Traffic Impact Study

4535 Gables Ponce II

4535 Ponce de Leon Boulevard

Coral Gables, Florida

Richard Garcia & Associates, Inc.

March 20th, 2012

Engineer's Certification

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: 4535 Gables Ponce II -
Traffic Impact Study

PROJECT LOCATION: 4535 Ponce de Leon Boulevard
Coral Gables, Florida

RICHARD GARCIA
LICENSE
No. 54886
STATE OF FLORIDA
PROFESSIONAL ENGINEER

3/20/2012

Florida Registration No. 54886 Date

Table of Contents

Executive Summary ..... **iv**

1 Introduction **1**

1.1 Study Objective 1

1.2 Study Approach 1

2 Existing Condition **2**

2.1 Intersection Data Collection 2

2.2 Existing Intersection LOS 5

3 Project Traffic **6**

3.1 Location 6

3.2 Trip Generation 8

3.3 Trip Distribution 9

3.4 Trip Assignment 9

3.5 Site Traffic 10

4 Proposed Conditions **12**

4.1 Background Growth 12

4.2 Committed Developments 13

4.3 Proposed Intersection LOS 13

4.4 US 1 (SR 5) & LeJeune Road (SR 953) 15

4.5 Site Driveways 16

5 Conclusion **17**

List of Figures

Figure 1: Existing AM TMC's 3
Figure 2: Existing PM TMC's 4
Figure 3: Existing Level of Service (2012) 5
Figure 4: Location Map 7
Figure 5: Site Plan 7
Figure 6: AM/PM Trip Generation Summary 8
Figure 7: Directional Distribution 9
Figure 8: Trip Distribution 9
Figure 9: AM/PM Traffic Assignments 10
Figure 10: AM Peak Site Traffic 10
Figure 11: PM Peak Site Traffic 11
Figure 12: Growth Trend Charts 12
Figure 13: Committed Developments 13
Figure 14: Proposed Intersection LOS 13
Figure 15: Proposed AM TMC's (2015) 14
Figure 16: Proposed PM TMC's (2015) 15
Figure 17: Proposed Driveways LOS 16

Appendices

Appendix A: Trip Generation ..... A
Appendix B: Trip Distribution and Assignment ..... B
Appendix C: Signal Timing, Adjustment Factors and Growth Trends C
Appendix D: Traffic Counts ..... D
Appendix E: Committed Developments ..... E
Appendix F: Level of Service ..... F

Executive Summary

The subject project is located at 4535 Ponce de Leon Boulevard in the City of Coral Gables, Florida. The subject redevelopment is comprised of 119 Residential Condominium and a General Office space with 20,800 square feet (SF). The site is currently occupied with 21,070 square feet (SF) of General Office, 1,661 SF of Specialty Retail and a Medical Office with 1,587 SF.

The Trip Generation calculations of this project revealed that there will be 54 net vehicle trips per hour (vph) during the AM peak hour and 58 net vehicle trips per hour (vph) during the PM peak hour. Additionally, these peak hour trips correspond to the adjacent street peak hour. These trips are likely to be reduced based on the rate and extent of internalization trips, transit and pedestrian usage, since neither of these reductions were utilized in the analysis. Moreover, the subject project is located in TAZ 1081. As such, the MUATS cardinal distribution from the Miami-Dade 2035 Long Range Transportation Plan was utilized to assign the project traffic to the surrounding roadways and intersections. The corresponding traffic distribution was determined by interpolating between the 2005 TAZ and 2035 TAZ data for the design year of 2015.

Traffic counts were collected and adjusted for seasonal variations and used in the Level of Service analysis. This analysis was performed for the existing and proposed future conditions during the AM and PM peak hour. The proposed condition analysis includes background growth, committed trips and with the future project traffic. Please note that a regression analysis was performed utilizing the historical traffic counts data from the Florida Department of Transportation's Count Station 1053. This analysis yielded a growth trend rate of 0.00 percent from 2010 to the design year of 2015 using a Decaying Exponential Growth. Similarly, using a Straight Line Growth Option the resulting growth rate of -0.31 percent was obtained from 2010 to the design year. Although the current traffic trends analysis yielded no traffic growth, a conservative background growth 1.0 percent with a 3 year build-out horizon was utilized to approximate future traffic trends within the project's vicinity.

Additionally, several committed developments around the subject project have been considered and evaluated for estimating the proposed future condition. Please note the committed projects were discussed with the City of Coral Gables during the meeting held on March 6th, 2012. The following committed developments were included in the proposed condition analysis:

- Gables Gateway (Phase I)
- Merrick Manor
- Chase Bank
- Gables Station

The table below summarizes the Level of Service results for the intersections and driveways. As shown in the table, LeJeune Road and Ponce De Leon Boulevard will operate at LOS F during the PM peak hour. Please note this LOS condition is mainly caused by the significant amount of traffic generated by the Gables Station project. Please note the subject project, 4535 Gables Ponce II, will add 24 vehicle trips at the intersection while the Gables Station will add 164 vehicle trips. Moreover, we have analyzed the intersection without the Gables Station project and the analysis resulted in acceptable LOS E. Lastly, the project's driveway will have an LOS A.

Existing AM Peak Hour Condition			Intersection Approach												Overall	
Location		Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	91.4	C	29.1	C	30.2	E	77.8	E	61	D	53.5
2	LeJeune Rd & Granello Av	Two-Way Stop	D	33.6	N/A	N/A	A	1.1	A	0.1	N/A	N/A	C	24.8	A	1.1
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.1	N/A	N/A	N/A	N/A	A	8.4	N/A	N/A	A	5.0
Existing PM Peak Hour Condition			**Intersection Approach**												**Overall**	
Location		**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	103.6	D	42.7	F	102.3	D	45.0	E	56.1	E	72.3
2	LeJeune Rd & Granello Av	Two-Way Stop	E	47.6	N/A	N/A	A	0.9	A	0.1	N/A	N/A	C	22.2	A	1.2
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	3.3	N/A	N/A	N/A	N/A	A	9.0	N/A	N/A	A	4.4
Proposed AM Peak Hour Condition with Project Traffic			**Intersection Approach**												**Overall**	
Location		**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	96.9	D	47.9	F	80.3	F	90.7	E	69.6	E	76.1
2	LeJeune Rd & Granello Av	Two-Way Stop	F	61.3	N/A	N/A	A	1.3	A	0.1	N/A	N/A	E	39.8	A	2.7
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.2	N/A	N/A	N/A	N/A	A	8.6	N/A	N/A	A	6.0
Proposed PM Peak Hour Condition with Project Traffic			**Intersection Approach**												**Overall**	
Location		**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	95.4	C	32.3	F	136.6	D	45.4	F	120.0	F	95.4
1a	***with Intersection Split Optimization***	Signalized	N/A	N/A	F	110.6	*C*	*31.0*	*F*	*83.8*	*E*	*77.9*	*F*	*102.1*	*F*	*81.8*
1b	***without the Gables Station Project***	Signalized	N/A	N/A	**F**	**110.6**	***C***	***31.1***	***F***	***123.2***	***D***	***45.3***	***E***	***59.5***	***E***	***78.2***
2	LeJeune Rd & Granello Av	Two-Way Stop	F	64.9	N/A	N/A	A	1.0	A	0.4	N/A	N/A	F	68.2	A	3.0
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	4.8	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	5.4
Proposed Driveway LOS			**Intersection Approach**												**Overall**	
Location		**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
AM Peak Hour																
Granello Av & Project's Driveway		One-Way Stop	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	0.0	A	1.0	A	3.5
PM Peak Hour																
Granello Av & Project's Driveway		One-Way Stop	N/A	N/A	N/A	N/A	A	9.6	N/A	N/A	A	0.0	A	1.0	A	2.4

Pursuant to the preliminary review comments from the City's traffic consultant we have included an analysis for the intersection of **US 1 (SR 5) and LeJeune Road (SR 953/SW 42nd Avenue)**. The volumes for the subject intersection were obtained from the University of Miami 2007 Regional Traffic Study & Concurrency Analysis dated November 2007. Moreover, this intersection was analyzed for the proposed AM and PM peak hour condition with and without the subject project. As a result, the analysis yielded LOS F for the proposed AM peak hour with and without our project traffic while the PM peak hour analysis resulted in LOS E. Please note our project's traffic to this intersection is "Deminimus", it will only add 10 and 12 vehicle trips during the AM and PM peak hour, respectively.

Additionally, the Mobility Element of the Coral Gables Comprehensive Plan Policy MOB-2.1.1 allows this arterial to operate at 150% of its capacity. Therefore, this intersection will meet the City's adopted plan.

In conclusion, the 4535 Gables Ponce II does not create a negative traffic impact on the adjacent roadways and intersections.

1 Introduction

The purpose of this study is to evaluate the associated traffic impacts for the proposed Residential Condominium and Office at the existing site. This project is located between Ponce de Leon Boulevard and Granello Avenue just east of LeJeune Road in the City of Coral Gables, Florida.

1.1 Study Objective

The traffic impacts to the three (3) intersections most impacted by this project's redevelopment were evaluated as well as the proposed site driveway on Granello Avenue. This analysis was performed for the existing and future proposed conditions during the adjacent street AM and PM Peak Hour. In addition, pursuant to the preliminary review comments from the City's traffic consultant we have included an analysis for the intersection of US 1 (SR 5) and LeJeune Road (SR 953/SW 42nd Avenue).

1.2 Study Approach

This report follows the methodologies adopted by the ***Institute of Transportation Engineer's (ITE) Trip Generation,*** and ***Traffic Impact Studies Manual***. Additionally, this report follows the methodology utilized by similar project in the City of Coral Gables. Lastly, this report has evaluated the following:

- Trip Generation
- Traffic Counts
- Committed Developments
- Existing Level of Service
- Proposed Level of Service
- Recommendations

2 Existing Condition

The existing condition analysis identifies the current operational and geometric characteristics of the intersections within the study area. The purpose of this section is to provide a basis of comparison to future conditions. The proposed site was visited and inventoried, at that time; information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

2.1 Intersection Data Collection

Manual Turning Movement Counts (TMC) were taken at the intersections identified below. These counts were done during the AM and PM peak period of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The Turning Moving Counts (TMC's) were adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF). These calculations are included in Appendix D as Tables A5 and A5-2 for the AM and PM peak hour condition, respectively. Moreover, these intersections would be the most impacted due to their close proximity to the subject location. Figures 1 and 2 are graphical representations of the existing AM and PM Peak Hour Turning Movement Counts, respectively. Traffic Counts and operational characteristics were gathered at the following three (3) intersections:

- **LeJeune Road & Ponce De Leon Blvd./Grand Avenue**
- **LeJeune Road & Greco Avenue**
- **Greco Avenue & Granello Avenue**

In addition, the volumes for the intersection of US 1 (SR 5) and Lejeune Road (SR 953) were obtained from the University of Miami 2007 Regional Traffic Study & Concurrency Analysis dated November 2007. Please note the 2015 peak hour volumes were utilized in our analysis to evaluate the proposed condition.

Figure 1: Existing AM TMC's

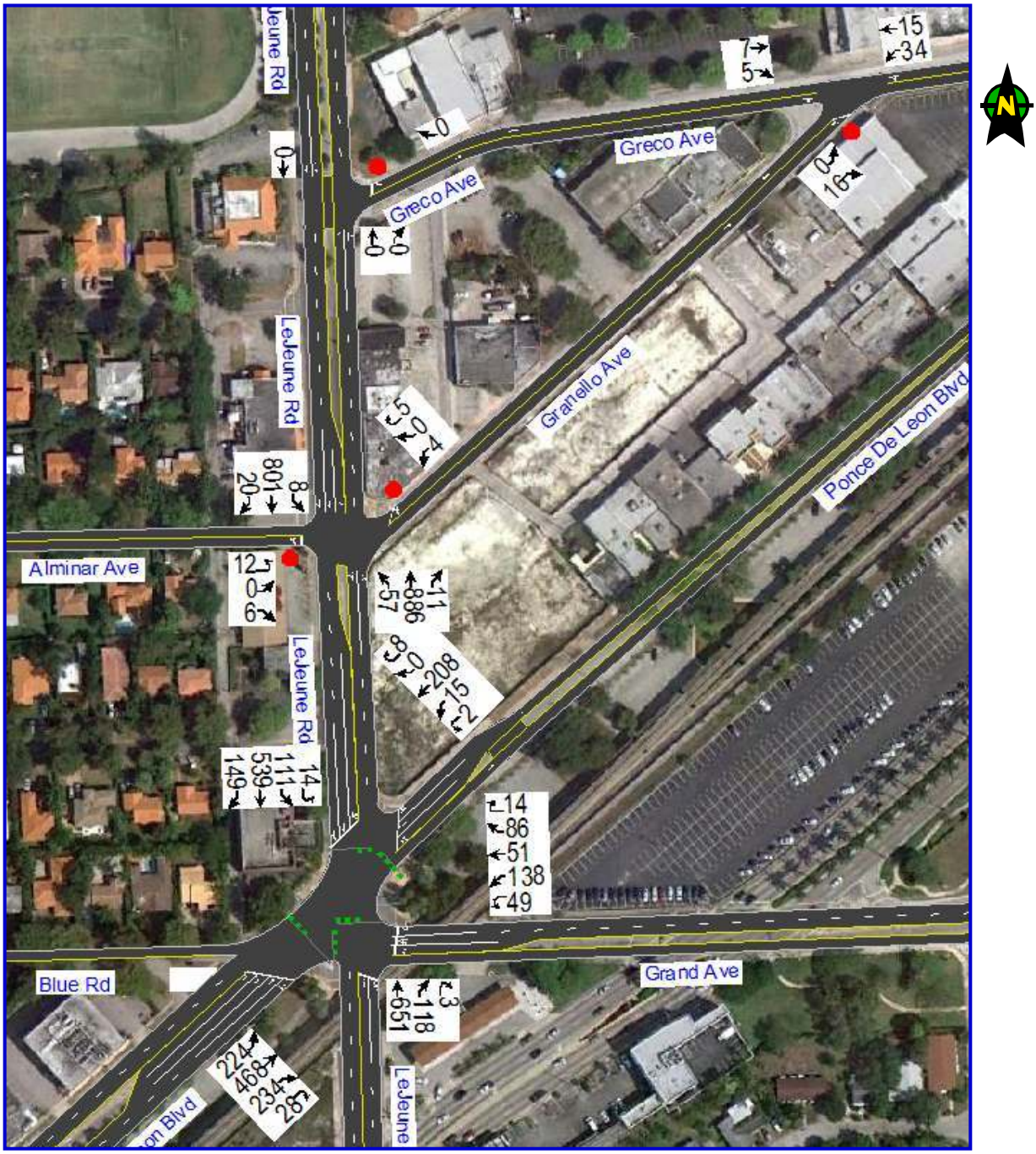
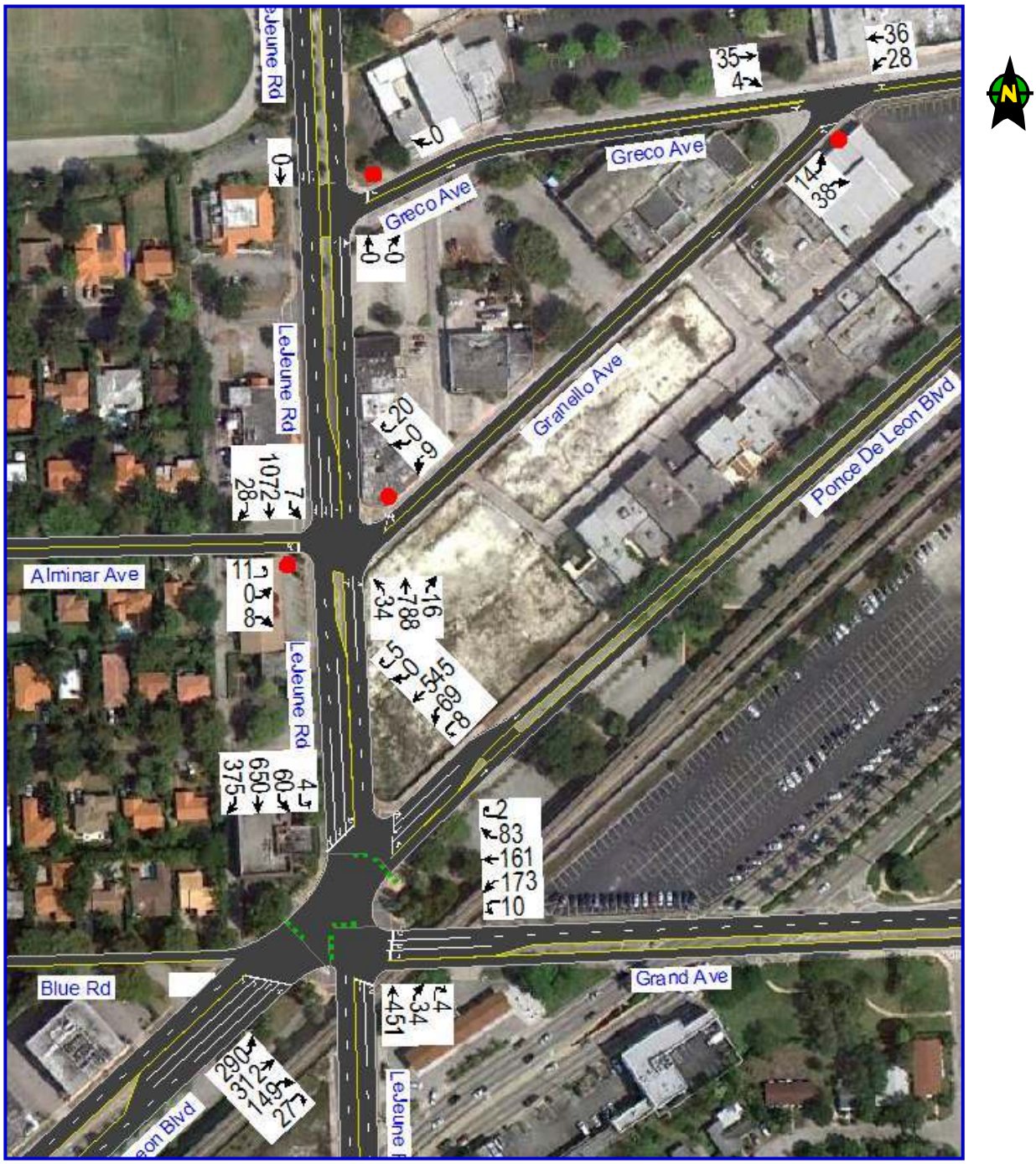


Figure 2: Existing PM TMC's



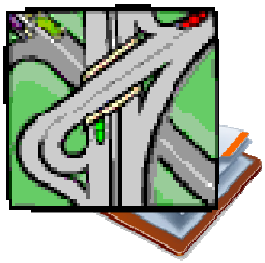
2.2 Existing Intersection LOS

Utilizing the above traffic data intersection Level of Service (LOS) analyses were performed for the peak seasonal existing condition at the three intersections previously described using the current version of **Synchro/SimTraffic** software. These analyses were performed using the 2000 Highway Capacity Manual methodology for the AM and PM peak condition. Figure 3 provides a summary of the existing results while Appendix F provides the program output.

Figure 3: Existing Level of Service (2012)

Existing AM Peak Hour Condition			Intersection Approach												Overall	
Location		Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	91.4	C	29.1	C	30.2	E	77.8	E	61	D	53.5
2	LeJeune Rd & Granello Av	Two-Way Stop	D	33.6	N/A	N/A	A	1.1	A	0.1	N/A	N/A	C	24.8	A	1.1
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.1	N/A	N/A	N/A	N/A	A	8.4	N/A	N/A	A	5.0
Existing PM Peak Hour Condition			Intersection Approach												Overall	
Location		Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	103.6	D	42.7	F	102.3	D	45.0	E	56.1	E	72.3
2	LeJeune Rd & Granello Av	Two-Way Stop	E	47.6	N/A	N/A	A	0.9	A	0.1	N/A	N/A	C	22.2	A	1.2
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	3.3	N/A	N/A	N/A	N/A	A	9.0	N/A	N/A	A	4.4

3 Project Traffic



3.1 Location

The subject project is located at 4535 Ponce de Leon Boulevard in the City of Coral Gables, Florida. The subject redevelopment is comprised of 119 Residential Condominium and a General Office space with 20,800 square feet (SF). The site is currently occupied with 21,070 square feet (SF) of General Office, 1,661 SF of Specialty Retail and a Medical Office with 1,587 SF.

Figure 4 is a location map of the subject project while Figure 5 is a site plan provided for illustrative purposes.

The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the existing project and the proposed redevelopment. These land uses are as follows:

Existing

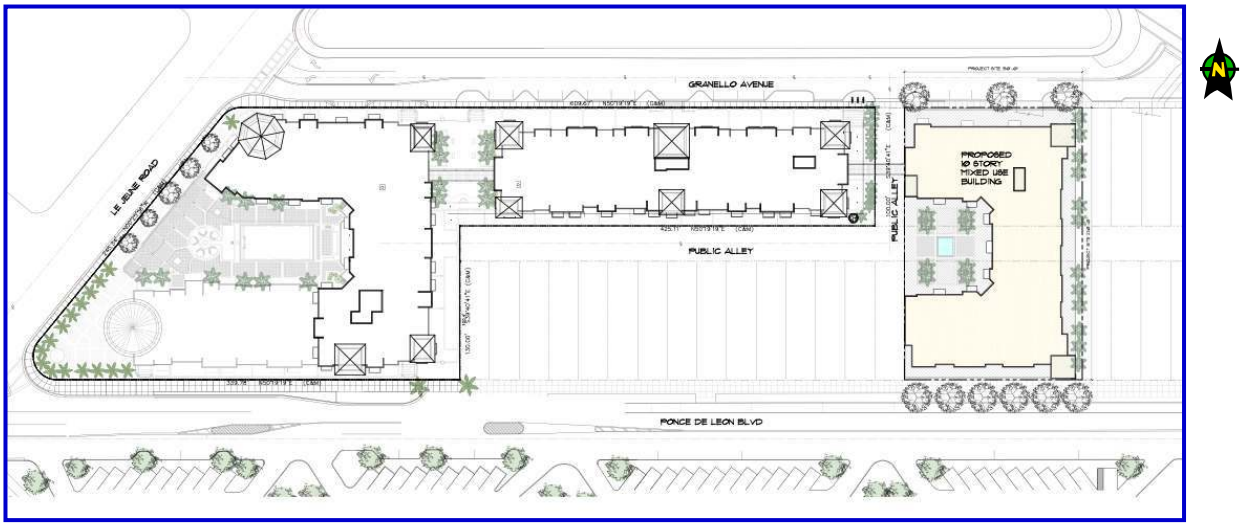
- Land Use: 710 General Office with 21,070 SF
- Land Use: 814 Specialty Retail with 1,661 SF
- Land Use: 720 Medical/Dental Office with 1,587 SF

Proposed

- Land Use: 230 Residential Condominium with 119 DU
- Land Use: 710 General Office with 20,800 SF

Figure 4: Location Map

Figure 5: Site Plan



3.2 Trip Generation

The characteristics for the subject project were obtained from the Institute of Transportation Engineers (ITE) **Trip Generation Manual, 8th Edition**. ITE's Land Use 230: Residential Condominium and Land Use 710: General Office Building was used to determine the trip generation rates and totals for the proposed redevelopment.

