c_a), veh/h HCM Platoon Ratio Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s * 4.0999999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s Green Ext Time (p_c), s Intersection Summary HCM 2010 Ctrl Delay 6.6	39 129		274	494	0	0	330	248
Sat Flow, veh/h 4 Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/ln 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0 Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0 Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1 Upstream Filter(I) 1 Uniform Delay (d2), s/veh 6 Incr Delay (d2), s/veh 6 Initial Q Delay(d3),s/veh 6 %ile BackOfQ(50%),veh/ln 1 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 1 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+l1), s 4.7 3 Green Ext Time (p_c), s 1.0 6.6 Intersection Summary 6.6			0.45	0.45	0.00	0.00	0.45	0.45
Grp Volume(v), veh/h 1 Grp Sat Flow(s),veh/h/ln 18 Q Serve(g_s), s 2 Cycle Q Clear(g_c), s 6 Prop In Lane 0 Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0 Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1 Upstream Filter(I) 1 Uniform Delay (d), s/veh 6 Initial Q Delay(d3), s/veh 6 %ile BackOfQ(50%), veh/ln 1 LnGrp LOS 6 Approach Vol, veh/h 6 Approach Delay, s/veh 6 Approach LOS 1 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 1 Change Period (Y+Rc), s 4.0999999 4.099999 Max Green Setting (Gmax), s 93.900002 77.9000 Max Q Clear Time (g_c+II), s 4.7 3 Green Ext Time (p_c), s 1.0 6.6 Intersection Summary 6.6	53 421		229	1468	0	0	979	737
Grp Sat Flow(s),veh/h/ln 18 Q Serve(g_s), s 1 Cycle Q Clear(g_c), s 1 Prop In Lane 0 Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0 Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1 Upstream Filter(I) 1 Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Initial Q Delay(d3),s/veh 6 %ile BackOfQ(50%),veh/ln 1 LnGrp LOS 2 Approach Vol, veh/h 6 Approach LOS 2 Timer 1 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6	95 16		165	0	0	0	0	284
Q Serve(g_s), s Cycle Q Clear(g_c), s Prop In Lane Lane Grp Cap(c), veh/h V/C Ratio(X) Avail Cap(c_a), veh/h HCM Platoon Ratio Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s Green Ext Time (p_c), s Intersection Summary HCM 2010 Ctrl Delay 6.6			1697	0	0	0	0	1716
Cycle Q Clear(g_c), s 1 Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Mile BackOfQ(50%), veh/ln 1 LnGrp Delay(d), s/veh 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 2 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6	1.9 1.		0.0	0.0	0.0	0.0	0.0	2.7
Prop In Lane 0. Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Mile BackOfQ(50%), veh/ln 1 LnGrp Delay(d), s/veh 6 LnGrp LOS 6 Approach Vol, veh/h 6 Approach LOS 2 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6	1.9 1.		1.3	0.0	0.0	0.0	0.0	2.7
Lane Grp Cap(c), veh/h 5 V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Initial Q Delay(d3),s/veh 6 kile BackOfQ(50%),veh/ln 1 LnGrp Delay(d),s/veh 6 LnGrp LOS 6 Approach Vol, veh/h 4 Approach LOS 2 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6		0.35	0.25	0.0	0.00	0.00	0.0	0.43
V/C Ratio(X) 0. Avail Cap(c_a), veh/h 62 HCM Platoon Ratio 1. Upstream Filter(I) 1. Uniform Delay (d), s/veh 6 Incr Delay (d2), s/veh 6 Initial Q Delay(d3),s/veh 6 ½ le BackOfQ(50%),veh/ln 1 LnGrp Delay(d),s/veh 6 LnGrp LOS 6 Approach Vol, veh/h 4 Approach LOS 2 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+11), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6	23 63 51		768	٥	0.00	0.00	0	578
Avail Cap(c_a), veh/h HCM Platoon Ratio Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s Green Ext Time (p_c), s Intersection Summary HCM 2010 Ctrl Delay 6 2 1 2 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3			0.21	0.00	0.00	0.00	0.00	0.49
HCM Platoon Ratio Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs Phs Duration (G+Y+Rc), s 168.9 Change Period (Y+Rc), s * 4.099999 Max Green Setting (Gmax), s * 93.900002 Max Q Clear Time (g_c+I1), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6			6670					7019
Upstream Filter(I) Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6				1 22	1.00	1.00	1 22	
Uniform Delay (d), s/veh Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6			1.33	1.33	1.00	1.00	1.33	1.33
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6			1.00	0.00	0.00	0.00	0.00	1.00
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/In LnGrp Delay(d),s/veh LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 3 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 Green Ext Time (p_c), s 1.0 Intersection Summary HCM 2010 Ctrl Delay 6.6	6.2 6.		4.6	0.0	0.0	0.0	0.0	4.9
%ile BackOfQ(50%),veh/ln 1 LnGrp Delay(d),s/veh 6 LnGrp LOS 6 Approach Vol, veh/h Approach Delay, s/veh Approach LOS 2 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary HCM 2010 Ctrl Delay 6.6	0.3		0.6	0.0	0.0	0.0	0.0	3.0
LnGrp Delay(d),s/veh 6 LnGrp LOS 6 Approach Vol, veh/h Approach Delay, s/veh Approach LOS 1 Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+l1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+l1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary HCM 2010 Ctrl Delay 6.6	1.0 0.		0.8	0.0	0.0	0.0	0.0	1.7
Approach Vol, veh/h Approach Delay, s/veh Approach LOS Timer 1 2 Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.099999 * 4.09999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary HCM 2010 Ctrl Delay 6.6	6.5 6.		5.2	0.0	0.0	0.0	0.0	7.9
Approach Delay, s/veh Approach LOS Timer		<u>A</u> A	A					A
Approach LOS Timer Assigned Phs Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s Max Green Setting (Gmax), s Max Q Clear Time (g_c+11), s Green Ext Time (p_c), s Intersection Summary HCM 2010 Ctrl Delay 3 3 4.0999999 * 4.099999 * 4.099999 * 77.9000 * 77.9000 * 77.9000 * 77.9000 * 6.6	52			165			284	
Timer 1 2 3 Assigned Phs 2 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary HCM 2010 Ctrl Delay 6.6	6.			5.2			7.9	
Assigned Phs 2 Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+l1), s 4.7 Green Ext Time (p_c), s 1.0 (Intersection Summary HCM 2010 Ctrl Delay 6.6		A		Α			Α	
Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999	4	5 6	7	8				
Phs Duration (G+Y+Rc), s 168.9 11 Change Period (Y+Rc), s * 4.0999999 * 4.099999 Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary HCM 2010 Ctrl Delay 6.6	4	6						
Change Period (Y+Rc), s	1.1	168.9						
Max Green Setting (Gmax), s * 93.900002 * 77.9000 Max Q Clear Time (g_c+l1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6		4.0999999						
Max Q Clear Time (g_c+I1), s 4.7 3 Green Ext Time (p_c), s 1.0 0 Intersection Summary 6.6		93.900002						
Green Ext Time (p_c), s 1.0 Content Intersection Summary HCM 2010 Ctrl Delay 6.6	3.9	3.3						
HCM 2010 Ctrl Delay 6.6	0.0	1.0						
HCM 2010 Ctrl Delay 6.6								
HCM 2010 LOS A								
Notes								

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh Intersection LOS	10.6 B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	44	149	9	0	15	158	24	0	18	74	8
Peak Hour Factor	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	159	10	0	16	168	26	0	19	79	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		1				1				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				1				1		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		1				1				1		
HCM Control Delay		10.6				10.4				9.5		
HCM LOS		В				В				Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		18%	22%	8%	30%							
Vol Thru, %		74%	74%	80%	54%							
Vol Right, %		8%	4%	12%	16%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		100	202	197	231							
LT Vol		74	149	158	125							
Through Vol		8	9	24	36							
RT Vol		18	44	15	70							
Lane Flow Rate		106	215	210	246							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.161	0.312	0.301	0.355							
Departure Headway (Hd)		5.449	5.23	5.166	5.202							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		659	688	696	693							
Service Time		3.482	3.258	3.195	3.229							
HCM Lane V/C Ratio		0.161	0.313	0.302	0.355							
HCM Control Delay		9.5	10.6	10.4	11.1							
HCM Lane LOS		Α	В	В	В							
HCM 95th-tile Q		0.6	1.3	1.3	1.6							

Intersection							
Intersection Delay, s/veh Intersection LOS							
Movement	SBU	SBL	SBT	SBR			
Vol, veh/h	0	70	125	36			
Peak Hour Factor	0.92	0.94	0.94	0.94			
Heavy Vehicles, %	2	2	2	2			
Mvmt Flow	0	74	133	38			
Number of Lanes	0	0	1	0			
Approach		SB					
Opposing Approach		NB					
Opposing Lanes		1					
Conflicting Approach Left		WB					
Conflicting Lanes Left		1					
Conflicting Approach Right		EB					
Conflicting Lanes Right		1					
HCM Control Delay		11.1					
HCM LOS		В					
Lane							

LEVEL OF SERVICE

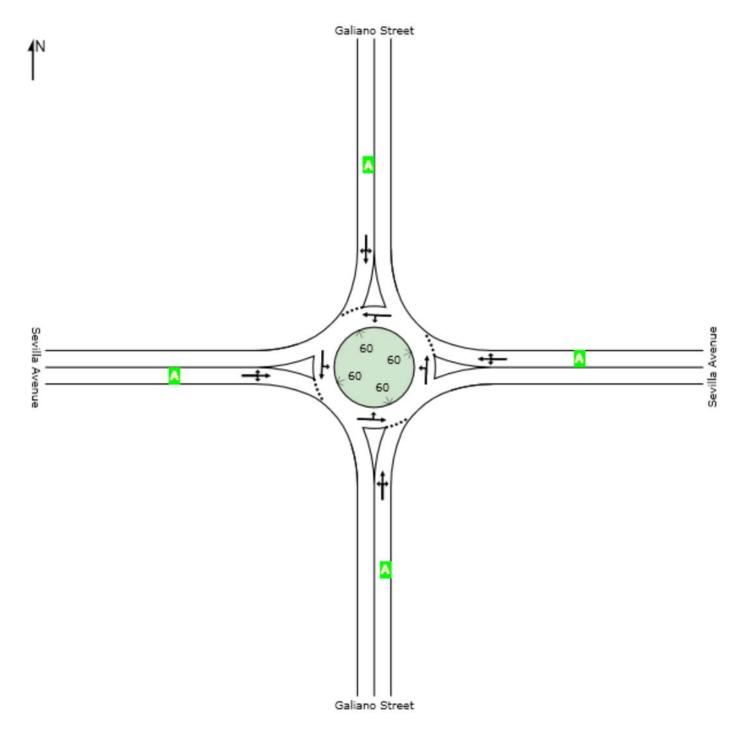


Site: Sevilla Avenue and Galiano Street

Background PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Sevilla Avenue and Galiano Street

Background PM Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiar	no Street												
Lane 1 ^d	40	3.0	977	0.041	100	4.1	LOSA	0.1	3.6	Full	1600	0.0	0.0
Approach	40	3.0		0.041		4.1	LOS A	0.1	3.6				
East: Sevilla	Avenue												
Lane 1 ^d	111	3.0	1023	0.108	100	4.5	LOSA	0.4	10.0	Full	1600	0.0	0.0
Approach	111	3.0		0.108		4.5	LOS A	0.4	10.0				
North: Galian	o Street												
Lane 1 ^d	157	3.0	997	0.157	100	5.1	LOSA	0.6	15.2	Full	1600	0.0	0.0
Approach	157	3.0		0.157		5.1	LOS A	0.6	15.2				
West: Sevilla	Avenue												
Lane 1 ^d	96	3.0	977	0.098	100	4.6	LOSA	0.3	8.9	Full	1600	0.0	0.0
Approach	96	3.0		0.098		4.6	LOSA	0.3	8.9				
Intersection	403	3.0		0.157		4.7	LOSA	0.6	15.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Wednesday, June 11, 2014 3:12:12 PM SIDRA INTERSECTION 6.0.20.4660 Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Existing AM.sip6

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LEVEL OF SERVICE

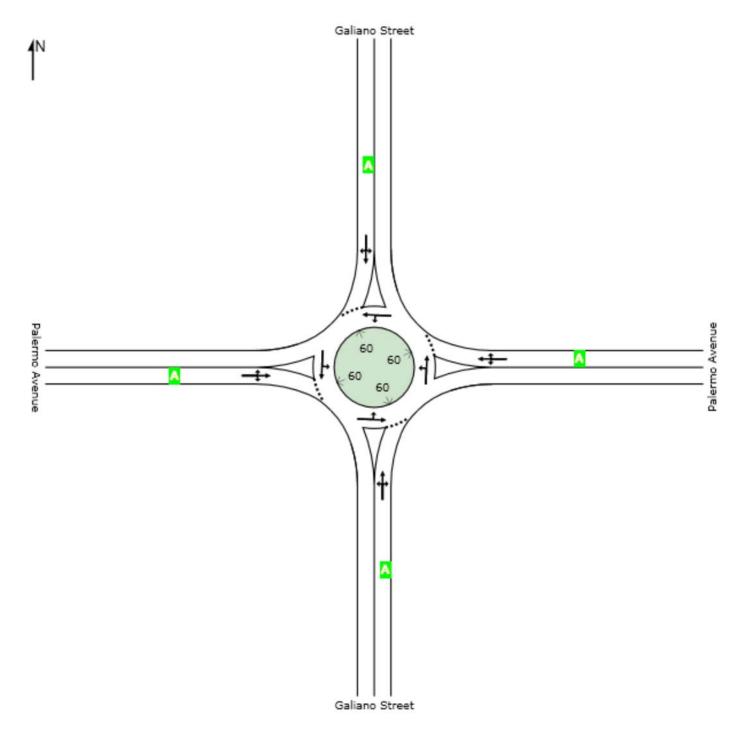


Site: Palermo Avenue and Galiano Street

Background PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



♥ Site: Palermo Avenue and Galiano Street

Background PM Roundabout

Lane Use a	nd Perforr	mance	;										
	Demand F		Con	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	Cap. veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block. %
South: Galiar		70	ven/m	V/C	70	560			11		11	70	70
Lane 1 ^d	40	3.0	981	0.041	100	4.0	LOSA	0.1	3.5	Full	1600	0.0	0.0
Approach	40	3.0		0.041		4.0	LOS A	0.1	3.5				
East: Palerm	o Avenue												
Lane 1 ^d	73	3.0	1055	0.069	100	4.0	LOSA	0.2	6.2	Full	1600	0.0	0.0
Approach	73	3.0		0.069		4.0	LOS A	0.2	6.2				
North: Galian	o Street												
Lane 1 ^d	100	3.0	1022	0.098	100	4.4	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	100	3.0		0.098		4.4	LOS A	0.3	8.9				
West: Palerm	no Avenue												
Lane 1 ^d	113	3.0	981	0.115	100	4.7	LOS A	0.4	10.7	Full	1600	0.0	0.0
Approach	113	3.0		0.115		4.7	LOSA	0.4	10.7				
Intersection	326	3.0		0.115		4.4	LOSA	0.4	10.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Wednesday, June 11, 2014 3:28:12 PM SIDRA INTERSECTION 6.0.20.4660

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SIDRA INTERSECTION 6

Int Delay, s/veh	2.7							
Movement	WBL	WBR			NBT	NBR	SBL	SBT
Vol, veh/h	39	10			28	23	12	94
Conflicting Peds, #/hr	0	1			0	1	1	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	86	86			86	86	86	86
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	45	12			33	27	14	109
Major/Minor	Minor1			1	Major1		Major2	
Conflicting Flow All	184	48			0	0	60	0
Stage 1	47	- 0			-	-	-	-
Stage 2	137	<u>-</u>			_	- -	-	_
Critical Hdwy	6.42	6.22			_	- -	4.12	_
Critical Hdwy Stg 1	5.42	0.22			_	_	7.12	_
Critical Hdwy Stg 2	5.42	_			_	_	_	_
Follow-up Hdwy	3.518	3.318			_	_	2.218	_
Pot Cap-1 Maneuver	805	1021					1544	_
Stage 1	975	1021					-	_
Stage 2	890	_			_	_	_	_
Platoon blocked, %	030	-			_	_	_	_
Mov Cap-1 Maneuver	796	1019			_	_	1543	_
Mov Cap-1 Maneuver	796 796	1019			-	-	1040	-
Stage 1	974	-			-	-	-	-
Stage 1 Stage 2	974 880	-			-	-	-	-
Stage 2	000	-			-	-	-	-
Approach	WB				NB		SB	
HCM Control Delay, s	9.6				0		0.8	
HCM LOS	9.0 A				U		0.0	
TOW LOO	^							
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT				
Capacity (veh/h)	-	- 833	1543	_				
HCM Lane V/C Ratio		- 0.068	0.009	_				
HCM Control Delay (s)	<u>-</u>	- 9.6	7.4	0				
HCM Lane LOS	_	- A	Α	A				
HCM 95th %tile Q(veh)		- 0.2	0	-				

LEVEL OF SERVICE

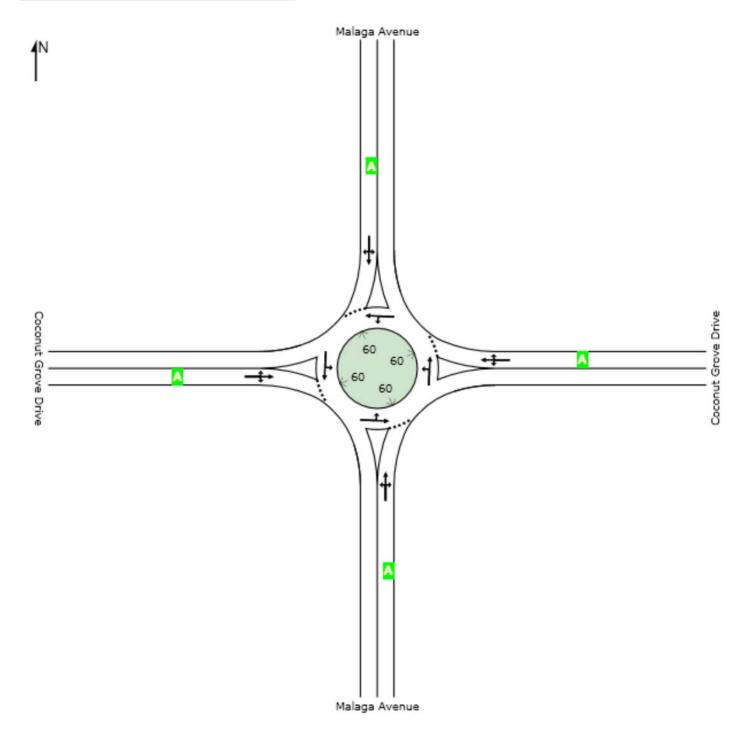


Site: Coconut Grove Drive and Malaga Avenue

Background PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Background PM Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag		,,		.,,	,,							,,	70
Lane 1 ^d	150	3.0	1029	0.146	100	4.8	LOS A	0.5	14.0	Full	1600	0.0	0.0
Approach	150	3.0		0.146		4.8	LOS A	0.5	14.0				
East: Coconu	t Grove Dri	ve											
Lane 1 ^d	186	3.0	1049	0.177	100	5.1	LOS A	0.7	17.7	Full	1600	0.0	0.0
Approach	186	3.0		0.177		5.1	LOS A	0.7	17.7				
North: Malaga	a Avenue												
Lane 1 ^d	140	3.0	909	0.154	100	5.5	LOSA	0.6	14.6	Full	1600	0.0	0.0
Approach	140	3.0		0.154		5.5	LOS A	0.6	14.6				
West: Coconi	ut Grove Dr	ive											
Lane 1 ^d	58	3.0	866	0.067	100	4.8	LOSA	0.2	5.8	Full	1600	0.0	0.0
Approach	58	3.0		0.067		4.8	LOSA	0.2	5.8				
Intersection	534	3.0		0.177		5.1	LOSA	0.7	17.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Wednesday, June 11, 2014 3:40:51 PM Copyright © 2000-2014 Akcelik and Associates Pty Ltd SIDRA INTERSECTION 6.0.20.4660 www.sidrasolutions.com Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Coconut Grove.sip6 8000965, KIMLEY-HORN & ASSOCIATES INC, NETWORK / Enterprise

SIDRA INTERSECTION 6

Int Delay, s/veh	1.9								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	22	30	33	116	912	73
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	981	78
Major/Minor				Minor1			Major1		
Conflicting Flow All				1890	2677	544	1334	0	0
Stage 1				1272	1272	J++ -	1004	-	_
Stage 2				618	1405	_	_	_	
Critical Hdwy				6.84	6.54	6.94	4.14	_	
Critical Hdwy Stg 1				5.84	5.54	0.34	4.14	_	_
Critical Hdwy Stg 2				5.84	5.54	_	-	_	_
Follow-up Hdwy				3.52	4.02	3.32	2.22	_	_
Pot Cap-1 Maneuver				62	~ 22	483	513	_	_
Stage 1				227	237	403	313	-	-
Stage 2				500	204	-	-	-	_
Platoon blocked, %				500	204	-	-	-	_
Mov Cap-1 Maneuver				44	0	477	508	-	-
				122	0	4//	300	-	_
Mov Cap-2 Maneuver				171		-	-	-	_
Stage 1				469	0	-	-	-	_
Stage 2				409	U	-	-	-	_
Approach				WB			NB		
HCM Control Delay, s				32.5			1.5		
HCM LOS				D					
		NDT	NDD WD	4 00	0.0.7	000			
Minor Lane/Major Mvmt	NBL	NBT	NBR WBL		SBT	SBR			
Capacity (veh/h)	508	-		20 646	-	-			
HCM Lane V/C Ratio	0.246	-	- 0.4		-	-			
HCM Control Delay (s)	14.4	-	- 3	2.5 10.9	-	-			
HCM Lane LOS	В	-	-	D B	-	-			
HCM 95th %tile Q(veh)	1	-	-	1.9 0.2	-	-			
Notes	<u> </u>								
~: Volume exceeds capacity	\$: Delay excee	ds 300s	+: Computa	ation Not Defi	ned *:	All major	volume in platoon		

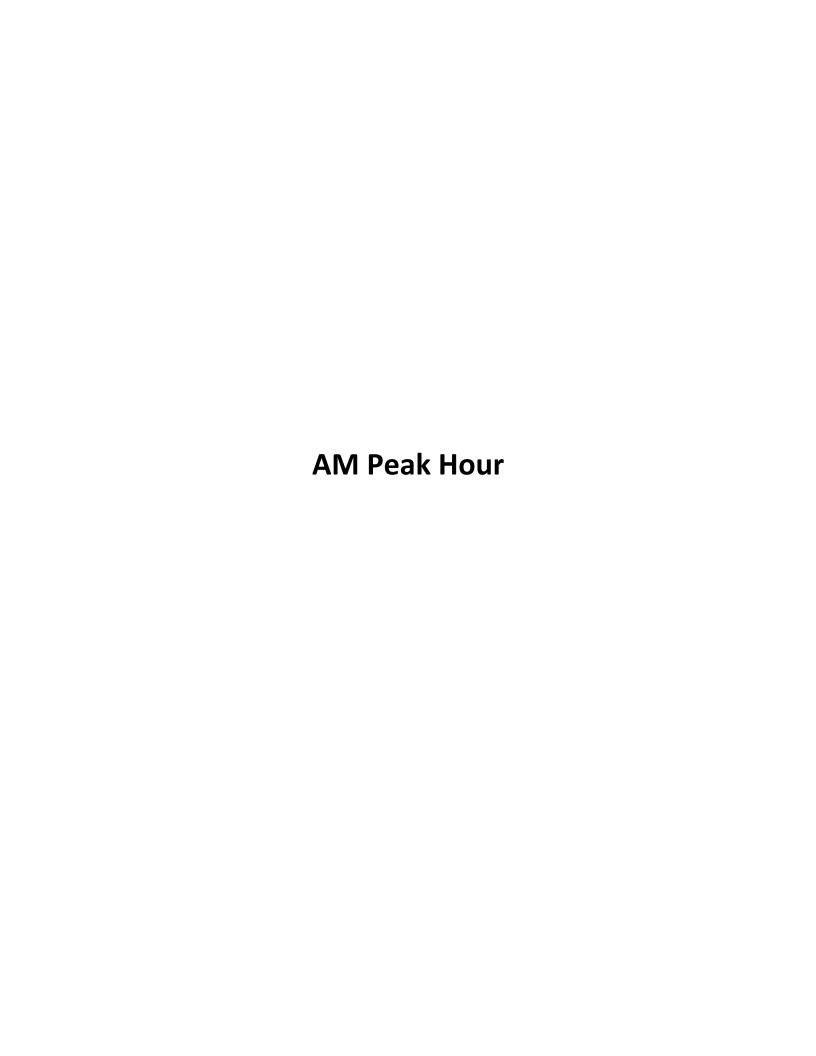
Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	33	1017	224
Conflicting Peds, #/hr	2	0	11
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	- 75	- -	INOHE
Veh in Median Storage, #	13 -	0	<u>-</u>
Grade, %	- -	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	93 2	93 2	93 2
Mvmt Flow	35	1094	241
WIVIIIL FIOW	33	1094	Z4 I
Major/Minor	Major2		
Conflicting Flow All	1062	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	652	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	646	_	_
Mov Cap-2 Maneuver	-	_	_
Stage 1	_	_	_
Stage 2	_	_	_
3- 3 - =			
Approach	SB		
HCM Control Delay, s	0.3		
HCM LOS	U.S		
TIGIVI LOS			
Minor Lane/Major Mvmt			

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	31	199	100	1103	1005	35
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	' -	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	209	105	1161	1058	37
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1867	551	1095	0	Wajorz	0
Stage 1	1076	551	1093	U	-	U
Stage 2	791	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	0.34	4.14	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	5.52 64	3.32 478	633	-	-	_
Stage 1	289	470	033	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %	407	-	-	-	-	_
	53	476	631	-	-	_
Mov Cap-1 Maneuver	166	470	031	-	-	_
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1		-	-	-	-	-
Stage 2	339	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	29.7		1		0	
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			
Capacity (veh/h)	631	- 380				
HCM Lane V/C Ratio	0.167	- 0.637				
HCM Control Delay (s)	11.8	- 29.7				
HCM Lane LOS	В	- <u>2</u> 3.7				
HCM 95th %tile Q(veh)	0.6	- 4.2				

Intersection											
Int Delay, s/veh	1.8										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	8	0	118		8	4	30		100	1039	2
Conflicting Peds, #/hr	0	0	1		1	0	0		1	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop		Free	Free	Free
RT Channelized	-	-	None		-	-	None		-	-	None
Storage Length	150	-	-		-	-	-		100	-	-
Veh in Median Storage, #	-	1	-		-	1	-		-	0	-
Grade, %	-	0	-		-	0	-		-	0	-
Peak Hour Factor	97	97	97		97	97	97		97	97	97
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	8	0	122		8	4	31		103	1071	2
Major/Minor	Minor2				Minor1				Major1		
Conflicting Flow All	1788	2323	522		1802	2329	539		1040	0	0
Stage 1	1043	1043	-		1279	1279	-		-	-	-
Stage 2	745	1280	_		523	1050	_		_	_	_
Critical Hdwy	7.54	6.54	6.94		7.54	6.54	6.94		4.14	_	_
Critical Hdwy Stg 1	6.54	5.54	-		6.54	5.54	-		-	_	_
Critical Hdwy Stg 2	6.54	5.54	_		6.54	5.54	_		_	_	_
Follow-up Hdwy	3.52	4.02	3.32		3.52	4.02	3.32		2.22	_	_
Pot Cap-1 Maneuver	51	37	499		50	37	487		664	_	_
Stage 1	245	305	-		176	235	-		-	_	_
Stage 2	372	235	_		505	302	_		_	_	_
Platoon blocked, %										_	_
Mov Cap-1 Maneuver	41	31	498		33	31	486		663	_	_
Mov Cap-2 Maneuver	127	121	_		102	104	_		-	_	_
Stage 1	207	302	_		149	198	_		-	_	_
Stage 2	288	198	-		378	299	-		-	-	-
	ED				WD				ND		
Approach	EB				WB				NB		
HCM Control Delay, s	15.9				23.7				1		
HCM LOS	С				С						
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	663	_	-	127	498	235	644	_	_		
HCM Lane V/C Ratio	0.155	_	_	0.065	0.244	0.184	0.008	_	_		
HCM Control Delay (s)	11.4	_	_	35.3	14.6	23.7	10.6	_	_		
HCM Lane LOS	В	_	_	E	В	C	В	_	_		
HCM 95th %tile Q(veh)	0.5	_	_	0.2	1	0.7	0	_	_		
2 11 22 11 12 11 2 2 (13.1)	3.0				•	•	•				

Intersection				
Int Delay, s/veh				
Marina	ODI	ODT	ODD	
Movement	SBL	SBT	SBR	
Vol, veh/h	5	993	15	
Conflicting Peds, #/hr	_ 0	_ 0	_ 1	
Sign Control	Free	Free	Free	
RT Channelized	-	-	None	
Storage Length	100	-	-	
Veh in Median Storage, #	-	0	-	
Grade, %	-	0	-	
Peak Hour Factor	97	97	97	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	5	1024	15	
Major/Minor	Major2			
Conflicting Flow All	1074	0	0	
Stage 1	-	-	-	
Stage 2	-	-	-	
Critical Hdwy	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	
Critical Hdwy Stg 2	-	-	-	
Follow-up Hdwy	2.22	-	-	
Pot Cap-1 Maneuver	645	-	-	
Stage 1	-	-	-	
Stage 2	-	-	-	
Platoon blocked, %		-	-	
Mov Cap-1 Maneuver	644	-	-	
Mov Cap-2 Maneuver	-	-	-	
Stage 1	-	-	-	
Stage 2	=	-	-	
Approach	SB			
HCM Control Delay, s	0.1			
HCM LOS				
Minor Lane/Major Mvmt				
mor Earlo/Major Millin				

Future Total Conditions With Non-Restrictive Measures



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ î≽	7	∱ î≽	ሻ	ħβ	ሻ	∱ ∱
Volume (vph)	137	808	234	720	41	370	40	439
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
latana attan Camana								

Intersection Summary

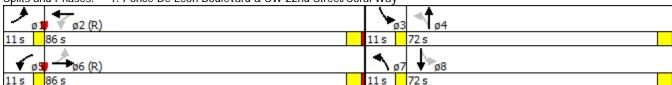
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	•	→	•	•	←	•	•	†	<i>></i>	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ∱		ሻ	∱ β		ሻ	ተኈ		- ሻ	∱ ⊅	
Volume (veh/h)	137	808	102	234	720	73	41	370	89	40	439	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.94	0.96		0.90	0.96		0.90
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	390	1262	145	377	1393	127	297	833	162	306	935	82
Arrive On Green	0.09	0.52	0.52	0.13	0.55	0.55	0.04	0.28	0.28	0.04	0.28	0.28
Sat Flow, veh/h	1774	3254	375	1774	3344	304	1774	2972	579	1774	3342	295
Grp Volume(v), veh/h	144	487	462	246	422	405	43	241	225	42	256	247
Grp Sat Flow(s), veh/h/ln	1774	1863	1766	1774	1863	1786	1774	1863	1688	1774	1863	1774
Q Serve(g_s), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	8.7	8.9	1.3	9.3	9.4
Cycle Q Clear(g_c), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	8.7	8.9	1.3	9.3	9.4
Prop In Lane	1.00	10.7	0.21	1.00	,	0.17	1.00	0.7	0.34	1.00	7.0	0.17
Lane Grp Cap(c), veh/h	390	723	685	377	776	744	297	522	473	306	521	496
V/C Ratio(X)	0.37	0.67	0.67	0.65	0.54	0.54	0.14	0.46	0.47	0.14	0.49	0.50
Avail Cap(c_a), veh/h	440	1864	1767	377	1864	1787	405	1546	1401	415	1546	1472
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	15.8	15.8	13.7	13.2	13.2	19.8	24.1	24.2	19.8	24.3	24.4
Incr Delay (d2), s/veh	0.2	5.0	5.2	3.2	2.7	2.9	0.1	0.7	0.9	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	7.3	6.9	2.6	5.0	4.9	0.6	4.1	3.8	0.6	4.4	4.2
Lane Grp Delay (d), s/veh	13.5	20.8	21.0	16.9	15.9	16.0	19.9	24.8	25.0	19.9	25.2	25.3
Lane Grp LOS	В	20.0 C	Z1.0	В	13.7 B	В	В	24.0 C	23.0 C	В	23.2 C	23.3 C
Approach Vol, veh/h		1093			1073			509			545	
Approach Delay, s/veh		19.9			16.2			24.5			24.8	
Approach LOS		17.7 B			10.2 B			24.3 C			24.0 C	
		Б			Ь			C			C	
Timer Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	8.7	36.4		11.0	38.7		6.1	27.5		6.1	27.5	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	8.0	81.0		8.0	81.0		8.0	67.2		8.0	67.2	
Max Q Clear Time (g_c+l1), s	5.9	17.7		8.2	13.7		3.4	10.9		3.3	11.4	
Green Ext Time (p_c), s	0.0	13.7		0.2	13.7		0.0	8.8		0.0	8.8	
Intersection Summary												
HCM 2010 Ctrl Delay			20.2									
HCM 2010 LOS			C C									
			0									
Notes												

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Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	7	ħβ	ħβ	7	^
Volume (vph)	64	645	462	88	683
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	8.0	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Interception Cummany					

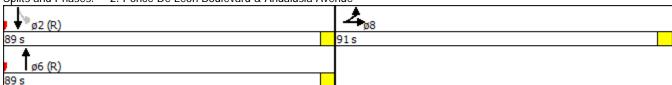
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



	۶	→	•	•	+	•	1	†	<u> </u>	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	∱ 1≽						∱ }		ሻ	^	
Volume (veh/h)	64	645	92	0	0	0	0	462	127	88	683	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.96	0.98		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	666	1217	153				0	1129	252	414	1440	0
Arrive On Green	0.38	0.38	0.38				0.00	0.51	0.51	0.51	0.51	0.00
Sat Flow, veh/h	1774	3240	406				0	2922	653	791	3725	0
Grp Volume(v), veh/h	70	403	386				0	319	296	96	742	0
Grp Sat Flow(s), veh/h/ln	1774	1863	1784				0	1863	1712	791	1863	0
Q Serve(g_s), s	0.9	6.4	6.4				0.0	4.0	4.0	3.4	4.9	0.0
Cycle Q Clear(g_c), s	0.9	6.4	6.4				0.0	4.0	4.0	7.4	4.9	0.0
Prop In Lane	1.00		0.23				0.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	666	700	670				0	720	662	414	1440	0
V/C Ratio(X)	0.11	0.58	0.58				0.00	0.44	0.45	0.23	0.52	0.00
Avail Cap(c_a), veh/h	4134	4341	4157				0	4280	3934	1926	8561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.64	0.64	0.00
Uniform Delay (d), s/veh	7.5	9.2	9.2				0.0	6.5	6.5	8.8	6.7	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6				0.0	1.9	2.2	8.0	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	2.5	2.4				0.0	1.7	1.6	0.6	1.6	0.0
Lane Grp Delay (d), s/veh	7.6	9.8	9.8				0.0	8.4	8.7	9.7	7.5	0.0
Lane Grp LOS	A	A	A					A	A	A	A	
Approach Vol, veh/h		859						615			838	
Approach Delay, s/veh		9.6						8.5			7.8	
Approach LOS		Α						Α			Α	
Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		18.7						18.3			18.3	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		86.2						85.0			85.0	
Max Q Clear Time (g_c+I1), s		8.4						6.0			9.4	
Green Ext Time (p_c), s		4.6						3.5			3.5	
Intersection Summary												
HCM 2010 Ctrl Delay			8.7		_	_	_		_		_	
HCM 2010 LOS			Α									
Notes												

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1 43	ሻ	^	∱ ∱
Volume (vph)	161	30	567	657
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

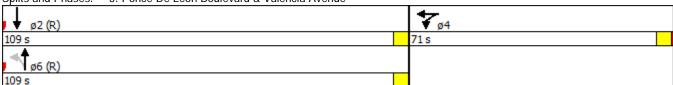
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



	≯	→	•	•	←	•	4	†	~	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					414		Ť	^			∱ î≽	
Volume (veh/h)	0	0	0	42	161	32	30	567	0	0	657	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				239	987	94	446	1568	0	0	1316	213
Arrive On Green				0.08	0.08	0.08	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h				990	4085	390	646	3725	0	0	3127	505
Grp Volume(v), veh/h				86	79	78	33	630	0	0	435	413
Grp Sat Flow(s), veh/h/ln				1813	1863	1790	646	1863	0	0	1863	1769
Q Serve(g_s), s				1.2	1.1	1.1	0.9	2.6	0.0	0.0	4.0	4.0
Cycle Q Clear(g_c), s				1.2	1.1	1.1	4.9	2.6	0.0	0.0	4.0	4.0
Prop In Lane				0.55	450	0.22	1.00	15/0	0.00	0.00	704	0.29
Lane Grp Cap(c), veh/h				438	450	432	446	1568	0	0	784	745
V/C Ratio(X)				0.20 4509	0.18 4632	0.18 4450	0.07 2710	0.40 14629	0.00	0.00	0.55 7314	0.56 6947
Avail Cap(c_a), veh/h HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	0 1.00	0 1.00	1.33	1.33
Upstream Filter(I)				0.33 0.71	0.33 0.71	0.33 0.71	0.96	0.96	0.00	0.00	1.33 0.96	0.96
Uniform Delay (d), s/veh				9.8	9.8	9.8	5.8	4.0	0.00	0.00	4.3	4.3
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.3	0.7	0.0	0.0	2.7	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.4	0.4	0.4	0.1	0.8	0.0	0.0	1.5	1.5
Lane Grp Delay (d), s/veh				10.0	9.9	9.9	6.2	4.7	0.0	0.0	7.0	7.1
Lane Grp LOS				Α	Α	Α	Α	Α			A	Α
Approach Vol, veh/h					243			663			848	
Approach Delay, s/veh					9.9			4.8			7.1	
Approach LOS					Α			Α			Α	
Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.1			15.5			15.5	
Change Period (Y+Rc), s					4.7			4.3			4.3	
Max Green Setting (Gmax), s					66.3			104.7			104.7	
Max Q Clear Time (g_c+l1), s					3.2			6.9			6.0	
Green Ext Time (p_c), s					1.2			3.8			3.8	
Intersection Summary												
HCM 2010 Ctrl Delay			6.6									
HCM 2010 LOS			Α									
Notes												

	۶	→	•	←	4	†	>	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€1 }	Ţ	∱ }
Volume (vph)	27	206	27	74	30	552	64	616
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Intersection Summary								

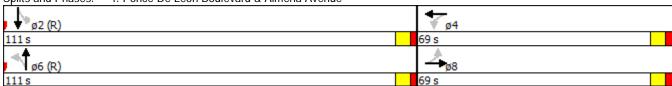
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	۶	→	*	•	-	1	1	†	~	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			41		ሻ	∱ ⊅	
Volume (veh/h)	27	206	17	27	74	24	30	552	71	64	616	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	142	433	30	179	344	67	139	1090	116	383	1327	20
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	99	1588	110	189	1261	246	71	3005	319	779	3658	56
Grp Volume(v), veh/h	261	0	0	124	0	0	354	0	322	67	330	328
Grp Sat Flow(s), veh/h/ln	1797	0	0	1696	0	0	1762	0	1633	779	1863	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	2.4	4.1	4.1
Cycle Q Clear(g_c), s	4.2	0.0	0.0	1.8	0.0	0.0	4.5	0.0	4.8	7.1	4.1	4.1
Prop In Lane	0.11 605	0	0.06	0.23 590	0	0.15	0.09 753	0	0.20 592	1.00	474	0.03 672
Lane Grp Cap(c), veh/h	0.43	0.00	0.00	0.21	0.00	0.00	753 0.47	0.00	0.54	383 0.17	676 0.49	0.49
V/C Ratio(X) Avail Cap(c_a), veh/h	3301	0.00	0.00	3028	0.00	0.00	5170	0.00	4964	2468	5662	5629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	10.7	0.00	0.00	9.8	0.00	0.00	6.9	0.00	6.9	9.4	6.8	6.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	2.1	0.0	3.6	1.0	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	0.7	0.0	0.0	1.9	0.0	2.0	0.4	1.8	1.8
Lane Grp Delay (d), s/veh	11.0	0.0	0.0	9.9	0.0	0.0	9.0	0.0	10.5	10.4	9.2	9.2
Lane Grp LOS	В			Α			A		В	В	Α	Α
Approach Vol, veh/h		261			124			676			725	
Approach Delay, s/veh		11.0			9.9			9.7			9.3	
Approach LOS		В			Α			Α			Α	
Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		16.0			16.0			18.5			18.5	
Change Period (Y+Rc), s		6.6			6.6			6.0			6.0	
Max Green Setting (Gmax), s		62.4			62.4			105.0			105.0	
Max Q Clear Time (g_c+l1), s		6.2			3.8			6.8			9.1	
Green Ext Time (p_c), s		1.9			1.9			2.9			2.9	
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			Α									
Notes												

Intersection	4.5							
Intersection Delay, s/veh	1.5							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		112	0	0	715	205	
Conflicting Peds, #/hr	0		8	0	0	0	9	
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	93		93	93	93	93	93	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		120	0	0	769	220	
Major/Minor	Minor2					Major2		
Conflicting Flow All	887		502			Majorz	0	
Stage 1	887		302			-	U	
Stage 2	007		-			-	-	
Follow-up Headway	3.52		3.32			-	-	
Pot Capacity-1 Maneuver	239		515			-	-	
Stage 1	305		313			-	-	
Stage 1 Stage 2	303		-			-	-	
Time blocked-Platoon, %	-		-			-	-	
Mov Capacity-1 Maneuver	236		512			-	-	
Mov Capacity-2 Maneuver	236		312			-	-	
Stage 1	303		-			-	-	
	303		-			-	-	
Stage 2	-		-			-	-	
Approach	EB					SB		
HCM Control Delay, s	14.2					0		
HCM LOS	В							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		512						
HCM Lane V/C Ratio		0.235	_	_				
HCM Control Delay (s)		14.2	_	_				
HCM Lane LOS		14.2 B	-	-				
HCM 95th %tile Q(veh)		0.906	_	_				
IOIVI 70111 /01116 (VEII)		0.700	-	-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection										
Intersection Delay, s/veh	1.7									
Marramana	WDI		WDD		NDT	NDD	CDI	CDT		
Movement	WBL		WBR		NBT	NBR	SBL	SBT		
Vol, veh/h	0		128		780	254	0	0		
Conflicting Peds, #/hr	0		1		0	5	0	0		
Sign Control	Stop		Stop		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	95		95		95	95	95	95		
Heavy Vehicles, %	2		2		2	2	2	2		
Mvmt Flow	0		135		821	267	0	0		
Major/Minor	Minor1				Major1					
Conflicting Flow All	956		544		0	0				
Stage 1	956		-		-	-				
Stage 2	0		_		_	_				
Follow-up Headway	3.52		3.32		_	_				
Pot Capacity-1 Maneuver	213		483		_	_				
Stage 1	277		703							
Stage 2	211		_		_	_				
Time blocked-Platoon, %					_	_				
Mov Capacity-1 Maneuver	212		483		-	-				
Mov Capacity-2 Maneuver	212		403		-	-				
	277		-		-	-				
Stage 1	211		-		-	-				
Stage 2	-		-		-	-				
Approach	WB				NB					
HCM Control Delay, s	15.3				0					
HCM LOS	С									
Minor Lane / Major Mvmt		NBT	NBR	WBLn1						
Capacity (veh/h)		_	_	483						
HCM Lane V/C Ratio		_	_	0.279						
HCM Control Delay (s)		_	_	15.3						
HCM Lane LOS				13.3 C						
HCM 95th %tile Q(veh)		_		1.131						
		-	-	1.131						
Notes										

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

-								
Intersection								
Intersection Delay, s/veh	2.7							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		183	0	0	781	48	
Conflicting Peds, #/hr	0		0	0	0	0	9	
Sign Control	Stop		Stop	Free	Free	Free	Free	
RT Channelized	Этор		None	-	None	-	None	
Storage Length			0	_	-		-	
Veh in Median Storage, #	0		-	_	0	0		
Grade, %	0		_	_	0	0	_	
Peak Hour Factor	92		92	92	92	92	92	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		199	0	0	849	52	
WWITH FIOW	U		199	U	U	049	52	
Major/Minor	Minor2					Major2		
Conflicting Flow All	875		450			-	0	
Stage 1	875		-			-	-	
Stage 2	0		_			-	_	
Follow-up Headway	3.52		3.32			_	_	
Pot Capacity-1 Maneuver	243		556			_	_	
Stage 1	310		-			_	_	
Stage 2	-		_			_	_	
Time blocked-Platoon, %						_	_	
Mov Capacity-1 Maneuver	243		556			_	_	
Mov Capacity-2 Maneuver	243		-			_	_	
Stage 1	310		_			_	_	
Stage 2	-		_			_	_	
Olugo 2								
Approach	EB					SB		
HCM Control Delay, s	15					0		
HCM LOS	С							
Minor Lano / Major Mumt		EBLn1	SBT	SBR				
Minor Lane / Major Mvmt			SDI	SDK				
Capacity (veh/h)		556	-	-				
HCM Cantral Pales (a)		0.358	-	-				
HCM Control Delay (s)		15	-	-				
HCM Lane LOS		C						
HCM 95th %tile Q(veh)		1.613	-	-				
Notes								
· Volumo Evenado Canaci	1 . A D. I	🗀	- 200 C -		🔿	and all and Mad Dading and		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		139		936	318	0	0	
Conflicting Peds, #/hr	0		12		0	11	0	0	
Sign Control	Stop		Stop		Free	Free	Stop	Stop	
RT Channelized	310p		None		-	None	- -	None	
Storage Length			0		_	-	_	-	
Veh in Median Storage, #	0		-		0	_	-	0	
Grade, %	0		_		0	_	_	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	0		151		1017	346	0	0	
WWW. I IOW	U		131		1017	340	U	U	
Majar/Minar	Minor1				Moior1				
Major/Minor	Minor1		(02		Major1				
Conflicting Flow All	1202		693		0	0			
Stage 1	1202		-		-	-			
Stage 2	0		-		-	-			
Follow-up Headway	3.52		3.32		-	-			
Pot Capacity-1 Maneuver	140		386		-	-			
Stage 1	196		-		-	-			
Stage 2	-		-		-	-			
Time blocked-Platoon, %	407		000		-	-			
Mov Capacity-1 Maneuver	137		382		-	-			
Mov Capacity-2 Maneuver	137		-		-	-			
Stage 1	194		-		-	-			
Stage 2	-		-		-	-			
Approach	WB				NB				
HCM Control Delay, s	20.5				0				
HCM LOS	С								
Minor Lana / Major Mumt		NDT	NDD	WDI p1					
Minor Lane / Major Mvmt		NBT	NDK	WBLn1					
Capacity (veh/h)		-	-	382					
HCM Cantral Dalay (a)		-	-	0.396					
HCM Control Delay (s)		-	-	20.5					
HCM Lane LOS				C					
HCM 95th %tile Q(veh)		-	-	1.845					
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	0.4								
intersection belay, siven	0.4								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	0		55	0	822		561	24	
Conflicting Peds, #/hr	2		1	6	0		0	6	
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	93		93	93	93		93	93	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	0		59	0	884		603	26	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1060		323	631	0		-	0	
Stage 1	618		-	-	-		-	-	
Stage 2	442		_	_	_		_	_	
Follow-up Headway	3.52		3.32	2.22	_		_	_	
Pot Capacity-1 Maneuver	219		673	947	_		_	_	
Stage 1	500		-	-	_		-	-	
Stage 2	615		_	_	_		_	_	
Time blocked-Platoon, %					_		-	-	
Mov Capacity-1 Maneuver	218		669	942	_		_	_	
Mov Capacity-2 Maneuver	218		-	-	_		-	-	
Stage 1	499		_	_	_		_	_	
Stage 2	614		_	_	_		-	-	
3									
Approach	EB			NB			SB		
HCM Control Delay, s	10.9			0			0		
HCM LOS	В			-			-		
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
Capacity (veh/h)		942	-	669	_	_			
HCM Lane V/C Ratio		-	_	0.088	-	-			
HCM Control Delay (s)		0	_	10.9	-	_			
HCM Lane LOS		Ä		В					
HCM 95th %tile Q(veh)		0	_	0.29	-	-			
(- /		-							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	٦	•	•	†	ţ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations Volume (veh/h) Sign Control Grade	0 Stop 0%	0	0	↑↑ 897 Free 0%	↑ ↑ 486 Free 0%	130
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage	0.93 6 0.0 4.0	0.93	0.93	965	523	140
Right turn flare (veh) Median type Median storage veh)				None	None	
Upstream signal (ft)	0.05			129		
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	0.85 1081	337	668			
vCu, unblocked vol	749	337	668			
tC, single (s) tC, 2 stage (s)	6.8	6.9	4.1			
tF (s)	3.5	3.3	2.2			
p0 queue free % cM capacity (veh/h)	100 296	100 659	100 917			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	482	482	348	314		
Volume Left	0	0	0	0 140		
Volume Right cSH	1700	0 1700	0 1700	1700		
Volume to Capacity	0.28	0.28	0.20	0.18		
Queue Length 95th (ft)	0.20	0.20	0.20	0.10		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS Approach Delay (s) Approach LOS	0.0		0.0			
Intersection Summary						
Average Delay Intersection Capacity Utiliz Analysis Period (min)	zation		0.0 28.1% 15	IC	CU Level o	of Service

	•	→	←	4	†	L	-	ļ
Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations	7	4	4		4T+			4₽
Volume (vph)	258	168	46	53	554	31	42	405
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Interception Cummers								

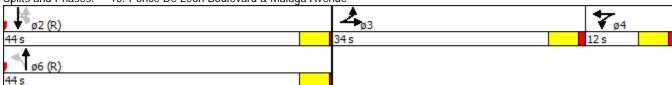
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	•	→	•	•	←	•	4	†	/	L	\	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ሻ	4			4			र्स कि				4₽
Volume (vph)	258	168	24	73	46	50	53	554	163	31	42	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.97				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1726			1750			3397				3511
Flt Permitted	0.95	0.99			0.98			0.88				0.70
Satd. Flow (perm)	1681	1726			1750			2998				2474
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	272	177	25	77	48	53	56	583	172	34	44	426
RTOR Reduction (vph)	0	6	0	0	15	0	0	26	0	0	0	0
Lane Group Flow (vph)	234	234	0	0	163	0	0	785	0	0	0	504
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	17.9	17.9			16.6			41.2				41.2
Effective Green, g (s)	17.9	17.9			16.6			41.2				41.2
Actuated g/C Ratio	0.20	0.20			0.18			0.46				0.46
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	334	343			322			1372				1132
v/s Ratio Prot	c0.14	0.14			c0.09							
v/s Ratio Perm								c0.26				0.20
v/c Ratio	0.70	0.68			0.51			0.57				0.45
Uniform Delay, d1	33.6	33.4			33.0			17.9				16.6
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	6.0	5.1			0.9			1.7				1.3
Delay (s)	39.6	38.5			33.9			19.7				17.9
Level of Service	D	D			С			В				В
Approach Delay (s)		39.0			33.9			19.7				17.9
Approach LOS		D			С			В				В
Intersection Summary												
HCM 2000 Control Delay			25.2	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.59									
Actuated Cycle Length (s)			90.0		um of los				14.3			
Intersection Capacity Utiliza	ation		73.0%	IC	CU Level	of Service	;		D			
Analysis Period (min)			15									
c Critical Lane Group												

	✓
Movement	SBR
Lame Configurations	•
Volume (vph) Ideal Flow (vphpl)	0 1900
Total Lost time (s)	1900
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph) Confl. Peds. (#/hr)	0 6
Turn Type	U
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s) Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2 Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

14: Le Jeune Road & Sevilla Avenue

	•	•	†	-	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	7	7	ħβ	7	44
Volume (vph)	12	43	1280	266	1098
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Later and the Commence					

Intersection Summary

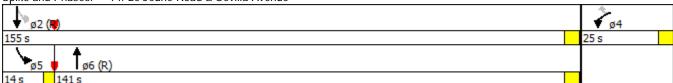
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	_	•	†	→	_	1
Movement	▼ WBL	WBR	I NBT	/ NBR	SBL	▼ SBT
	WDL T	WDR	<u>ND1</u>	NDR	JDL	
Lane Configurations Volume (veh/h)	ין 12	r 43	T № 1280	59	1 266	†† 1098
Number	7	43 14	1200	16	5	1090
Initial Q (Qb), veh	0	0	0	0	0	0
	1.00	1.00	U	1.00	1.00	U
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	186.3	186.3	1.00 186.3	190.0	186.3	186.3
Adj Sat Flow veh/h/ln						
Lanes	1	1	2	0	1	2
Cap, veh/h	42	38	1851	74	553	2738
Arrive On Green	0.02	0.02	0.69	0.69	0.17	0.98
Sat Flow, veh/h	1774	1583	3559	142	1774	3725
Grp Volume(v), veh/h	12	1	683	675	271	1120
Grp Sat Flow(s), veh/h/ln	1774	1583	1863	1837	1774	1863
Q Serve(g_s), s	0.2	0.0	7.9	7.9	1.9	0.4
Cycle Q Clear(g_c), s	0.2	0.0	7.9	7.9	1.9	0.4
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	42	38	969	956	553	2738
V/C Ratio(X)	0.29	0.03	0.70	0.71	0.49	0.41
Avail Cap(c_a), veh/h	1036	924	7141	7044	869	15745
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.0	3.8	3.9	5.0	0.1
Incr Delay (d2), s/veh	2.7	0.2	4.3	4.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.1	0.0	2.9	2.9	0.6	0.2
Lane Grp Delay (d), s/veh	19.8	17.2	8.2	8.2	5.3	0.6
Lane Grp LOS	В	В	Α	Α	Α	Α
Approach Vol, veh/h	13		1358			1391
Approach Delay, s/veh	19.6		8.2			1.5
Approach LOS	В		Α			Α
Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			22.9		7.7	30.6
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			136.6		11.0	150.6
Max Q Clear Time (g_c+l1), s			9.9		3.9	2.4
Green Ext Time (p_c), s			8.6		0.2	8.6
Intersection Summary						
HCM 2010 Ctrl Delay			4.9			
HCM 2010 CIT Delay			4.9 A			
			А			
Notes						

Intersection									
Intersection Delay, s/veh	2								
Mayamant	WDI		WBR		NDT	NDD	CDI	CDT	
Movement Vol, veh/h	WBL				NBT	NBR	SBL	SBT	
Conflicting Peds, #/hr	10 0		19 0		1322 0	118 3	223 3	1044 0	
Sign Control					Free	Free	Free		
RT Channelized	Stop		Stop None			None	-	Free None	
Storage Length	0		None -		-	None -	150	None -	
Veh in Median Storage, #	1		_		0	-	150	0	
Grade, %	0		-		0	-	-	0	
Peak Hour Factor	97		97		97	97	97	97	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	10		20		1363	122	230	1076	
WWW. Criow	10		20		1000	122	200	1070	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	2422		745		0	0	1485	0	
Stage 1	1424		_		-	-	-	_	
Stage 2	998		-		-	-	_	_	
Follow-up Headway	3.52		3.32		_	-	2.22	-	
Pot Capacity-1 Maneuver	27		357		-	-	449	-	
Stage 1	188		-		-	-	-	-	
Stage 2	317		-		-	-	-	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	13		356		-	-	448	-	
Mov Capacity-2 Maneuver	83		-		-	-	-	-	
Stage 1	188		-		-	-	-	-	
Stage 2	154		-		-	-	-	-	
Approach	WB				NB		SB		
HCM Control Delay, s	31.2				0		3.7		
HCM LOS	D								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		_	-	167	448	_			
HCM Lane V/C Ratio		-	_	0.179	0.513	_			
HCM Control Delay (s)		-	_	31.2	21.202	_			
HCM Lane LOS				D	C				
HCM 95th %tile Q(veh)		-	-	0.631	2.862	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	1.1								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Movement Val. vah/h									
Vol, veh/h	2		13		1466	22	151	1047	
Conflicting Peds, #/hr	0 Stop		0 Ctop		0 Froo	2 [roo	2 [roo	0 Eroo	
Sign Control RT Channelized	Stop		Stop		Free	Free	Free	Free	
	-		None		-	None	- 50	None	
Storage Length Veh in Median Storage, #	0 1		-		0	-	50 -	0	
Grade, %	0		-		0	-	-	0	
Peak Hour Factor	99		99		99	99	99	99	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	2		13		1481	22	153	1058	
VIVIII I IOW	2		13		1401	22	100	1030	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	2326		754		0	0	1503	0	
Stage 1	1492		-		-	-	-	-	
Stage 2	834		_		_	_	_	_	
Follow-up Headway	3.52		3.32		_	_	2.22	_	
Pot Capacity-1 Maneuver	31		352		_	_	442	_	
Stage 1	173		_		-	-	-	_	
Stage 2	387		_		-	-	-	_	
Time blocked-Platoon, %					-	-		_	
Mov Capacity-1 Maneuver	20		351		-	-	441	-	
Mov Capacity-2 Maneuver	102		-		-	-	-	-	
Stage 1	173		-		-	-	-	-	
Stage 2	252		-		-	-	-	-	
Approach	WB				NB		SB		
HCM Control Delay, s	19.4				0		2.2		
HCM LOS	С								
Minor Lane / Major Mvmt		NBT	NRD	WBLn1	SBL	SBT			
		NDT	אטת			301			
Capacity (veh/h) HCM Lane V/C Ratio		-	-	265 0.057	441 0.246	-			
HCM Control Delay (s)		-	-	19.4	0.346 17.418	-			
HCM Lane LOS		-	-	19.4 C	17.418 C	-			
HCM 95th %tile Q(veh)				0.181	1.522				
TION 7501 70016 Q(VEII)		-	-	0.101	1.022	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	•	*	←	*	4	†	>	ļ	•	•	/
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations	7		4		ă	ħβ	7	∱ ∱		7	Ž.
Volume (vph)	94	165	19	6	7	1079	55	897	6	388	512
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

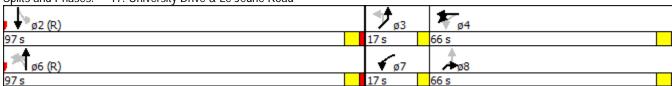
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 102 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



	•	/	•	•	*1	•	†	~	/	Ţ	لِر	4
Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	7		4			Ä	∱ β		Ť	∱ ∱		
Volume (vph)	94	165	19	13	6	7	1079	171	55	897	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	0.99		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3449		1770	3429		
Flt Permitted	0.18		0.96			0.18	1.00		0.11	1.00		
Satd. Flow (perm)	318		1678			330	3449		201	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	96	168	19	13	6	7	1101	174	56	915	116	10
RTOR Reduction (vph)	0	0	1	0	0	0	7	0	0	0	0	0
Lane Group Flow (vph)	86	0	209	0	0	13	1268	0	56	1041	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Effective Green, g (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Actuated g/C Ratio	0.32		0.26			0.51	0.51		0.51	0.51		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	184		441			169	1766		102	1756		
v/s Ratio Prot	0.03		0.12				c0.37			0.30		
v/s Ratio Perm	0.12					0.04			0.28			
v/c Ratio	0.47		0.47			0.08	0.72		0.55	0.59		
Uniform Delay, d1	46.0		55.8			22.3	33.9		29.8	30.7		
Progression Factor	1.00		1.00			1.00	1.00		0.99	0.98		
Incremental Delay, d2	0.7		0.6			0.9	2.5		19.2	1.5		
Delay (s)	46.7		56.4			23.2	36.4		48.6	31.6		
Level of Service	D		Е			С	D		D	С		
Approach Delay (s)			53.6				36.3			32.4		
Approach LOS			D				D			С		
Intersection Summary												
HCM 2000 Control Delay			43.2	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	ity ratio		0.79									
Actuated Cycle Length (s)	-		180.0	S	um of los	t time (s)			13.6			
Intersection Capacity Utilizat	ion		103.4%			of Service	9		G			
Analysis Period (min)			15									
c Critical Lane Group												

•	*	/	4
NEL2	NEL	NER	NER2
	ሻ	Ž.	
6	388	512	18
1900	1900	1900	1900
	3.0	5.0	
	1.00	1.00	
	1.00	1.00	
	0.98	1.00	
	1.00	0.85	
	0.95	1.00	
	1730	1583	
	0.76	1.00	
	1379	1583	
0.98	0.98	0.98	0.98
6	396	522	18
0	0	22	0
0	402	518	0
	10	10	10
Perm	NA	custom	
	3	8	
3	8	8	
	77.2	63.4	
	77.2	63.4	
	0.43	0.35	
	3.0	5.0	
	2.0	2.5	
	643	557	
	c0.09	c0.33	
	0.17		
	0.63	0.93	
	38.3	56.2	
	1.00	1.00	
	1.4	22.0	
	39.7	78.2	
	D	E	
	61.7	_	
	E		
	0.98 6 0 0	6 388 1900 1900 3.0 1.00 1.00 0.98 1.00 0.95 1730 0.76 1379 0.98 0.98 6 396 0 0 0 0 402 10 Perm NA 3 8 77.2 77.2 0.43 3.0 2.0 643 c0.09 0.17 0.63 38.3 1.00 1.4 39.7 D 61.7	6 388 512 1900 1900 1900 3.0 5.0 1.00 1.00 1.00 1.00 0.98 1.00 1.00 0.85 0.95 1.00 1730 1583 0.76 1.00 1379 1583 0.98 0.98 0.98 6 396 522 0 0 22 0 402 518 10 10 Perm NA custom 3 8 3 8 8 77.2 63.4

18: Galiano Street & Valencia Avenue

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1 4		ર્ન	1>
Volume (vph)	169	89	157	162
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Interception Summary				

Intersection Summary

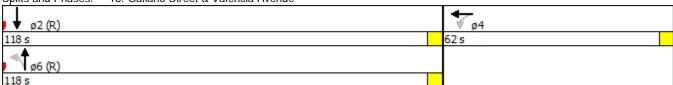
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



	۶	→	•	•	←	•	1	†	~	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 † }			र्स			₽	
Volume (veh/h)	0	0	0	7	169	38	89	157	0	0	162	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				48	1221	102	372	444	0	0	455	193
Arrive On Green				0.25	0.25	0.25	0.49	0.49	0.00	0.00	0.49	0.49
Sat Flow, veh/h				191	4901	409	388	1206	0	0	1236	525
Grp Volume(v), veh/h				78	71	70	282	0	0	0	0	265
Grp Sat Flow(s),veh/h/ln				1853	1863	1785	1594	0	0	0	0	1761
Q Serve(g_s), s				0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s				0.7	0.6	0.7	2.1	0.0	0.0	0.0	0.0	2.1
Prop In Lane				0.10		0.23	0.36		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				462	464	445	815	0	0	0	0	648
V/C Ratio(X)				0.17	0.15	0.16	0.35	0.00	0.00	0.00	0.00	0.41
Avail Cap(c_a), veh/h				5009	5035	4826	8188	0	0	0	0	9366
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	4.0	0.0	0.0	0.0	0.0	4.0
Incr Delay (d2), s/veh				0.1	0.1	0.1	1.2	0.0	0.0	0.0	0.0	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.2	0.2	0.2	0.7	0.0	0.0	0.0	0.0	8.0
Lane Grp Delay (d), s/veh				6.4	6.4	6.4	5.1	0.0	0.0	0.0	0.0	5.9
Lane Grp LOS				A	A	Α	A					A
Approach Vol, veh/h					218			282			265	
Approach Delay, s/veh					6.4			5.1			5.9	
Approach LOS					Α			Α			Α	
Timer Assigned Phs					4						2	
Phs Duration (G+Y+Rc), s					9.4			6 12.0			12.0	
Change Period (Y+Rc), s					9.4 4.1			4.1			4.1	
Max Green Setting (Gmax), s					57.9			113.9			113.9	
Max Q Clear Time (g_c+l1), s					2.7			4.1			4.1	
Green Ext Time (p_c), s					1.0			1.1			1.1	
Intersection Summary												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			Α									
Notes												

Movement	Intersection Intersection Delay, s/veh	11.7											
Vol., veh/h 63 196 53 11 100 18 14 132 43 40 116 15 19 Peak Hour Factor 0.92 0.	•												
Peak Hour Factor 0.92	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Vol, veh/h	63	196	53	11	100	18	14	132	43	40	116	19
Mvmí Flow 68 213 58 12 109 20 15 143 47 43 126 21 Number of Lanes 0 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Approach EB WB NB SB Opposing Approach Opposing Approach Opposing Lanes 1	Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Approach	Mvmt Flow	68	213	58	12	109	20	15	143	47	43	126	21
Opposing Approach WB EB SB NB Opposing Lanes 1	Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Opposing Lanes 1	Approach	EB			WB			NB			SB		
Opposing Lanes 1	Opposing Approach	WB			EB			SB			NB		
Conflicting Approach Left SB NB EB WB Conflicting Lanes Left 1 1 1 1 Conflicting Lanes Right 1 1 1 1 Conflicting Lanes Right 1 1 1 1 HCM Control Delay 13.2 10.1 10.9 10.9 HCM LOS B B B B B Lane NBLn1 EBLn1 WBLn1 SBLn1 SBLn1 Vol Left, % 7% 20% 9% 23% SB B B Vol Thru, % 7% 20% 78% 66	•	1			1			1			1		
Conflicting Lanes Left 1	Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Right 1	Conflicting Lanes Left	1			1			1			1		
HCM Control Delay HCM LOS B B B B B B B B B	Conflicting Approach Right	NB			SB			WB			EB		
HCM LOS		1			1			1			1		
Lane NBLn1 EBLn1 WBLn1 SBLn1 Vol Left, % 7% 20% 9% 23% Vol Thru, % 70% 63% 78% 66% Vol Right, % 23% 17% 14% 11% Sign Control Stop Stop Stop Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Utili (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249	HCM Control Delay	13.2			10.1			10.9			10.9		
Vol Left, % 7% 20% 9% 23% Vol Thru, % 70% 63% 78% 66% Vol Right, % 23% 17% 14% 11% Sign Control Stop Stop Stop Stop Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C R	HCM LOS	В			В			В			В		
Vol Thru, % 70% 63% 78% 66% Vol Right, % 23% 17% 14% 11% Sign Control Stop Stop Stop Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Lane LOS B	Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Right, % 23% 17% 14% 11% Sign Control Stop Stop Stop Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Lane LOS B B B B B	Vol Left, %		7%	20%	9%	23%							
Sign Control Stop Stop Stop Stop Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B B	Vol Thru, %		70%	63%	78%	66%							
Traffic Vol by Lane 189 312 129 175 LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	Vol Right, %		23%	17%	14%	11%							
LT Vol 132 196 100 116 Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B B	Sign Control		Stop	Stop	Stop	Stop							
Through Vol 43 53 18 19 RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B B	Traffic Vol by Lane		189	312	129	175							
RT Vol 14 63 11 40 Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B B	LT Vol		132	196	100	116							
Lane Flow Rate 205 339 140 190 Geometry Grp 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	Through Vol		43	53	18	19							
Geometry Grp 1 1 1 1 1 Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	RT Vol												
Degree of Util (X) 0.311 0.491 0.215 0.294 Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	Lane Flow Rate		205	339	140	190							
Departure Headway (Hd) 5.442 5.21 5.521 5.565 Convergence, Y/N Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B			1			1							
Convergence, Y/N Yes Yes Yes Yes Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B			0.311										
Cap 659 692 648 645 Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	Departure Headway (Hd)		5.442										
Service Time 3.487 3.249 3.571 3.612 HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B	Convergence, Y/N		Yes	Yes	Yes	Yes							
HCM Lane V/C Ratio 0.311 0.49 0.216 0.295 HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B													
HCM Control Delay 10.9 13.2 10.1 10.9 HCM Lane LOS B B B B													
HCM Lane LOS B B B B													
HCM 95th-tile Q 1.3 2.7 0.8 1.2													
			4.0	0.7	0.0	4.0							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

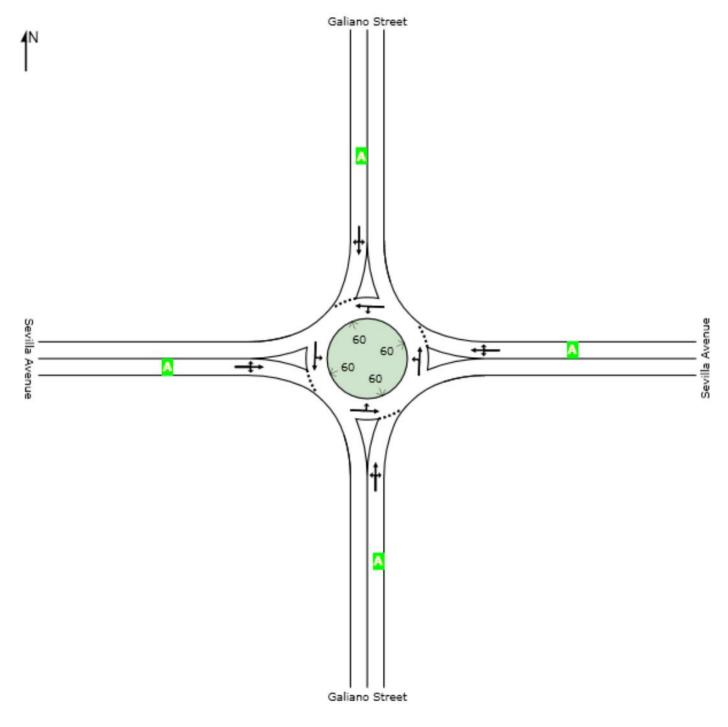


Site: Sevilla Avenue and Galiano Street

Future Total AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Sevilla Avenue and Galiano Street

Future Total AM Roundabout

Lane Use a	nd Perfori	mance	;										
	Demand F		Con	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	Cap. veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block.
South: Galiar		-70	ven/m	V/C	-70				- 11		11	70	70
Lane 1 ^d	107	3.0	849	0.125	100	5.5	LOSA	0.4	11.4	Full	1600	0.0	0.0
Approach	107	3.0		0.125		5.5	LOSA	0.4	11.4				
East: Sevilla	Avenue												
Lane 1 ^d	154	3.0	887	0.174	100	5.8	LOSA	0.7	16.6	Full	1600	0.0	0.0
Approach	154	3.0		0.174		5.8	LOSA	0.7	16.6				
North: Galian	o Street												
Lane 1 ^d	209	3.0	935	0.223	100	6.1	LOSA	0.9	22.7	Full	1600	0.0	0.0
Approach	209	3.0		0.223		6.1	LOSA	0.9	22.7				
West: Sevilla	Avenue												
Lane 1 ^d	243	3.0	962	0.253	100	6.3	LOSA	1.0	26.8	Full	1600	0.0	0.0
Approach	243	3.0		0.253		6.3	LOSA	1.0	26.8				
Intersection	713	3.0		0.253		6.0	LOSA	1.0	26.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Sevilla.sip6 8000965, KIMLEY-HORN & ASSOCIATES INC, NETWORK / Enterprise



Intersection Intersection Delay, s/veh	9.7											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	98	116	10	10	120	12	13	79	6	15	92	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	122	11	11	126	13	14	83	6	16	97	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.4			9.3			9.1			9.6		
HCM LOS	В			Α			Α			Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		13%	44%	7%	8%							
Vol Thru, %		81%	52%	85%	48%							
Vol Right, %		6%	4%	8%	44%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		98	224	142	192							
LT Vol		79	116	120	92							
Through Vol		6	10	12	85							
RT Vol		13	98	10	15							
Lane Flow Rate		103	236	149	202							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.147	0.323	0.205	0.267							
Departure Headway (Hd)		5.131	4.925	4.943	4.764							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		692	724	719	748							
Service Time HCM Lane V/C Ratio		3.214	2.995	3.021	2.836							
HUMIANO MU RATIO		0.149	0.326	0.207	0.27							
		9.1	10.4	9.3	9.6							
HCM Control Delay				Λ.	Λ.							
		A 0.5	B 1.4	A 0.8	A 1.1							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

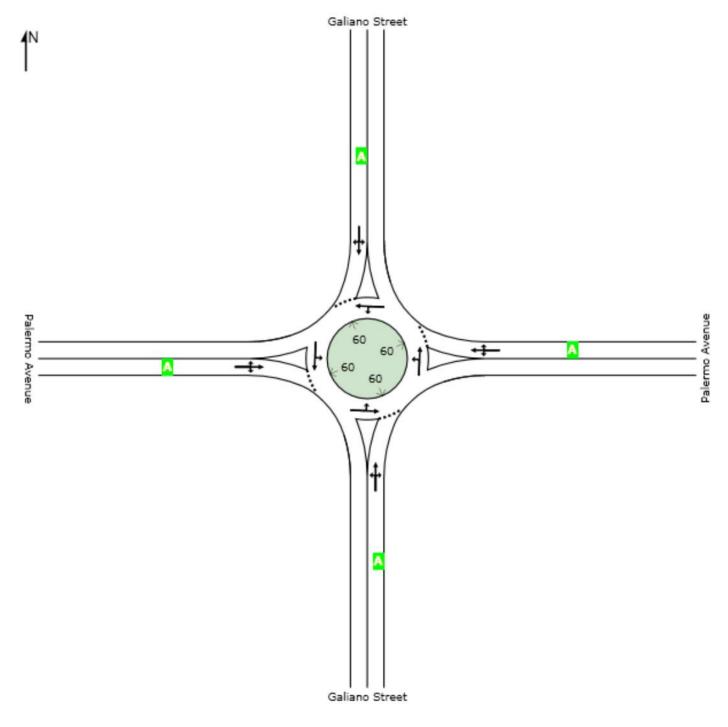


₩ Site: Palermo Avenue and Galiano Street

Future Total AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	A	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Palermo Avenue and Galiano Street

Future Total AM Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galian	no Street												
Lane 1 ^d	173	3.0	881	0.196	100	6.1	LOSA	0.7	19.1	Full	1600	0.0	0.0
Approach	173	3.0		0.196		6.1	LOSA	0.7	19.1				
East: Palerm	o Avenue												
Lane 1 ^d	135	3.0	903	0.149	100	5.4	LOSA	0.5	14.0	Full	1600	0.0	0.0
Approach	135	3.0		0.149		5.4	LOSA	0.5	14.0				
North: Galian	no Street												
Lane 1 ^d	133	3.0	877	0.151	100	5.6	LOSA	0.6	14.1	Full	1600	0.0	0.0
Approach	133	3.0		0.151		5.6	LOSA	0.6	14.1				
West: Palerm	no Avenue												
Lane 1 ^d	218	3.0	1002	0.218	100	5.7	LOSA	0.9	22.5	Full	1600	0.0	0.0
Approach	218	3.0		0.218		5.7	LOSA	0.9	22.5				
Intersection	659	3.0		0.218		5.7	LOSA	0.9	22.5				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Monday, January 26, 2015 3:37:50 PM SIDRA INTERSECTION 6.0.20.4660 Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Palermo.sip6

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Intersection Delay, s/veh	9.5											
Intersection LOS	7.3 A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	30	161	10	10	107	7	83	61	15	5	66	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	175	11	11	116	8	90	66	16	5	72	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10			9.1			9.7			8.9		
HCM LOS	Α			Α			Α			Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		52%	15%	8%	4%							
Vol Thru, %		38%	80%	86%	54%							
Vol Right, %		9%	5%	6%	42%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		159	201	124	122							
LT Vol		61	161	107	66							
Through Vol		15	10	7	51							
RT Vol		83	30	10	5							
Lane Flow Rate		173	218	135	133							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.24	0.295	0.185	0.176							
Departure Headway (Hd)		5.008	4.853	4.943	4.781							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		712	736	720	744							
Service Time		3.078	2.916	3.014	2.855							
HOME MO D-4:-		0.243	0.296	0.188	0.179							
HCM Lane V/C Ratio		9.7	10	9.1	8.9							
HCM Control Delay												
		A 0.9	A 1.2	A 0.7	A 0.6							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Movement WBL WBR NBT NBR SBL SBT	ersection									
Vol. veh/h	ersection Delay, s/veh	1.1								
Vol. veh/h	ovement	WDI		WDD		NDT	NDD	CDI	CDT	
Conflicting Peds, #/hr Stop Stop Free Fre										
Stop										
None										
Storage Length										
Veh in Median Storage, # 0							ivone		None	
Stage 1				-			-		-	
Peak Hour Factor 91 91 91 91 91 91 91 91 91 91 91 91 91				-			-			
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2										
Major/Minor Minor Major Major										
Major/Minor Minor1 Major2 Major2 Major2 Major Ma										
Conflicting Flow All 304 212 0 0 250 0 Stage 1 209 - - - - - Stage 2 95 - - - - Follow-up Headway 3.518 3.318 - 2.218 - Follow-up Headway 3.518 3.318 - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - - Follow-up Headway 3.518 3.318 - - Follow-up Headway 3.518 3.318 - - Follow-up Headway 3.518 3.318 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 -	mt Flow	29		1		165	82	5	84	
Conflicting Flow All 304 212 0 0 250 0 Stage 1 209 - - - - - Stage 2 95 - - - - Follow-up Headway 3.518 3.318 - 2.218 - Follow-up Headway 3.518 3.318 - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - 2.218 - Follow-up Headway 3.518 3.318 - - - Follow-up Headway 3.518 3.318 - - Follow-up Headway 3.518 3.318 - - Follow-up Headway 3.518 3.318 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 - Follow-up Headway 3.518 -	aior/Minor	Minor1				Maior1		Maior2		
Stage 1 209 -				212			Λ		Ω	
Stage 2 95				212		-		230	-	
Sollow-up Headway 3.518 3.318 -						_	_		_	
Pot Capacity-1 Maneuver 688 828 1316 - Stage 1 826				2 210		_	_	2 210	_	
Stage 1						-	-		-	
Stage 2 929 -				020		-	-	1310	-	
Fime blocked-Platoon, % Mov Capacity-1 Maneuver 682 824 - 1313 - Mov Capacity-2 Maneuver 682 1313 - Stage 1 824 Stage 2 923 Approach WB NB SB HCM Control Delay, s 10.4 HCM LOS B Minor Lane / Major Mvmt NBT NBR WBLn1 SBL SBT Capacity (veh/h) - 705 1313 - HCM Lane V/C Ratio - 0.05 0.004 - HCM Control Delay (s) - 10.4 7.753 0 HCM Lane LOS B A A				-		-	-	-	-	
Mov Capacity-1 Maneuver 682 824 - - 1313 - Mov Capacity-2 Maneuver 682 -	no blocked Diatoon 0/	729		-		-	-	-	-	
Mov Capacity-2 Maneuver 682 - <td></td> <td>602</td> <td></td> <td>024</td> <td></td> <td>-</td> <td>-</td> <td>1212</td> <td>-</td> <td></td>		602		024		-	-	1212	-	
Stage 1 824 -				024		-	-	1313	-	
Stage 2 923 - - - - - - - - -				-		-	-	-	-	
Approach WB NB SB HCM Control Delay, s 10.4 HCM LOS B Minor Lane / Major Mvmt NBT NBR WBLn1 SBL SBT Capacity (veh/h) - 705 1313 - HCM Lane V/C Ratio - 0.05 0.004 - HCM Control Delay (s) - 10.4 7.753 0 HCM Lane LOS B A A				-		-	-	-	-	
CARD Control Delay, s 10.4 0 0.5	Stage 2	923		-		-	-	-	-	
CARD Control Delay, s 10.4 0 0.5	proach	WB				NB		SB		
Minor Lane / Major Mvmt Capacity (veh/h)										
Capacity (veh/h) 705 1313 - HCM Lane V/C Ratio 0.05 0.004 - HCM Control Delay (s) - 10.4 7.753 0 HCM Lane LOS B A A	,					Ū		0.0		
Capacity (veh/h) 705 1313 - HCM Lane V/C Ratio 0.05 0.004 - HCM Control Delay (s) - 10.4 7.753 0 HCM Lane LOS B A A										
HCM Lane V/C Ratio 0.05 0.004 - HCM Control Delay (s) 10.4 7.753 0 HCM Lane LOS B A A	nor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
HCM Lane V/C Ratio 0.05 0.004 - HCM Control Delay (s) 10.4 7.753 0 HCM Lane LOS B A A	pacity (veh/h)		-	-	705	1313	-			
HCM Lane LOS B A A	CM Lane V/C Ratio		-	-	0.05	0.004	-			
HCM Lane LOS B A A	CM Control Delay (s)		-	-	10.4	7.753	0			
	3					Α	Α			
			-	-			-			
Notes										

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

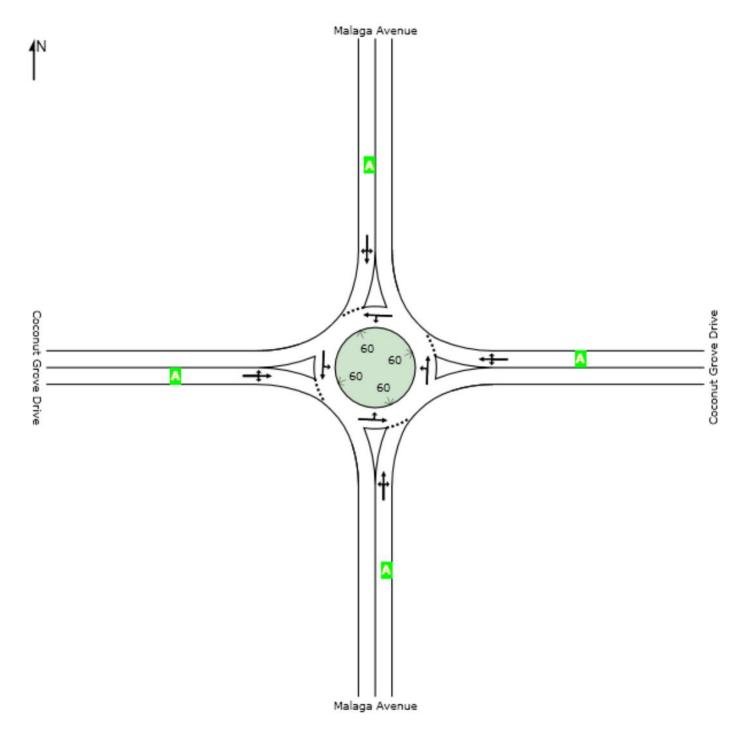


Site: Coconut Grove Drive and Malaga Avenue

Future Total AM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Future Total AM Roundabout

Lane Use a	nd Perforr	nance)										
	Demand F		C	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total	HV	Cap.	Satn v/c	Util. %	Delay	Service	Veh	Dist ft	Config	Length	Adj. %	Block.
South: Malag	veh/h la Avenue	%	veh/h	V/C	%	sec			11		ft	70	70
Lane 1 ^d	250	3.0	1005	0.249	100	6.0	LOSA	1.0	26.6	Full	1600	0.0	0.0
Approach	250	3.0	1000	0.249		6.0	LOSA	1.0	26.6	1 411	1000	0.0	0.0
Арргоасп	230	3.0		0.249		0.0	LOSA	1.0	20.0				
East: Coconu	ıt Grove Dri	ve											
Lane 1 ^d	152	3.0	951	0.160	100	5.3	LOSA	0.6	15.4	Full	1600	0.0	0.0
Approach	152	3.0		0.160		5.3	LOSA	0.6	15.4				
North: Malaga	a Avenue												
Lane 1 ^d	108	3.0	1040	0.104	100	4.4	LOSA	0.4	9.6	Full	1600	0.0	0.0
Approach	108	3.0		0.104		4.4	LOSA	0.4	9.6				
West: Coconi	ut Grove Dr	ive											
Lane 1 ^d	73	3.0	934	0.078	100	4.6	LOSA	0.3	6.9	Full	1600	0.0	0.0
Approach	73	3.0		0.078		4.6	LOSA	0.3	6.9				
Intersection	583	3.0		0.249		5.3	LOSA	1.0	26.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection												
Intersection Delay, s/veh Intersection LOS	8.8 A											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	54	12	46	0	93	0	126	103	23	75	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	13	50	0	101	0	137	112	25	82	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		SE		NW				NE		SW		
Opposing Approach		NW		SE				SW		NE		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SW		NE				SE		NW		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NE		SW				NW		SE		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		8.4		8.6				9.2		8.6		
HCM LOS		Α		Α				Α		Α		
Lane		NELn1	NWLn1	SELn1	SWLn1							
Vol Left, %		0%	33%	0%	23%							
Vol Thru, %		55%	0%	82%	77%							
Vol Right, %		45%	67%	18%	0%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		229	139	66	98							
LT Vol		126	0	54	75							
Through Vol		103	93	12	0							
RT Vol		0	46	0	23							
Lane Flow Rate		249	151	72	107							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.298	0.188	0.096	0.141							
Departure Headway (Hd)		4.311	4.491	4.811	4.776							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		831	796	743	749							
Service Time		2.344	2.53	2.856	2.816							
HCM Lane V/C Ratio		0.3	0.19	0.097	0.143							
HCM Control Delay		9.2	8.6	8.4	8.6							
HCM Lane LOS		Α	Α	Α	Α							
HCM 95th-tile Q		1.3	0.7	0.3	0.5							
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Intersection Delay, s/veh	1.7											
intersection belay, siven	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	17	13	34	155	1025	77	22	1136	193
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	35	158	1046	79	22	1159	197
Major/Minor				Minor1			Major1			Major2		
Conflicting Flow All				2028	2805	576	1356	0	0	1126	0	C
Stage 1				1404	1404	-	-	-	-	-	-	
Stage 2				624	1401	_	_	_	_	_	_	
Follow-up Headway				3.52	4.02	3.32	2.22	_	_	2.22	_	
Pot Capacity-1 Maneuver				50	18	460	503	_	_	616	_	
Stage 1				193	204	-	-	_	_	-	_	
Stage 2				496	205	_	_	_	_	_	_	
Time blocked-Platoon, %								-	_		_	
Mov Capacity-1 Maneuver				33	# 0	455	498	-	_	610	_	
Mov Capacity-2 Maneuver				97	# 0	-	-	-	_	-	_	
Stage 1				132	# 0	-	-	-	-	_	_	
Stage 2				473	# 0	-	-	-	-	-	-	
Approach				WB			NB			SB		
HCM Control Delay, s				30.7			1.9			0.2		
HCM LOS				30.7 D			1.7			0.2		
Minor Lane / Major Mvmt		NBL	NBT	NBR	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)		498	-	-	204	610	-	-				
HCM Lane V/C Ratio		0.318	-	-	0.32	0.037	-	-				
HCM Control Delay (s)		15.557	-	-	30.7	11.127	-	-				
HCM Lane LOS		С			D	В						
HCM 95th %tile Q(veh)		1.353	_	-	1.313	0.114	-	-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Movement	Intersection Delay, s/veh	2.4								
Vol, veh/h 40 127 87 1215 1101 44 Conflicting Peds, #/hr 1 0 9 0 0 0 Sign Control Slop Slop Free Free Free Free Free RT Channelized - None - None - None - None - None - None - None - None - None - None - None - None - None - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 <t< th=""><th>intersection belay, s/ven</th><th>2.4</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	intersection belay, s/ven	2.4								
Conflicting Peds, #/hr 1 0 9 9 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free Free RT Channelized - None - None - None Storage Length 0 - 100 - 100	Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Sign Control Stop RT Channelized Stop None Free None Free None Free None Free None Free None Free None Free None RT Channelized None App None App None App No App No No App No No No No No No No No No No No No<	Vol, veh/h	40		127	87	1215		1101	44	
RT Channelized	Conflicting Peds, #/hr	1		0	9	0		0	0	
Storage Length	Sign Control	Stop		Stop	Free	Free		Free	Free	
Veh in Median Storage, # 1 - - 0 0 - - 0 0 - - - 0 0 - - - - 0 0 - - - - 0 0 - - - - - - - - - - - - - - - - -	RT Channelized	-		None	-	None		-	None	
Grade, % 0 0 0 Peak Hour Factor 97 97 97 97 97 97 97 97 97 97 97 97 97	Storage Length	0		-	100	-		-	-	
Peak Hour Factor 97	Veh in Median Storage, #	1		-	-	0		0	-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Grade, %	0		-	-	0		0	-	
Mymt Flow 41 131 90 1253 1135 45 Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1965 600 1181 0 - 0 Stage 1 1159 - - - - - Stage 2 806 - - - - - Follow-up Headway 3.52 3.32 2.22 - - - Pot Capacity-1 Maneuver 55 444 587 - - - Stage 1 261 - - - - - - Stage 2 400 - <td>Peak Hour Factor</td> <td>97</td> <td></td> <td>97</td> <td>97</td> <td>97</td> <td></td> <td>97</td> <td>97</td> <td></td>	Peak Hour Factor	97		97	97	97		97	97	
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1965 600 1181 0 - 0 Stage 1 1159 - - - - - Stage 2 806 - - - - - Follow-up Headway 3.52 3.32 2.22 - - - Pot Capacity-1 Maneuver 55 444 587 - - - Stage 1 261 -	Heavy Vehicles, %	2								
Conflicting Flow All 1965 600 1181 0 - 0 Stage 1 1159	Mvmt Flow	41		131	90	1253		1135	45	
Conflicting Flow All 1965 600 1181 0 - 0 Stage 1 1159	Major/Minor	Minor			Major1			Majora		
Stage 1 1159 -				/00				iviajoi 2		
Stage 2				600	1181	U		-	U	
Follow-up Headway 3.52 3.32 2.22				-	-	-		-	-	
Pot Capacity-1 Maneuver 55 444 587 - - - - - - - - - - - - - - - - - <					- 1 11	-		-	-	
Stage 1						-		-	-	
Stage 2 400 -				444	287	-		-	-	
Time blocked-Platoon, % Mov Capacity-1 Maneuver				-	-	-		-	-	
Mov Capacity-1 Maneuver 46 440 583 - - - Mov Capacity-2 Maneuver 155 - - - - - - Stage 1 261 - - - - - - - Stage 2 338 - <td></td> <td>400</td> <td></td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td></td>		400		-	-	-		-	-	
Mov Capacity-2 Maneuver 155 - <td></td> <td>16</td> <td></td> <td>440</td> <td>E02</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td></td>		16		440	E02	-		-	-	
Stage 1 261 -				440	303	-		-	-	
Stage 2 338 -				-	-	-		-	-	
Approach EB NB SB HCM Control Delay, s 31.1 0.8 0 HCM LOS D 0 0 Minor Lane / Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 583 - 305 - - - HCM Lane V/C Ratio 0.154 - 0.564 - - - HCM Control Delay (s) 12.294 - 31.1 - - - HCM Lane LOS B D D - - -				-	-	-		-	-	
Control Delay, s 31.1 0.8 0 0 0 0 0 0 0 0 0	Staye 2	330		-	-	-		-	-	
Control Delay, s 31.1 0.8 0 0 0 0 0 0 0 0 0	Approach	EB			NB			SB		
Minor Lane / Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 583 - 305 - - HCM Lane V/C Ratio 0.154 - 0.564 - - HCM Control Delay (s) 12.294 - 31.1 - - HCM Lane LOS B D D										
Capacity (veh/h) 583 - 305 HCM Lane V/C Ratio 0.154 - 0.564 HCM Control Delay (s) 12.294 - 31.1 HCM Lane LOS B D										
Capacity (veh/h) 583 - 305 HCM Lane V/C Ratio 0.154 - 0.564 HCM Control Delay (s) 12.294 - 31.1 HCM Lane LOS B D	NA:		NDI	NDT	EDI4	CDT	CDD			
HCM Lane V/C Ratio 0.154 - 0.564 HCM Control Delay (s) 12.294 - 31.1 HCM Lane LOS B D				MRT		2R1	2RK			
HCM Control Delay (s) 12.294 - 31.1 HCM Lane LOS B D				-		-	-			
HCM Lane LOS B D				-		-	-			
				-		-	-			
HCM 95th %tile Q(veh) 0.541 - 3.252					_					
	HCM 95th %tile Q(veh)		0.541	-	3.252	-	-			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	119	0	0	2	125	1091	17	16	985	13
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	3	129	0	0	2	136	1186	18	17	1071	14
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1978	2589	543	2039	2587	603	1085	0	0	1204	0	0
Stage 1	1113	1113	-	1467	1467	-	-	-	-	-	-	-
Stage 2	865	1476	_	572	1120	_	_	_	_	_	_	_
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	_	-	2.22	_	-
Pot Capacity-1 Maneuver	37	25	484	33	25	442	639	_	-	575	-	-
Stage 1	222	282	-	134	190	-	_	-	_	_	-	-
Stage 2	315	189	-	472	280	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	19	484	19	19	442	638	-	-	575	-	-
Mov Capacity-2 Maneuver	104	89	-	70	74	-	-	-	-	-	-	-
Stage 1	175	274	-	105	149	-	-	-	-	-	-	-
Stage 2	246	149	-	331	272	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	22.9			13.2			1.2			0.2		
HCM LOS	C			В						0.2		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	FRI n?	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		638	וטויו	וטוו	104	372	442	575	301	JUIN		
HCM Lane V/C Ratio		0.213	-	-	0.146	0.377	0.005	0.03	-	-		
HCM Control Delay (s)		12.163	-	-	45.5	20.4	13.2	11.456	-	-		
HCM Lane LOS		12.103 B	-	-	45.5 E	20.4 C	13.2 B	11.430 B	-	-		
HCM 95th %tile Q(veh)		0.802	-	-	0.492	1.714	0.015	0.093	-	-		
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection								
Intersection Delay, s/veh	4.3							
Movement	EBT	EBR	WBL	WBT	NE	3L	NBR	
Vol, veh/h	183	59	130	85	1	48	52	
Conflicting Peds, #/hr	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	Sto	op	Stop	
RT Channelized	-	None	-	None		-	None .	
Storage Length	-	-	-	-		0	-	
Veh in Median Storage, #	0	-	-	0		0	-	
Grade, %	0	-	-	0		0	-	
Peak Hour Factor	92	92	92	92	(92	92	
Heavy Vehicles, %	2	2	2	2		2	2	
Mvmt Flow	199	64	141	92	į	52	57	
WWW. Tow	.,,	0.1		,_	·	<i>-</i>	0.	
Major/Minor	Major1		Major2		Mino	r1		
Conflicting Flow All	0	0	263	0	60	06	231	
Stage 1	-	-	-	-	23	31	-	
Stage 2	-	-	-	-	37	75	-	
Follow-up Headway	-	-	2.218	-	3.51	18	3.318	
Pot Capacity-1 Maneuver	-	-	1301	-	46	60	808	
Stage 1	-	-	-	-	80	07	-	
Stage 2	-	-	-	-	69	95	-	
Time blocked-Platoon, %	_	_		_				
Mov Capacity-1 Maneuver	_	_	1301	_	40	08	808	
Mov Capacity-2 Maneuver	_	_	-	_	40		-	
Stage 1	_	_	_	_	80		-	
Stage 2	_	_	_	_		16	_	
Stage 2					Ü	10		
Approach	EB		WB		Λ	IB		
HCM Control Delay, s	0		4.9		13	.2		
HCM LOS						В		
Minor Long / Major Mumt	NIDI "1	FDT.	LDD	WDI	WDT			
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	549	-	-	1301	-			
HCM Lane V/C Ratio	0.198	-	-	0.109	-			
HCM Control Delay (s)	13.2	-	-	8.104	0			
HCM Lane LOS	В			Α	Α			
HCM 95th %tile Q(veh)	0.731	-	-	0.365	-			
Notes								
· Volumo Evenado Canacity	* D ! E							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection							
Intersection Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	. NBR	
Vol, veh/h	234	0	0	215	C	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None		NI	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2		
Mvmt Flow	254	0	0	234	0		
	20.	· ·	· ·	20.	·	· ·	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	254	0	488	254	
Stage 1	-	-	-	-	254		
Stage 2	-	-	-	-	234		
Follow-up Headway	-	-	2.218	-	3.518		
Pot Capacity-1 Maneuver	-	-	1311	-	539		
Stage 1	-	-	_	-	788		
Stage 2	-	-	_	_	805		
Time blocked-Platoon, %	-	_		_			
Mov Capacity-1 Maneuver	-	_	1311	_	539	785	
Mov Capacity-2 Maneuver	_	_	-	_	539		
Stage 1	-	_	_	_	788		
Stage 2	_	_	_	_	805		
olugo 2					000		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		C		
HCM LOS					А		
Minor Lano / Major Mumt	NDI n1	EDT	EDD	///DI	\M/DT		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	0	-	-	1311	-		
HCM Lane V/C Ratio	+	-	-	-	-		
HCM Control Delay (s)	0	-	-	0	-		
HCM Lane LOS	Α			Α			
HCM 95th %tile Q(veh)	+	-	-	0	-		
Notes							
· Volumo Evenado Canacitus	4 D L E					C. I	

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	-	•	•	←	4	~
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations Volume (veh/h) Sign Control Grade	275 Free 0%	12	0	4 173 Free 0%	0 Stop 0%	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	299	13	0.72	188	0.72	0.72
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked	None			None		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol			312		493	305
vCu, unblocked vol tC, single (s) tC, 2 stage (s)			312 4.1		493 6.4	305 6.2
tF (s)			2.2		3.5	3.3
p0 queue free % cM capacity (veh/h)			100 1248		100 535	100 734
Direction, Lane #	EB 1	WB 1				
Volume Total	312	188				
Volume Left Volume Right	0 13	0 0				
cSH	1700	1248				
Volume to Capacity	0.18	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS Approach Delay (s) Approach LOS	0.0	0.0				
Intersection Summary						
Average Delay Intersection Capacity Util Analysis Period (min)	ization		0.0 18.5% 15	IC	CU Level o	of Service

Sign Control Free RT Channelized Free None Free None Stop None RT Channelized - None - None - None - None - None Storage Length - 0 0 0 - 0 O - G	Intersection Delay, s/veh	3.5								
Vol, veh/h 105 170 131 136 59 42 Conflicting Peds, #hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Stop RT Channelized - None - None - None None None Veh in Median Storage, # - 0 0 - 0 - 0 - 0 Grade, % - 0 0 - 0 - 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 - 0 - 0 - 0 - 20 - 22 2 <th>Movement</th> <th>EBL</th> <th>EBT</th> <th></th> <th></th> <th>WBT</th> <th>WBR</th> <th>SBL</th> <th>SBR</th> <th></th>	Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Conflicting Peds, #/hr 0 0 0 Free Free Free Free Free Free Fr										
Sign Conrol Free Free Free Free Free Stop Stop RT Channelized - None - None - None - None - None Storage Length - 0 0 - 0 0 G Veh in Median Storage, # 0 0 - 0 G Peak Hour Factor 92 92 92 92 92 Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 2										
RT Channelized - None										
Storage Length								-		
Veh in Median Storage, # - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 2 2 16 3 3.318 3.318		_	-			_	-	0	-	
Grade, % - 0 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -		_	0			0	_		-	
Peak Hour Factor 92		_					_		-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2		92							92	
Mvmt Flow 114 185 142 148 64 46 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 290 0 - 0 629 216 Stage 1 - - - 216 - Stage 2 - - - 413 - Follow-up Headway 2.218 - - 413 - Follow-up Headway 2.218 - - 413 - Follow-up Headway 2.218 - - 413 - Follow-up Headway 2.218 - - 446 824 Stage 1 - - - 446 824 Stage 1 - - - 668 - Time blocked-Platon, % - - - 401 824 Mov Capacity-1 Maneuver 1272 - - 401 824 Mov Capacity-2 Maneuver -										
Major/Minor Major1 Major2 Minor2										
Conflicting Flow All 290 0 - 0 629 216 Stage 1 216 216 Stage 2 413 413 510 Follow-up Headway 2.218 3.518 3.318 Pot Capacity-1 Maneuver 1272 446 824 Stage 1 820 820 820 Stage 2 668 7 Time blocked-Platoon, % 668 7 Time blocked-Platoon, % 401 824 Mov Capacity-1 Maneuver 1272 401 824 Mov Capacity-2 Maneuver 401 824 Mov Capacity-2 Maneuver 601 820 820 Stage 2 601 820 820 820 820 - 820 - 820 Stage 1 601 820 820 820 820 -	WWITE FIOW	114	103			172	170	04	40	
Conflicting Flow All 290 0	Major/Minor	Major1				Major2		Minor2		
Stage 1 - - - 216 - Stage 2 - - - 413 - Follow-up Headway 2.218 - - 413 - Follow-up Headway 2.218 - - 3.518 3.318 Pot Capacity-1 Maneuver 1272 - - 446 824 Stage 1 - - - 820 - Stage 2 - - - - 668 - Time blocked-Platoon, % - <t< td=""><td>_</td><td></td><td>0</td><td></td><td></td><td>-</td><td>0</td><td>629</td><td>216</td><td></td></t<>	_		0			-	0	629	216	
Stage 2		-	-			-	_	216	-	
Follow-up Headway 2.218 3.518 3.318 Pot Capacity-1 Maneuver 1272 446 824 Stage 1 820 510 Stage 2 668 71me blocked-Platoon, % 668 71me blocked-Platoon, % 401 824 Mov Capacity-1 Maneuver 1272 401 824 Mov Capacity-2 Maneuver 401 824 Mov Capacity-2 Maneuver 401 820 71me blocked Platoon, % 820 71me blocked Platoon, % 510 Approach EB WB SB HCM Control Delay, s 3.1		-	-			-	-		-	
Pot Capacity-1 Maneuver 1272 446 824 Stage 1 820 Stage 2 668 Time blocked-Platoon, % 401 824 Mov Capacity-1 Maneuver 1272 401 824 Mov Capacity-2 Maneuver 401 - 820 820 820 820 -		2.218	_			-	-		3.318	
Stage 1			_			-	-			
Stage 2 - - - 668 - Time blocked-Platoon, % - - - - Mov Capacity-1 Maneuver 1272 - - 401 824 Mov Capacity-2 Maneuver - - - 401 - Stage 1 - - - 820 - Stage 2 - - - 601 - Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B		_	-			-	-		-	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 1272 401 824 Mov Capacity-2 Maneuver 401 401 5tage 1 820 601 601 Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B		_	_			_	_		-	
Mov Capacity-1 Maneuver 1272 - - 401 824 Mov Capacity-2 Maneuver - - - 401 - Stage 1 - - - 820 - Stage 2 - - - 601 - Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBR SBLn1 Capacity (veh/h) 1272 - - 510 HCM Lane V/C Ratio 0.09 - - 0.215 HCM Control Delay (s) 8.109 0 - - 14 HCM Lane LOS A A B			_			_	_			
Mov Capacity-2 Maneuver - - - 401 - Stage 1 - - - 820 - Stage 2 - - - 601 - Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 - - 510 HCM Lane V/C Ratio 0.09 - - 0.215 HCM Control Delay (s) 8.109 0 - - 14 HCM Lane LOS A A B		1272	_			_	_	401	824	
Stage 1 - - - 820 - Stage 2 - - - 601 - Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 - - 510 HCM Lane V/C Ratio 0.09 - - 0.215 HCM Control Delay (s) 8.109 0 - - 14 HCM Lane LOS A A B		-	_			_	_		-	
Stage 2 - - - - 601 - Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 - - 510 HCM Lane V/C Ratio 0.09 - - 0.215 HCM Control Delay (s) 8.109 0 - - 14 HCM Lane LOS A A B		_	_			_	_		-	
Approach EB WB SB HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B		_	_			_	_		-	
HCM Control Delay, s 3.1 0 14 HCM LOS B Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B	Stage 2							001		
Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1	Approach					WB		SB		
Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1	HCM Control Delay, s	3.1				0		14		
Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B								В		
Capacity (veh/h) 1272 510 HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B	Minor Lane / Major Mumt		EDI	FRT	\/\/RT	\//RD	SRI n1			
HCM Lane V/C Ratio 0.09 0.215 HCM Control Delay (s) 8.109 0 - 14 HCM Lane LOS A A B				LDI	VVDI	WDIN				
HCM Control Delay (s) 8.109 0 14 HCM Lane LOS A A B				-	-	-				
HCM Lane LOS A A B				-	-	-				
			_		-	-				
	HCM Lane LOS HCM 95th %tile Q(veh)		A 0.295	А			0.81			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	229	0	6	267	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	249	0	7	290	0	0	0	2	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	249	0	0	552	552	249	553	552	290
Stage 1	-	-	-		-	-	249	249		303	303	-
Stage 2	_	_	_	_	_	_	303	303	_	250	249	_
Follow-up Headway	2.218	_	_	2.218	_	_	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1272	_	_	1317	_	_	444	442	790	444	442	749
Stage 1	-	_	_	-	_	_	755	701	-	706	664	-
Stage 2	_	_	_	_	_	_	706	664	-	754	701	-
Time blocked-Platoon, %		_	-		_	_						
Mov Capacity-1 Maneuver	1272	_	-	1317	_	_	442	439	790	441	439	749
Mov Capacity-2 Maneuver	-	_	-	-	_	_	442	439	_	441	439	_
Stage 1	-	_	-	_	_	_	755	701	_	706	660	-
Stage 2	-	-	-	-	-	-	702	660	-	752	701	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9.6			0		
HCM LOS	U			0.2			Α			A		
Minor Lane / Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
			1272	LDI	LDIX		VVDI	VVDIX				
Capacity (veh/h)		790	1272	-	-	1317	-	-	0			
HCM Control Dolay (s)		0.003 9.6	-	-	-	0.005 7.747	-	-	+			
HCM Control Delay (s) HCM Lane LOS			0	-	-		0	-	0			
		A	A			A 0.015	Α		A			
HCM 95th %tile Q(veh)		0.008	0	-	-	0.015	-	-	+			
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

HCM Unsignalized Intersection Capacity Analysis Future Total with Non-Restrictive Measures 32: Ponce De Leon Boulevard & West Driveway (Inbound)

AM Peak Hour

	•	•	†	~	>	ļ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	·		∱ ⊅			^
Volume (veh/h)	0	0	822	49	0	616
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	893	53	0	670
Pedestrians						
Lane Width (ft) Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)			None			None
Upstream signal (ft)			185			
pX, platoon unblocked	0.86	0.86	100		0.86	
vC, conflicting volume	1255	473			947	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	976	69			618	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	214	844			826	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	596	351	335	335		
Volume Left	0	0	0	0		
Volume Right	0	53	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.35	0.21	0.20	0.20		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	0.0		0.0			
Approach Delay (s) Approach LOS	0.0		0.0			
Intersection Summary			0.0			
Average Delay Intersection Capacity Utiliza	ation		0.0 27.6%	IC	HLovola	of Service
Analysis Period (min)	วแบบ		27.0% 15	IC	O LEVEL	JI JEIVILE
Alialysis Peliuu (IIIIII)			13			

33: Ponce De Leon Boulevard & West Driveway (Outbound)

Intersection									
Intersection Delay, s/veh	0.2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		20		822	0	0	585	_
Conflicting Peds, #/hr	0		0		0	0	0	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	Stop		None		-	None	-	None	
Storage Length			0		_	INOTIC	-	INOTIC	
Veh in Median Storage, #	0		-		0	_	-	0	
Grade, %	0		_		0	_	_	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	0		22		893	0	0	636	
WWW. Tiow	Ü				070	Ü	Ü	000	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	1211		447		0	0	893	0	
Stage 1	893		-		-	-	-	-	
Stage 2	318		-		_	_	_	-	
Follow-up Headway	3.52		3.32		_	_	2.22	-	
Pot Capacity-1 Maneuver	175		559		-	_	755	_	
Stage 1	360		_		-	_	-	_	
Stage 2	710		-		-	-	-	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	175		559		-	-	755	-	
Mov Capacity-2 Maneuver	175		-		-	-	-	-	
Stage 1	360		-		-	-	-	-	
Stage 2	710		-		-	-	-	-	
Approach	WB				NB		SB		
HCM Control Delay, s	11.7				0		0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBT	NDD	WBLn1	SBL	SBT			
		INDI	NDK			SDI			_
Capacity (veh/h)		-	-	559	755	-			
HCM Cantrol Polov (c)		-	-	0.039	-	-			
HCM Long LOS		-	-	11.7	0	-			
HCM Lane LOS HCM 95th %tile Q(veh)				B 0.121	A 0				
		-	-	U. 12 I	U	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Vol. veh/h	Intersection												
Vol. veh/h		0											
Conflicting Peds, #/hr	Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Sign Control Free RTCE Free RTCE None Free RTC None Free RTC None Free RTC None Free RTC None Stop None Stop None Stop None Stop None Stop None Stop None None <t< td=""><td>Vol, veh/h</td><td>0</td><td>12</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
RT Channelized - None - None - None - None - None Storage Length O	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Storage Length	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Veh in Median Storage, # - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - Per per per per per per per per per per p		-	-	None	-	-	None	-	-	None	-	-	None
Grade, % - 0 0 0 0 0 0 0 0 Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92	Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor 92	Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Major/Minor Major1	Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Major/Minor	Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Conflicting Flow All	Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0
Conflicting Flow All	Maior/Minor	Maior1						Minor1			Minor2		
Stage 1			0	0					13	13		13	0
Stage 2		-	-	-						-			-
Follow-up Headway		_	_	_						_			_
Pot Capacity-1 Maneuver		_	_	_									_
Stage 1		_	_	_									_
Stage 2	. ,	_	_	_							-	-	_
Time blocked-Platoon, % Mov Capacity-1 Maneuver		_	_	_				-	-	_	1010	885	_
Mov Capacity-1 Maneuver - - 1006 0 1006 0 - Mov Capacity-2 Maneuver - - - 1006 0 - 1006 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 -			_	_							1010	000	
Mov Capacity-2 Maneuver - - 1006 0 - 1006 0 - 1006 0 - 1006 0 - 0 - 0 - 0 - 0 - 0 - 0 - - 0 - - 0 -		_	_	_				1006	0	1067	1006	0	_
Stage 1		_	_	_									_
Stage 2		_	_	_						_	-		_
Approach SE NE SW HCM Control Delay, s 0 0 0 HCM LOS A A A Minor Lane / Major Mvmt NELn1 SEL SET SER SWLn1 Capacity (veh/h) 0 - - - + HCM Lane V/C Ratio + - - - + HCM Control Delay (s) 0 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) + - - - +		_	_	_				-		_	1010		_
HCM Control Delay, s HCM LOS	otago 1										.0.0	· ·	
Minor Lane / Major Mvmt NELn1 SEL SET SER SWLn1 Capacity (veh/h) 0 - - + HCM Lane V/C Ratio + - - + HCM Control Delay (s) 0 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) + - - - +													
Minor Lane / Major Mvmt NELn1 SEL SET SER SWLn1 Capacity (veh/h) 0 - - + HCM Lane V/C Ratio + - - + HCM Control Delay (s) 0 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) + - - - +		0											
Capacity (veh/h) 0 + + HCM Lane V/C Ratio + + + HCM Control Delay (s) 0 0 0 HCM Lane LOS A A A A A A A HCM 95th %tile Q(veh) + + + + + + + + + + + + + + + +													
HCM Lane V/C Ratio + - - + + + - - + + HCM Control Delay (s) 0 0 - - 0 0 - - 0 - - 0 -	Minor Lane / Major Mvmt		NELn1	SEL	SET	SER	SWLn1						
HCM Lane V/C Ratio + - - + + + - - + + HCM Control Delay (s) 0 0 - - 0 0 - - 0 - - 0 -			0	_	_	_	+						
HCM Control Delay (s) 0 0 - - 0 HCM Lane LOS A A A A HCM 95th %tile Q(veh) + - - + +				-	-	_	+						
HCM Lane LOS A A A A A HCM 95th %tile Q(veh) + +				0	-	_	0						
HCM 95th %tile Q(veh) + +	3 . ,			Ã									
				-	-	-							
THOTOG	Notes												

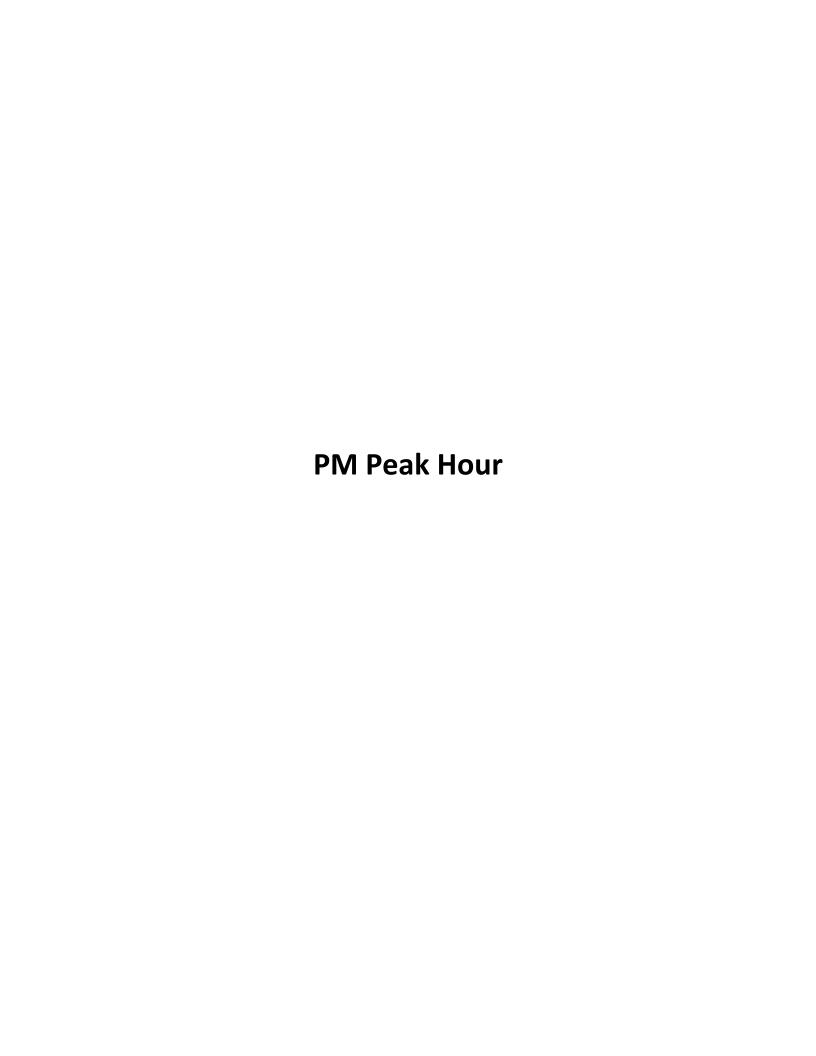
^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	3								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	142	230			98	37	0	67	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	_	-			_	-	_	0	
Veh in Median Storage, #	_	0			0	_	0	-	
Grade, %	_	0			0	_	0	_	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	154	250			107	40	0	73	
WIVIII I IOW	134	230			107	40	U	73	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	147	0			-	0	686	127	
Stage 1	_	_			_	_	127	-	
Stage 2	_	_			_	_	559	-	
Follow-up Headway	2.218	_			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1435	_			_	_	413	923	
Stage 1	-	_			_	_	899	-	
Stage 2	_	_			_	_	572	_	
Time blocked-Platoon, %		_			_	_	*-		
Mov Capacity-1 Maneuver	1435	_			_	_	361	923	
Mov Capacity-2 Maneuver	-	_			_	_	361	-	
Stage 1	_	_			_	_	899	_	
Stage 2	_	_			_	_	501	_	
Stuge 2							301		
Approach	EB				WB		SB		
HCM Control Delay, s	3		_		0		9.2		
HCM LOS							Α		
Minor Lano / Major Mumt		EBL	EBT	WBT	WBR	SBLn1			
Minor Lane / Major Mvmt			EDI	VVDI	WDK				
Capacity (veh/h)		1435	-	-	-	923			
HCM Lane V/C Ratio		0.108	-	-	-	0.079			
HCM Control Delay (s)		7.811	0	-	-	9.2			
HCM Lane LOS		А	Α			A			
HCM 95th %tile Q(veh)		0.361	-	_	_	0.256			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	0	230			135	0	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	0	-	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	0	250			147	0	0	0	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	147	0				0	397	147	
Stage 1	-	-			_	-	147	-	
Stage 2	-	-			_	_	250	-	
Follow-up Headway	2.218	_			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1435	_			_	_	608	900	
Stage 1	-	_			_	_	880	-	
Stage 2	_	_			_	_	792	-	
Time blocked-Platoon, %		_			_	_			
Mov Capacity-1 Maneuver	1435	_			_	_	608	900	
Mov Capacity-2 Maneuver	-	_			_	_	608	-	
Stage 1	_	_			_	_	880	-	
Stage 2	-	-			-	-	792	-	
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		0		
HCM LOS	V				Ü		Ä		
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1			
			LDI	VVDI	WDK				
Capacity (veh/h)		1435	-	-	-	0			
HCM Control Doloy (s)		-	-	-	-	+			
HCM Control Delay (s)		0	-	-	-	0			
HCM Lane LOS		A				Α			
HCM 95th %tile Q(veh)		0	-	-	-	+			
Votes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ î≽	ሻ	∱ î≽	ሻ	∱ î≽	ሻ	∱ ∱
Volume (vph)	73	534	168	882	119	549	115	539
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

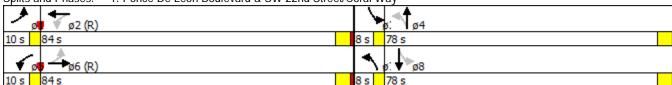
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



		→	•	•	←	•	•	†	/	\		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	∱ 1≽		Ĭ	∱ }		,	∱ }		Ť	↑ ↑	
Volume (veh/h)	73	534	84	168	882	69	119	549	215	115	539	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.97		0.90	0.98		0.95	0.99		0.95
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	250	1032	139	379	1219	88	361	954	311	316	1147	155
Arrive On Green	0.06	0.43	0.43	0.11	0.48	0.48	0.06	0.36	0.36	0.06	0.36	0.36
Sat Flow, veh/h	1774	3165	426	1774	3407	245	1774	2651	865	1774	3189	432
Grp Volume(v), veh/h	74	316	296	170	487	468	120	389	348	116	317	301
Grp Sat Flow(s), veh/h/ln	1774	1863	1729	1774	1863	1789	1774	1863	1654	1774	1863	1758
Q Serve(g_s), s	2.4	11.0	11.1	5.1	18.6	18.6	3.7	15.0	15.1	3.6	11.6	11.7
Cycle Q Clear(q_c), s	2.4	11.0	11.1	5.1	18.6	18.6	3.7	15.0	15.1	3.6	11.6	11.7
Prop In Lane	1.00		0.25	1.00		0.14	1.00		0.52	1.00		0.25
Lane Grp Cap(c), veh/h	250	607	563	379	666	640	361	670	595	316	670	632
V/C Ratio(X)	0.30	0.52	0.53	0.45	0.73	0.73	0.33	0.58	0.58	0.37	0.47	0.48
Avail Cap(c_a), veh/h	306	1664	1544	379	1664	1598	361	1542	1369	316	1542	1455
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	20.0	20.0	15.7	19.8	19.8	17.1	22.9	23.0	17.7	21.8	21.9
Incr Delay (d2), s/veh	0.2	3.2	3.5	0.3	6.9	7.2	0.2	0.9	1.0	0.3	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.0	5.2	4.9	2.1	8.8	8.5	1.6	7.0	6.3	1.6	5.4	5.1
Lane Grp Delay (d), s/veh	19.7	23.2	23.5	16.0	26.7	27.0	17.3	23.8	24.0	17.9	22.5	22.6
Lane Grp LOS	В	С	С	В	С	С	В	С	С	В	С	С
Approach Vol, veh/h		686			1125			857			734	
Approach Delay, s/veh		22.9			25.2			23.0			21.8	
Approach LOS		С			С			С			С	
Timer												
Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	7.2	33.8		10.0	36.6		8.0	36.6		8.0	36.6	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	7.0	79.0		7.0	79.0		5.0	73.2		5.0	73.2	
Max Q Clear Time (g_c+l1), s	4.4	13.1		7.1	20.6		5.7	17.1		5.6	13.7	
Green Ext Time (p_c), s	0.0	11.1		0.0	11.0		0.0	14.7		0.0	14.9	
Intersection Summary												
HCM 2010 Ctrl Delay HCM 2010 LOS			23.4 C									
			C									
Notes												

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Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	7	ħβ	ħβ	7	^
Volume (vph)	70	447	833	61	783
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	8.0	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

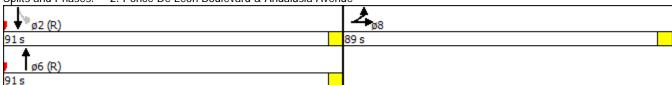
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	∱ ⊅						∱ ⊅		7	^	
Volume (veh/h)	70	447	121	0	0	0	0	833	114	61	783	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.96	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	585	974	207				0	1424	177	340	1642	0
Arrive On Green	0.33	0.33	0.33				0.00	0.59	0.59	0.59	0.59	0.00
Sat Flow, veh/h	1774	2956	629				0	3231	402	569	3725	0
Grp Volume(v), veh/h	73	292	274				0	500	476	64	816	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1722				0	1863	1770	569	1863	0
Q Serve(g_s), s	1.1	4.8	4.9				0.0	6.6	6.6	3.3	4.9	0.0
Cycle Q Clear(g_c), s	1.1	4.8	4.9				0.0	6.6	6.6	9.9	4.9	0.0
Prop In Lane	1.00		0.37				0.00		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	585	614	568				0	821	780	340	1642	0
V/C Ratio(X)	0.12	0.48	0.48				0.00	0.61	0.61	0.19	0.50	0.00
Avail Cap(c_a), veh/h	3896	4090	3782				0	4226	4016	1380	8453	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.93	0.93	0.77	0.77	0.00
Uniform Delay (d), s/veh	9.0	10.2	10.2				0.0	5.8	5.8	9.0	5.4	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.5				0.0	3.1	3.3	0.9	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	1.9	1.7				0.0	2.6	2.5	0.4	1.6	0.0
Lane Grp Delay (d), s/veh	9.1	10.6	10.7				0.0	8.9	9.1	9.9	6.3	0.0
Lane Grp LOS	Α	В	В					Α	Α	Α	Α	
Approach Vol, veh/h		639						976			880	
Approach Delay, s/veh		10.5						9.0			6.5	
Approach LOS		В						Α			Α	
Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		17.4						20.9			20.9	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		84.2						87.0			87.0	
Max Q Clear Time (g_c+l1), s		6.9						8.6			11.9	
Green Ext Time (p_c), s		3.1						5.0			5.0	
Intersection Summary												
HCM 2010 Ctrl Delay			8.5									
HCM 2010 LOS			Α									
Notes												

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1₽	ሻ	^	∱ }
Volume (vph)	624	83	868	748
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

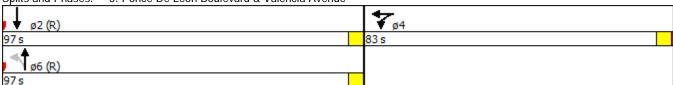
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



	۶	→	•	•	-	•	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 † \$		J.	^			∱ ∱	
Volume (veh/h)	0	0	0	114	624	127	83	868	0	0	748	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.96	0.99		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				260	1517	260	301	1657	0	0	1352	251
Arrive On Green				0.12	0.12	0.12	0.59	0.59	0.00	0.00	0.59	0.59
Sat Flow, veh/h				688	4018	689	577	3725	0	0	3040	565
Grp Volume(v), veh/h				329	305	282	90	943	0	0	498	466
Grp Sat Flow(s),veh/h/ln				1828	1863	1703	577	1863	0	0	1863	1742
Q Serve(g_s), s				8.5	7.7	7.8	6.3	7.9	0.0	0.0	8.6	8.6
Cycle Q Clear(g_c), s				8.5	7.7	7.8	14.9	7.9	0.0	0.0	8.6	8.6
Prop In Lane				0.38		0.40	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				690	703	643	301	1657	0	0	828	775
V/C Ratio(X)				0.48	0.43	0.44	0.30	0.57	0.00	0.00	0.60	0.60
Avail Cap(c_a), veh/h				2828	2881	2635	1100	6822	0	0	3411	3189
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.54	0.54	0.54	0.89	0.89	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				17.5	17.1	17.2	12.2	7.4	0.0	0.0	7.5	7.5
Incr Delay (d2), s/veh				0.2	0.2	0.2	2.3	1.3	0.0	0.0	3.1	3.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.2	3.8	3.6	0.9	2.9	0.0	0.0	3.5	3.3
Lane Grp Delay (d), s/veh				17.7	17.3	17.4 B	14.5	8.6	0.0	0.0	10.6 B	10.8
Lane Grp LOS				В	B 01/	В	В	A 1000				В
Approach Vol, veh/h					916			1033			964	
Approach LOS					17.5			9.1			10.7	
Approach LOS					В			А			В	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					23.8			26.8			26.8	
Change Period (Y+Rc), s					4.7			4.3			4.3	
Max Green Setting (Gmax), s					78.3			92.7			92.7	
Max Q Clear Time (g_c+l1), s					10.5			16.9			10.6	
Green Ext Time (p_c), s					5.2			5.6			5.6	
Intersection Summary												
HCM 2010 Ctrl Delay			12.3									
HCM 2010 LOS			В									
Notes												

	۶	→	•	←	4	†	>	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€î∌	Ţ	∱ }
Volume (vph)	18	109	49	150	40	834	77	777
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Intersection Cummens								

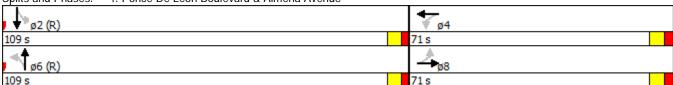
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414		ሻ	∱ ⊅	
Volume (veh/h)	18	109	15	49	150	45	40	834	54	77	777	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	122	375	35	159	295	67	125	1427	81	327	1667	22
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	105	1526	144	227	1200	274	71	3139	178	586	3667	48
Grp Volume(v), veh/h	148	0	0	255	0	0	509	0	483	83	424	422
Grp Sat Flow(s),veh/h/ln	1775	0	0	1701	0	0	1729	0	1659	586	1863	1853
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	7.9	4.7	5.4	5.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	5.4	0.0	0.0	7.1	0.0	7.9	12.6	5.4	5.4
Prop In Lane	0.13		0.08	0.21		0.16	0.08		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	533	0	0	521	0	0	879	0	754	327	847	842
V/C Ratio(X)	0.28	0.00	0.00	0.49	0.00	0.00	0.58	0.00	0.64	0.25	0.50	0.50
Avail Cap(c_a), veh/h	2729	0	0	2639	0	0	4083	0	4063	1496	4563	4539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	13.0	0.0	0.0	14.0	0.0	0.0	5.9	0.0	6.1	10.2	5.6	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	2.8	0.0	4.2	1.7	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	2.1	0.0	0.0	2.6	0.0	2.8	0.7	2.1	2.1
Lane Grp Delay (d), s/veh	13.2	0.0	0.0	14.5	0.0	0.0	8.7	0.0	10.2	11.9	7.5	7.6
Lane Grp LOS	В			В			A		В	В	A	A
Approach Vol, veh/h		148			255			992			929	
Approach Delay, s/veh		13.2			14.5			9.5			7.9	
Approach LOS		В			В			Α			Α	
Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		16.9			16.9			25.1			25.1	
Change Period (Y+Rc), s		6.6			6.6			6.0			6.0	
Max Green Setting (Gmax), s		64.4			64.4			103.0			103.0	
Max Q Clear Time (g_c+l1), s		4.8			7.4			9.9			14.6	
Green Ext Time (p_c), s		2.1			2.0			4.5			4.5	
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			Α									
Notes												