The ITE Trip Generation revealed that there will be 54 net vehicle trips per hour (vph) in the AM Peak Hour and 58 net vehicle trips per hour (vph) in the PM Peak Hour. Additionally, these peak hour trips correspond to the adjacent street peak hour. These trips are likely to be reduced based on the rate and extent of internalization trips, transit and pedestrian usage, since neither of these reductions were utilized in the analysis.

The Trip Generation calculations results of the proposed redevelopment are summarized below. The ITE equations, rates and percentages for AM and PM Peak Hour Trips are included in Appendix A. Figure 6 below summarizes the greatest traffic impact associated with the subject redevelopment, which occurs during the AM and PM peak hour of the adjacent streets.

Figure 6: AM/PM Trip Generation Summary

LAND USE (LU)	UNITS	AM / PM PEAK HOUR TRIPS					
		ITE LU CODE	Time Period	ITE TRIP GENERATION RATE/EQN	TRIPS IN	TRIPS OUT	TRIPS TOTAL
Existing							
General Office	21.070 Th.Sq.Ft.	710	AM	1.55	29	4	33
			PM	1.49	5	26	32
Retail	1.661 Th.Sq.Ft.	814		-	0	0	0
				2.71	2	3	5
Medical Office	1.587 Th.Sq.Ft.	720	AM	2.30	3	1	4
			PM	3.46	1	4	5
Existing Gross Vehicle Trips					**32**	**5**	**37**
					9	**33**	**42**
Proposed New - Use							
Condominium	119 DU	230	AM	LN(T)=0.8LN(X)+0.26	10	49	59
			PM	LN(T)=0.82LN(X)+0.32	46	23	69
General Office	20.800 Th.Sq.Ft.	710	AM	1.55	28	4	32
			PM	1.49	5	26	31
Proposed Gross Vehicle Trips					**38**	**53**	**91**
					51	**49**	**100**
Net New Trips (Proposed minus Existing)				AM	**6**	**48**	**54**
					42	**16**	**58**

NOTES:
From ITE Trip Generation, 8th Edition using Microtrans.

3.3 Trip Distribution

The Traffic Analysis Zone (TAZ) for the subject development was found to be TAZ 1081 as assigned by the Metropolitan Planning Organization (MPO). The County's TAZ map was obtained using the available GIS (Graphical Information System) database and is included in Appendix B.

Figure 7: Directional Distribution

The corresponding traffic distribution was determined by interpolating between the 2005 TAZ and 2035 TAZ data for the design year of 2015. The resulting distribution being assigned to the following directions are outlined in Figure 7. Appendix B includes a TAZ Map and the corresponding Directional Distribution Summary for this zone utilizing the 2035 Long Range Transportation Plan.

3.4 Trip Assignment

The AM and PM peak hour trips from Figure 6 have been distributed and assigned to the study intersections using the cardinal distribution stated above. Figure 8 was developed to depict the AM and PM Peak Hour cardinal assignments. Appendix B includes the ingress and egress traffic distribution with the corresponding eight cardinal directions.

Figure 8: Trip Distribution

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2005	2035	2015
NNE	18.84	25.33	21.00
ENE	10.92	14.13	11.99
ESE	4.04	4.80	4.29
SSE	1.88	4.45	2.74
SSW	13.51	17.78	14.93
WSW	21.55	14.64	19.25
WNW	11.74	7.55	10.34
NNW	17.52	11.31	15.45
TOTAL	100.00	100.00	100.00

Figure 9: AM/PM Traffic Assignments

DIRECTION	DISTRIBUTION	AM			PM		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	36.45%	2	18	20	15	6	21
EAST	16.28%	1	7	8	7	3	10
SOUTH	17.67%	1	8	9	7	2	9
WEST	29.59%	2	15	17	13	5	18
	100.00%	**6**	**48**	**54**	**42**	**16**	**58**

3.5 Site Traffic

The AM and PM peak hour trips from Figure 9 have been further distributed into the four quadrants. Appendix B includes the ingress and egress traffic distribution with the corresponding assignments to the North, South, East and West for the AM and PM peak hour. Figures 10 and 11 contain the AM and PM peak hour site traffic graphically.

Figure 10: AM Peak Site Traffic

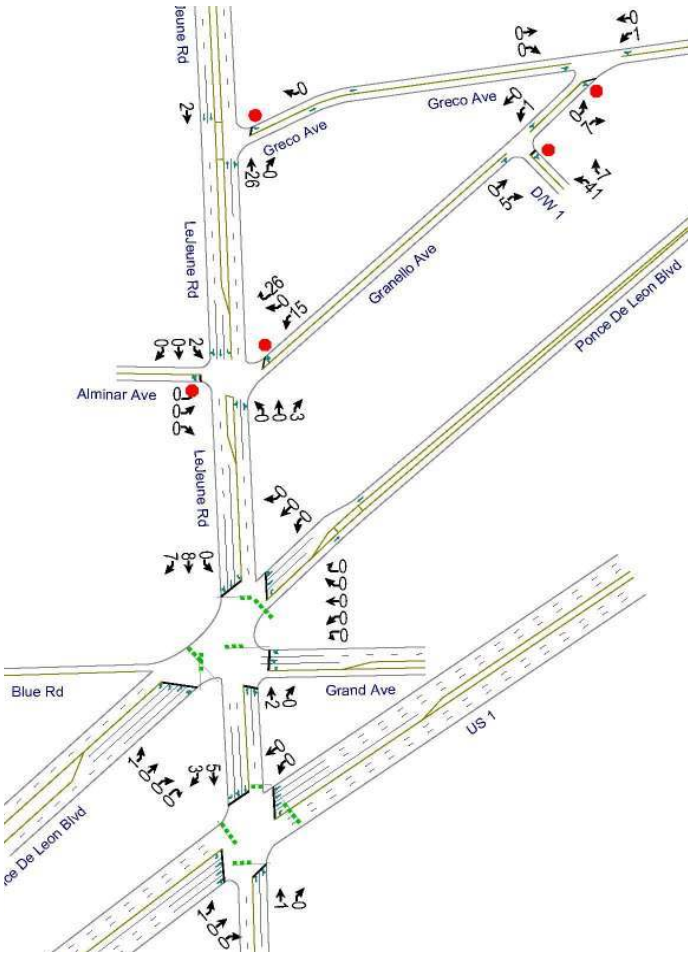
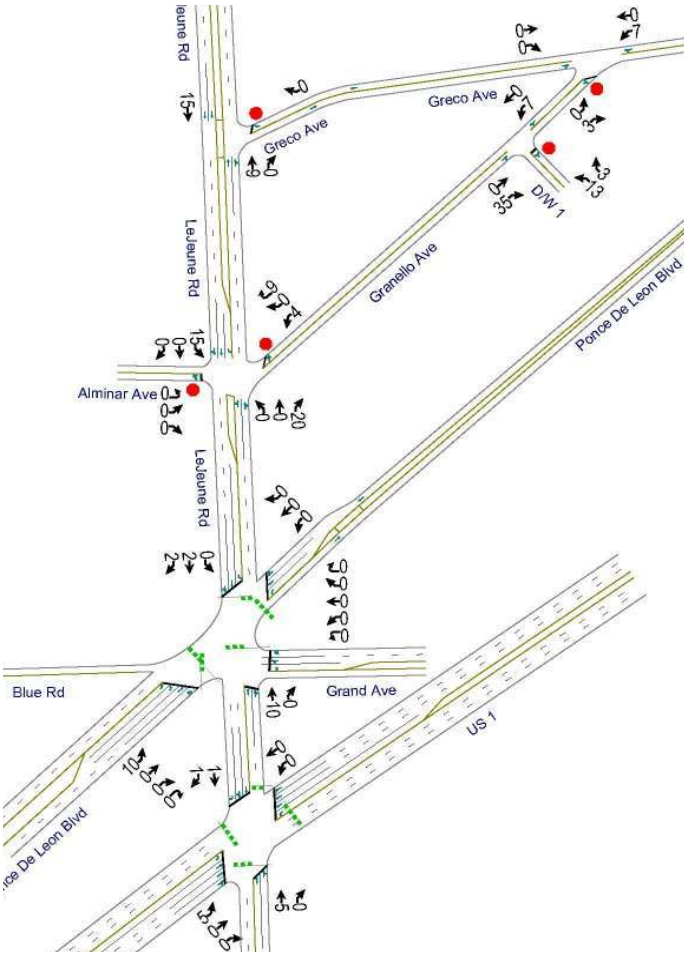
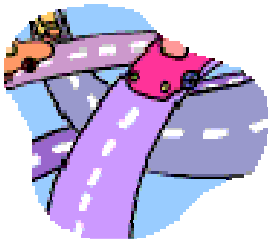


Figure 11: PM Peak Site Traffic





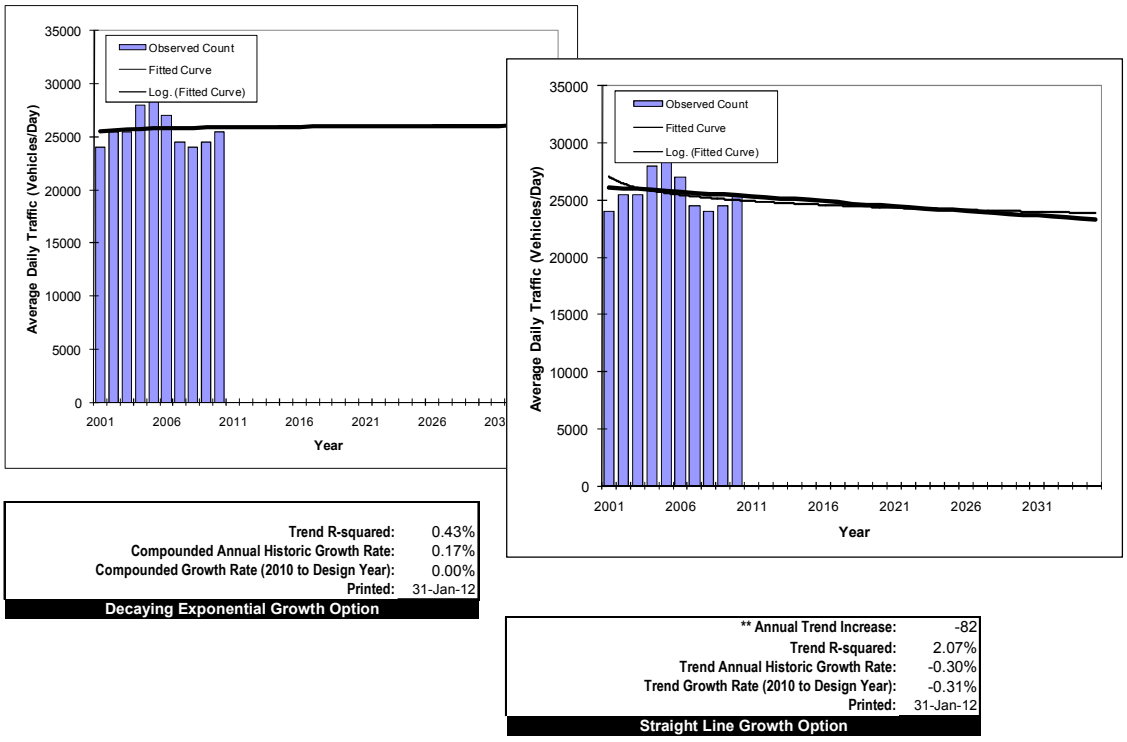
4 Proposed Conditions

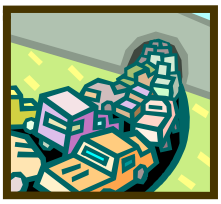
The proposed condition analysis includes background growth, committed trips and with the future project traffic. Although the current traffic trends analysis yielded no growth, a conservative background growth of 1.0 percent with a 3 year build-out horizon was utilized to approximate future traffic trends.

4.1 Background Growth

Using the historical traffic counts data from the Florida Department of Transportation's Count Station 1053 a regression analysis was performed for the last ten (10) years of available data. The results indicate a growth trend rate of 0.00 percent from 2010 to the design year of 2015 using a Decaying Exponential Growth. Similarly, using a Straight Line Growth Option the resulting growth rate of -0.31 percent was obtained from 2010 to the design year. As such, a conservative 1.0 percent growth rate was applied to the existing traffic counts to address background growth in the area. Figure 12 depicts the data graphically with its corresponding trend line. The count station data and analyses are included in Appendix C.

Figure 12: Growth Trend Charts





4.2 Committed Developments

Several committed developments around the subject project have been considered and evaluated for estimating the proposed future condition. Please note the committed projects were discussed with and agreed with the City of Coral Gables during the meeting held on March 6th, 2012. Figure 13 below depicts the committed developments utilized in our analysis while Appendix E contains the supporting documentation.

Figure 13: Committed Developments

1	Gables Gateway
2	Merrick Manor
3	Chase Bank
4	Gables Station

4.3 Proposed Intersection LOS

The above intersections were augmented with the background growth, committed traffic and the site traffic from figures 10 and 11. This forms the basis for the proposed future condition with project traffic in 2015. Figure 14 summarizes the LOS for the proposed AM and PM peak hour condition with project traffic.

Figure 14: Proposed Intersection LOS

Proposed AM Peak Hour Condition with Project Traffic			Intersection Approach												Overall	
Location		Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	96.9	D	47.9	F	80.3	F	90.7	E	69.6	E	76.1
2	LeJeune Rd & Granello Av	Two-Way Stop	F	61.3	N/A	N/A	A	1.3	A	0.1	N/A	N/A	E	39.8	A	2.7
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.2	N/A	N/A	N/A	N/A	A	8.6	N/A	N/A	A	6.0
Proposed PM Peak Hour Condition with Project Traffic			**Intersection Approach**												**Overall**	
Location		**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	95.4	C	32.3	F	136.6	D	45.4	F	120.0	F	95.4
1a	***with Intersection Split Optimization***	Signalized	N/A	N/A	F	110.6	*C*	*31.0*	*F*	*83.8*	*E*	*77.9*	*F*	*102.1*	*F*	*81.8*
1b	***without the Gables Station Project***	Signalized	N/A	N/A	**F**	**110.6**	***C***	***31.1***	***F***	***123.2***	***D***	***45.3***	***E***	***59.5***	***E***	***78.2***
2	LeJeune Rd & Granello Av	Two-Way Stop	F	64.9	N/A	N/A	A	1.0	A	0.4	N/A	N/A	F	68.2	A	3.0
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	4.8	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	5.4

As shown in Figure 14 above, LeJeune Road and Ponce De Leon Boulevard will operate at LOS F during the PM peak hour. Please note this LOS condition is mainly caused by the significant amount of traffic generated by the Gables Station project. Please note our project will add 24 vehicle trips at the intersection while the Gables Station will add 164 vehicle trips. Moreover, we have

analyzed the intersection without the Gables Station project and the analysis resulted in LOS E. Figures 15 and 16 contain the volumes for the Proposed AM and PM peak hour condition (2015), respectively. The supporting documents are included in Appendix F of this report.

Figure 15: Proposed AM TMC's (2015)

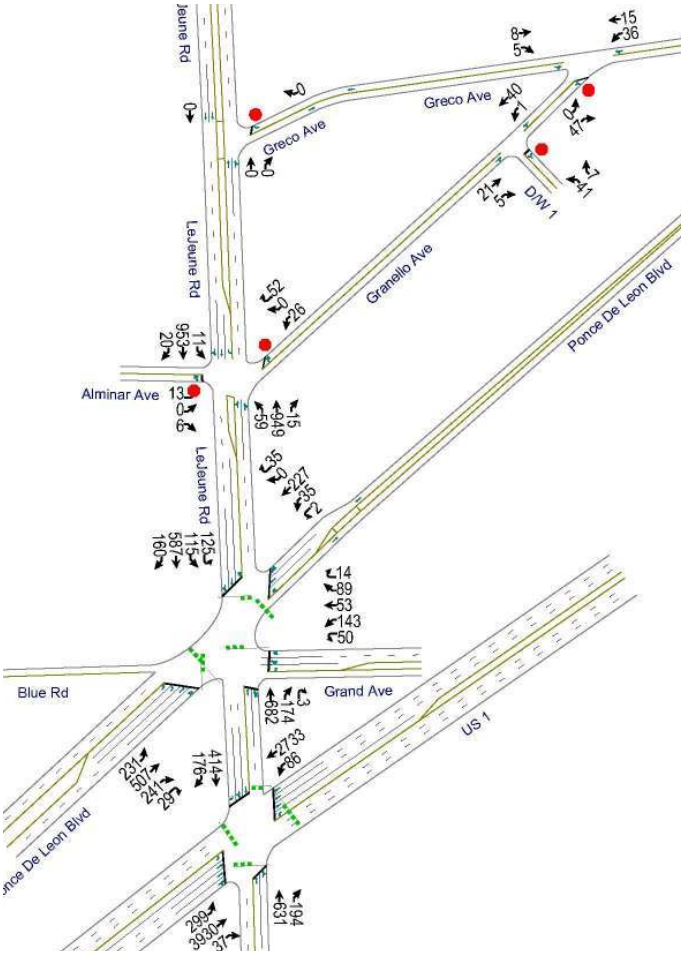
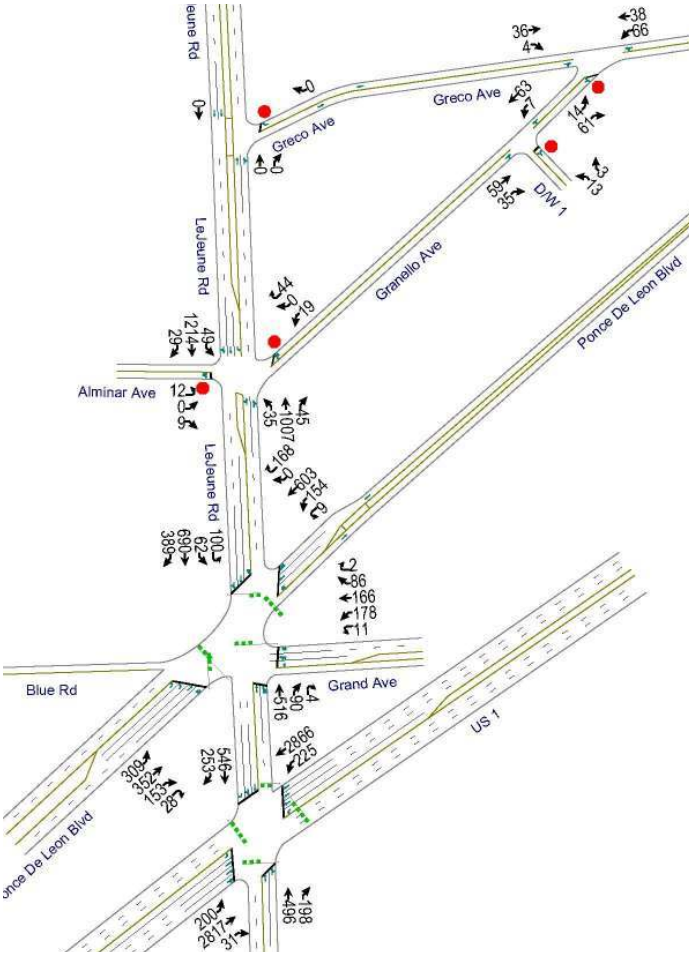


Figure 16: Proposed PM TMC's (2015)



4.4 US 1 (SR 5) & LeJeune Road (SR 953)

In addition, pursuant to the preliminary review comments from the City's traffic consultant we have included an analysis for the intersection of US 1 (SR 5) and LeJeune Road (SR 953/SW 42nd Avenue). The volumes for the subject intersection were obtained from the University of Miami 2007 Regional Traffic Study & Concurrency Analysis dated November 2007. Moreover, this intersection was analyzed for the proposed AM and PM peak hour condition with and without project. As a result, the analysis yielded LOS F for the proposed AM peak hour with and without our project traffic while the PM peak hour analysis resulted in LOS E. Please note our project will add to the intersection 10 and 12 vehicle trips during the AM and PM peak hour, respectively. Appendix F contains the supporting documentation.

Additionally, the Mobility Element of the Coral Gables Comprehensive Plan Policy MOB-2.1.1 allows this arterial to operate at 150% of its capacity. Therefore, this intersection will meet the City's adopted plan.

4.5 Site Driveways

Lastly, the site driveway on Granello Avenue was evaluated for the proposed conditions using the site traffic identified for the AM and PM peak hour. The results indicate the driveways will operate at LOS A. Figure 17 below shows the driveways LOS results while Appendix F contains the LOS program outputs.

Figure 17: Proposed Driveways LOS

Proposed Driveway LOS		Intersection Approach												Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
		LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
AM Peak Hour															
Granello Av & Project's Driveway	One-Way Stop	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	0.0	A	1.0	A	3.5
PM Peak Hour															
Granello Av & Project's Driveway	One-Way Stop	N/A	N/A	N/A	N/A	A	9.6	N/A	N/A	A	0.0	A	1.0	A	2.4

5 Conclusion

The subject project was evaluated for the existing and future levels of service. The level of service conditions are within the City's and Miami-Dade County's acceptable thresholds. As such, this project does not create a negative traffic impact on the adjacent roadways.