Movement	Intersection	2.2							
Vol, veh/h Conflicting Peds, #/hr O D Stop Stop Free Free Free Free Free Free Free Fre	Intersection Delay, s/veh	2.2							
Conflicting Peds, #/hr 0 5top Stop Free Free Free Free Free Free Free Fre	Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Sign Control Stop RT Channelized Stop None Free Pree Free None Free None Free None Free None Free None RT Channelized None	Vol, veh/h	0		153	0	0	1182	162	
RT Channelized - None - None - None Storage Length - 0 - 0	Conflicting Peds, #/hr	0		5	0	0	0	15	
Storage Length	Sign Control	Stop		Stop	Free	Free	Free	Free	
Veh in Median Storage, # 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - 95 <t< td=""><td>RT Channelized</td><td>-</td><td></td><td>None</td><td>-</td><td>None</td><td>-</td><td>None</td><td></td></t<>	RT Channelized	-		None	-	None	-	None	
Grade, % 0 0 0 0 - Peak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	Storage Length	-		0	-	-	-	-	
Peak Hour Factor 95	Veh in Median Storage, #	0		-	-	0	0	-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Grade, %	0		-	-	0	0	-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Peak Hour Factor	95		95	95	95	95	95	
Mymit Flow 0 161 0 0 1244 171 Major/Minor Minor2 Major2 Conflicting Flow All 1334 711 - 0 Stage 1 1334 - - - Stage 2 0 - - - Follow-up Headway 3.52 3.32 - - Pot Capacity-1 Maneuver 112 375 - - Stage 1 162 - - - - Stage 2 - - - - - - - Mov Capacity-1 Maneuver 111 373 - <t< td=""><td>Heavy Vehicles, %</td><td>2</td><td></td><td>2</td><td>2</td><td></td><td>2</td><td>2</td><td></td></t<>	Heavy Vehicles, %	2		2	2		2	2	
Conflicting Flow All		0		161	0		1244	171	
Conflicting Flow All	Major/Minor	Minor					Major?		
Stage 1 1334 -				711			iviajul 2	0	
Stage 2				/ 1 1			-	U	
Follow-up Headway 3.52 3.32				-			-	-	
Pot Capacity-1 Maneuver 112 375				- 2 22			-	-	
Stage 1							-	-	
Stage 2				3/3			-	-	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 111 373 Mov Capacity-2 Maneuver 111 Stage 1 161 Stage 2 Approach EB SB HCM Control Delay, s 21.8 HCM LOS C Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 HCM Lane V/C Ratio 0.432 HCM Control Delay (s) 21.8 HCM Control Delay (s) 21.8 HCM Lane LOS C		102		-			-	-	
Mov Capacity-1 Maneuver 111 373 - - Mov Capacity-2 Maneuver 111 - - - Stage 1 161 - - - Stage 2 - - - - Approach EB SB HCM Control Delay, s 21.8 0 HCM LOS C - Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 - - HCM Lane V/C Ratio 0.432 - - HCM Control Delay (s) 21.8 - - HCM Lane LOS C - -		-		-			-	-	
Mov Capacity-2 Maneuver 111 - <td></td> <td>111</td> <td></td> <td>272</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>		111		272			-	-	
Stage 1 161 -				3/3			-	-	
Stage 2 - - - - Approach EB SB HCM Control Delay, s 21.8 0 HCM LOS C Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 - - HCM Lane V/C Ratio 0.432 - - HCM Control Delay (s) 21.8 - - HCM Lane LOS C C -				-			-	-	
Approach EB SB HCM Control Delay, s 21.8 HCM LOS C Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 HCM Lane V/C Ratio 0.432 HCM Control Delay (s) 21.8 HCM Lane LOS C		101		-			-	-	
HCM Control Delay, s HCM LOS C Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 HCM Lane V/C Ratio 0 0 HCM Control Delay (s) 21.8 HCM Lane LOS C	Stage 2	-		-			-	-	
HCM Control Delay, s HCM LOS C Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 HCM Lane V/C Ratio 0.432 HCM Control Delay (s) 21.8 HCM Lane LOS C	Approach	EB					SB		
Minor Lane / Major Mvmt EBLn1 SBT SBR Capacity (veh/h) 373 - HCM Lane V/C Ratio 0.432 - HCM Control Delay (s) 21.8 - HCM Lane LOS C		21.8					0		
Capacity (veh/h) 373 - - HCM Lane V/C Ratio 0.432 - - HCM Control Delay (s) 21.8 - - HCM Lane LOS C - -									
Capacity (veh/h) 373 - - HCM Lane V/C Ratio 0.432 - - HCM Control Delay (s) 21.8 - - HCM Lane LOS C - -	Minor Lane / Maior Mymt		FRI n1	SRT	SRR				
HCM Lane V/C Ratio 0.432 HCM Control Delay (s) 21.8 HCM Lane LOS C				וטכ	אטכ				
HCM Control Delay (s) 21.8 HCM Lane LOS C				-	-				
HCM Lane LOS C				-	-				
				-	-				
HUM YAIN WIIIE UMEN) / 111									
2.111	TUVI YOTN %THE Q(VEN)		2.111	-	-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	14.3								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		321		1105	192	0	0	
Conflicting Peds, #/hr	0		0		0	6	0	0	
Sign Control	Stop		Stop		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	0		357		1228	213	0	0	
Major/Minor	Minor1				Major1				
	1334		720		0	0			
Conflicting Flow All Stage 1	1334		120		U	U			
Stage 2	1334		-		-	-			
Follow-up Headway	3.52		3.32		-	-			
Pot Capacity-1 Maneuver	112		370		_	-			
Stage 1	162		370		_	_			
Stage 2	102		_		_	_			
Time blocked-Platoon, %					-	_			
Mov Capacity-1 Maneuver	111		370		_	_			
Mov Capacity 1 Maneuver	111		-		-	_			
Stage 1	162		_		-	-			
Stage 2	-		-		-	-			
A	WD				ND				
Approach Dalace	WB				NB				
HCM Control Delay, s	72.1				0				
HCM LOS	F								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1					
Capacity (veh/h)		-	-	370					
HCM Lane V/C Ratio		-	-	0.964					
HCM Control Delay (s)		-	-	72.1					
HCM Lane LOS				F					
HCM 95th %tile Q(veh)		-	-	10.762					
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection								
Intersection Delay, s/veh	3.7							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		201	0	0	1282	46	
Conflicting Peds, #/hr	0		0	0	0	0	0	
Sign Control	Stop		Stop	Free	Free	Free	Free	
RT Channelized	-		None	-	None	-	None	
Storage Length	-		0	-	-	-	-	
Veh in Median Storage, #	0		-	-	0	0	-	
Grade, %	0		-	-	0	0	-	
Peak Hour Factor	92		92	92	92	92	92	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		218	0	0	1393	50	
Major/Minor	Minor2					Major2		
Conflicting Flow All	1418		721			- Iviajoiz	0	
Stage 1	1418					_	-	
Stage 2	0		_			_	_	
Follow-up Headway	3.52		3.32			_	_	
Pot Capacity-1 Maneuver	97		370			_	_	
Stage 1	144		-			_	_	
Stage 2			_			-	_	
Time blocked-Platoon, %						_	_	
Mov Capacity-1 Maneuver	97		370			-	_	
Mov Capacity-2 Maneuver	97		-			-	_	
Stage 1	144		_			-	_	
Stage 2	-		_			-	-	
Ü								
Approach	EB					SB		
HCM Control Delay, s	27.8					0		
HCM LOS	D							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		370	_	-				
HCM Lane V/C Ratio		0.59	_	-				
HCM Control Delay (s)		27.8	_	-				
HCM Lane LOS		D						
HCM 95th %tile Q(veh)		3.63	-	-				
Notes								

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	20								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		323		1011	342	0	0	
Conflicting Peds, #/hr	0		11		0	21	0	0	
Sign Control	Stop		Stop		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	89		89		89	89	89	89	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	0		363		1136	384	0	0	
Major/Minor	Minor1				Major1				
Conflicting Flow All	1339		770		0	0			
Stage 1	1339		-		-	-			
Stage 2	0		-		-	-			
Follow-up Headway	3.52		3.32		-	-			
Pot Capacity-1 Maneuver	111		# 343		-	-			
Stage 1	161		-		-	-			
Stage 2	-		-		-	-			
Time blocked-Platoon, %					-	-			
Mov Capacity-1 Maneuver	108		# 340		-	-			
Mov Capacity-2 Maneuver	108		-		-	-			
Stage 1	160		-		-	-			
Stage 2	-		-		-	-			
Annroach	WD				VID				
Approach	WB				NB				
HCM Control Delay, s HCM LOS	103.7 F				0				
HCIVI LOS	Г								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1					
Capacity (veh/h)			-	340					
HCM Lane V/C Ratio		_	_	1.067					
HCM Control Delay (s)		_	_	103.7					
HCM Lane LOS				F					
HCM 95th %tile Q(veh)		-	-	13.186					
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	0.4								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	0		60	0	835		1001	25	
Conflicting Peds, #/hr	4		0	7	0		0	7	
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	96		96	96	96		96	96	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	0		62	0	870		1043	26	
Major/Minor	Minora			Major1			Majora		
Major/Minor	Minor2		ГЛГ	Major1			Major2	^	
Conflicting Flow All	1495		545	1073	0		-	0	
Stage 1	1060		-	-	-		-	-	
Stage 2	435		-	2 22	-		-	-	
Follow-up Headway	3.52		3.32	2.22	-		-	-	
Pot Capacity-1 Maneuver	114		482	645	-		-	-	
Stage 1	294		-	-	-		-	-	
Stage 2	620		-	-	-		-	-	
Time blocked-Platoon, %	110		470	/ /1	-		-	-	
Mov Capacity-1 Maneuver	113		478	641	-		-	-	
Mov Capacity-2 Maneuver	113		-	-	-		-	-	
Stage 1	293		-	-	-		-	-	
Stage 2	618		-	-	-		-	-	
Approach	EB			NB			SB		
HCM Control Delay, s	13.7			0			0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
			NDT		וטכ	JUK			
Capacity (veh/h)		641	-	478	-	-			
HCM Cantrol Doloy (s)		-	-	0.131	-	-			
HCM Control Delay (s)		0	-	13.7	-	-			
HCM Lane LOS		A		B					
HCM 95th %tile Q(veh)		0	-	0.447	-	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	٦	•	•	†	ţ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations Volume (veh/h)	0	0	0	↑↑ 897	↑1 → 714	380
Sign Control	Stop			Free	Free	
Grade Peak Hour Factor	0% 0.95	0.95	0.95	0% 0.95	0% 0.95	0.95
Hourly flow rate (vph)	0.93	0.93	0.95	944	752	400
Pedestrians	8	O	O	711	732	400
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)				100		
Upstream signal (ft) pX, platoon unblocked	0.82			129		
vC, conflicting volume	1432	584	1160			
vC1, stage 1 conf vol	1432	304	1100			
vC2, stage 2 conf vol						
vCu, unblocked vol	1081	584	1160			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	174	455	598			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	472	472	501	651		
Volume Left	0	0	0	0		
Volume Right cSH	0 1700	0 1700	0 1700	400 1700		
Volume to Capacity	0.28	0.28	0.29	0.38		
Queue Length 95th (ft)	0.20	0.20	0.27	0.30		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utiliz	ation		35.5%	IC	CU Level of	of Service
Analysis Period (min)			15			

	•	→	•	4	†	L	\	ļ
Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations	7	4	4		€1 }			4₽
Volume (vph)	193	91	136	55	532	31	57	605
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

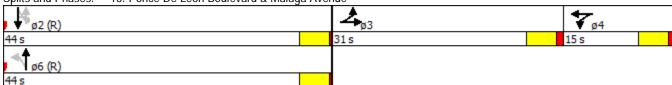
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



	•	→	•	•	←	•	1	†	~	L	/	+
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ሻ	4			4			4î>				414
Volume (vph)	193	91	18	177	136	121	55	532	212	31	57	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1707			1757			3351				3515
Flt Permitted	0.95	0.99			0.98			0.78				0.61
Satd. Flow (perm)	1681	1707	0.04	0.04	1757	0.04	0.04	2612	0.04	0.00	0.04	2173
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	205	97	19	188	145	129	59	566	226	34	61	644
RTOR Reduction (vph)	0	7 15.4	0	0	11 451	0	0	46	0	0	0	720
Lane Group Flow (vph) Confl. Peds. (#/hr)	160	154	0 20	0 20	451	0	0 7	805	0 14	0	0 14	739
Turn Type	Split	NA	20	Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4		1 01111	6		1 01111	1 01111	2
Permitted Phases	_						6			2	2	_
Actuated Green, G (s)	13.6	13.6			29.3			32.8				32.8
Effective Green, g (s)	13.6	13.6			29.3			32.8				32.8
Actuated g/C Ratio	0.15	0.15			0.33			0.36				0.36
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	254	257			572			951				791
v/s Ratio Prot	c0.10	0.09			c0.26							
v/s Ratio Perm								0.31				c0.34
v/c Ratio	0.63	0.60			0.79			0.85				0.93
Uniform Delay, d1	35.8	35.7			27.5			26.3				27.6
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.2	3.3			6.8			9.2				19.5
Delay (s)	40.0	39.0			34.4			35.5				47.1
Level of Service	D	D D			C			D				D 47.1
Approach Delay (s) Approach LOS		39.5 D			34.4 C			35.5 D				47.1 D
Intersection Summary								_				_
HCM 2000 Control Delay			39.4	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.82		2 2000	_0.0.01	2011100		,			
Actuated Cycle Length (s)			90.0	S	um of los	t time (s)			14.3			
Intersection Capacity Utilization	ation		85.1%		CU Level		9		E			
Analysis Period (min)			15		2 - 2 - 2	5 50	-		_			
c Critical Lane Group												
•												

	4		
Movement	SBR		
Lantonfigurations			
Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Total Lost time (s)			
Lane Util. Factor			
Frpb, ped/bikes			
Flpb, ped/bikes			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Peak-hour factor, PHF	0.94		
Adj. Flow (vph)	0		
RTOR Reduction (vph)	0		
Lane Group Flow (vph)	0		
Confl. Peds. (#/hr)	7		
Turn Type			
Protected Phases			
Permitted Phases			
Actuated Green, G (s)			
Effective Green, g (s)			
Actuated g/C Ratio			
Clearance Time (s)			
Vehicle Extension (s)			
Lane Grp Cap (vph)			
v/s Ratio Prot			
v/s Ratio Perm			
v/c Ratio			
Uniform Delay, d1			
Progression Factor			
Incremental Delay, d2			
Delay (s)			
Level of Service			
Approach Delay (s)			
Approach LOS			
Intersection Summary			

14: Le Jeune Road & Sevilla Avenue

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ î≽	7	^
Volume (vph)	169	166	1039	59	1343
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Interesetion Cummen					

Intersection Summary

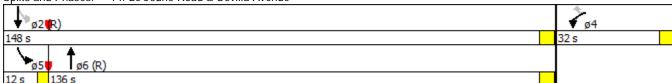
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



	_	•	†	<u>_</u>	_	1
Movement	▼ WBL	WBR	NBT	, NBR	SBL	▼ SBT
Lane Configurations	<u> </u>	**************************************	†	NUIN	<u> </u>	<u> </u>
Volume (veh/h)	169	166	1039	29	59	1343
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	U	1.00	1.00	U
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	100.3	100.3	2	0	100.3	2
Cap, veh/h	299	267	1729	42	436	2294
Arrive On Green	0.17	0.17	0.63	0.63	0.08	0.82
Sat Flow, veh/h	1774	1583	3621	88	1774	3725
Grp Volume(v), veh/h	180	106	568	564	63	1429
Grp Sat Flow(s), veh/h/ln	1774	1583	1863	1847	1774	1863
Q Serve(g_s), s	3.7	2.4	7.5	7.5	0.6	5.6
Cycle Q Clear(g_c), s	3.7	2.4	7.5	7.5	0.6	5.6
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	299	267	889	882	436	2294
V/C Ratio(X)	0.60	0.40	0.64	0.64	0.14	0.62
Avail Cap(c_a), veh/h	1238	1105	6155	6104	725	13433
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.8	5.2	5.2	4.6	1.9
Incr Delay (d2), s/veh	1.5	0.7	3.5	3.5	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.1	2.7	2.7	0.2	1.3
Lane Grp Delay (d), s/veh	16.8	15.5	8.7	8.7	4.7	3.2
Lane Grp LOS	В	В	Α	Α	Α	Α
Approach Vol, veh/h	286		1132			1492
Approach Delay, s/veh	16.3		8.7			3.2
Approach LOS	В		Α			Α
Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			23.4		5.5	28.9
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			131.6		9.0	143.6
Max Q Clear Time (g_c+l1), s			9.5		2.6	7.6
Green Ext Time (p_c), s			9.5		0.0	7.0 9.5
Intersection Summary					5.5	
			<i>L L</i>			
HCM 2010 Ctrl Delay HCM 2010 LOS			6.6 ^			
HOW ZUIU LUS			Α			
Notes						

Intersection									
Intersection Delay, s/veh	1.2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	40		65		997	48	48	1502	
Conflicting Peds, #/hr	1		0		0	2	2	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	-		None		-	None	_	None	
Storage Length	0		-		_	-	150	_	
/eh in Median Storage, #	1		-		0	-	_	0	
Grade, %	0		-		0	-	_	0	
Peak Hour Factor	97		97		97	97	97	97	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	41		67		1028	49	49	1548	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	1927		542		0	0	1078	0	
Stage 1	1054		542		-	-	1070	-	
Stage 2	873				_		_	_	
Follow-up Headway	3.52		3.32		_	_	2.22	_	
Pot Capacity-1 Maneuver	58		485		_	_	643	_	
Stage 1	296		-		_	_	-	_	
Stage 2	369		_		_	_	_	_	
Time blocked-Platoon, %	007				_	_		_	
Mov Capacity-1 Maneuver	53		484		_	_	642	_	
Mov Capacity-2 Maneuver	168		-		_	_		_	
Stage 1	296		-		-	_	-	-	
Stage 2	340		-		-	-	-	-	
Approach	WB				NB		SB		
	25.5				0		0.3		
HCM Control Delay, s HCM LOS	25.5 D				U		0.3		
110W E03	D								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		-	-	282	642	-			
HCM Lane V/C Ratio		-	-	0.384	0.077	-			
HCM Control Delay (s)		-	-	25.5	11.075	-			
HCM Lane LOS				D	В				
HCM 95th %tile Q(veh)		-	-	1.731	0.25	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

tersection									
tersection Delay, s/veh	0.9								
ovement	WBL		WBR		NBT	NBR	SBL	SBT	
ol, veh/h	17		96		1109	7	8	1452	
onflicting Peds, #/hr	17		0		0	6	6	0	
ign Control	Stop		Stop		Free	Free	Free	Free	
T Channelized	Этор		None		-	None	-	None	
torage Length	0		-		_	-	50	-	
eh in Median Storage, #	1		_		0	_	-	0	
rade, %	0		_		0	_	_	0	
eak Hour Factor	96		96		96	96	96	96	
eavy Vehicles, %	2		2		2	2	2	2	
vmt Flow	18		100		1155	7	8	1512	
VIII TOW	10		100		1100	,	Ü	1012	
ajor/Minor	Minor1				Major1		Major2		
onflicting Flow All	1933		588		0	0	1164	0	
Stage 1	1160		-		-	-	-	-	
Stage 2	773		_		_	_	_	_	
low-up Headway	3.52		3.32		_	_	2.22	_	
t Capacity-1 Maneuver	58		452		_	_	596	_	
Stage 1	260		-		_	_	-	_	
Stage 2	416		-		-	-	-	-	
ne blocked-Platoon, %					-	-		-	
v Capacity-1 Maneuver	57		449		_	-	593	_	
v Capacity-2 Maneuver	169		-		-	-	-	-	
Stage 1	260		-		-	-	-	-	
Stage 2	408		-		-	-	-	-	
proach	WB				NB		SB		
CM Control Delay, s	19.8				0		0.1		
CM LOS	С								
nor Lane / Major Mvmt		NBT	NRR	WBLn1	SBL	SBT			
pacity (veh/h)		-	-	359	593				
M Lane V/C Ratio		-	_	0.328	0.014	_			
M Control Delay (s)		-	_	19.8	11.157	_			
M Lane LOS		-	-	19.0 C	11.137 B	-			
M 95th %tile Q(veh)		_	_	1.399	0.043	_			
71V1 70111 701110 (2(VOII)				1.577	0.073				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

17: University Drive & Le Jeune Road

	•	*	•	M	4	†	-	ļ	•	•	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	ሻ		4		ă	∱ î≽	ሻ	∱ ∱		ሻ	蘆	
Volume (vph)	310	400	72	13	59	881	25	946	17	130	205	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0	
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

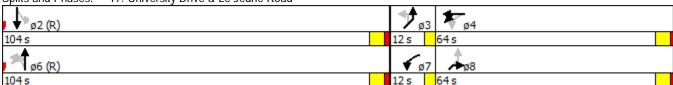
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



	•	/	+	•	*1	•	†	/	/	↓	لِر	4
Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			Ä	∱ ∱		7	∱ î≽		
Volume (vph)	310	400	72	16	13	59	881	75	25	946	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1674		1689			1770	3487		1770	3275		
Flt Permitted	0.43		0.96			0.08	1.00		0.20	1.00		
Satd. Flow (perm)	761		1689			158	3487		369	3275		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	326	421	76	17	14	62	927	79	26	996	385	31
RTOR Reduction (vph)	0	0	1	0	0	0	4	0	0	1	0	0
Lane Group Flow (vph)	293	0	546	0	0	76	1002	0	26	1411	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	73.1		60.3			96.3	96.3		96.3	96.3		
Effective Green, g (s)	73.1		60.3			96.3	96.3		96.3	96.3		
Actuated g/C Ratio	0.41		0.33			0.53	0.53		0.53	0.53		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	379		565			84	1865		197	1752		
v/s Ratio Prot	c0.06		c0.32				0.29			0.43		
v/s Ratio Perm	0.25					c0.48			0.07			
v/c Ratio	0.77		0.97			0.90	0.54		0.13	0.81		
Uniform Delay, d1	45.9		58.9			37.7	27.3		20.9	34.2		
Progression Factor	1.00		1.00			1.00	1.00		0.89	0.85		
Incremental Delay, d2	8.7		29.3			74.4	1.1		1.2	3.6		
Delay (s)	54.6		88.2			112.1	28.4		19.9	32.6		
Level of Service	D		F			F	С		В	С		
Approach Delay (s)			76.5				34.3			32.3		
Approach LOS			Е				С			С		
Intersection Summary												
HCM 2000 Control Delay			44.2	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Cap	acity ratio		0.93									
Actuated Cycle Length (s)	,		180.0	S	um of los	t time (s)			13.6			
Intersection Capacity Utiliz	zation		100.0%			of Service	9		G			
Analysis Period (min)			15									
c Critical Lane Group												

	•	•	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	17	130	205	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	216	26
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	155	219	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	NA	custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		66.1	56.3	
Effective Green, g (s)		66.1	56.3	
Actuated g/C Ratio		0.37	0.31	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		525	495	
v/s Ratio Prot		0.02	0.14	
v/s Ratio Perm		0.09	J	
v/c Ratio		0.30	0.44	
Uniform Delay, d1		39.6	49.3	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.5	
Delay (s)		39.7	49.8	
Level of Service		37.7 D	47.0 D	
Approach Delay (s)		45.8	D	
Approach LOS		75.0 D		
• •		,		
Intersection Summary				

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 † }		ર્ન	ĵ»
Volume (vph)	379	38	213	220
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

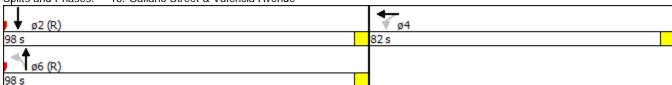
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



	۶	→	•	•	←	•	•	†	~	/	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 † \$			ર્ન			- ↑	
Volume (veh/h)	0	0	0	43	379	82	38	213	0	0	220	154
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				140	1302	197	222	537	0	0	386	221
Arrive On Green				0.30	0.30	0.30	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h				464	4321	654	129	1542	0	0	1107	635
Grp Volume(v), veh/h				190	174	167	279	0	0	0	0	384
Grp Sat Flow(s),veh/h/ln				1840	1863	1737	1671	0	0	0	0	1742
Q Serve(g_s), s				1.9	1.7	1.7	0.1	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s				1.9	1.7	1.7	4.0	0.0	0.0	0.0	0.0	3.9
Prop In Lane				0.25		0.38	0.15		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				554	561	523	759	0	0	0	0	607
V/C Ratio(X)				0.34	0.31	0.32	0.37	0.00	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h				6126	6203	5784	6787	0	0	0	0	6993
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.4	6.3	6.3	4.7	0.0	0.0	0.0	0.0	5.1
Incr Delay (d2), s/veh				0.3	0.2	0.3	1.4	0.0	0.0	0.0	0.0	5.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.6	0.6	0.5	0.9	0.0	0.0	0.0	0.0	1.7
Lane Grp Delay (d), s/veh				6.6	6.5	6.6	6.1	0.0	0.0	0.0	0.0	10.1
Lane Grp LOS				A	A	A	A	070				<u>B</u>
Approach Vol, veh/h					532			279			384	
Approach Delay, s/veh					6.6			6.1			10.1	
Approach LOS					А			А			В	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.1			12.2			12.2	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					77.9			93.9			93.9	
Max Q Clear Time (q_c+l1), s					3.9			6.0			5.9	
Green Ext Time (p_c), s					2.7			1.4			1.4	
Intersection Summary												
HCM 2010 Ctrl Delay			7.6	_					_			
HCM 2010 LOS			Α									
Notes												

Intersection Delay, s/veh	13.8											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	149	46	15	158	24	52	176	8	70	199	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	159	49	16	168	26	55	187	9	74	212	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	13.5			12.6			13.4			15.2		
HCM LOS	В			В			В			С		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		22%	18%	8%	23%							
Vol Thru, %		75%	62%	80%	65%							
Vol Right, %		3%	19%	12%	12%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		236	239	197	307							
LT Vol		176	149	158	199							
Through Vol		8	46	24	38							
RT Vol		52	44	15	70							
Lane Flow Rate		251	254	210	327							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.416	0.428	0.36	0.524							
Departure Headway (Hd)		6.091	6.06	6.179	5.894							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		595	598	585	617							
Service Time		4.091	4.069	4.189	3.894							
HCM Control Dolay		0.422	0.425	0.359	0.53							
HCM Control Delay HCM Lane LOS		13.4	13.5	12.6	15.2							
HOW LATTE LUS		В	B 2.1	В	C 3							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

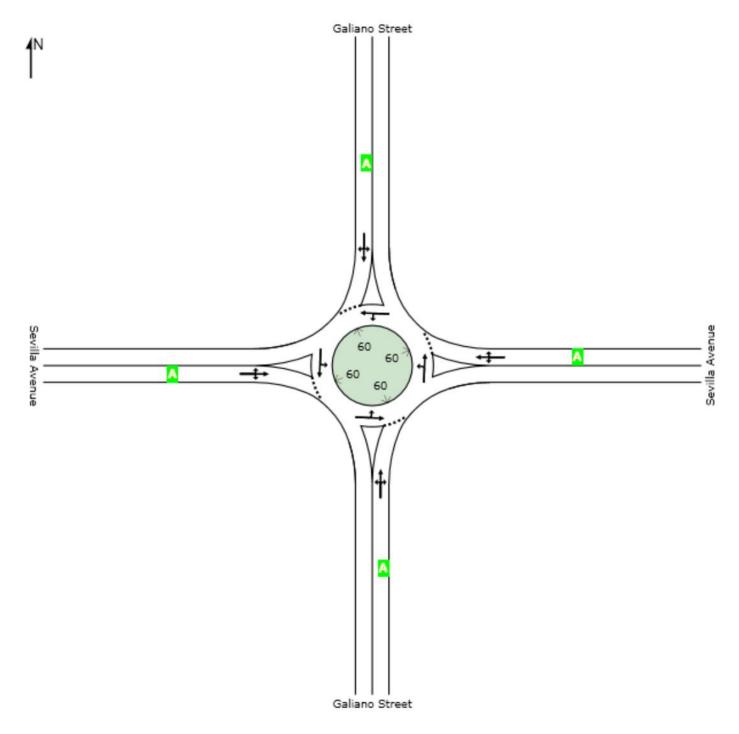


₩ Site: Sevilla Avenue and Galiano Street

Future Total PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control. Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Sevilla Avenue and Galiano Street

Future Total PM Roundabout

Lane Use a	nd Perforr	nance)										
	Demand F		Con	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	Cap. veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block.
South: Galiar		/0	ven/m	V/C	/0	366			11		11	/0	/0
Lane 1 ^d	127	3.0	823	0.155	100	5.9	LOSA	0.6	14.3	Full	1600	0.0	0.0
Approach	127	3.0		0.155		5.9	LOSA	0.6	14.3				
East: Sevilla	Avenue												
Lane 1 ^d	178	3.0	867	0.206	100	6.3	LOSA	0.8	20.1	Full	1600	0.0	0.0
Approach	178	3.0		0.206		6.3	LOSA	0.8	20.1				
North: Galian	o Street												
Lane 1 ^d	277	3.0	918	0.302	100	7.1	LOSA	1.3	33.1	Full	1600	0.0	0.0
Approach	277	3.0		0.302		7.1	LOSA	1.3	33.1				
West: Sevilla	Avenue												
Lane 1 ^d	289	3.0	919	0.315	100	7.3	LOSA	1.4	35.0	Full	1600	0.0	0.0
Approach	289	3.0		0.315		7.3	LOSA	1.4	35.0				
Intersection	872	3.0		0.315		6.8	LOSA	1.4	35.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection Delay, s/veh	11.2											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	97	141	28	13	133	18	13	100	4	19	126	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	150	30	14	141	19	14	106	4	20	134	117
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			10.4			10			11.4		
HCM LOS	В			В			Α			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		11%	36%	8%	7%							
Vol Thru, %		85%	53%	81%	49%							
Vol Right, %		3%	11%	11%	43%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		117	266	164	255							
LT Vol		100	141	133	126							
Through Vol		4	28	18	110							
RT Vol		13	97	13	19							
Lane Flow Rate		124	283	174	271							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.194	0.417	0.262	0.388							
Departure Headway (Hd)		5.624	5.299	5.413	5.144							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		637	679	663	700							
Service Time		3.67	3.337	3.456	3.182							
HCM Cantrol Polov		0.195	0.417	0.262	0.387							
HCM Lang LOS		10	12.1	10.4	11.4							
HCM Lane LOS		Α	В	В	В							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

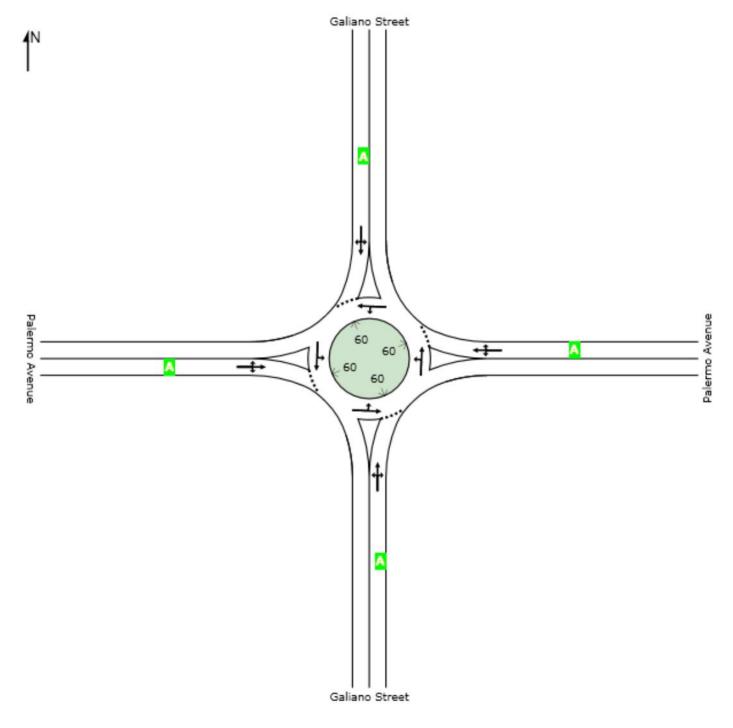


₩ Site: Palermo Avenue and Galiano Street

Future Total PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



₩ Site: Palermo Avenue and Galiano Street

Future Total PM Roundabout

Lane Use a	nd Perforr	nance)										
	Demand F		Con	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	Cap. veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block.
South: Galiar		/0	ven/m	V/C	/0	366			11		11	/0	/0
Lane 1 ^d	155	3.0	796	0.195	100	6.6	LOSA	0.7	18.5	Full	1600	0.0	0.0
Approach	155	3.0		0.195		6.6	LOSA	0.7	18.5				
East: Palerme	o Avenue												
Lane 1 ^d	167	3.0	869	0.193	100	6.1	LOSA	0.7	18.6	Full	1600	0.0	0.0
Approach	167	3.0		0.193		6.1	LOSA	0.7	18.6				
North: Galian	o Street												
Lane 1 ^d	199	3.0	835	0.238	100	6.8	LOSA	0.9	23.8	Full	1600	0.0	0.0
Approach	199	3.0		0.238		6.8	LOSA	0.9	23.8				
West: Palerm	no Avenue												
Lane 1 ^d	343	3.0	934	0.368	100	7.9	LOSA	1.7	43.8	Full	1600	0.0	0.0
Approach	343	3.0		0.368		7.9	LOSA	1.7	43.8				
Intersection	865	3.0		0.368		7.1	LOSA	1.7	43.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection												
Intersection Delay, s/veh Intersection LOS	12.2 B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	73	211	32	18	125	11	101	34	8	2	123	58
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	240	36	20	142	12	115	39	9	2	140	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	14.1			10.7			11			11.1		
HCM LOS	В			В			В			В		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		71%	23%	12%	1%							
Vol Thru, %		24%	67%	81%	67%							
Vol Right, %		6%	10%	7%	32%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		143	316	154	183							
LT Vol		34	211	125	123							
Through Vol		8	32	11	58							
RT Vol		101	73	18	2							
Lane Flow Rate		162	359	175	208							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.265	0.526	0.27	0.318							
Departure Headway (Hd)		5.869	5.275	5.559	5.502							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap Sonico Timo		609	682	644	651							
Service Time		3.925	3.32 0.526	3.614	3.554							
HCM Lane V/C Ratio		0.266	14.1	0.272 10.7	0.32 11.1							
HCM Control Dolay		11										
HCM Land LOS		D	D									
HCM Control Delay HCM Lane LOS HCM 95th-tile Q		B 1.1	B 3.1	B 1.1	B 1.4							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	1.7								
Movement	WBL		WBR		NBT	NBR	CDI	SBT	
Movement Vol, veh/h	39						SBL		
Conflicting Peds, #/hr	39 0		10 1		134 0	23 1	12	152 0	
Sign Control	Stop		Stop		Free	Free	1 Free	Free	
RT Channelized	Stop		None			None	riee -	None	
	0				-	None		None	
Storage Length Veh in Median Storage, #	0 0		-		0	-	-	0	
Grade, %	0		-		0	_		0	
Peak Hour Factor	86		86		86	86	86	86	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	45		12		156	27	14	2 177	
IVIVIIIL FIOW	43		12		100	21	14	1//	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	375		171		0	0	184	0	
Stage 1	170		_		-	_	_	_	
Stage 2	205		_		-	_	_	_	
Follow-up Headway	3.518		3.318		-	_	2.218	_	
Pot Capacity-1 Maneuver	626		873		-	_	1391	-	
Stage 1	860		-		-	-	-	-	
Stage 2	829		-		-	-	-	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	618		872		-	-	1390	-	
Mov Capacity-2 Maneuver	618		-		-	-	-	-	
Stage 1	859		-		-	-	-	-	
Stage 2	819		-		-	-	-	-	
Annananh	WD				ND		CD		
Approach Dalace	WB				NB		SB		
HCM Control Delay, s	11				0		0.6		
HCM LOS	В								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)				657	1390				
HCM Lane V/C Ratio		_	_	0.087	0.01	_			
HCM Control Delay (s)		_	_	11	7.616	0			
HCM Lane LOS				В	7.010 A	A			
HCM 95th %tile Q(veh)		_	_	0.284	0.03	-			
, ,				•					
Notes					_				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

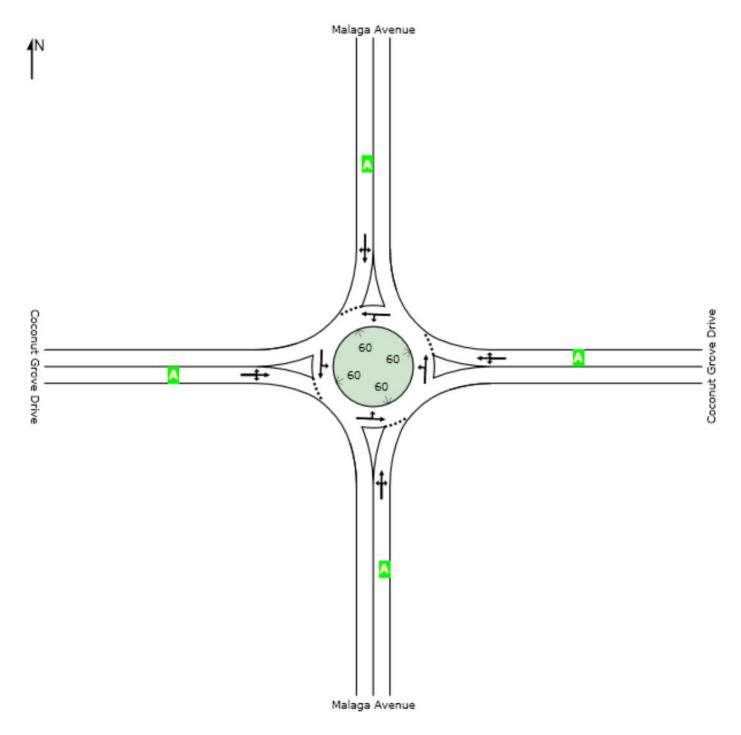


Site: Coconut Grove Drive and Malaga Avenue

Future Total PM Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Future Total PM Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag	ga Avenue												
Lane 1 ^d	151	3.0	973	0.155	100	5.2	LOSA	0.6	14.9	Full	1600	0.0	0.0
Approach	151	3.0		0.155		5.2	LOSA	0.6	14.9				
East: Coconu	ut Grove Dri	ve											
Lane 1 ^d	227	3.0	1048	0.217	100	5.5	LOSA	0.9	22.7	Full	1600	0.0	0.0
Approach	227	3.0		0.217		5.5	LOSA	0.9	22.7				
North: Malag	a Avenue												
Lane 1 ^d	204	3.0	980	0.209	100	5.7	LOSA	0.8	21.2	Full	1600	0.0	0.0
Approach	204	3.0		0.209		5.7	LOSA	0.8	21.2				
West: Cocon	ut Grove Dr	ive											
Lane 1 ^d	71	3.0	796	0.089	100	5.4	LOSA	0.3	7.7	Full	1600	0.0	0.0
Approach	71	3.0		0.089		5.4	LOSA	0.3	7.7				
Intersection	653	3.0		0.217		5.5	LOSA	0.9	22.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection Delay, s/veh	9.6											
Intersection LOS	A											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	51	13	99	0	109	0	39	99	55	132	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	15	114	0	125	0	45	114	63	152	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		SE		NW				NE		SW		
Opposing Approach		NW		SE				SW		NE		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SW		NE				SE		NW		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NE		SW				NW		SE		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		8.7		9.9				8.7		10.1		
HCM LOS		Α		Α				Α		В		
Lane		NELn1	NWLn1	SELn1	SWLn1							
Vol Left, %		0%	48%	0%	29%							
Vol Thru, %		28%	0%	80%	71%							
Vol Right, %		72%	52%	20%	0%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		138	208	64	187							
LT Vol		39	0	51	132							
Through Vol		99	109	13	0							
RT Vol		0	99	0	55							
Lane Flow Rate		159	239	74	215							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.2	0.312	0.102	0.294							
Departure Headway (Hd)		4.528	4.692	5.005	4.926							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		785	760	709	724							
SOURCO LIMO		2.596	2.753	3.083	2.992							
Service Time		0.203	0.314	0.104	0.297							
HCM Lane V/C Ratio		^ 7		0 /	10.1							
HCM Lane V/C Ratio HCM Control Delay		8.7	9.9	8.7								
HCM Lane V/C Ratio		8.7 A 0.7	9.9 A 1.3	0.7 A 0.3	B 1.2							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Intersection Delay, s/veh	2.3											
intersection belay, siven	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	0	0	0	22	30	33	116	1082	73	33	1141	224
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	1163	78	35	1227	241
Major/Minor				Minor1			Major1			Major2		
Conflicting Flow All				2139	2994	635	1468	0	0	1245	0	C
Stage 1				1455	1455	-	-	-	-	-	-	
Stage 2				684	1539	_	_	_	_	_	_	
Follow-up Headway				3.52	4.02	3.32	2.22	-	_	2.22	_	
Pot Capacity-1 Maneuver				42	# 13	421	456	-	-	555	-	
Stage 1				181	193	-	-	-	_	-	-	
Stage 2				462	176	-	-	-	-	-	-	
Time blocked-Platoon, %								-	-		-	
Mov Capacity-1 Maneuver				28	# 0	416	452	-	-	550	-	
Mov Capacity-2 Maneuver				94	# 0	-	-	-	-	-	-	
Stage 1				131	# 0	-	-	-	-	-	-	
Stage 2				429	# 0	-	-	-	-	-	-	
Approach				WB			NB			SB		
HCM Control Delay, s				45.7			1.5			0.3		
HCM LOS				E			1.0			0.0		
Minor Lane / Major Mvmt		NBL	NBT	NRD	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)		452	ועטו	NUN	176	550	וטנ	אומכ				
HCM Lane V/C Ratio		452 0.276	-	-	0.519	0.065	-	-				
HCM Control Delay (s)		15.972	-	-	45.7	11.996	-	-				
HCM Lane LOS		15.972 C	-	-	45.7 E	11.990 B	-	-				
HCM 95th %tile Q(veh)		1.113			2.601	0.206						

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Interception Delay aluah	2.7								
Intersection Delay, s/veh	3.7								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	31		199	100	1273		1129	35	
Conflicting Peds, #/hr	0		0	4	0		0	4	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	-		None .	-	None		-	None	
Storage Length	0		-	100	-		-	-	
Veh in Median Storage, #	1		-	-	0		0	-	
Grade, %	0		-	-	0		0	-	
Peak Hour Factor	95		95	95	95		95	95	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	33		209	105	1340		1188	37	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2088		617	1225	0		-	0	
Stage 1	1207		-	-	-		-	-	
Stage 2	881		-	-	-		-	-	
Follow-up Headway	3.52		3.32	2.22	-		-	-	
Pot Capacity-1 Maneuver	45		433	565	-		-	-	
Stage 1	246		-	-	_		-	-	
Stage 2	365		-	-	-		-	-	
Time blocked-Platoon, %					-		-	-	
Mov Capacity-1 Maneuver	37		432	563	-		-	-	
Mov Capacity-2 Maneuver	140		-	-	-		-	-	
Stage 1	246		-	-	-		-	-	
Stage 2	297		-	-	-		-	-	
-									
Approach	EB			NB			SB		
HCM Control Delay, s	38.7			0.9			0		
HCM LOS	Ε								
					a	055			
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
Capacity (veh/h)		563	-	337	-	-			
HCM Lane V/C Ratio		0.187	-	0.718	-	-			
HCM Control Delay (s)		12.859	-	38.7	-	-			
HCM Lane LOS		В		Е					
HCM 95th %tile Q(veh)		0.682	-	5.293	-	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	0	168	8	4	30	137	1064	2	5	1027	15
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	173	8	4	31	141	1097	2	5	1059	15
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1912	2460	539	1922	2467	551	1075	0	0	1100	0	0
Stage 1	1078	1078	-	1381	1381	-	-	-	-	-	-	-
Stage 2	834	1382	_	541	1086	-	_	_	-	_	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	_	2.22	-	-
Pot Capacity-1 Maneuver	41	30	487	40	30	478	644	-	-	630	-	-
Stage 1	233	293	-	152	210	-	-	-	-	-	-	-
Stage 2	329	210	-	493	291	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	23	486	21	23	477	643	-	-	629	-	-
Mov Capacity-2 Maneuver	106	103	-	74	81	-	-	-	-	-	-	-
Stage 1	182	290	-	119	164	-	-	-	-	-	-	-
Stage 2	234	164	-	315	288	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.3			29.3			1.4			0.1		
HCM LOS	C			D						0.1		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	FRI no	WBLn1	SBL	SBT	SBR		
			NDI	NDIX					301	SDIX		
Capacity (veh/h) HCM Lane V/C Ratio		643 0.22	-	-	106 0.052	460	191 0.227	629	-	-		
HCM Control Delay (s)		12.168	-	-	40.8	0.382 17.6	0.227	0.008 10.771	-	-		
HCM Lane LOS		12.108 B	-	-	40.8 E	17.0 C	29.3 D	10.771 B	-	-		
HCM 95th %tile Q(veh)		0.833	-	-	0.162	1.77	0.841	0.025	-	-		
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

ntersection Delay, s/veh	11.4							
	11.4							
Movement	EBT	EBR	WBL	WBT	N	I BL	NBR	
/ol, veh/h	96	89	130	137	,	175	178	
Conflicting Peds, #/hr	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	S	Stop	Stop	
RT Channelized	-	None	_	None		·-	None .	
Storage Length	-	-	_	-		0	-	
Veh in Median Storage, #	0	_	_	0		0	-	
Grade, %	0	_	_	0		0	-	
Peak Hour Factor	92	92	92	92		92	92	
Heavy Vehicles, %	2	2	2	2		2	2	
Nomt Flow	104	97	141	149	•	190	193	
	101	,,		,		.,0	170	
Major/Minor	Major1		Major2		Min	or1		
Conflicting Flow All	0	0	201	0	Ę	585	153	
Stage 1	-	-	-	-	•	153	-	
Stage 2	-	-	-	-	4	432	-	
Follow-up Headway	-	-	2.218	-	3.5	518	3.318	
Pot Capacity-1 Maneuver	-	-	1371	-	4	473	893	
Stage 1	-	-	_	-	8	875	-	
Stage 2	-	-	-	-		655	-	
Γime blocked-Platoon, %	_	_		-				
Mov Capacity-1 Maneuver	_	_	1371	-	4	420	893	
Mov Capacity-2 Maneuver	_	_	_	_		420	-	
Stage 1	_	_	_	_		875	-	
Stage 2	-	_	_	_		582	_	
g - -					·			
Approach	EB		WB			NB		
HCM Control Delay, s	0		3.9		2	23.1		
HCM LOS						С		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
· · · · · · · · · · · · · · · · · · ·	573	בטו	LDIN	1371	*****			
Capacity (veh/h) HCM Lane V/C Ratio	0.67	-	-		-			
		-	-	0.103	0			
HCM Long LOS	23.1	-	-	7.927	0			
HCM Lane LOS	C 5.017			A	Α			
HCM 95th %tile Q(veh)	5.017	-	-	0.344	-			
Notes								

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection							
Intersection Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	274	0	0	267	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	· -	None	
Storage Length	-	_	_	_	0	-	
Veh in Median Storage, #	0	_	_	0	0	-	
Grade, %	0	_	_	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	298	0	0	290	0	0	
WIVIII I IOW	270	U	U	270	O .	U	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	298	0	588	298	
Stage 1	-	-	-	-	298	<u>-</u>	
Stage 2	_	_	_	_	290	-	
Follow-up Headway	-	_	2.218	_	3.518	3.318	
Pot Capacity-1 Maneuver	-	_	1263	_	471	741	
Stage 1	_	_	.200	_	753	-	
Stage 2	_	_	_	_	759	_	
Time blocked-Platoon, %	_	_		_	737		
Mov Capacity-1 Maneuver			1263		471	741	
Mov Capacity-1 Maneuver	-	-	1203	-	471	741	
	-	-	-	-	753	-	
Stage 1	-	-	-	-		-	
Stage 2	-	-	-	-	759	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		0		
HCM LOS	· ·		-		A		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	0	-	-	1263	-		
HCM Lane V/C Ratio	+	-	-	-	-		
HCM Control Delay (s)	0	-	-	0	-		
HCM Lane LOS	А			Α			
HCM 95th %tile Q(veh)	+	_	_	0	-		
				,			
Notes							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	-	•	•	←	•	~	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	(Î			ર્ન			
Volume (veh/h)	434	12	0	358	0	0	
Sign Control	Free			Free	Stop		
Grade	0%	0.00	0.00	0%	0%	0.00	
Peak Hour Factor	0.92 472	0.92 13	0.92	0.92 389	0.92 0	0.92	
Hourly flow rate (vph) Pedestrians	4/2	13	0	309	U	0	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			485		867	478	
vC, conflicting volume vC1, stage 1 conf vol			400		007	4/0	
vC1, stage 1 conf vol							
vCu, unblocked vol			485		867	478	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			1078		323	587	
Direction, Lane #	EB 1	WB 1					
Volume Total	485	389					
Volume Left	0	0					
Volume Right	13	0					
cSH Valuma to Compatitud	1700	1078					
Volume to Capacity	0.29	0.00					
Queue Length 95th (ft) Control Delay (s)	0 0.0	0 0.0					
Lane LOS	0.0	0.0					
Approach Delay (s)	0.0	0.0					
Approach LOS	0.0	5.0					
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utiliza	ation		26.9%	IC	U Level o	of Service	
Analysis Period (min)			15				

Intersection Delay, s/veh	43.1								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	165	269			195	130	204	163	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	- -	None	
Storage Length	_	-			_	-	0	-	
Veh in Median Storage, #	_	0			0	_	0	_	
Grade, %	_	0			0	_	0	_	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	179	292			212	141	222	2 177	
VIVIIIL FIUW	179	292			212	141	222	177	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	353	0				0	934	283	
Stage 1	-	-			_	-	283		
Stage 2	_	_			_	_	651	-	
Follow-up Headway	2.218	_			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1206	_			_	_	295	756	
Stage 1	.200	_			_	_	765	-	
Stage 2	_	_			_	_	519	-	
Time blocked-Platoon, %		_			_	_	017		
Mov Capacity-1 Maneuver	1206	_			_	_	243	756	
Mov Capacity 1 Maneuver Mov Capacity-2 Maneuver	1200	_			_	_	243	-	
Stage 1	_	_			_	_	765	_	
Stage 2							427	_	
Staye 2	-	-			-	-	427	-	
Approach	EB				WB		SB		
HCM Control Delay, s	3.2				0		128.4		
HCM LOS							F		
Minor Long / Major Muser		רחו	EBT	WDT	WIDD	SBLn1			
Minor Lane / Major Mvmt		EBL	FBI	WBT	WBR				
Capacity (veh/h)		1206	-	-	-	348			
HCM Lane V/C Ratio		0.149	-	-	-	1.146			
HCM Control Delay (s)		8.506	0	-	-	128.4			
HCM Lane LOS		Α	Α			F			
HCM 95th %tile Q(veh)		0.522	_	_	_	15.82			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0.2											
Mayamant	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	CDD
Movement Vol, veh/h	0	473	O EDR	6	331	0 WDR	NDL 0	0	NDR 8	<u> </u>	<u> </u>	SBR 0
Conflicting Peds, #/hr	0	4/3	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	riee -	None	riee	riee -	None	310p	Siup -	None	Stop	Stop -	None
Storage Length	-	-	None	-	-	None	-	-	None	_	-	NOHE
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	_	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	514	0	7	360	0	0	0	9	0	0	0
IVIVIIIL FIUW	U	314	U	1	300	U	U	U	9	U	U	U
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	514	0	0	887	887	514	891	887	360
Stage 1	-	-	-	-	-	-	514	514	-	373	373	-
Stage 2	_	_	_	_	_	_	373	373	_	518	514	_
Follow-up Headway	2.218	_	_	2.218	_	_	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1199	_	_	1052	_	_	265	283	560	263	283	684
Stage 1	-	_	_	-	_	_	543	535	-	648	618	-
Stage 2	_	_	_	_	_	_	648	618	_	541	535	_
Time blocked-Platoon, %		_	_		_	_						
Mov Capacity-1 Maneuver	1199	_	_	1052	_	_	263	281	560	257	281	684
Mov Capacity-2 Maneuver	-	_	_	-	_	_	263	281	-	257	281	-
Stage 1	_	_	_	_	_	_	543	535	_	648	613	_
Stage 2	_	_	_	_	_	_	643	613	_	533	535	_
otago 2							010	0.0		000	000	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			11.5			0		
HCM LOS							В			Α		
Minor Lane / Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
				LDI	LDK		VVDI	WDK				
Capacity (veh/h)		560	1199	-	-	1052	-	-	0			
HCM Control Dolor (a)		0.016	-	-	-	0.006	-	-	+			
HCM Long LOS		11.5	0	-	-	8.443	0	-	0			
HCM Lane LOS		B	A			A	Α		Α			
HCM 95th %tile Q(veh)		0.047	0	-	-	0.019	-	-	+			
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

HCM Unsignalized Intersection Capacity Analysis Future Total with Non-Restrictive Measures 32: Ponce De Leon Boulevard & West Driveway (Inbound)

PM Peak Hour

	•	•	†	~	>	ţ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			∱ ∱			^
Volume (veh/h)	0	0	835	50	0	1061
Sign Control	Stop		Free			Free
Grade	0%	0.00	0%	0.00	0.00	0%
Peak Hour Factor	0.92	0.92	0.92 908	0.92 54	0.92	0.92
Hourly flow rate (vph) Pedestrians	0	0	908	54	0	1153
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			187			
pX, platoon unblocked	0.83	0.83			0.83	
vC, conflicting volume	1511	481			962	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	1001	0			F27	
vCu, unblocked vol	1201	0			537	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s) tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	147	897			850	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	605	357	577	577		
Volume Left	0	0	0	0		
Volume Right	0	54	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.36	0.21	0.34	0.34		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	0.0		0.0			
Approach LOS	0.0		0.0			
Approach LOS						
Intersection Summary			0.0			
Average Delay	otion		0.0	IC	III ayal d	of Convios
Intersection Capacity Utiliza Analysis Period (min)	auun		32.7% 15	IC	o Level (of Service
Analysis Penou (IIIII)			13			

33: Ponce De Leon Boulevard & West Driveway (Outbound)

Intersection									
Intersection Delay, s/veh	0.4								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		68		835	0	0	1026	
Conflicting Peds, #/hr	0		0		033	0	0	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	- -		None		-	None	-	None	
Storage Length			0		_	NOTIC -	_	None	
Veh in Median Storage, #	0		-		0		_	0	
Grade, %	0		_		0	_	_	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	0		74		908	0	0	1115	
WWW. Cow	ŭ		, ,		700	Ü	Ü	1110	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	1466		454		0	0	908	0	
Stage 1	908		-		-	-	-	-	
Stage 2	558		-		-	-	-	-	
Follow-up Headway	3.52		3.32		-	-	2.22	-	
Pot Capacity-1 Maneuver	119		553		-	-	745	-	
Stage 1	354		-		-	-	-	-	
Stage 2	537		-		-	-	-	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	119		553		-	-	745	-	
Mov Capacity-2 Maneuver	119		-		-	-	-	-	
Stage 1	354		-		-	-	-	-	
Stage 2	537		-		-	-	-	-	
Annuanah	MD				ND		CD		
Approach	WB				NB		SB		
HCM Control Delay, s	12.5				0		0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		-	-	553	745	-			
HCM Lane V/C Ratio		-	-	0.134	-	-			
HCM Control Delay (s)		-	-	12.5	0	-			
HCM Lane LOS				В	A				
HCM 95th %tile Q(veh)		-	-	0.459	0	-			
, ,									
Notes			222		- 0		N . D . C		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				13	13	13	13	13	0
Stage 1	-	-	-				13	13	-	0	0	-
Stage 2	_	_	_				0	0	_	13	13	_
Follow-up Headway	_	_	_				3.518	4.018	3.318	3.518	4.018	_
Pot Capacity-1 Maneuver	_	_	_				1006	881	1067	1006	881	_
Stage 1	_	_	_				1010	885	1007	1000	-	_
Stage 2	_	_	_				-	-	_	1010	885	_
Time blocked-Platoon, %		_	_							1010	003	
Mov Capacity-1 Maneuver	_	_	_				1006	0	1067	1006	0	_
Mov Capacity-2 Maneuver	_	_	_				1006	0	-	1006	0	_
Stage 1	_	_	_				1010	0	_	-	0	_
Stage 2	-	-	-				-	0	-	1010	0	-
Annroach	CE						NΓ			CM		
Approach	SE						NE_			SW		
HCM Control Delay, s HCM LOS	0						0 A			0 A		
Minor Lane / Major Mvmt		NELn1	SEL	SET	SER	SWLn1						
Capacity (veh/h)		0	-	-	-	+						
HCM Lane V/C Ratio		+	-	-	-	+						
HCM Control Delay (s)		0	0	-	-	0						
HCM Lane LOS		Α	Α			Α						
HCM 95th %tile Q(veh)		+	-	-	-	+						
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

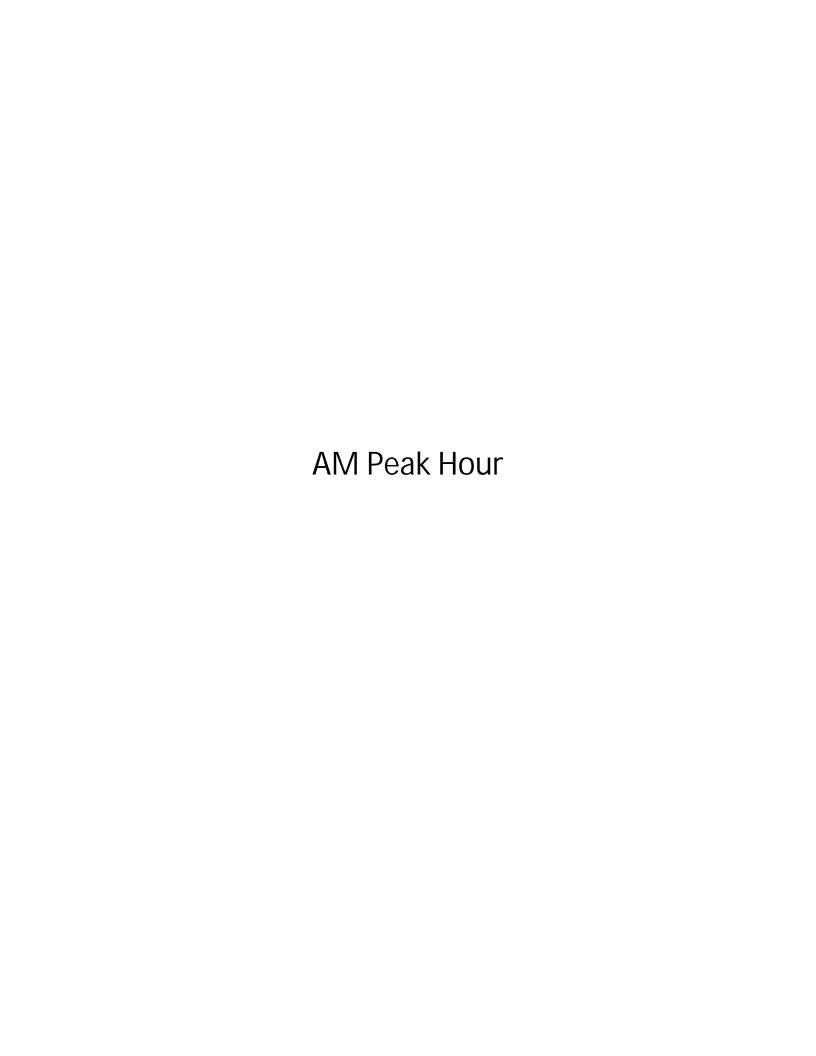
ntersection ntersection Delay, s/veh	5.6								
niersection belay, siven	3.0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	202	143			159	37	0	247	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	-	0	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	220	155			173	40	0	268	
Major/Minor	Major1				Major2		Minor2	400	
Conflicting Flow All	213	0			-	0	788	193	
Stage 1	-	-			-	-	193	-	
Stage 2	- 0.010	-			-	-	595	-	
Follow-up Headway	2.218	-			-	-	3.518	3.318	
Pot Capacity-1 Maneuver	1357	-			-	-	360	849	
Stage 1	-	-			-	-	840	-	
Stage 2	-	-			-	-	551	-	
Time blocked-Platoon, %	1057	-			-	-	207	0.40	
Mov Capacity-1 Maneuver	1357	-			-	-	296	849	
Mov Capacity-2 Maneuver	-	-			-	-	296	-	
Stage 1	-	-			-	-	840	-	
Stage 2	-	-			-	-	453	-	
Approach	EB				WB		SB		
HCM Control Delay, s	4.8				0		11.2		
HCM LOS							В		
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		1357		V V D I	VVDIX	849			
HCM Lane V/C Ratio		0.162	-	-	-	0.316			
HCM Control Delay (s)		8.164	0	-	-	11.2			
HCM Lane LOS		6.104 A	A	-	-	11.2 B			
HCM 95th %tile Q(veh)		0.577	-	_	_	1.362			
		0.077				1.502			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	0	143			196	0	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	0	-	
Veh in Median Storage, #	-	0			0	_	0	_	
Grade, %	_	0			0	_	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mymt Flow	0	155			213	0	0	0	
VIVIII I IOW	Ü	100			210	U	Ü	U	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	213	0			-	0	368	213	
Stage 1	-	-			-	-	213	-	
Stage 2	-	-			-	_	155	-	
Follow-up Headway	2.218	-			-	_	3.518	3.318	
Pot Capacity-1 Maneuver	1357	_			-	_	632	827	
Stage 1	_	_			_	_	823	<u>-</u>	
Stage 2	_	_			_	_	873	-	
Fime blocked-Platoon, %		_			_	_	0.0		
Mov Capacity-1 Maneuver	1357	_			_	_	632	827	
Mov Capacity-2 Maneuver	-	_			_	_	632	-	
Stage 1	_	_			_	_	823	_	
Stage 2	_	_			_	_	873	-	
Staye 2	-	-			-	-	073	-	
Approach	EB				WB		SB		
HCM Control Delay, s	0				0		0		
HCM LOS							Α		
Minor Long / Major Muset		EDI	FDT	WDT	WID	CDI ~1			
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR				
Capacity (veh/h)		1357	-	-	-	0			
HCM Lane V/C Ratio		-	-	-	-	+			
HCM Control Delay (s)		0	-	-	-	0			
HCM Lane LOS		Α				Α			
HCM 95th %tile Q(veh)		0	-	-	-	+			
Notes									
· Valuma Evacada Canaci			2000				N I D C I		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Future Total Conditions With Restrictive Measures



	•	-	•	←	4	†	-	ţ
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ ⊅	ሻ	∱ Ъ	ሻ	∱ Ъ	ሻ	∱ ⊅
Volume (vph)	137	807	234	720	41	370	40	440
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

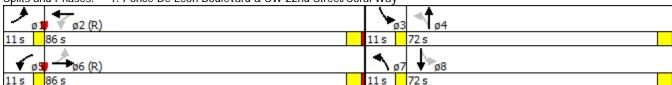
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	۶	→	•	1	←	•	1	†	/	\	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ⊅		ሻ	∱ ⊅		ሻ	∱ î≽		7	ተ ኈ	
Volume (veh/h)	137	807	102	234	720	73	41	370	102	40	440	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.94	0.96		0.90	0.96		0.90
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	389	1260	145	377	1391	127	297	807	183	301	937	82
Arrive On Green	0.09	0.52	0.52	0.13	0.55	0.55	0.04	0.28	0.28	0.04	0.28	0.28
Sat Flow, veh/h	1774	3253	375	1774	3344	304	1774	2875	653	1774	3343	294
Grp Volume(v), veh/h	144	486	461	246	422	405	43	250	229	42	257	247
Grp Sat Flow(s), veh/h/ln	1774	1863	1766	1774	1863	1786	1774	1863	1666	1774	1863	1774
Q Serve(g_s), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	9.0	9.3	1.3	9.3	9.4
Cycle Q Clear(q_c), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	9.0	9.3	1.3	9.3	9.4
Prop In Lane	1.00		0.21	1.00		0.17	1.00	7.0	0.39	1.00	7.0	0.17
Lane Grp Cap(c), veh/h	389	722	684	377	775	743	297	523	468	301	522	497
V/C Ratio(X)	0.37	0.67	0.67	0.65	0.54	0.55	0.14	0.48	0.49	0.14	0.49	0.50
Avail Cap(c_a), veh/h	440	1865	1767	377	1865	1788	405	1547	1383	410	1547	1473
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	15.8	15.8	13.7	13.2	13.2	19.8	24.2	24.3	19.8	24.3	24.4
Incr Delay (d2), s/veh	0.2	5.0	5.2	3.2	2.7	2.9	0.1	0.8	0.9	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	7.2	6.9	2.6	5.1	4.9	0.6	4.3	3.9	0.6	4.4	4.2
Lane Grp Delay (d), s/veh	13.5	20.8	21.1	16.9	15.9	16.1	19.9	24.9	25.2	19.9	25.2	25.3
Lane Grp LOS	В	C	C	В	В	В	В	C	C	В	C	C
Approach Vol, veh/h		1091			1073			522			546	
Approach Vol, venin		20.0			16.2			24.6			24.8	
Approach LOS		20.0 B			10.2 B			24.0 C			24.0 C	
• •		D			D			C			C	
Timer Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	8.7	36.3		11.0	38.6		6.1	27.5		6.1	27.5	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	8.0	81.0		8.0	81.0		8.0	67.2		8.0	67.2	
Max Q Clear Time (g_c+l1), s		17.7		8.2	13.7		3.4	11.3		3.3	11.4	
Green Ext Time (p_c), s	0.0	13.7		0.0	13.7		0.0	9.0		0.0	9.0	
Intersection Summary												
HCM 2010 Ctrl Delay HCM 2010 LOS			20.3 C									
Notes			-									

2: Ponce De Leon Boulevard & Andalusia Avenue

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Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	ሻ	∱ î≽	∱ î≽	7	^
Volume (vph)	64	646	475	88	684
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

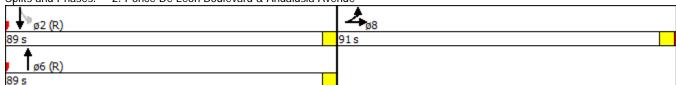
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



	≯	→	•	•	←	4	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱						∱ ∱		7	^	
Volume (veh/h)	64	646	92	0	0	0	0	475	241	88	684	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.96	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	653	1192	149				0	970	443	371	1515	0
Arrive On Green	0.37	0.37	0.37				0.00	0.54	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1774	3241	406				0	2386	1090	699	3725	0
Grp Volume(v), veh/h	70	403	387				0	402	351	96	743	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1784				0	1863	1614	699	1863	0
Q Serve(g_s), s	1.0	6.8	6.8				0.0	5.4	5.5	4.2	4.9	0.0
Cycle Q Clear(g_c), s	1.0	6.8	6.8				0.0	5.4	5.5	9.7	4.9	0.0
Prop In Lane	1.00		0.23				0.00		0.68	1.00		0.00
Lane Grp Cap(c), veh/h	653	685	656				0	757	656	371	1515	0
V/C Ratio(X)	0.11	0.59	0.59				0.00	0.53	0.53	0.26	0.49	0.00
Avail Cap(c_a), veh/h	3920	4116	3942				0	4059	3517	1609	8118	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.98	0.98	0.64	0.64	0.00
Uniform Delay (d), s/veh	8.1	9.9	10.0				0.0	6.6	6.6	9.7	6.4	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6				0.0	2.6	3.0	1.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	2.6	2.5				0.0	2.3	2.1	0.6	1.8	0.0
Lane Grp Delay (d), s/veh	8.2	10.5	10.6				0.0	9.2	9.6	10.8	7.2	0.0
Lane Grp LOS	<u>A</u>	В	В					Α	Α	В	Α	
Approach Vol, veh/h		860						753			839	
Approach Delay, s/veh		10.4						9.4			7.6	
Approach LOS		В						Α			Α	
Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		19.1						19.9			19.9	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		86.2						85.0			85.0	
Max Q Clear Time (g_c+l1), s		8.8						7.5			11.7	
Green Ext Time (p_c), s		4.6						4.0			4.0	
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			Α									
Notes												

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Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1₽	Ţ	^	∱ }
Volume (vph)	161	30	694	658
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

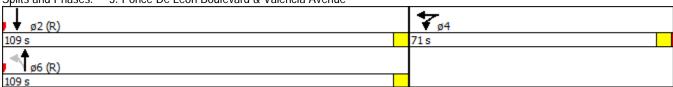
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ		. ነ	^			ተኈ	
Volume (veh/h)	0	0	0	42	161	32	30	694	0	0	658	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				236	975	93	449	1604	0	0	1347	217
Arrive On Green				0.08	0.08	0.08	0.57	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				990	4085	390	645	3725	0	0	3128	505
Grp Volume(v), veh/h				86	79	78	33	771	0	0	435	414
Grp Sat Flow(s),veh/h/ln				1813	1863	1790	645	1863	0	0	1863	1770
Q Serve(g_s), s				1.2	1.1	1.1	0.9	3.3	0.0	0.0	3.9	3.9
Cycle Q Clear(g_c), s				1.2	1.1	1.1	4.9	3.3	0.0	0.0	3.9	3.9
Prop In Lane				0.55		0.22	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				433	445	427	449	1604	0	0	802	762
V/C Ratio(X)				0.20	0.18	0.18	0.07	0.48	0.00	0.00	0.54	0.54
Avail Cap(c_a), veh/h				4418	4539	4360	2654	14335	0	0	7168	6809
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.63	0.63	0.63	0.93	0.93	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				10.1	10.0	10.1	5.7	4.0	0.0	0.0	4.2	4.2
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.3	1.0	0.0	0.0	2.5	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.4	0.4	0.4	0.1	1.0	0.0	0.0	1.5	1.4
Lane Grp Delay (d), s/veh				10.2	10.1	10.1	6.0	5.0	0.0	0.0	6.7	6.8
Lane Grp LOS				В	В	В	A	A			A	A
Approach Vol, veh/h					243			804			849	
Approach Delay, s/veh					10.2			5.0			6.7	
Approach LOS					В			Α			А	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.2			16.0			16.0	
Change Period (Y+Rc), s					4.7			4.3			4.3	
Max Green Setting (Gmax), s					66.3			104.7			104.7	
Max Q Clear Time (g_c+l1), s					3.2			6.9			5.9	
Green Ext Time (p_c), s					1.2			4.3			4.3	
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS			Α									
Notes												

4: Ponce De Leon Boulevard & Almeria Avenue

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€1 }	7	∱ î≽
Volume (vph)	27	206	73	72	33	645	64	617
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Intersection Summary								

Intersection Summary

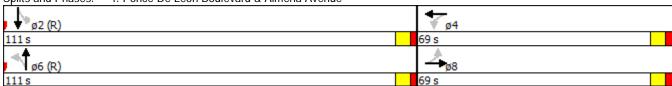
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Lanes 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6		*	₩	•		7	T		-	+	4
Volume (veh/h) 27 Number 3 Initial Q (Qb), veh 0 Ped-Bike Adj(A_pbT) 0.99 Parking Bus Adj 1.00 Adj Sat Flow veh/h/In 190.0 1 Lanes 0 0 Cap, veh/h 131 1 Arrive On Green 0.27 1 Sat Flow, veh/h 98 1 Grp Volume(v), veh/h 261 1 Grp Sat Flow(s), veh/h/In 1794 2 Q Serve(g_s), s 0.0 0 Cycle Q Clear(g_c), s 4.6	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Number 3 Initial Q (Qb), veh 0 Ped-Bike Adj(A_pbT) 0.99 Parking Bus Adj 1.00 Adj Sat Flow veh/h/In 190.0 1 Lanes 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/In 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	4			4			414		Ť	∱ ∱	
Initial Q (Ob), veh 0 Ped-Bike Adj(A_pbT) 0.99 Parking Bus Adj 1.00 Adj Sat Flow veh/h/ln 190.0 1 Lanes 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s),veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	206	17	73	72	58	33	645	121	64	617	11
Ped-Bike Adj(A_pbT) 0.99 Parking Bus Adj 1.00 Adj Sat Flow veh/h/ln 190.0 1 Lanes 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s),veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	8	18	7	4	14	1	6	16	5	2	12
Parking Bus Adj 1.00 Adj Sat Flow veh/h/ln 190.0 1 Lanes 0 0 Cap, veh/h 131 131 Arrive On Green 0.27 132 Sat Flow, veh/h 98 132 Grp Volume(v), veh/h 261 132 Grp Sat Flow(s), veh/h/ln 1794 1794 Q Serve(g_s), s 0.0 0 Cycle Q Clear(g_c), s 4.6	0	0	0	0	0	0	0	0	0	0	0
Adj Sat Flow veh/h/ln 190.0 1 Lanes 0 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Lanes 0 Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Cap, veh/h 131 Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Arrive On Green 0.27 Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	1	0	0	1	0	0	2	0	1	2	0
Sat Flow, veh/h 98 Grp Volume(v), veh/h 261 Grp Sat Flow(s),veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	436	30	242	212	115	127	1126	187	341	1450	22
Grp Volume(v), veh/h 261 Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	0.27	0.27	0.27	0.27	0.27	0.53	0.53	0.53	0.53	0.53	0.53
Grp Sat Flow(s), veh/h/ln 1794 Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	1586	110	413	773	418	65	2839	471	678	3658	56
Q Serve(g_s), s 0.0 Cycle Q Clear(g_c), s 4.6	0	0	207	0	0	437	0	392	67	330	329
Cycle Q Clear(g_c), s 4.6	0	0	1603	0	0	1770	0	1604	678	1863	1852
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	3.1	4.2	4.2
D 1 1 044	0.0	0.0	3.6	0.0	0.0	6.2	0.0	6.6	9.6	4.2	4.2
Prop In Lane 0.11		0.06	0.37		0.26	0.08		0.29	1.00		0.03
Lane Grp Cap(c), veh/h 597	0	0	570	0	0	803	0	636	341	739	734
V/C Ratio(X) 0.44	0.00	0.00	0.36	0.00	0.00	0.54	0.00	0.62	0.20	0.45	0.45
Avail Cap(c_a), veh/h 2963	0	0	2527	0	0	4719	0	4393	1929	5101	5071
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I) 1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh 11.7	0.0	0.0	11.4	0.0	0.0	6.9	0.0	7.0	10.4	6.5	6.5
Incr Delay (d2), s/veh 0.4	0.0	0.0	0.3	0.0	0.0	2.6	0.0	4.4	1.2	1.9	1.9
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln 1.8	0.0	0.0	1.4	0.0	0.0	2.5	0.0	2.6	0.5	1.8	1.7
Lane Grp Delay (d), s/veh 12.1	0.0	0.0	11.7	0.0	0.0	9.6	0.0	11.4	11.6	8.4	8.4
Lane Grp LOS B			В			A		В	В	A	<u>A</u>
Approach Vol, veh/h	261			207			829			726	
Approach Delay, s/veh	12.1			11.7			10.5			8.7	
Approach LOS	В			В			В			Α	
Timer	0									2	
Assigned Phs	8			4			6			2	
Phs Duration (G+Y+Rc), s	17.1			17.1			21.2			21.2	
Change Period (Y+Rc), s	6.6			6.6			6.0			6.0 105.0	
Max Green Setting (Gmax), s	62.4			62.4 5.6			105.0 8.6			11.6	
Max Q Clear Time (g_c+11), s Green Ext Time (p_c), s	6.6 2.4			2.4			3.4			3.4	
Intersection Summary											
HCM 2010 Ctrl Delay		10.2									
HCM 2010 LOS		В									
Notes											

Intersection	4.5							
ntersection Delay, s/veh	1.5							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		112	0	0	713	205	
Conflicting Peds, #/hr	0		8	0	0	0	9	
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	93		93	93	93	93	93	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		120	0	0	767	220	
Major/Minor	Minor2					Major2		
Conflicting Flow All	885		501			Majorz	0	
Stage 1	885		301			-	U	
Stage 2	000		-			-	-	
Follow-up Headway	3.52		3.32			-	-	
Pot Capacity-1 Maneuver	239		515			-	-	
Stage 1	306		313			-	-	
Stage 1 Stage 2	300		-			-	-	
Time blocked-Platoon, %	-		-			-	-	
Mov Capacity-1 Maneuver	236		512			-	-	
Mov Capacity-2 Maneuver	304		312			-	-	
Stage 1	304		-			-	-	
	304		-			-	-	
Stage 2	-		-			-	-	
Approach	EB					SB		
HCM Control Delay, s	14.2					0		
HCM LOS	В							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		512						
HCM Lane V/C Ratio		0.235	_	_				
HCM Control Delay (s)		14.2	_	_				
HCM Lane LOS		14.2 B	-	-				
HCM 95th %tile Q(veh)		0.906	_	_				
IOINI JUHI JUHIC Q(VCH)		0.700	-	-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	1.6								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		122		883	210	0	0	
Conflicting Peds, #/hr	0		1		003	5	0	0	
Sign Control	Stop		Stop		Free	Free	Stop	Stop	
RT Channelized	Stop		None		-	None	Эюр -	None	
Storage Length			0		_	INOTIC	-	INOITE	
Veh in Median Storage, #	0		-		0	_	-	0	
Grade, %	0		_		0	_	_	0	
Peak Hour Factor	95		95		95	95	95	95	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	0		128		929	221	0	0	
WWITE FIOW	U		120		727	221	U	U	
Major/Minor	Minor1				Major1				
Conflicting Flow All	1041		575		0	0			
Stage 1	1041		_		-	-			
Stage 2	0		_		-	-			
Follow-up Headway	3.52		3.32		_	-			
Pot Capacity-1 Maneuver	184		461		_	_			
Stage 1	246		-		_	_			
Stage 2	-		-		-	-			
Time blocked-Platoon, %					-	-			
Mov Capacity-1 Maneuver	183		461		-	-			
Mov Capacity-2 Maneuver	246		-		-	-			
Stage 1	246		-		-	-			
Stage 2	-		-		-	-			
Approach	WB				NB				
HCM Control Delay, s	15.8				0				
HCM LOS	С								
Minor Lane / Major Mvmt		NBT	NRR	WBLn1					
Capacity (veh/h)		- 1401	וזטול	461					
HCM Lane V/C Ratio		-	-	0.279					
HCM Control Delay (s)		-	_	15.8					
HCM Lane LOS		-	-	15.6 C					
HCM 95th %tile Q(veh)		_	_	1.128					
, ,		_	_	1.120					
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Internation Delevine	2.7							
Intersection Delay, s/veh	2.7							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		182	0	0	779	48	
Conflicting Peds, #/hr	0		0	0	0	0	9	
Sign Control	Stop		Stop	Free	Free	Free	Free	
RT Channelized	-		None	-	None	-	None	
Storage Length	-		0	-	-	-	-	
Veh in Median Storage, #	0		-	-	0	0	-	
Grade, %	0		-	-	0	0	-	
Peak Hour Factor	92		92	92	92	92	92	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		198	0	0	847	52	
Major/Minor	Minor2					Major2		
Conflicting Flow All	873		448			-	0	
Stage 1	873		-			-	-	
Stage 2	0		_			-	_	
Follow-up Headway	3.52		3.32			_	_	
Pot Capacity-1 Maneuver	244		558			_	_	
Stage 1	311		-			-	-	
Stage 2	-		_			-	-	
Time blocked-Platoon, %						-	-	
Mov Capacity-1 Maneuver	244		558			-	-	
Mov Capacity-2 Maneuver	311		-			-	-	
Stage 1	311		-			-	-	
Stage 2	-		-			-	-	
-								
Approach	EB					SB		
HCM Control Delay, s	15					0		
HCM LOS	С							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		558	_	-				
HCM Lane V/C Ratio		0.355	-	-				
HCM Control Delay (s)		15	_	-				
HCM Lane LOS		C						
HCM 95th %tile Q(veh)		1.591	-	-				
` ,								

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

9: Ponce De Leon Boulevard (NB) & Palermo Avenue

Intersection									
Intersection Delay, s/veh	1.2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		94		1040	240	0	0	
Conflicting Peds, #/hr	0		12		0	11	0	0	
Sign Control	Stop		Stop		Free	Free	Stop	Stop	
RT Channelized	-		None		-	None	-	None	
Storage Length	-		0		-	-	-	-	
Veh in Median Storage, #	0		-		0	-	-	0	
Grade, %	0		-		0	-	-	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	0		102		1130	261	0	0	
Major/Minor	Minor1				Major1				
Conflicting Flow All	1273		707		0	0			
Stage 1	1273		-		-	-			
Stage 2	0		-		-	-			
Follow-up Headway	3.52		3.32		_	-			
Pot Capacity-1 Maneuver	124		378		-	-			
Stage 1	177		-		-	-			
Stage 2	-		-		-	-			
Time blocked-Platoon, %					-	-			
Mov Capacity-1 Maneuver	122		374		-	-			
Mov Capacity-2 Maneuver	175		-		-	-			
Stage 1	175		-		-	-			
Stage 2	-		-		-	-			
Approach	WB				NB				
HCM Control Delay, s	18.2				0				
HCM LOS	C				ŭ				
Minor Lane / Major Mvmt		NBT	NRR	WBLn1					
Capacity (veh/h)		וטוו	NUN	374					
HCM Lane V/C Ratio		-	-	0.273					
HCM Control Delay (s)		_	-	18.2					
HCM Lane LOS		-	-	10.2 C					
HCM 95th %tile Q(veh)		_	_	1.093					
TION TOUT TOUT Q(VCII)		_	_	1.073					

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	0.4								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	0		55	0	846		557	24	
Conflicting Peds, #/hr	2		1	6	0		0	6	
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	93		93	93	93		93	93	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	0		59	0	910		599	26	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1069		320	627	0		iviajoi z	0	
Stage 1	614		320	UZ <i>1</i>	-		-	-	
Stage 2	455		-	-	-		-	-	
Follow-up Headway	3.52		3.32	2.22	-		-	_	
Pot Capacity-1 Maneuver	216		676	951	-		-	_	
Stage 1	502		070	731					
Stage 2	606								
Time blocked-Platoon, %	000				_			_	
Mov Capacity-1 Maneuver	215		671	946	_			_	
Mov Capacity-2 Maneuver	215			740	_		_	_	
Stage 1	501		_	_	_		_	_	
Stage 2	605		_	_	-		-	-	
Approach	EB			NB			SB		
HCM Control Delay, s	10.9			0			0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
Capacity (veh/h)		946	-	671	-	-			
HCM Lane V/C Ratio		-	_	0.088	-	-			
HCM Control Delay (s)		0	-	10.9	-	-			
HCM Lane LOS		Ā		В					
HCM 95th %tile Q(veh)		0	-	0.289	-	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	٠	•	1	†	+	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations Volume (veh/h) Sign Control Grade	0 Stop 0%	0	0	↑↑ 922 Free 0%	↑Љ 482 Free 0%	130
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph) Pedestrians Lane Width (ft)	0 6 0.0	0.93	0.93	991	518	140
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type	4.0			None	None	
Median storage veh) Upstream signal (ft) pX, platoon unblocked	0.84 1090	335	664	129		
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	733	335	664			
vCu, unblocked vol tC, single (s) tC, 2 stage (s)	6.8	6.9	4.1			
tF (s) p0 queue free % cM capacity (veh/h)	3.5 100 300	3.3 100 661	2.2 100 921			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total Volume Left Volume Right cSH Volume to Capacity	496 0 0 1700 0.29	496 0 0 1700 0.29	346 0 0 1700 0.20	313 0 140 1700 0.18		
Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	0 0.0	0 0.0	0.0	0.0		
Approach LOS Intersection Summary						
Average Delay Intersection Capacity Utili Analysis Period (min)	ization		0.0 28.8% 15	IC	CU Level o	of Service

13: Ponce De Leon Boulevard & Malaga Avenue

	۶	→	←	4	†	L	-	ļ
Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations	*	4	4		€1 }			4₽
Volume (vph)	258	168	45	53	552	31	42	401
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Intersection Summary								

Intersection Summary

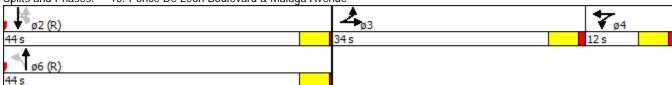
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



۶	→	•	•	←	4	4	†	~	L	\	
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
ሻ	4			4			€î}•				4₽
258	168	24	77	45	78	53	552	165	31	42	401
	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
											4.3
											0.95
											1.00
											1.00
											1.00
											0.99
											3511
	0.99			0.98							0.68
1681				1731							2415
0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
272	177	25	81	47	82	56	581	174	34	44	422
0	6	0	0	22	0	0	28	0	0	0	0
234	234	0	0	188	0	0	783	0	0	0	500
		1	1			6		4		4	
			Split	NA		Perm			Perm	Perm	NA
3	3		4	4			6				2
						6			2	2	
											38.3
											38.3
											0.43
											4.3
											1.0
							1275				1027
c0.14	0.14			c0.11							
											0.21
											0.49
											18.7
											1.00
											1.7
											20.4
D	D										С
											20.4
	D			С			С				С
		26.8	H	CM 2000	Level of	Service		С			
ty ratio											
-		90.0	Sı	um of los	time (s)			14.3			
on		74.9%)		D			
		15									
	258 1900 5.0 0.95 1.00 1.00 0.95 1681 0.95 1681 0.95 272 0 234 Split 3 17.9 17.9 0.20 5.0 2.5 334 c0.14 0.70 33.6 1.00 6.0 39.6 D	EBL EBT 258 168 1900 1900 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.99 1681 1726 0.95 0.99 1681 1726 0.95 272 177 0 6 234 234 Split NA 3 3 17.9 17.9 17.9 17.9 17.9 17.9 17.9 17.9 0.20 5.0 2.5 2.5 334 343 c0.14 0.14 0.70 0.68 33.6 33.4 1.00 1.00 6.0 5.1 39.6 D ay ratio	EBL EBT EBR 258 168 24 1900 1900 1900 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.99 1681 1726 0.95 0.99 1681 1726 0.95 0.99 1681 1726 0.95 0.95 272 177 25 0 6 0 234 234 0 Split NA 3 3 17.9 17.9 17.9 17.9 17.9 17.9 0.20 0.20 5.0 5.0 2.5 2.5 334 343 c0.14 0.14 0.70 0.68 33.6 33.4 1.00 1.00 6.0 5.1 39.6 38.5 D D 39.0 D	EBL EBT EBR WBL 258 168 24 77 1900 1900 1900 1900 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.99 1681 1726 0.95 0.99 1681 1726 0.95 0.95 272 177 25 81 0 6 0 0 234 234 0 0 1 1 Split NA Split 3 3 4 17.9 17.9 17.9 17.9 17.9 17.9 0.20 0.20 5.0 5.0 2.5 2.5 334 343 c0.14 0.14 0.70 0.68 33.6 33.4 1.00 1.00 6.0 5.1 39.6 38.5 D D 39.0 D	EBL EBT EBR WBL WBT 258 168 24 77 45 1900 1900 1900 1900 1900 5.0 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.95 0.99 0.98 1681 1726 1731 0.95 0.99 0.98 1681 1726 1731 0.95 0.95 0.95 0.95 272 177 25 81 47 0 6 0 0 22 234 234 0 0 188 1 1 Split NA Split NA 3 3 3 4 4 17.9 17.9 17.9 19.5 17.9 17.9 19.5 0.20 0.20 0.22 5.0 5.0 5.0 2.5 2.5 2.5 334 343 c0.14 0.14 c0.11 0.70 0.68 33.6 33.4 31.0 1.00 1.00 1.00 6.0 5.1 39.6 38.5 D D C C 39.0 Sum of lost	EBL EBT EBR WBL WBT WBR 258 168 24 77 45 78 1900 1900 1900 1900 1900 1900 5.0 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.95 0.99 0.98 1681 1726 1731 0.95 0.99 0.98 1681 1726 1731 0.95 0.99 0.98 1681 1726 1731 0.95 0.95 0.95 0.95 0.95 272 177 25 81 47 82 0 6 0 0 22 0 234 234 0 0 188 0 1 1 Split NA Split NA 3 3 4 4 4 17.9 17.9 17.9 19.5 17.9 17.9 19.5 0.20 0.20 0.22 5.0 5.0 5.0 2.5 2.5 2.5 334 343 c0.14 0.14 c0.11 0.70 0.68 33.6 33.4 31.0 1.00 1.00 1.00 6.0 5.1 0.8 39.6 38.5 31.7 D D C 39.0 Sum of lost time (s)	EBL EBT EBR WBL WBT WBR NBL 258 168 24 77 45 78 53 1900 1900 1900 1900 1900 1900 1900 5.0 5.0 5.0 0.95 0.95 1.00 1.00 1.00 1.00 1.00 0.98 0.95 0.95 0.99 0.98 1681 1726 1731 0.95 0.99 0.98 1681 1726 1731 0.95 0.99 0.98 1681 1726 1731 0.95 0.95 0.95 0.95 0.95 0.95 272 177 25 81 47 82 56 0 6 0 0 22 0 0 234 234 0 0 188 0 0 1 1 1 6 Split NA Split NA Perm 3 3 3 4 4 4 6 17.9 17.9 17.9 19.5 17.9 17.9 19.5 17.9 17.9 19.5 0.20 0.20 0.22 5.0 5.0 5.0 5.0 2.5 2.5 2.5 2.5 334 343 343 c.0.14 0.14 c.0.11 0.70 0.68 0.50 33.6 33.4 31.0 1.00 1.00 6.0 5.1 0.8 39.6 38.5 31.7 D D C 39.00 Sum of lost time (s)	EBL EBT EBR WBL WBT WBR NBL NBT 258 168 24 77 45 78 53 552 1900 1900 1900 1900 1900 1900 1900 5.0 5.0 5.0 0.95 0.95 1.00 0.95 1.00 1.00 1.00 1.00 1.00 0.99 1.00 1.00 0.98 0.95 0.95 0.97 0.95 0.99 0.98 1.00 1681 1726 1731 3395 0.95 0.99 0.98 0.88 1681 1726 1731 2997 0.95 0.95 0.95 0.95 0.95 0.95 0.95 272 177 25 81 47 82 56 581 0 6 0 0 22 0 0 28 234 234 0 0 188 0 0 783 1 1 1 6 Split NA Split NA Perm NA 3 3 4 4 4 6 6 17.9 17.9 19.5 38.3 17.9 17.9 19.5 38.3 17.9 17.9 19.5 38.3 17.9 17.9 19.5 38.3 17.9 17.9 19.5 38.3 2.5 2.5 2.5 2.5 1.0 0.70 0.68 0.50 5.0 4.3 2.5 2.5 2.5 1.0 0 0 0 0.50 0.50 0.51 0.95 0.95 0.95 0.95 0.95 0.95 0.90 0.90 0.90 0.90 0.90 0.90 0.20 0.20 0.22 0.43 334 343 375 1275 0.70 0.68 0.50 0.50 0.61 33.6 33.4 31.0 20.1 1.00 1.00 1.00 1.00 1.00 6.0 5.1 0.8 2.2 39.6 38.5 31.7 22.3 D D C C C C C C C C C C C C C C C C C C	EBL EBT EBR WBL WBT WBR NBL NBT NBR 258 168 24 77 45 78 53 552 165 1900 1900 1900 1900 1900 1900 1900 190	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBU	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBU SBL 258 168 24 77 45 78 53 552 165 31 42 1900 1900 1900 1900 1900 1900 1900 1900

	4
Movement	SBR
Lame Configurations Volume (vph) Ideal Flow (vphpl) Tatal Lost time (c)	0 1900
Total Lost time (s) Lane Util. Factor Frpb, ped/bikes	
Flpb, ped/bikes Frt	
Flt Protected Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF Adj. Flow (vph)	0.95 0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

14: Le Jeune Road & Sevilla Avenue

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Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	*	7	∱ }	J.	^
Volume (vph)	12	43	1280	266	1098
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Interception Cummers					

Intersection Summary

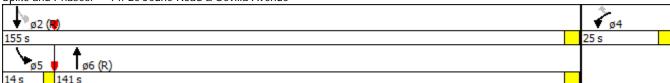
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	↑ ↑		ሻ	^
Volume (veh/h)	12	43	1280	59	266	1098
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	42	38	1851	74	553	2738
Arrive On Green	0.02	0.02	0.69	0.69	0.17	0.98
Sat Flow, veh/h	1774	1583	3559	142	1774	3725
Grp Volume(v), veh/h	12	1	683	675	271	1120
Grp Sat Flow(s), veh/h/ln	1774	1583	1863	1837	1774	1863
Q Serve(g_s), s	0.2	0.0	7.9	7.9	1.9	0.4
Cycle Q Clear(g_c), s	0.2	0.0	7.9	7.9	1.9	0.4
Prop In Lane	1.00	1.00		0.08	1.00	· · ·
Lane Grp Cap(c), veh/h	42	38	969	956	553	2738
V/C Ratio(X)	0.29	0.03	0.70	0.71	0.49	0.41
Avail Cap(c_a), veh/h	1036	924	7141	7044	869	15745
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.0	3.8	3.9	5.0	0.1
Incr Delay (d2), s/veh	2.7	0.2	4.3	4.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.1	0.0	2.9	2.9	0.6	0.2
Lane Grp Delay (d), s/veh	19.8	17.2	8.2	8.2	5.3	0.6
Lane Grp LOS	17.0 B	17.2 B	0.2 A	0.2 A	3.3 A	Α
Approach Vol, veh/h	13		1358		,,	1391
Approach Delay, s/veh	19.6		8.2			1.5
Approach LOS	17.0 B		Α			Α
	Ь		А			Λ.
Timer Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			22.9		7.7	30.6
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			136.6		3.0 11.0	4.4 150.6
Max Q Clear Time (q_c+l1), s			9.9		3.9	2.4
Green Ext Time (p_c), s			9.9 8.6		0.2	2.4 8.6
•			0.0		0.2	0.0
Intersection Summary			4.0			
HCM 2010 Ctrl Delay			4.9			
HCM 2010 LOS			Α			
Notes						

Intersection									
Intersection Delay, s/veh	2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	10		19		1322	117	223	1044	
Conflicting Peds, #/hr	0		0		0	3	3	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	-		None		-	None	-	None	
Storage Length	0		-		_	-	150	-	
Veh in Median Storage, #	1		_		0	_	-	0	
Grade, %	0		-		0	_	-	0	
Peak Hour Factor	97		97		97	97	97	97	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	10		20		1363	121	230	1076	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	2421		745		0	0	1484	0	
Stage 1	1423		743		-	-	1404	-	
Stage 2	998		_		_	-	_	_	
Follow-up Headway	3.52		3.32		_	_	2.22	_	
Pot Capacity-1 Maneuver	27		357		_	_	449	_	
Stage 1	188		-		_	_	-	_	
Stage 2	317		_		_	_	_	_	
Time blocked-Platoon, %	017				_	_		_	
Mov Capacity-1 Maneuver	13		356		_	_	448	_	
Mov Capacity-2 Maneuver	83		-		_	_	-	_	
Stage 1	188		-		_	-	-	-	
Stage 2	154		-		-	-	-	-	
Approach	WB				NB		SB		
HCM Control Delay, s	31.2				0		3.7		
HCM LOS	31.2 D				U		3.1		
TIOM LOS	D								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		-	-	167	448	-			
HCM Lane V/C Ratio		-	-	0.179	0.513	-			
HCM Control Delay (s)		-	-	31.2	21.202	-			
HCM Lane LOS				D	С				
HCM 95th %tile Q(veh)		-	-	0.631	2.862	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	1.1								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	2		13		1465	22	151	1047	
Conflicting Peds, #/hr	0		0		0	2	2	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	- -		None		-	None	-	None	
Storage Length	0		-		_	-	50	-	
Veh in Median Storage, #	1		_		0	_	-	0	
Grade, %	0		_		0	_	_	0	
Peak Hour Factor	99		99		99	99	99	99	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	2		13		1480	22	153	1058	
Major/Minor	Minor1				Major1		Major?		
Major/Minor Conflicting Flow All	Minor1 2325		753		Major1 0	0	Major2 1502	0	
Stage 1	2325 1491		753		U	U	1002	U	
Stage 2	834		-		-	-	-	-	
Follow-up Headway	3.52		3.32		-	-	2.22	_	
Pot Capacity-1 Maneuver	3.32		352		_	-	442	_	
Stage 1	173		JJZ -		_	-	442	_	
Stage 2	387		-		-	-	-	_	
Time blocked-Platoon, %	307				_	_		_	
Mov Capacity-1 Maneuver	20		351		_	_	441	_	
Mov Capacity-2 Maneuver	102		-		_	_	-	_	
Stage 1	173		_		-	_	-	_	
Stage 2	252		-		-	-	-	-	
	,								
Approach	WB				NB		SB		
HCM Control Delay, s	19.4				0		2.2		
HCM LOS	С								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		-	-	265	441	_			
HCM Lane V/C Ratio		-	-	0.057	0.346	-			
HCM Control Delay (s)		-	-	19.4	17.418	-			
HCM Lane LOS				С	С				
HCM 95th %tile Q(veh)		-	-	0.181	1.522	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

17: University Drive & Le Jeune Road

	•	*	•	M	4	†	-	↓	•	•	/
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations	ሻ		- 4		ă	∱ î≽	ሻ	∱ ∱		ሻ	蘆
Volume (vph)	94	165	19	6	7	1078	55	897	6	388	512
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

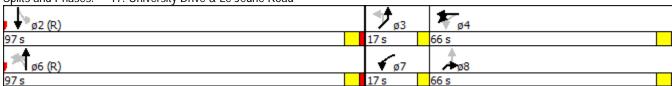
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 102 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



	•	/	←	•	*1	•	†	~	/	↓	لِر	4
Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			Ä	∱ ⊅		ሻ	∱ ∱		
Volume (vph)	94	165	19	13	6	7	1078	171	55	897	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	0.99		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3448		1770	3429		
Flt Permitted	0.18		0.96			0.18	1.00		0.11	1.00		
Satd. Flow (perm)	318		1678			330	3448		201	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	96	168	19	13	6	7	1100	174	56	915	116	10
RTOR Reduction (vph)	0	0	1	0	0	0	7	0	0	0	0	0
Lane Group Flow (vph)	86	0	209	0	0	13	1267	0	56	1041	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Effective Green, g (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Actuated g/C Ratio	0.32		0.26			0.51	0.51		0.51	0.51		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	184		441			169	1766		102	1756		
v/s Ratio Prot	0.03		0.12				c0.37			0.30		
v/s Ratio Perm	0.12					0.04			0.28			
v/c Ratio	0.47		0.47			0.08	0.72		0.55	0.59		
Uniform Delay, d1	46.0		55.8			22.3	33.9		29.8	30.7		
Progression Factor	1.00		1.00			1.00	1.00		0.99	0.98		
Incremental Delay, d2	0.7		0.6			0.9	2.5		19.2	1.5		
Delay (s)	46.7		56.4			23.2	36.4		48.6	31.6		
Level of Service	D		Ε			С	D		D	С		
Approach Delay (s)			53.6				36.3			32.4		
Approach LOS			D				D			С		
Intersection Summary												
HCM 2000 Control Delay			43.1	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.79									
Actuated Cycle Length (s)	-		180.0	S	um of los	t time (s)			13.6			
Intersection Capacity Utiliza	ation		103.4%			of Service	9		G			
Analysis Period (min)			15									
c Critical Lane Group												

	•	•	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	6	388	512	18
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	396	522	18
RTOR Reduction (vph)	0	0	22	0
Lane Group Flow (vph)	0	402	518	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm		custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)	· ·	77.2	63.4	
Effective Green, g (s)		77.2	63.4	
Actuated g/C Ratio		0.43	0.35	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		643	557	
v/s Ratio Prot		c0.09	c0.33	
v/s Ratio Perm		0.17	00.00	
v/c Ratio		0.63	0.93	
Uniform Delay, d1		38.3	56.2	
Progression Factor		1.00	1.00	
Incremental Delay, d2		1.4	22.0	
Delay (s)		39.7	78.2	
Level of Service		57.7 D	70.2 E	
Approach Delay (s)		61.7	L	
Approach LOS		E		
Intersection Summary				

18: Galiano Street & Valencia Avenue

	←	4	†	ļ
Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 † †		ર્ન	ĵ»
Volume (vph)	169	89	160	163
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

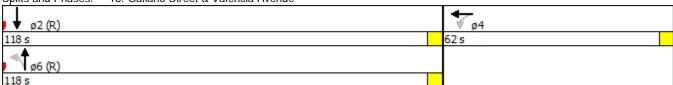
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4 ↑ ₽			र्स			₽	
Volume (veh/h)	0	0	0	82	169	38	89	160	0	0	163	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				434	995	82	355	426	0	0	440	186
Arrive On Green				0.28	0.28	0.28	0.47	0.47	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1567	3592	295	383	1198	0	0	1238	523
Grp Volume(v), veh/h				107	99	98	286	0	0	0	0	266
Grp Sat Flow(s), veh/h/ln				1784	1863	1807	1581	0	0	0	0	1761
Q Serve(g_s), s				1.0	0.9	0.9	0.2	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s				1.0	0.9	0.9	2.4	0.0	0.0	0.0	0.0	2.2
Prop In Lane				0.88		0.16	0.36		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				494	516	501	781	0	0	0	0	626
V/C Ratio(X)				0.22	0.19	0.20	0.37	0.00	0.00	0.00	0.00	0.43
Avail Cap(c_a), veh/h				4635	4838	4693	7879	0	0	0	0	9000
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.2	6.2	6.2	4.4	0.0	0.0	0.0	0.0	4.4
Incr Delay (d2), s/veh				0.2	0.1	0.1	1.3	0.0	0.0	0.0	0.0	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.3	0.3	0.3	0.9	0.0	0.0	0.0	0.0	0.9
Lane Grp Delay (d), s/veh				6.4	6.3	6.3	5.7	0.0	0.0	0.0	0.0	6.5
Lane Grp LOS				A	A	A	A					A
Approach Vol, veh/h					304			286			266	
Approach Delay, s/veh					6.3			5.7			6.5	
Approach LOS					А			Α			А	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					10.3			12.0			12.0	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					57.9			113.9			113.9	
Max Q Clear Time (q_c+l1), s					3.0			4.4			4.2	
Green Ext Time (p_c), s					1.5			1.1			1.1	
Intersection Summary												
HCM 2010 Ctrl Delay			6.2									
HCM 2010 LOS			А									
Notes												

Intersection Delay, s/veh	17.5											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	63	236	53	73	153	18	39	135	58	65	167	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	257	58	79	166	20	42	147	63	71	182	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	21			15.8			15.3			16.4		
HCM LOS	С			С			С			С		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		17%	18%	30%	26%							
Vol Thru, %		58%	67%	63%	67%							
Vol Right, %		25%	15%	7%	8%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		232	352	244	251							
LT Vol		135	236	153	167							
Through Vol		58	53	18	19							
RT Vol		39	63	73	65							
Lane Flow Rate		252	383	265	273							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.462	0.665	0.485	0.504							
Departure Headway (Hd)		6.596	6.259	6.587	6.656							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		542	574	544	540							
Service Time		4.675	4.328	4.666	4.732							
HCM Lane V/C Ratio		0.465	0.667	0.487	0.506							
HCM Control Delay		15.3	21	15.8	16.4							
HCM Lane LOS		C 2.4	C 4.9	C 2.6	C 2.8							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	137	0	32	0	0	29	79	66	6	0	175	130
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	0	34	0	0	31	83	69	6	0	184	137
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0
Approach	EB					WB	NB				SB	
Opposing Approach	WB					EB	SB				NB	
Opposing Lanes	1					1	1				1	
Conflicting Approach Left	SB					NB	EB				WB	
Conflicting Lanes Left	1					1	1				1	
Conflicting Approach Right	NB					SB	WB				EB	
Conflicting Lanes Right	1					1	1				1	
HCM Control Delay	9.9					8	9.3				10.3	
HCM LOS	Α					Α	Α				В	
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		52%	81%	0%	0%							
Vol Thru, %		44%	0%	0%	57%							
Vol Right, %		4%	19%	100%	43%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		151	169	29	305							
LT Vol		66	0	0	175							
Through Vol		6	32	29	130							
RT Vol		79	137	0	0							
Lane Flow Rate		159	178	31	321							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.217	0.252	0.04	0.393							
Departure Headway (Hd)		4.904	5.103	4.681	4.405							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		728	699	757	812							
Service Time		2.962	3.167	2.761	2.452							
HCM Cantral Palace		0.218	0.255	0.041	0.395							
HCM Control Delay		9.3	9.9	8	10.3							
HCM CEAL AND CO		A	A	Α	B							
HCM 95th-tile Q		0.8	1	0.1	1.9							
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh Intersection LOS	8 A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	0	0	44	0	0	15	0	136	15	0	85	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	48	0	0	16	0	148	16	0	92	135
Number of Lanes	0	0	1	0	0	1	0	1	0	0	1	(
Approach			EB			WB		NB			SB	
Opposing Approach			WB			EB		SB			NB	
Opposing Lanes			1			1		1			1	
Conflicting Approach Left			SB			NB		EB			WB	
Conflicting Lanes Left			1			1		1			1	
Conflicting Approach Right			NB			SB		WB			EB	
Conflicting Lanes Right			1			1		1			1	
HCM Control Delay			7.4			7.3		8.2			8.1	
HCM LOS			А			Α		Α			Α	
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		0%	0%	0%	0%							
Vol Thru, %		90%	0%	0%	41%							
Vol Right, %		10%	100%	100%	59%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		151	44	15	209							
LT Vol		136	0	0	85							
Through Vol		15	44	15	124							
RT Vol		0	0	0	0							
Lane Flow Rate		164	48	16	227							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.19	0.055	0.019	0.241							
Departure Headway (Hd)		4.159	4.162	4.199	3.814							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		853	866	857	929							
Service Time		2.227	2.163	2.201	1.886							
HCM Lane V/C Ratio		0.192	0.055	0.019	0.244							
HCM Control Delay		8.2	7.4	7.3	8.1							
HCM Lane LOS HCM 95th-tile Q		A 0.7	A 0.2	A 0.1	A 0.9							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

ntersection									
ntersection Delay, s/veh	0.7								
lovement	WBL		WBR		NBT	NBR	SBL	SBT	
ol, veh/h	0		25		123	75	0	131	
conflicting Peds, #/hr	0		3		0	3	3	0	
ign Control	Stop		Stop		Free	Free	Free	Free	
T Channelized	Stop -		None		-	None	-	None	
torage Length	_		0		_	- INOTIC	_	None	
eh in Median Storage, #	0		-		0		_	0	
rade, %	0		_		0	_	_	0	
eak Hour Factor	91		91		91	91	91	91	
eavy Vehicles, %	2		2		2	2	2	2	
vmt Flow	0		27		135	82	0	144	
VIIIC I IOW	O		21		133	02	U	177	
ajor/Minor	Minor1				Major1		Major2		
onflicting Flow All	323		182		0	0	221	0	
Stage 1	179		_		_	_	_	_	
Stage 2	144		_		_	_	_	_	
low-up Headway	3.518		3.318		_	_	2.218	_	
t Capacity-1 Maneuver	671		861		_	_	1348	_	
Stage 1	852		_		-	_	_	_	
Stage 2	883		_		-	_	_	_	
me blocked-Platoon, %					-	_		_	
ov Capacity-1 Maneuver	668		857		-	_	1345	_	
ov Capacity-2 Maneuver	668		-		_	-	_	-	
Stage 1	850		-		_	-	_	-	
Stage 2	881		-		-	-	-	-	
nnra a ch	MD				MD		CD		
oproach	WB				NB		SB		
CM Control Delay, s	9.3				0		0		
CM LOS	А								
linor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
apacity (veh/h)		_	_	857	1345	_			
CM Lane V/C Ratio		-	_	0.032	-	_			
CM Control Delay (s)		-	_	9.3	0	_			
CM Lane LOS				A	Ä				
CM 95th %tile Q(veh)		-	_	0.099	0	_			
(- ,					-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

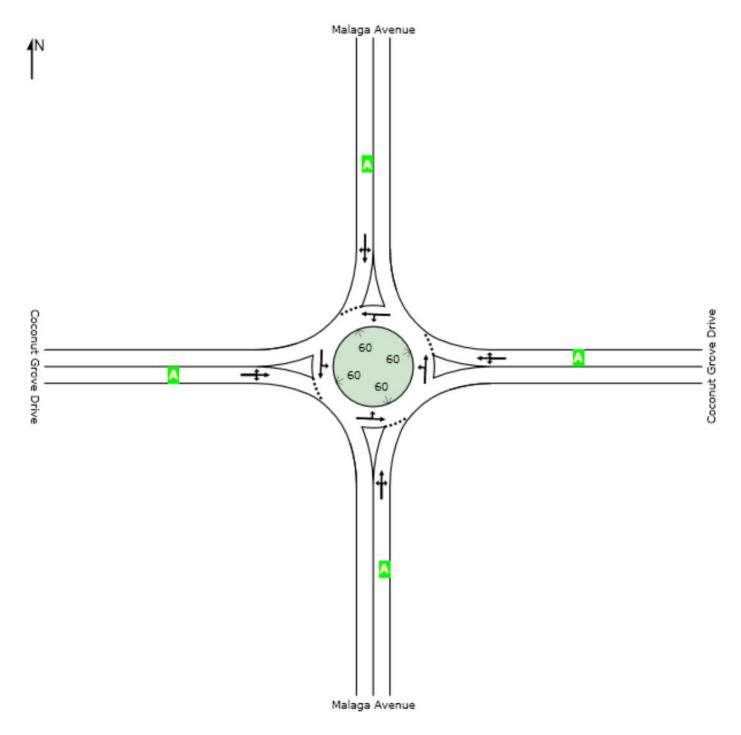


Site: Coconut Grove Drive and Malaga Avenue

Future Total AM with Restrictions Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	Α	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Future Total AM with Restrictions Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F		Cap.	Deg.	Lane	Average	Level of	95% Back of		Lane	Lane	Сар.	Prob.
	Total veh/h	HV %	veh/h	Satn v/c	Util. %	Delay sec	Service	Veh	Dist ft	Config	Length ft	Adj. %	Block. %
South: Malag		/0	V (311)/11	V/ O	70	300			- 10		- 10	/0	70
Lane 1 ^d	250	3.0	943	0.265	100	6.5	LOSA	1.1	28.2	Full	1600	0.0	0.0
Approach	250	3.0		0.265		6.5	LOSA	1.1	28.2				
East: Coconu	ut Grove Dri	ve											
Lane 1 ^d	195	3.0	951	0.205	100	5.8	LOSA	0.8	20.5	Full	1600	0.0	0.0
Approach	195	3.0		0.205		5.8	LOSA	0.8	20.5				
North: Malaga	a Avenue												
Lane 1 ^d	139	3.0	966	0.144	100	5.1	LOSA	0.5	13.7	Full	1600	0.0	0.0
Approach	139	3.0		0.144		5.1	LOSA	0.5	13.7				
West: Cocon	ut Grove Dr	ive											
Lane 1 ^d	73	3.0	840	0.087	100	5.1	LOSA	0.3	7.6	Full	1600	0.0	0.0
Approach	73	3.0		0.087		5.1	LOSA	0.3	7.6				
Intersection	657	3.0		0.265		5.8	LOSA	1.1	28.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Processed: Monday, January 26, 2015 3:10:45 PM Copyright © 2000-2014 Akcelik and Associates Pty Ltd SIDRA INTERSECTION 6.0.20.4660 www.sidrasolutions.com Project: K:\FTL_TPTO\043567000-Old Spanish Village\Calcs\Sidra\Coconut Grove.sip6 8000965, KIMLEY-HORN & ASSOCIATES INC, NETWORK / Enterprise

SIDRA INTERSECTION 6

Intersection Intersection Delay, s/veh	9.4											
Intersection LOS	9.4 A											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	54	12	112	0	66	0	126	103	80	47	(
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	13	122	0	72	0	137	112	87	51	C
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	C
Approach		SE		NW				NE		SW		
Opposing Approach		NW		SE				SW		NE		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SW		NE				SE		NW		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NE		SW				NW		SE		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		8.6		9.6				9.6		9.3		
HCM LOS		Α		Α				Α		Α		
Lane		NELn1	NWLn1	SELn1	SWLn1							
Vol Left, %		0%	63%	0%	63%							
Vol Thru, %		55%	0%	82%	37%							
Vol Right, %		45%	37%	18%	0%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		229	178	66	127							
LT Vol		126	0	54	47							
Through Vol		103	66	12	0							
RT Vol		0	112	0	80							
Lane Flow Rate		249	193	72	138							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.31	0.26	0.099	0.192							
Departure Headway (Hd)		4.49	4.831	4.984	5.002							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		797	739	713	714							
Service Time		2.543	2.889	3.055	3.062							
		0.312	0.261	0.101	0.193							
HCM Lane V/C Ratio		9.6	9.6	8.6	9.3							
HCM Control Delay			_	-	_							
		7.0 A 1.3	A 1	A 0.3	A 0.7							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	17	13	34	155	898	77	22	1062	268
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	35	158	916	79	22	1084	273
Major/Minor				Minor1			Major1			Major2		
Conflicting Flow All				1861	2676	511	1357	0	0	997	0	0
Stage 1				1274	1274	-	-	-	-	_	-	-
Stage 2				587	1402	-	_	-	_	_	-	-
Follow-up Headway				3.52	4.02	3.32	2.22	-	_	2.22	-	-
Pot Capacity-1 Maneuver				65	22	508	503	-	-	690	-	-
Stage 1				226	236	-	-	-	-	-	-	-
Stage 2				519	205	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver				42	# 0	502	498	-	-	683	-	-
Mov Capacity-2 Maneuver				113	# 0	-	-	-	-	-	-	-
Stage 1				154	# 0	-	-	-	-	-	-	-
Stage 2				497	# 0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s				26.2			2.1			0.2		
HCM LOS				D			2			0.2		
Minor Lane / Major Mvmt		NBL	NBT	NRD	WBLn1	SBL	SBT	SBR				
		498	וטוו	NOI	234	683	וטכ	אוטכ				
Capacity (veh/h) HCM Lane V/C Ratio		0.318	-	-	0.279	0.033	-	-				
HCM Control Delay (s)		15.557	-	-	26.2	10.45	-	-				
HCM Lane LOS		13.33 <i>1</i>	-	-	20.2 D	10.45 B	-	-				
HCM 95th %tile Q(veh)		1.353	_		1.104	0.102	_	_				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	6.8								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	84		173	99	1044		930	141	
Conflicting Peds, #/hr	1		0	9	0		0	0	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	-		None	-	None		-	None	
Storage Length	0		-	100	-		-	-	
Veh in Median Storage, #	1		-	-	0		0	-	
Grade, %	0		-	-	0		0	-	
Peak Hour Factor	97		97	97	97		97	97	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	87		178	102	1076		959	145	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1774		562	1105	0		-	0	
Stage 1	1032		-	-	-		-	-	
Stage 2	742		_	_	_		_	_	
Follow-up Headway	3.52		3.32	2.22	_		-	_	
Pot Capacity-1 Maneuver	# 74		470	628	_		-	-	
Stage 1	304		-	-	_		-	-	
Stage 2	432		_	_	_		-	-	
Time blocked-Platoon, %					_		-	-	
Mov Capacity-1 Maneuver	# 62		466	623	_		-	-	
Mov Capacity-2 Maneuver	179		_	-	_		-	-	
Stage 1	304		-	-	_		-	-	
Stage 2	361		-	-	-		-	-	
Approach	EB			NB			SB		
HCM Control Delay, s	60.7			1			0		
HCM LOS	F			'			U		
,					0				
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
Capacity (veh/h)		623	-	306	-	-			
HCM Lane V/C Ratio		0.164	-	0.866	-	-			
HCM Control Delay (s)		11.907	-	60.7	-	-			
HCM Lane LOS		В		F					
HCM 95th %tile Q(veh)		0.583	-	7.727	-	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	202	0	0	2	164	1051	17	16	902	13
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	3	220	0	0	2	178	1142	18	17	980	14
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1950	2539	498	2035	2537	581	995	0	0	1161	0	0
Stage 1	1022	1022	-	1508	1508	-	_	-	-	-	-	-
Stage 2	928	1517	-	527	1029	-	-	-	_	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	39	27	518	33	27	457	691	-	-	597	-	-
Stage 1	253	312	-	126	182	-	-	-	-	-	-	-
Stage 2	288	180	-	502	309	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	19	518	14	19	457	690	-	-	597	-	-
Mov Capacity-2 Maneuver	101	84	-	50	67	-	-	-	-	-	-	-
Stage 1	188	303	-	93	135	-	-	-	-	-	-	-
Stage 2	213	134	-	278	300	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	24.3			12.9			1.6			0.2		
HCM LOS	C			В						0.2		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	FRI n?	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		690	1401	NDIX	101	428	457	597	301	אטכ		
HCM Lane V/C Ratio		0.258	-	-	0.151	0.538	0.005	0.029	-	-		
HCM Control Delay (s)		12.025	-	-	46.9	22.8	12.9	11.211	-	-		
HCM Lane LOS		12.025 B	-	-	40.9 E	22.8 C	12.9 B	11.211 B	-	-		
HCM 95th %tile Q(veh)		1.028	-	-	0.508	3.108	0.014	0.09	-	-		
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection								
ntersection Delay, s/veh	4.7							
Movement	EBT	EBR	WBL	WBT	N	IBL	NBR	
Vol, veh/h	138	60	136	70		57	42	
Conflicting Peds, #/hr	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	S	top	Stop	
RT Channelized	-	None	-	None		-	None	
Storage Length	-	-	-	-		0	-	
Veh in Median Storage, #	0	_	-	0		0	-	
Grade, %	0	_	_	0		0	-	
Peak Hour Factor	92	92	92	92		92	92	
Heavy Vehicles, %	2	2	2	2		2	2	
Mymt Flow	150	65	148	76		62	46	
William Flow	100	00	110	70		02	10	
Major/Minor	Major1		Major2		Min	or1_		
Conflicting Flow All	0	0	215	0	Ę	555	183	
Stage 1	-	-	-	-		183	-	
Stage 2	-	-	-	-		372	-	
Follow-up Headway	-	-	2.218	-		518	3.318	
Pot Capacity-1 Maneuver	-	-	1355	_		493	859	
Stage 1	-	_	-	-		348	<u>-</u>	
Stage 2	-	_	-	-		597	-	
Time blocked-Platoon, %	-	_		_				
Mov Capacity-1 Maneuver	-	_	1355	_	4	437	859	
Mov Capacity-2 Maneuver	-	_	-	_		437	-	
Stage 1	_	_	_	_		348	-	
Stage 2	-	_	_	_		518	-	
Olugo Z								
Approach	EB		WB			NB		
HCM Control Delay, s	0		5.3		1	3.1		
HCM LOS						В		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
		LDI	LDIX		VVDI			
Capacity (veh/h)	552	-	-	1355	-			
HCM Control Delay (a)	0.195	-	-	0.109	-			
HCM Control Delay (s)	13.1	-	-	7.982	0			
HCM Lane LOS	В			A	Α			
HCM 95th %tile Q(veh)	0.717	-	-	0.366	-			
Notes								
· Volume Evenede Canacity	ф D L Б					D (' 1		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection							
ntersection Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	180	0	0	206	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	· -	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	196	0	0	224	0	0	
		· ·	· ·		Ç	Č	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	196	0	420	196	
Stage 1	-	-	-	-	196	-	
Stage 2	-	-	-	-	224	-	
Follow-up Headway	-	-	2.218	-	3.518	3.318	
Pot Capacity-1 Maneuver	-	-	1377	-	590	845	
Stage 1	-	-	_	-	837	-	
Stage 2	-	_	_	_	813	_	
Time blocked-Platoon, %	-	_		_			
Mov Capacity-1 Maneuver	-	_	1377	_	590	845	
Mov Capacity-2 Maneuver	_	_	-	_	590	-	
Stage 1	-	_	_	_	837	_	
Stage 2	_	_	_	_	813	_	
Jugo Z					010		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		0		
HCM LOS					А		
Minor Lano / Major Mumt	NDI n1	EDT	EDD	WDI	WDT		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	0	-	-	1377	-		
HCM Lane V/C Ratio	+	-	-	-	-		
HCM Control Delay (s)	0	-	-	0	-		
HCM Lane LOS	Α			Α			
HCM 95th %tile Q(veh)	+	-	-	0	-		
Notes							
· Valuma Evacada Canacitus	4 D L E						

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	→	•	•	←	4	/
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	þ	10	0	4	0	0
Volume (veh/h) Sign Control	197 Free	12	0	128 Free	0 Stop	0
Grade	0%			0%	310p 0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	214	13	0	139	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked			227		360	221
vC, conflicting volume vC1, stage 1 conf vol			221		300	221
vC2, stage 2 conf vol						
vCu, unblocked vol			227		360	221
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)			2.2		2.5	2.2
tF (s) p0 queue free %			2.2 100		3.5 100	3.3 100
cM capacity (veh/h)			1341		639	819
Direction, Lane #	EB 1	WB 1				
Volume Total	227	139				
Volume Left	0	0				
Volume Right	13	0				
cSH	1700	1341				
Volume to Capacity	0.13	0.00				
Queue Length 95th (ft) Control Delay (s)	0 0.0	0.0				
Lane LOS	0.0	0.0				
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utili	zation		14.4%	IC	JU Level (of Service
Analysis Period (min)			15			

Intersection									
Intersection Delay, s/veh	4.4								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	130	67			33	118	5	95	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	0	-	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	141	73			36	128	5	103	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	164	0			- Iviajoiz	0	455	100	
Stage 1	-	-			_	-	100	-	
Stage 2	_	_			_	_	355	_	
Follow-up Headway	2.218	_			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1414	_			_	_	563	956	
Stage 1		_			_	_	924	-	
Stage 2	_	_			_	_	710	_	
Time blocked-Platoon, %		_			_	_	7.10		
Mov Capacity-1 Maneuver	1414	_			_	_	504	956	
Mov Capacity-2 Maneuver	-	_			_	_	504	-	
Stage 1	_	_			_	_	924	_	
Stage 2	_	-			-	_	636	-	
J									
Approach	EB				WB		SB		
HCM Control Delay, s	5.2				0		9.5		
HCM LOS							Α		
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		1414	-	-	_	915			
HCM Lane V/C Ratio		0.1	-	-	-	0.119			
HCM Control Delay (s)		7.828	0	-	-	9.5			
HCM Lane LOS		А	Ā			Α			
HCM 95th %tile Q(veh)		0.332	-	-	-	0.403			
` '									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	72	0	6	151	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	0	7	164	0	0	0	2	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	78	0	0	255	255	78	256	255	164
Stage 1	-	-	-	-	-	-	78	78	-	177	177	-
Stage 2	-	-	-	-	-	-	177	177	-	79	78	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1414	-	-	1520	-	-	698	649	983	697	649	881
Stage 1	-	-	-	-	-	-	931	830	-	825	753	-
Stage 2	-	-	-	-	-	-	825	753	-	930	830	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1414	-	-	1520	-	-	695	646	983	693	646	881
Mov Capacity-2 Maneuver	-	-	-	-	-	-	695	646	-	693	646	-
Stage 1	-	-	-	-	-	-	931	830	-	825	749	-
Stage 2	-	-	-	-	-	-	821	749	-	928	830	-
Annragah	ΓD			WD			ND			CD		
Approach	EB			WB			NB 0.7			SB		
HCM Control Delay, s	0			0.3			8.7			0		
HCM LOS							А			Α		
Minor Lane / Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		983	1414			1520			0			
HCM Lane V/C Ratio		0.002	1717	-	-	0.004	-	-	+			
HCM Control Delay (s)		8.7	0	-	-	7.379	0	-	0			
HCM Lane LOS		Α	A	-	-	7.379 A	A	-	A			
HCM 95th %tile Q(veh)		0.007	0	-	_	0.013	- -	_	+			
Notes												
110103												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	•	•	†	<i>></i>	/	+
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations Volume (veh/h) Sign Control Grade	0 Stop 0%	0	↑ ↑ 848 Free 0%	50	0	↑↑ 613 Free 0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	0.72	0.72	922	54	0	666
Median type Median storage veh)			None 185			None
Upstream signal (ft) pX, platoon unblocked	0.85	0.85	100		0.85	
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	1282	488			976	
vCu, unblocked vol	983	51			624	
tC, single (s) tC, 2 stage (s)	6.8	6.9			4.1	
tF (s) p0 queue free %	3.5 100	3.3 100			2.2 100	
cM capacity (veh/h)	209	857			812	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	614	362	333	333		
Volume Left	0	0	0	0		
Volume Right cSH	0 1700	54 1700	0 1700	0 1700		
Volume to Capacity	0.36	0.21	0.20	0.20		
Queue Length 95th (ft)	0.30	0.21	0.20	0.20		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	0.0	0.0	0.0	0.0		
Approach Delay (s) Approach LOS	0.0		0.0			
Intersection Summary						
Average Delay Intersection Capacity Utiliz Analysis Period (min)	ation		0.0 28.4% 15	IC	U Level	of Service

Intersection Delay, s/veh	0.2								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		20		849	0	0	582	
Conflicting Peds, #/hr	0		0		047	0	0	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	Stop		None		-	None	-	None	
Storage Length			0		-	None	_	NOTIC	
Veh in Median Storage, #	0		-		0	-	-	0	
Grade, %	0		-		0	-	-	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mymt Flow	0		22		923	0	0	633	
WIVIII I IOW	U		22		723	U	U	033	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	1239		461		0	0	923	0	
Stage 1	923		-		-	-	_	-	
Stage 2	316		-		-	-	-	-	
Follow-up Headway	3.52		3.32		-	-	2.22	-	
Pot Capacity-1 Maneuver	168		547		-	-	736	-	
Stage 1	347		-		-	-	_	-	
Stage 2	712		_		-	_	_	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	168		547		-	-	736	-	
Mov Capacity-2 Maneuver	168		-		-	-	_	-	
Stage 1	347		-		-	-	_	-	
Stage 2	712		-		-	-	-	-	
Annroach	WD				MD		CD		
Approach Dalassa	WB				NB 0		SB		
HCM Control Delay, s	11.9				0		0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		_	_	547	736	_			
HCM Lane V/C Ratio		_	_	0.04	-	_			
HCM Control Delay (s)		_	_	11.9	0	_			
HCM Lane LOS				В	Ä				
HCM 95th %tile Q(veh)		_	_	0.124	0	_			
, ,									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				13	13	13	13	13	0
Stage 1	-	-	-				13	13	-	0	0	-
Stage 2	_	_	_				0	0	_	13	13	_
Follow-up Headway	_	_	_				3.518	4.018	3.318	3.518	4.018	_
Pot Capacity-1 Maneuver	_	_	_				1006	881	1067	1006	881	_
Stage 1	_	_	_				1010	885	-	-	-	_
Stage 2	_	_	_				-	-	_	1010	885	_
Time blocked-Platoon, %		-	_									
Mov Capacity-1 Maneuver	-	-	_				1006	0	1067	1006	0	_
Mov Capacity-2 Maneuver	-	-	_				1006	0	-	1006	0	_
Stage 1	-	-	_				1010	0	_	-	0	_
Stage 2	-	-	-				-	0	-	1010	0	-
Approach	SE						NE			SW		
HCM Control Delay, s	0						0			0		
HCM LOS	O						A			A		
Minor Lane / Major Mvmt		NELn1	SEL	SET	SED	SWLn1						
			JLL	JLI	JLIN							
Capacity (veh/h) HCM Lane V/C Ratio		0	-	-	-	+						
		+	-	-	-	+						
HCM Lang LOS		0	0	-	-	0						
HCM Lane LOS		A	А			A						
HCM 95th %tile Q(veh)		+	-	-	-	+						
Notes												

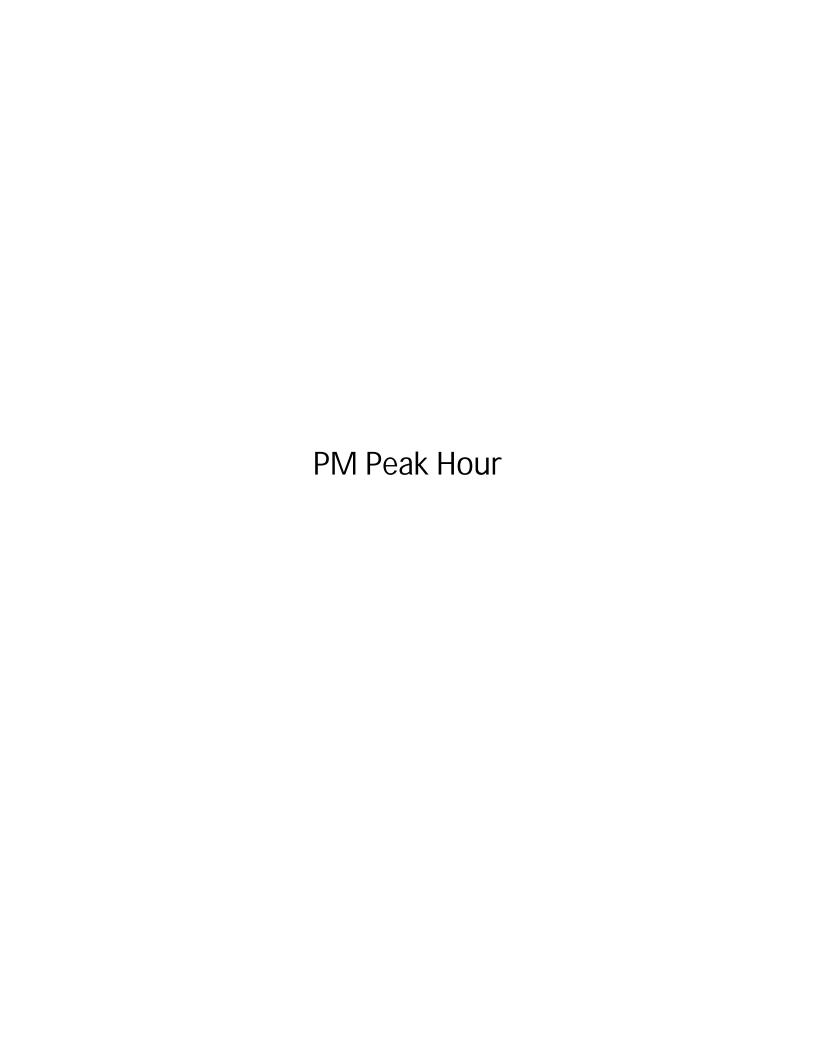
^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	2.6								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	118	256			124	49	0	72	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	-	0	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	128	278			135	53	0	78	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	188	0			-	0	696	161	
Stage 1	-	-			_	-	161	-	
Stage 2	_	_			_	_	535	_	
Follow-up Headway	2.218	_			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1386	_			_	_	408	884	
Stage 1	-	_			_	_	868	-	
Stage 2	_	_			_	_	587	-	
Time blocked-Platoon, %		_			_	_	00.		
Mov Capacity-1 Maneuver	1386	_			_	_	364	884	
Mov Capacity-2 Maneuver	-	_			_	_	364	-	
Stage 1	_	_			_	_	868	-	
Stage 2	-	-			-	-	523	-	
Approach	EB				WB		SB		
Approach	2.5				0		9.5		
HCM Control Delay, s HCM LOS	2.5				U		9.5 A		
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		1386	-		-	884			
HCM Lane V/C Ratio		0.093	-	-	-	0.089			
HCM Control Delay (s)		7.862	0	-	-	9.5			
HCM Lane LOS		Α	A			Α			
HCM 95th %tile Q(veh)		0.305	-	-	-	0.291			
. ,									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Movement	ntersection									
Vol, veh/h 0 256 173 0 0 0 O C Vone Vone Vone Vone None <th< th=""><th>ntersection Delay, s/veh</th><th>0</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<>	ntersection Delay, s/veh	0								
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Novement	EBL	EBT			WBT	WBR	SBL	SBR	
Sign Control Free RT Channelized Free None Free None Free None Stop None RT Channelized - None - None - None - None - None Storage Length - 0 0 0 0 - 0 - Grade, % 0 0 0 - 0 - Common Commo	/ol, veh/h	0	256			173	0	0	0	
RT Channelized	Conflicting Peds, #/hr	0	0			0	0	0	0	
Storage Length	Sign Control	Free	Free			Free	Free	Stop	Stop	
Veh in Median Storage, # - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - - - Peak Hour Factor 92 93 93 93	RT Channelized	-	None			-	None	-	None	
Grade, % - 0 0 0 - 0 - 0 - 0 Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92	Storage Length	-	-			-	-	0	-	
Grade, % - 0 0 0 - 0 - 0 - 0 Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92	/eh in Median Storage, #	-	0			0	-	0	-	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2		-	0			0	-	0	-	
Mynt Flow 0 278 188 0 0 0 Major/Minor Major1 Major2 Minor2 Minor2 Conflicting Flow All 188 0 - 0 466 188 Stage 1 - - - 188 - Stage 2 - - - 278 - Follow-up Headway 2.218 - - 278 - Follow-up Headway 2.218 - - 3.518 3.318 Pot Capacity-1 Maneuver 1386 - - 555 854 Stage 1 - - - 844 - - Time blocked-Platoon, % -	Peak Hour Factor	92	92			92	92	92	92	
Mynt Flow 0 278 188 0 0 0 Major/Minor Major1 Major2 Minor2 Minor2 Conflicting Flow All 188 0 - 0 466 188 Stage 1 - - - 188 - Stage 2 - - - 278 - Follow-up Headway 2.218 - - 278 - Follow-up Headway 2.218 - - 3.518 3.318 Pot Capacity-1 Maneuver 1386 - - 555 854 Stage 1 - - - 844 - - Time blocked-Platoon, % -										
Major/Minor Major1 Major2 Minor2										
Conflicting Flow All		-	-				ŕ	-	-	
Conflicting Flow All	Major/Minor	Major1				Major2		Minor2		
Stage 1			0				0	466	188	
Stage 2		-	-			-			-	
Follow-up Headway 2.218 3.518 3.318 Pot Capacity-1 Maneuver 1386 555 854		-	-			-	-		-	
Pot Capacity-1 Maneuver		2.218	-			-	_	3.518	3.318	
Stage 1			-			-	-			
Stage 2	. ,	-	_			-	_		-	
Time blocked-Platoon, % Mov Capacity-1 Maneuver 1386 555 Mov Capacity-2 Maneuver 555 Stage 1 Stage 2 844 Stage 2 769		_	_			_	_		_	
Mov Capacity-1 Maneuver 1386 - - 555 854 Mov Capacity-2 Maneuver - - - 5555 - Stage 1 - - - 844 - Stage 2 - - - - 769 - Approach EB WB SB HCM Control Delay, s 0 0 0 HCM LOS A A A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1386 - - - 0 HCM Lane V/C Ratio - - - - + HCM Control Delay (s) 0 - - - 0 HCM Lane LOS A A A A HCM 95th %tile Q(veh) 0 - - - - - - - - - - - - - - -			_			_	_			
Mov Capacity-2 Maneuver - - 5555 - Stage 1 - - - 844 - Stage 2 - - - 769 - Approach EB WB SB HCM Control Delay, s 0 0 0 HCM LOS A A - Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1386 - - 0 HCM Lane V/C Ratio - - - + HCM Control Delay (s) 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) 0 - - - -		1386	_			_	_	555	854	
Stage 1 - - - 844 - Stage 2 - - - 769 - Approach EB WB SB HCM Control Delay, s 0 0 0 HCM LOS A A A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1386 - - 0 HCM Lane V/C Ratio - - - + HCM Control Delay (s) 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) 0 - - - -		-	_			_	_		-	
Stage 2		_	_			_	_		_	
Approach EB WB SB HCM Control Delay, s 0 0 0 HCM LOS A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1386 0 HCM Lane V/C Ratio + + + + + + + + + + + + + + + +		_	_			_			_	
HCM Control Delay, s	Stage 2							707		
Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) 1386 - - 0 HCM Lane V/C Ratio - - - + HCM Control Delay (s) 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) 0 - - - +	Approach	EB				WB		SB		
Minor Lane / Major Mvmt	ICM Control Delay, s	0				0		0		
Capacity (veh/h) 1386 - - 0 HCM Lane V/C Ratio - - - + HCM Control Delay (s) 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) 0 - - - +	ICM LOS							Α		
Capacity (veh/h) 1386 - - 0 HCM Lane V/C Ratio - - - + HCM Control Delay (s) 0 - - 0 HCM Lane LOS A A A HCM 95th %tile Q(veh) 0 - - - +	Ainer Lane / Maier Mum		EDI	EDT	WDT	WIDD	CDI n1			
HCM Lane V/C Ratio + HCM Control Delay (s) 0 0 HCM Lane LOS A A HCM 95th %tile Q(veh) 0 +				EDI	VVDI	WDK				
HCM Control Delay (s) 0 - - - 0 HCM Lane LOS A A A A HCM 95th %tile Q(veh) 0 - - - +			1386	-	-	-				
HCM Lane LOS A A HCM 95th %tile Q(veh) 0 +			-	-	-	-	_			
HCM 95th %tile Q(veh) 0 +				-	-	-	_			
M a	ICM 95th %tile Q(veh)		0	-	-	-	+			
Notes	lotes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ î≽	ሻ	∱ î≽	ሻ	∱ î≽	ሻ	∱ ∱
Volume (vph)	73	534	168	882	119	549	115	539
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