Richard Garcia & Associates, Inc.

Appendix A: Trip Generation

4535 Gables Ponce II

TABLE: A1

4535 Gables Ponce II

AM / PM TRIP GENERATION ANALYSIS

LAND USE (LU)	UNITS	ITE LU CODE	Time Period	ITE TRIP GENERATION RATE/EQN	AM / PM PEAK HOUR TRIPS				
					TRIPS				
					%	IN	%	OUT	TOTAL
Existing									
General Office	21.070 Th.Sq.Ft.	710	AM	1.55	88%	29	12%	4	33
			PM	1.49	17%	5	83%	26	32
Retail	1.661 Th.Sq.Ft.	814		-	-	0	-	0	0
				2.71	44%	2	56%	3	5
Medical Office	1.587 Th.Sq.Ft.	720	AM	2.30	79%	3	21%	1	4
			PM	3.46	27%	1	73%	4	5
Existing Gross Vehicle Trips					86%	32	14%	5	37
					21%	9	78%	33	42
Proposed New - Use									
Condominium	119 DU	230	AM	LN(T)=0.8LN(X)+0.26	16%	10	84%	49	59
			PM	LN(T)=0.82LN(X)+0.32	67%	46	33%	23	69
General Office	20.800 Th.Sq.Ft.	710	AM	1.55	88%	28	12%	4	32
			PM	1.49	17%	5	83%	26	31
Proposed Gross Vehicle Trips					42%	38	58%	53	91
					51%	51	49%	49	100
Net New Trips (Proposed minus Existing)				AM	11%	6	89%	48	54
				PM	73%	42	28%	16	58

NOTES:

From ITE Trip Generation, 8th Edition using Microtrans.

Summary of Trip Generation Calculation
For 20.800 Th.Sq.Ft. GFA of General Office Building
December 09, 2011

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	19.14	0.00	1.00	398
7-9 AM Peak Hour Enter	2.26	0.00	1.00	47
7-9 AM Peak Hour Exit	0.31	0.00	1.00	6
7-9 AM Peak Hour Total	2.57	0.00	1.00	53
4-6 PM Peak Hour Enter	0.83	0.00	1.00	17
4-6 PM Peak Hour Exit	4.07	0.00	1.00	~~85~~
4-6 PM Peak Hour Total	4.91	0.00	1.00	102
AM Pk Hr, Generator, Enter	2.26	0.00	1.00	47
AM Pk Hr, Generator, Exit	0.31	0.00	1.00	6
AM Pk Hr, Generator, Total	2.57	0.00	1.00	53
PM Pk Hr, Generator, Enter	0.83	0.00	1.00	17
PM Pk Hr, Generator, Exit	4.07	0.00	1.00	85
PM Pk Hr, Generator, Total	4.91	0.00	1.00	102
Saturday 2-Way Volume	3.03	0.00	1.00	63
Saturday Peak Hour Enter	0.27	0.00	1.00	6
Saturday Peak Hour Exit	0.23	0.00	1.00	5
Saturday Peak Hour Total	0.50	0.00	1.00	10
Sunday 2-Way Volume	0.89	0.00	1.00	19
Sunday Peak Hour Enter	0.14	0.00	1.00	3
Sunday Peak Hour Exit	0.10	0.00	1.00	2
Sunday Peak Hour Total	0.24	0.00	1.00	5

USE RATES

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .77LN(X) + 3.65, R^2 = 0.8
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
4-6 PM Peak Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
AM Gen Pk Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
PM Gen Pk Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
Sat. 2-Way Volume:	T = 2.14(X) + 18.47, R^2 = 0.66
Sat. Pk Hr. Total:	LN(T) = .81LN(X) + -.12
	R^2 = 0.59 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	LN(T) = .86LN(X) + .31, R^2 = 0.5
Sun. Pk Hr. Total:	LN(T) = .61LN(X) + -.23
	R^2 = 0.56 , 0.58 Enter, 0.42 Exit

TOO HIGH
USE RATES

Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 1.661 Th.Sq.Ft. GLA of Specialty Retail Center
January 30, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	74
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	2
4-6 PM Peak Hour Exit	1.52	0.00	1.00	3
4-6 PM Peak Hour Total	2.71	1.83	1.00	5
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	5
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	6
AM Pk Hr, Generator, Total	6.84	3.55	1.00	11
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	5
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	4
PM Pk Hr, Generator, Total	5.02	2.31	1.00	8
Saturday 2-Way Volume	42.04	13.97	1.00	70
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	34
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 20.800 Th.Sq.Ft. GFA of General Office Building
December 09, 2011

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	229
7-9 AM Peak Hour Enter	1.36	0.00	1.00	28
7-9 AM Peak Hour Exit	0.19	0.00	1.00	4
7-9 AM Peak Hour Total	1.55	1.39	1.00	32
4-6 PM Peak Hour Enter	0.25	0.00	1.00	5
4-6 PM Peak Hour Exit	1.24	0.00	1.00	26
4-6 PM Peak Hour Total	1.49	1.37	1.00	31
AM Pk Hr, Generator, Enter	1.36	0.00	1.00	28
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	4
AM Pk Hr, Generator, Total	1.55	1.39	1.00	32
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	5
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	26
PM Pk Hr, Generator, Total	1.49	1.37	1.00	31
Saturday 2-Way Volume	2.37	2.08	1.00	49
Saturday Peak Hour Enter	0.22	0.00	1.00	5
Saturday Peak Hour Exit	0.19	0.00	1.00	4
Saturday Peak Hour Total	0.41	0.68	1.00	9
Sunday 2-Way Volume	0.98	1.25	1.00	20
Sunday Peak Hour Enter	0.08	0.00	1.00	2
Sunday Peak Hour Exit	0.06	0.00	1.00	1
Sunday Peak Hour Total	0.14	0.38	1.00	3

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 1.587 Th.Sq.Ft. GFA of Medical-Dental Office Building
January 30, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	36.13	10.18	1.00	57
7-9 AM Peak Hour Enter	1.82	0.00	1.00	3
7-9 AM Peak Hour Exit	0.48	0.00	1.00	1
7-9 AM Peak Hour Total	2.30	1.88	1.00	4
4-6 PM Peak Hour Enter	0.93	0.00	1.00	1
4-6 PM Peak Hour Exit	2.53	0.00	1.00	4
4-6 PM Peak Hour Total	3.46	2.50	1.00	5
AM Pk Hr, Generator, Enter	2.39	0.00	1.00	4
AM Pk Hr, Generator, Exit	1.23	0.00	1.00	2
AM Pk Hr, Generator, Total	3.62	2.38	1.00	6
PM Pk Hr, Generator, Enter	1.78	0.00	1.00	3
PM Pk Hr, Generator, Exit	2.67	0.00	1.00	4
PM Pk Hr, Generator, Total	4.45	2.50	1.00	7
Saturday 2-Way Volume	8.96	9.17	1.00	14
Saturday Peak Hour Enter	2.07	0.00	1.00	3
Saturday Peak Hour Exit	1.56	0.00	1.00	2
Saturday Peak Hour Total	3.63	1.93	1.00	6
Sunday 2-Way Volume	1.55	1.80	1.00	2
Sunday Peak Hour Enter	0.21	0.00	1.00	0
Sunday Peak Hour Exit	0.19	0.00	1.00	0
Sunday Peak Hour Total	0.40	0.00	1.00	1

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 119 Dwelling Units of Residential Condominium / Townhouse
January 30, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.29	0.00	1.00	748
7-9 AM Peak Hour Enter	0.08	0.00	1.00	10
7-9 AM Peak Hour Exit	0.41	0.00	1.00	49
7-9 AM Peak Hour Total	0.50	0.00	1.00	59
4-6 PM Peak Hour Enter	0.39	0.00	1.00	46
4-6 PM Peak Hour Exit	0.19	0.00	1.00	23
4-6 PM Peak Hour Total	0.58	0.00	1.00	69
AM Pk Hr, Generator, Enter	0.09	0.00	1.00	11
AM Pk Hr, Generator, Exit	0.40	0.00	1.00	47
AM Pk Hr, Generator, Total	0.49	0.00	1.00	58
PM Pk Hr, Generator, Enter	0.41	0.00	1.00	49
PM Pk Hr, Generator, Exit	0.23	0.00	1.00	27
PM Pk Hr, Generator, Total	0.64	0.00	1.00	76
Saturday 2-Way Volume	7.22	0.00	1.00	859
Saturday Peak Hour Enter	0.35	0.00	1.00	42
Saturday Peak Hour Exit	0.30	0.00	1.00	35
Saturday Peak Hour Total	0.65	0.00	1.00	77
Sunday 2-Way Volume	6.13	0.00	1.00	730
Sunday Peak Hour Enter	0.32	0.00	1.00	38
Sunday Peak Hour Exit	0.33	0.00	1.00	39
Sunday Peak Hour Total	0.65	0.00	1.00	77

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .87LN(X) + 2.46, R^2 = 0.8
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + .26
	R^2 = 0.76 , 0.17 Enter, 0.83 Exit
4-6 PM Peak Hr. Total:	LN(T) = .82LN(X) + .32
	R^2 = 0.8 , 0.67 Enter, 0.33 Exit
AM Gen Pk Hr. Total:	LN(T) = .82LN(X) + .15
	R^2 = 0.8 , 0.19 Enter, 0.81 Exit
PM Gen Pk Hr. Total:	T = .34(X) + 35.87
	R^2 = 0.82 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	T = 3.62(X) + 427.93, R^2 = 0.84
Sat. Pk Hr. Total:	T = .29(X) + 42.63
	R^2 = 0.84 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 3.13(X) + 357.26, R^2 = 0.88
Sun. Pk Hr. Total:	T = .23(X) + 50.01
	R^2 = 0.78 , 0.49 Enter, 0.51 Exit

Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 119 Dwelling Units of Residential Condominium / Townhouse
January 30, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.81	3.11	1.00	691
7-9 AM Peak Hour Enter	0.07	0.00	1.00	8
7-9 AM Peak Hour Exit	0.37	0.00	1.00	44
7-9 AM Peak Hour Total	0.44	0.69	1.00	52 USED
4-6 PM Peak Hour Enter	0.35	0.00	1.00	42
4-6 PM Peak Hour Exit	0.17	0.00	1.00	20
4-6 PM Peak Hour Total	0.52	0.75	1.00	62 EQ715
AM Pk Hr, Generator, Enter	0.08	0.00	1.00	10
AM Pk Hr, Generator, Exit	0.36	0.00	1.00	43
AM Pk Hr, Generator, Total	0.44	0.68	1.00	52
PM Pk Hr, Generator, Enter	0.33	0.00	1.00	39
PM Pk Hr, Generator, Exit	0.19	0.00	1.00	23
PM Pk Hr, Generator, Total	0.52	0.75	1.00	62
Saturday 2-Way Volume	5.67	3.10	1.00	675
Saturday Peak Hour Enter	0.25	0.00	1.00	30
Saturday Peak Hour Exit	0.22	0.00	1.00	26
Saturday Peak Hour Total	0.47	0.71	1.00	56
Sunday 2-Way Volume	4.84	2.71	1.00	576
Sunday Peak Hour Enter	0.22	0.00	1.00	26
Sunday Peak Hour Exit	0.23	0.00	1.00	27
Sunday Peak Hour Total	0.45	0.70	1.00	54

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 8th Edition, 2008.

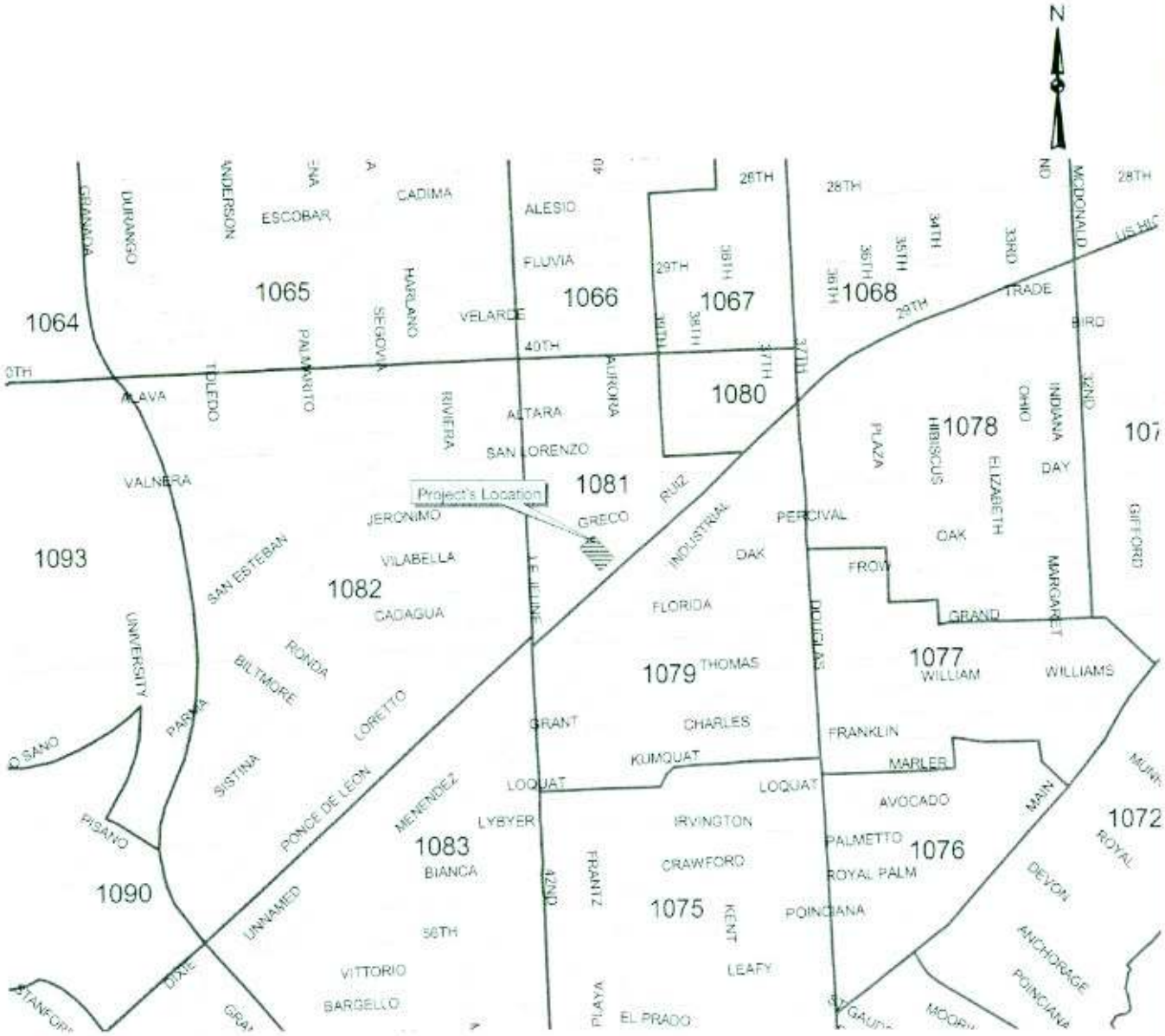
TRIP GENERATION BY MICROTRANS

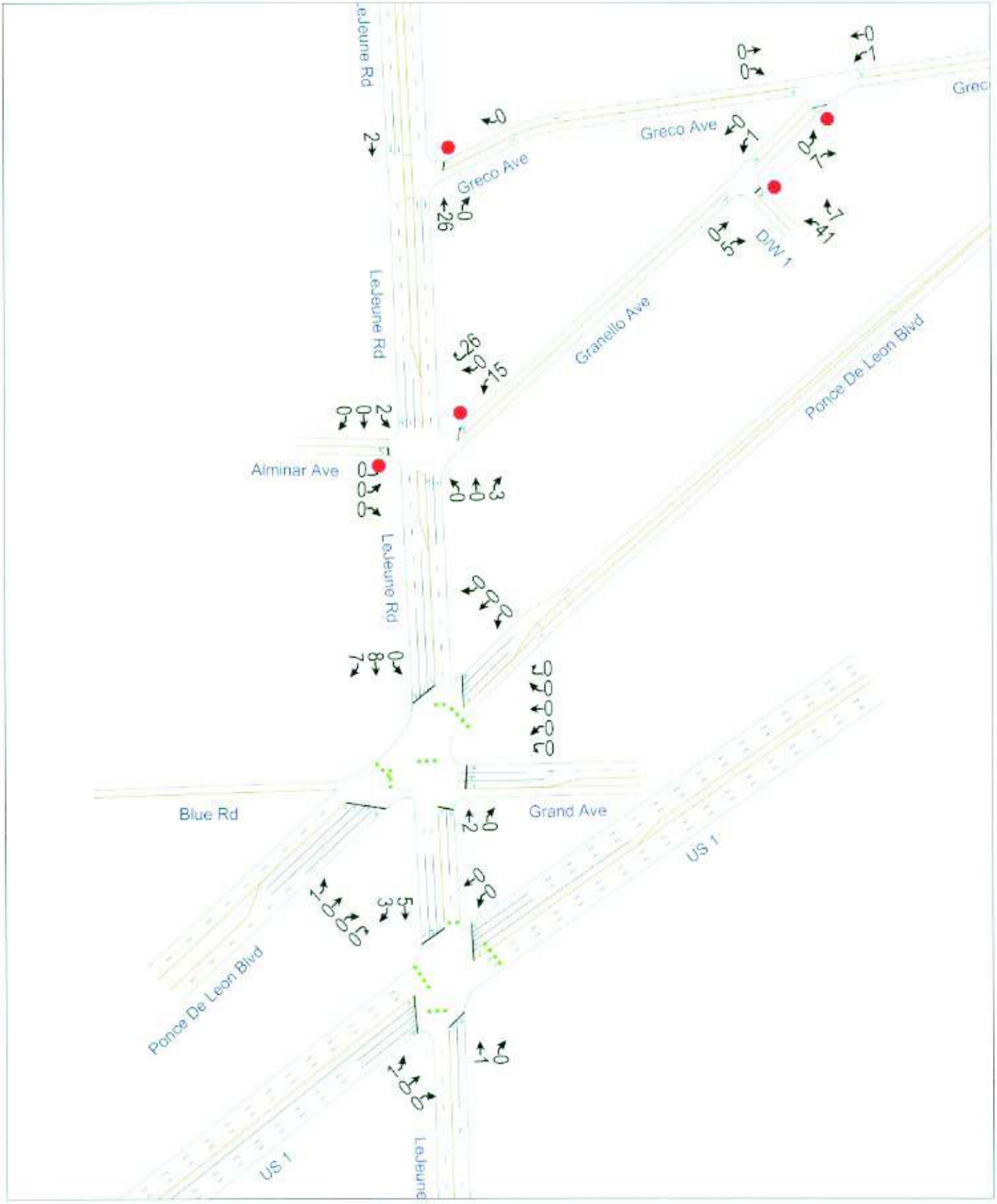
Richard Garcia & Associates, Inc.

Appendix B: Trip Distribution and Assignment

4535 Gables Ponce II

Traffic Analysis Zone (TAZ)




Ponce De Leon Blvd
Granello Ave
D/W 1
Greco Ave
Greco
LeJeune Rd
Alminar Ave
Grand Ave
Blue Rd
US 1
LeJeune

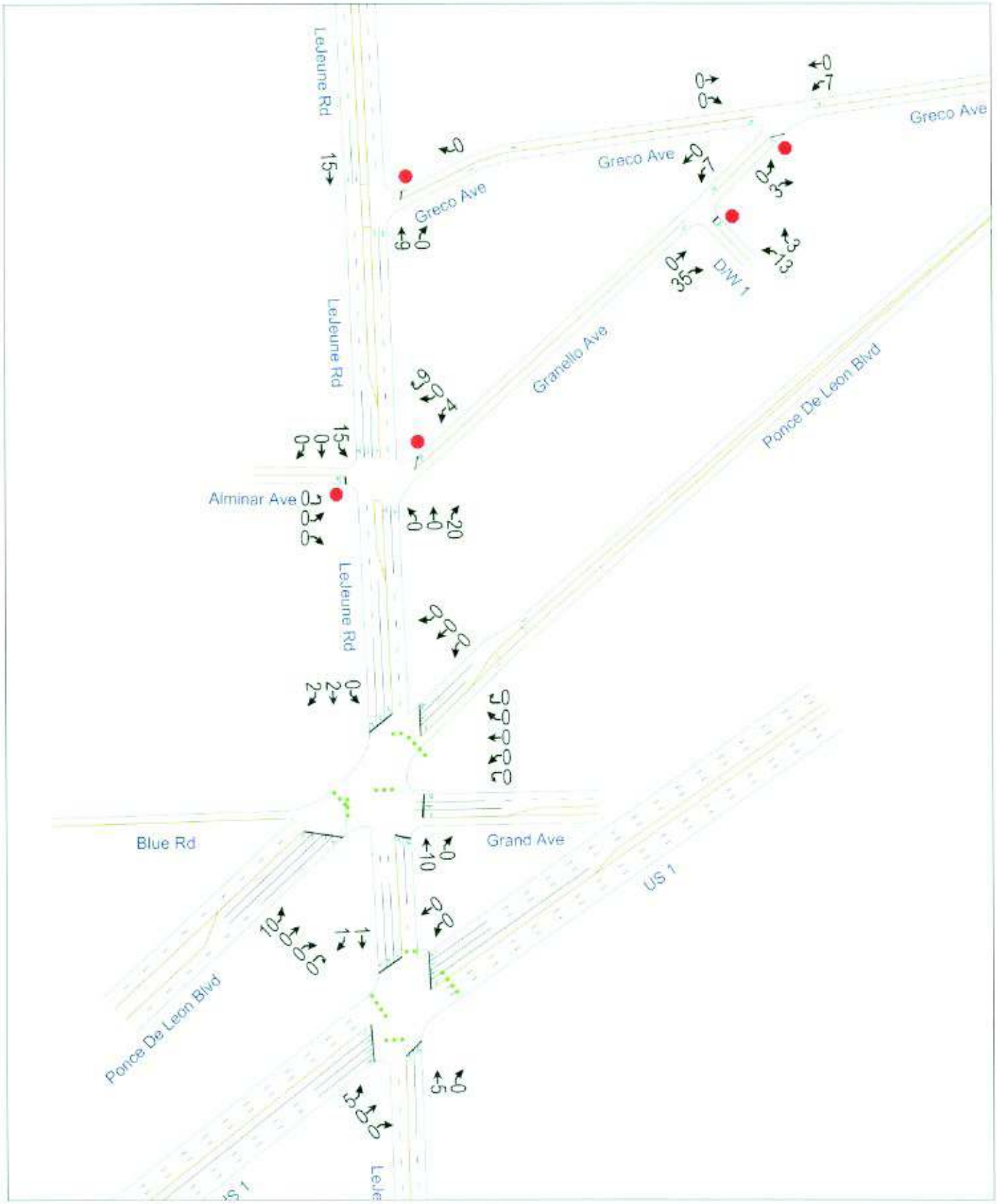

Ponce De Leon Blvd
Granello Ave
Greco Ave
Greco Ave
Greco Ave
DW 1
LeJeune Rd
LeJeune Rd
LeJeune Rd
Alminar Ave
Grand Ave
Blue Rd
US 1
Ponce De Leon Blvd

TABLE A3

4535 Gables Ponce II

Project Quadrant Distribution (AM)

(TAZ 1081)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE	21.00	NORTH	36.45%	2	18	20
ENE	11.99					
ESE	4.29	EAST	16.28%	1	7	8
SSE	2.74					
SSW	14.93	SOUTH	17.67%	1	8	9
WSW	19.25					
WNW	10.34	WEST	29.59%	2	15	17
NNW	15.45					
TOTAL	100.00		100.00%	6	48	54

AM PEAK HOUR

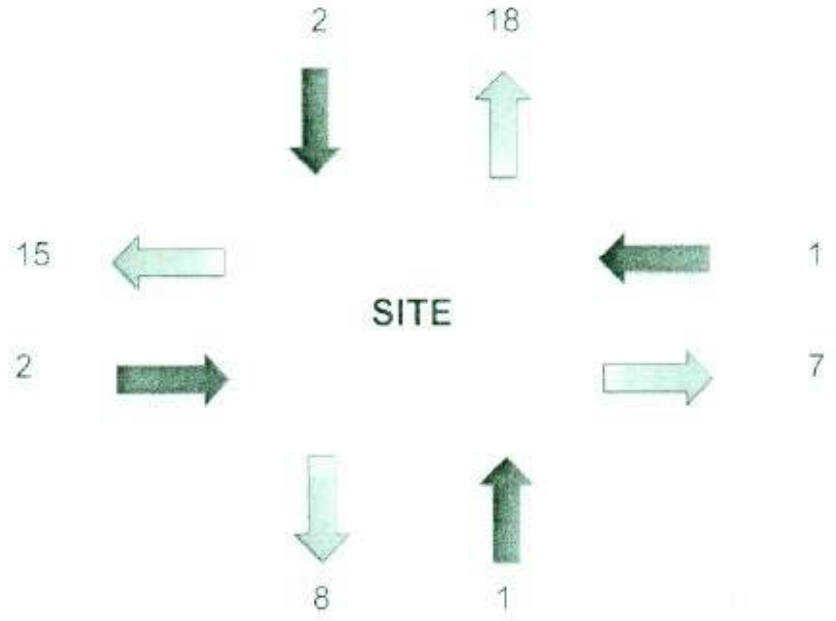


TABLE: A3-1

4535 Gables Ponce II

Project Cardinal Distribution (AM)

(TAZ 1081)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2015			
NNE	18.84	25.33	21.00	1	11	12
ENE	10.92	14.13	11.99	1	5	6
ESE	4.04	4.80	4.29	0	2	2
SSE	1.88	4.45	2.74	0	1	1
SSW	13.51	17.78	14.93	1	7	8
WSW	21.55	14.64	19.25	1	10	11
WNW	11.74	7.55	10.34	1	5	6
NNW	17.52	11.31	15.45	1	7	8
TOTAL	100.00	100.00	100.00	6	48	54

Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2013.

TABLE: A3-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	6	48	54
PERCENT:	11.11%	88.89%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	21.00	1.2602	1	10.0816	11	12
ENE	11.99	0.7194	1	5.7552	5	6
ESE	4.29	0.2576	0	2.0608	2	2
SSE	2.74	0.1642	0	1.3136	1	1
SSW	14.93	0.896	1	7.168	7	8
WSW	19.25	1.1548	1	9.2384	10	11
WNW	10.34	0.6206	1	4.9648	5	6
NNW	15.45	0.927	1	7.416	7	8
TOTAL	100.00	5.9998	6	47.9984	48	54

TABLE A4

4535 Gables Ponce II

Project Quadrant Distribution (PM)

(TAZ 1081)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	IN	OUT	TOTAL
NNE ENE	21.00 11.99	NORTH	36.45%	15	6	21
ESE SSE	4.29 2.74	EAST	16.28%	7	3	10
SSW WSW	14.93 19.25	SOUTH	17.67%	7	2	9
WNW NNW	10.34 15.45	WEST	29.59%	13	5	18
TOTAL	100.00		100.00%	42	16	58

PM PEAK HOUR

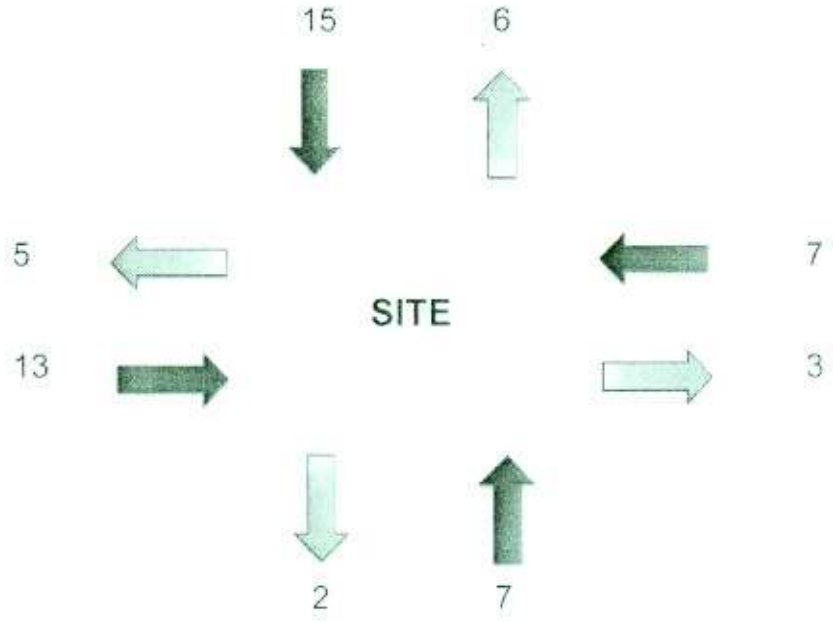


TABLE: A4-1

4535 Gables Ponce II

Project Cardinal Distribution (PM)

(TAZ 1081)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2015			
NNE	18.84	25.33	21.00	8	4	12
ENE	10.92	14.13	11.99	5	2	7
ESE	4.04	4.80	4.29	2	1	3
SSE	1.88	4.45	2.74	1	0	1
SSW	13.51	17.78	14.93	6	2	8
WSW	21.55	14.64	19.25	8	3	11
WNW	11.74	7.55	10.34	5	2	7
NNW	17.52	11.31	15.45	7	2	9
TOTAL	100.00	100.00	100.00	42	16	58

Note

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2013.

TABLE: A4-2

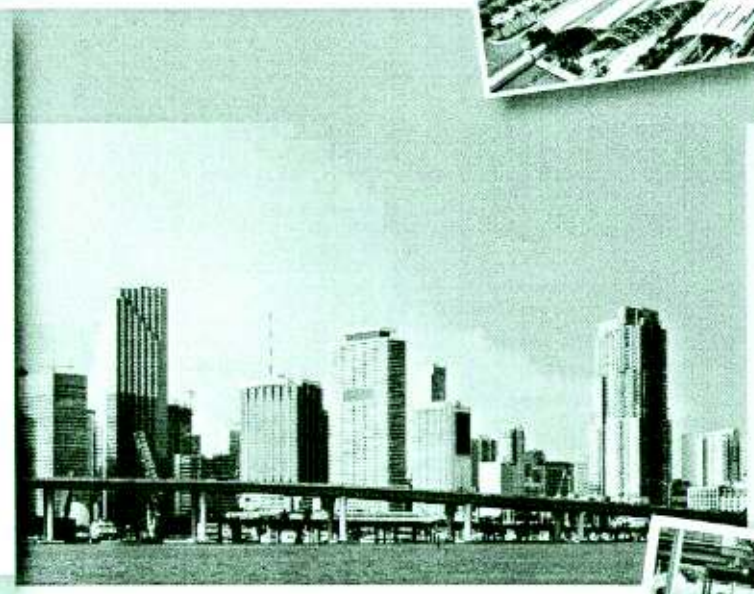
PM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	42	16	58
PERCENT:	73.24%	27.80%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	21.00	8.922216	8	3.386865212	4	12
ENE	11.99	5.093352	5	1.933431863	2	7
ESE	4.29	1.823808	2	0.692315885	1	3
SSE	2.74	1.162536	1	0.441297626	0	1
SSW	14.93	6.34368	6	2.408055253	2	8
WSW	19.25	8.175984	8	3.103596213	3	11
WNW	10.34	4.393848	5	1.667900072	2	7
NNW	15.45	6.56616	7	2.491369665	2	9
TOTAL	100.00	42.478584	42	16.12483249	16	58

Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009



Prepared by:

Gannett Fleming

In association with:

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	33.08	6	0.53	0.75	3.23	12.98	10.95	32.48	
1074	3774	TRIPS	914	118	12	0	127	449	430	986	3,036
		PERCENT	30.11	3.89	0.4	0	4.18	14.79	14.16	32.48	
1075	3775	TRIPS	834	494	13	23	178	439	246	590	2,817
		PERCENT	29.61	17.54	0.46	0.82	6.32	15.58	8.73	20.94	
1076	3776	TRIPS	522	158	8	0	110	272	219	417	1,706
		PERCENT	30.6	9.26	0.47	0	6.45	15.94	12.84	24.44	
1077	3777	TRIPS	919	434	40	0	318	869	509	941	4,030
		PERCENT	22.8	10.77	0.99	0	7.89	21.56	12.63	23.35	
1078	3778	TRIPS	653	575	103	38	221	689	423	836	3,538
		PERCENT	18.46	16.25	2.91	1.07	6.25	19.47	11.96	23.63	
1079	3779	TRIPS	920	983	227	151	519	986	612	1090	5,488
		PERCENT	16.76	17.91	4.14	2.75	9.46	17.97	11.15	19.86	
1080	3780	TRIPS	622	347	148	63	498	854	454	722	3,708
		PERCENT	16.77	9.36	3.99	1.7	13.43	23.03	12.24	19.47	
1081	3781	TRIPS	1647	955	353	164	1181	1884	1026	1532	8,742
		PERCENT	18.84	10.92	4.04	1.88	13.51	21.55	11.74	17.52	
1082	3782	TRIPS	1527	975	236	219	597	547	306	1276	5,683
		PERCENT	26.87	17.16	4.15	3.85	10.51	9.63	5.38	22.45	
1083	3783	TRIPS	996	640	24	37	342	627	352	532	3,550
		PERCENT	28.06	18.03	0.68	1.04	9.63	17.66	9.92	14.99	
1084	3784	TRIPS	136	47	8	4	24	50	48	66	383
		PERCENT	35.51	12.27	2.09	1.04	6.27	13.05	12.53	17.23	
1085	3785	TRIPS	248	79	8	10	53	124	83	156	761
		PERCENT	32.59	10.38	1.05	1.31	6.96	16.29	10.91	20.5	
1086	3786	TRIPS	1960	955	139	196	1237	2168	978	1203	8,836
		PERCENT	22.18	10.81	1.57	2.22	14	24.54	11.07	13.61	
1087	3787	TRIPS	519	235	17	75	129	319	144	367	1,805
		PERCENT	28.75	13.02	0.94	4.16	7.15	17.67	7.98	20.33	
1088	3788	TRIPS	1644	578	66	248	630	1142	584	913	5,805
		PERCENT	28.32	9.96	1.14	4.27	10.85	19.67	10.06	15.73	
1089	3789	TRIPS	985	620	140	254	2049	1777	855	1071	7,751
		PERCENT	12.71	8	1.81	3.28	26.44	22.93	11.03	13.82	
1090	3790	TRIPS	2465	1467	192	265	2495	3244	1787	1843	13,758
		PERCENT	17.92	10.66	1.4	1.93	18.13	23.58	12.99	13.4	
1091	3791	TRIPS	174	109	24	32	226	285	144	147	1,141
		PERCENT	15.25	9.55	2.1	2.8	19.81	24.98	12.62	12.88	
1092	3792	TRIPS	288	261	107	42	153	130	114	280	1,375
		PERCENT	20.95	18.98	7.78	3.05	11.13	9.45	8.29	20.36	
1093	3793	TRIPS	497	502	87	136	220	302	143	318	2,205
		PERCENT	22.54	22.77	3.95	6.17	9.98	13.7	6.49	14.42	
1094	3794	TRIPS	439	779	157	346	509	409	511	622	3,772
		PERCENT	11.64	20.65	4.16	9.17	13.49	10.84	13.55	16.49	
1095	3795	TRIPS	1352	1966	694	608	1184	1205	782	1660	9,431
		PERCENT	14.34	20.85	7.36	6.45	12.55	12.78	8.08	17.6	
1096	3796	TRIPS	674	711	256	336	707	445	444	1290	4,863
		PERCENT	13.86	14.62	5.26	6.91	14.54	9.15	9.13	26.53	
1097	3797	TRIPS	206	291	90	71	112	145	110	276	1,301
		PERCENT	15.83	22.37	6.92	5.46	8.61	11.15	8.46	21.21	
1098	3798	TRIPS	486	497	87	77	350	330	251	509	2,587
		PERCENT	18.79	19.21	3.36	2.98	13.53	12.76	9.7	19.68	
1099	3799	TRIPS	742	604	158	228	479	648	307	411	3,577
		PERCENT	20.74	16.89	4.42	6.37	13.39	18.11	8.58	11.49	
1100	3800	TRIPS	719	703	129	191	717	724	415	830	4,428
		PERCENT	16.24	15.88	2.91	4.31	16.19	16.35	9.37	18.74	
1101	3801	TRIPS	1223	844	81	121	1101	1287	718	917	6,292
		PERCENT	19.44	13.41	1.29	1.92	17.5	20.45	11.41	14.57	
1102	3802	TRIPS	614	375	49	59	617	900	434	484	3,532
		PERCENT	17.38	10.62	1.39	1.67	17.47	25.48	12.29	13.7	
1103	3803	TRIPS	1192	589	140	60	931	1409	670	879	5,870
		PERCENT	20.31	10.03	2.39	1.02	15.86	24	11.41	14.97	
1104	3804	TRIPS	1471	879	124	189	1441	2170	989	1383	8,646
		PERCENT	17.01	10.17	1.43	2.19	16.67	25.1	11.44	16	
1105	3805	TRIPS	312	192	39	46	441	539	303	239	2,111
		PERCENT	14.78	9.1	1.85	2.18	20.89	25.53	14.35	11.32	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	17.2	12.09	0.64	1.72	13.22	21.61	14.39	19.12	
1055	3755	TRIPS	2210	1830	81	253	936	1424	1051	1445	9,230
		PERCENT	23.94	19.83	0.88	2.74	10.14	15.43	11.39	15.66	
1056	3756	TRIPS	1622	1625	203	475	593	1057	870	1114	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	2.8	6.26	13.79	10.83	11.8	17.37	
1058	3758	TRIPS	2337	2185	755	1163	2296	2156	1049	2603	14,544
		PERCENT	16.07	15.02	5.19	8	15.79	14.82	7.21	17.9	
1059	3759	TRIPS	2686	2755	994	818	2677	2716	1588	2476	16,710
		PERCENT	16.07	16.49	5.95	4.9	16.02	16.25	9.5	14.82	
1060	3760	TRIPS	1356	1033	260	209	1204	1296	902	1324	7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917	908	1168	3818	2973	1915	2115	20,964
		PERCENT	19.8	18.68	4.33	5.57	18.21	14.18	9.13	10.09	
1062	3762	TRIPS	1541	2387	563	612	1321	1133	953	927	9,437
		PERCENT	16.33	25.29	5.97	6.49	14	12.01	10.1	9.82	
1063	3763	TRIPS	662	1376	752	422	305	242	241	460	4,460
		PERCENT	14.84	30.85	16.86	9.46	6.84	5.43	5.4	10.31	
1064	3764	TRIPS	1605	844	274	231	847	816	1029	1142	6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410	207	151	617	384	468	817	3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69	22.15	
1066	3766	TRIPS	673	548	250	141	730	789	542	1200	4,873
		PERCENT	13.81	11.25	5.13	2.89	14.98	16.19	11.12	24.63	
1067	3767	TRIPS	332	316	136	86	354	487	413	669	2,793
		PERCENT	11.89	11.31	4.87	3.08	12.67	17.44	14.79	23.95	
1068	3768	TRIPS	939	754	113	359	927	1323	1340	1157	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	453	1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96	11.68	26.18	
1070	3770	TRIPS	7275	1615	205	0	2303	7044	4924	7089	30,455
		PERCENT	23.89	5.3	0.67	0	7.56	23.13	16.17	23.28	
1071	3771	TRIPS	5307	2706	160	0	1718	3361	2294	4701	20,247
		PERCENT	26.21	13.36	0.79	0	8.49	16.6	11.33	23.22	
1072	3772	TRIPS	1779	128	12	14	268	358	286	676	3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12	19.2	
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	10.55	39.55	
1074	3774	TRIPS	850	574	14	38	381	475	242	795	3,369
		PERCENT	25.23	17.04	0.42	1.13	11.31	14.1	7.18	23.6	
1075	3775	TRIPS	767	463	14	0	292	664	331	1203	3,734
		PERCENT	20.54	12.4	0.37	0	7.82	17.78	8.86	32.22	
1076	3776	TRIPS	629	251	57	0	252	328	182	605	2,304
		PERCENT	27.3	10.89	2.47	0	10.94	14.24	7.9	26.26	
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	49	44	301	542	362	1160	4,408
		PERCENT	21.1	23.14	1.11	1	6.83	12.3	8.21	26.32	
1079	3779	TRIPS	1150	935	732	469	1246	1410	536	1406	7,884
		PERCENT	14.59	11.86	9.28	5.95	15.8	17.88	6.8	17.83	
1080	3780	TRIPS	897	597	251	105	739	885	402	780	4,656
		PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63	16.75	
1081	3781	TRIPS	4328	2415	821	760	3038	2502	1290	1933	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	421	1519	6,388
		PERCENT	34.22	13.82	0.52	2.38	7.76	10.93	6.59	23.78	
1083	3783	TRIPS	1276	466	35	37	304	639	534	818	4,109
		PERCENT	31.05	11.34	0.85	0.9	7.4	15.55	13	19.91	
1084	3784	TRIPS	213	60	2	20	13	30	29	67	434
		PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68	15.44	
1085	3785	TRIPS	305	207	46	28	31	79	24	84	804
		PERCENT	37.94	25.75	5.72	3.48	3.86	9.83	2.99	10.45	
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	13.24	11.15	
1087	3787	TRIPS	653	281	32	179	224	284	206	228	2,087
		PERCENT	31.29	13.46	1.53	8.58	10.73	13.61	9.87	10.92	
1088	3788	TRIPS	1774	957	199	608	1053	1196	482	703	6,972

Richard Garcia & Associates, Inc.