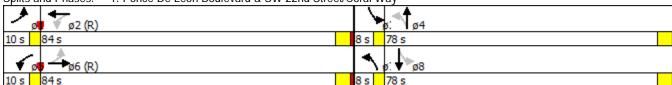
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



	۶	→	•	•	←	•	1	†	/	\	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ î≽		7	∱ î≽		ň	∱ ∱		7	∱ ∱	
Volume (veh/h)	73	534	84	168	882	69	119	549	258	115	539	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.97		0.90	0.98		0.95	0.99		0.95
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	242	1026	138	369	1207	87	367	924	375	305	1189	161
Arrive On Green	0.06	0.43	0.43	0.10	0.47	0.47	0.05	0.37	0.37	0.05	0.37	0.37
Sat Flow, veh/h	1774	3165	426	1774	3407	245	1774	2479	1006	1774	3190	432
Grp Volume(v), veh/h	74	316	296	170	487	468	120	416	365	116	317	301
Grp Sat Flow(s), veh/h/ln	1774	1863	1728	1774	1863	1789	1774	1863	1622	1774	1863	1759
Q Serve(g_s), s	2.5	11.4	11.6	5.4	19.5	19.5	3.8	16.6	16.7	3.7	11.8	11.9
Cycle Q Clear(g_c), s	2.5	11.4	11.6	5.4	19.5	19.5	3.8	16.6	16.7	3.7	11.8	11.9
Prop In Lane	1.00		0.25	1.00		0.14	1.00		0.62	1.00		0.25
Lane Grp Cap(c), veh/h	242	604	560	369	660	634	367	694	605	305	694	656
V/C Ratio(X)	0.31	0.52	0.53	0.46	0.74	0.74	0.33	0.60	0.60	0.38	0.46	0.46
Avail Cap(c_a), veh/h	295	1604	1488	369	1604	1540	367	1486	1294	305	1486	1404
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	20.9	20.9	16.7	20.8	20.8	17.0	23.2	23.3	17.9	21.7	21.8
Incr Delay (d2), s/veh	0.3	3.2	3.5	0.3	7.3	7.5	0.2	0.9	1.0	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	5.4	5.1	2.2	9.4	9.1	1.6	7.7	6.8	1.6	5.5	5.2
Lane Grp Delay (d), s/veh	20.6	24.1	24.5	17.0	28.1	28.3	17.2	24.1	24.3	18.2	22.3	22.4
Lane Grp LOS	С	С	С	В	С	С	В	С	С	В	С	С
Approach Vol, veh/h		686			1125			901			734	
Approach Delay, s/veh		23.9			26.5			23.3			21.7	
Approach LOS		С			С			С			С	
Timer												
Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	7.2	34.7		10.0	37.5		8.0	39.0		8.0	39.0	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	7.0	79.0		7.0	79.0		5.0	73.2		5.0	73.2	
Max Q Clear Time (g_c+l1), s		13.6		7.4	21.5		5.8	18.7		5.7	13.9	
Green Ext Time (p_c), s	0.0	11.1		0.0	11.0		0.0	15.5		0.0	15.8	
Intersection Summary												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			С									
Notes												

2: Ponce De Leon Boulevard & Andalusia Avenue

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Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	Ť	∱ î≽	ħβ	ሻ	^
Volume (vph)	70	447	876	61	783
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	8.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
Intersection Summary					

Intersection Summary

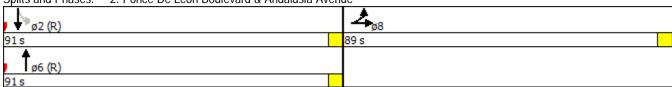
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	¥	∱ 1>						ħβ		,	† †	
Volume (veh/h)	70	447	121	0	0	0	0	876	309	61	783	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.96	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	541	901	192				0	1325	450	287	1875	0
Arrive On Green	0.30	0.30	0.30				0.00	0.67	0.67	0.67	0.67	0.00
Sat Flow, veh/h	1774	2954	629				0	2632	893	452	3725	0
Grp Volume(v), veh/h	73	292	274				0	644	579	64	816	0
Grp Sat Flow(s), veh/h/ln	1774	1863	1720				0	1863	1663	452	1863	0
Q Serve(g_s), s	1.4	5.9	6.0				0.0	9.7	9.8	4.9	4.7	0.0
Cycle Q Clear(g_c), s	1.4	5.9	6.0				0.0	9.7	9.8	14.8	4.7	0.0
Prop In Lane	1.00		0.37				0.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	541	568	525				0	938	837	287	1875	0
V/C Ratio(X)	0.13	0.51	0.52				0.00	0.69	0.69	0.22	0.44	0.00
Avail Cap(c_a), veh/h	3254	3417	3155				0	3530	3151	916	7060	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.87	0.87	0.80	0.80	0.00
Uniform Delay (d), s/veh	11.6	13.2	13.2				0.0	5.4	5.4	9.9	4.5	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.6				0.0	3.6	4.1	1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	2.4	2.3				0.0	3.3	3.1	0.5	1.5	0.0
Lane Grp Delay (d), s/veh	11.6	13.7	13.8				0.0	9.0	9.5	11.4	5.1	0.0
Lane Grp LOS	В	В	В					Α	Α	В	Α	
Approach Vol, veh/h		639						1223			880	
Approach Delay, s/veh		13.5						9.2			5.6	
Approach LOS		В						Α			Α	
Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		18.8						27.1			27.1	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		84.2						87.0			87.0	
Max Q Clear Time (g_c+l1), s		8.0						11.8			16.8	
Green Ext Time (p_c), s		3.1						6.3			6.3	
Intersection Summary												
HCM 2010 Ctrl Delay		_	9.0							_		_
HCM 2010 LOS			Α									
Notes												

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Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	4 1 4	ሻ	^	∱ ∱
Volume (vph)	624	83	1106	748
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

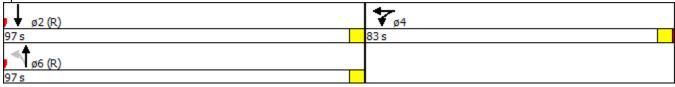
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ		ሻ				∱ ∱	
Volume (veh/h)	0	0	0	114	624	127	83	1106	0	0	748	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				255	1491	256	307	1701	0	0	1388	258
Arrive On Green				0.12	0.12	0.12	0.61	0.61	0.00	0.00	0.61	0.61
Sat Flow, veh/h				688	4017	689	577	3725	0	0	3040	565
Grp Volume(v), veh/h				329	305	282	90	1202	0	0	498	466
Grp Sat Flow(s),veh/h/ln				1828	1863	1703	577	1863	0	0	1863	1742
Q Serve(g_s), s				8.8	7.9	8.0	6.3	11.6	0.0	0.0	8.5	8.5
Cycle Q Clear(g_c), s				8.8	7.9	8.0	14.8	11.6	0.0	0.0	8.5	8.5
Prop In Lane				0.38		0.40	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				679	691	632	307	1701	0	0	851	796
V/C Ratio(X)				0.49	0.44	0.45	0.29	0.71	0.00	0.00	0.59	0.59
Avail Cap(c_a), veh/h				2739	2791	2551	1067	6608	0	0	3304	3090
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.53	0.53	0.53	0.70	0.70	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				18.3	17.9	17.9	11.8	7.9	0.0	0.0	7.2	7.2
Incr Delay (d2), s/veh				0.2	0.2	0.2	1.7	1.8	0.0	0.0	2.8	3.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.3	3.9	3.6	0.8	3.8	0.0	0.0	3.4	3.2
Lane Grp Delay (d), s/veh				18.5	18.1	18.1	13.5	9.6	0.0	0.0	10.1	10.3
Lane Grp LOS				В	В	В	В	A			В	<u>B</u>
Approach Vol, veh/h					916			1292			964	
Approach Delay, s/veh					18.2			9.9			10.2	
Approach LOS					В			Α			В	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					24.1			28.2			28.2	
Change Period (Y+Rc), s					4.7			4.3			4.3	
Max Green Setting (Gmax), s					78.3			92.7			92.7	
Max Q Clear Time (g_c+l1), s					10.8			16.8			10.5	
Green Ext Time (p_c), s					5.2			7.1			7.1	
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			В									
Notes												

	•	→	•	←	4	†	>	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4		4		€ 1₽	7	∱ }
Volume (vph)	18	109	118	141	48	1040	77	777
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Intercaction Cummers								

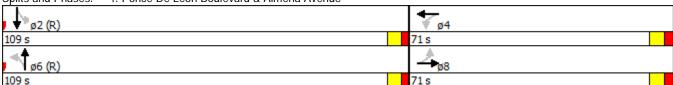
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



	۶	→	•	•	←	•	1	†	/	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4T+		7	∱ ∱	
Volume (veh/h)	18	109	15	118	141	77	48	1040	82	77	777	11
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	95	443	42	219	221	98	104	1556	113	243	1867	25
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	103	1541	145	486	769	342	81	3057	221	463	3667	48
Grp Volume(v), veh/h	148	0	0	355	0	0	640	0	612	83	424	422
Grp Sat Flow(s), veh/h/ln	1788	0	0	1596	0	0	1709	0	1651	463	1863	1853
Q Serve(g_s), s	0.0	0.0	0.0	8.5	0.0	0.0	0.9	0.0	14.6	9.3	6.5	6.5
Cycle Q Clear(g_c), s	3.9	0.0	0.0	12.3	0.0	0.0	12.9	0.0	14.6	23.9	6.5	6.5
Prop In Lane	0.13		0.08	0.36		0.21	0.08		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	580	0	0	538	0	0	933	0	840	243	948	943
V/C Ratio(X)	0.26	0.00	0.00	0.66	0.00	0.00	0.69	0.00	0.73	0.34	0.45	0.45
Avail Cap(c_a), veh/h	1861	0	0	1694	0	0	2799	0	2748	778	3101	3084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	17.1	0.0	0.0	19.9	0.0	0.0	7.0	0.0	7.3	14.9	6.0	6.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.0	0.0	0.0	4.1	0.0	5.5	3.5	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	4.9	0.0	0.0	4.7	0.0	5.0	1.1	2.5	2.5
Lane Grp Delay (d), s/veh	17.3	0.0	0.0	20.9	0.0	0.0	11.0	0.0	12.8	18.4	7.4	7.4
Lane Grp LOS	В			С			В		В	В	Α	A
Approach Vol, veh/h		148			355			1252			929	
Approach Delay, s/veh		17.3			20.9			11.9			8.3	
Approach LOS		В			С			В			Α	
Timer		_			_			_				
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		24.4			24.4			37.5			37.5	
Change Period (Y+Rc), s		6.6			6.6			6.0			6.0	
Max Green Setting (Gmax), s		64.4			64.4			103.0			103.0	
Max Q Clear Time (g_c+l1), s		5.9			14.3			16.6			25.9	
Green Ext Time (p_c), s		2.7			2.7			5.6			5.6	
Intersection Summary												
HCM 2010 Ctrl Delay			12.2									
HCM 2010 LOS			В									
Notes												

Intersection								
Intersection Delay, s/veh	2.2							
Marramant	EDI		EDD	NDI	NDT	CDT	CDD	
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		153	0	0	1174	162	
Conflicting Peds, #/hr	0		5	0	0	0	15 5	
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	95		95	95	95	95	95	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		161	0	0	1236	171	
Major/Minor	Minor2					Major2		
	1326		707				0	
Conflicting Flow All	1326		707			-	0	
Stage 1			-			-	-	
Stage 2	0		-			-	-	
Follow-up Headway	3.52		3.32			-	-	
Pot Capacity-1 Maneuver	114		378			-	-	
Stage 1	164		-			-	-	
Stage 2	-		-			-	-	
Time blocked-Platoon, %	440		07.			-	-	
Mov Capacity-1 Maneuver	113		376			-	-	
Mov Capacity-2 Maneuver	163		-			-	-	
Stage 1	163		-			-	-	
Stage 2	-		-			-	-	
Approach	EB					SB		
						<u> </u>		
HCM Control Delay, s HCM LOS	21.6 C					U		
HCIVI LUS	C							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		376	_	_				
HCM Lane V/C Ratio		0.428	-	_				
HCM Control Delay (s)		21.6	_	_				
HCM Lane LOS		C C						
HCM 95th %tile Q(veh)		2.086	-	_				
Notes								

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	21.6								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		329		1262	164	0	0	
Conflicting Peds, #/hr	0		0		0	6	0	0	
Sign Control	Stop		Stop		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	0		366		1402	182	0	0	
Major/Minor	Minor1				Major1				
Conflicting Flow All	1493		791		0	0			
Stage 1	1493		-		-	-			
Stage 2	0		_		_	_			
Follow-up Headway	3.52		3.32		_	_			
Pot Capacity-1 Maneuver	85		# 332		_	_			
Stage 1	129		. 002		_	_			
Stage 2	-		_		_	_			
Time blocked-Platoon, %					_	_			
Mov Capacity-1 Maneuver	85		# 332		_	_			
Mov Capacity-2 Maneuver	129		-		-	_			
Stage 1	129		_		-	_			
Stage 2	-		-		-	-			
Approach	WD				ND				
Approach	WB				NB				
HCM Control Delay, s	115.3				0				
HCM LOS	F								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1					
Capacity (veh/h)		-	-	332					
HCM Lane V/C Ratio		-	-	1.101					
HCM Control Delay (s)		-	-	115.3					
HCM Lane LOS				F					
HCM 95th %tile Q(veh)		-	-	13.992					
Notes									
· Volumo Evenado Canaci	u	_			- 0		N I D C		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

8: Ponce De Leon Boulevard (SB) & Palermo Avenue

Intersection Delegation	2./							
Intersection Delay, s/veh	3.6							
Movement	EBL		EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	0		200	0	0	1274	46	
Conflicting Peds, #/hr	0		0	0	0	0	0	
Sign Control	Stop		Stop	Free	Free	Free	Free	
RT Channelized	-		None	-	None	-	None	
Storage Length	-		0	-	-	-	-	
Veh in Median Storage, #	0		-	-	0	0	-	
Grade, %	0		-	-	0	0	-	
Peak Hour Factor	92		92	92	92	92	92	
Heavy Vehicles, %	2		2	2	2	2	2	
Mvmt Flow	0		217	0	0	1385	50	
Major/Minor	Minor2					Major2		
Major/Minor Conflicting Flow All	1410		716			1VIajui 2 -	0	
Conflicting Flow All						-	U	
Stage 1	1410		-			-	-	
Stage 2 Follow-up Headway	0 3.52		3.32			-	-	
	3.52 98		3.32 373			-	-	
Pot Capacity-1 Maneuver	145		3/3			-	-	
Stage 1 Stage 2	143		-			-	-	
Time blocked-Platoon, %	-		-			-	-	
Mov Capacity-1 Maneuver	98		373			-	-	
Mov Capacity-1 Maneuver	145		3/3			-	-	
Stage 1	145		-			-	-	
Stage 2	143		-			-	-	
Stage 2	_					_	_	
Approach	EB					SB		
HCM Control Delay, s	27.3					0		
HCM LOS	D							
Minor Lane / Major Mvmt		EBLn1	SBT	SBR				
Capacity (veh/h)		373	וטט	אטכ				
HCM Lane V/C Ratio		0.583	-	-				
HCM Control Delay (s)		27.3	-	-				
HCM Lane LOS		27.3 D	-	-				
HCM 95th %tile Q(veh)		3.545						
HOW FOUT MINE Q(VEH)		3.545	-	-				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

ntersection									
ersection Delay, s/veh	34.7								
ovement	WBL		WBR		NBT	NBR	SBL	SBT	
ol, veh/h					1099	294			
	0		364			294 21	0	0	
nflicting Peds, #/hr n Control	0 Stop		11 Stop		0 [roo		O Ctop	O Ctop	
Channelized	Stop		Stop		Free	Free	Stop	Stop	
	-		None		-	None	-	None	
age Length	-		0		-	-	-	-	
in Median Storage, #	0		-		0	-	-	0	
de, %	0		- 00		0	-	-	0	
k Hour Factor	89		89		89	89	89	89	
vy Vehicles, %	2		2		2	2	2	2	
nt Flow	0		409		1235	330	0	0	
or/Minor	Minor1				Major1				
flicting Flow All	1411		793		0	0			
Stage 1	1411		-		-	-			
Stage 2	0		_		_	_			
w-up Headway	3.52		3.32		_	_			
Capacity-1 Maneuver	98		# 331		_	_			
Stage 1	145				_	_			
Stage 2	-		_		_	_			
e blocked-Platoon, %					_	_			
Capacity-1 Maneuver	95		# 328		_	_			
Capacity-2 Maneuver	144		-		_	_			
Stage 1	144		_		_	_			
Stage 2	-		-		-	-			
oach	WB				NB				
M Control Delay, s	167.7				0				
1 LOS	F								
r Lane / Major Mvmt		NBT	NRD	WBLn1					
acity (veh/h)		וטוו	NUI	328					
I Lane V/C Ratio		-	-	328 1.247					
		-	-	1.247					
Control Delay (s) Lane LOS		-	-	107.7 F					
95th %tile Q(veh)				г 18.441					
7500 7600 Q(Ven)		-	-	10.441					
S									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

ntersection	0.4								
ntersection Delay, s/veh	0.4								
lovement	EBL		EBR	NBL	NBT		SBT	SBR	
ol, veh/h	0		60	0	875		992	25	
onflicting Peds, #/hr	4		0	7	0		0	7	
ign Control	Stop		Stop	Free	Free		Free	Free	
T Channelized	-		None .	-	None		-	None	
orage Length	-		0	-	-		-	-	
eh in Median Storage, #	0		-	-	0		0	-	
ade, %	0		-	-	0		0	-	
ak Hour Factor	96		96	96	96		96	96	
eavy Vehicles, %	2		2	2	2		2	2	
mt Flow	0		62	0	911		1033	26	
ijor/Minor	Minor2			Major1			Major2		
onflicting Flow All	1506		541	1063	0		-	0	
Stage 1	1050		541	-	-		_	-	
Stage 2	456		_	_	_		_	_	
ow-up Headway	3.52		3.32	2.22	_		_	_	
Capacity-1 Maneuver	112		485	651	_		_	_	
Stage 1	298		-	-	_		_	_	
Stage 2	605		_	_	_		_	_	
e blocked-Platoon, %	000				_		_	_	
Capacity-1 Maneuver	111		481	647	_		_	_	
Capacity-2 Maneuver	111		-	-	_		_	_	
Stage 1	297		_	_	_		_	_	
Stage 2	603		-	-	-		-	-	
							25		
proach	EB			NB			SB		
M Control Delay, s	13.6			0			0		
M LOS	В								
nor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
pacity (veh/h)		647	-	481	-	-			
A Lane V/C Ratio		-	-	0.13	-	-			
A Control Delay (s)		0	_	13.6	-	-			
M Lane LOS		Ä		В					
M 95th %tile Q(veh)		0	_	0.444	_	_			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	•	_	•	†	1	1
Movement	EBL	▼ EBR	\ NBL	NBT	▼ SBT	SBR
Lane Configurations	EDL	EDK	INDL	††	<u>361</u>	SBK
Volume (veh/h)	0	0	0	921	706	379
Sign Control	Stop	O	O	Free	Free	377
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0.70	0.70	0.70	969	743	399
Pedestrians	8	Ü	· ·	707	, 10	077
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)	· ·					
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.82					
vC, conflicting volume	1435	579	1150			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1084	579	1150			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	173	458	603			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	485	485	495	647		
Volume Left	0	0	0	0		
Volume Right	0	0	0	399		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.29	0.29	0.29	0.38		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utili	zation		35.3%	IC	CU Level o	of Service
Analysis Period (min)						

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Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations	7	4	4		€1 }			4₽
Volume (vph)	193	91	137	55	535	31	57	597
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Intersection Summary								

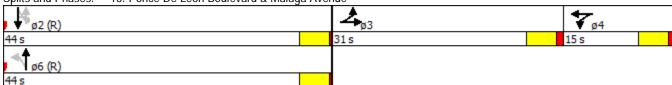
Cycle Length: 90 Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated





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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	Ť	ቆ			4			414				41₽
Volume (vph)	193	91	18	185	137	158	55	535	209	31	57	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1707			1746			3354				3514
Flt Permitted	0.95	0.99			0.98			0.78				0.61
Satd. Flow (perm)	1681	1707			1746			2617				2162
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	205	97	19	197	146	168	59	569	222	34	61	635
RTOR Reduction (vph)	0	7	0	0	15	0	0	45	0	0	0	0
Lane Group Flow (vph)	160	154	0	0	496	0	0	805	0	0	0	730
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	13.6	13.6			29.6			32.5				32.5
Effective Green, g (s)	13.6	13.6			29.6			32.5				32.5
Actuated g/C Ratio	0.15	0.15			0.33			0.36				0.36
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	254	257			574			945				780
v/s Ratio Prot	c0.10	0.09			c0.28			0.04				0.04
v/s Ratio Perm	0.40	0.40			0.07			0.31				c0.34
v/c Ratio	0.63	0.60			0.86			0.85				0.94
Uniform Delay, d1	35.8	35.7			28.3			26.5				27.7
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.2	3.3			12.7			9.6				19.9
Delay (s)	40.0	39.0			41.0			36.1				47.7
Level of Service	D	D			D			D 27.1				D
Approach Delay (s) Approach LOS		39.5 D			41.0 D			36.1 D				47.7 D
Intersection Summary		D			D			D				D
HCM 2000 Control Delay			41.1	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capaci	ity ratio		0.85									
Actuated Cycle Length (s)	<i>y</i>		90.0	Sı	um of lost	time (s)			14.3			
Intersection Capacity Utilizati	on		87.6%		:U Level)		E			
Analysis Period (min)			15									
c Critical Lane Group												

	4
Movement	SBR
Lant Configurations Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	1700
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph) Confl. Peds. (#/hr)	0 7
Turn Type	<u> </u>
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph) v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s) Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	
intersection Summary	

14: Le Jeune Road & Sevilla Avenue

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Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ î≽	7	^
Volume (vph)	169	166	1039	59	1343
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min
Interesetion Cummen					

Intersection Summary

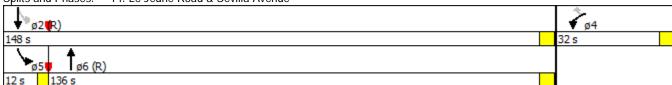
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	↑ ↑		ሻ	^
Volume (veh/h)	169	166	1039	29	59	1343
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	299	267	1729	42	436	2294
Arrive On Green	0.17	0.17	0.63	0.63	0.08	0.82
Sat Flow, veh/h	1774	1583	3621	88	1774	3725
Grp Volume(v), veh/h	180	106	568	564	63	1429
	1774	1583	1863	1847	03 1774	1863
Grp Sat Flow(s), veh/h/ln	3.7		7.5			5.6
Q Serve(g_s), s		2.4		7.5	0.6	
Cycle Q Clear(g_c), s	3.7	2.4	7.5	7.5	0.6	5.6
Prop In Lane	1.00	1.00	000	0.05	1.00	2204
Lane Grp Cap(c), veh/h	299	267	889	882	436	2294
V/C Ratio(X)	0.60	0.40	0.64	0.64	0.14	0.62
Avail Cap(c_a), veh/h	1238	1105	6155	6104	725	13433
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.8	5.2	5.2	4.6	1.9
Incr Delay (d2), s/veh	1.5	0.7	3.5	3.5	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.1	2.7	2.7	0.2	1.3
Lane Grp Delay (d), s/veh	16.8	15.5	8.7	8.7	4.7	3.2
Lane Grp LOS	В	В	Α	Α	A	A
Approach Vol, veh/h	286		1132			1492
Approach Delay, s/veh	16.3		8.7			3.2
Approach LOS	В		Α			Α
Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			23.4		5.5	28.9
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			131.6		9.0	143.6
Max Q Clear Time (q_c+l1), s			9.5		2.6	7.6
Green Ext Time (p_c), s			9.5		0.0	9.5
Intersection Summary						
HCM 2010 Ctrl Delay			6.6			
HCM 2010 Cur Delay						
			Α			
Notes						

1.2								
WRI		WRR		NRT	NRR	SBI	SRT	
Этор								
0		NOTIC -			TNOTIC		NOTIC	
							0	
		07						
41		07		1020	40	47	1340	
Minor1				Major1		Major2		
1926		541		0	0	1077	0	
1053		-		_	-	_	-	
873		-		_	-	_	-	
3.52		3.32		_	-	2.22	-	
58		485		_	-	643	-	
297		_		_	_	_	-	
		_		-	-	_	-	
				_	_		-	
53		484		_	-	642	-	
169		-		_	-	_	-	
297		-		_	-	_	-	
340		-		-	-	-	-	
14/5				NE		0.5		
				0		0.3		
D								
	NBT	NBR	WBLn1	SBI	SBT			
		-			-			
	_	_			_			
	_	_			_			
	-	-			-			
	WBL 40 1 Stop 0 1 0 97 2 41 Minor1 1926 1053 873 3.52 58 297 369 53 169 297	WBL 40 1 Stop 0 1 0 97 2 41 Minor1 1926 1053 873 3.52 58 297 369 53 169 297 340 WB 25.4	WBL WBR 40 65 1 0 Stop Stop Stop None 0 - 1 - 0 - 97 97 2 2 41 67 Minor1 1926 541 1053 - 873 - 3.52 3.32 58 485 297 - 369 - 53 484 169 - 297 - 340 - WB 25.4 D	WBL WBR 40 65 1 0 Stop Stop - None 0 - 1 1 0 0 11 0 0 97 97 97 2 2 2 41 67 Minor1 1926 541 1053 873 - 3.52 3.32 58 485 297 369 53 484 169 297 340 WB 25.4 D NBT NBR WBLn1 - 283 - 0.382 - 0.382 - 0.382 - 25.4 D	WBL WBR NBT 40 65 997 1 0 0 Stop Stop Free None - - 0 - 0 0 - 0 97 97 97 2 2 2 41 67 1028 Minor1 - Major1 1926 541 0 1053 - - 873 - - 3.52 3.32 - 58 485 - 297 - - 369 - - 297 - - 340 - - WB NBT NBT WB NBT NBT WB NBT NBT WB NBT NBT NBT NBR WBLn1 SBL -	WBL WBR NBT NBR 40 65 997 47 1 0 0 2 Stop Stop Free Free - None - None 0 - 0 - 1 - 0 - 97 97 97 97 2 2 2 2 41 67 1028 48 Minor1 Major1 - - 1926 541 0 0 1053 - - - 873 - - - 3.52 3.32 - - 297 - - - 369 - - - 297 - - - 344 - - - 297 - - - 340 - -	WBL WBR NBT NBR SBL 40 65 997 47 48 1 0 0 2 2 Stop Free Free Free Free - None - None - 0 - - 0 - - 0 - 0 - - - 97 97 97 97 97 97 2 <td>WBL WBR NBT NBR SBL SBT 40 65 997 47 48 1502 1 0 0 2 2 0 Stop Free 10 0 0<</td>	WBL WBR NBT NBR SBL SBT 40 65 997 47 48 1502 1 0 0 2 2 0 Stop Free 10 0 0<

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

tersection Delay alveh	0.0								
tersection Delay, s/veh	0.9								
ovement	WBL		WBR		NBT	NBR	SBL	SBT	
ol, veh/h	17		96		1108	7	8	1452	
onflicting Peds, #/hr	1		0		0	6	6	0	
gn Control	Stop		Stop		Free	Free	Free	Free	
T Channelized	-		None		-	None	_	None	
orage Length	0		-		_	-	50	-	
eh in Median Storage, #	1		_		0	_	_	0	
rade, %	0		_		0	_	-	0	
eak Hour Factor	96		96		96	96	96	96	
eavy Vehicles, %	2		2		2	2	2	2	
vmt Flow	18		100		1154	7	8	1512	
ajor/Minor	Minor1				Major1		Major2		
onflicting Flow All	1932		588		0	0	1162	0	
Stage 1	1159		-		-	-	-	-	
Stage 2	773		_		_	_	_	-	
llow-up Headway	3.52		3.32		-	_	2.22	-	
t Capacity-1 Maneuver	58		452		-	_	597	_	
Stage 1	261		_		-	-	_	-	
Stage 2	416		-		-	-	-	-	
me blocked-Platoon, %					-	-		-	
ov Capacity-1 Maneuver	57		449		-	-	594	-	
ov Capacity-2 Maneuver	170		-		-	-	-	-	
Stage 1	261		-		-	-	-	-	
Stage 2	408		-		-	-	-	-	
proach	WB				NB		SB		
CM Control Delay, s	19.8				0		0.1		
CM LOS	С								
nor Lane / Major Mvmt		NBT	NRR	WBLn1	SBL	SBT			
apacity (veh/h)		- 1451	וזטוז	360	594	001			
CM Lane V/C Ratio		_	-	0.327	0.014	-			
CM Control Delay (s)		_	-	19.8	11.147	-			
M Lane LOS		-	-	19.0 C	11.147 B	-			
CM 95th %tile Q(veh)		_	-	1.393	0.043	_			
JIVI JUIII JUIIIG Q(VGII)		-	-	1.073	0.043	_			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

17: University Drive & Le Jeune Road

	•	*	•	*	4	†	-	Ţ	•	•	/	
Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER	
Lane Configurations	*		4		ă	∱ î≽	7	∱ ∱		ች	7	
Volume (vph)	310	399	72	13	59	880	25	946	17	130	205	
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom	
Protected Phases	7	4	4			6		2		3	8	
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8	
Detector Phase	7	4	4	6	6	6	2	2	3	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0	
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0	
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0	
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0	
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	

Intersection Summary

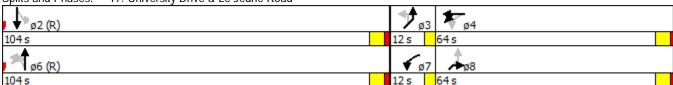
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



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Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	ሻ		4			Ä	∱ ∱		7	∱ î≽		
Volume (vph)	310	399	72	16	13	59	880	75	25	946	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1674		1689			1770	3487		1770	3275		
Flt Permitted	0.43		0.96			0.08	1.00		0.20	1.00		
Satd. Flow (perm)	760		1689			158	3487		370	3275		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	326	420	76	17	14	62	926	79	26	996	385	31
RTOR Reduction (vph)	0	0	1	0	0	0	4	0	0	1	0	0
Lane Group Flow (vph)	293	0	545	0	0	76	1001	0	26	1411	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	73.0		60.2			96.4	96.4		96.4	96.4		
Effective Green, g (s)	73.0		60.2			96.4	96.4		96.4	96.4		
Actuated g/C Ratio	0.41		0.33			0.54	0.54		0.54	0.54		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	378		564			84	1867		198	1753		
v/s Ratio Prot	c0.06		c0.32				0.29			0.43		
v/s Ratio Perm	0.25					c0.48			0.07			
v/c Ratio	0.78		0.97			0.90	0.54		0.13	0.80		
Uniform Delay, d1	46.0		58.9			37.7	27.2		20.9	34.1		
Progression Factor	1.00		1.00			1.00	1.00		0.89	0.85		
Incremental Delay, d2	8.8		29.4			74.4	1.1		1.2	3.6		
Delay (s)	54.8		88.3			112.1	28.3		19.9	32.5		
Level of Service	D		F			F	С		В	С		
Approach Delay (s)			76.6				34.2			32.3		
Approach LOS			E				С			С		
Intersection Summary												
HCM 2000 Control Delay			44.2	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	ity ratio		0.93									
Actuated Cycle Length (s)	•		180.0	S	um of los	t time (s)			13.6			
Intersection Capacity Utilizati	ion		100.0%	IC	CU Level	of Service	è		F			
Analysis Period (min)			15									

	•	•	/	4
Movement	NEL2	NEL	NER	NER2
Lane Configurations		ሻ	Ž.	
Volume (vph)	17	130	205	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	.,,,,	3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	216	26
RTOR Reduction (vph)	0	0	210	0
Lane Group Flow (vph)	0	155	219	0
Confl. Peds. (#/hr)	U	10	10	10
	Dorm			10
Turn Type Protected Phases	Perm	NA	custom	
	1	3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		66.0	56.2	
Effective Green, g (s)		66.0	56.2	
Actuated g/C Ratio		0.37	0.31	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		524	494	
v/s Ratio Prot		0.02	0.14	
v/s Ratio Perm		0.09		
v/c Ratio		0.30	0.44	
Uniform Delay, d1		39.7	49.4	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.5	
Delay (s)		39.8	49.9	
Level of Service		D	D	
Approach Delay (s)		45.9		
Approach LOS		D		
Intersection Summary				

18: Galiano Street & Valencia Avenue

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Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	411≯		ર્ન	f)
Volume (vph)	379	38	188	220
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Intersection Summary				

Intersection Summary

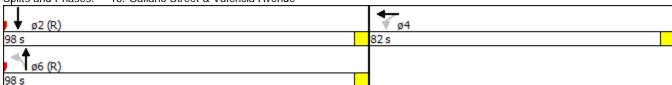
Cycle Length: 180 Actuated Cycle Length: 180

Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			र्स			1>	
Volume (veh/h)	0	0	0	118	379	82	38	188	0	0	220	154
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				343	1189	179	222	516	0	0	381	218
Arrive On Green				0.32	0.32	0.32	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h				1086	3771	568	138	1501	0	0	1107	635
Grp Volume(v), veh/h				218	202	194	251	0	0	0	0	384
Grp Sat Flow(s),veh/h/ln				1808	1863	1754	1639	0	0	0	0	1742
Q Serve(g_s), s				2.3	2.0	2.1	0.1	0.0	0.0	0.0	0.0	4.1
Cycle Q Clear(g_c), s				2.3	2.0	2.1	4.2	0.0	0.0	0.0	0.0	4.1
Prop In Lane				0.60		0.32	0.17		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				570	587	553	738	0	0	0	0	599
V/C Ratio(X)				0.38	0.34	0.35	0.34	0.00	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h				5857	6032	5680	6517	0	0	0	0	6801
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.4	6.3	6.3	4.9	0.0	0.0	0.0	0.0	5.4
Incr Delay (d2), s/veh				0.3	0.3	0.3	1.3	0.0	0.0	0.0	0.0	5.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	1.8
Lane Grp Delay (d), s/veh				6.7	6.6	6.6	6.1	0.0	0.0	0.0	0.0	10.6
Lane Grp LOS				A	A	A	A					<u>B</u>
Approach Vol, veh/h					615			251			384	
Approach Delay, s/veh					6.6			6.1			10.6	
Approach LOS					Α			Α			В	
Timer Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.7			12.4			12.4	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					77.9			93.9			93.9	
Max Q Clear Time (g_c+l1), s					4.3			6.2			6.1	
Green Ext Time (p_c), s					3.2			1.4			1.4	
Intersection Summary												
HCM 2010 Ctrl Delay			7.8									
HCM 2010 LOS			Α									
Notes												

Intersection												
Intersection Delay, s/veh Intersection LOS	29.8 D											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	177	46	78	233	24	69	151	59	103	241	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	188	49	83	248	26	73	161	63	110	256	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	(
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	22.8			30.7			23.5			38.6		
HCM LOS	С			D			С			E		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		25%	16%	23%	27%							
Vol Thru, %		54%	66%	70%	63%							
Vol Right, %		21%	17%	7%	10%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		279	267	335	382							
LT Vol		151	177	233	241							
Through Vol		59	46	24	38							
RT Vol		69	44	78	103							
Lane Flow Rate		297	284	356	406							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.637	0.617	0.755	0.839							
Departure Headway (Hd)		7.725	7.815	7.623	7.428							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		466	460	474	488							
Service Time		5.798	5.887	5.69	5.493							
HCM Cantral Dalay		0.637	0.617	0.751	0.832							
HCM Control Delay HCM Lane LOS		23.5	22.8	30.7	38.6							
HCM 95th-tile Q		C	C 4 1	D 6.4	E 0 1							
HOW YOUR WELL		4.4	4.1	6.4	8.4							
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	10.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	162	0	42	0	0	39	87	39	4	0	202	158
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	0	45	0	0	41	93	41	4	0	215	168
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0
Approach	EB					WB	NB				SB	
Opposing Approach	WB					EB	SB				NB	
Opposing Lanes	1					1	1				1	
Conflicting Approach Left	SB					NB	EB				WB	
Conflicting Lanes Left	1					1	1				1	
Conflicting Approach Right	NB					SB	WB				EB	
Conflicting Lanes Right	1					1	1				1	
HCM Control Delay	10.7					8.3	9.6				11.8	
HCM LOS	В					Α	Α				В	
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		67%	79%	0%	0%							
Vol Thru, %		30%	0%	0%	56%							
Vol Right, %		3%	21%	100%	44%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		130	204	39	360							
LT Vol		39	0	0	202							
Through Vol		4	42	39	158							
RT Vol		87	162	0	0							
Lane Flow Rate		138	217	41	383							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.199	0.315	0.057	0.481							
Departure Headway (Hd)		5.168	5.218	4.977	4.521							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		687	681	724	789							
Service Time		3.255	3.306	2.977	2.587							
HCM Cantral Dalari		0.201	0.319	0.057	0.485							
HCM Long LOS		9.6	10.7	8.3	11.8							
HCM Lane LOS		Α	B	A	В							
HCM 95th-tile Q		0.7	1.3	0.2	2.6							
Notes	. ф. DI	F	-I - 200 C	l F			N I D C	1				

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	8.4											
Intersection LOS	A	EDT	EDD	WDI	WDT	WDD	NDI	NDT	NDD	CDI	CDT	CDE
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	56	0	0	25	0	124	8	0	121	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2 127	145
Mvmt Flow Number of Lanes	0 0	0	64 1	0	0 0	28 1	0 0	141 1	9 0	0 0	137 1	145 C
Number of Lanes	U	U	ı	U	U	ı	U	'	U	U	1	·
Approach			EB			WB		NB			SB	
Opposing Approach			WB			EB		SB			NB	
Opposing Lanes			1			1		1			1	
Conflicting Approach Left			SB			NB		EB			WB	
Conflicting Lanes Left			1			1		1			1	
Conflicting Approach Right			NB			SB		WB			EB	
Conflicting Lanes Right			1			1		1			1	
HCM Control Delay			7.6			7.5		8.3			8.8	
HCM LOS			Α			Α		Α			Α	
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		0%	0%	0%	0%							
Vol Thru, %		94%	0%	0%	49%							
Vol Right, %		6%	100%	100%	51%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		132	56	25	249							
LT Vol		124	0	0	121							
Through Vol		8	56	25	128							
RT Vol		0	0	0	0							
Lane Flow Rate		150	64	28	283							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.178	0.076	0.034	0.307							
Departure Headway (Hd)		4.382	4.278	4.321	3.9							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		824	843	833	905							
Service Time		2.382	2.279	2.325	1.996							
HCM Lane V/C Ratio		0.182	0.076	0.034	0.313							
HCM Control Delay		8.3	7.6	7.5	8.8							
HCM Lane LOS		Α	Α	Α	Α							
HCM 95th-tile Q		0.6	0.2	0.1	1.3							

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	0.9								
y ,									
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		32		108	23	0	178	
Conflicting Peds, #/hr	0		1		0	1	1	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	86		86		86	86	86	86	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	0		37		126	27	0	207	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	347		141		0	0	153	0	
Stage 1	140				-	-	-	-	
Stage 2	207		_		_	-	_	_	
Follow-up Headway	3.518		3.318		_	-	2.218	_	
Pot Capacity-1 Maneuver	650		907		_	_	1428	_	
Stage 1	887		-		_	_	-	_	
Stage 2	828		_		_	-	_	_	
Time blocked-Platoon, %					_	-		_	
Mov Capacity-1 Maneuver	649		905		_	-	1427	-	
Mov Capacity-2 Maneuver	649		_		_	_	_	-	
Stage 1	886		-		_	-	_	-	
Stage 2	827		-		-	-	-	-	
J									
Approach	WB				NB		SB		
HCM Control Delay, s	9.1				0		0		
HCM LOS	Α				· ·		Ū		
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)		_	_	905	1427	-			
HCM Lane V/C Ratio		_	_	0.041		_			
HCM Control Delay (s)		_	_	9.1	0	_			
HCM Lane LOS				Α	Ä				
HCM 95th %tile Q(veh)		_	_	0.128	0	_			

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

LEVEL OF SERVICE

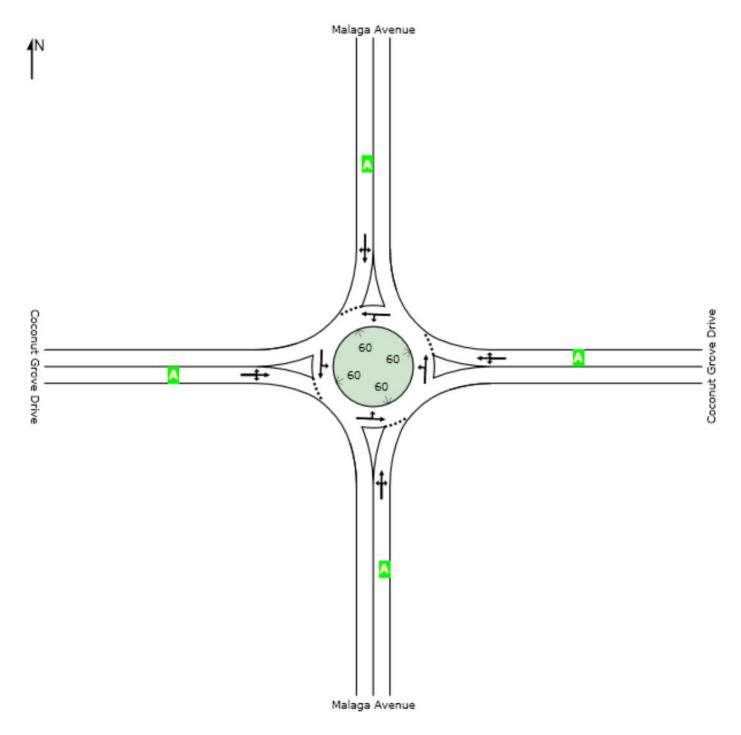


Site: Coconut Grove Drive and Malaga Avenue

Future Total PM with Restrictions Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	Α	Α	A	Α	Α



Level of Service (LOS) Method: Delay & v/c (HCM 2010). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY



Site: Coconut Grove Drive and Malaga Avenue

Future Total PM with Restrictions Roundabout

Lane Use a	nd Perfori	nance	;										
	Demand F Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malag	ga Avenue												
Lane 1 ^d	175	3.0	932	0.188	100	5.7	LOSA	0.7	18.4	Full	1600	0.0	0.0
Approach	175	3.0		0.188		5.7	LOSA	0.7	18.4				
East: Coconu	ut Grove Dri	ve											
Lane 1 ^d	291	3.0	1048	0.278	100	6.1	LOSA	1.2	31.3	Full	1600	0.0	0.0
Approach	291	3.0		0.278		6.1	LOSA	1.2	31.3				
North: Malag	a Avenue												
Lane 1 ^d	190	3.0	884	0.215	100	6.3	LOSA	0.8	21.4	Full	1600	0.0	0.0
Approach	190	3.0		0.215		6.3	LOSA	0.8	21.4				
West: Cocon	ut Grove Dr	ive											
Lane 1 ^d	71	3.0	729	0.097	100	6.0	LOSA	0.3	8.4	Full	1600	0.0	0.0
Approach	71	3.0		0.097		6.0	LOSA	0.3	8.4				
Intersection	727	3.0		0.278		6.0	LOSA	1.2	31.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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SIDRA INTERSECTION 6

Intersection												
Intersection Delay, s/veh	10.5											
Intersection LOS	В											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	51	13	191	0	76	0	39	121	94	80	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	15	220	0	87	0	45	139	108	92	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		SE		NW				NE		SW		
Opposing Approach		NW		SE				SW		NE		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SW		NE				SE		NW		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NE		SW				NW		SE		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		8.9		11.6				9.3		10.5		
HCM LOS		Α		В				Α		В		
Lane		NELn1	NWLn1	SELn1	SWLn1							
Vol Left, %		0%	72%	0%	54%							
Vol Thru, %		24%	0%	80%	46%							
Vol Right, %		76%	28%	20%	0%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		160	267	64	174							
LT Vol		39	0	51	80							
Through Vol		121	76	13	0							
RT Vol		0	191	0	94							
Lane Flow Rate		184	307	74	200							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.24	0.421	0.108	0.29							
Departure Headway (Hd)		4.704	4.933	5.278	5.218							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap Capilos Timo		752	721	683	680							
Service Time		2.802	3.019	3.278	3.315							
HCM Control Dolov		0.245	0.426	0.108	0.294							
HCM Land LOS		9.3	11.6	8.9	10.5							
HCM Lane LOS HCM 95th-tile Q		A 0.9	B 2.1	A 0.4	B 1.2							
		0.7	۷.۱	0.4	1.2							
Notes -: Volume Exceeds Canacity												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

24: SW 37th Avenue/Douglas Road & Valencia Avenue/SW 23rd Street

Intersection												
Intersection Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	22	30	33	116	869	73	33	1067	299
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	934	78	35	1147	322
Major/Minor				Minor1			Major1			Major2		
Conflicting Flow All				1871	2766	520	1469	0	0	1016	0	0
Stage 1				1226	1226	-	-	-	-	-	-	-
Stage 2				645	1540	_	_	_	_	_	_	_
Follow-up Headway				3.52	4.02	3.32	2.22	_	_	2.22	_	_
Pot Capacity-1 Maneuver				64	# 19	501	455	_	_	678	_	_
Stage 1				240	249	-	-	_	_	-	_	-
Stage 2				484	175	_	_	_	_	_	_	-
Time blocked-Platoon, %								-	_		-	-
Mov Capacity-1 Maneuver				43	# 0	495	451	-	_	672	-	-
Mov Capacity-2 Maneuver				121	# 0	-	_	-	_	_	-	-
Stage 1				173	# 0	-	-	-	_	-	-	-
Stage 2				455	# 0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s				32.3			1.8			0.3		
HCM LOS				D						0.0		
Minor Lane / Major Mvmt		NBL	NBT	NBR	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)		451			221	672		-				
HCM Lane V/C Ratio		0.277	_	_	0.414	0.053	_	_				
HCM Control Delay (s)		16.006	_	_	32.3	10.656	_	_				
HCM Lane LOS		10.000 C	-	-	52.5 D	10.030 B	-	-				
HCM 95th %tile Q(veh)		1.116	_	_	1.894	0.167	_	_				
, ,		1.110			1.074	0.107						
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
Intersection Delay, s/veh	7.6								
Movement	EBL		EBR	NBL	NBT		SBT	SBR	
Vol, veh/h	84		173	99	1044		930	141	
Conflicting Peds, #/hr	0		0	4	0		0	4	
Sign Control	Stop		Stop	Free	Free		Free	Free	
RT Channelized	-		None	-	None		-	None	
Storage Length	0		_	100	-		-	-	
Veh in Median Storage, #	1		_	_	0		0	-	
Grade, %	0		_	_	0		0	-	
Peak Hour Factor	95		95	95	95		95	95	
Heavy Vehicles, %	2		2	2	2		2	2	
Mvmt Flow	88		182	104	1099		979	148	
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1811		568	1127	0		-	0	
Stage 1	1053		-	-	-		-	-	
Stage 2	758		-	-	-		-	-	
Follow-up Headway	3.52		3.32	2.22	-		-	-	
Pot Capacity-1 Maneuver	# 70		466	616	-		-	-	
Stage 1	297		-	-	-		-	-	
Stage 2	423		-	-	-		-	-	
Time blocked-Platoon, %					-		-	-	
Mov Capacity-1 Maneuver	# 58		464	614	-		-	-	
Mov Capacity-2 Maneuver	173		-	-	-		-	-	
Stage 1	297		-	-	-		-	-	
Stage 2	351		-	-	-		-	-	
Approach	EB			NB			SB		
HCM Control Delay, s	68.8			1			0		
HCM LOS	66.6 F			Į.			U		
Minor Lane / Major Mvmt		NBL	NBT	EBLn1	SBT	SBR			
Capacity (veh/h)		614	-	299	-	-			
HCM Lane V/C Ratio		0.17	-	0.905	-	-			
HCM Control Delay (s)		12.058	-	68.8	-	-			
HCM Lane LOS		В		F					
HCM 95th %tile Q(veh)		0.607	-	8.449	-	-			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Intersection Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	0	229	<u>wbl</u>	<u>wbi</u>	30	196	1005	2	<u> </u>	967	36K 15
Conflicting Peds, #/hr	0	0	1	1	0	0	170	0	0	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	- -	- -	None	- -	- -	None	-	-	None	-	-	None
Storage Length	150	_	-	_	_	-	100	_	-	100	_	-
Veh in Median Storage, #	-	1	_	-	1	_	-	0	_	-	0	_
Grade, %	-	0	-	-	0	-	_	0	-	_	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	236	8	4	31	202	1036	2	5	997	15
Major/Minor	Minor2			Minor1			Major1			Major2		
		2459	508	1952	2466	521		0	0	Major2 1039	0	0
Conflicting Flow All	1941 1016	2459 1016	508	1442	1442		1013	U	U	1039	U	
Stage 1 Stage 2	925	1443	-	510	1024	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	39	30	510	38	30	500	680		_	665		_
Stage 1	255	314	310	139	196	300	-		_	-		_
Stage 2	290	196	_	514	311	_	_	_	_	_	_	_
Time blocked-Platoon, %	270	170		314	311			_	_		_	_
Mov Capacity-1 Maneuver	27	21	509	16	21	499	679	_	_	664	_	_
Mov Capacity-2 Maneuver	94	93	-	45	64	-	-	_	_	-	_	_
Stage 1	179	311	_	98	138	_	_	_	_	_	_	_
Stage 2	185	138	-	273	308	-	-	-	-	-	-	-
Approach	EB			WB			ND			SB		
Approach							NB					
HCM Control Delay, s HCM LOS	20.1 C			41.8 E			2			0.1		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)		679	-	-	94	484	140	664	-	-		
HCM Lane V/C Ratio		0.298	-	-	0.058	0.493	0.309	0.008	-	-		
HCM Control Delay (s)		12.532	-	-	45.7	19.5	41.8	10.464	-	-		
HCM Lane LOS		В			Ε	С	Ε	В				
HCM 95th %tile Q(veh)		1.245	-	-	0.183	2.687	1.22	0.023	-	-		
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection								
Intersection Delay, s/veh	10.4							
Movement	EBT	EBR	WBL	WBT	NE	3L	NBR	
Vol, veh/h	68	83	130	120	18	36	134	
Conflicting Peds, #/hr	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	Sto	ор	Stop	
RT Channelized	-	None	-	None		·	None	
Storage Length	-	-	-	_		0	-	
Veh in Median Storage, #	0	-	-	0		0	-	
Grade, %	0	_	_	0		0	-	
Peak Hour Factor	92	92	92	92	(92	92	
Heavy Vehicles, %	2	2	2	2	•	2	2	
Mymt Flow	74	90	141	130	20	02	146	
WWW. C TOW	, ,	70		100	20	<i>3</i> 2	110	
Major/Minor	Major1		Major2		Mino	r1		
Conflicting Flow All	0	0	164	0	53	32	119	
Stage 1	-	-	-	-		19	-	
Stage 2	-	-	-	_		13	-	
Follow-up Headway	-	_	2.218	_	3.51		3.318	
Pot Capacity-1 Maneuver	-	_	1414	_		08	933	
Stage 1	-	_	-	_		06	-	
Stage 2	_	_	_	_		68	_	
Time blocked-Platoon, %	_	_		_				
Mov Capacity-1 Maneuver	_	_	1414	_	Δŗ	53	933	
Mov Capacity-2 Maneuver	_	_		_	45		700	
Stage 1	_	_	_	_		06	_	
Stage 2						96		
Staye 2	-	-	-	-	J:	70	-	
Approach	EB		WB		N	ΙB		
HCM Control Delay, s	0		4.1		20	.3		
HCM LOS						С		
NAME OF THE PARTY	NDI 4	EDT	EDD	WE	MDT			
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT			
Capacity (veh/h)	577	-	-	1414	-			
HCM Lane V/C Ratio	0.603	-	-	0.1	-			
HCM Control Delay (s)	20.3	-	-	7.828	0			
HCM Lane LOS	С			Α	Α			
HCM 95th %tile Q(veh)	3.996	-	-	0.332	-			
Notes								
· Volumo Evenado Canacita								

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection							
ntersection Delay, s/veh	0						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Vol, veh/h	202	0	0	250	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	_	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	220	0	0	272	0	0	
		· ·	· ·	_,_	·	C	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	220	0	492	220	
Stage 1	-	-	-	-	220	-	
Stage 2	-	-	-	-	272	-	
Follow-up Headway	-	-	2.218	-	3.518	3.318	
Pot Capacity-1 Maneuver	-	-	1349	_	536	820	
Stage 1	-	-	_	_	817	-	
Stage 2	-	-	_	_	774	-	
Time blocked-Platoon, %	-	_		_			
Mov Capacity-1 Maneuver	-	_	1349	_	536	820	
Mov Capacity-2 Maneuver	_	_	-	_	536	-	
Stage 1	_	_	_	_	817	-	
Stage 2	_	_	_	_	774	_	
Stage 2					774		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		0		
HCM LOS					А		
Minor Long / Moior Muset	NDI "1	FDT.	רחח	///DI	WDT		
Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	0	-	-	1349	-		
HCM Lane V/C Ratio	+	-	-	-	-		
HCM Control Delay (s)	0	-	-	0	-		
HCM Lane LOS	Α			Α			
HCM 95th %tile Q(veh)	+	-	-	0	-		
Notes							
: Volumo Evenado Canacitus	* D E						

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	→	•	•	←	•	/
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			4		
Volume (veh/h)	239	12	0	374	0	0
Sign Control	Free			Free	Stop	
Grade	0%	0.00	0.00	0%	0%	0.00
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	260	13	0	407	0	0
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			273		673	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			273		673	266
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)			2.2		2.5	2.2
tF (s) p0 queue free %			2.2 100		3.5 100	3.3 100
cM capacity (veh/h)			1290		421	772
	== .		1270		421	112
Direction, Lane #	EB 1	WB 1				
Volume Total Volume Left	273	407				
Volume Right	0 13	0 0				
cSH	1700	1290				
Volume to Capacity	0.16	0.00				
Queue Length 95th (ft)	0.10	0.00				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utili	ization		23.0%	IC	CU Level of	of Service
Analysis Period (min)			15			

Intersection									
Intersection Delay, s/veh	7.3								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	177	63			58	112	16	316	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None .	
Storage Length	-	-			-	_	0	-	
Veh in Median Storage, #	-	0			0	_	0	-	
Grade, %	_	0			0	_	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	192	68			63	122	17	343	
WWW. Flow	172	00			00	122	17	0.10	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	185	0			-	0	577	124	
Stage 1	_	_			_	-	124	-	
Stage 2	_	_			_	-	453	-	
Follow-up Headway	2.218	_			_	-	3.518	3.318	
Pot Capacity-1 Maneuver	1390	_			_	-	478	927	
Stage 1	_	_			_	_	902	-	
Stage 2	_	_			_	_	640	_	
Time blocked-Platoon, %		_			_	_	0.0		
Mov Capacity-1 Maneuver	1390	_			_	_	409	927	
Mov Capacity-2 Maneuver	-	_			_	_	409	-	
Stage 1	_	_			_	_	902	_	
Stage 2	_	_			_	_	548	_	
Stage 2							340		
Approach	EB				WB		SB		
HCM Control Delay, s	5.9				0		12		
HCM LOS							В		
Minor Long / Maior Minor		EDI	LD T	WOT	WDD	CDI 1			
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR				
Capacity (veh/h)		1390	-	-	-	874			
HCM Lane V/C Ratio		0.138	-	-	-	0.413			
HCM Control Delay (s)		8.006	0	-	-	12			
HCM Lane LOS		Α	Α			В			
HCM 95th %tile Q(veh)		0.48	-	-	-	2.045			
Notes									
· Volumo Evocado Canaci			200.0				N I D C		

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	79	0	6	170	0	0	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	0	7	185	0	0	0	9	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	86	0	0	284	284	86	288	284	185
Stage 1	-	-	-	-	-	-	86	86	-	198	198	-
Stage 2	_	_	_	_	_	_	198	198	_	90	86	_
Follow-up Headway	2.218	_	_	2.218	_	_	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1390	_	_	1510	_	_	668	625	973	664	625	857
Stage 1	-	_	_	-	_	_	922	824	-	804	737	-
Stage 2	_	_	_	_	_	_	804	737	_	917	824	_
Time blocked-Platoon, %		_	_		_	_					02.	
Mov Capacity-1 Maneuver	1390	_	_	1510	_	_	665	622	973	656	622	857
Mov Capacity-2 Maneuver	-	_	_	-	_	_	665	622	-	656	622	-
Stage 1	_	_	_	_	_	_	922	824	_	804	733	_
Stage 2	-	-	-	-	-	-	800	733	-	909	824	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.3			8.7			0		
HCM LOS	U			0.5			Α			A		
Minor Lane / Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
				LDI	LDIN		VVDI	WDIX				
Capacity (veh/h) HCM Lane V/C Ratio		973 0.009	1390	-	-	1510 0.004	-	-	0			
			0	-	-	7.394	-	-	+			
HCM Lang LOS		8.7	0	-	-		0	-	0			
HCM Lane LOS HCM 95th %tile Q(veh)		A 0.027	A 0	_	_	A 0.013	A		A +			
		0.027	U	-	-	0.013	-	-	+			
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

	•	•	†	~	>	ļ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			∱ ⊅			^
Volume (veh/h)	0	0	869	47	0	1067
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	945	51	0	1160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)			NOTIC			NOTIC
Upstream signal (ft)			187			
pX, platoon unblocked	0.83	0.83	107		0.83	
vC, conflicting volume	1550	498			996	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247	0			577	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	137	897			821	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	630	366	580	580		
Volume Left	0	0	0	0		
Volume Right	0	51	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.37	0.22	0.34	0.34		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	0.0		0.0			
Approach Delay (s) Approach LOS	0.0		0.0			
• •						
Intersection Summary						
Average Delay	tion		0.0	10	ا ا میرا ا	of Comiles
Intersection Capacity Utiliza	шОП		32.8%	iC	u Level (of Service
Analysis Period (min)			15			

Intersection									_
Intersection Delay, s/veh	0.4								
Movement	WBL		WBR		NBT	NBR	SBL	SBT	
Vol, veh/h	0		63		873	0	0	1025	
Conflicting Peds, #/hr	0		0		0	0	0	0	
Sign Control	Stop		Stop		Free	Free	Free	Free	
RT Channelized	-		None		-	None	-	None	
Storage Length	-		0		-	-	-	-	
Veh in Median Storage, #	0		-		0	-	-	0	
Grade, %	0		-		0	-	-	0	
Peak Hour Factor	92		92		92	92	92	92	
Heavy Vehicles, %	2		2		2	2	2	2	
Mvmt Flow	0		68		949	0	0	1114	
Major/Minor	Minor1				Major1		Major2		
Conflicting Flow All	1506		474		0	0	949	0	
Stage 1	949		-		-	-	-	-	
Stage 2	557		-		-	-	-	-	
Follow-up Headway	3.52		3.32		-	-	2.22	-	
Pot Capacity-1 Maneuver	112		537		-	-	719	-	
Stage 1	337		-		-	-	-	-	
Stage 2	537		-		-	-	-	-	
Time blocked-Platoon, %					-	-		-	
Mov Capacity-1 Maneuver	112		537		-	-	719	-	
Mov Capacity-2 Maneuver	112		-		-	-	-	-	
Stage 1	337		-		-	-	-	-	
Stage 2	537		-		-	-	-	-	
	14/5				NE		25		
Approach	WB				NB		SB		
HCM Control Delay, s	12.7				0		0		
HCM LOS	В								
Minor Lane / Major Mvmt		NBT	NBR	WBLn1	SBL	SBT			
Capacity (veh/h)				537	719				
HCM Lane V/C Ratio		_	_	0.128	-	_			
HCM Control Delay (s)		_	_	12.7	0	_			
HCM Lane LOS				В	A				
HCM 95th %tile Q(veh)		_	-	0.435	0	-			
Notes - : Volume Exceeds Canaci			222						

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection												
Intersection Delay, s/veh	0											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				13	13	13	13	13	0
Stage 1	-	-	-				13	13	-	0	0	-
Stage 2	_	_	_				0	0	_	13	13	_
Follow-up Headway	_	_	_				3.518	4.018	3.318	3.518	4.018	_
Pot Capacity-1 Maneuver	_	_	_				1006	881	1067	1006	881	_
Stage 1	_	_	_				1010	885	-	-	-	_
Stage 2	_	_	_				-	-	_	1010	885	_
Time blocked-Platoon, %		_	_								000	
Mov Capacity-1 Maneuver	_	_	_				1006	0	1067	1006	0	_
Mov Capacity-2 Maneuver	_	_	_				1006	0	-	1006	0	_
Stage 1	_	_	_				1010	0	_	-	0	_
Stage 2	-	-	-				-	0	-	1010	0	-
Annroach	C.F.						NΙΓ			CW		
Approach	SE						NE_			SW		
HCM Control Delay, s HCM LOS	0						0 A			0 A		
Minor Lane / Major Mvmt		NELn1	SEL	SET	SER	SWLn1						
Capacity (veh/h)		0	-	-	-	+						
HCM Lane V/C Ratio		+	-	-	-	+						
HCM Control Delay (s)		0	0	-	-	0						
HCM Lane LOS		Α	Α			Α						
HCM 95th %tile Q(veh)		+	-	-	-	+						
Notes												

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Movement Vol, veh/h Conflicting Peds, #/hr Sign Control	5.2 EBL 165 0	EBT							
Vol, veh/h Conflicting Peds, #/hr Sign Control	165 0								
Conflicting Peds, #/hr Sign Control	0	1/5			WBT	WBR	SBL	SBR	
Sign Control		165			187	47	0	246	
		0			0	0	0	0	
	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			-	-	-	0	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	179	179			203	51	0	267	
Major/Minor	Major1				Major2		Minor?		
Major/Minor	Major1				Major2		Minor2	220	
Conflicting Flow All	254	0			-	0	767 220	229	
Stage 1	-	-			-	-	229	-	
Stage 2	- 2 210	-			-	-	538	- 2.210	
Follow-up Headway	2.218	-			-	-	3.518	3.318	
Pot Capacity-1 Maneuver	1311	-			-	-	370	810	
Stage 1	-	-			-	-	809	-	
Stage 2	-	-			-	-	585	-	
Time blocked-Platoon, %	4044	-			-	-	04.4	040	
Mov Capacity-1 Maneuver	1311	-			-	-	314	810	
Mov Capacity-2 Maneuver	-	-			-	-	314	-	
Stage 1	-	-			-	-	809	-	
Stage 2	-	-			-	-	496	-	
Approach	EB				WB		SB		
HCM Control Delay, s	4.1				0		11.6		
HCM LOS							В		
Minor Lane / Major Mvmt		EBL	EBT	WBT	\//RD	SBLn1			
			LDI	VVDI	VVDIX				
Capacity (veh/h)		1311	-	-	-	810			
HCM Cantrol Dalay (a)		0.137	-	-	-	0.33			
HCM Control Delay (s)		8.181	0	-	-	11.6			
HCM Lane LOS		A	Α			B			
HCM 95th %tile Q(veh)		0.474	-	-	-	1.447			
Notes									

^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection									
ntersection Delay, s/veh	0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Vol, veh/h	0	165			234	0	0	0	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	-	None			-	None	-	None	
Storage Length	-	-			_	-	0	-	
/eh in Median Storage, #	-	0			0	_	0	-	
Grade, %	-	0			0	_	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Nymt Flow	0	179			254	0	0	0	
	J	.,,			201	J	Ü	Ŭ	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	254	0			-	0	433	254	
Stage 1	-	-			_	-	254	-	
Stage 2	-	-			_	_	179	-	
follow-up Headway	2.218	-			_	_	3.518	3.318	
Pot Capacity-1 Maneuver	1311	-			_	_	580	785	
Stage 1	-	_			_	_	788	-	
Stage 2	_	_			_	_	852	-	
ime blocked-Platoon, %		_			_	_	002		
Mov Capacity-1 Maneuver	1311	_			_	_	580	785	
Mov Capacity-2 Maneuver	-	_			_	_	580	-	
Stage 1	_	_			_	_	788	_	
Stage 2						_	852	_	
Stage 2	_				_		032	-	
approach	EB				WB		SB		
ICM Control Delay, s	0				0		0		
ICM LOS	-				-		Ä		
/linor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		1311	-	-	-	0			
ICM Lane V/C Ratio		-	-	-	-	+			
ICM Control Delay (s)		0	-	-	-	0			
ICM Lane LOS		Α				Α			
ICM 95th %tile Q(veh)		0	-	-	_	+			
lotes									
: Volume Exceeds Capaci	tu ¢ . Dala	v Evocad	200 Ca	oonde, F	rror . Con	anutation	Not Dofined		

 $^{{\}scriptstyle \sim} : Volume \ Exceeds \ Capacity; \ \$: Delay \ Exceeds \ 300 \ Seconds; \ Error : Computation \ Not \ Defined$



To: Mr. Glenn Kephart, P.E.