Appendix C: Signal Timing, Adjustment Factors and Growth Trends

4535 Gables Ponce II

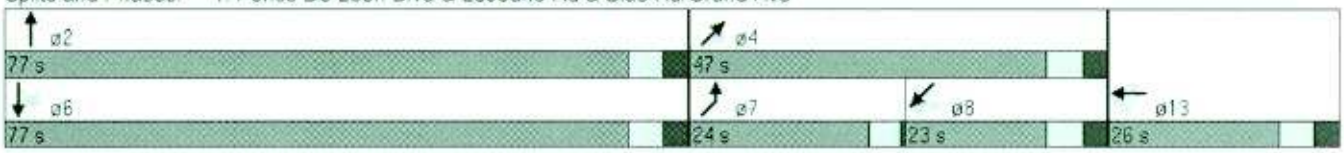
1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	49	51	86	651	14	111	539	224	468	234	2	15
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	26.0	26.0	26.0	77.0	77.0	77.0	77.0	24.0	47.0	47.0	23.0	23.0
Total Split (%)	17.3%	17.3%	17.3%	51.3%	51.3%	51.3%	51.3%	16.0%	31.3%	31.3%	15.3%	15.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	19.0	19.0	19.0	70.0		70.0	70.0	15.7	40.0	40.0		20.3
Actuated g/C Ratio	0.13	0.13	0.13	0.47		0.47	0.47	0.10	0.27	0.27		0.14
v/c Ratio	0.22	0.95	0.53	0.51		0.61	0.46	0.66	1.00	0.66		0.36
Control Delay	61.9	114.3	71.7	29.4		44.0	28.3	73.5	95.0	57.7		82.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	61.9	114.3	71.7	29.4		44.0	28.3	73.5	95.0	57.7		82.0
LOS	E	F	E	C		D	C	E	F	E		F
Approach Delay		94.9		29.4			30.7		79.7			
Approach LOS		F		C			C		E			

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 118 (79%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 55.0 — Intersection LOS: E
Intersection Capacity Utilization 93.6% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	208
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	15.3%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	20.3
Actuated g/C Ratio	0.14
v/c Ratio	0.48
Control Delay	64.6
Queue Delay	0.0
Total Delay	64.6
LOS	E
Approach Delay	65.9
Approach LOS	E

Intersection Summary

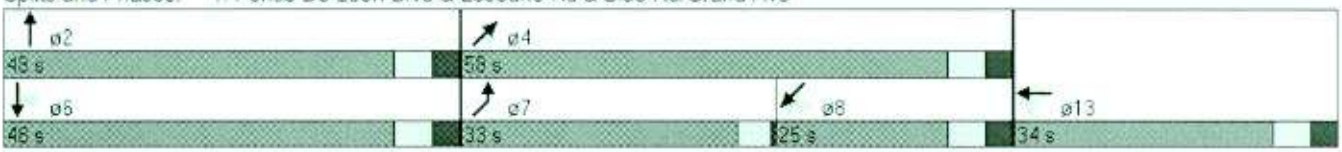
1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	10	161	83	451	4	60	650	290	312	149	8	69
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	34.0	34.0	34.0	48.0	48.0	48.0	48.0	33.0	58.0	58.0	25.0	25.0
Total Split (%)	24.3%	24.3%	24.3%	34.3%	34.3%	34.3%	34.3%	23.6%	41.4%	41.4%	17.9%	17.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	27.0	27.0	27.0	41.0		41.0	41.0	17.6	51.0	51.0		29.4
Actuated g/C Ratio	0.19	0.19	0.19	0.29		0.29	0.29	0.13	0.36	0.36		0.21
v/c Ratio	0.03	1.05	0.29	0.50		0.35	1.09	0.70	0.48	0.32		0.36
Control Delay	46.3	116.1	51.3	43.0		45.4	102.5	67.4	37.2	33.9		54.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	46.3	116.1	51.3	43.0		45.4	102.5	67.4	37.2	33.9		54.4
LOS	D	F	D	D		D	F	E	D	C		D
Approach Delay		101.9		43.0			99.1		47.7			
Approach LOS		F		D			F		D			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 72.5 — Intersection LOS: E
Intersection Capacity Utilization 83.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	545
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	25.0
Total Split (%)	17.9%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	29.4
Actuated g/C Ratio	0.21
v/c Ratio	0.77
Control Delay	60.4
Queue Delay	0.0
Total Delay	60.4
LOS	E
Approach Delay	59.7
Approach LOS	E

Intersection Summary

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2617
Signal Location: Grand Ave. & LeJeune Rd. & Ponce De Leon Blvd.
Analysis Period: AM / PM (Circle One)
Local Time of Day Schedule: 11 Plan
Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 150 seconds
Offset: 118 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
G(w)	-	-	-	
G(f)	-	-	-	
G(g)	20	70	19	16
G(total)	20	70	19	16
Y	4	4	3	4
R	2	3	2	3
SPLIT	26	77	24	23

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2617
Signal Location: Grand Ave. & LeJeune Rd. & Ponce De Leon Blvd.
Analysis Period: AM / PM (Circle One)
Local Time of Day Schedule: 3 Plan
Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 140 seconds
Offset: 102 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
G(w)	-	-	-	
G(f)	-	-	-	
G(g)	28	41	20	26
G(total)	28	41	20	26
Y	4	4	3	4
R	2	3	2	3
SPLIT	34	48	25	33

TOD Schedule Report

for 2617: Grand Av&LeJeune Rd&Ponce De Leon Blvd

Print Date: 8/13/2011

Print Time: 3:16 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2617	Grand Av&LeJeune Rd&Ponce De Leo	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
WBT	SBT	NEL	SWT	-	NBT	-	NET
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	35 - 34 - 34	4	2
2	SBT	4 - 4 - 4	20 - 20 - 20	4 - 4 - 4	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	3
3	NEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 20 - 20	3	2
4	SWT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	45 - 25 - 45	4	2.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	4 - 4 - 4	20 - 20 - 20	4 - 4 - 4	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	NET	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	45 - 45 - 45	4	2.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	-------
External Permit 1	-------
External Permit 2	-------

Current TOD Schedule	Plan	Cycle	Green Time 1 WB	2 SBT	3 NEL	4 SWT	5 -	6 NBT	7 -	8 NET	Ring Offset	Offset
	1	120	26	33	16	20	0	33	0	41	0	95
	2	100	17	33	10	15	0	33	0	30	0	1
PM X	3	140	28	41	20	26	0	41	0	51	0	102
	4	140	19	60	19	17	0	60	0	41	0	111
	5	95	14	36	5	15	0	36	0	25	0	68
	6	140	33	45	18	19	0	45	0	42	0	111
	7	90	11	32	7	15	0	32	0	27	0	32
	8	140	28	41	20	26	0	41	0	51	0	99
	9	80	8	27	5	15	0	27	0	25	0	15
	10	80	8	27	5	15	0	27	0	25	0	2
AM X	11	150	20	70	19	16	0	70	0	40	0	118
	12	120	21	34	17	23	0	34	0	45	0	35
	13	80	7	29	6	13	0	29	0	24	0	72
	14	150	20	59	30	16	0	59	0	51	0	5
	15	115	17	46	12	15	0	46	0	32	0	49
	16	115	17	46	12	15	0	46	0	32	0	49
	17	120	29	33	10	23	0	33	0	38	0	111
	18	120	29	33	10	23	0	33	0	38	0	111
	19	130	18	53	13	21	0	53	0	39	0	20
	20	150	25	43	23	34	0	43	0	62	0	53
	21	130	18	47	13	27	0	47	0	45	0	14
	22	130	18	47	13	27	0	47	0	45	0	14
	23	130	18	47	13	27	0	47	0	45	0	4

Local TOD Schedule

Time	Plan	DOW
0000	10	Su M T W Th F S
0130	9	M T W Th F
0230	9	Su S
0530	10	M T W Th F
0600	10	Su S
0625	11	M T W Th F
0800	13	Su S
0930	23	Su
0930	6	M T W Th F
1000	23	S
1030	23	M T W Th F
1535	3	M T W Th F
1830	8	M T W Th F
1900	1	M T W Th F
2000	2	M T W Th F
2200	7	M T W Th F
2300	10	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

2010 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
	01/01/2010 - 01/02/2010	1.00	1.02
2	01/03/2010 - 01/09/2010	1.03	1.05
3	01/10/2010 - 01/16/2010	1.05	1.07
4	01/17/2010 - 01/23/2010	1.05	1.07
5	01/24/2010 - 01/30/2010	1.04	1.06
6	01/31/2010 - 02/06/2010	1.03	1.05
7	02/07/2010 - 02/13/2010	1.02	1.04
8	02/14/2010 - 02/20/2010	1.02	1.04
9	02/21/2010 - 02/27/2010	1.01	1.03
10	02/28/2010 - 03/06/2010	1.01	1.03
11	03/07/2010 - 03/13/2010	1.01	1.03
12	03/14/2010 - 03/20/2010	1.00	1.02
13	03/21/2010 - 03/27/2010	1.00	1.02
14	03/28/2010 - 04/03/2010	1.00	1.02
15	04/04/2010 - 04/10/2010	1.00	1.02
16	04/11/2010 - 04/17/2010	1.00	1.02
17	04/18/2010 - 04/24/2010	1.00	1.02
18	04/25/2010 - 05/01/2010	1.00	1.02
19	05/02/2010 - 05/08/2010	1.00	1.02
20	05/09/2010 - 05/15/2010	1.01	1.03
21	05/16/2010 - 05/22/2010	1.01	1.03
22	05/23/2010 - 05/29/2010	1.01	1.03
23	05/30/2010 - 06/05/2010	1.01	1.03
24	06/06/2010 - 06/12/2010	1.02	1.04
25	06/13/2010 - 06/19/2010	1.02	1.04
26	06/20/2010 - 06/26/2010	1.02	1.04
27	06/27/2010 - 07/03/2010	1.02	1.04
28	07/04/2010 - 07/10/2010	1.02	1.04
29	07/11/2010 - 07/17/2010	1.02	1.04
30	07/18/2010 - 07/24/2010	1.01	1.03
31	07/25/2010 - 07/31/2010	1.00	1.02
32	08/01/2010 - 08/07/2010	0.99	1.01
33	08/08/2010 - 08/14/2010	0.99	1.01
[illegible]	08/15/2010 - 08/21/2010	0.98	1.00
	08/22/2010 - 08/28/2010	0.98	1.00
*36	08/29/2010 - 09/04/2010	0.98	1.00
*37	09/05/2010 - 09/11/2010	0.99	1.01
*38	09/12/2010 - 09/18/2010	0.99	1.01
*39	09/19/2010 - 09/25/2010	0.98	1.00
*40	09/26/2010 - 10/02/2010	0.98	1.00
*41	10/03/2010 - 10/09/2010	0.97	0.99
*42	10/10/2010 - 10/16/2010	0.97	0.99
*43	10/17/2010 - 10/23/2010	0.97	0.99
*44	10/24/2010 - 10/30/2010	0.97	0.99
*45	10/31/2010 - 11/06/2010	0.97	0.99
*46	11/07/2010 - 11/13/2010	0.97	0.99
*47	11/14/2010 - 11/20/2010	0.98	1.00
*48	11/21/2010 - 11/27/2010	0.98	1.00
49	11/28/2010 - 12/04/2010	0.99	1.01
50	12/05/2010 - 12/11/2010	1.00	1.02
51	12/12/2010 - 12/18/2010	1.00	1.02
52	12/19/2010 - 12/25/2010	1.03	1.05
53	12/26/2010 - 12/31/2010	1.05	1.07

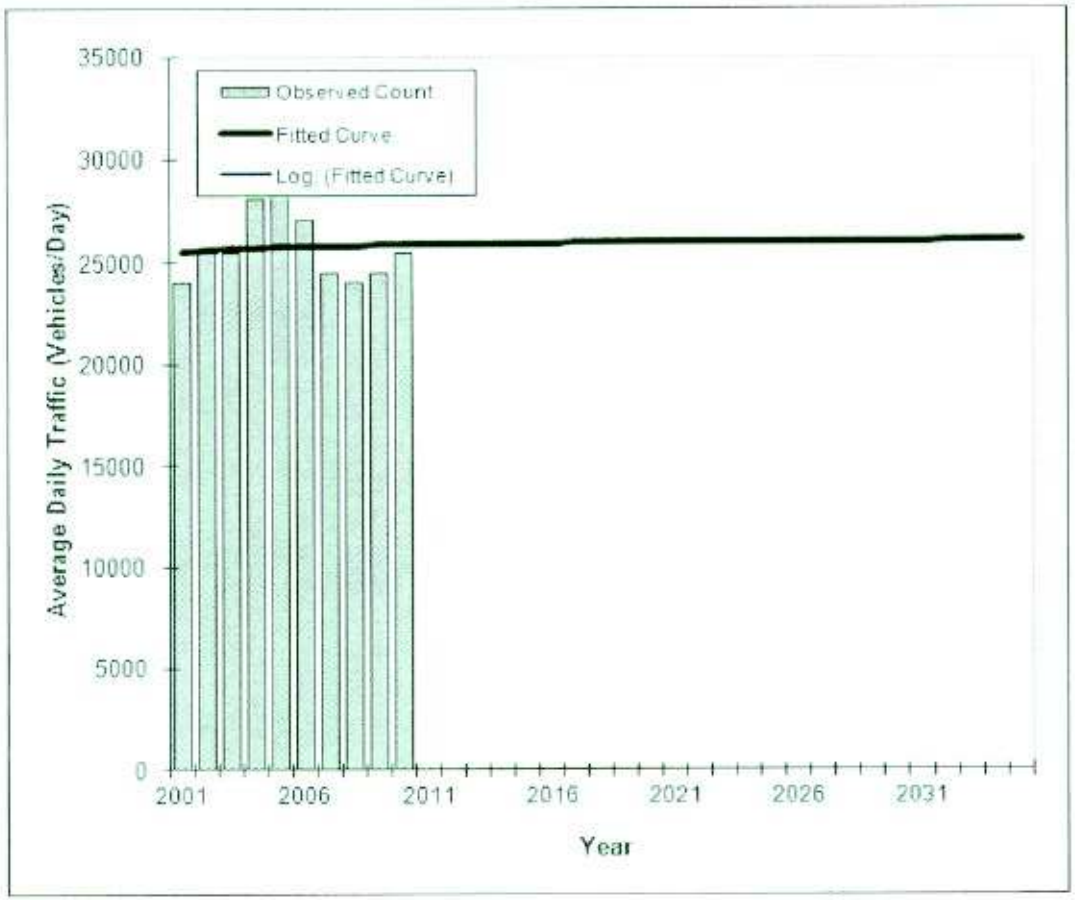
* PEAK SEASON

Traffic Trends - V2.0

SR 953/LEJEUNE RD -- 200" N PONCE DE LEON BLVD

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	1053
Highway:	SR 953/LEJEUNE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2001	24000	25500
2002	25500	25600
2003	25500	25700
2004	28000	25700
2005	29000	25800
2006	27000	25800
2007	24500	25800
2008	24000	25800
2009	24500	25900
2010	25500	25900
2012 Opening Year Trend		
2012	N/A	25900
2014 Mid-Year Trend		
2014	N/A	25900
2015 Design Year Trend		
2015	N/A	25900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	0.43%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2010 to Design Year):	0.00%
Printed:	31-Jan-12

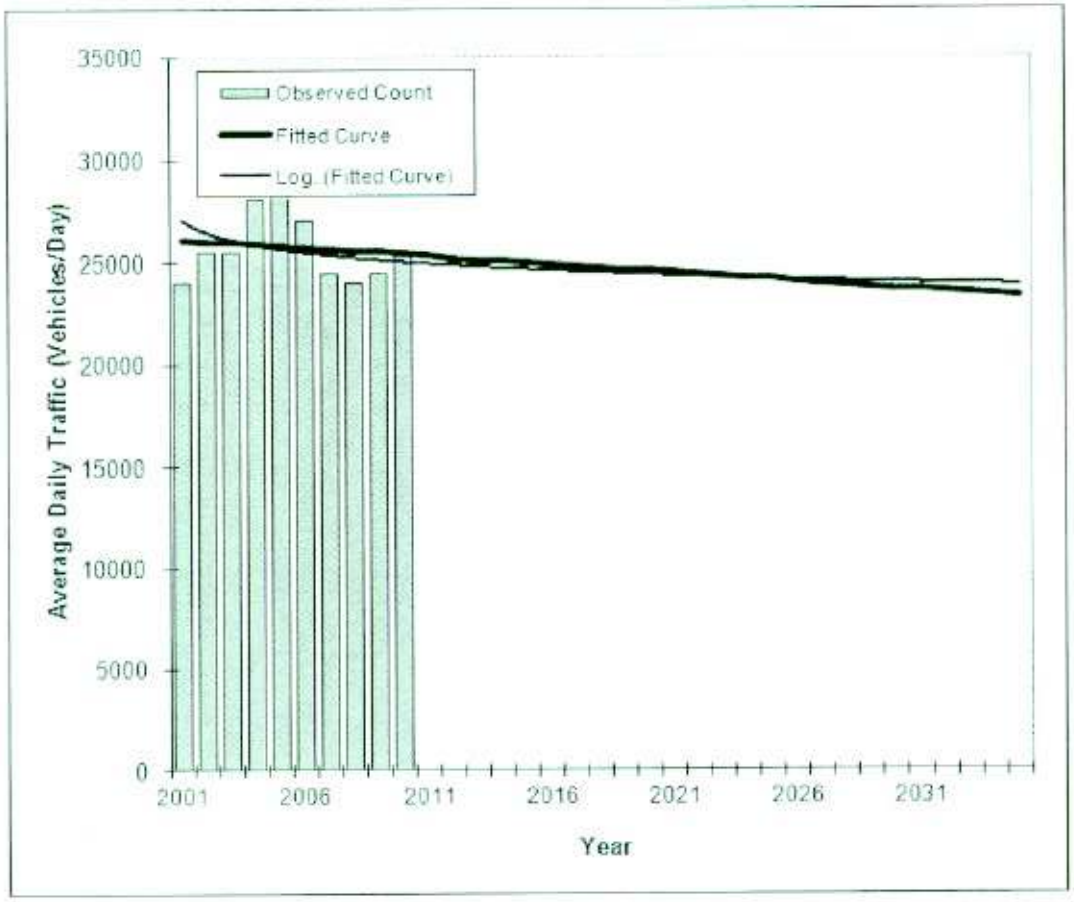
Decaying Exponential Growth Option

Traffic Trends - V2.0

SR 953/LEJEUNE RD -- 200" N PONCE DE LEON BLVD

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	1053
Highway:	SR 953/LEJEUNE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2001	24000	26100
2002	25500	26000
2003	25500	26000
2004	28000	25900
2005	29000	25800
2006	27000	25700
2007	24500	25600
2008	24000	25500
2009	24500	25500
2010	25500	25400
2012 Opening Year Trend		
2012	N/A	25200
2014 Mid-Year Trend		
2014	N/A	25100
2015 Design Year Trend		
2015	N/A	25000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-82
Trend R-squared:	2.07%
Trend Annual Historic Growth Rate:	-0.30%
Trend Growth Rate (2010 to Design Year):	-0.31%
Printed:	31-Jan-12

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2010 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1053 - SR 953/LEJEUNE RD, 200' N PONCE DE LEON BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	25500 C	N 12500	S 13000	7.87	58.27	2.40
2009	24500 C	N 12000	S 12500	7.98	59.96	2.60
2008	24000 C	N 11500	S 12500	8.07	66.31	6.80
2007	24500 C	N 12000	S 12500	7.90	63.12	6.30
2006	27000 C	N 13000	S 14000	7.19	58.66	14.80
2005	28000 C	N 14000	S 15000	7.70	65.70	3.10
2004	28000 C	N 13500	S 14500	8.20	67.10	3.10
2003	25500 C	N 12500	S 13000	8.10	72.30	4.60
2002	25500 C	N 13000	S 12500	9.20	48.00	4.40
2001	24000 C	N 11500	S 12500	8.20	53.50	7.30
2000	26000 C	N 13500	S 12500	8.20	53.10	3.00
1999	23500 C	N 12000	S 11500	9.10	52.70	3.50
1998	25000 C	N 12000	S 13000	9.30	52.70	6.10
1997	24500 C	N 12000	S 12500	9.10	54.50	4.20
1996	23500 C	N 11000	S 12500	8.50	53.10	7.30
1995	24000 C	N 10500	S 13500	7.92	62.60	5.40

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

Richard Garcia & Associates, Inc.

Appendix D: Traffic Counts

4535 Gables Ponce II

TABLE: A5

4535 Gables Ponce II

AM PEAK INTERSECTION APPROACH VOLUMES

INTERSECTION	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED (EXISTING) (2012)	BACKGROUND GROWTH @ 1.00% FOR 3 YEARS	COMMITTED DEVELOPMENT		NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED) (2015)
										OTHER	GABLES STATION			
1	2	2	3	4	5	6	7	8	9	10	11	12	13	14
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	SOUTHBOUND	SBR	143	Thursday, January 26, 2012	0.938	1.04	149	5	0	0	153	7	160
			SBT	518			1.04	539	16	24	0	579	8	587
			SBHL	13			1.04	14	0	0	111	125	0	125
			SBL	107			1.04	111	3	0	0	115	0	115
			TOTAL	781				812	25	24	111	972	15	987
		SOUTHWESTBOUND (Ponce de Leon)	SWBR	8			1.02	8	0	0	27	35	0	35
			SWBT	200			1.04	208	8	7	6	227	0	227
			SWL	14			1.04	15	0	7	13	35	0	35
			SWHL	2			1.04	2	0	0	0	2	0	2
			TOTAL	224				233	7	14	46	300	0	300
		NORTHBOUND	NBHR	3			1.04	3	0	0	0	3	0	3
			NBR	113			1.04	118	4	0	53	174	0	174
			NBT	626			1.04	651	20	9	0	680	2	682
			NBL	0			1.04	0	0	0	0	0	0	0
			NBHL	0			1.04	0	0	0	0	0	0	0
			TOTAL	742				772	23	9	53	857	2	859
		NORTHEASTBOUND (Ponce de Leon)	NEHR	27			1.04	28	1	0	0	29	0	29
			NEBR	225			1.04	234	7	0	0	241	0	241
			NEBT	450			1.04	468	14	0	25	507	0	507
			NEBL	215			1.04	224	7	0	0	230	1	231
			TOTAL	917				954	29	0	25	1008	1	1009
		WESTBOUND (Grand Av)	WBR	83			1.04	86	3	0	0	89	0	89
			WBHR	13			1.04	14	0	0	0	14	0	14
			WBT	49			1.04	51	2	0	0	53	0	53
			WBL	133			1.04	138	4	0	0	143	0	143
			WBHL	47			1.04	49	1	0	0	50	0	50
			TOTAL	47				338	10	0	0	348	0	348
		TOTAL		372				*2876*	*87*	*33*	*189*	*3185*	*18*	*3203*
2	LeJeune Rd & Granello Av	SOUTHBOUND	SBR	19	Thursday, January 26, 2012	0.925	1.04	20	1	0	0	20	0	20
			SBT	770			1.04	801	24	17	111	953	0	953
			SBL	8			1.04	8	0	0	0	9	2	11
			TOTAL	797				829	25	17	111	982	2	984
		WESTBOUND	WBR	5			1.04	5	0	21	0	26	26	52
			WBT	0			1.04	0	0	0	0	0	0	0
			WBL	4			1.04	4	0	7	0	11	15	26
			TOTAL	9				9	0	28	0	38	41	79
		NORTHBOUND	NBR	11			1.04	11	0	0	0	12	3	15
			NBT	852			1.04	886	27	9	27	949	0	949
			NBL	55			1.04	57	2	0	0	59	0	59
			TOTAL	918				955	29	9	27	1020	3	1023
		EASTBOUND	EBR	6			1.04	6	0	0	0	6	0	6
			EBT	0			1.04	0	0	0	0	0	0	0
			EBL	12			1.04	12	0	0	0	13	0	13
			TOTAL	18				19	1	0	0	19	0	19
		TOTAL		*1742*				*1812*	*55*	*54*	*138*	*2059*	*46*	*2105*
3	Granello Av & Greco Av	SOUTHWESTBOUND (Greco)	SWBR	0	Thursday, January 26, 2012	0.769	1.04	0	0	0	0	0	0	0
			SWBT	0			1.04	0	0	0	0	0	0	0
			SWBL	0			1.04	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	0	0	0
		WESTBOUND	WBR	0			1.04	0	0	0	0	0	0	0
			WBT	14			1.04	15	0	0	0	15	0	15
			WBL	33			1.04	34	1	0	0	35	1	36
			TOTAL	47				49	1	0	0	50	1	51
		NORTHEASTBOUND (Granello)	NEBR	15			1.04	16	0	24	0	40	7	47
			NEBT	0			1.04	0	0	0	0	0	0	0
			NEBBL	0			1.04	0	0	0	0	0	0	0
			NEBL	0			1.04	0	0	0	0	0	0	0
			TOTAL	15				16	0	24	0	40	7	47
		EASTBOUND	EBR	5			1.04	5	0	0	0	5	0	5
			EBT	7			1.04	7	0	0	0	8	0	8
			EBL	0			1.04	0	0	0	0	0	0	0
			TOTAL	12				12	0	0	0	13	0	13
		TOTAL		*74*				*77*	*2*	*24*	*0*	*103*	*8*	*111*
4	US 1/SR 5 & LeJeune Rd *	SOUTHBOUND	SBR	0		0.950	1.01	0	0	0	0	173	3	176
			SBT	0			1.01	0	0	0	0	409	5	414
			SBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	582	8	590
		SOUTHWESTBOUND	SWBR	0			1.01	0	0	0	0	0	0	0
			SWBT	0			1.01	0	0	0	0	2733	0	2733
			SWBL	0			1.01	0	0	0	0	86	0	86
			TOTAL	0				0	0	0	0	2819	0	2819
		NORTHBOUND	NBR	0			1.01	0	0	0	0	194	0	194
			NBT	0			1.01	0	0	0	0	630	1	631
			NBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	824	1	825
		NORTHEASTBOUND	NEBR	0			1.01	0	0	0	0	37	0	37
			NEBT	0			1.01	0	0	0	0	3930	0	3930
			NEBL	0			1.01	0	0	0	0	298	1	299
			TOTAL	0				0	0	0	0	4265	1	4266
		TOTAL		*0*				*0*	*0*	*0*	*0*	*8490*	*10*	*8500*