Public Works Director City of Coral Gables 2800 SW 72nd Avenue Miami, FL 33155

From: Mark N. Santos, P.E.

Cc: Ramon Trias, AIA, AICP, LEED AP

Eddie Avila

Mario Garcia-Serra, Esq.

Dan Freed, AIA

Date: January 27, 2015

Subject: Mediterranean Village Parking Demand Reduction Analysis

Response to City Comments Received January 23, 2015

Introduction

On January 23, 2015, City comments on the Planning and Zoning Board submittal were received from various departments and consultants including: Planning and Zoning (Ramon Trias and Charles Wu), David Plummer & Associates, City Engineer (Yamilet Senespleda), Parking (Kevin Kinney), and Fire (Robert Lowman). This memorandum provides responses to the comments received on January 23, 2015 for the updated Parking Demand Reduction Analysis.

1/23/15 Comments and Responses

PZB Submittal Comments by Ramon Trias dated 1/15/15

- 1) Shared Parking Methodology This document requires further analysis.
 - a) Day care is an accessory use parking should not be required.

 Response Concur understanding day care users will be internal to the project. However, parking spaces for day care employees has been maintained.
 - b) Office, Hotel, and Retail types selected for the shared parking study do not reflect the types of Office, Hotel, and Retail described in the Development Agreement. Response – Time of day factors for each land use has been obtained from ULI Shared Parking, 2nd edition as follows: Office – base type (no alternate), Hotel – Business type, Retail – shopping center-typical type.

Shared Parking Comments by Charles Wu dated 1/20/15

Comment 1

The parking for residential at the entire 7th level and partial 6th level are self-park and reserved, according to a memo from Mark Santos to Glenn Kephart dated Jan. 7, 2015 and submitted as part of the latest package. The self-park statement is inconsistent with the separate valet analysis that states all residential parking is 100% valet.



Response – All residential parking shall be self-park as noted in Parking Operations Narrative. 100% of visitors for residential parking will utilize valet parking on Level B2. Parking Operations Narrative has been updated accordingly.

Comment 2

If the first statement is correct, all those spaces, which are not specified how many, should be taken out of the shared parking total number, as those reserved spaces are no longer "shared" with the other uses.

Response – Residential parking spaces are not included in the shared parking analysis. Visitor parking for residential use is included in the shared parking analysis, and these associated vehicles will be valet parked on Level B2.

DPA Comments – Parking Analysis dated 1/21/15

Bullet 1

The revised development program shows the restaurant use has been split into 75% Family type and 25% Fine type. This split is inconsistent with the development program used for the traffic study and queuing analysis that show 75% Quality Restaurant and 25% High-turnover (sit down) restaurant. The analysis should be revised accordingly.

Response – The shared parking analysis has been revised for consistency with traffic study, including 75% split for Fine (ITE – Quality 931) and Casual (ITE – High Turnover with Bar 932) types and 25% split for Family type (ITE – High Turnover without Bar).

Bullet 2

The study uses a 10% modal split reduction for employees/residents and 5% for visitors. These percentages are not consistent with the percentages previously recommended as acceptable (8% employees/residents and 4% visitors), which is the average from 2009-2013. The analysis should be revised accordingly.

Response – The 2012 American Community Survey Miami-Dade Profile dated September 2013 (see Appendix C) provides Commuting to Work section provides percentages of each mode. This study has considered the modes of public transportation, walked, and other means to determine the percentage of employees not utilizing a vehicle and therefore not requiring a parking space. The associated total mode split was 9.3% in 2010, 9.4% in 2011, and 10.1% in 2012 resulting in an average of 9.6%. The updated shared parking analysis has been updated for a 9.6% mode split employees/residents and 4.8% visitor mode split (1/2 of employee/resident).

Bullet 3

The shared parking calculation in Appendix B needs to be updated based on the above comments.

Response – Comments under bullet 1 and 2 have been addressed in updated shared parking calculation.



Parking Operations Document and Parking Demand Reduction Comments by Kevin Kinney–Parking Analysis dated 1/21/15

Comment 6

The Parking Operations Narrative requires further development and should be an attachment to or incorporated in the Development Agreement.

Response – The Parking Operations Narrative is a continuing work in progress and will be further developed and coordinated with the City.

12/19/14 Comments and Responses

Bullet 1

The residential parking spaces should not be part of the shared parking analysis. Based on discussions with the applicant today, they will propose to share some of the visitor parking spaces for the residential use.

Response 1 – Residential parking spaces (townhome, 2BR, and 3BR units) will not be considered for shared parking, where occupancy of all residential spaces will be 100%. Visitor parking associated with residential uses will utilize shared parking in line with ULI Shared Parking time of day occupancy percentages.

Bullet 2

The analysis should use the latest US Census Bureau survey info (2009-2013) for Miami-Dade County (MDC). The analysis can use the public transit, walking, and bicycling info for MDC, which is a mode split of approximately 8%. Using an 8% mode split for employees/residents and a 4% mode split is acceptable.

Response 2 – The 2012 American Community Survey Miami-Dade Profile dated September 2013 provides Commuting to Work values of 5.9% transit, 2.4% walked, and 1.8% other means resulting in a total of 10.1%. Other means category has been included to account for transportation modes such as bicycling and drop-off/pick-up. The updated shared parking analysis utilizes 10% mode split employees/residents and 5% visitor mode split (1/2 of employee/resident).

Bullet 3

A parking operations plan should be submitted to the City's Public Works and Parking Departments for review.

Response 3 – Under separate deliverable, Kimley-Horn in coordination with RTKL, has provided the requested parking operations plan.

Bullet 4

The applicant needs to provide CADD drawings of all roadways, access points, valet areas, and parking garage levels within and adjacent to the project for review.

Response 4 – Under separate deliverable, Kimley-Horn in coordination with RTKL, has provided the requested CADD drawings.



Bullet 5

A queuing analysis is needed at all valet drop-off/pick-up areas.

Response 5 – Under separate cover, Kimley-Horn has provided the requested queuing analysis.

Additional Item

Overall program values remain consistent with previous parking demand analysis, however Restaurant use has been split into 75% Family type and 25% Fine type, based on ULI Shared Parking categorizations.

8/4/14 and 10/1/14 Comments and Responses

Comment 1 – page 4; Modal Split Concept

Modal split adjustments should be taken on each individual land use. Either data or assumptions should be provided to justify the percent reduction. The procedures outlined in ULI Shared Parking, 2nd Editions should be followed.

Response 1 – We recommend using an average modal split (10%) versus specific to each use, similar to the Traffic Impact Analysis. Note the average modal split has been applied to all uses with the exception of residential. It is our professional opinion that determining site specific modal splits between visitor and employee or resident for each of the proposed land uses is not necessary and beyond typical levels of shared parking analysis. We are not aware of other municipalities requiring this level of requested detail.

DPA Response: Consistent with ULI procedures, modal split should be applied to each individual land use. As described in ULI, some ridership, drop-offs, and walking are inherent in the base parking ration. Therefore, using a global 10% reduction will amount to double counting.

Response 1A – ULI Shared Parking Chapter 3 Step 5: Adjust Ratios for Modal Split and Person per Car states the ratios recommended in this book are intended to reflect conditions in suburban settings with little or no transit and with minimal employee ridesharing. In addition, it is stated that ridesharing, drop-offs, and walking are inherent in the base ratios for employee parking and mode adjustments are intended for significant changes in modal split or persons per car. Therefore, it is our understanding that applying a mode split will not result in double counting.

The mode split utilized in the shared parking analysis has been updated to provide separate mode splits for employees/residents and visitors. ULI Shared Parking Table 3-1 Examples of Journey-to-Work Data lists examples of transportation modes information provided by the 2000 U.S. Census Bureau. The mode split for employees/residents is based upon the U.S. Census Bureau, 2008-2012 American Community Survey (ACS) Population Survey for the City of Coral Gables and is provided in Appendix C. Over 82% of workers over the age of 16 were noted to park a vehicle at their work via driving, carpooling, or by motorcycle. The updated shared parking analysis utilizes 18% mode split employees/residents and 9% visitor mode split (1/2 of employee/resident).

Comment 2 - page 4; Internal Capture



The concept of internal capture does not apply to shared parking principles. Even though internal capture reductions were not taken, it should not be referred to as a "conservative" approach.

Response 2 – Memo has been updated to remove "conservative" approach and reasoning to exclude internal capture concept that is in conflict with shared parking.

DPA Response: Comment resolved.

Comment 3 – page 17; Project Research

Please verify the land uses and development program for the four comparable sites provided. For example, the Shops at Sunset Place which is mostly a retail center shows apartment and hotel uses. Also, comparable projects should only include existing sites where actual parking occupancy data could be verified.

Response 3 – Project site information provided was obtained from mall project fact sheets, and have been included as Appendix B in the updated report.

DPA Response: Information provided for Shops at Sunset Place is still inaccurate.

Response 3A – Information presented is based on mall information that is available to public. Shops at Sunset Place will be removed.

Comment 4 - page 20; Table - Parking Ratio

Please specify how the parking ratio was determined for Cinema and Gym uses.

Response 4 – Indoor recreation/entertainment category was obtained from City of Coral Gables Zoning Code Section 5-1409 Amount of required parking, resulting in 1 space per 300 SF.

DPA Response: Comment resolved.

Comment 5 - page 20; Table - Trip Reductions

Please see Comment 1 regarding modal split reductions.

Response 5 – Refer to Response 1.

DPA Response: Please refer to our response to Comment 1.

Response 5A - Refer to Response 1A.

Comment 6 - page 21; Table - Single Use Parking Calculations

Please calculate the single use parking requirements without the trip reduction factors.

Response 6 – Table has been updated to separately calculate single use parking requirements and parking requirements with trip reduction parking. Appendix B has been provided to include parking calculations.



DPA Comment: The format of the table is acceptable. However, the numbers have to be updated based on previous comments.

Response 6A – Table has been updated with comments addressed in this memo.

Comment 7 - page 21; Table - Time of Day Trends

- The table should be expanded to provide time-of-day factors for customer, visitors and employees.
- The restaurant use should be broken into specific type of restaurants (fine dining, family or fast food) since each has different time-of-day factors.
- Please provide back-up data or source for the daycare time-of-day factors.

Response 7 – Table has been expanded to include time-of-day factors for customer, visitors, and employees. Restaurant use has been specified to family type restaurants, as defined by ULI Shared Parking, 2nd Edition. Daycare time-of-day factors input were assumptions based upon peak times noted in ITE Parking Generation (Land Use: 565 Day Care Center). Appendix B has been provided to include parking calculations.

DPA Comment: The format of the table and back up data is acceptable. However, the percentages provided for Office-Visitors do not match percentages provided by ULI. Please explain.

Response 7A – Office visitor time of day percentages has been updated to match ULI Shared Parking Table 2-5 Time-of-Day Factors for Weekdays.

Comment 8 - page 22; Shared Parking Calculations

Please update calculations based on comments above.

Response 8 – Shared Parking Calculations have been updated with responses provided in this memo. Appendix B has been provided to include parking calculations.

DPA Comment: This table needs to be updated once all comments are addressed.

Response 8A – Table has been updated with comments addressed in this memo.

Comment 9 - page 22; Table - Peak Parking Demand

Please update calculations based on comments above. Also include a section in the table clearly showing the required number of parking spaces by city code and the proposed number of parking spaces based on shared parking principles as well as the percent reduction.

Response 9 – Shared Parking Calculations have been updated with responses provided in this memo. Required number of spaces per city code and proposed parking reduction, including percentage, has been included. Appendix B has been provided to include parking calculations.

DPA Comment: This table needs to be updated once all comments are addressed.



Response 9A – Table has been updated with comments addressed in this memo.

10/1/14 Comments and Responses

Comment 10 – General Comment

The main purpose of the report is to justify the reduction of parking at the proposed development. However, the report provides extensive background information but relegates the shared parking analysis to a table in the appendix with little or no information on the procedures and assumptions used in the analysis. At a minimum, a section should be added to the report that clearly states the procedures and specific assumptions used in the analysis (i.e. type restaurant, type of hotel, whether residential parking is being shared, etc.)

Response 10 – New section Parking Reduction Methodology has been included to provide a narrative on the procedures and assumptions used in the analysis.

Comment 11 – Appendix B – Parking Reduction Calculations – Section 4 (Parking Calculation)
Please provide a column showing the parking calculation for Visitors and Employees/Residents separate for each land use. These are the parking numbers used in the rest of the tables yet they are not shown anywhere in the analysis.

Response 11 – Table has been updated showing column with parking calculation for visitors and employees/residents.

<u>Comment 12 – Appendix B – Parking Reduction Calculations – Section 4 (Parking Calculation)</u> Please verify the number of parking spaces for hotel use.

Response 12 – Hotel numbers have been verified, including rounding confirmation.

<u>Comment 13 – Appendix B – Parking Reduction Calculations – Section 6 (Time of Day Trends)</u> Please verify the percentages used for Office/Visitors.

Response 13 – Office visitor time of day percentages has been updated to match ULI Shared Parking Table 2-5 Time-of-Day Factors for Weekdays.

<u>Comment 14 – Appendix B – Parking Reduction Calculations – Section 7 (Shared Parking Calculation)</u>

Please verify the parking calculation for Office/Visitors and Office/Employees.

Response 14 – Office visitor time of day percentages has been updated to match ULI Shared Parking Table 2-5 Time-of-Day Factors for Weekdays.

<u>Comment 15 – Appendix B – Parking Reduction Calculations – Section 7 (Shared Parking Calculation)</u>



This table contains multiple rounding errors. Please note that we could "not" (text added) do a complete review of this table because the numbers used in the analysis are not provided (see Comment 11).

Response 15 – Proper rounding of numbers has been verified and updated.

Comment 16 – Appendix B – Parking Reduction Calculations – Section 8 (Peak Parking Demand) This table shows that a trip reduction was not taken for residential uses yet the calculation shows a 10% reduction. Please explain.

Response 16 –The mode split utilized in the shared parking analysis has been updated to provide separate mode splits for employees/residents and visitors. Shared parking and mode split (or trip reductions) has been applied to residents occupying 2BR and 3BR units. Townhouse parking has remained as reserved type parking.

Parking Demand Reduction Analysis

Mediterranean Village Coral Gables, Florida





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Table of Contents

	<u>Page</u>
INTRODUCTION	1
SHARED PARKING CONCEPT	2
Shared Parking Technical References	4
Modal Split Concept	5
Internal Capture Concept	5
Internal Capture Technical References	5
ZONING ORDINANCE RESEARCH	6
Parking Reduction	6
Parking Demand Ratios	17
PROJECT RESEARCH	18
PARKING REDUCTION	20
Methodology	20
Proposed Parking Demand	22

APPENDICES

Appendix A: Project Research Fact Sheets

Appendix B: Parking Reduction Calculations

Appendix C: 2012 American Community Survey Miami-Dade Profile

dated September 2013



To: Mr. Ramon Trias, AIA, AICP, LEED AP

Development Services Department

Planning and Zoning Division

City of Coral Gables

From: Mark N. Santos, P.E.

Cc: Eddie Avila

Mario Garcia-Serra, Esq.

Dan Freed, AIA

Date: January 27, 2015

Subject: Mediterranean Village Parking Demand Reduction Analysis

INTRODUCTION

On May 8, 2014, a Mediterranean Village project workshop was held at the City of Coral Gables Development Services Department, where an agenda item included status of the parking demand reduction analysis. On May 16, 2014, a Parking Reduction Methodology draft memorandum was submitted to the City of Coral Gables by Kimley-Horn.

On June 13, 2014, a Mediterranean Village project workshop was held at the City of Coral Gables City Commission Chambers, where concepts of parking demand reduction, including shared parking were discussed. Subsequently, the Parking Demand Reduction Analysis dated July 3, 2014 was provided to the City of Coral Gables for review. Comments on the analysis were received from David Plummer & Associates dated August 4, 2014 and were addressed in the report dated August 20, 2014 (2nd submission) and in a comments responses memorandum submitted.

Comments on the analysis 2nd submission were received from David Plummer & Associates dated October 1, 2014 and were responded to via separate memorandum and this updated Parking Reduction Analysis dated August 20, 2014.

On December 18, 2014, a meeting with Planning & Zoning staff meeting was held to discuss comments on the project. Subsequently, David Plummer & Associates (DPA) provided comments on Traffic Impact Analysis and Parking Demand Reduction Analysis dated December 19, 2014. A comments response memorandum has been submitted separately addressing parking demand reduction analysis. An updated Parking Reduction analysis dated January 12, 2015 was submitted.

On January 23, 2015, City comments on the Planning and Zoning Board submittal were received from various departments and consultants including: Planning and Zoning (Ramon Trias and Charles Wu), David Plummer & Associates, City Engineer (Yamilet Senespleda), Parking (Kevin Kinney), and Fire (Robert Lowman). A comments response memorandum has been submitted separately addressing parking demand reduction analysis.



This memorandum provides the analysis supporting the proposed parking demand reduction and is divided in the following sections:

- Shared Parking Concept
- Zoning Ordinance Research
- Project Research
- Parking Reduction

The parking demand reduction analysis utilizes the Mediterranean Village plans produced by RTKL. The proposed development plan provides for a mix of land uses and is listed as follows:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 29,000 square feet of restaurant (separated into 75% family type and 25% fine type)
- 9,500 square foot gym/fitness club
- 12,000 square foot day care center
- 32,000 square feet of movie theatre Phase 1 with 3 screens, 290 seats (updated square footage and seats)

SHARED PARKING CONCEPT

The parking reduction analysis implements the concept of shared parking, where a parking facility accommodates the parking demands of multiple adjacent land uses without preventing each individual use's ability to provide parking for its patrons. The shared nature of this concept reduces the number of parking spaces required and subsequently reduces the size of the project's parking garage, and utilizes the space more efficiently. Shared parking is dependent upon the user groups and the associated peak hour demand.

In this concept, parking spaces are shared by the group of patron serviced by the parking facility rather than parking spaces being assigned to them. In many instances, users of a parking facility arrive and leave at differing times, do not stay for as long as other users, or utilize alternative modes of transportation. Ultimately, the demand for parking spaces does not equal the amount of users at any given time.

Shared parking can be applied in many situations. It is particularly appropriate where:

- Land values and parking facility costs are significant
- Grouped development is proposed
- Overbuild of parking is a possibility

The parking demands of the adjacent uses vary by hour, by day, or by season. Due to the variance in peak demand times, the parking facility is able to adequately serve the demands of the adjacent uses with less than the maximum parking spaces needed to serve the adjacent on an individual basis in private parking facilities. Ultimately, the concept of shared parking focuses on the peak parking



demand based on user peak times as opposed to considering that the entire parking demand from all users are consistently present at any time.

The table below provides typical peak timeframes for various uses and is an excerpt from *Shared Parking: Sharing Parking Facilities Among Multiple Users*, Victoria Transport Policy Institute (VTPI).

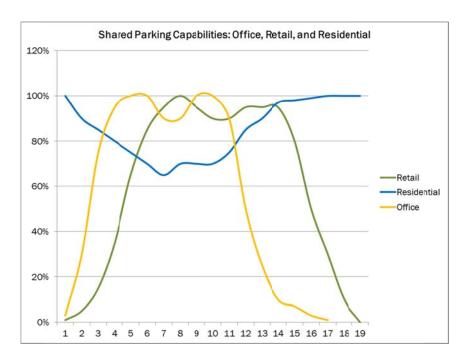
Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious Institutions
Schools	Bars and Clubs	Parks
Medical Clinics	Meeting Halls	Shops and Malls
Offices	Restaurants	
Professional Services	Theaters	

As an example, reference hypothetical development scenario below:

Development Des	· · · · ·	sized mixed-use developme	nt containing office, retail,
Land Use	Units	Parking Demand Ratio	Stand-alone Parking Requirement
Office	90,000 Sq. Ft.	4 spaces / 1,000 Sq. Ft.	360 spaces
Retail	10,000 Sq. Ft.	4 spaces / 1,000 Sq. Ft.	40 spaces
Residential	165 dwelling units	1.5 spaces / Unit	250 space
		Total:	650 spaces

The following graphs illustrate the typical parking accumulation patterns for a mix of office, retail, and residential uses. The patterns for office and retail have opposite peaks, while office/retail and residential are virtually inverse of each other.



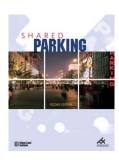


Through the application of shared parking, the 650-space demand for the uses can be minimized by several hundred spaces. A parking demand reduction of 250 spaces can be applied.

Shared Parking Technical References

Shared Parking 2nd Edition, Urban Land Institute (ULI)

Shared Parking is considered as one of the most comprehensive resources in the parking industry in addressing the concept of shared parking. This reference contains an introduction to shared parking, methodology, and specific values for parking demand ratios for various land uses. This reference also contains specific user parking adjustment factors for different months, time of day during weekdays (6 a.m. to 12 a.m.), and time of day during weekends (6 a.m. to 12 a.m.)



<u>Shared Parking: Sharing Parking Facilities Among Multiple Users, Victoria Transport Policy Institute</u> (VTPI)

Per the VTPI website (<u>www.vtpi.org</u>), VTPI is an independent research organization dedicated to developing innovative and practical solutions to transportation problems. *Shared Parking* provides information on techniques for sharing parking facilities among various users to



techniques for sharing parking facilities among various users to increase efficiency. Parking occupancy rates per user group is provided.



Modal Split Concept

The modal split concept considers the use of alternative modes of transportation to personal vehicles, including bicycling, walking, and transit. Accessibility, convenience, and pricing of alternate modes of transportation directly affect the extent of associated parking demand reduction.

In order to account for the urban environment in which the project site is located, Kimley-Horn has considered the use of a multimodal reduction (public transit, bicycle, and pedestrian) to the various proposed uses. It is expected that employees, nearby residents, and guests in adjacent hotels will choose to walk to the proposed development. It is also anticipated that hotel guests within the development will walk to the adjacent retail stores, other restaurants, and local places of interest. Additionally, it is expected that a portion of the trips including employee trips will utilize transit. Further information is provided in the section titled Parking Reduction Methodology.

Internal Capture Concept

Internal capture is expected between the complementary land uses within a project where trips are trips made among the on-site uses. Through the Traffic Impact Analysis conducted separately by Kimley-Horn, internal capture trips for the project during A.M. and P.M. peak periods were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004.

Upon further investigation, internal capture between the various uses has not been applied to parking reduction based on conflicts with the shared parking concept.

Internal Capture Technical References

Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers (ITE)

Per ITE.org, This recommended practice provides guidelines for application and interpretation of trip generation data. Topics covered in the handbook include guidelines for estimating site trip generation, collecting local trip generation data, developing local trip generation rates, estimating pass-by trips and estimating trip generation for multiuse land developments.



Report 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011, National Cooperative Highway Research Program (NCHRP)

Per the Foreword section of this reference, this report provides an improved methodology to estimate how many internal trips will be generated in mixed-use developments—trips for which both the origin and destination are within the development. The methodology estimates morning and afternoon peak—period trips to and from six specific land use categories: office, retail, restaurant, residential, cinema, and hotel.





Notably, a Districtwide Trip Generation Study was conducted by FDOT in March 1995 where six mixed-use sites in Florida were surveyed. The tables obtained from this report are provided below showing the user groups and resulting daily internal capture rates.

Mixed-Use Site	Site Size (acres)	Office (sq ft)	Commercial (sq ft)	Hotel (rooms)	Residentia (units)
Crocker Center	26	209,000	87,000	256	0
Mizner Park	30	88,000	163,000	0	136
Galleria Area	165	137,000	1,150,000	229	722
Country Isles	61	59,000	193,000	0	368
Village Commons	72	293,000	231,000	0	317
Boca Del Mar	253	303,000	198,000	0	1,144

Mixed-Use Development Site	Internal Capture Rate
Crocker Center	41%
Mizner Park	40%
Galleria Area	38%
Country Isles	33%
Village Commons	28%
Boca Del Mar	33%
Average	36%

ZONING ORDINANCE RESEARCH

Parking Reduction

Various zoning ordinances have been researched to identify municipalities that currently address parking reduction. South Florida, other areas within Florida, and regions outside of Florida have been included in the research. Twelve (12) municipalities were identified to contain zoning ordinances that addressed parking reductions, including:

- Five (5) South Florida municipalities: Miami, Miami Beach, Fort Lauderdale, Broward County,
 West Palm Beach
- Four (4) Florida municipalities: Sarasota, St. Petersburg, Tampa, Orlando
- Three (3) National municipalities: Greensboro, NC, San Antonio, TX, Fort Collins, CO

The zoning ordinance content addressing parking reductions varied from a simplified calculation with municipality provided parking reduction values to a comprehensive study to determine project specific parking reduction values. The table below provides a summary of the types of parking reduction identified from the various municipalities.

	Parking Reduction	on Type Summary	1
City Provided Reduction Values	ULI Reduction Values	General	Project Specific
	FLO	RIDA	
Miami	Orlando	Tampa	Miami
Miami Beach			Fort Lauderdale
West Palm Beach			Broward County
St. Petersburg			Sarasota
	NATI	ONAL	
Greensboro, NC		Fort Collins, CO	
San Antonio, TX			



The table below provides a summary of findings including municipality location, zoning code section, and specific requirements listed for parking reductions.

Parking Der	nand Reduction	and Shared Parking – Florida Mun	icipalities
Municipality (2012 US Census Population)	Code Section	Parking Reduction Content	Comments
1. Miami (413,892)	Miami 21 Article 4 Table 5 Building Function: Parking and Loading	Provided chart allows parking reduction of two uses by applying a reduction factor to the lesser parking demand of each use. Reduced lesser demand (#1) is then added to larger base demand (#2). Additional sharing is by Warrant.	More than 2 uses would require additional studies and pursuit through warrant.
	MIAMI 21 AS ADOPTED - APRIL 2012	ARTICLE 4. TABLE 5 BUILDING FUNCTION: PARKING AND LOAD	DING
	SHARED PARKING STANDARDS SHARING FACTOR Function with Fur RESIDENTIAL LOGGING OFFICE COMMERCIAL 12 3 7 1 12 COMMERCIAL 13 5 7 1 12 COMME	the greater use parking requirement. For instance: for a building with a Residential Use requiring 100 spaces and a Commercial Use ing 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirem	spaces sault to requir-
	OFF-STREET PARKING STANDARDS	TWO WAY TRAFFIC Pedestrian entrances shall be at least 3 feet from stall, driveway or access aisle.	cility is 15 feet feet in
2. Miami Beach (90,588)	Subpart B - LAND DEVELOPMENT REGULATIONS Chapter 130 - OFF-STREET PARKING ARTICLE VIII. SHARED PARKING Sec. 130-221. Requirements.	Two or more uses shall be permitted to share the same required off-street parking spaces in a common parking facility on the same lot if the hours or days of peak parking for the uses are so different that a lower total will provide an adequate number of spaces for all uses served by the facility, according to the following table.	Simplified analysis with parking occupancy percentages per time of day per user group.



Sec. 130-221. Requirements.

Two or more uses shall be permitted to share the same required off-street parking spaces in a common parking facility on the same lot if the hours or days of peak parking for the uses are so different that a lower total will provide an adequate number of spaces for all uses served by the facility, according to the following table.

	Weekdays		Weekends			
	Daytime (6:00 a.m.— 6:00 p.m.) (percent)	Evening (6:00 p.m.— 6:00 a.m.) (percent)	Daytime (6:00 a.m.— 6:00 p.m.) (percent)	Evening (6:00 p.m.— midnight) (percent)	Nighttime (midnight— 6:00 a.m.) (percent)	
Office or banks	100	5	10	5	5	
Retail	60	20	80	60	5	
Hotels	50	60	60	100	75	
Restaurant	50	75	75	90	10	
Theatre	10	70	20	90	10	
Nightclubs	5	50	5	100	90	
Other uses	100	100	100	100	100	

- (1) Method of calculation:
 - 3. Step 1: For each of the five time periods, multiply the minimum number of parking spaces required by sections 130-32, 130-33 and 130-34.
 - Step 2: Add the results of each column. The required number of parking spaces shall equal the highest column total.
- (2) The land uses served by the shared parking facility shall be in single ownership or unity of title or long term lease.

3.
Ft.
Lauderdale
(170,747)

Unified Land Development Code Sec. 47-20.3. -Reductions and exemptions. A-3-d. Application
Parking study which documents and supports the criteria submitted by the

supports the criteria submitted by the applicant for a parking reduction. The parking study shall be certified by a state licensed engineer, architect or landscape architect or American Institute of Certified Planners certified planner and shall document the existence of certain facts related to the projected use of the parking facility and its relationship to surrounding rights-of-way and properties. The methodology for conducting the study shall be submitted for review and approval by the city engineer and shall include, but not be limited to the week and day the study will be conducted, the number of days and duration of the study, and the time intervals and locations for data collection.

A-5-d. Criteria (partial)

If the application is based on two (2) or more different users sharing the same parking spaces at different hours, the peak hours for each use will be at different hours;

A-5-e. If the application is based on two (2) or more users sharing the same parking spaces at the same time as one use derives a portion of its customers as walk-in traffic from the other use, the two (2) or more uses share the same users.

Previous shopping center parking reduction studies completed by Kimley-Horn.

Comprehensive analysis.



4. Broward County (1,838,844)	Broward County, Florida, Code of Ordinances PART II - CODE OF ORDINANCES Chapter 39 - ZONING ARTICLE XII. OFF-STREET PARKING AND LOADING Sec. 39-222. Shared usage.	Required parking spaces may be permitted to be utilized for meeting the parking requirements of two (2) separate permitted uses when it is clearly established by the applicant that the two (2) uses will utilize the spaces at different times of the day, week, month or year, such as a church sharing spaces with a retail store. A recordable covenant, with the correct legal description, shall be submitted by the owners of the property and the two (2) businesses or tenants involved in a form acceptable to the office of the county attorney. The covenant shall be recorded in the public records of Broward County at the applicant's expense, and shall run with the land. The covenant shall provide that the use or portion of a use, that requires the shared parking in order to obtain the necessary permits or licenses, shall cease and terminate upon any change in their respective schedules of operation that results in conflicting or overlapping usage of the parking facilities, and no nonresidential use may be made of that portion of the property until the required parking facilities are available and provided. The covenant shall also provide that the county may collect attorneys' fees if litigation is necessary to enforce the requirements of this section.	
5. West Palm Beach (101,903)	West Palm Beach, Florida, Code of Ordinances >> PART II - CODE OF ORDINANCES >> Chapter 94 - ZONING AND LAND DEVELOPMENT REGULATIONS >> ARTICLE XV. PARKING >>Sec. 94-484. Shared parking requirements.	a. Intent. The intent of this section is to permit a reduction in the total number of required parking spaces when property is occupied by two or more uses which typically do not experience peak parking demands at the same time. b. Calculation of shared parking requirements. Notwithstanding the provisions of subsection 94-481(c), when any land or building is used for two or more distinguishable purposes as listed in this section, the minimum total number of required parking spaces shall be determined by the following procedure: 1. Multiply the minimum parking requirement for each individual use as provided in section 94-486 by the appropriate percentage listed in Table	Simplified analysis with parking occupancy percentages per time of day per user group. 25% maximum reduction.



		period 2. Add five ve 3. The given subse 4. Lim are re individ not be requir sectio more requir absen	for each of the five of ls. If the resulting sum for the entical columns for the minimum parking roby the highest sum oction (b)(2) of this solitations: a) Parking served for use by spandals or classes of ine counted toward meants. b) The proven shall not result in a than 25 percent from ements which would the of this section. TABLE XV-1 NOF SHARED PARKING REQUIR	or each of the per table. The equirement is resulting from the ection. The ection is paces which provided in the ection is parking the eting parking the eting parking is is in the ection of the eting is in the ection of the ection in the ec	
Uses	Weekdays	Weekend			
	Night Midnight 6:00 a.m. (percent)	Day 9:00 a.m. 4:00 p.m. (percent)	Eve. 6:00 p.m. Midnight (percent)	Day 9:00 a.m. 6:00 p.m. (percent)	Eve. 6:00 p.m. 4:00 a.m. (percent)
Residential	100	60	90	80	90
Office/Industrial	5	100	10	10	5

Uses	Weekdays			Weekend	Weekend	
	Night Midnight 6:00 a.m. (percent)	Day 9:00 a.m. 4:00 p.m. (percent)	Eve. 6:00 p.m. Midnight (percent)	Day 9:00 a.m. 6:00 p.m. (percent)	Eve. 6:00 p.m. 4:00 a.m. (percent)	
Residential	100	60	90	80	90	
Office/Industrial	5	100	10	10	5	
Comm./Retail (nonoffice)	5	90	70	100	70	
Hotel (city center)	80	80	100	80	100	
Hotel (noncity center)	70	70	100	70	100	
Restaurant	10	50	100	50	100	
Ent./Recr. (theatres, bowling alleys, etc.)	10	40	100	80	100	
Movie theatres	10	40	85	80	100	
All others	100	100	100	100	100	

6.	Unofficial Zoning	A. Two (2) or more non-residential uses	
Sarasota	Code Section	located on the same or separate zoning	
(52,811)	VII-211. Shared	lots may provide for shared parking	
	Parking Facilities	facilities, upon receiving the approval of	
		the Planning Board. The applicant shall	
		demonstrate to the satisfaction of the	
		Planning Board that the uses upon the	
		zoning lot(s) are able to share the same	
		parking spaces because their parking	
		demands occur at different times (for	
		example if one use operates during	
		evenings or weekdays only). The	
		Planning Board shall hold a public	
		hearing at which the applicant shall be	
		required to demonstrate to the	
		satisfaction of the Planning Board that the	
		type of use(s) indicates that the periods of	
		usage will not overlap or be concurrent	
		and that a reduction in the total number of	
		required off-street parking spaces is	



		justified. The applicant shall submit documentation supporting the request for shared parking spaces that shall, at a minimum, include: 1. The uses proposed to share parking and the number of parking spaces required for those uses by this article; 2. The location and number of parking spaces that are being shared including a legal description of the property upon which the uses are located and upon which the shared parking spaces are located; 3. An analysis showing that peak parking times of uses occur at different times and that parking area(s) will have a sufficient number of parking spaces to meet the minimum anticipated demands of all uses sharing the joint parking area(s); and 4. If the shared parking spaces are located off-site then the applicant shall also demonstrate that a safe pedestrian route exists, or will be provided, for the safety of pedestrians traveling between the premises and the off-site parking facilities.	
7. St. Petersburg (246,541)	St. Petersburg, Florida, Code of Ordinances PART II - ST. PETERSBURG CITY CODE Chapter 16 - LAND DEVELOPMENT REGULATIONS SECTION 16.40.090. PARKING AND LOADING, DESIGN STANDARDS 16.40.090.3.2. Minimum number of parking spaces required.	C. Administrative adjustment of standards. The purpose of this subsection is to provide flexibility in reducing or modifying parking standards for certain uses. An adjustment to a parking standard or requirement may be approved based on a determination by the POD that the adjustment is consistent with the purpose and intent of the parking standards and requirements. The POD's final determination may be appealed to the Development Review Commission. 1. Joint use/shared parking. Joint use of required nonresidential parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed when either of the following conditions applies: a. Two or more owners or operators of buildings or uses requiring off-street parking may share a parking facility if the	Simplified analysis with parking occupancy percentages per time of day per user group.



total minimum number of required spaces conforms to the Matrix: Use Permissions and Parking Requirements when computed separately for each use or building type. b. Two or more owners or operators of buildings or uses requiring offstreet parking that share a parking facility may reduce the total amount of required parking spaces in accordance with the following methodology: Shared Parking Ratios (Numbers are listed as percent Weekday Weekend Morning 12:00 am 6:00 am Eveninge 6:00 pm -12:00 pm Evening 6:00 pm -12:00 pm Day 9:00 am -4:00 pm Day 9:00 am -4:00 pm 100 Office 5.0 10 10 5.0 Retail 5.0 60 90 100 70 50 100 100 Restaurant 10 100 Entertainment 10 40 100 80 100 Hotel 75 75 100 100 100 100 100 Others Tampa, Florida, (a) The zoning administrator may General type authorize a reduction of the required Tampa Code of analysis for (347,645)Ordinances number of parking spaces for the parking CODE OF following situations: reductions. **ORDINANCES** CITY OF TAMPA, 1) The parking requirements of a specific **FLORIDA** use or development necessitate fewer Chapter 27 parking spaces than this article requires. **ZONING AND** The applicant must demonstrate to the LAND department the reduced parking demand DEVELOPMENT for the development by submitting the ARTICLE VI. appropriate traffic data. However, no SUPPLEMENTAL reduction of parking for a medical office **REGULATIONS** use may be approved administratively or DIVISION 3. by any appeal process. ACCESS, **PARKING AND LOADING** Sec. 27-283.10. Administrative variance of

required parking

spaces.



9. Orlando (249,562) Orlando, Florida, Code of Ordinances TITLE II - CITY CODE Chapter 61 -**ROADWAY DESIGN AND ACCESS MANAGEMENT** PART 3. -**PARKING AND** LOADING 3C. NUMBER OF **PARKING SPACES** Sec. 61.323. Adjustments to Parking Requirements.

- (3) a. Shared Parking. A reduction in the minimum number of required parking spaces may be approved for mixed-use developments where the uses have parking demands that peak at different times of the day, days of the week or seasons of the year, and if open and unreserved parking spaces are provided to share between the complementary uses. Shared parking shall be subject to the following standards:
- 1. The study shall identify the properties and uses for the study. The study may include properties and uses not subject to the building permit. All land uses considered for shared parking analysis shall be within the Pedestrian Shed of those facilities providing parking for the analysis.
- 2. If parking is to be supplied by a party other than the applicant requesting the adjustment, where covenants are required, the applicant shall provide written confirmation, approved in form by the City, from all property owners involved, agreeing to the covenants, should the adjustment be approved. This requirement shall not apply in the MXD/T, MU/T, O/T and AC/T zoning districts.
- 3. The latest edition of *Shared Parking* published by the Urban Land Institute shall be used to estimate parking demand, except that the maximum parking ratios in Figure 27 of this chapter shall be used where the numbers differ from the maximums in *Shared Parking*.
- 4. Reductions for alternative transportation services shall be considered in the analysis.
- b. A Parking Management Plan shall be submitted, outlining the provisions that parking is shared as assumed in the shared parking study, and that the shared parking arrangement provides for all required parking to be located within the Pedestrian Shed of the use served. The Parking Management Plan shall include the following:

Comprehenisve analysis. ULI Shared Parking referenced.

City utilizes range of parking demand ratios, minimum to maximum.



- 1. A site plan showing parking spaces intended for shared parking and their proximity to the uses they will serve.
- 2. Designation of parking facilities or portions thereof for each particular use or group of uses, if such distinctions are made. Directional signs to the assigned locations shall also be included in the plans.
- 3. A pedestrian circulation plan that shows connections and walkways between vehicular use areas and land uses.
- 4. A written plan to outline practices that will support successful shared parking including, but not limited to: access controls, parking rate schedules, and enforcement techniques.
- c. Where multiple parties own distinct portions of a single development proposing a reduction in parking due to shared parking, shared use agreements, approved in form by the City, must be formalized between the owners of the shared parking facilities and the properties served by the shared parking facilities.



Municipality 2012 US Census Population)	Code Section	Parking Re	Parking Reduction Content				
Greensboro, NC (277,080)	Land Development Ordinance Article 11. Off-Street Parking and Loading 30-11-4 Exemptions and Reductions	on zoning of 25% for Tra (TN).	33% for Mixed Use District (MU).				
San Antonio, TX (1,382,951)	San Antonio, Texas, Unified Development Code >> ARTICLE V - DEVELOPMENT STANDARDS >> DIVISION 6. PARKING AND STORAGE STANDARDS >>	Developme contain a mas set forth reduce the accordance methodologon. 1. Determine the separate uses the five (5) columns (B) and 4. Select the separate the separate uses th	ne the minimum nts in accordance ach land use as se; each amount by ling percentage time periods se b) through (F) of the the total for each active minimum n	ents which he same parcel, below, may ired parking in ing parking he with Table hif it were a the s for each of ht forth in Table 526-2; highest value	Chart provided fo various times and uses. Min and max parking ratios		
		T	able 526-2				
(A) Land Use	Weekday	-	Weekend		(F) Nighttime		
Luiiu Ooe	(B) Daytime (9 a.m 4 p.m.)	(C) Evening (6 p.m midnight)	(D) Daytime (9 a.m 4 p.m.)	(E) Evening (6 p.m midnight)	(midnight - 6 a.m.)		
Office/ Industrial	100%	10%	10%	5%	5%		
Retail	60%	90%	100%	70%	5%		
Hotel	75%	100%	75%	100%	75%		
Restaurant	50%	100%	100%	100%	10%		
Entertainment/ Commercial	40%	100%	80%	100%	10%		



Fort Collins, CO (148,612)	Fort Collins Land Use Code, Article 3 General Development Standards, 3.2.2 Access, Circulation, and Parking	(G) Shared Parking. Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations shall be made to reduce the total amount of required parking. Retail, office, institutional and entertainment uses may share parking areas. In no case shall shared parking include the parking required for residential uses.	
		(K) Parking Lots – Required Number of Off-Street Spaces for Type of Use, (3) Alternative Compliance: (a) Procedure. Alternative compliance parking ratio plans shall be prepared and submitted in accordance with the submittal requirements for plans as set forth in this Section. Each such plan shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section. The request for alternative compliance must be accompanied by either a traffic impact study containing a trip generation analysis or by other relevant data describing the traffic impacts of any proposed recreational or institutional land use or activity.	



Parking Demand Ratios

Parking demand ratios represent the number of required parking spaces for each land use, per defined unit. Several zoning ordinances and parking references have been researched to provide a comparison of parking demand ratios with those currently defined in the City of Coral Gables Zoning Code/Development Standards. The table below summarizes the parking demand ratios from five (5) local municipalities and from *ULI Shared Parking*, in comparison to those of Coral Gables.

Municipality	Parking Demand Ratio											
	Retail (spa. / SF)	Cinema (spa. / unit)	Restaurant (spa. / SF)	Daycare (spa. / SF)	Hotel (spa. / room)	Office (spa. / SF)	Gym (spa. / SF)	Residential (spa. / unit)				
Coral Gables (Zoning Code Art.5 Development Standards / Div 14 / Section 5-1409.B)	1 / 250 = 4 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	12 / 1000	1 / 100 = 10 / 1000	1.125 / room	1 / 300 = 3.33 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	1.75 / unit (1BR, 2BR) 2.25 / unit (3BR)				
Miami (Miami 21 – Article 4 Table 4 / T5 Zone)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	1 / 2 rooms = 0.5 / room + 0.1 / unit = (visitors) 0.6 /unit	3/1000	3 / 1000 (comm- ercial use)	1.5 / unit + 0.1 / unit = (visitors) 1.6 /unit				
Miami Dade County (Zoning Article VII / Section 33-124)	1 / 250 = 4 / 1000	1 / 1000	1 / 50 = 20 / 1000 (Table svc) 1 / 250 = 4 / 1000 (Take out)	N/A	1 / 40 rooms + 1 / 2 rooms = 0.525 / room	1/300 = 3.33/1000	1 / 100 = 10 / 1000	1.5 / unit (1BR) 1.75 / unit (2BR) 2 / unit (3BR)				
Miami Beach (Land Development Regulations / Ch. 130 / Dist. 2 - 6)	1/300 = 3.33/1000	1 / 4 seats	1 / 4 seats + 1 / 60 SF (not seating)	N/A	1 / room	1 / 400 = 2.5 /1000	1 / 4 seats or 1 / 60 SF	1.5 / unit (< 1ksf) 1.75 / unit (1ksf - 1.2ksf) 2.0 / unit (> 1.2ksf)				
Ft. Lauderdale (Unified Land Development Code / Section 47 -20 / Varies)	1 / 250 = 4 / 1000	1/3 seats	1/30 + 1/250	1 / 325 = 3.08 / 1000	1 / room	1/250 = 4/1000	1 / 200 = 5 / 1000	1.75 / unit (1BR) 2.0 / unit (2BR) 2.1 / unit (3BR)				
Broward County (Zoning Ch 39 / Article XII / Section 215)	1 / 200 (< 40 ksf) 1 / 250 (40-200 ksf) 1 / 300 (>200 ksf)	1 / 4 seats	1 / 100 = 10 / 1000	1 / 400 = 2.5 / 1000	3 / 4 rooms = 0.75 / room	1 / 200 = 5 / 1000	1 / 150 = 6.67 / 1000	1.5 / unit (1BR) 2 / unit (2BR) 2.25 / unit (3BR)				
ULI Shared Parking (2 nd edition / Table 2-2 / combined weekday visitor and employee)	3.6 / 1000	0.20 / seat	18 / 1000 (Fine/Cas.) 10.5 / 1000 (Family)	N/A	1.25 / room (Business) 1.15 / room (Leisure)	3.8 / 1000 (< 25 ksf) 3.35 / 1000 (100 ksf) 2.8 / 1000 (500 ksf)	7 / 1000	1.65 / unit (Rental) 1.85 / unit (Owned)				



PROJECT RESEARCH

Several various existing mixed-use projects have been researched to provide a comparison to the Mediterranean Village project with respect to user characteristics, size, and parking spaces. Three (3) mixed-use projects were identified for similarities to the Old Spanish Village project and are listed below. It should be noted that limited public information for these existing sites was obtained from each location's website and key information is presented.

- CityPlace, West Palm Beach
- Mizner Park, Boca Raton
- Village of Merrick Park, Coral Gables

	CityPlace	Mizner Park	Village of
			Merrick Park
Year Opened	2000	1991	2002
Retail	Yes	236,000 SF	731,000 SF GLA
Hotel	-	-	-
Apartments	Yes	-	-
Office	280,300 (two	267,000 SF	-
	towers)		
Cinema	Yes	5,000 seats	-
Parking	3,450 spaces	2,500 spaces	3,800 spaces

Reference Appendix A Project Research Fact Sheets for additional information.

One project currently under construction in downtown Miami, Brickell CityCentre, was identified as a significantly comparable project. This project is located in the Brickell financial district area of downtown Miami encompassing multiple city blocks and two levels of underground, interconnected parking.

Per the project website (www.brickellcitycentreconnect.com), project information includes:

Project Highlights

- 9.1 acres along South Miami Avenue between 8th Street and 6th Street
- 5.4 million square feet of office, residential, hotel, retail, and entertainment space, in addition to a two-level underground parking garage that spans seven acres below the property
- An environmentally progressive architectural feature that will provide innovative climate control so shoppers can walk in comfort between stores and restaurants
- Incorporates key transportation centers with the Miami Metromover while offering easy access to Interstate 95.



Project Statistics

- 625,000 square-foot shopping center
- 128,580 square feet of Class A offices
- 131,651 square-foot wellness center
- 820 condominiums in two towers
- 263 hotel rooms
- 89 serviced apartments
- 2,600 parking spaces

A comparison of Brickell City Centre and Mediterranean Village is provided below.

	Brickell CityCentre (BCC)		Mediterranean Village				
					Comparison		
	Use	Value	Use	Value	to BCC		
Commercial							
	Shopping Center (SF)	625,000	Retail (SF)	242,000			
			Cinema (SF)	32,000			
			Restaurant (SF)	29,000			
			Daycare (SF)	12,000			
		625,000		315,000	50.40%		
Office							
	Class A Office (SF)	128,580	Office (SF)	314,000	244.21%		
Gym							
	Wellness Center (SF)	131,651	Gym (SF)	9,500	7.22%		
Residential							
	Condominiums (units)	820	Townhouse	15			
	Apartments (units)	89	2 BR	128			
			3 BR	86			
		909		229	25.19%		
Hotel							
	Hotel (rooms)	263	Hotel (rooms)	184	69.96%		
Parking							
	Required Parking (spaces)*	3,477	Required Parking (spaces)	3,284	94.45%		
	*Per Arquitectonica Contract		Per City of Coral Gables Zoning Code				
	Documents dated 3/8/13		(without transit modal reduction)				
	Provided Parking (spaces)	2,600					
	Parking Reduction	25.22%					



PARKING REDUCTION

Methodology

Appendix B Parking Reduction Calculations contains the shared parking analysis spreadsheet separated into eight sections and are listed below with supporting narrative of parking reduction methodology and assumptions.

1. Land Use Inputs

Proposed land uses are categorized into Commercial/Hotel and Residential. Commercial/Hotel category also includes uses of retail, cinema, restaurant, daycare, office, and gym. Residential category contains townhouses, 2BR units, and 3BR units. Notes are included for square footage sizes (GLA and GFA) along with cinema square footage accounting for 3 screens and 290 seats.

2. Parking Ratio

For the proposed land uses, the parking ratios utilized were obtained from the City of Coral Gables Zoning Code Section 5-1409. The corresponding city use is listed for each proposed land use.

The restaurant uses have been separated into "family" and "fine/casual dining" type as defined by *ULI Shared Parking*. Family type restaurants are defined as typically lower priced, do not accept reservations, and lack bars or lounges. Family type is defined by ITE as High Turnover without Bar. Fine dining type restaurants include more leisurely dining, reservations, and lower turnover. Fine dining type is defined by ITE as Quality restaurant (931). Casual dining type restaurants are moderately priced, often chains, and generally do not accept reservations. Casual dining type is defined by ITE as High Turnover with Bar (932).

The type of hotel assumed is "business type" as defined by *ULI Shared Parking* and ITE to have limited restaurant or meeting facilities compared with full service hotels.

Understanding *ULI Shared Parking* contains separate parking demand ratios for employees/residents and visitors, the City of Coral Gables base parking demand ratios have been separated into employee and visitor ratios based on ULI relationships of employees/residents and visitors.

3. Trip Reductions

The mode split utilized in the shared parking analysis has been updated to provide separate mode splits for employees/residents and visitors. ULI Shared Parking Table 3-1 Examples of Journey-to-Work Data lists examples of transportation modes information provided by the 2000 U.S. Census Bureau. The mode split for employees/residents utilized is based upon 2012 American Community Survey Miami-Dade Profile dated September 2013 which provides Commuting to Work values from 2010 – 2012. This study has considered the modes of public transportation, walked, and other means to determine the percentage of employees not utilizing a vehicle and therefore not requiring a parking space. Other means category has been included to account for transportation modes such as bicycling and drop-off/pick-up.

The associated total mode split was 9.3% in 2010, 9.4% in 2011, and 10.1% in 2012 resulting in an average of 9.6%. The updated shared parking analysis has been updated for a 9.6% mode split employees/residents and 4.8% visitor mode split (1/2 of employee/resident). Reference Appendix C 2012 American Community Survey Miami-Dade Profile dated September 2013.



4. Parking Calculations

The required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use parking demand. Daycare is an accessory use to the project, and therefore, only employee generated parking demand is considered. The appropriate mode split is applied to the single use parking demand to determine the trip reduction demand, with the exception of residential townhouses where no trip reduction is applied.

5. Internal Capture

Internal capture is not considered in this parking reduction analysis.

6. Time of Day Trends

Weekday time-of-day factors for employees/residents and visitors were obtained from *ULI Shared Parking* Table 2-5 Recommended Time-of-Day Factors for Weekdays between the hours of 6:00 am and 12:00 am, excluding the daycare land use. Daycare time-of-day factors input are assumptions based upon peak times noted in ITE Parking Generation (Land Use: 565 Day Care Center). Note, only employee generated demand for daycare is considered. Retail utilizes the ULI land use of "Shopping Center – Typical", Restaurant utilizes the ULI land use of "Family Restaurant" and "Fine/Casual Restaurant", and Hotel utilizes the ULI land use of "Hotel – Business". Townhouse residents utilize the ULI land use of "Residential Reserved", and 2BR and 3BR residents utilize the ULI land use of "Residential – Resident".

7. Shared Parking Calculations

Shared parking values are calculated for each land use, separated into employee/resident and visitor categories. The shared parking values are calculated by multiplying the appropriate land use input, City of Coral Gables parking ratio (employee/resident or visitor), and the appropriate time-of-day factor. The employee/resident and visitor shared parking values are added together to determine the peak shared parking demand of 2,869 spaces on a weekday at 2:00 pm. Note, the calculations in this section does not account for trip reduction.

8. Peak Parking Demand

Similar to Section 4, the shared required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use shared parking demand of 2,869 spaces. The appropriate mode split is applied to the single use shared parking demand to determine the trip-reduced, shared parking demand of 2,653 spaces. Note, trip reduction was not applied to the residential townhouses.

Summary tables of employee/resident, visitor, and total parking spaces for shared parking values and shared parking with trip reduction values are compared with the City of Coral Gables single use parking demand of 3,182 spaces.



Proposed Parking Demand

The proposed parking demand for Mediterranean Village utilizes the current uses per the Owner and Architect's latest program and the City of Coral Gables Zoning Code parking demand ratios. Parking adjustments include multi-modal trips (based upon traffic impact analysis), and time of day trends for visitors, employees, and residents for each use (based upon ULI *Shared Parking*).

Below is a summary of the proposed parking demand in comparison to that required by the City of Coral Gables Zoning Code.

PARKING DEMAND								
City of Coral Gables Zoning Code Single Use Base Demand	+ Shared Parking	+ Modal Split						
3,182 spaces								
	2,869 spaces (10% reduction)							
		2,653 spaces (17% total reduction)						

Appendix B Parking Reduction Calculations contain the shared parking analysis values with a peak parking value identified on a weekday at 2 P.M.



Appendix A

Project Research Fact Sheets



Florida Huddle "Must See" Spots at CityPlace

One of the most inspired and admired downtown centers in the nation, CityPlace's imaginative architecture, public plazas and destination restaurants and shopping have made it a signature of Downtown West Palm Beach. The openair, Italian-inspired, 72-acre property offers more than 80 shopping, dining and entertainment options for people of all ages and tastes. Stop by Guest Services, show your hotel key or out of town ID to receive a complimentary gift.

SHOP:

Shoppers of every stripe, from casual strollers to dedicated fashionistas, will find something they must have at CityPlace, which features some of the most popular stores in the nation, mixed with local and regional specialty shops. New retailers include **H&M** and fashion accessory boutique **Charming Charlie.** Popular lifestyle brand **Tommy Bahama** recently remodeled its store to evoke a modern beach house and stay true to the brand's bright, airy, and relaxed feel. Features include clean white walls, limestone counter tops and dark hardwood floors. Apparel brands on the property include **Macy's**; **Anthropologie**; **Francesca's Collections**; **Lucky Brand Jeans**; **Victoria's Secret**; **Banana Republic**; **Nine West**; **BCBG MaxAzria**; **Gap**; **Apricot Lane**; **Gymboree**; **Cache**; **Armani Exchange** and more. For cosmetic needs, CityPlace offers **Sephora**, **Bath & Body Works** and nationally renowned **Anushka Spa**, **Salon & Cosmedical Centre**.

DINE:

If you work up an appetite while shopping, CityPlace's restaurant and bar collection is unparalleled in South Florida. Recent additions include the wildly popular **Brio Tuscan Grille**, the Brazilian churrascaria **Pampas Grille**, and **Mojito Latin Cuisine & Bar**. Be ready to fall in love with the newly remodeled **II Bellagio**, which reopened this season after an extensive renovation to its piazza-inspired setting. The restaurant is known for its authentic Italian cuisine and fountain-side plaza location, where guests can enjoy the water show set to music every half-hour.

For sweet treats, CityPlace offers the Italian market and gelato shop, ITALY; cupcake boutique, Sugar Chef; the whimsical ice cream and candy shop, Sloan's; perfect pretzels from Auntie Anne's; Tutti Frutti Frozen Yogurt; and Rita's Italian Ice.

New on the menu are **Moes Southwest Grill**, **Copper Blues Rock Pub & Kitchen**, **100 Montaditos**, and **Burger Fi**. Other top dining options include **Mellow Mushroom Pizza Bakers**; **Cheesecake Factory**; **Thai Jo by Sushi Jo**; and more.

DRINK:

Conquer the night like a cowboy at **Tequila Cowboy Bar & Grill** in CityPlace. Guests looking for some true southern hospitality will appreciate this new hot spot's blend of music, food and fun straight from Nashville, Tennessee. Featured on ABC's hit television series, "Nashville," the entertainment venue features national country acts and local musicians, a spacious dance floor and mechanical "bull riding." **WannaB's Karaoke Bar** is right next door, giving patrons two entertainment venues under one rocking roof. Guests can brave the center stage and become rock stars for the evening with the D.J. offering more than 300,000 songs to choose from. There's a full service bar and a high quality sound system that helps even the most off-key "star." Other hot spots include **Blue Martini, City Cellar Wine Bar & Grill, Brewzzi** and more.

FUN:

CityPlace is more than a shopping or dining destination – it's an experience. The latest addition to the entertainment lineup is **Revolutions Bowling**, **Bar & Grille**, the ultimate upscale bowling experience geared to both family and nightlife fun. Beyond bowling, the destination located at the north end of the property features delicious dishes from its Red Brick Grille, a sports viewing center, an arcade, billiards and more.



Visitors love the free live music and entertainment in front of the fountain on the CityPlace plaza on weekends and monthly Family Fun Fests all year round, plus art fairs, marquee cultural events, charity walks, and top national music acts. CityPlace has hosted free, live concerts from musicians such as Vanessa Carlton, Julianne Hough, Scotty McCreery, Gloriana, Craig Morgan, Plain White T's, Colbie Caillat and many more.

TROLLEY:

CityPlace, in a partnership with the West Palm Beach Downtown Development Authority, also operates a free trolley service that links the center with the Clematis District and has more than 50,000 people riding the trolleys each month. This service has, in itself, become a popular tourist attraction, and runs from 11 A.M. to 9 P.M. Sunday through Wednesday, and 11 A.M. to 11 P.M. Thursday through Saturday.

HARRIET HIMMEL

THEATER: CityPlace's centerpiece – The Harriet Himmel Theater for the Performing Arts – is a

restored 1920s church, which now hosts a variety of cultural performances, weddings, corporate events, community functions, art exhibits, educational forums and more.

FOUNTAIN: The \$3.5 million, eco-friendly "show" fountain on the plaza dazzles guests with a

choreographed performance to music every half-hour and serves as CityPlace's centerpiece.

The fully automated water feature is also illuminated in an array of colors.

LOCATION: Strategically positioned just east of the intersection of Interstate 95 (exit 70), the major

north-south artery in South Florida, and Okeechobee Boulevard, the gateway to the Palm Beaches. Located across from the Palm Beach County Convention Center and the renowned Kravis Center for the Performing Arts in Downtown West Palm Beach. For visitors using Florida's Turnpike, CityPlace is a few miles east of exit 99 at Okeechobee Boulevard.

PARKING: Covered parking for 3,300 vehicles in four garages, plus a 150-space parking lot on the

northern end of the property across, all of which include 24-hour security. Valet parking is available in several locations and private on-site parking is provided for CityPlace residents.

MANAGEMENT

OFFICE ADDRESS: 700 South Rosemary Ave., Suite 200, West Palm Beach, FL 33401

PHONE: (561) 366-1000

FAX: (561) 366-1001

WEBSITE: <u>cityplace.com</u>

SOCIAL MEDIA: Facebook: <u>facebook.com/cityplace</u>

Twitter: twitter.com/cityplacewpb
Pinterest: pinterest.com/cityplace

YouTube: <u>youtube.com/Cityplacewestpalm</u>

Instagram: Search: CityPlace

HOURS: CityPlace is open to the public Monday through Thursday from 10 A.M. to 9 P.M.; Friday and

Saturday from 10 A.M. to 10 P.M.; and Sunday from noon until 6 P.M. Restaurant, entertainment, Macy's, Muvico IMAX, Anushka Spa & Salon, Publix Supermarket,

Revolutions Bowling Bar, & Grille and other entertainment venues and holiday hours may

vary.



For more information, call CityPlace Guest Services at (561) 366-1000 or visit CityPlace.com.

Media Contact : Stephanie Hill

O'Donnell Agency (561) 832-3231

Stephanie@theodonnellagency.com



MIZNER PARK BOCA RATON, FLORIDA











THE MERCHANDISING

- Boca Raton's Mizner Park is a pioneering downtown mixed-use project that includes 236,000 square feet of retail space, 267,000 square feet of office space, luxury retail apartments, town homes and cultural arts space, as well as a 5,000-person-capacity amphitheater. Mizner Park offers a signature business address for professionals. Choose from the seven-story Office Tower or the Plaza Real offices overlooking the vibrant setting of Mizner Park. Named one of America's Top Public Places in 2010 by the American Planning Association, Mizner Park offers visitors a remarkable experience of culture, shopping, dining and entertainment in an open-dir environment.
- Mizner Park's design is inspired by a setting reminiscent of a charming European city. The project is configured as two city blocks of luxury retail, restaurants, offices and apartments surrounding a beautifully landscaped park with gazebos, fountains and lush tropical gardens. Center for the Arts at Mizner Park adds a unique dimension to the property, with the Count de Hoernle Amphitheater featuring a diverse lineup of concerts and entertainment and the Boca Raton Museum of Art showcasing works of art in a variety of media of national and international importance. For movie buffs, the iPic Theaters features dining at Tanzy's and first-run movies under one roof!
- The retail component is the heartbeat of Mizner Park, offering discriminating clientele a high level of luxury choices. World-renowned luxury jewelers include F.P. Journe, Jaeger-LeCoultre, Hublot Geneve, Martier, Van Cleef & Arpels and fashion anchor Lord & Taylor. One-of-a-kind boutiques can be found alongside nationally known retailers such as Tommy Bahama, Janie & Jack, Mephisto, Sur La Table and Z Gallerie.
- Top categories include restaurants, jewelry and women's apparel.
- Dine in or al fresco at an amazing collection of restaurants for every taste. Savor the offerings of Truluck's Seafood, Steak and Crab House, Max's Grille and Ruth's Chris Steakhouse. For a casual experience, enjoy the Dubliner Irish Pub, Villagio, Uncle Julio's Fine Mexican Food or Yard House. Nightlife includes Jazziz, the new hot spot in town with headlining performers offering live entertainment and fine dining nightly.

THE LOCATION

- Mizner Park is an established landmark situated among luxurious residences located less than one mile from the oceanfront condominiums.
- The prestigious Boca Raton Resort & Club, with over 1,000 rooms, is nearby and caters to the corporate and celebrity client. The private Royal Palm Yacht & Country Club caters to the elite residents.
- I-95 is less than two miles west, enhancing the project's ability to maximize its draw of both residents and visitors to the area.

THE TRADE AREA

 Approximately 80% of the commercial activity at Mizner Park is generated by full-time and seasonal residents of Palm Beach and Broward Counties. The remainder is generated by visitors from outside the southeast Florida area.

THE FUTURE

 Mizner Park will continue to be one of South Florida's most coveted addresses for living, working, shopping and dining. As the jewel of downtown Boca Raton, its foundation for sustained sales growth is well established.