Notes:

1. Intersection Name
2. Intersection Approach
3. Intersection Approach Movement
4. TMC data provided by RGA, Inc
5. Date of Count
6. Peak Hour Factor
7. Seasonal Factor obtained from FDOT
8. Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS)
9. Although the regression analysis yielded negative percentage, a conservative 1.00 percent background growth was utilized with a project build-out of three years.
10.11. Committed Traffic
12. Net Traffic = Peak Seasonally Adjusted TMC + Backgound+Committed
13. Site traffic assignment
14. Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

* Volumes were obtained from the University of Miami 2007 Regional Traffic Study dated November 2007

TABLE: A5-2

4535 Gables Ponce II

PM PEAK INTERSECTION APPROACH VOLUMES

INTERSECTION	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	SF	PM PEAK SEASONALLY ADJUSTED (EXISTING) (2012)	BACKGROUND GROWTH (@ 1.00% FOR 3 YEARS	COMMITTED DEVELOPMENT		NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) (PROPOSED) (2015)
										OTHER	GABLES STATION			
1	2		3	4	5	6	7	8	9	10	11	12	13	14
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	SOUTHBOUND	SBR	361	Wednesday, January 25, 2012	0.956	1.04	375	11	0	0	387	2	389
			SBT	625			1.04	650	20	18	0	688	2	690
			SBHL	4			1.04	4	0	0	96	100	0	100
			SBL	58			1.04	60	2	0	0	62	0	62
			TOTAL	1048				1090	33	18	96	1237	4	1241
		SOUTHWESTBOUND (Ponce de Leon)	SWBR	5			1.04	5	0	0	183	188	0	188
			SWBT	524			1.04	545	17	5	37	603	0	603
			SWL	66			1.04	69	2	5	78	154	0	154
			SWHL	8			1.04	8	0	0	0	9	0	9
			TOTAL	595				619	19	10	278	926	0	926
		NORTHBOUND	NBHR	4			1.04	4	0	0	0	4	0	4
			NBR	33			1.04	34	1	9	46	90	0	90
			NBT	434			1.04	451	14	41	0	506	10	516
			NBL	0			1.04	0	0	0	0	0	0	0
			NBHL	0			1.04	0	0	0	0	0	0	0
			TOTAL	471				490	15	50	46	601	10	611
		NORTHEASTBOUND (Ponce de Leon)	NEHR	26			1.04	27	1	0	0	28	0	28
			NEBR	143			1.04	149	5	0	0	153	0	153
			NEBT	300			1.04	312	9	9	22	352	0	352
			NEBL	279			1.04	290	9	0	0	299	10	309
			TOTAL	748				778	24	9	22	832	10	842
		WESTBOUND (Grand Av)	WBR	80			1.04	83	3	0	0	86	0	86
			WBHR	2			1.04	2	0	0	0	2	0	2
			WBT	155			1.04	161	5	0	0	166	0	166
			WBL	166			1.04	173	5	0	0	178	0	178
			WBHL	10			1.04	10	0	0	0	11	0	11
			TOTAL	413				419	13	0	0	432	0	432
		TOTAL		*2680*				*2777*	*84*	*77*	*164*	*3102*	*24*	*3126*
2	LeJeune Rd & Granello Av	SOUTHBOUND	SBR	27	Wednesday, January 25, 2012	0.942	1.04	28	1	0	0	29	0	29
			SBT	1031			1.04	1072	32	13	96	1214	0	1214
			SBL	7			1.04	7	0	26	0	34	15	49
			TOTAL	1065				1108	34	39	96	1276	15	1291
		WESTBOUND	WBR	19			1.04	20	1	15	0	35	9	44
			WBT	0			1.04	0	0	0	0	0	0	0
			WBL	9			1.04	9	0	5	0	15	4	19
			TOTAL	28				29	1	20	0	50	13	63
		NORTHBOUND	NBR	15			1.04	16	0	9	0	25	20	45
			NBT	758			1.04	788	24	32	163	1007	0	1007
			NBL	33			1.04	34	1	0	0	35	0	35
			TOTAL	806				838	25	41	163	1068	20	1088
		EASTBOUND	EBR	8			1.04	8	0	0	0	9	0	9
			EBT	0			1.04	0	0	0	0	0	0	0
			EBL	11			1.04	11	0	0	0	12	0	12
			TOTAL	19				20	1	0	0	20	0	20
		TOTAL		*1918*				*1995*	*60*	*100*	*259*	*2414*	*48*	*2462*
3	Granello Av & Greco Av	SOUTHWESTBOUND (Greco)	SBR	0	Wednesday, January 25, 2012	0.952	1.04	0	0	0	0	0	0	0
			SBT	0			1.04	0	0	0	0	0	0	0
			SBL	0			1.04	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	0	0	0
		WESTBOUND	WBR	0			1.04	0	0	0	0	0	0	0
			WBT	35			1.04	36	1	0	0	38	0	38
			WBL	27			1.04	28	1	30	0	59	7	66
			TOTAL	62				64	2	30	0	96	7	103
		NORTHEASTBOUND (Granello)	NEBR	37			1.04	38	1	18	0	56	3	61
			NEBT	0			1.04	0	0	0	0	0	0	0
			NEBBL	0			1.04	0	0	0	0	0	0	0
			NEBL	13			1.04	14	0	0	0	14	0	14
			TOTAL	50				52	2	18	0	72	3	75
		EASTBOUND	EBR	4			1.04	4	0	0	0	4	0	4
			EBT	34			1.04	35	1	0	0	36	0	36
			EBL	0			1.04	0	0	0	0	0	0	0
			TOTAL	38				40	1	0	0	41	0	41
		TOTAL		*150*				*156*	*5*	*48*	*0*	*209*	*10*	*219*
4	US 1/SR 5 & LeJeune Rd *	SOUTHBOUND	SBR	0		0.950	1.01	0	0	0	0	252	1	253
			SBT	0			1.01	0	0	0	0	545	1	546
			SBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	797	2	799
		SOUTHWESTBOUND	SWBR	0			1.01	0	0	0	0	0	0	0
			SWBT	0			1.01	0	0	0	0	2866	0	2866
			SWBL	0			1.01	0	0	0	0	225	0	225
			TOTAL	0				0	0	0	0	3091	0	3091
		NORTHBOUND	NBR	0			1.01	0	0	0	0	198	0	198
			NBT	0			1.01	0	0	0	0	491	5	496
			NBL	0			1.01	0	0	0	0	0	0	0
			TOTAL	0				0	0	0	0	689	5	694
		NORTHEASTBOUND	NEBR	0			1.01	0	0	0	0	31	0	31
			NEBT	0			1.01	0	0	0	0	2817	0	2817
			NEBL	0			1.01	0	0	0	0	195	5	200
			TOTAL	0				0	0	0	0	3043	5	3048
		TOTAL		*0*				*0*	*0*	*0*	*0*	*7620*	*12*	*7632*

Notes

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 TMC data provided by RGA, Inc.
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS)
9 Although the regression analysis yielded negative percentage, a conservative 1.00 percent background growth was utilized with a project build-out of three years.
10,11 Commited Traffic
12 Net Traffic = Peak Seasonally Adjusted TMC + Background+Commited
13 Site traffic assignment
14 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)
* Volumes were obtained from the University of Miami 2007 Regional Traffic Study dated November 2007

Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 1

Groups Printed- Cars - Trucks

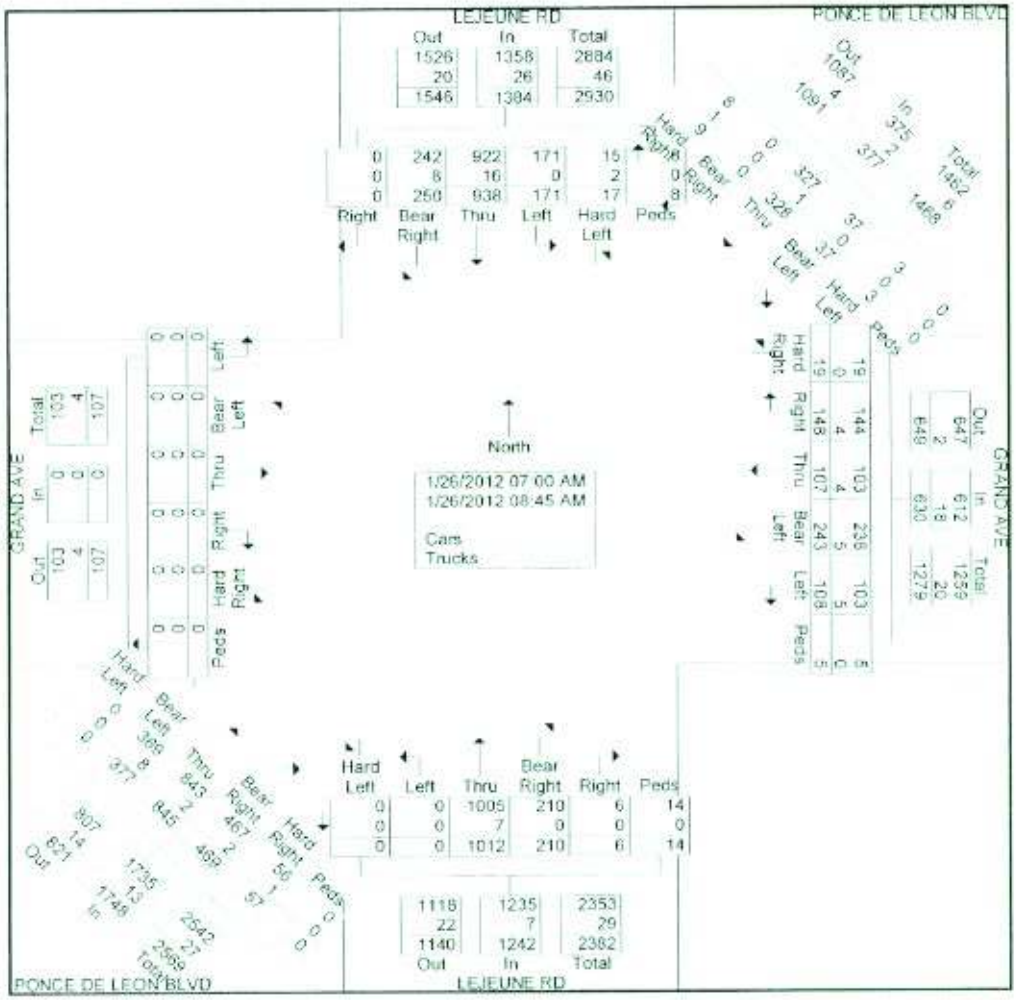
	LEJEUNE RD Southbound							PONCE DE LEON BLVD Southwest							GRAND AVE Westbound							LEJEUNE RD Northbound							PONCE DE LEON BLVD Northeast							GRAND AVE Eastbound							
Start Time	Right	Hard Right	Thru	Left	Hard Left	Peds	App Total	Hard Right	Right	Thru	Left	Hard Left	Peds	App Total	Hard Right	Right	Thru	Left	Hard Left	Peds	App Total	Right	Hard Right	Thru	Left	Hard Left	Peds	App Total	Hard Right	Right	Thru	Left	Hard Left	Peds	App Total	Hard Right	Right	Thru	Left	Hard Left	Peds	App Total	Int Total
07:00 AM	0	19	91	12	1	2	125	0	0	31	5	0	0	36	0	14	16	21	12	0	63	0	21	84	0	0	2	107	7	63	84	37	0	0	191	0	0	0	0	0	0	0	522
07:15 AM	0	18	95	10	1	0	124	1	0	29	10	1	0	41	1	13	10	24	11	0	59	1	19	88	0	0	1	109	11	68	88	42	0	0	209	0	0	0	0	0	0	0	542
07:30 AM	0	29	96	22	1	3	151	0	0	42	4	0	0	46	0	15	15	29	17	1	77	2	33	92	0	0	0	127	7	60	101	33	0	0	201	0	0	0	0	0	0	0	602
07:45 AM	0	41	138	20	1	1	201	0	0	26	4	0	0	30	5	23	17	36	21	0	102	0	24	122	0	0	7	153	5	53	122	50	0	0	230	0	0	0	0	0	0	0	716
Total	0	107	420	64	4	6	601	1	0	128	23	1	0	153	6	65	58	110	61	1	301	3	97	386	0	0	10	496	30	244	395	162	0	0	831	0	0	0	0	0	0	0	2382
08:00 AM	0	28	128	27	4	1	188	3	0	49	2	1	0	55	3	12	11	32	9	2	69	1	25	130	0	0	1	157	7	56	126	56	0	0	245	0	0	0	0	0	0	0	714
08:15 AM	0	43	124	38	2	1	208	0	0	59	3	0	0	62	2	23	13	31	16	1	86	1	27	147	0	0	0	175	5	53	100	41	0	0	202	0	0	0	0	0	0	0	733
08:30 AM	0	40	142	19	2	0	203	1	0	52	4	0	0	57	5	28	15	34	14	1	97	1	28	177	0	0	2	208	9	60	116	49	0	0	234	0	0	0	0	0	0	0	799
08:45 AM	0	32	124	23	5	0	184	4	0	40	5	1	0	50	3	20	10	36	8	0	77	0	33	172	0	0	1	206	6	56	105	69	0	0	236	0	0	0	0	0	0	0	753
Total	0	143	518	107	13	2	783	8	0	200	14	2	0	224	13	83	49	133	47	4	329	3	113	626	0	0	4	746	27	225	450	215	0	0	917	0	0	0	0	0	0	0	2999
Grand Total	0	250	938	171	17	8	1384	9	0	328	37	3	0	377	19	148	107	243	108	5	630	6	210	1012	0	0	14	1242	57	469	845	377	0	0	1748	0	0	0	0	0	0	0	5381
Apprch %	0	18.1	67.8	12.4	1.2	0.6		2.4	0	87	9.8	0.8	0		3	23.5	17	38.6	17.1	0.8		0.5	16.9	81.5	0	0	1.1		3.3	26.8	48.3	21.6	0	0		0	0	0	0	0	0		
Total %	0	4.6	17.4	3.2	0.3	0.1	25.7	0.2	0	6.1	0.7	0.1	0	7	0.4	2.8	2	4.5	2	0.1	11.7	0.1	3.9	18.8	0	0	0.3	23.1	1.1	8.7	15.7	7	0	0	32.5	0	0	0	0	0	0	0	
Cars	0	242	922	171	15	8	1358	8	0	327	37	3	0	375	19	144	103	238	103	5	612	6	210	1005	0	0	14	1235	56	467	843	369	0	0	1735	0	0	0	0	0	0	0	5315
% Cars	0	96.8	98.3	100	88.2	100	98.1	88.9	0	99.7	100	100	0	99.5	100	97.3	96.3	97.9	95.4	100	97.1	100	100	99.3	0	0	100	99.4	98.2	99.6	99.8	97.9	0	0	99.3	0	0	0	0	0	0	0	98.8
Trucks	0	8	16	0	2	0	26	1	0	1	0	0	0	2	0	4	4	5	5	0	18	0	0	7	0	0	0	7	1	2	2	8	0	0	13	0	0	0	0	0	0	0	66
% Trucks	0	3.2	1.7	0	11.8	0	1.9	11.1	0	0.3	0	0	0	0.5	0	2.7	3.7	2.1	4.6	0	2.9	0	0	0.7	0	0	0	0.6	1.8	0.4	0.2	2.1	0	0	0.7	0	0	0	0	0	0	0	1.2

#1 AM

Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 2

#1AM



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 3

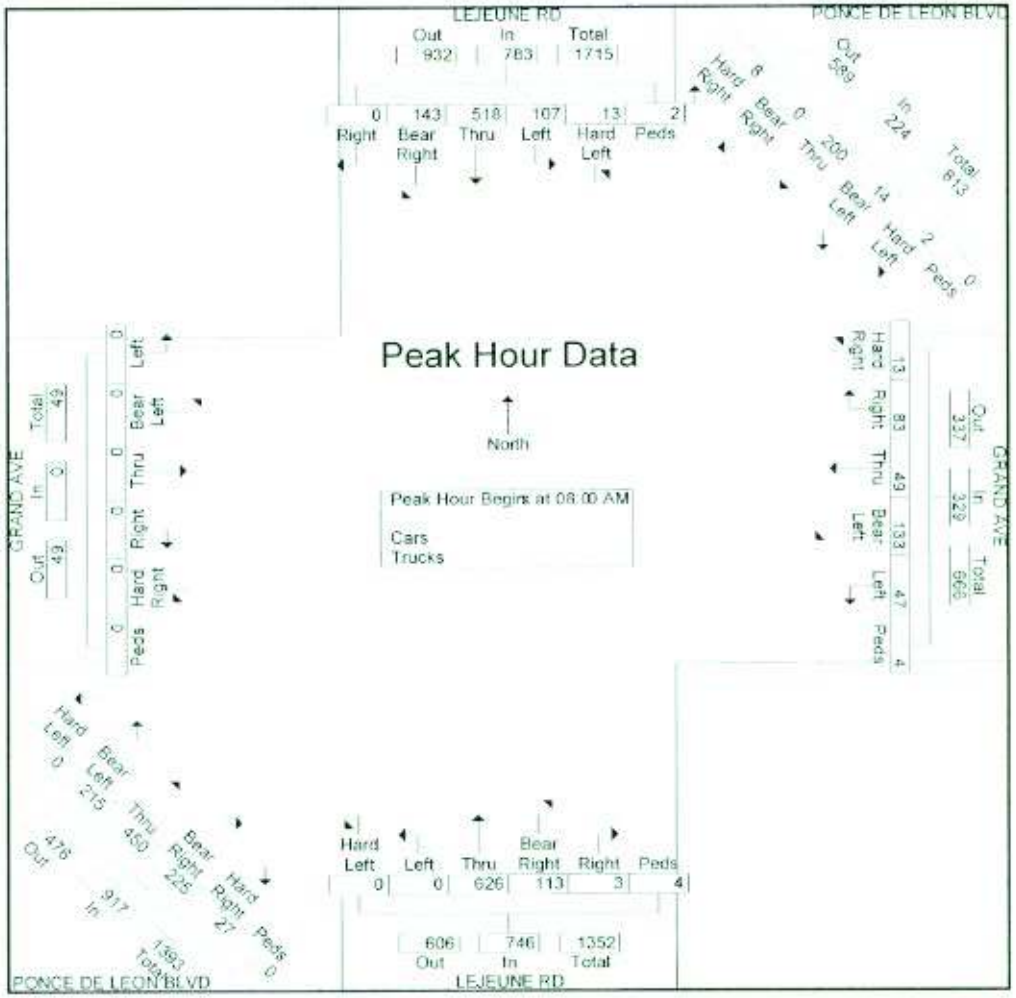
	LEJEUNE RD Southbound							PONCE DE LEON BLVD Southwest							GRAND AVE Westbound							LEJEUNE RD Northbound							PONCE DE LEON BLVD Northeast							GRAND AVE Eastbound							
Start Time	Right	Peds Right	Thru	Left	Peds Left	Peds	App Total	Peds Right	Peds Right	Thru	Peds Left	Peds Left	Peds	App Total	Peds Right	Right	Thru	Peds Left	Left	Peds	App Total	Right	Peds Right	Thru	Left	Peds Left	Peds	App Total	Peds Right	Peds Right	Thru	Peds Left	Peds Left	Peds	App Total	Peds Right	Right	Thru	Peds Left	Left	Peds	App Total	Int Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																											
Peak Hour for Entire Intersection Begins at 08:00 AM																																											
08:00 AM	0	28	125	27	4	1	188	3	0	49	2	1	0	55	3	12	11	32	9	2	69	1	25	130	0	0	1	157	7	56	126	56	0	0	245	0	0	0	0	0	0	0	714
08:15 AM	0	43	124	38	2	1	208	0	0	59	3	0	0	62	2	23	13	31	16	1	86	1	27	147	0	0	0	175	5	53	103	41	0	0	202	0	0	0	0	0	0	0	733
08:30 AM	0	40	142	19	2	0	203	1	0	52	4	0	0	57	5	28	15	34	14	1	97	1	28	177	0	0	2	208	9	60	116	49	0	0	234	0	0	0	0	0	0	0	799
08:45 AM	0	32	124	23	5	0	184	4	0	40	5	1	0	50	3	20	10	36	8	0	77	0	33	172	0	0	1	206	6	56	105	69	0	0	236	0	0	0	0	0	0	0	753
Total Volume	0	143	518	107	13	2	783	8	0	200	14	2	0	224	13	83	49	133	47	4	329	3	113	626	0	0	4	746	27	225	450	215	0	0	917	0	0	0	0	0	0	0	2999
% App. Total	0	18.3	66.1	13.7	1.7	0.3		3.6	0	89.3	6.2	0.9	0		4	25.2	14.9	40.4	14.3	1.2		0.4	15.1	83.9	0	0	0.5		2.9	24.5	49.1	23.4	0	0		0	0	0	0	0	0		
PHF	.000	.631	.912	.704	.650	.500	.941	.500	.000	.847	.700	.500	.000	.903	.650	.741	.817	.924	.734	.500	.848	.750	.856	.884	.000	.000	.500	.897	.750	.938	.882	.779	.000	.000	.936	.000	.000	.000	.000	.000	.000	.000	.938