THE NEW TENANTS

Bang & Olufsen, ECJ Lux Collection and La Macaron

PROPERTY INFORMATION

LOCATION: Mizner Park is conveniently located on the east side of Federal Highway, between Glades and Palmetto Park roads

MARKET: West Palm Beach, FL

DESCRIPTION: One-level, open-air, mixed-use project

TOTAL RETAIL SQUARE FOOTAGE: 236,000 TOTAL OFFICE SQUARE FOOTAGE: 267,000

PARKING SPACES: 2,500

OPENED: 1991

TRADE AREA PROFILE

2013 POPULATION 623,519

2018 PROJECTED POPULATION 654,330

2013 HOUSEHOLDS 274,388

2018 PROJECTED HOUSEHOLDS 287,167

2013 MEDIAN AGE 48.7

2013 AVERAGE HOUSEHOLD INCOME \$77,204

2018 PROJECTED AVERAGE HOUSEHOLD INCOME \$92,426

5 - MILE RADIUS

2013 POPULATION 171,924

2018 PROJECTED POPULATION 179,386

2013 HOUSEHOLDS 80,137

2018 PROJECTED HOUSEHOLDS 83,487

2013 MEDIAN AGE 48.9

2013 AVERAGE HOUSEHOLD INCOME \$81,185

2018 PROJECTED AVERAGE HOUSEHOLD INCOME \$98,110

DAYTIME EMPLOYMENT

1 - MILE RADIUS 16.408

3 - MILE RADIUS 79,010

Source: Esri 2013



VILLAGE OF MERRICK PARK CORAL GABLES, FLORIDA













THE MERCHANDISING

- World renowned luxury retailers, including Gucci, Burberry, CH Carolina Herrera, Diane von Furstenberg, Jimmy Choo and Tiffany & Co. complement the fashion anchors.
- Neiman Marcus and Nordstrom maintain flagship stores.
 These stores are both the largest for their respective chains in Florida.
- Popular brands such as J.Crew, Athleta, Banana Republic, Ann Taylor, Anthropologie, White House | Black Market and Pottery Barn help round out the merchant mix.
- A variety of dining options include Yard House, Villagio, SAWA Restaurant and Lounge, CRAVE, Mariposa at Neiman Marcus and Nordstrom Café Bistro.
- Featuring fine shopping, dining, offices and residences,
 Village of Merrick Park caters to a clientele that appreciates style and substance and can afford the best. It is a magnet for both residents and visitors.
- Top categories include family and women's apparel, jewelry and home furnishings.

THE LOCATION

- Village of Merrick Park is located in the heart of Coral Gables.
 This South Florida city is one of the nation's most affluent communities, with a greater percentage of young millionaire households under the age of 45 than any other community in the U.S.
- A strong zoning code protects the city's elegance, earning Coral Gables the moniker, "City Beautiful."
- Coral Gables is a major commercial hub, with 10.8 million square feet of office space and more than 1,600 hotel rooms.

THE TRADE AREA

- Sustained growth in international commerce has transformed Miami into a cosmopolitan urban center that attracts 7.1 million international visitors annually. This international market is led by Brazil, Canada, Argentina, Colombia and Venezuela with a total increase of international visitors up 4.4% in 2013.
- Village of Merrick Park's trade area is home to 969,950 residents in 355,681 households.
- Luxury residences on Brickell Avenue and Key Biscayne as well as in Coconut Grove provide seasonal housing for Latin American business leaders who spend lavishly on luxury retail goods.
- Affluent South Miami residents are younger than their North Miami counterparts, have growing families, live in magnificent homes and maintain strong ties to the community's cultural and philanthropic organizations.

THE FUTURE

 Always on the brink of fashion, this retail venue will soon welcome new additions to its fashion-forward repertoire, including kate spade new york and Boston Proper.

MALL INFORMATION

LOCATION: 358 San Lorenzo Avenue, Coral Gables

MARKET: Miami

DESCRIPTION: Open-air luxury retail center in mixed-use environment

ANCHORS: Neiman Marcus, Nordstrom TOTAL RETAIL SQUARE FOOTAGE: 731,002

PARKING SPACES: 3,800

OPENED: 2002

TRADE AREA PROFILE

2013 POPULATION 969,950

2018 PROJECTED POPULATION 1,024,350

2013 HOUSEHOLDS 355,681

2018 PROJECTED HOUSEHOLDS 376,736

2013 MEDIAN AGE 40.7

2013 AVERAGE HOUSEHOLD INCOME \$69,135

2018 PROJECTED AVERAGE HOUSEHOLD INCOME \$82,165

5 - MILE RADIUS

2013 POPULATION 428,578

2018 PROJECTED POPULATION 453,316

2013 HOUSEHOLDS 167,096

2018 PROJECTED HOUSEHOLDS 177,344

2013 MEDIAN AGE 41.3

2013 AVERAGE HOUSEHOLD INCOME \$61,540

2018 PROJECTED AVERAGE HOUSEHOLD INCOME \$73,851

DAYTIME EMPLOYMENT

1 - MILE RADIUS 18,706

3 - MILE RADIUS 109,069

Source: Esri 2013





Appendix B

Parking Reduction Calculations

Mediterranean Village - Parking Reduction Calculations

1. Land Use Inputs

Commercial and Hotel Uses 242,000 32,000 Restaurant (Family) 7,250 Restaurant (Fine/Casual) 21,750 Daycare Hotel Office 314,000 Gym 9,500 Residential Uses

Notes: GLA Phase 1 (3 screens, 290 seats) GLA GLA GLA

GFA

GFA

Townhouse DU 2 BR DU 3 BR 86 DU

2. Parking Ratio

Parking Ratio Coral Gables

Commercial and Hotel Uses		
Retail	4.00	per KSF
Cinema	3.33	per KSF
Restaurant (Family)	12.00	per KSF
Restaurant (Fine/Casual)	12.00	per KSF
Daycare	10.00	per KSF
Hotel	1.13	per room
Office	3.33	per KSF
Gym	3.33	per KSF
Residential Uses		
Townhouse	2.00	per DU
2 BR	1.75	per DU
3 BR	2.25	per DU

Coral Gables Notes: City Use (Section 5-1409)	ULI Notes:	Parking Ra	tio Separatio	n (ULI Based
		Visitor	Employee/	Resident
Retail sales and services		3.22	0.78	per KSF
Indoor recreation/entertainment		3.17	0.17	per KSF
	Family Type (ITE - High Turnover			
Restaurants	without Bar).	10.29	1.71	per KSF
	Fine (ITE - Quality 931) / Casual (I	re -		
Restaurants	High Turnover with Bar 932) Type	10.17	1.83	per KSF
Daycare		8.57	1.43	per KSF
Overnight accommodations	Business Type	0.90	0.23	per room
Offices		0.25	3.09	per KSF
Indoor recreation/entertainment		3.14	0.19	per KSF
Townhouses	Owned	0.16	1.84	per DU
Multi-family dwellings	Owned	0.14	1.61	per DU
Multi-family dwellings	Owned	0.18	2.07	per DU

3. Trip Reductions

Multimodal Trip Reductions

(Miami-Dade County 5 Year Average)

8.00% (Employee and Resident)

4.00% (Visitor)

4. Parking Calculations

Commercial and Hotel Uses				Commercial and Hotel Uses				Trip Reduction
	Visitor	Empl./Res.	Total		Visitor	Empl./Res.	Total	
Retail	780	189	969	Retail	749	174	923	Υ
Cinema	102	6	108	Cinema	98	6	104	Υ
Restaurant (Family)	75	13	88	Restaurant (Family)	72	12	84	Υ
Restaurant (Fine/Casual)	222	40	262	Restaurant (Fine/Casual)	214	37	251	Υ
Daycare	103	18	121	Daycare	99	17	116	Υ
Hotel	166	42	208	Hotel	160	39	199	Υ
Office	77	970	1047	Office	74	893	967	Υ
Gym	30	2	32	Gym	29	2	31	Υ
Residential Uses				Residential Uses				
Townhouse	3	28	31	Townhouse	3	28	31	N
2 BR	19	206	225	2 BR	19	190	209	Υ
3 BR	16	178	194	3 BR	16	164	180	Υ
SINGLE USE DEMAND)			TRIP REDUCTION DEMAND				
	1,593	1,692	3,285		1,533	1,562	3,095	

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Time of Day Trends											
ULI Weekday Visitor											
oz. Hodiazy Fisher				Restaurant							
	Retail	Cinema	Restaurant (Family)	(Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
6am	1%	0%	25%	0%	50%	95%	0%	70%	0%	0%	0%
7am	5%	0%	50%	0%	60%	90%	1%	40%	10%	10%	10%
8am	15%	0%	60%	0%	100%	80%	20%	40%	20%	20%	20%
9am	35%	0%	75%	0%	80%	70%	60%	70%	20%	20%	20%
10am	65%	0%	85%	15%	20%	60%	100%	70%	20%	20%	20%
11am	85%	0%	90%	40%	20%	60%	45%	80%	20%	20%	20%
12pm	95%	20%	100%	75%	20%	55%	15%	60%	20%	20%	20%
1pm	100%	45%	90%	75%	20%	55%	45%	70%	20%	20%	20%
2pm	95%	55%	50%	65%	20%	60%	100%	70%	20%	20%	20%
3pm	90%	55%	45%	40%	60%	60%	45%	70%	20%	20%	20%
4pm	90%	55%	45%	50%	90%	65%	15%	80%	20%	20%	20%
5pm	95%	60%	75%	75%	100%	70%	10%	90%	40%	40%	40%
6pm	95%	60%	80%	95%	100%	75%	5%	100%	60%	60%	60%
7pm	95%	80%	80%	100%	70%	75%	2%	90%	100%	100%	100%
8pm	80%	100%	80%	100%	20%	80%	1%	80%	100%	100%	100%
9pm	50%	100%	60%	100%	0%	85%	0%	70%	100%	100%	100%
10pm	30%	80%	55%	95%	0%	95%	0%	35%	100%	100%	100%
11pm	10%	65%	50%	75%	0%	100%	0%	10%	80%	80%	80%
12am	0%	40%	25%	25%	0%	100%	0%	0%	50%	50%	50%
ULI Weekday Employee/Resident	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
6am	10%	0%	50%	0%	100%	5%	3%	75%	100%	100%	100%
7am	15%	0%	75%	20%	100%	30%	30%	75%	100%	100%	100%
8am	40%	0%	90%	50%	100%	90%	75%	75%	100%	100%	100%
9am	75%	0%	90%	75%	100%	90%	95%	75%	100%	100%	100%
10am	85%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
11am	95%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
12pm	100%	50%	100%	90%	100%	100%	90%	75%	100%	100%	100%
1pm	100%	60%	100%	90%	100%	100%	90%	75%	100%	100%	100%
2pm	100%	60%	100%	90%	100%	100%	100%	75%	100%	100%	100%
3pm	100%	75%	75%	75%	100%	100%	100%	75%	100%	100%	100%
4pm	100%	75%	75%	75%	100%	90%	90%	75%	100%	100%	100%
5pm	95%	100%	95%	100%	100%	70%	50%	100%	100%	100%	100%
6pm	95%	100%	95%	100%	100%	40%	25%	100%	100%	100%	100%
7pm	95%	100%	95%	100%	50%	20%	10%	75%	100%	100%	100%
8pm	90%	100%	95%	100%	0%	20%	7%	50%	100%	100%	100%
9pm	75%		80%	100%	0%				100%		
10pm		100%	65%		0%	20%	3% 1%	20%		100%	100%
11pm	40%	100%		100%		20%		20%	100%	100%	100%
12am	15%	70%	65%	85%	0%	10%	0%	20%	100%	100%	100%
ı∠am	0%	50%	35%	35%	0%	5%	0%	0%	100%	100%	100%

TOTAL

Townhouse

2 BR

3 BR

7. Shared Parking Calculations

Weekday Visitor

Restaurant Retail Cinema Restaurant (Family) Daycare Hotel Office Gym (Fine/Casual) 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm 12am

Weekday Employee/Resident

6am

7am

8am

9am

10am

11am

12pm

1pm

2pm

3pm

4pm

6pm

7pm

8pm

9pm

10pm

11pm 12am

Restaurant Retail Cinema Restaurant (Family) Daycare Hotel Office Gym Townhouse 2 BR 3 BR TOTAL (Fine/Casual)

Weekday Combined

Restaurant Retail Cinema Restaurant (Family) Daycare Office Gym Townhouse 2 BR 3 BR TOTAL (Fine/Casual)

6am
7am
8am
9am
10am
11am
12pm
1pm
2pm
2pm 3pm
3pm
3pm 4pm
3pm 4pm 5pm
3pm 4pm 5pm 6pm 7pm 8pm
3pm 4pm 5pm 6pm 7pm
3pm 4pm 5pm 6pm 7pm 8pm

12am

ΩÍ	امو	Par	king	Den	nanc

Commercial and Hotel Uses				Commercial and Hotel Uses				Trip Reduction
	Visitor	Empl./Res.	Total		Visitor	Empl./Res.	Total	
Retail	741	189	930	Retail	711	174	885	Y
Cinema	56	4	60	Cinema	54	3	57	Υ
Restaurant (Family)	38	13	51	Restaurant (Family)	36	12	48	Υ
Restaurant (Fine/Casual)	144	36	180	Restaurant (Fine/Casual)	139	33	172	Υ
Daycare	21	18	39	Daycare	20	17	36	Υ
Hotel	100	42	142	Hotel	96	39	134	Υ
Office	77	970	1047	Office	74	892	966	Υ
Gym	21	2	23	Gym	20	1	22	Υ
Residential Uses				Residential Uses				
Townhouse	1	28	29	Townhouse	1	28	29	N
2 BR	4	206	210	2	BR 4	190	193	Υ
3 BR	3	178	181	3	BR 3	164	167	Υ

SHARED PEAK PARKING DEMAND				SHARED PEAK PARKING DEMAND			
				W/ TRIP REDUCTIONS			
	Visitor	Empl./Res.	Total		Visitor	Empl./Res.	Total
-	1,205	1,685	2,890	_	1,157	1,553	2,709
			12%				18%
			reduction				reduction

City of Coral Gables	Visitor	Empl./Res.	Total
Single Use Demand	1,593	1,692	3,285



Appendix C

2012 American Community Survey Miami-Dade Profile dated September 2013

2012 American Community Survey

Miami-Dade Profile



Miami-Dade County American Community Survey Key Indicators 2010-2012

This update of the annual American Community Survey, that was released on September 19th, covers the period 2010 through 2012. This was a period of recovery for the economy and housing market in Miami-Dade County. As such one would expect noteworthy changes in some of these characteristics. The following summarizes basic economic, housing, social and demographic factors, with particular focus on variables that displayed significant change.

Economic

Employment

Improving employment numbers during 2010-2012 reflect an economy that is still recovering from the recent economic downturn.

- The civilian labor force grew to over 1.32 million in 2012, a 6.7% increase from 2010.
- The number of employed persons increased by 8.3%, while unemployed persons fell by 3.7%.
- The unemployment rate dropped from 13.1% to 11.9%.

Income

Inflation-adjusted median income has declined, however the portion of households with income below \$25,000 has decreased, while those above \$100,000 increased.

- Median household income dropped from \$42,347 to \$41,400, a 2.2% decrease.
- The number of households with income below \$25,000 increased by 0.7%, however the portion of total households in this lowest income group fell to 31.7%.
- The number of households with income above \$100,000 increased by 9.6%; with all income categories between \$75,000 and \$200,000+ making up a larger portion of the total household income distribution.

Poverty

Increasing poverty has presented a continuing challenge during the last three years, as both the percentages of impoverished individuals and families increased.

- Poverty among individuals grew from 20.4% in 2010 to 20.8% in 2012.
- The percentage of poor families increased to 17.5% from 16.4% in 2010, with families with a female householder and no husband present suffering an especially large increase from 28.1% to 32.9%.
- Among families with children under 18 years old, the percentage in poverty increased from 21.7% to 24.9%; however the percentage of poor families with only children under 5 years old fell from 20.6% to 20.3%.

Health Insurance

Health insurance coverage has become more widespread among the civilian population during the 2010-2012 period.

- Public health insurance coverage increased by 13.4%, expanding from 707,784 to 802,739 individuals.
- The number of individuals lacking health insurance decreased from 782,053 to 745,846, representing a 4.6% decline.
- Health insurance coverage for employed persons grew from 61.4% in 2010 to 63.4% in 2012.

Housing

Comparing 2010 to 2012, vacancy rates have decreased, renters occupy more units relative to owner-occupied units than before, and mortgage and rental costs have moved in opposite directions.

- Homeowner and rental vacancy rates fell to 2.0% and 7.5%, respectively, down from 4.6% and 9.7% in 2010.
- While 57.0% of housing units were owner-occupied in 2010, this figure dropped to 54.3% in 2012.
- The number of homeowners with monthly mortgage costs below \$1,000 increased by 3.1%, now representing 13.8% of mortgages; conversely, those with monthly mortgage costs above \$1,000 decreased by 5.9%, corresponding to 86.2% of total mortgages. Cost burdened homeowners, those with mortgage costs surpassing 30% of owner income, totaled 53.8% of all mortgages, down from 59.3% in 2010.
- The number of renters paying less than \$750 monthly decreased, while monthly rental payments above \$750 increased. 79.5% of rental units had gross rent greater than \$750, up from 75.3% in 2010. However, the percentage of tenants paying monthly rent greater than 30% of income, the measure of cost burdened renters, has enjoyed relative stability, changing slightly from 65.3% of rental units to 65.1%.

Social

The number of households has increased during the three-year time period, including more new Miami-Dade residents moving across state lines or national borders than in 2010; a notable change in educational attainment has accompanied this population increase.

- The number of households rose by 3.6% to 838,772 from 809,689 in 2010.
- With 31,916 new Miami-Dade residents coming from another U.S. state, the county witnessed a 24.8% increase in this category; 2.3% more new residents came from abroad than in 2010, totaling 38,655.
- The foreign-born population increased by 1.5%, 53.0% of the more than 1.32 million foreign-born residents being naturalized U.S. citizens.
- The number of individuals 25 years and older having attained less than a high school diploma decreased by 10.8%, while the percentage holding at least a bachelor's degree increased to 27.3% from 25.2%.

Demographic

Among the changes in overall county population, several notable trends can be highlighted in terms of race and ethnicity.

- The number of individuals self-identifying as Hispanic or Latino increased by 2.0% to more than 1.66 million, making up 64.3% of the county population.
- Whites (non-Hispanic) and Blacks (non-Hispanic) increased in numbers by 9.1% and 2.7%, respectively.
- Large fluctuations occurred in the populations corresponding to residents of Mexican and Puerto Rican ethnicity, the former increasing 15.5% and the latter decreasing 9.3%.

Miami-Dade County ACS Selected Ed							2011-2012	2010-2012
Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	Percentage Change	Percentage Change
EMPLOYMENT STATUS								
Population 16 years and over:	2,026,674	-	2,073,582	-	2,108,889	-	1.7%	4.1%
In labor force	1,239,959	61.2%	1,300,231	62.7%	1,323,857	62.8%	1.8%	6.8%
Civilian labor force	1,238,377	61.1%	1,297,647	62.6%	1,321,489	62.7%	1.8%	6.7%
Employed	1,075,625	53.1%	1,134,201	54.7%	1,164,745	55.2%	2.7%	8.3%
Unemployed	162,752	8.0%	163,446	7.9%	156,744	7.4%	-4.1%	-3.7%
Armed Forces	1,582	0.1%	2,584	0.1%	2,368	0.1%	-8.4%	49.7%
Not in labor force	786,715	38.8%	773,351	37.3%	785,032	37.2%	1.5%	-0.2%
Percent Unemployed	13.1%	-	12.6%	-	11.9%	-	-5.6%	-9.2%
Females 16 years and over:	1,058,850	-	1,077,053	-	1,097,606	-	1.9%	3.7%
In labor force	599,236	56.6%	615,828	57.2%	623,918	56.8%	1.3%	4.1%
Civilian labor force	599,181	56.6%	615,482	57.1%	623,718	56.8%	1.3%	4.1%
Employed	522,728	49.4%	543,426	50.5%	548,377	50.0%	0.9%	4.9%
Own children under 6 years:	177,017	-	172,202	-	179,329	-	4.1%	1.3%
All parents in family in labor force	122,838	69.4%	110,725	64.3%	117,077	65.3%	5.7%	-4.7%
Own children 6 to 17 years:	342,900	-	350,681	-	346,703	-	-1.1%	1.1%
All parents in family in labor force	250,666	73.1%	250,987	71.6%	253,659	73.2%	1.1%	1.2%

COMMUTING TO WORK				_		_	_	
Workers 16 years and over:	1,060,791	-	1,116,474	-	1,145,429	-	2.6%	8.0%
Car, truck, or van drove alone	820,973	77.4%	857,388	76.8%	874,613	76.4%	2.0%	6.5%
Car, truck, or van carpooled	96,181	9.1%	110,554	9.9%	103,091	9.0%	-6.8%	7.2%
Public transportation (excluding taxicab)	53,067	5.0%	58,967	5.3%	68,138	5.9%	15.6%	28.4%
Walked	24,716	2.3%	23,244	2.1%	27,780	2.4%	19.5%	12.4%
Other means	21,660	2.0%	22,331	2.0%	20,663	1.8%	-7.5%	-4.6%
Worked at home	44,194	4.2%	43,990	3.9%	51,144	4.5% /	16.3%	15.7%
Mean travel time to work (minutes)	28.9	- '\	29.0	- \	29.5	- \	1.7%	2.1%
			9.3% Mo	ode	9.4% Mo Split	ode	10.1% M Split	ode

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
OCCUPATION								
Civilian employed population 16 years and over:	1,075,625	_	1,134,201	-	1,164,745	_	2.7%	8.3%
Management, business, science, and arts								
occupations	328,245	30.5%	340,517	30.0%	369,738	31.7%	8.6%	12.6%
Service occupations	226,962	21.1%	247,428	21.8%	237,732	20.4%	-3.9%	4.7%
Sales and office occupations	305,521	28.4%	325,457	28.7%	332,384	28.5%	2.1%	8.8%
Natural resources, construction, and								
maintenance occupations	104,106	9.7%	102,989	9.1%	109,490	9.4%	6.3%	5.2%
Production, transportation, and material moving								
occupations	110,791	10.3%	117,810	10.4%	115,401	9.9%	-2.0%	4.2%
NDUSTRY			4 404 004		4.404.745		0.70/	
Civilian employed population 16 years and over:	1,075,625	-	1,134,201	-	1,164,745	-	2.7%	8.3%
Agriculture, forestry, fishing and hunting, and								
mining	7,748	0.7%	8,560	0.8%	11,255	1.0%	31.5%	45.3%
Construction	74,255	6.9%	69,897	6.2%	76,269	6.5%	9.1%	2.7%
Manufacturing	54,937	5.1%	56,096	4.9%	56,573	4.9%	0.9%	3.0%
Wholesale trade	45,164	4.2%	49,734	4.4%	53,967	4.6%	8.5%	19.5%
Retail trade	130,845	12.2%	156,621	13.8%	142,064	12.2%	-9.3%	8.6%
Transportation and warehousing, and utilities	73,548	6.8%	83,557	7.4%	77,066	6.6%	-7.8%	4.8%
Information	26,799	2.5%	23,731	2.1%	22,785	2.0%	-4.0%	-15.0%
Finance and insurance, real estate, rental and								
leasing	78,688	7.3%	74,189	6.5%	88,735	7.6%	19.6%	12.8%
Professional, scientific, management,								
administrative and waste management services	134,619	12.5%	144,273	12.7%	145,713	12.5%	1.0%	8.2%
Educational services, health care and social								
assistance	217,787	20.2%	231,964	20.5%	245,255	21.1%	5.7%	12.6%
Arts, entertainment, recreation, accommodation								
and food services	112,057	10.4%	125,654	11.1%	125,468	10.8%	-0.1%	12.0%
Other services, except public administration	78,170	7.3%	67,465	5.9%	74,908	6.4%	11.0%	-4.2%
Public administration	41,008	3.8%	42,460	3.7%	44,687	3.8%	5.2%	9.0%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
CLASS OF WORKER								
Civilian employed population 16 years and over:	1,075,625	-	1,134,201	-	1,164,745	-	2.7%	8.3%
Private wage and salary workers	864,924	80.4%	915,133	80.7%	945,946	81.2%	3.4%	9.4%
Government workers	117,086	10.9%	123,355	10.9%	128,207	11.0%	3.9%	9.5%
Self-employed in own not incorporated business								
workers	92,590	8.6%	94,166	8.3%	89,236	7.7%	-5.2%	-3.6%
Unpaid family workers	1,025	0.1%	1,547	0.1%	1,356	0.1%	-12.3%	32.3%
INCOME AND BENEFITS (IN 2010, 2011, AND 201	2 INFLATION	I-ADJUSTED DO	OLLARS)					
Total households:	809.689	-	818.297	-	838,772	-	2.5%	3.6%
Less than \$10,000	93,144	11.5%	88,367	10.8%	96,871	11.5%	9.6%	4.0%
\$10,000 to \$14,999	63,882	7.9%	61,439	7.5%	53,440	6.4%	-13.0%	-16.3%
\$15,000 to \$24,999	106,815	13.2%	116,535	14.2%	115,449	13.8%	-0.9%	8.1%
\$25,000 to \$34,999	95,921	11.8%	97,707	11.9%	95,915	11.4%	-1.8%	0.0%
\$35,000 to \$49,999	116,701	14.4%	110,139	13.5%	118,835	14.2%	7.9%	1.8%
\$50,000 to \$74,999	134,511	16.6%	131,406	16.1%	134,189	16.0%	2.1%	-0.2%
\$75,000 to \$99,999	72,099	8.9%	78,844	9.6%	80,537	9.6%	2.1%	11.7%
\$100,000 to \$149,999	72,857	9.0%	73,574	9.0%	79,686	9.5%	8.3%	9.4%
\$150,000 to \$199,999	24,505	3.0%	29,102	3.6%	26,759	3.2%	-8.1%	9.2%
\$200,000 or more	29,254	3.6%	31,184	3.8%	37,091	4.4%	18.9%	26.8%
Median household income (dollars)	40,219	-	40,552	-	41,400	_	2.1%	2.9%
Mean household income (dollars)	60,526	-	62,852	-	63,863	-	1.6%	5.5%
With earnings	640,928	79.2%	646,057	79.0%	662,040	78.9%	2.5%	3.3%
Mean earnings (dollars)	63,139	-	65,714	-	66,885	-	1.8%	5.9%
With Social Security	230,382	28.5%	232,707	28.4%	247,595	29.5%	6.4%	7.5%
Mean Social Security income (dollars)	13,303	-	13,872	-	14,033	-	1.2%	5.5%
With retirement income	69,574	8.6%	72,768	8.9%	73,650	8.8%	1.2%	5.9%
Mean retirement income (dollars)	19,217	-	19,921	-	23,189	-	16.4%	20.7%
With Supplemental Security Income	57,472	7.1%	53,831	6.6%	58,790	7.0%	9.2%	2.3%
Mean Supplemental Security Income (dollars)	7,218	-	7,770	-	7,680	-	-1.2%	6.4%
With cash public assistance income	17,143	2.1%	15,847	1.9%	18,180	2.2%	14.7%	6.0%
Mean cash public assistance income	3,518	-	3,231	-	2,886	-	-10.7%	-18.0%
With Food Stamp/SNAP benefits in the past 12 months	169,715	21.0%	194,531	23.8%	213,861	25.5%	9.9%	26.0%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
Families:	556,730	=	556,127	-	571,678	-	2.8%	2.7%
Less than \$10,000	37,120	6.7%	36,191	6.5%	40,486	7.1%	11.9%	9.1%
\$10,000 to \$14,999	34,048	6.1%	32,992	5.9%	28,608	5.0%	-13.3%	-16.0%
\$15,000 to \$24,999	69,960	12.6%	80,817	14.5%	77,897	13.6%	-3.6%	11.3%
\$25,000 to \$34,999	70,761	12.7%	66,818	12.0%	65,857	11.5%	-1.4%	-6.9%
\$35,000 to \$49,999	87,003	15.6%	75,570	13.6%	84,604	14.8%	12.0%	-2.8%
\$50,000 to \$74,999	99,960	18.0%	92,088	16.6%	96,645	16.9%	4.9%	-3.3%
\$75,000 to \$99,999	56,222	10.1%	62,342	11.2%	60,219	10.5%	-3.4%	7.1%
\$100,000 to \$149,999	57,740	10.4%	58,732	10.6%	64,055	11.2%	9.1%	10.9%
\$150,000 to \$199,999	20,015	3.6%	24,439	4.4%	22,456	3.9%	-8.1%	12.2%
\$200,000 or more	23,901	4.3%	26,138	4.7%	30,851	5.4%	18.0%	29.1%
Median family income (dollars)	46,126	-	46,577	-	47,382	-	1.7%	2.7%
Mean family income (dollars)	67,794	-	70,592	-	71,619	-	1.5%	5.6%
Per capita income (dollars)	20,970	-	21,966	-	22,710	-	3.4%	8.3%
Nonfamily households:	252,959	-	262,170	-	267,094	-	1.9%	5.6%
Median nonfamily income (dollars)	23,334	-	26,089	-	26,195	-	0.4%	12.3%
Mean nonfamily income (dollars)	40,820	-	43,119	-	43,996	-	2.0%	7.8%
Median earnings for workers (dollars)	24,012	-	24,790	-	25,400	-	2.5%	5.8%
Median earnings for male full-time, year-round workers (dollars)	35,506	_	35,206	_	35,984	_	2.2%	1.3%
Median earnings for female full-time, year-round workers (dollars)	29,681	-	30,432	-	31,363	-	3.1%	5.7%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
HEALTH INSURANCE COVERAGE								
Civilian noninstitutionalized population:	2,461,836	-	2,529,470	-	2,564,021	-	1.4%	4.2%
With health insurance coverage	1,679,783	68.2%	1,757,596	69.5%	1,818,175	70.9%	3.4%	8.2%
With private health insurance	1,069,700	43.5%	1,098,350	43.4%	1,118,889	43.6%	1.9%	4.6%
With public coverage	707,784	28.8%	755,016	29.8%	802,739	31.3%	6.3%	13.4%
No health insurance coverage	782,053	31.8%	771,874	30.5%	745,846	29.1%	-3.4%	-4.6%
Civilian noninstitutionalized population under 18								
years:	545,847	-	546,657	-	544,959	-	-0.3%	-0.2%
No health insurance coverage	91,211	16.7%	79,240	14.5%	73,575	13.5%	-7.1%	-19.3%
Civilian noninstitutionalized population 18 to 64								
years:	1,566,314	_	1,624,585	-	1,648,912	-	1.5%	5.3%
In labor force:	1,178,123	-	1,232,589	-	1,259,162	-	2.2%	6.9%
Employed:	1,024,222	_	1,077,610	-	1,109,759	_	3.0%	8.4%
With health insurance coverage	629,149	61.4%	677,344	62.9%	703,215	63.4%	3.8%	11.8%
With private health insurance	601,296	58.7%	640,812	59.5%	659,171	59.4%	2.9%	9.6%
With public coverage	36,124	3.5%	43,868	4.1%	52,542	4.7%	19.8%	45.4%
No health insurance coverage	395,073	38.6%	400,266	37.1%	406,544	36.6%	1.6%	2.9%
Unemployed:	153,901	-	154,979	-	149,403	-	-3.6%	-2.9%
With health insurance coverage	49,058	31.9%	49,756	32.1%	49,491	33.1%	-0.5%	0.9%
With private health insurance	30,593	19.9%	27,052	17.5%	27,106	18.1%	0.2%	-11.4%
With public coverage	19,228	12.5%	23,699	15.3%	23,694	15.9%	0.0%	23.2%
No health insurance coverage	104,843	68.1%	105,223	67.9%	99,912	66.9%	-5.0%	-4.7%
Not in labor force:	388,191	_	391,996	-	389,750	-	-0.6%	0.4%
With health insurance coverage	212,587	54.8%	219,536	56.0%	239,636	61.5%	9.2%	12.7%
With private health insurance	117,257	30.2%	126,845	32.4%	134,154	34.4%	5.8%	14.4%
With public coverage	102,499	26.4%	99,706	25.4%	116,059	29.8%	16.4%	13.2%
No health insurance coverage	175,604	45.2%	172,460	44.0%	150,114	38.5%	-13.0%	-14.5%

							2011-2012	2010-2012
	2010	2010	2011	2011	2012	2012	Percentage	Percentage
Indicator	Estimate	Percentage	Estimate	Percentage	Estimate	Percentage	Change	Change
PERCENTAGE OF FAMILIES AND PEOPLE WHO		IN THE PAST 12		BELOW THE		VEL		
All families:	16.4%	-	17.3%	-	17.5%	-	1.2%	6.7%
With related children under 18 years	21.7%	-	24.6%	-	24.9%	-	1.2%	14.7%
With related children under 5 years only	20.6%	-	21.8%	-	20.3%	-	-6.9%	-1.5%
Married couple families:	10.9%	_	11.8%	_	10.9%	_	-7.6%	0.0%
With related children under 18 years	13.2%	-	15.3%	-	13.2%	-	-13.7%	0.0%
With related children under 5 years only	12.0%	_	12.2%	_	6.7%	_	-45.1%	-44.2%
Families with female householder, no husband								
present:	28.1%	-	30.6%	-	32.9%	-	7.5%	17.1%
With related children under 18 years	36.4%	-	41.7%	_	44.9%	_	7.7%	23.4%
With related children under 5 years only	34.8%	-	50.3%	-	44.4%	-	-11.7%	27.6%
All people:	20.4%	-	20.9%	-	20.8%	-	-0.5%	2.0%
Under 18 years:	25.4%	-	28.7%	-	29.6%	-	3.1%	16.5%
Related children under 18 years	25.1%	-	28.6%	_	29.3%	_	2.4%	16.7%
Related children under 5 years	26.9%	-	29.1%	-	30.1%	-	3.4%	11.9%
Related children 5 to 17 years	24.4%	-	28.4%	-	29.1%	-	2.5%	19.3%
18 years and over	19.0%	-	18.8%	-	18.4%	-	-2.1%	-3.2%
18 to 64 years	18.2%	-	18.2%	-	17.9%	-	-1.6%	-1.6%
65 years and over	22.4%	-	21.4%	-	20.6%	-	-3.7%	-8.0%
People in families	17.1%	-	18.2%	-	18.1%	-	-0.5%	5.8%
Unrelated individuals 15 years and over	36.6%	-	34.7%	-	34.1%	-	-1.7%	-6.8%

								2011-2012	2010-2012
		2010	2010	2011	2011	2012	2012	Percentage	Percentage
Indicator		Estimate	Percentage	Estimate	Percentage	Estimate	Percentage	Change	Change
HOUSING OCCUPA	NCY								
Total housing units:		989,439		990,579		991,409		0.1%	0.2%
	Occupied housing units	809,689	81.8%	818,297	82.6%	838,772	84.6%	2.5%	3.6%
	Vacant housing units	179,750	18.2%	172,282	17.4%	152,637	15.4%	-11.4%	-15.1%
	Homeowner vacancy rate	4.6%	-	3.8%	-	2.0%	-	-47.4%	-56.5%
	Rental vacancy rate	9.7%	-	8.2%	-	7.5%	-	-8.5%	-22.7%
JNITS IN STRUCTU	IDE.								_
otal housing units:	JRE	989,439	_	990,579	_	991,409	-	0.1%	0.2%
otal floasing anits.	1-unit, detached	402,390	40.7%	414,687	41.9%	406,677	41.0%	-1.9%	1.1%
	1-unit, attached	110,691	11.2%	95,407	9.6%	96,867	9.8%	1.5%	-12.5%
	2 units	20,167	2.0%	20,780	2.1%	22,218	2.2%	6.9%	10.2%
	3 or 4 units	34,308	3.5%	34,996	3.5%	33,646	3.4%	-3.9%	-1.9%
	5 to 9 units	48,947	4.9%	50,805	5.1%	49,066	4.9%	-3.4%	0.2%
	10 to 19 units	55,362	5.6%	62,699	6.3%	64,781	6.5%	3.3%	17.0%
	20 or more units	304,934	30.8%	296,466	29.9%	305,341	30.8%	3.0%	0.1%
	Mobile home	12,365	1.2%	14,186	1.4%	12,472	1.3%	-12.1%	0.1%
	Boat, RV, van, etc.	275	0.0%	553	0.1%	341	0.0%	-12.1%	24.0%
	Bout, IVV, Vari, Cto.	210	0.070	000	0.176	041	0.070	-30.376	24.076
EAR STRUCTURE	BUILT	222 422		222.572		004 400			
otal housing units:	D 11: 0040 L :	989,439	-	990,579	-	991,409	-	0.1%	0.2%
	Built 2010 or later	-	-	2,524	0.3%	5,131	0.5%	103.3%	_
	Built 2000 to 2009	136,360	13.8%	142,643	14.4%	142,724	14.4%	0.1%	4.7%
	Built 1990 to 1999	116,481	11.8%	116,077	11.7%	114,641	11.6%	-1.2%	-1.6%
	Built 1980 to 1989	149,684	15.1%	157,348	15.9%	156,292	15.8%	-0.7%	4.4%
	Built 1970 to 1979	195,867	19.8%	187,238	18.9%	191,213	19.3%	2.1%	-2.4%
	Built 1960 to 1969	139,192	14.1%	132,983	13.4%	133,010	13.4%	0.0%	-4.4%
	Built 1950 to 1959	149,655	15.1%	152,646	15.4%	150,502	15.2%	-1.4%	0.6%
	Built 1940 to 1949	67,285	6.8%	61,529	6.2%	59,077	6.0%	-4.0%	-12.2%
	Built 1939 or earlier	34,915	3.5%	37,591	3.8%	38,819	3.9%	3.3%	11.2%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
ROOMS								
Total housing units:	989,439	-	990,579	-	991,409	-	0.1%	0.2%
1 room	37,275	3.8%	35,822	3.6%	33,460	3.4%	-6.6%	-10.2%
2 rooms	25,060	2.5%	30,931	3.1%	33,547	3.4%	8.5%	33.9%
3 rooms	178,269	18.0%	181,187	18.3%	176,034	17.8%	-2.8%	-1.3%
4 rooms	227,917	23.0%	217,828	22.0%	233,806	23.6%	7.3%	2.6%
5 rooms	217,068	21.9%	216,367	21.8%	212,946	21.5%	-1.6%	-1.9%
6 rooms	146,466	14.8%	144,086	14.5%	141,725	14.3%	-1.6%	-3.2%
7 rooms	86,602	8.8%	91,314	9.2%	84,444	8.5%	-7.5%	-2.5%
8 rooms	40,102	4.1%	39,315	4.0%	40,611	4.1%	3.3%	1.3%
9 rooms or more	30,680	3.1%	33,729	3.4%	34,836	3.5%	3.3%	13.5%
Median rooms	4.6	-	4.6	-	4.6	-	0.0%	0.0%
BEDROOMS Total housing units:	989,439	-	990,579	-	991,409	-	0.1%	0.2%
•		4.0%	·		•	3.7%		
No bedroom 1 bedroom	39,325 189,020	19.1%	40,395 192,069	4.1% 19.4%	36,591 189,146	19.1%	-9.4%	-7.0%
2 bedrooms	315,633	31.9%	306,816	31.0%	320,963	32.4%	-1.5%	0.1%
3 bedrooms	303,726	30.7%	305,070	30.8%	302,434	30.5%	4.6%	1.7%
4 bedrooms							-0.9%	-0.4%
	117,713	11.9%	120,307	12.1%	115,021	11.6%	-4.4%	-2.3%
5 or more bedrooms	24,022	2.4%	25,922	2.6%	27,254	2.7%	5.1%	13.5%
HOUSING TENURE								
Occupied housing units:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
Owner-occupied	461,464	57.0%	459,282	56.1%	455,142	54.3%	-0.9%	-1.4%
Renter-occupied	348,225	43.0%	359,015	43.9%	383,630	45.7%	6.9%	10.2%
Average household size of owner-occupied unit	3.13	_	3.24	_	3.20	_	-1.2%	2.2%
Average household size of renter-occupied								

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
YEAR HOUSEHOLDER MOVED INTO UNIT								
Occupied housing units:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
Moved in 2010 or later	64,790	8.0%	164,534	20.1%	248,674	29.6%	51.1%	283.8%
Moved in 2000 to 2009	470,429	58.1%	393,601	48.1%	340,961	40.7%	-13.4%	-27.5%
Moved in 1990 to 1999	149,642	18.5%	140,254	17.1%	132,869	15.8%	-5.3%	-11.2%
Moved in 1980 to 1989	67,580	8.3%	63,873	7.8%	65,139	7.8%	2.0%	-3.6%
Moved in 1970 to 1979	39,436	4.9%	37,729	4.6%	33,360	4.0%	-11.6%	-15.4%
Moved in 1969 or earlier	17,812	2.2%	18,306	2.2%	17,769	2.1%	-2.9%	-0.2%
VEHICLES AVAILABLE								
Occupied housing units:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
No vehicles available	92,182	11.4%	94,761	11.6%	97,261	11.6%	2.6%	5.5%
1 vehicle available	324,840	40.1%	327,354	40.0%	331,715	39.5%	1.3%	2.1%
2 vehicles available	280,152	34.6%	285,083	34.8%	296,550	35.4%	4.0%	5.9%
3 or more vehicles available	112,515	13.9%	111,099	13.6%	113,246	13.5%	1.9%	0.6%
HOUSE HEATING FUEL								
Occupied housing units:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
Utility gas	17,056	2.1%	17,968	2.2%	15,002	1.8%	-16.5%	-12.0%
Bottled, tank, or LP gas	3,386	0.4%	4,547	0.6%	3,116	0.4%	-31.5%	-8.0%
Electricity	751,919	92.9%	761,881	93.1%	779,795	93.0%	2.4%	3.7%
Fuel oil, kerosene, etc.	444	0.1%	793	0.1%	591	0.1%	-25.5%	33.1%
Coal or coke	56	0.0%	0	0.0%	0	0.0%	-	-100.0%
Wood	537	0.1%	407	0.0%	286	0.0%	-29.7%	-46.7%
Solar energy	192	0.0%	165	0.0%	35	0.0%	-78.8%	-81.8%
Other fuel	125	0.0%	230	0.0%	118	0.0%	-48.7%	-5.6%
No fuel used	35,974	4.4%	32,306	3.9%	39,829	4.7%	23.3%	10.7%
SELECTED CHARACTERISTICS								
Occupied housing units:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
Lacking complete plumbing facilities	4,616	0.6%	3,808	0.5%	1,910	0.2%	-49.8%	-58.6%
Lacking complete kitchen facilities	7,787	1.0%	7,560	0.9%	5,967	0.7%	-21.1%	-23.4%
No telephone service available	35,385	4.4%	42,876	5.2%	44,823	5.3%	4.5%	26.7%

Indicator		2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
OCCUPANTS PER ROOM Occupied housing units:		809,689	-	818,297	-	838,772	-	2.5%	3.6%
3	1.00 or less	765,788	94.6%	775,843	94.8%	789,731	94.2%	1.8%	3.1%
	1.01 to 1.50	32,504	4.0%	28,565	3.5%	34,118	4.1%	19.4%	5.0%
	1.51 or more	11,397	1.4%	13,889	1.7%	14,923	1.8%	7.4%	30.9%

VALUE									
Owner-occupied units:		461,464	-	459,282	-	455,142	-	-0.9%	-1.4%
	Less than \$50,000	15,817	3.4%	19,654	4.3%	22,435	4.9%	14.1%	41.8%
	\$50,000 to \$99,999	52,459	11.4%	76,867	16.7%	72,084	15.8%	-6.2%	37.4%
	\$100,000 to \$149,999	69,548	15.1%	86,036	18.7%	73,678	16.2%	-14.4%	5.9%
	\$150,000 to \$199,999	84,157	18.2%	78,049	17.0%	82,859	18.2%	6.2%	-1.5%
	\$200,000 to \$299,999	113,624	24.6%	91,128	19.8%	94,480	20.8%	3.7%	-16.8%
	\$300,000 to \$499,999	78,650	17.0%	64,308	14.0%	64,307	14.1%	0.0%	-18.2%
	\$500,000 to \$999,999	32,075	7.0%	31,015	6.8%	30,955	6.8%	-0.2%	-3.5%
	\$1,000,000 or more	15,134	3.3%	12,225	2.7%	14,344	3.2%	17.3%	-5.2%
	Median (dollars)	207,100	-	174,700	-	181,500	-	3.9%	-12.4%

MORTGAGE STATUS								
Owner-occupied units:	461,464	-	459,282	-	455,142	-	-0.9%	-1.4%
Housing units with a mortgage	321,386	69.6%	315,496	68.7%	306,046	67.2%	-3.0%	-4.8%
Housing units without a mortgage	140,078	30.4%	143,786	31.3%	149,096	32.8%	3.7%	6.4%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
SELECTED MONTHLY OWNER COSTS (SMO	C)							
Housing units with a mortgage:	321,386	-	315,496	-	306,046	-	-3.0%	-4.8%
Less than \$300	61	0.0%	215	0.1%	31	0.0%	-85.6%	-49.2%
\$300 to \$499	2,719	0.8%	2,383	0.8%	2,398	0.8%	0.6%	-11.8%
\$500 to \$699	9,331	2.9%	6,317	2.0%	9,072	3.0%	43.6%	-2.8%
\$700 to \$999	28,792	9.0%	28,315	9.0%	30,665	10.0%	8.3%	6.5%
\$1,000 to \$1,499	76,232	23.7%	83,728	26.5%	78,435	25.6%	-6.3%	2.9%
\$1,500 to \$1,999	73,995	23.0%	78,381	24.8%	75,147	24.6%	-4.1%	1.6%
\$2,000 or more	130,256	40.5%	116,157	36.8%	110,298	36.0%	-5.0%	-15.3%
Median (dollars)	1,779	-	1,706	-	1,694	-	-0.7%	-4.8%
Housing units without a mortgage:	140,078	-	143,786	-	149,096	-	3.7%	6.4%
Less than \$100	641	0.5%	777	0.5%	1,556	1.0%	100.3%	142.7%
\$100 to \$199	5,359	3.8%	6,071	4.2%	6,484	4.3%	6.8%	21.0%
\$200 to \$299	14,960	10.7%	15,561	10.8%	16,357	11.0%	5.1%	9.3%
\$300 to \$399	20,722	14.8%	21,496	14.9%	20,392	13.7%	-5.1%	-1.6%
\$400 or more	98,396	70.2%	99,881	69.5%	104,307	70.0%	4.4%	6.0%
Median (dollars)	552	-	551	-	540	-	-2.0%	-2.2%
SELECTED MONTHLY OWNER COSTS AS A	PERCENTA	GE OF HOUSE	HOLD INCOM	IE (SMOCAPI)				
Housing units with a mortgage (excluding units								
where SMOCAPI cannot be computed):	317,943	-	311,328	-	302,572	-	-2.8%	-4.8%
Less than 20.0 percent	60,083	18.9%	59,748	19.2%	69,292	22.9%	16.0%	15.3%
20.0 to 24.9 percent	36,021	11.3%	41,023	13.2%	36,612	12.1%	-10.8%	1.6%
25.0 to 29.9 percent	33,124	10.4%	34,424	11.1%	34,067	11.3%	-1.0%	2.8%
30.0 to 34.9 percent	27,997	8.8%	28,837	9.3%	27,988	9.3%	-2.9%	0.0%
35.0 percent or more	160,718	50.5%	147,296	47.3%	134,613	44.5%	-8.6%	-16.2%
Not computed	3,443	-	4,168	-	3,474	-	-16.7%	0.9%
Housing units without a mortgage (excluding								
units where SMOCAPI cannot be computed):	137,813	-	140,678	_	145,028	-	3.1%	5.2%
Less than 10.0 percent	37,946	27.5%	41,036	29.2%	43,249	29.8%	5.4%	14.0%
10.0 to 14.9 percent	23,370	17.0%	23,737	16.9%	27,907	19.2%	17.6%	19.4%
15.0 to 19.9 percent	16,922	12.3%	17,776	12.6%	16,472	11.4%	-7.3%	-2.7%
20.0 to 24.9 percent	11,391	8.3%	12,860	9.1%	12,442	8.6%	-3.3%	9.2%
25.0 to 29.9 percent	10,304	7.5%	8,386	6.0%	9,425	6.5%	12.4%	-8.5%
30.0 to 34.9 percent	5,403	3.9%	6,188	4.4%	6,699	4.6%	8.3%	24.0%
35.0 percent or more	32,477	23.6%	30,695	21.8%	28,834	19.9%	-6.1%	-11.2%
Not computed	2,265	-	3,108	-	4,068	-	30.9%	79.6%

Indicator		2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
GROSS RENT									
Occupied units paying rent:		334,497	-	347,191	-	369,393	-	6.4%	10.4%
	Less than \$200	12,181	3.6%	13,061	3.8%	9,773	2.6%	-25.2%	-19.8%
	\$200 to \$299	12,181	3.6%	8,921	2.6%	10,893	2.9%	22.1%	-10.6%
	\$300 to \$499	13,616	4.1%	14,060	4.0%	10,527	2.8%	-25.1%	-22.7%
	\$500 to \$749	44,770	13.4%	45,001	13.0%	44,898	12.2%	-0.2%	0.3%
	\$750 to \$999	85,588	25.6%	81,426	23.5%	90,407	24.5%	11.0%	5.6%
	\$1,000 to \$1,499	115,032	34.4%	122,221	35.2%	131,411	35.6%	7.5%	14.2%
	\$1,500 or more	51,129	15.3%	62,501	18.0%	71,484	19.4%	14.4%	39.8%
	Median (dollars)	997	-	1,040	-	1,057	-	1.6%	6.0%
	No rent paid	13,728	-	11,824	-	14,237	-	20.4%	3.7%

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)											
324,868	-	337,811	-	355,712	-	5.3%	9.5%				
t 18,214	5.6%	20,677	6.1%	21,436	6.0%	3.7%	17.7%				
t 22,589	7.0%	24,688	7.3%	28,024	7.9%	13.5%	24.1%				
t 36,798	11.3%	30,657	9.1%	35,099	9.9%	14.5%	-4.6%				
t 35,075	10.8%	34,856	10.3%	39,450	11.1%	13.2%	12.5%				
t 27,592	8.5%	32,130	9.5%	31,356	8.8%	-2.4%	13.6%				
e 184,600	56.8%	194,803	57.7%	200,347	56.3%	2.8%	8.5%				
d 23,357	-	21,204	-	27,918	-	31.7%	19.5%				
	324,868 at 18,214 at 22,589 at 36,798 at 35,075 at 27,592 e 184,600	324,868 – at 18,214 5.6% at 22,589 7.0% at 36,798 11.3% at 35,075 10.8% at 27,592 8.5% at 184,600 56.8%	324,868 - 337,811 at 18,214 5.6% 20,677 at 22,589 7.0% 24,688 at 36,798 11.3% 30,657 at 35,075 10.8% 34,856 at 27,592 8.5% 32,130 at 184,600 56.8% 194,803	324,868 - 337,811 - 11 18,214 5.6% 20,677 6.1% 12 12,589 7.0% 24,688 7.3% 11 36,798 11.3% 30,657 9.1% 11 35,075 10.8% 34,856 10.3% 12 27,592 8.5% 32,130 9.5% 12 184,600 56.8% 194,803 57.7%	324,868 - 337,811 - 355,712 at 18,214 5.6% 20,677 6.1% 21,436 at 22,589 7.0% 24,688 7.3% 28,024 at 36,798 11.3% 30,657 9.1% 35,099 at 35,075 10.8% 34,856 10.3% 39,450 at 27,592 8.5% 32,130 9.5% 31,356 at 184,600 56.8% 194,803 57.7% 200,347	324,868 - 337,811 - 355,712 - at 18,214 5.6% 20,677 6.1% 21,436 6.0% at 22,589 7.0% 24,688 7.3% 28,024 7.9% at 36,798 11.3% 30,657 9.1% 35,099 9.9% at 35,075 10.8% 34,856 10.3% 39,450 11.1% at 27,592 8.5% 32,130 9.5% 31,356 8.8% at 184,600 56.8% 194,803 57.7% 200,347 56.3%	324,868 - 337,811 - 355,712 - 5.3% at 18,214 5.6% 20,677 6.1% 21,436 6.0% 3.7% at 22,589 7.0% 24,688 7.3% 28,024 7.9% 13.5% at 36,798 11.3% 30,657 9.1% 35,099 9.9% 14.5% at 35,075 10.8% 34,856 10.3% 39,450 11.1% 13.2% at 27,592 8.5% 32,130 9.5% 31,356 8.8% -2.4% at 27,592 8.5% 194,803 57.7% 200,347 56.3% 2.8%				

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
HOUSEHOLDS BY TYPE								
Total households:	809,689	-	818,297	-	838,772	-	2.5%	3.6%
Family households (families):	556,730	68.8%	556,127	68.0%	571,678	68.2%	2.8%	2.7%
With own children under 18 years	243,400	30.1%	233,731	28.6%	250,652	29.9%	7.2%	3.0%
Married-couple family	355,027	43.8%	358,383	43.8%	364,219	43.4%	1.6%	2.6%
With own children under 18 years	151,241	18.7%	144,969	17.7%	156,262	18.6%	7.8%	3.3%
Male householder, no wife present:	49,864	6.2%	52,165	6.4%	53,988	6.4%	3.5%	8.3%
With own children under 18 years	18,299	2.3%	17,651	2.2%	17,444	2.1%	-1.2%	-4.7%
Female householder, no husband present:	151,839	18.8%	145,579	17.8%	153,471	18.3%	5.4%	1.1%
With own children under 18 years	73,860	9.1%	71,111	8.7%	76,946	9.2%	8.2%	4.2%
Nonfamily households:	252,959	31.2%	262,170	32.0%	267,094	31.8%	1.9%	5.6%
Householder living alone	207,104	25.6%	216,127	26.4%	218,703	26.1%	1.2%	5.6%
65 years and over	76,718	9.5%	73,500	9.0%	77,906	9.3%	6.0%	1.5%
Households with one or more people under 18 years								
, ,	283,775	35.0%	271,477	33.2%	286,031	34.1%	5.4%	0.8%
Households with one or more people 65 years and	,		,		,			
over	237,997	29.4%	238,695	29.2%	250,675	29.9%	5.0%	5.3%
Average household size	3.01	-	3.07	-	3.03	-	-1.3%	0.7%
Average family size	3.66	-	3.77	-	3.73	-	-1.1%	1.9%

2,434,465	-	2,513,131	-	2,544,445	-	1.2%	4.5%
809,689	33.3%	818,297	32.6%	838,772	33.0%	2.5%	3.6%
354,720	14.6%	358,101	14.2%	363,565	14.3%	1.5%	2.5%
781,393	32.1%	820,375	32.6%	828,175	32.5%	1.0%	6.0%
343,184	14.1%	360,523	14.3%	366,742	14.4%	1.7%	6.9%
145,479	6.0%	155,835	6.2%	147,191	5.8%	-5.5%	1.2%
50,211	2.1%	49,850	2.0%	50,226	2.0%	0.8%	0.0%
	809,689 354,720 781,393 343,184 145,479	809,689 33.3% 354,720 14.6% 781,393 32.1% 343,184 14.1% 145,479 6.0%	809,689 33.3% 818,297 354,720 14.6% 358,101 781,393 32.1% 820,375 343,184 14.1% 360,523 145,479 6.0% 155,835	809,689 33.3% 818,297 32.6% 354,720 14.6% 358,101 14.2% 781,393 32.1% 820,375 32.6% 343,184 14.1% 360,523 14.3% 145,479 6.0% 155,835 6.2%	809,689 33.3% 818,297 32.6% 838,772 354,720 14.6% 358,101 14.2% 363,565 781,393 32.1% 820,375 32.6% 828,175 343,184 14.1% 360,523 14.3% 366,742 145,479 6.0% 155,835 6.2% 147,191	809,689 33.3% 818,297 32.6% 838,772 33.0% 354,720 14.6% 358,101 14.2% 363,565 14.3% 781,393 32.1% 820,375 32.6% 828,175 32.5% 343,184 14.1% 360,523 14.3% 366,742 14.4% 145,479 6.0% 155,835 6.2% 147,191 5.8%	809,689 33.3% 818,297 32.6% 838,772 33.0% 2.5% 354,720 14.6% 358,101 14.2% 363,565 14.3% 1.5% 781,393 32.1% 820,375 32.6% 828,175 32.5% 1.0% 343,184 14.1% 360,523 14.3% 366,742 14.4% 1.7% 145,479 6.0% 155,835 6.2% 147,191 5.8% -5.5%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
MARITAL STATUS								
Males 15 years and over:	984,004	-	1,011,825	-	1,027,609	-	1.6%	4.4%
Never married	390,439	39.7%	411,500	40.7%	415,470	40.4%	1.0%	6.4%
Now married, except separated	434,977	44.2%	443,047	43.8%	452,034	44.0%	2.0%	3.9%
Separated	29,678	3.0%	34,140	3.4%	29,436	2.9%	-13.8%	-0.8%
Widowed	24,355	2.5%	25,295	2.5%	24,708	2.4%	-2.3%	1.4%
Divorced	104,555	10.6%	97,843	9.7%	105,961	10.3%	8.3%	1.3%
Females 15 years and over:	1,072,961	-	1,094,053	-	1,112,430	-	1.7%	3.7%
Never married	346,044	32.3%	358,422	32.8%	374,755	33.7%	4.6%	8.3%
Now married, except separated	421,185	39.3%	427,732	39.1%	425,899	38.3%	-0.4%	1.1%
Separated	39,964	3.7%	46,721	4.3%	44,337	4.0%	-5.1%	10.9%
Widowed	103,454	9.6%	110,811	10.1%	111,267	10.0%	0.4%	7.6%
Divorced	162,314	15.1%	150,367	13.7%	156,172	14.0%	3.9%	-3.8%
FERTILITY								
Number of women 15 to 50 years old who had a								
birth in the past 12 months:	30,486	-	29,902	-	29,460	-	-1.5%	-3.4%
Unmarried women (widowed, divorced, and never								
married)	12,653	41.5%	10,796	36.1%	13,298	45.1%	23.2%	5.1%
Per 1,000 unmarried women	34	-	28	-	34	-	21.4%	0.0%
Per 1,000 women 15 to 50 years old	47	-	45	-	44	-	-2.2%	-6.4%
Per 1,000 women 15 to 19 years old	28	-	26	-	17	-	-34.6%	-39.3%
Per 1,000 women 20 to 34 years old	80	-	69	-	72	-	4.3%	-10.0%
Per 1,000 women 35 to 50 years old	24	-	30	-	27	-	-10.0%	12.5%
GRANDPARENTS								
Number of grandparents living with own								
grandchildren under 18 years:	91,427		86,083	<u>-</u>	90,420	<u>-</u>	5.0%	-1.1%
Responsible for grandchildren	22,279	24.4%	20,318	23.6%	16,303	18.0%	-19.8%	-26.8%
Years responsible for grandchildren:		,						
Less than 1 year	5,200	5.7%	3,804	4.4%	3,260	3.6%	-14.3%	-37.3%
1 or 2 years	5,920	6.5%	3,717	4.3%	2,836	3.1%	-23.7%	-52.1%
3 or 4 years	3,243	3.5%	4,450	5.2%	3,603	4.0%	-19.0%	11.1%
5 or more years	7,916	8.7%	8,347	9.7%	6,604	7.3%	-20.9%	-16.6%
Number of grandparents responsible for own grandchildren under 18 years:	22,279	_	20,318	_	16,303	_	-19.8%	-26.8%
Who are female	13,600	61.0%	12,914	63.6%	10,673	65.5%	-17.4%	-20.6%
Who are remaie Who are married	16,568	74.4%	13,005	64.0%	10,873	63.3%	-17.4%	-21.5% -37.8%
vvno are married	10,000	14.4%	13,005	04.0%	10,312	03.3%	-20.1%	-37.0%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
SCHOOL ENROLLMENT								
Population 3 years and over enrolled in school:	629,365	-	660,721	-	664,293	-	0.5%	5.5%
Nursery school, preschool	38,212	6.1%	42,759	6.5%	45,868	6.9%	7.3%	20.0%
Kindergarten	31,357	5.0%	30,495	4.6%	33,445	5.0%	9.7%	6.7%
Elementary school (grades 1-8)	233,998	37.2%	239,837	36.3%	235,001	35.4%	-2.0%	0.4%
High school (grades 9-12)	131,936	21.0%	129,043	19.5%	128,697	19.4%	-0.3%	-2.5%
College or graduate school	193,862	30.8%	218,587	33.1%	221,282	33.3%	1.2%	14.1%
EDUCATIONAL ATTAINMENT								
Population 25 years and over:	1,711,054	-	1,753,735	-	1,791,575	-	2.2%	4.7%
Less than 9th grade	206,338	12.1%	204,190	11.6%	189,851	10.6%	-7.0%	-8.0%
9th to 12th grade, no diploma	187,018	10.9%	182,796	10.4%	161,047	9.0%	-11.9%	-13.9%
High school graduate (includes equivalency)	479,750	28.0%	497,871	28.4%	518,924	29.0%	4.2%	8.2%
Some college, no degree	262,190	15.3%	274,820	15.7%	279,364	15.6%	1.7%	6.6%
Associate's degree	144,014	8.4%	144,900	8.3%	153,506	8.6%	5.9%	6.6%
Bachelor's degree	268,234	15.7%	283,879	16.2%	313,601	17.5%	10.5%	16.9%
Graduate or professional degree	163,510	9.6%	165,279	9.4%	175,282	9.8%	6.1%	7.2%
Percent high school graduate or higher	77.0%	-	77.9%	-	80.4%	-	3.2%	4.4%
Percent bachelor's degree or higher	25.2%	-	25.6%	-	27.3%	-	6.6%	8.3%
VETERAN STATUS								
Civilian population 18 years and over:	1,957,637	-	2,005,165	-	2,043,245	-	1.9%	4.4%
Civilian veterans	61,585	3.1%	61,420	3.1%	61,357	3.0%	-0.1%	-0.4%
DISABILITY STATUS OF THE CIVILIAN								
Total Civilian Noninstitutionalized Population:	2,461,836	-	2,529,470	-	2,564,021	-	1.4%	4.2%
With a disability	257,389	10.5%	265,971	10.5%	262,968	10.3%	-1.1%	2.2%
Under 18 years	545,847	_	546,657	-	544,959	-	-0.3%	-0.2%
With a disability	17,932	3.3%	13,367	2.4%	14,201	2.6%	6.2%	-20.8%
18 to 64 years	1,566,314	-	1,624,585	-	1,648,912	-	1.5%	5.3%
With a disability	113,103	7.2%	122,747	7.6%	115,655	7.0%	-5.8%	2.3%
65 years and over	349,675	-	358,228	-	370,150	-	3.3%	5.9%
With a disability	126,354	36.1%	129,857	36.2%	133,112	36.0%	2.5%	5.3%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
RESIDENCE 1 YEAR AGO	LStillate	1 or contage	Latimate	1 or oontage	Latimate	1 or oomage	Onango	Onlango
Population 1 year and over:	2,477,461	-	2,527,592	-	2,563,701	-	1.4%	3.5%
Same house		86.3%	2,198,953	87.0%	2,235,273	87.2%	1.7%	4.6%
Different house in the U.S.	302,846	12.2%	284,933	11.3%	289,773	11.3%	1.7%	-4.3%
Same county	243,559	9.8%	232,990	9.2%	233,640	9.1%	0.3%	-4.1%
Different county	59,287	2.4%	51,943	2.1%	56,133	2.2%	8.1%	-5.3%
Same state	33,722	1.4%	22,845	0.9%	24,217	0.9%	6.0%	-28.2%
Different state	25,565	1.0%	29,098	1.2%	31,916	1.2%	9.7%	24.8%
Abroad	37,783	1.5%	43,706	1.7%	38,655	1.5%	-11.6%	2.3%
PLACE OF BIRTH								
Total population:	2,505,379	-	2,554,766	-	2,591,035	-	1.4%	3.4%
Native	1,203,174	48.0%	1,236,237	48.4%	1,270,007	49.0%	2.7%	5.6%
Born in United States	1,124,019	44.9%	1,158,718	45.4%	1,203,764	46.5%	3.9%	7.1%
State of residence	812,645	32.4%	830,383	32.5%	854,363	33.0%	2.9%	5.1%
Different state	311,374	12.4%	328,335	12.9%	349,401	13.5%	6.4%	12.2%
Born in Puerto Rico, U.S. Island areas, or born								
abroad to American parent(s)	79,155	3.2%	77,519	3.0%	66,243	2.6%	-14.5%	-16.3%
Foreign born	1,302,205	52.0%	1,318,529	51.6%	1,321,028	51.0%	0.2%	1.4%
U.S. CITIZENSHIP STATUS								
Foreign-born population:	1,302,205	-	1,318,529	-	1,321,028	-	0.2%	1.4%
Naturalized U.S. citizen	642,568	49.3%	668,265	50.7%	700,491	53.0%	4.8%	9.0%
Not a U.S. citizen	659,637	50.7%	650,264	49.3%	620,537	47.0%	-4.6%	-5.9%
YEAR OF ENTRY								
Population born outside the United States:	1,381,360	-	1,396,048	-	1,387,271	-	-0.6%	0.4%
Native:	79,155	-	77,519	-	66,243	-	-14.5%	-16.3%
Entered 2010 or later	1,029	1.3%	2,558	3.3%	3,469	5.2%	35.6%	237.1%
Entered before 2010	78,126	98.7%	74,961	96.7%	62,774	94.8%	-16.3%	-19.7%
Foreign born:	1,302,205	-	1,318,529	-	1,321,028	-	0.2%	1.4%
Entered 2010 or later	19,533	1.5%	60,652	4.6%	98,228	7.4%	62.0%	402.9%
Entered before 2010	1,282,672	98.5%	1,257,877	95.4%	1,222,800	92.6%	-2.8%	-4.7%

	2010	2010	2011	2011	2012	2012	2011-2012 Percentage	2010-2012 Percentage
Indicator	Estimate	Percentage	Estimate	Percentage	Estimate	Percentage	Change	Change
WORLD REGION OF BIRTH OF FOREIGN BORN								
Foreign-born population, excluding population born								
at sea:	1,302,205	-	1,318,529	-	1,321,028	-	0.2%	1.4%
Europe	35,767	2.7%	43,176	3.3%	45,105	3.4%	4.5%	26.1%
Asia	36,164	2.8%	36,129	2.7%	36,142	2.7%	0.0%	-0.1%
Africa	6,273	0.5%	6,063	0.5%	9,754	0.7%	60.9%	55.5%
Oceania	524	0.0%	240	0.0%	625	0.0%	160.4%	19.3%
Latin America	1,219,057	93.6%	1,226,092	93.0%	1,224,262	92.7%	-0.1%	0.4%
Northern America	4,420	0.3%	6,829	0.5%	5,140	0.4%	-24.7%	16.3%

LANGUAGE SPOKEN AT HOME								
Population 5 years and over:	2,355,334	-	2,402,860	-	2,438,164	-	1.5%	3.5%
English only	656,726	27.9%	648,163	27.0%	690,100	28.3%	6.5%	5.1%
Language other than English	1,698,608	72.1%	1,754,697	73.0%	1,748,064	71.7%	-0.4%	2.9%
Speak English less than "very well"	837,416	35.6%	837,703	34.9%	822,829	33.7%	-1.8%	-1.7%
Spanish	1,507,658	64.0%	1,539,298	64.1%	1,531,387	62.8%	-0.5%	1.6%
Speak English less than "very well"	759,087	32.2%	751,160	31.3%	742,955	30.5%	-1.1%	-2.1%
Other Indo-European languages	153,428	6.5%	179,152	7.5%	177,409	7.3%	-1.0%	15.6%
Speak English less than "very well"	61,296	2.6%	73,434	3.1%	67,581	2.8%	-8.0%	10.3%
Asian and Pacific Islander languages	25,278	1.1%	23,525	1.0%	22,519	0.9%	-4.3%	-10.9%
Speak English less than "very well"	12,933	0.5%	9,516	0.4%	8,813	0.4%	-7.4%	-31.9%
Other languages	12,244	0.5%	12,722	0.5%	16,749	0.7%	31.7%	36.8%
Speak English less than "very well"	4,100	0.2%	3,593	0.1%	3,480	0.1%	-3.1%	-15.1%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
ANCESTRY								
Total population:	2,505,379	-	2,554,766	-	2,591,035	-	1.4%	3.4%
American	94,327	3.8%	135,195	5.3%	151,280	5.8%	11.9%	60.4%
Arab	13,188	0.5%	17,330	0.7%	13,575	0.5%	-21.7%	2.9%
Czech	1,341	0.1%	2,410	0.1%	2,860	0.1%	18.7%	113.3%
Danish	1,188	0.0%	1,294	0.1%	1,361	0.1%	5.2%	14.6%
Dutch	7,978	0.3%	6,318	0.2%	6,341	0.2%	0.4%	-20.5%
English	32,134	1.3%	35,375	1.4%	39,559	1.5%	11.8%	23.1%
French (except Basque)	21,515	0.9%	25,365	1.0%	21,575	0.8%	-14.9%	0.3%
French Canadian	2,508	0.1%	2,215	0.1%	2,271	0.1%	2.5%	-9.4%
German	54,583	2.2%	54,259	2.1%	59,747	2.3%	10.1%	9.5%
Greek	3,272	0.1%	5,718	0.2%	5,691	0.2%	-0.5%	73.9%
Hungarian	6,508	0.3%	5,166	0.2%	4,539	0.2%	-12.1%	-30.3%
Irish	41,413	1.7%	45,025	1.8%	47,723	1.8%	6.0%	15.2%
Italian	50,493	2.0%	57,558	2.3%	54,641	2.1%	-5.1%	8.2%
Lithuanian	2,114	0.1%	1,868	0.1%	2,422	0.1%	29.7%	14.6%
Norwegian	2,221	0.1%	1,872	0.1%	2,812	0.1%	50.2%	26.6%
Polish	21,849	0.9%	21,281	0.8%	26,159	1.0%	22.9%	19.7%
Portuguese	4,695	0.2%	4,393	0.2%	4,316	0.2%	-1.8%	-8.1%
Russian	22,119	0.9%	25,234	1.0%	23,886	0.9%	-5.3%	8.0%
Scotch-Irish	2,627	0.1%	4,631	0.2%	4,748	0.2%	2.5%	80.7%
Scottish	6,218	0.2%	6,320	0.2%	9,479	0.4%	50.0%	52.4%
Slovak	879	0.0%	1,089	0.0%	830	0.0%	-23.8%	-5.6%
Subsaharan African	12,217	0.5%	13,426	0.5%	14,147	0.5%	5.4%	15.8%
Swedish	4,443	0.2%	3,741	0.1%	3,745	0.1%	0.1%	-15.7%
Swiss	1,073	0.0%	617	0.0%	1,795	0.1%	190.9%	67.3%
Ukrainian	2,779	0.1%	3,581	0.1%	3,334	0.1%	-6.9%	20.0%
Welsh	1,911	0.1%	1,450	0.1%	2,393	0.1%	65.0%	25.2%
West Indian (excluding Hispanic origin groups)	171,451	6.8%	190,619	7.5%	181,201	7.0%	-4.9%	5.7%

								2011-2012	2010-2012
Indicator		2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	Percentage Change	Percentage Change
EX AND AGE									
otal population:		2,505,379	-	2,554,766	-	2,591,035	-	1.4%	3.4%
	Male	1,212,950	48.4%	1,241,806	48.6%	1,258,234	48.6%	1.3%	3.7%
	Female	1,292,429	51.6%	1,312,960	51.4%	1,332,801	51.4%	1.5%	3.1%
	Under 5 years	150,045	6.0%	151,906	5.9%	152,871	5.9%	0.6%	1.9%
	5 to 9 years	146,033	5.8%	148,329	5.8%	153,743	5.9%	3.6%	5.3%
	10 to 14 years	152,336	6.1%	148,653	5.8%	144,382	5.6%	-2.9%	-5.2%
	15 to 19 years	167,850	6.7%	167,042	6.5%	160,492	6.2%	-3.9%	-4.4%
	20 to 24 years	178,061	7.1%	185,101	7.2%	187,972	7.3%	1.6%	5.6%
	25 to 34 years	340,979	13.6%	350,767	13.7%	359,985	13.9%	2.6%	5.6%
	35 to 44 years	372,715	14.9%	374,357	14.7%	374,167	14.4%	-0.1%	0.4%
	45 to 54 years	368,196	14.7%	379,466	14.9%	386,626	14.9%	1.9%	5.0%
	55 to 59 years	147,057	5.9%	152,775	6.0%	154,287	6.0%	1.0%	4.9%
	60 to 64 years	127,309	5.1%	132,240	5.2%	139,860	5.4%	5.8%	9.9%
	65 to 74 years	189,326	7.6%	191,418	7.5%	199,552	7.7%	4.2%	5.4%
	75 to 84 years	121,656	4.9%	120,522	4.7%	123,555	4.8%	2.5%	1.6%
	85 years and over	43,816	1.7%	52,190	2.0%	53,543	2.1%	2.6%	22.2%
	Median age (years)	38.3	-	38.6	-	38.6	-	0.0%	0.8%
	18 years and over:	1 050 210	78.2%	2,007,749	78.6%	2,045,613	78.9%	1.9%	4.4%
	Male	933,723	47.7%	961,790	47.9%	979,712	47.9%	1.9%	4.9%
	Female	1,025,496	52.3%	1,045,959	52.1%	1,065,901	52.1%	1.9%	3.9%
	21 years and over		74.0%	1,895,048	74.2%	1,943,219	75.0%	2.5%	4.8%
	62 years and over	432,283	17.3%	440,694	17.2%	454,255	17.5%	3.1%	5.1%
	65 years and over:	354,798	14.2%	364,130	14.3%	376,650	14.5%	3.4%	6.2%
	Male	147,683	41.6%	151,776	41.7%	157,906	41.9%	4.0%	6.9%
	Female	207,115	58.4%	212,354	58.3%	218,744	58.1%	3.0%	5.6%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
RACE								
Total population:	2,505,379	-	2,554,766	-	2,591,035	-	1.4%	3.4%
One race	2,476,602	98.9%	2,520,499	98.7%	2,555,575	98.6%	1.4%	3.2%
Two or more races	28,777	1.1%	34,267	1.3%	35,460	1.4%	3.5%	23.2%
One race:	2,476,602	98.9%	2,520,499	98.7%	2,555,575	98.6%	1.4%	3.2%
White	1,868,386	74.6%	1,918,990	75.1%	1,967,074	75.9%	2.5%	5.3%
Black or African American	473,913	18.9%	485,585	19.0%	487,569	18.8%	0.4%	2.9%
American Indian and Alaska Native	4,418	0.2%	5,981	0.2%	3,196	0.1%	-46.6%	-27.7%
Cherokee tribal grouping	N	N	N	N	N	N	-	-
Chippewa tribal grouping	N	N	N	N	N	N	-	-
Navajo tribal grouping	N	N	N	N	N	N	-	-
Sioux tribal grouping	N	N	N	N	N	N	-	-
Asian	39,304	1.6%	39,427	1.5%	41,965	1.6%	6.4%	6.8%
Asian Indian	6,625	0.3%	8,167	0.3%	11,462	0.4%	40.3%	73.0%
Chinese	13,991	0.6%	11,695	0.5%	14,094	0.5%	20.5%	0.7%
Filipino	4,398	0.2%	6,473	0.3%	5,682	0.2%	-12.2%	29.2%
Japanese	2,204	0.1%	629	0.0%	2,166	0.1%	244.4%	-1.7%
Korean	867	0.0%	1,461	0.1%	2,543	0.1%	74.1%	193.3%
Vietnamese	5,590	0.2%	2,402	0.1%	2,655	0.1%	10.5%	-52.5%
Other Asian	5,629	0.2%	8,600	0.3%	3,363	0.1%	-60.9%	-40.3%
Native Hawaiian and Other Pacific Islander	110	0.0%	651	0.0%	700	0.0%	7.5%	536.4%
Native Hawaiian	N	N	N	N	N	N	-	-
Guamanian or Chamorro	N	N	N	N	N	N	_	_
Samoan	N	N	N	N	N	N	-	-
Other Pacific Islander	N	N	N	N	N	N	-	-
Some other race	90,471	3.6%	69,865	2.7%	55,071	2.1%	-21.2%	-39.1%
Two or more races:	28,777	1.1%	34,267	1.3%	35,460	1.4%	3.5%	23.2%
White and Black or African American	7,637	0.3%	9,927	0.4%	11,047	0.4%	11.3%	44.7%
White and American Indian and Alaska Native	2,061	0.1%	1,182	0.0%	2,269	0.1%	92.0%	10.1%
White and Asian	2,965	0.1%	4,764	0.2%	4,116	0.2%	-13.6%	38.8%
Black or African American and American Race alone or in combination with one or more other races:	537	0.0%	877	0.0%	570	0.0%	-35.0%	6.1%
Total population:	2,505,379	_	2,554,766	-	2,591,035	-	1.4%	3.4%
	1,891,076	75.5%	1,945,162	76.1%	1,995,585	77.0%	2.6%	5.5%
Black or African American	487,723	19.5%	502,502	19.7%	504,981	19.5%	0.5%	3.5%
American Indian and Alaska Native	7,672	0.3%	10,242	0.4%	7,295	0.3%	-28.8%	-4.9%
Asian	45,706	1.8%	48,759	1.9%	50,499	1.9%	3.6%	10.5%
Native Hawaiian and Other Pacific Islander	903	0.0%	1,844	0.1%	3,182	0.1%	72.6%	252.4%
Some other race	102,856	4.1%	83,197	3.3%	67,674	2.6%	-18.7%	-34.2%

Indicator	2010 Estimate	2010 Percentage	2011 Estimate	2011 Percentage	2012 Estimate	2012 Percentage	2011-2012 Percentage Change	2010-2012 Percentage Change
HISPANIC OR LATINO AND RACE								
Total population:	2,505,379	-	2,554,766	-	2,591,035	-	1.4%	3.4%
Hispanic or Latino (of any race):	1,633,415	65.2%	1,648,630	64.5%	1,666,528	64.3%	1.1%	2.0%
Mexican	50,459	2.0%	60,070	2.4%	58,291	2.2%	-3.0%	15.5%
Puerto Rican	99,931	4.0%	94,033	3.7%	90,646	3.5%	-3.6%	-9.3%
Cuban	876,249	35.0%	893,628	35.0%	894,168	34.5%	0.1%	2.0%
Other Hispanic or Latino	606,776	24.2%	600,899	23.5%	623,423	24.1%	3.7%	2.7%
Not Hispanic or Latino:	871,964	34.8%	906,136	35.5%	924,507	35.7%	2.0%	6.0%
White alone	381,573	15.2%	407,706	16.0%	416,607	16.1%	2.2%	9.2%
Black or African American alone	431,649	17.2%	437,737	17.1%	443,328	17.1%	1.3%	2.7%
American Indian and Alaska Native alone	1,758	0.1%	3,156	0.1%	2,615	0.1%	-17.1%	48.7%
Asian alone	38,100	1.5%	37,683	1.5%	39,775	1.5%	5.6%	4.4%
Native Hawaiian and Other Pacific Islander	110	0.0%	651	0.0%	562	0.0%	-13.7%	410.9%
Some other race alone	6,141	0.2%	4,058	0.2%	5,736	0.2%	41.4%	-6.6%
Two or more races	12,633	0.5%	15,145	0.6%	15,884	0.6%	4.9%	25.7%
Two races including Some other race	1,790	0.1%	2,775	0.1%	3,253	0.1%	17.2%	81.7%
Two races excluding Some other race and Three or more races	10,843	0.4%	12,370	0.5%	12,631	0.5%	2.1%	16.5%

^{*}An 'N' entry in the estimate indicates that data cannot be displayed because the number of sample cases is too small.



To: Mr. Glenn Kephart, P.E.

Public Works Director City of Coral Gables 2800 SW 72nd Avenue Miami, FL 33155

From: Mark N. Santos, P.E.

Cc: Ramon Trias, AIA, AICP, LEED AP

Eddie Avila

Mario Garcia-Serra, Esq.

Dan Freed, AIA

Date: January 27, 2015

Subject: Mediterranean Village Parking Operations Narrative

Introduction

In response to Shared Parking Comments by Charles Wu dated 1/20/15, this memorandum provides an update to the operations narrative to account for valet parked residential visitors on basement level 2.

The Mediterranean Village is a high design mixed use development project in the heart of the Coral Gables community. The major uses of this project are; retail, restaurant, cinema, gym, daycare, hotel, residential and office. The required amount of parking was determined through a shared parking analysis.

Parking Operations

The parking garage for the Mediterranean Village project has multiple points of vehicular entry and exit which are located on Sevilla Avenue, Palermo Avenue, Malaga Avenue, and Ponce De Leon Boulevard. Once inside the parking garage, drivers will have access to all parking levels throughout the site without having to exit onto the public streets.

The commercial uses (retail, restaurant, cinema, gym, daycare), hotel, and office uses, will park on portions of basement level 2, basement level 1, levels 3, 4, 5, and portions of level 6. Each level will have self-park areas and will allow the patrons of Mediterranean Village to easily access the parking for the project. Reserved residential parking will be located on level 7 and a portion of level 6.

For the patrons who prefer to valet park, multiple valet stations will be located around the site. The three valet stations (North along Sevilla Avenue, Central along Palermo Avenue, and Hotel along Ponce De Leon Boulevard) are identified within the Valet Operating Plan, provide under separate cover. Valet attendants will park vehicles in a dedicated area located on basement level 2. The valet from the hotel is seamlessly integrated into the fabric of the project with ramps directly accessing ingress and egress from the parking garage, without having to circulate onto Ponce De Leon Boulevard.



Table 1 below provides a summary of the parking operations for each level.

Table 1. Parking Operations Summary

Level	Use	Location	Self-Park / Valet	Reserved
B2	Commercial / Office / Hotel / Residential Visitors	Partial level	Self-Park and Valet	No
B1	Commercial / Office / Hotel	Entire level	Self-Park	No
1		N/A (Vehicular Circula	ation)	
2		N/A (Vehicular Circula	ation)	
3	Commercial / Office / Hotel	Entire level	Self-Park	No
4	Commercial / Office / Hotel	Entire level	Self-Park	No
5	Commercial / Office / Hotel	Entire level	Self-Park	No
6	Commercial / Office / Hotel	Partial level	Self-Park	No
	Residential	Partial level	Self-Park	Yes
7	Residential	Entire level	Self-Park	Yes

Table Notes:

- 1. Use column includes both employees/residents and visitors associated with each use, unless noted otherwise.
- 2. Commercial category includes retail, restaurant, cinema, gym, daycare uses.



Memorandum

To: Eddie Avila

Agave Ponce, LLC

From: John J. McWilliams, P.E.

Date: March 6, 2015

Subject: Mediterranean Village Valet Operations Analysis

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Mediterranean Village redevelopment. This analysis has been updated from the 1/27/2015 analysis incorporating the consolidation of the central residential and retail valet drop-off stands. The existing site contains vacant land and buildings that will be demolished. The proposed redevelopment will consist of a mixed use development with the following land uses:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 21,750 square feet of quality restaurant
- 7,250 square feet of high-turnover (sit-down) restaurant
- 9,500 square-foot gym/fitness club
- 12,000 square-foot day care center
- 8-screen movie theater

The site proposed for redevelopment is bounded by Sevilla Avenue to the north, Malaga Avenue to the south, Galiano Street to the east, and Ponce De Leon Boulevard to the west. A location map is provided as Figure 1 in Attachment A. The following sections summarize the analysis.

VALET SERVICE AND OPERATIONS

The Mediterranean Village redevelopment will be served by four (4) valet drop-off/pick-up areas that include:

- The North valet drop-off/pick-up is located within on-street parking (a vehicle queue capacity of seven [7] vehicles is required) on the south side of Sevilla Avenue adjacent to the north residential tower lobby and paseo. This valet will serve both residential guests of the north tower and a portion of the retail/restaurant/theater patrons.
- Central valet drop-off stands will be provided along the south side of the Palermo Avenue.
 The valet drop-off stand will serve general retail/restaurant/theater patrons, and residential guests of the adjcacent tower. A total of five (5) on-street parking spaces are required for the valet drop-off stand.



- A Central valet pick-up stand will be provided along the north side of Palermo Avenue serving both the residential guests of the adjacent tower and general retail/restaurant/theatre patrons. A total of five (5) on-street parking spaces are required for this valet pick-up stand.
- A hotel/south residential tower valet stand will be provided for hotel guests and guest of the south residential tower within the porte-cochere located directly off the northbound lanes of Ponce De Leon Boulevard north of Malaga Avenue. Note that all valet operations will occur within the porte-cochere area and will not require circulation on to Ponce De Leon Boulevard. The porte-cochere has a required vehicle queuing capacity of seven (7) spaces.

Self-parking will be provided at the site. Therefore, the following valet service assumptions were utilized to determine the required amount of vehicle queue storage and valet attendants:

- Twenty five percent (25%) of the retail traffic is expected to utilize the valet. Based on the trip
 distribution from the traffic study contained as Figure 2 in Attachment A, retail traffic is
 expected to utilize the north and central valet areas.
- Twenty five percent (25%) of the movie theater traffic is expected to utilize the valet. Based
 on the trip distribution from the traffic study contained as Figure 2 in Attachment A, movie
 theater traffic is expected to utilize the north and central valet areas.
- High-rise residential guests or eight decimal point four percent (8.4%) of the high-rise
 residential condominium traffic are expected to utilize the valet. As these units are contained
 on the north, central, and south parcels, traffic from this land use is expected to utilize the
 north, central, and hotel/south valet areas.
- One hundred percent (100%) of the hotel trips are expected to utilize the valet. As a
 dedicated hotel porte-cochere is provided, traffic from this land use is expected to utilize the
 hotel valet area.
- Seventy five percent (75%) of the quality restaurant trips are expected to utilize the valet.
 Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.
- Twenty five (25%) of the high-turnover (sit-down) restaurant trips are expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.

Figure 3 contained in Attachment A depicts the valet vehicle circulation routes.

TRIP GENERATION

Typical Demand Condition (Weekday P.M. Peak Hour)

Trip generation for the proposed redevelopment for the typical demand condition (weekday P.M. peak hour) was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Codes (LUC) 820 (Shopping Center), 710 (General Office Building), 230 (Residential Condominium/Townhouse), 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), 931 (Quality Restaurant), 932 (High-Turnover [Sit-Down] Restaurant), 492 (Health/Fitness Club), 565 (Day Care Center), and 445 (Multiplex Movie Theater). Consistent with the traffic study, an internal capture of 13.2 percent (13.2%), and a 6.0 percent (6.0%) multimodal reduction were applied. Table 1 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.



Table 1: Weeko Trip Gener	-													
Valet Location In Out Total														
North Valet	63	56	119											
Central Valet	141	118	259											
Hotel/South Valet	Hotel/South Valet 37 36 73													

Highest Demand Condition

Trip generation for the highest demand condition was calculated based on a comparison of the weekday P.M. peak hour and weekday P.M. peak hour of generator rates for the land uses expected to utilize the valet including the shopping center, movie theater, high-rise residential condominium, and hotel. The comparison yielded a 1.30 factor that was applied to develop the highest demand condition trip generation. Table 2 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.

Table 2: Highes Trip Gene	t Demand ration Sum		r												
Valet Location	Valet Location In Out Total														
North Valet	83	70	153												
Central Valet	182	157	339												
Hotel/South Valet	48	47	95												

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in the ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on public right-of-way. Two (2) analyses were developed, (1) for the highest demand condition and (2) for the typical demand condition.

North Valet Operations Analysis

Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

The average service rate corresponds to the time it would take a valet attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 8.9 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet attendant to walk to the parked vehicle, return with the vehicle to the valet area, and for the patron to exit the valet



area. The calculated average service time was 9.8 minutes. Detailed trip length calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 23 valet attendants are required under average demand conditions with 29 valet attendants being needed during the highest demand condition without blocking travel lanes on Sevilla Avenue.

Conclusion

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on Sevilla Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 23 and 29 valet attendants may be required during typical and high demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Central Valet Operations Analysis

Assumptions

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicles, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

As separate areas are provided for vehicle pick-up and drop-off, vehicle pick-up is metered by the number of valet attendants on duty and therefore is not expected to exceed the available storage. Therefore, this analysis only examines the drop-off area. The analysis determined the required queue



storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. A total of five (5) on-street parking spaces are required for the primary valet drop-off stand. A total of three (3) on-street parking spaces are required for the residential guest secondary valet drop-off stand. A total of five (5) on-street parking spaces are required for the valet pick-up stand.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 19 attendants are required under average demand conditions with 26 valet attendants being needed during the highest demand condition without blocking travel lanes on Palermo Avenue at the primary valet stand.

Conclusion

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on Palermo Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 19 and 26 valet attendants may be required during typical and high demand peak hours at the primary valet. The residential guest secondary valet will require one (1) valet attendant under both average and highest demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Hotel/South Valet Operations Analysis

Assumptions

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 2.6 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicle, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 2.7 minutes. Detailed trip length calculations are included in Attachment C.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.



Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of five (5) valet attendants are required under average demand conditions with six (6) valet attendants being needed during the highest demand condition without extending across the crosswalk or blocking Ponce De Leon Boulevard.

Conclusion

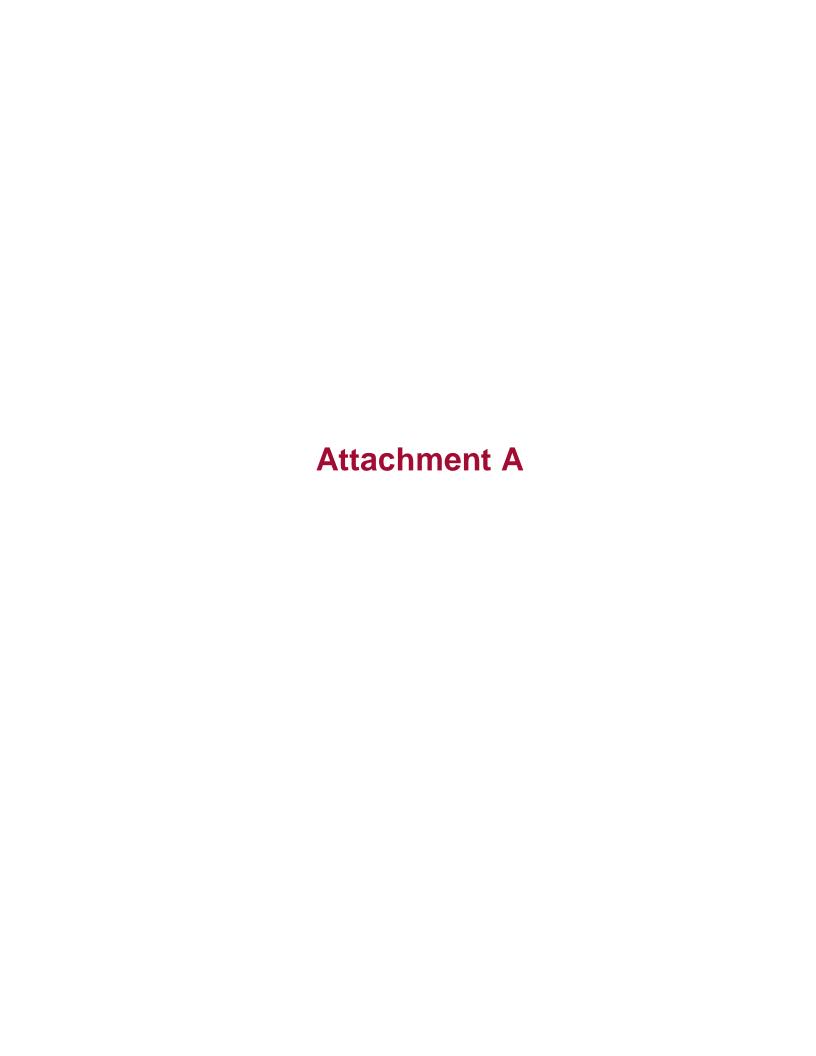
Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area across the crosswalk or blocking Ponce De Leon Boulevard. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between five (5) and six (6) valet attendants may be required during typical and high demand peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

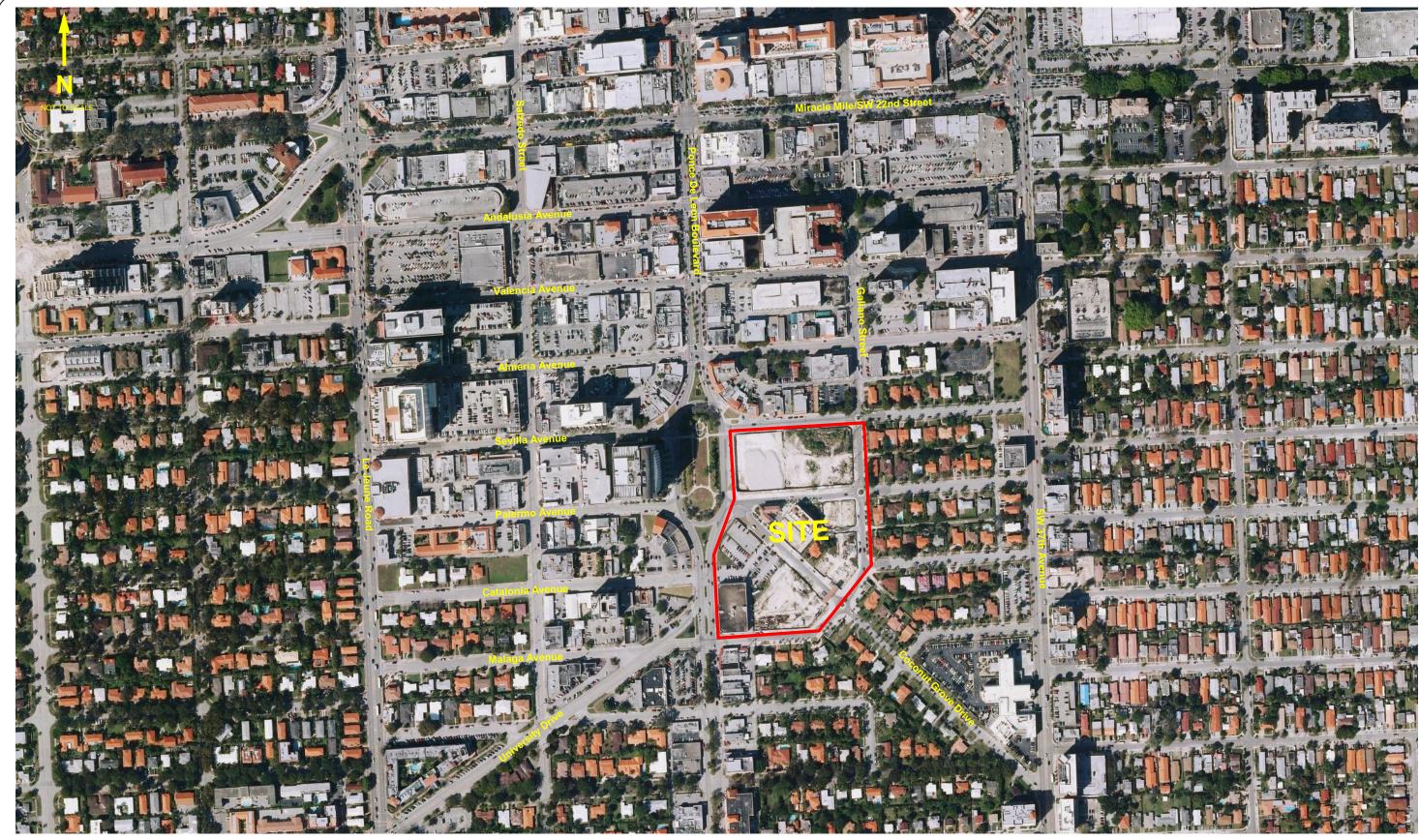
CONCLUSION

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on the adjacent roadways or crosswalks. Based upon the conservative assumptions regarding the traffic demand, it is estimated that under average demand conditions the north valet may require 23 attendants, the central valet dropoff may require 19 attendants, and the south valet may require 5 attendants. During the unlikely event that all uses on site experience peak traffic conditions simultaneously, it was estimated that the north valet may require 29 valet attendants, the central valet may require 26 valet attendants, and the hotel/south valet may require six (6) valet attendants. Please note that the number of required valet attendants is consistent with other large scale developments such as entertainment complexes, mixed-use developments, and major hotels in the Miami and Miami Beach areas.

It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

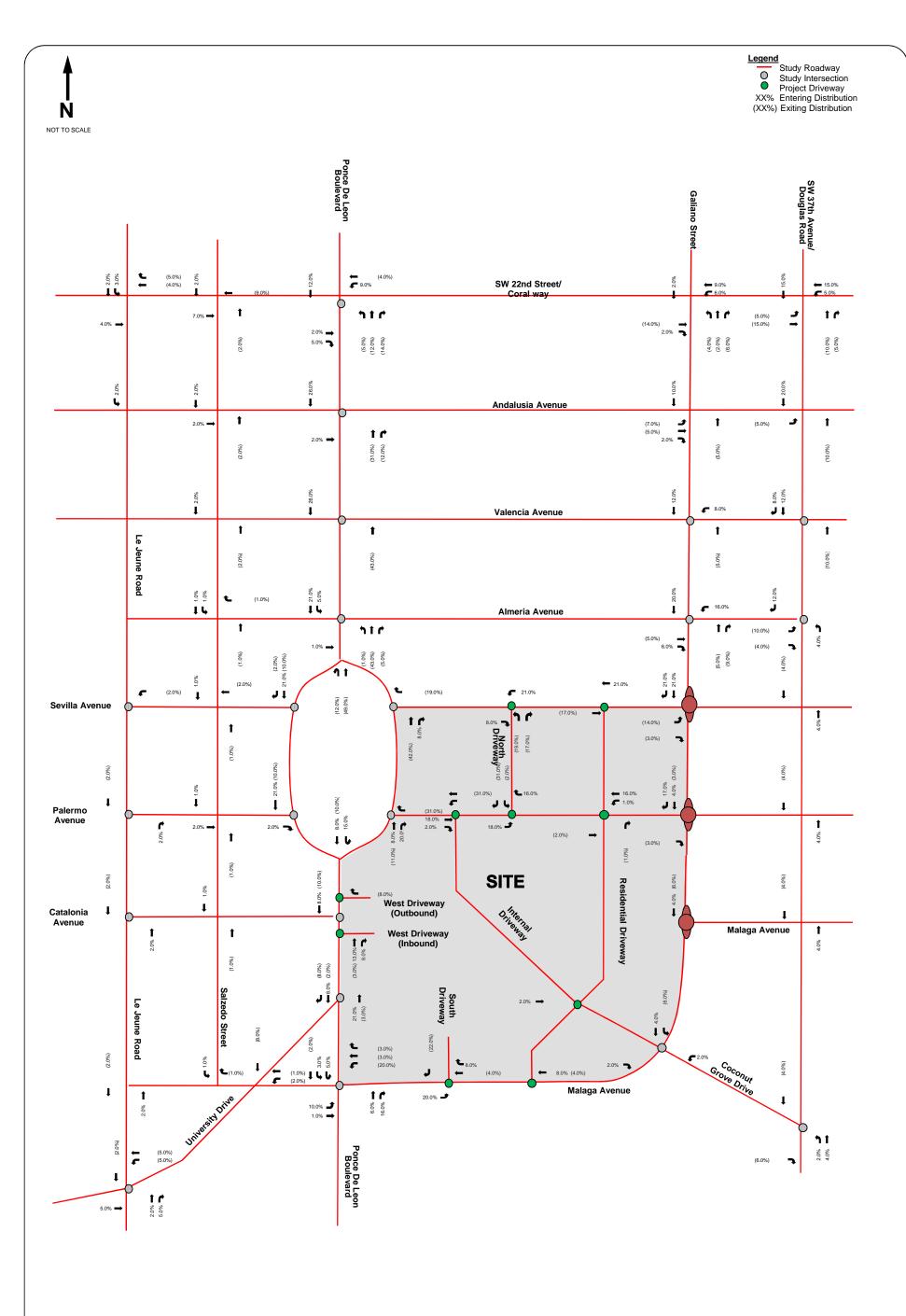
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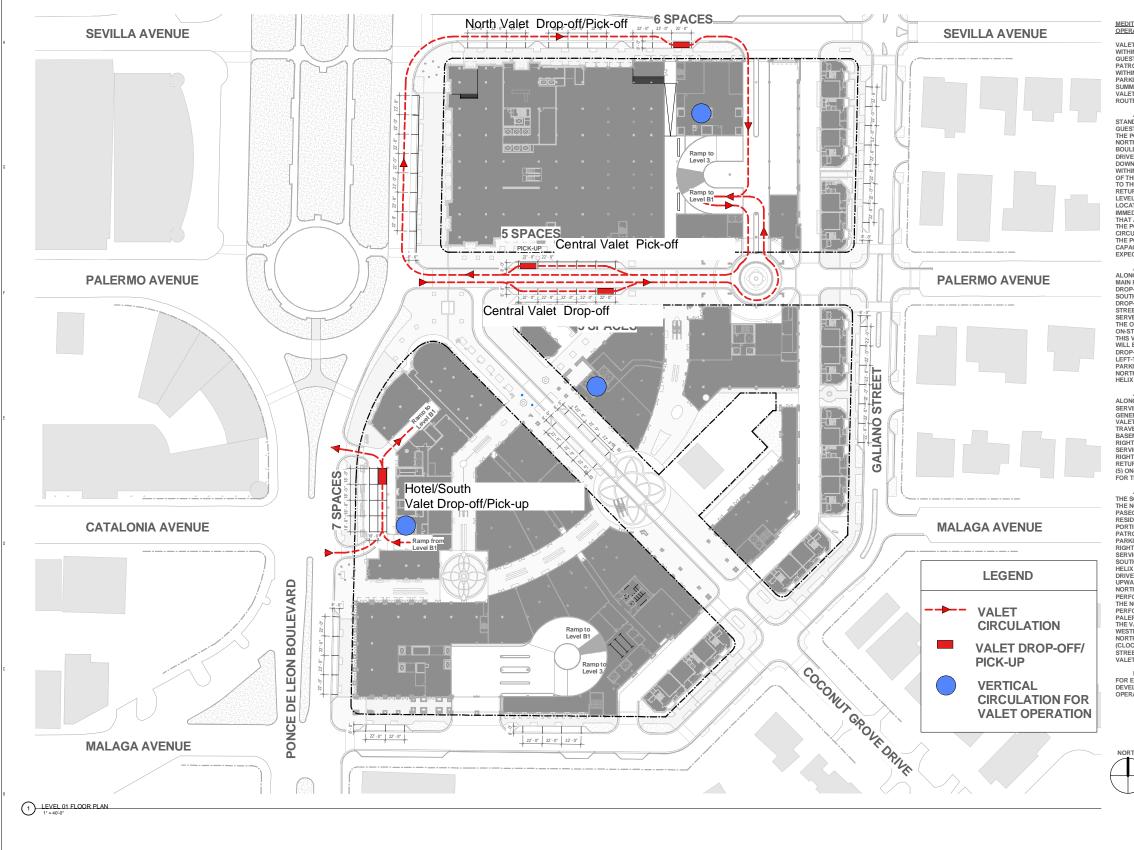


Kimley » Horn

Figure 1 Site Location Map Mediterranean Village Coral Gables, Florida







MEDITERRANEAN VILLAGE CONCEPTUAL VALET OPERATING PLAN

VALET SERVICE IS PLANNED FOR SEVERAL USES WITHIN THE OVERALL PROJECT FOR HOTEL GUESTS, RESIDENTIAL VISITORS, AND RETAIL PATRONS. ALL VALET PARKING WILL BE PROVIDED WITHIN THE LOWER/BASEMENT LEVEL OF THE PARKING AREA. THE FOLLOWING SECTIONS SUMMARIZE THE ANTICIPATED LOCATION OF THE VALET STAND FOR EACH USE AND THE VALET ROUTE FOR EACH VALET STAND.

ROUTE FOR EACH VALET STAND.

A HOTEL/SOUTH RESIDENTIAL TOWER VALET STAND WILL BE PROVIDED FOR HOTEL GUESTS AND GUEST OF THE SOUTH RESIDENTIAL TOWER WITHIN THE PORTE COCHERE LOCATED DIRECTLY OFF THE NORTHBOUND LANES OF PONCE DE LEON BOULEVARD NORTH OF MALAGA AVENUE. VALET DRIVERS WILL ENTER THE PARKING AREA VIA THE DOWNWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE IMMEDIATELY NORTH OF THE VALET STAND PROVIDING DIRECT ACCESS TO THE LOWER PARKING LEVEL VALETS WILL RETURN PARKED VEHICLES FROM THE LOWER LEVEL VIA THE UPWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE AREA IMMEDIATELY SOUTH OF THE VALET STAND. NOTE THAT ALL VALET OPERATIONS WILL OCCUR WITHIN THE PORTE COCHERE AREA AND WILL NOT REQUIRE CIRCULATION ON TO PONE DE LEON BOULEVARD. THE PORTE COCHERE AREA AND WILL NOT REQUIRE CIRCULATION ON TO PONE DE LEON BOULEVARD. CAPACITY OF APPROXIMATELY 7 SPACES WHICH IS EXPECTED TO BE ADEQUATE.

A VALET DROP-OFF STAND WILL BE PROVIDED A VALET DROFFOT STAND WILL BE PROVIDED ALONG PALERMO AVENUE WEST OF THE SITE'S MAIN PARKING GARAGE ACCESS POINT. THE VALET DROP-OFF STANDS WILL BE PROVIDED ALONG THE SOUTH SIDE OF THE ROADWAY WITH THE PRIMARY DROP-OFF STAND LOCATED CENTRAL TO THE STREET BLOCK. THE VALET DROP-OFF STAND WILL SERVE RETAIL/RESTAURANT/THEATRE PATRONS OF THE OVERALL DEVELOPMENT. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET DROP-OFF STAND. VALET OPERATORS WILL ENTER THE PARKING AREA FROM THE VALET WILL ENTER THE PARKING AREA FROM THE VALET DROP-OFF STANDS BY PERFORMING AN EASTBOUND LEFT-TURN ONTO THE INTERNAL NORTH-SOUTH PARKING SERVICE DRIVE AND PERFORMING A NORTHBOUND LEFT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA.

A VALET PICK-UP STAND WILL BE PROVIDED ALONG THE NORTH SIDE OF PALERMO AVENUE SERVING BOTH THE RESIDENTIAL GUESTS AND GENERAL RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL RETRIEVE VEHICLES BY TRAVELING ON THE UPWARD HELLY FROM THE BASEMENT LEVEL, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE VALET STAND. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET PICK-UP STAND.

A VALET STAND WILL BE PROVIDED ALONG A VALET STAND WILL BE PROVIDED ALONG THE SOUTH SIDE OF SEVILLA AVENUE ADJACENT TO THE NORTH RESIDENTIAL TOWER LOBBY AND PASEO. THIS VALET STAND WILL SERVE BOTH RESIDENTIAL GUESTS OF THE NORTH TOWER AND A PORTION OF THE RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL ACCESS THE PARKING AREA BY PERFORMING AN EASTBOUND RIGHT-TUNN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE SOUTHBOUND, PERFORMING A SOUTHBOUND RIGHT-TUNN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA. VALET DRIVERS WILL RETRIEVE BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL TO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE VALET STAND VIA PALLERMO AVENUE WESTBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, AND SEVILLA AVENUE EASTBOUND (CLOCKWISE ROUTE). A TOTAL OF SEVEN (7) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET STAND.

DETAILED VALET OPERATIONS/STAFF PLANS FOR EACH LOCATION WILL BE FURTHER
DEVELOPED AS THE PROJECT IS REFINED AND
OPERATING COMPANIES ARE RETAINED.



AN ARCADIS COMPANY

PROJECT

CONSULTANT

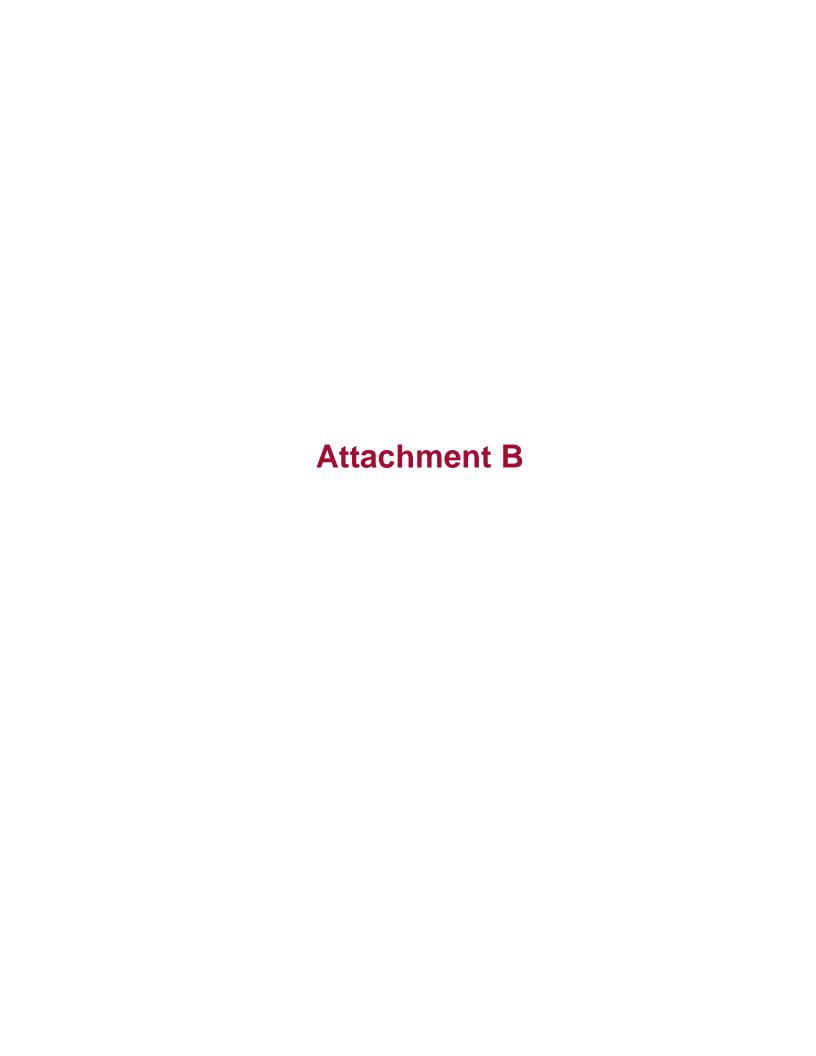
MEDITERRANEAN Circle at VILLAGE Ponce

VALET OPERATING PLAN - LEVEL 01

A-0.11.6

2014 RTKL ASSOCIATES INC

NOT FOR CONSTRUCTION



WEEKDAY PM PEAK HOUR TRIP GENERATION

						DIREC	TIONAL		GROSS		INTE	RNAL				PAS	SS-BY		NET NEW		Applied		Uses that	Peak H	Valet Trip	enerator		Net New	v Valet Tr	ips		Land Use	and Valet S	tation Trips	
	ITE TRIP GENERATIO	N CHAR	ACTERIS	STICS		DISTRI	BUTION	\	/OLUME	3	CAP	TURE	EXT	ERNAL	TRIPS	CAP	TURE	EX	TERNAL TE	RIPS	1	Utilize Va	llet	Fa	ctor Appl	ied)									
		ITE	ITE		ITE		cent					IC					PB					6%			1.00					•					
	Land Use	Edition		Scale	Units	In	Out	In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total	In	Out	Total	ln	Out		% Valet	ln	Out	Total	Land Use	Station	ln	Out	Total
_ 1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689	444	484	928	444	484	928	25%	111	121	232	820	North ⁽¹⁾	34	38	72
2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central ⁽²⁾	77	83	160
3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	41	52	93	25%	10	13	23	445	North ⁽¹⁾	3	4	7
4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central ⁽²⁾	7	9	16
G 5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	39	17	56	8%	3	2	5	232	North ⁽³⁾	1	1	2
R 6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	36	35	71	100%	36	35	71	232	Central ⁽⁴⁾	1	0	1
0 7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South ⁽⁵⁾	1	1	2
U 8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	36	35	71
P 9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	96	44	140	75%	72	33	105	931	North ⁽¹⁾	22	11	33
10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	24	61	38	24	61	25%	9	6	15	931	Central ⁽²⁾	50	22	72
2 11																							•					•			932	North ⁽¹⁾	3	2	5
12																															932	Central ⁽²⁾	6	4	10
13																					1												V-1-4-04-	era Tata a	
14																																	valet Sta	tion Trips	
15																					1												ln	Out	Total
							Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562												North	63	56	119
															69	% Multimoda	al Reduction	40	54	94												Central	140	118	258
								Ratio																								Residentia			
	ITE Land Use Code	_		ite or Equa		Equation	PMG	Increase								Net New E	xternal Trips	620	848	1,468	J												1	0	1
	820	LI	$\sqrt{(Y)} = 0.6$	57*LN(X)+	3.31	3.71	N/A	N/A	•																							Hotel/South	37	36	73
	492	LI	V(Y) = 0.9	95*LN(X)+	1.43																														
	445		Y=1	3.64(X)		13.64	25.84	1.89				Notes:																							

LN(Y) = 0.82*LN(X)+0.32

Y=0.34*(X)+15.47

Y=0.6(X)

Y=12.34(X)

Y=1.12*(X)+78.45 Y=7.49(X) Y=9.85(X)

230

232

310

565 710

931 932

0.38

0.6

0.38

0.61

Average 1.30

1.02

⁽¹⁾ Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station

⁽²⁾ Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station

⁽³⁾ Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station

⁽⁴⁾ Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station

⁽⁵⁾ Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station

WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

						DIREC	TIONAL		GROSS		INTE	RNAL				PAS	S-BY		NET NEW	1	Applied		Uses that	Peak F	Valet Trip	nerator		Net New	Valet Tri	ps		Land Use	and Valet St	ation Trips	
	ITE TRIP GENERATION	CHAR.	ACTERIS	STICS		DISTR	BUTION		VOLUME	S	CAPT	TURE	EXT	ERNAL	TRIPS	CAP	TURE	EX	TERNAL TI	RIPS		Utilize Va	let	Fa	ctor Appli	ed)									
	1 411	ITE Edition	ITE	0	ITE	Pe	rcent			T-1-1	B	IC		0	T-1-1	B	PB		01	T 1		6%	T-1-1		1.30	T-1-1			0	Total	1 111	01-11-11			Total
	Land Use	Edition		Scale	Units	In 400/	Out	In COO	Out	Total 1.083	Percent 0.00/	Trips	472	Out	Total 987	Percent 30.2%	Trips 298	ın	Out	Total	IN 444	Out	Total 928	IN	Out 629	Total	% Valet 25%	In 4.4.4	Out		Land Use		In 45	Out	Total
	Shopping Center	9	820	242	ksf	48%	52%	520	563	,	8.9%	96		515			298	323	366	689	444	484	928	577	629	1206	25%	144	158	302	820	North ⁽¹⁾	45	49	94
	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central ⁽²⁾	99	109	208
3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	53	68	121	25%	13	17	30	445	North ⁽¹⁾	4	5	9
4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central ⁽²⁾	9	12	21
G 5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	51	22	73	8%	4	2	6	232	North ⁽³⁾	1	1	2
R 6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	46	46	92	100%	46	46	92	232	Central ⁽⁴⁾	1	0	1
O 7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South ⁽⁵⁾	2	1	3
U 8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	46	46	92
P 9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	125	57	182	75%	94	43	137	931	North ⁽¹⁾	29	13	42
10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	23	61	49	30	79	25%	12	8	20	931	Central ⁽²⁾	65	30	95
2 11																										•					932	North ⁽¹⁾	4	2	6
12																															932	Central ⁽²⁾	8	6	14
13																																			
14																																	Valet Sta	tion Trips	
15																																	In	Out	Total
			1				Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562												North	83	70	153
															69	% Multimod	al Reduction	40	54	94												Central	181	157	338
								Ratio																								Residentia	ı		
	ITE Land Use Code		Ra	ite or Equ	ation	Equation	PMG	Increase)							Net New E	cternal Trips	620	848	1,468												1	1	0	1
	820	LN	I(Y) = 0.6	57*LN(X)-	+3.31	3.71	N/A	N/A			-									•	_											Hotel/Sout	h 48	47	95
	492			95*LN(X)-																												-			<u> </u>
	445		Y=1	3.64(X)		13.64	25.84	1.89				Notes:																							

⁽¹⁾ Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station

LN(Y) = 0.82*LN(X)+0.32

Y=0.34*(X)+15.47

Y=0.6(X)

Y=12.34(X)

Y=1.12*(X)+78.45 Y=7.49(X) Y=9.85(X)

0.38

0.6

0.38

0.61

Average 1.30

1.02

230

232

310

565

710

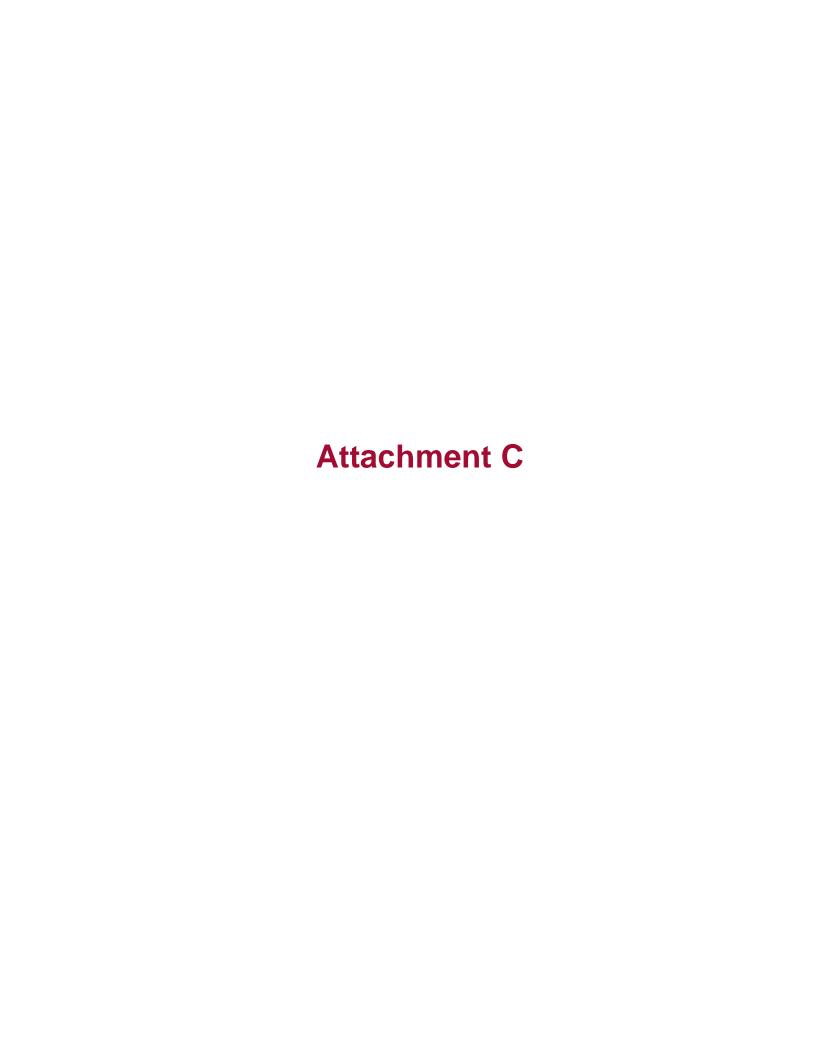
931 932

⁽²⁾ Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station

⁽³⁾ Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station

⁽⁴⁾ Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station

⁽⁵⁾ Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station



North Valet Calculated Travel Time

VALET DROP-OFF

Travel Times (Assume 10 mph speed)

To Valet Lot (In vehicle)

VEHICLE TRAVEL TIME

Travel Time Distance

> 0.28 miles 1.7 minutes

Controlled Delay 1.0 Minutes **Total Time** 8.9 Minutes From Valet Lot (Walk/Run)

Travel Times (Assume

Travel Time Distance

VALET ATTENDANT TRAVEL TIME

0.28 miles 6.2 minutes

VALET PICK-UP

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

From Valet Lot (In vehicle)

Distance Travel Time

> 0.43 miles 2.6 minutes

Controlled Delay 1.0 Minutes **Total Time** 9.8 Minutes VALET ATTENDANT TRAVEL TIME

Travel Times (Assume

4 ft/s speed)

4 ft/s speed)

To Valet Lot (Walk/Run)

Distance Travel Time

> 0.28 miles 6.2 minutes

Central Valet Calculated Travel Time

VALET DROP-OFF

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

To Valet Lot (In vehicle)

Distance Travel Time

0.26 miles

1.6 minutes

Controlled Delay 1.0 Minutes
Total Time 6.6 Minutes

From Valet Lot (Walk/Run)

VALET ATTENDANT TRAVEL TIME

Distance Travel Time

Travel Times (Assume

0.18 miles 4 minutes

4 ft/s speed)

VALET PICK-UP

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

From Valet Lot (In vehicle)

Distance Travel Time

0.24 miles 1.4 minutes

Controlled Delay 1.0 Minutes Total Time 6.6 Minutes VALET ATTENDANT TRAVEL TIME

Travel Times (Assume 4 ft/s speed)

To Valet Lot (Walk/Run)

Distance Travel Time

0.19 miles 4.2 minutes

South Valet Calculated Travel Time

VALET DROP-OFF

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

To Valet Lot (In vehicle)

Distance Travel Time

0.45 miles

2.7 minutes

Controlled Delay 1.0 Minutes
Total Time 5.2 Minutes

Travel Times (Assume

From Valet Lot (Walk/Run)

VALET ATTENDANT TRAVEL TIME

Distance Travel Time

0.07 miles 1.5 minutes

4 ft/s speed)

VALET PICK-UP

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

From Valet Lot (In vehicle)

Distance Travel Time

0.17 miles 1 minutes

Controlled Delay 1.0 Minutes Total Time 3.5 Minutes VALET ATTENDANT TRAVEL TIME

Travel Times (Assume 4 ft/s speed)

To Valet Lot (Walk/Run)

Distance Travel Time

0.07 miles 1.5 minutes

Hotel Valet Calculated Travel Time

VALET DROP-OFF

Travel Times (Assume 10 mph speed)

To Valet Lot (In vehicle)

VEHICLE TRAVEL TIME

Travel Time Distance

> 0.11 miles 0.7 minutes

Controlled Delay 1.0 Minutes **Total Time** 2.6 Minutes From Valet Lot (Walk/Run)

Travel Times (Assume

VALET ATTENDANT TRAVEL TIME

Travel Time Distance

> 0.04 miles 0.9 minutes

4 ft/s speed)

VALET PICK-UP

VEHICLE TRAVEL TIME

Travel Times (Assume 10 mph speed)

From Valet Lot (In vehicle)

Distance Travel Time

> 0.14 miles 0.8 minutes

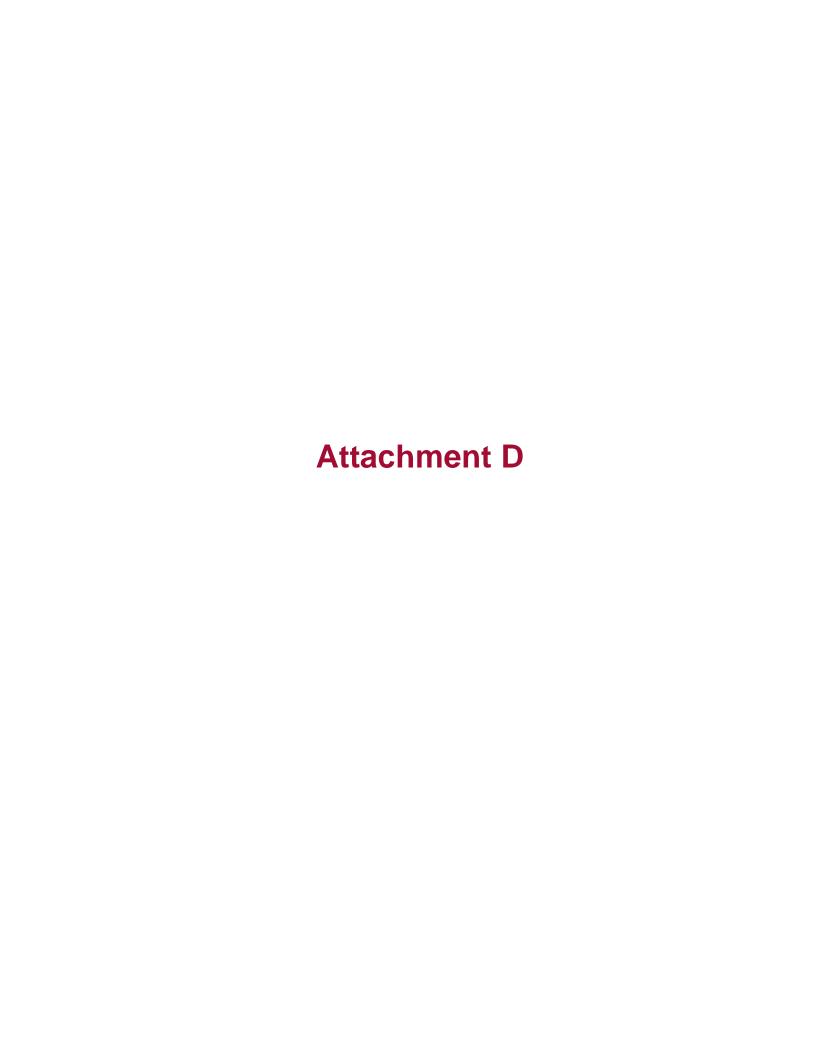
Controlled Delay 1.0 Minutes **Total Time** 2.7 Minutes VALET ATTENDANT TRAVEL TIME

Travel Times (Assume 4 ft/s speed)

To Valet Lot (Walk/Run)

Distance Travel Time

> 0.9 minutes 0.04 miles



North Valet Analysis P.M. Peak Hour of Generator

Arrival Rate	IN 83	OUT 70	veh/hr		Level of	endants (N) Confidence	=	29 0.95	vakielee
Service Rate	IN 8.90	OUT 9.80	mins/veh	Total Entering Service Capacity per N (60	and Exiting mins/Service	\ 1 /	= =	7 153 6.44 9.31	vehicles veh/hr veh/hr/pos mins/veh
	l Delay = e Time =		min 1 mins/veh		rerage co.	rho (t/Q)		0.819	
Expected (avg.) number of vehicles in the system Expected (avg.) number of vehicles waiting in queue Mean time in the queue Mean time in system						1.00 24.74 0.39 9.70	mins mins		

Proportion of customers who wait (P) (E(w) > 0)=

5.00% of the times is equal to

Probability of a queue exceeding a length (M) P(x > M)=

22.08%

5.00%

6.4

vehicles

Queue length which is exceeded

North Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate	IN 63	OUT 56	veh/hr		Level of	tendants (N) Confidence ded On-Site	=	23 0.95 7	vehicles
Service Rate	IN	OUT		Total Entering	and Exiting	Vehicles(q)	=	119	veh/hr
	8.90	9.80	mins/veh	Service Capacity per N (60	mins/Servi	ce Rate) (Q)	=	6.44	veh/hr/pos
				A	Average Ser	vice Rate (t)	=	9.32	mins/veh
Control Delay =		min			rho (t/Q)	=	0.804		
Service Time = 9.32		! mins/veh							
			O ,	r of vehicles in the system f vehicles waiting in queue Mean time in the queue Mean time in system	E(m)= E(n)= E(w)= E(t)=	0.96 19.46 0.49 9.81	mins mins		
		F	Proportion o	f customers who wait (P) (E	(w) > 0) =	23.52%			

Probability of a queue exceeding a length (M) P(x > M)=

5.00% of the times is equal to

5.00%

6.1

vehicles

Queue length which is exceeded

Central Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
182		veh/hr

Number of Valet Attendants (N) = 2

Level of Confidence = 0.95

Storage Provided On-Site = 5 vehicles

Service Rate

IN	OUT
6.60	

Total Entering and Exiting Vehicles(q) = 182 veh/hr

mins/veh Service Capacity per N (60 mins/Service Rate) (Q) = 9.09 veh/hr/pos

Average Service Rate (t) = 6.60 mins/veh

Control Delay =

min

rho(t/Q) = 0.770

Service Time =

6.60 mins/veh

Expected (avg.) number of vehicles in the system E(m)=0.48Expected (avg.) number of vehicles waiting in queue E(n)=20.50

Mean time in the queue E(w)= 0.16 mins

Mean time in system E(t)= 6.76 mins

Proportion of customers who wait (P) (E(w) > 0)= 14.47%

Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the times is equal to 3.1 vehicles

Central Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
141		veh/hr

Number of Valet Attendants (N) = 1

Level of Confidence = 0.90

Storage Provided On-Site = 5 vehicles

Service Rate

IN	OUT
6.60	

Total Entering and Exiting Vehicles(q) = 141 veh/hr

mins/veh Service Capacity per N (60 mins/Service Rate) (Q) = 9.09 veh/hr/pos

Average Service Rate (t) = 6.60 mins/veh

1.36

16.87

Control Delay =

min

rho(t/Q) = 0.816

Service Time = 6.60 mins/veh

Expected (avg.) number of vehicles in the system E(m)= Expected (avg.) number of vehicles waiting in queue E(n)=

Mean time in the queue E(w)=0.58 mins

Mean time in system E(t)= 7.18 mins

Proportion of customers who wait (P) (E(w) > 0)= 30.56%

Probability of a queue exceeding a length (M) P(x > M) = 10.00%

Queue length which is exceeded 10.00% of the times is equal to 4.5 vehicles

Hotel/South Valet Analysis P.M. Peak Hour of Generator

Arrival Rate	IN 48	OUT 47	veh/hr		er of Valet Att Level of Storage Provi	Confidence	=	6 0.95 7	vehicles
Service Rate	IN	OUT		Total Entering	g and Exiting	Vehicles(q)	=	95	veh/hr
	2.60	2.70	mins/veh	Service Capacity per N (60		, , ,		22.65	veh/hr/pos
Contro	ol Delay =		min		Average Ser	rho (t/Q)		2.65 0.699	mins/veh
	e Time =		mins/veh			(4 4)		0.000	
		Expected (a	vg.) numbe	r of vehicles in the system	E(m)=	0.78			
	Ex	pected (avg.) number of	vehicles waiting in queue	E(n)=	4.97			
				Mean time in the queue	E(w)=	0.49	mins		
				Mean time in system	E(t)=	3.14	mins		
		F	Proportion o	f customers who wait (P) (E	$\Xi(w) > 0) =$	33.46%			
		Probabi	lity of a que	ue exceeding a length (M)	P(x > M) =	5.00%			

5.00% of the times is equal to

4.3

vehicles

Queue length which is exceeded

Hotel Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate	IN 37	OUT 36	veh/hr		Level of	tendants (N) : Confidence : ded On-Site :	=	5 0.95 7	vehicles
Service Rate	IN	OUT		Total Enterin	g and Exiting	Vehicles(q) :	=	73	veh/hr
	2.60	2.70	mins/veh	Service Capacity per N (6	0 mins/Servi	ce Rate) (Q) :	=	22.65	veh/hr/pos
			-		Average Ser	vice Rate (t)	=	2.65	mins/veh
Contro	l Delay =		min			rho (t/Q) :	=	0.645	
Servic	e Time =	2.65	mins/veh						
		. ,	• /	of vehicles in the system vehicles waiting in queue Mean time in the queue	E(m)= E(n)= E(w)=	0.54 3.76 0.44	mins		
				Mean time in system	E(t)=	3.09	mins		
			•	customers who wait (P) (lee exceeding a length (M)	. , ,	29.50% 5.00%			
	Queue	length which	is exceeded	5.00% of the times is	s equal to	3.0	vehicle	es	