#1 AM

Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 4

#1AM



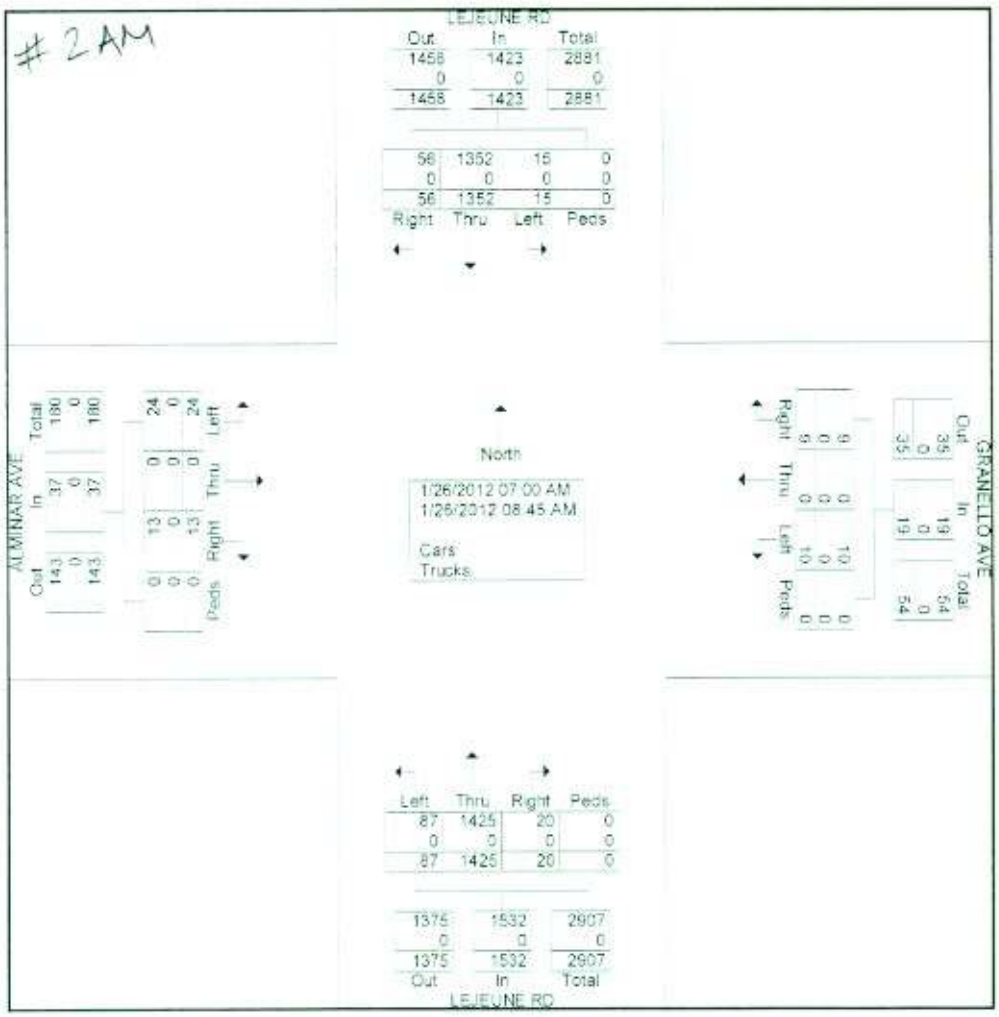
Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Granello Ave AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 1

Groups Printed- Cars - Trucks

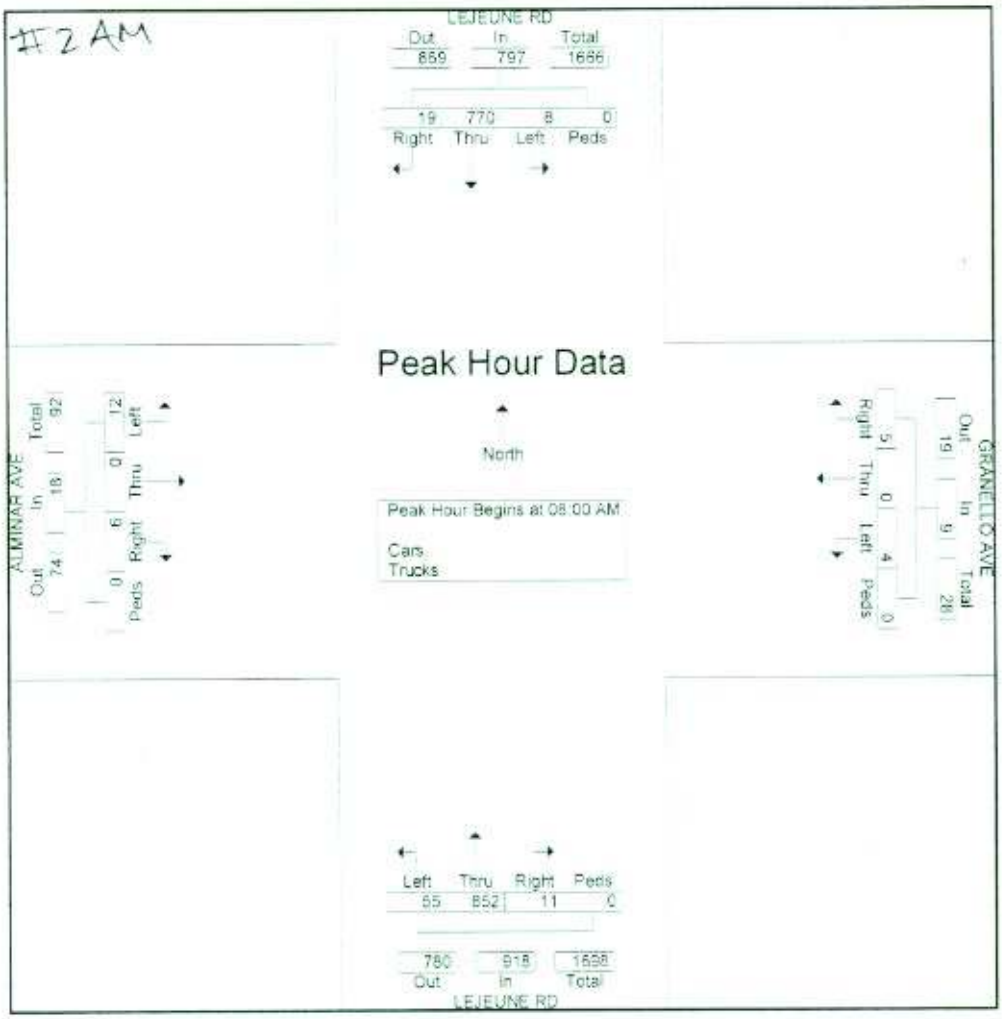
	LEJEUNE RD Southbound					GRANELLO AVE Westbound					LEJEUNE RD Northbound					ALMINAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	120	3	0	130	0	0	2	0	2	2	126	7	0	135	1	0	1	0	2	269
07:15 AM	10	122	1	0	133	1	0	1	0	2	1	133	10	0	144	1	0	5	0	6	285
07:30 AM	9	143	2	0	154	1	0	2	0	3	3	128	9	0	140	3	0	4	0	7	304
07:45 AM	11	197	1	0	209	2	0	1	0	3	3	186	6	0	195	2	0	2	0	4	411
Total	37	582	7	0	626	4	0	6	0	10	9	573	32	0	614	7	0	12	0	19	1269
08:00 AM	7	185	1	0	193	1	0	0	0	1	4	182	11	0	197	1	0	3	0	4	395
08:15 AM	5	204	2	0	211	1	0	1	0	2	3	183	15	0	201	2	0	2	0	4	418
08:30 AM	4	199	3	0	206	2	0	2	0	4	2	237	16	0	255	2	0	4	0	6	471
08:45 AM	3	182	2	0	187	1	0	1	0	2	2	250	13	0	265	1	0	3	0	4	458
Total	19	770	8	0	797	5	0	4	0	9	11	852	55	0	918	6	0	12	0	18	1742
Grand Total	56	1352	15	0	1423	9	0	10	0	19	20	1425	87	0	1532	13	0	24	0	37	3011
Apprch %	3.9	95	1.1	0		47.4	0	52.6	0		1.3	93	5.7	0		35.1	0	64.9	0		
Total %	1.9	44.9	0.5	0	47.3	0.3	0	0.3	0	0.6	0.7	47.3	2.9	0	50.9	0.4	0	0.8	0	1.2	
Cars	56	1352	15	0	1423	9	0	10	0	19	20	1425	87	0	1532	13	0	24	0	37	3011
% Cars	100	100	100	0	100	100	0	100	0	100	100	100	100	0	100	100	0	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Granello Ave AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 2

	LEJEUNE RD Southbound					GRANELLO AVE Westbound					LEJEUNE RD Northbound					ALMINAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**7**	185	1	0	193	1	0	0	0	1	**4**	182	11	0	197	1	0	3	0	4	395
08:15 AM	5	**204**	2	0	**211**	1	0	1	0	2	3	183	15	0	201	**2**	0	2	0	4	418
08:30 AM	4	199	**3**	0	206	**2**	0	**2**	0	**4**	2	237	**16**	0	255	2	0	**4**	0	**6**	**471**
08:45 AM	3	182	2	0	187	1	0	1	0	2	2	**250**	13	0	**265**	1	0	3	0	4	458
Total Volume	19	770	8	0	797	5	0	4	0	9	11	852	55	0	918	6	0	12	0	18	1742
% App. Total	2.4	96.6	1	0		55.6	0	44.4	0		1.2	92.8	6	0		33.3	0	66.7	0		
PHF	.679	.944	.667	.000	.944	.625	.000	.500	.000	.563	.688	.852	.859	.000	.866	.750	.000	.750	.000	.750	.925



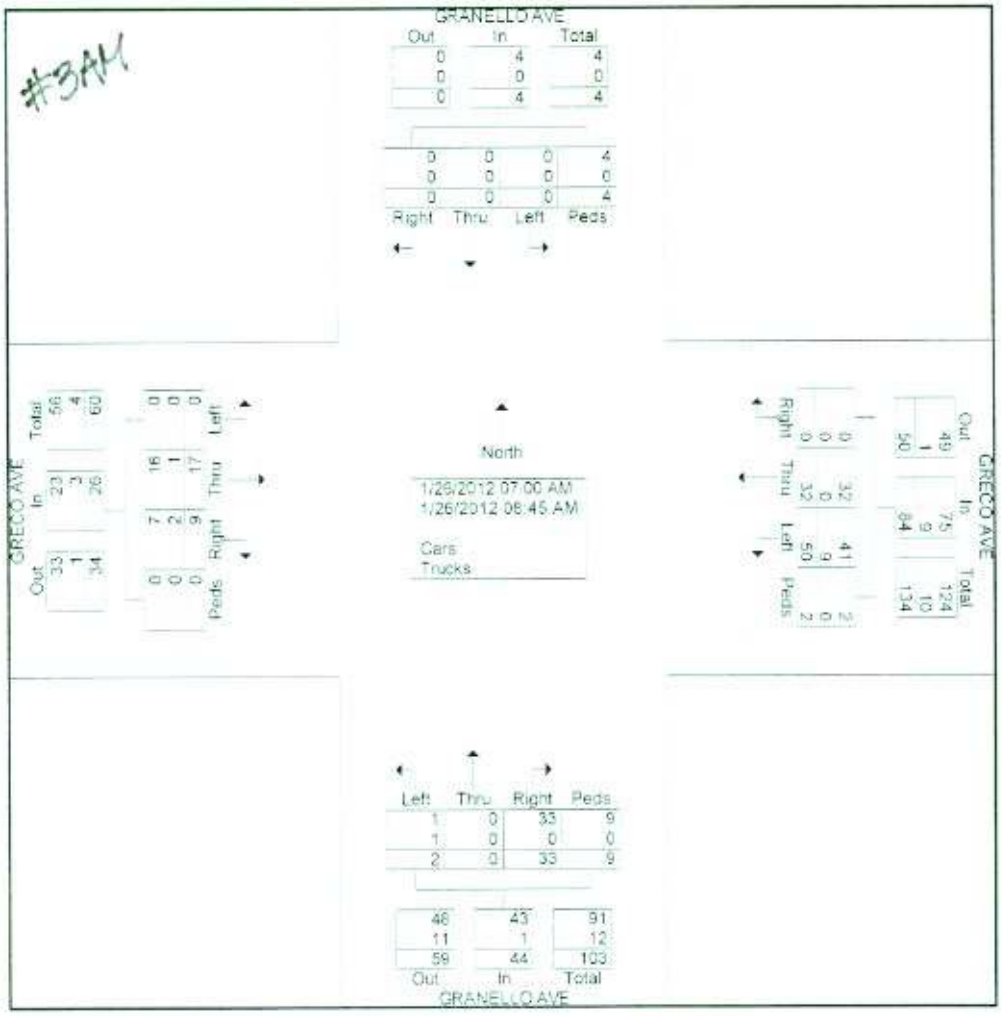
Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : Granello Ave_Greco Ave AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 1

Groups Printed- Cars - Trucks

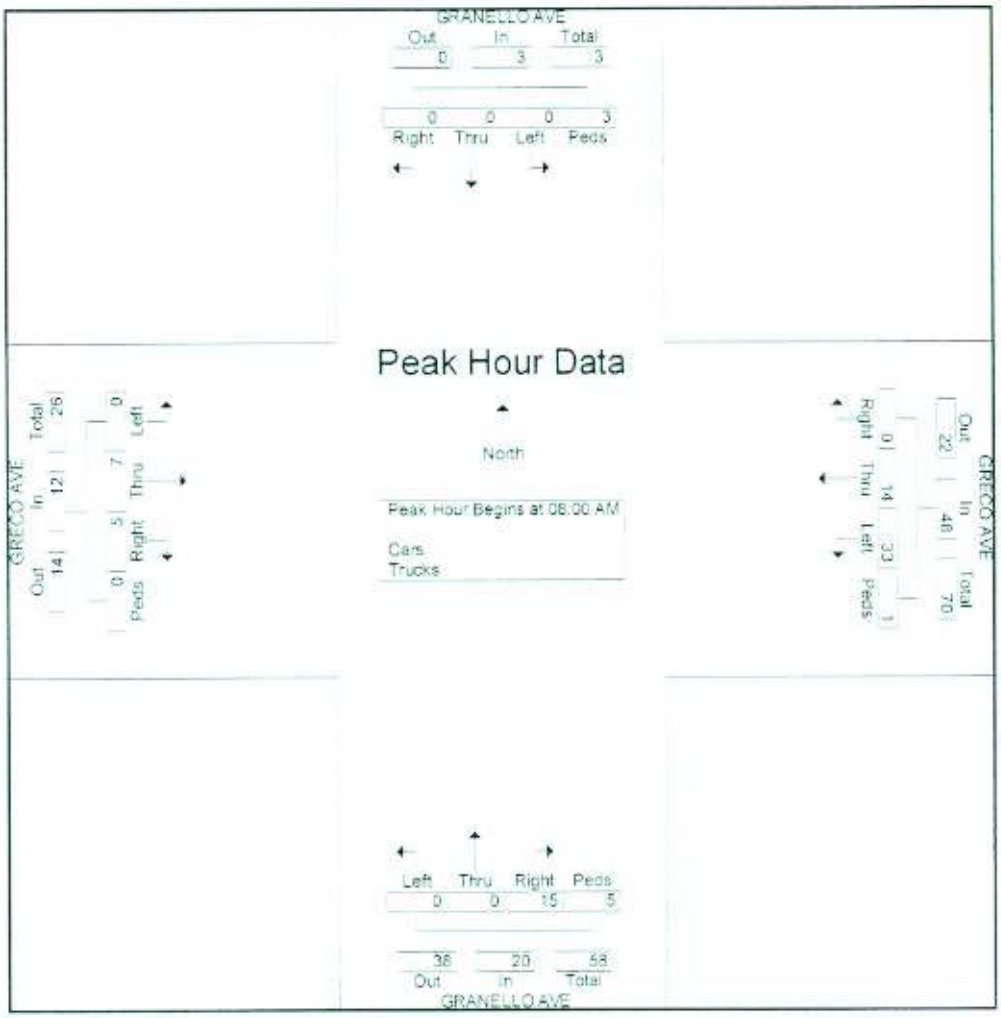
	GRANELLO AVE Southbound					GRECO AVE Westbound					GRANELLO AVE Northbound					GRECO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	10	9	0	19	5	0	0	1	6	0	3	0	0	3	28
07:15 AM	0	0	0	0	0	0	2	1	1	4	6	0	0	2	8	2	3	0	0	5	17
07:30 AM	0	0	0	0	0	0	4	3	0	7	4	0	0	1	5	0	4	0	0	4	16
07:45 AM	0	0	0	1	1	0	2	4	0	6	3	0	2	0	5	2	0	0	0	2	14
Total	0	0	0	1	1	0	18	17	1	36	18	0	2	4	24	4	10	0	0	14	75
08:00 AM	0	0	0	2	2	0	3	11	1	15	6	0	0	1	7	3	0	0	0	3	27
08:15 AM	0	0	0	0	0	0	4	6	0	10	5	0	0	2	7	0	1	0	0	1	18
08:30 AM	0	0	0	1	1	0	4	7	0	11	2	0	0	1	3	0	0	0	0	0	15
08:45 AM	0	0	0	0	0	0	3	9	0	12	2	0	0	1	3	2	6	0	0	8	23
Total	0	0	0	3	3	0	14	33	1	48	15	0	0	5	20	5	7	0	0	12	83
Grand Total	0	0	0	4	4	0	32	50	2	84	33	0	2	9	44	9	17	0	0	26	158
Apprch %	0	0	0	100		0	38.1	59.5	2.4		75	0	4.5	20.5		34.6	65.4	0	0		
Total %	0	0	0	2.5	2.5	0	20.3	31.6	1.3	53.2	20.9	0	1.3	5.7	27.8	5.7	10.8	0	0	16.5	
Cars	0	0	0	4	4	0	32	41	2	75	33	0	1	9	43	7	16	0	0	23	145
% Cars	0	0	0	100	100	0	100	82	100	89.3	100	0	50	100	97.7	77.8	94.1	0	0	88.5	91.8
Trucks	0	0	0	0	0	0	0	9	0	9	0	0	1	0	1	2	1	0	0	3	13
% Trucks	0	0	0	0	0	0	0	18	0	10.7	0	0	50	0	2.3	22.2	5.9	0	0	11.5	8.2



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : Granello Ave_Greco Ave AM
Site Code : 00000000
Start Date : 1/26/2012
Page No : 2

	GRANELLO AVE Southbound					GRECO AVE Westbound					GRANELLO AVE Northbound					GRECO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	**2**	**2**	0	3	**11**	**1**	**15**	**6**	0	0	1	**7**	**3**	0	0	0	3	**27**
08:15 AM	0	0	0	0	0	0	**4**	6	0	10	5	0	0	**2**	7	0	1	0	0	1	18
08:30 AM	0	0	0	1	1	0	4	7	0	11	2	0	0	1	3	0	0	0	0	0	15
08:45 AM	0	0	0	0	0	0	3	9	0	12	2	0	0	1	3	2	**6**	0	0	**8**	23
Total Volume	0	0	0	3	3	0	14	33	1	48	15	0	0	5	20	5	7	0	0	12	83
% App. Total	0	0	0	100		0	29.2	68.8	2.1		75	0	0	25		41.7	58.3	0	0		
PHF	.000	.000	.000	.375	.375	.000	.875	.750	.250	.800	.625	.000	.000	.625	.714	.417	.292	.000	.000	.375	.769



Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 1

Groups Printed- Cars - Trucks

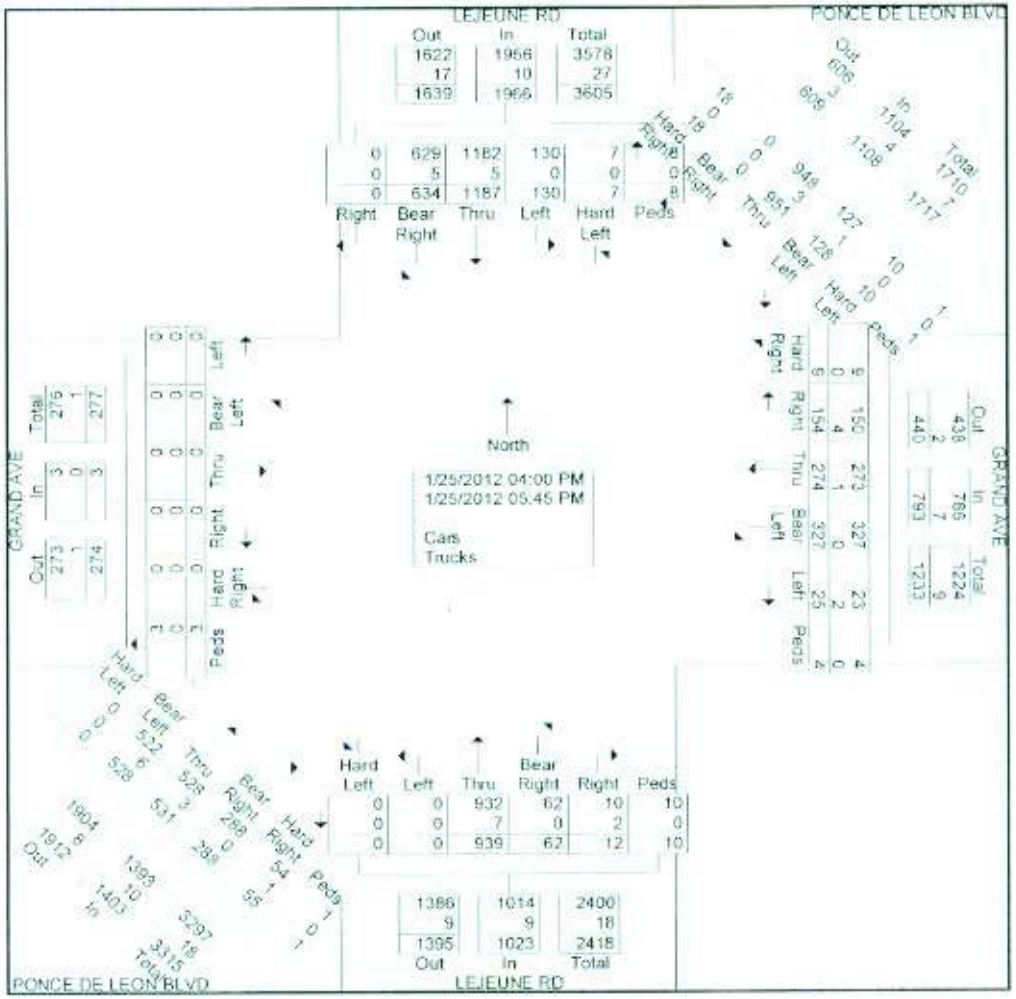
	LEJEUNE RD Southbound							PONCE DE LEON BLVD Southwest							GRAND AVE Westbound							LEJEUNE RD Northbound							PONCE DE LEON BLVD Northeast							GRAND AVE Eastbound							
Start Time	Right	Peds Right	Thru	Left	Peds Left	Peds	App Total	Peds Right	Peds Right	Thru	Peds Left	Peds Left	Peds	App Total	Peds Right	Right	Thru	Peds Left	Left	Peds	App Total	Right	Peds Right	Thru	Left	Peds Left	Peds	App Total	Peds Right	Peds Right	Thru	Peds Left	Peds Left	Peds	App Total	Peds Right	Right	Thru	Peds Left	Left	Peds	App Total	Int Total
04:00 PM	0	66	129	16	0	1	212	4	0	132	16	2	0	154	3	18	30	48	6	0	105	4	7	138	0	0	1	150	7	40	74	77	0	0	198	0	0	0	0	0	0	0	819
04:15 PM	0	69	158	18	0	0	245	5	0	86	15	0	1	107	1	23	23	33	5	0	85	3	5	121	0	0	2	131	5	34	51	54	0	0	144	0	0	0	0	0	0	0	712
04:30 PM	0	70	129	20	0	2	221	1	0	117	16	0	0	134	3	20	40	41	4	2	110	0	11	117	0	0	1	129	9	40	45	60	0	0	154	0	0	0	0	0	1	1	749
04:45 PM	0	68	146	18	3	2	237	3	0	92	15	0	0	110	0	13	26	40	0	0	79	1	6	129	0	0	2	138	8	31	61	58	0	0	158	0	0	0	0	0	0	0	722
Total	0	273	562	72	3	5	915	13	0	427	62	2	1	505	7	74	119	162	15	2	379	8	29	505	0	0	6	548	29	145	231	249	0	0	654	0	0	0	0	0	1	1	3002
05:00 PM	0	81	156	13	1	1	252	0	0	120	13	1	0	134	0	19	36	48	2	0	105	1	8	104	0	0	0	113	13	37	82	75	0	1	208	0	0	0	0	0	0	0	812
05:15 PM	0	94	159	19	1	0	273	2	0	141	15	1	0	159	0	21	38	35	4	2	100	1	13	127	0	0	3	144	2	35	76	72	0	0	185	0	0	0	0	0	0	0	861
05:30 PM	0	90	172	14	1	1	278	2	0	128	17	2	0	149	1	25	37	37	2	0	102	2	7	100	0	0	0	109	4	44	72	67	0	0	187	0	0	0	0	0	2	2	827
05:45 PM	0	96	138	12	1	1	248	1	0	135	21	4	0	161	1	15	44	45	2	0	107	0	5	103	0	0	1	109	7	27	70	65	0	0	169	0	0	0	0	0	0	0	794
Total	0	361	625	58	4	3	1051	5	0	524	66	8	0	603	2	80	155	165	10	2	414	4	33	434	0	0	4	475	26	143	300	279	0	1	749	0	0	0	0	0	2	2	3294
Grand Total	0	634	1187	130	7	8	1966	18	0	951	128	10	1	1108	9	154	274	327	25	4	793	12	62	939	0	0	10	1023	55	288	531	528	0	1	1403	0	0	0	0	0	3	3	6296
Apprch %	0	32.2	60.4	6.6	0.4	0.4		1.6	0	85.8	11.6	0.9	0.1		1.1	19.4	34.5	41.2	3.2	0.5		1.2	6.1	91.8	0	0	1		3.9	20.5	37.8	37.6	0	0.1		0	0	0	0	0	100		
Total %	0	10.1	18.8	2.1	0.1	0.1	31.2	0.3	0	15.1	2	0.2	0	17.6	0.1	2.4	4.4	5.2	0.4	0.1	12.6	0.2	1	14.9	0	0	0.2	16.2	0.9	4.6	8.4	8.4	0	0	22.3	0	0	0	0	0	0	0	
Cars	0	629	1182	130	7	8	1956	18	0	948	127	10	1	1104	9	150	273	327	23	4	786	10	62	932	0	0	10	1014	54	288	528	522	0	1	1393	0	0	0	0	0	3	3	6256
% Cars	0	99.2	99.6	100	100	100	99.5	100	0	99.7	99.2	100	100	99.6	100	97.4	99.6	100	92	100	99.1	83.3	100	99.3	0	0	100	99.1	98.2	100	99.4	98.9	0	100	99.3	0	0	0	0	0	100	100	99.4
Trucks	0	5	5	0	0	0	10	0	0	3	1	0	0	4	0	4	1	0	2	0	7	2	0	7	0	0	0	9	1	0	3	6	0	0	10	0	0	0	0	0	0	0	40
% Trucks	0	0.8	0.4	0	0	0	0.5	0	0	0.3	0.8	0	0	0.4	0	2.6	0.4	0	8	0	0.9	16.7	0	0.7	0	0	0	0.9	1.8	0	0.6	1.1	0	0	0.7	0	0	0	0	0	0	0	0.6

II 1 PM

Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 2

1PM



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 3

Peak Hour Analysis From 04 00 PM to 05 45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05 00 PM

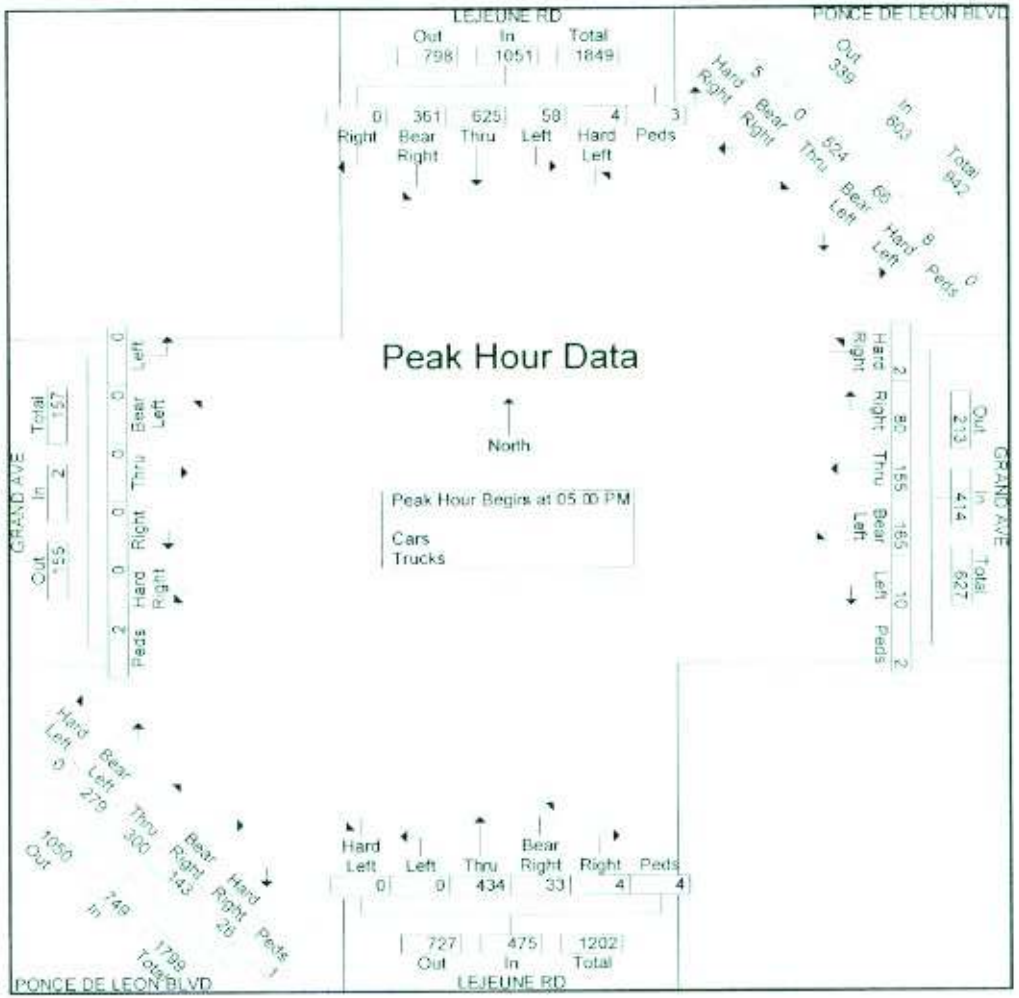
Start Time	LEJEUNE RD Southbound Right	Bear Right	Thru	Left	Hard Left	Peds	App Total	PONCE DE LEON BLVD Southwest Hard Right	Bear Right	Thru	Bear Left	Hard Left	Peds	App Total	GRAND AVE Westbound Hard Right	Right	Thru	Bear Left	Left	Peds	App Total	LEJEUNE RD Northbound Right	Bear Right	Thru	Left	Hard Left	Peds	App Total	PONCE DE LEON BLVD Northeast Hard Right	Bear Right	Thru	Bear Left	Hard Left	Peds	App Total	GRAND AVE Eastbound Hard Right	Right	Thru	Bear Left	Left	Peds	App Total	Int Total
05:00 PM	0	81	156	13	1	1	252	0	0	120	13	1	0	134	0	19	36	48	2	0	105	1	8	104	0	0	0	113	13	37	82	75	0	1	208	0	0	0	0	0	0	0	812
05:15 PM	0	94	159	19	1	0	273	2	0	141	15	1	0	159	0	21	38	35	4	2	100	1	13	127	0	0	3	144	2	35	76	72	0	0	185	0	0	0	0	0	0	0	861
05:30 PM	0	90	172	14	1	1	278	2	0	128	17	2	0	149	1	25	37	37	2	0	102	2	7	100	0	0	0	109	4	44	72	67	0	0	187	0	0	0	0	0	2	2	827
05:45 PM	0	96	138	12	1	1	248	1	0	138	21	4	0	161	1	15	44	45	2	0	107	0	5	103	0	0	1	109	7	27	70	65	0	0	169	0	0	0	0	0	0	0	794
Total Volume	0	361	625	58	4	3	1051	5	0	524	66	8	0	603	2	80	155	165	10	2	414	4	33	434	0	0	4	475	26	143	300	279	0	1	749	0	0	0	0	0	2	2	3294
% App. Total	0	34.3	59.5	5.5	0.4	0.3		0.8	0	86.9	10.9	1.3	0		0.5	14.3	37.4	39.8	2.4	0.5		0.8	6.9	91.4	0	0	0.8		3.5	19.1	40.1	37.3	0	0.1		0	0	0	0	0	100		
PHF	.000	.940	.909	.763	1.00	.250	.945	.625	.000	.929	.786	.500	.000	.936	.500	.800	.881	.858	.625	.250	.967	.500	.675	.854	.000	.000	.333	.825	.500	.813	.915	.930	.000	.250	.900	.000	.000	.000	.000	.000	.250	.250	.956

1PM

Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Ponce De Leon Blvd PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 4

1PM



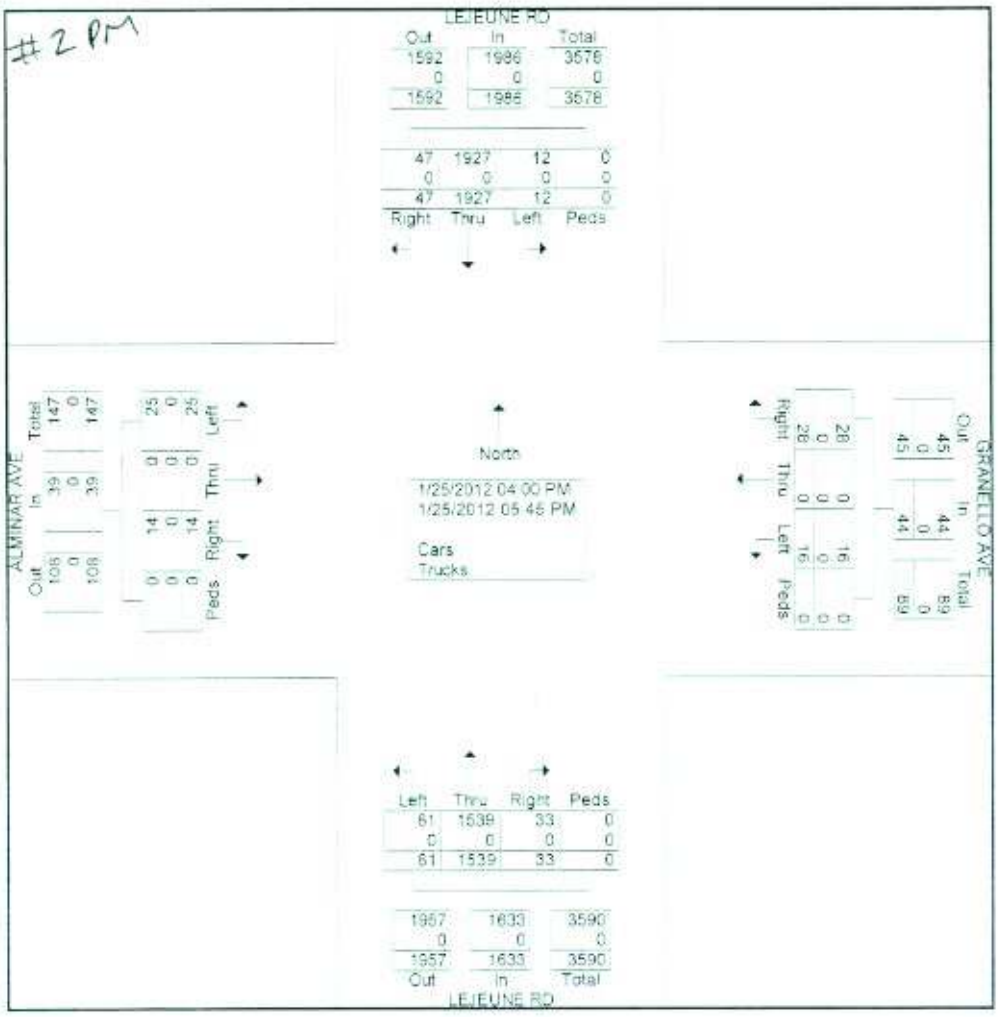
Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Granello Ave PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 1

Groups Printed- Cars - Trucks

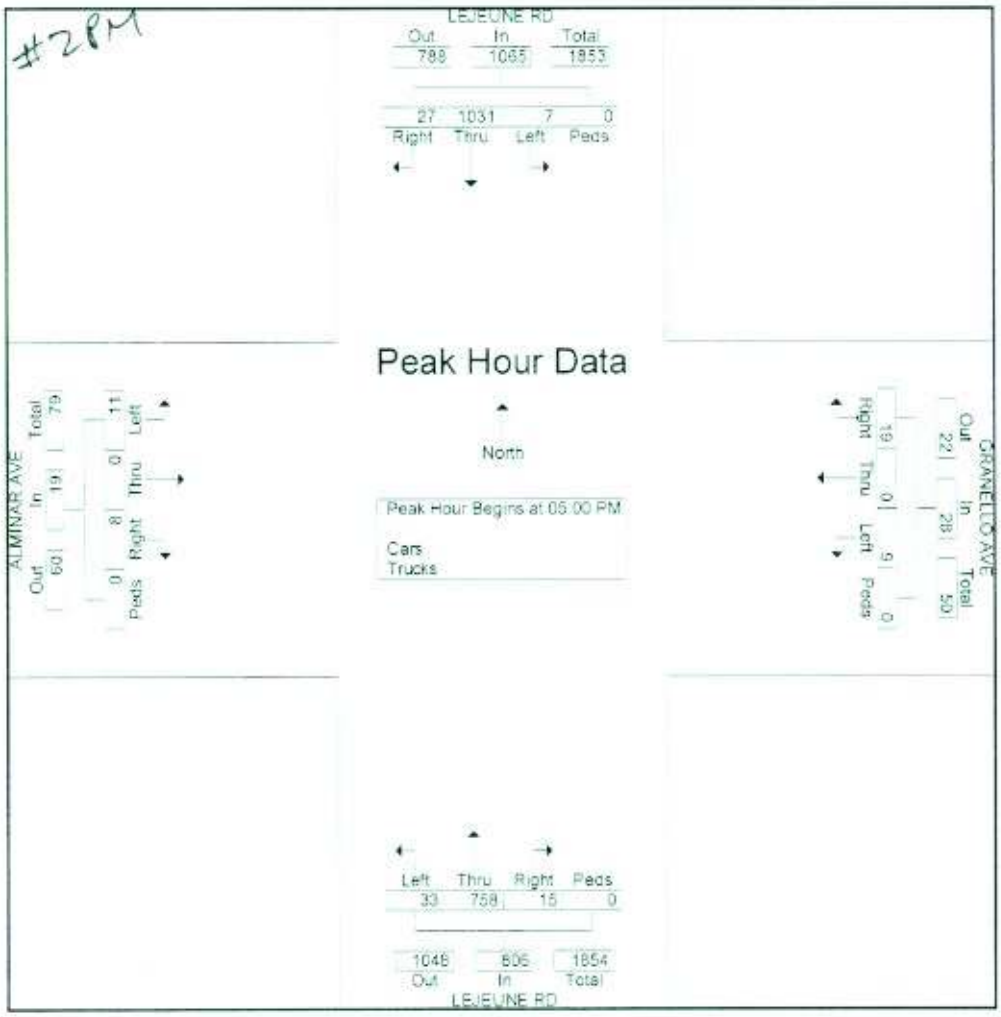
	LEJEUNE RD Southbound					GRANELLO AVE Westbound					LEJEUNE RD Northbound					ALMINAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	207	1	0	212	2	0	2	0	4	3	223	7	0	233	2	0	3	0	5	454
04:15 PM	3	243	2	0	248	2	0	1	0	3	7	181	10	0	198	1	0	4	0	5	454
04:30 PM	5	215	1	0	221	1	0	3	0	4	2	189	6	0	197	1	0	2	0	3	425
04:45 PM	8	231	1	0	240	4	0	1	0	5	6	188	5	0	199	2	0	5	0	7	451
Total	20	896	5	0	921	9	0	7	0	16	18	781	28	0	827	6	0	14	0	20	1784
05:00 PM	6	246	2	0	254	7	0	2	0	9	4	190	6	0	200	3	0	2	0	5	468
05:15 PM	5	270	1	0	276	6	0	2	0	8	5	208	7	0	220	1	0	4	0	5	509
05:30 PM	7	273	2	0	282	4	0	2	0	6	4	183	9	0	196	2	0	3	0	5	489
05:45 PM	9	242	2	0	253	2	0	3	0	5	2	177	11	0	190	2	0	2	0	4	452
Total	27	1031	7	0	1065	19	0	9	0	28	15	758	33	0	806	8	0	11	0	19	1918
Grand Total	47	1927	12	0	1986	28	0	16	0	44	33	1539	61	0	1633	14	0	25	0	39	3702
Apprch %	2.4	97	0.6	0		63.6	0	36.4	0		2	94.2	3.7	0		35.9	0	64.1	0		
Total %	1.3	52.1	0.3	0	53.6	0.8	0	0.4	0	1.2	0.9	41.6	1.6	0	44.1	0.4	0	0.7	0	1.1	
Cars	47	1927	12	0	1986	28	0	16	0	44	33	1539	61	0	1633	14	0	25	0	39	3702
% Cars	100	100	100	0	100	100	0	100	0	100	100	100	100	0	100	100	0	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : LeJeune Rd_Granello Ave PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 2

	LEJEUNE RD Southbound					GRANELLO AVE Westbound					LEJEUNE RD Northbound					ALMINAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	246	**2**	0	254	**7**	0	2	0	**9**	4	190	6	0	200	**3**	0	2	0	**5**	468
05:15 PM	5	270	1	0	276	6	0	2	0	8	**5**	**208**	7	0	**220**	1	0	**4**	0	5	**509**
05:30 PM	7	**273**	2	0	**282**	4	0	2	0	6	4	183	9	0	196	2	0	3	0	5	469
05:45 PM	**9**	242	2	0	253	2	0	**3**	0	5	2	177	**11**	0	190	2	0	2	0	**4**	452
Total Volume	27	1031	7	0	1065	19	0	9	0	28	15	758	33	0	806	8	0	11	0	19	1918
% App. Total	2.5	96.8	0.7	0		67.9	0	32.1	0		1.9	94	4.1	0		42.1	0	57.9	0		
PHF	.750	.944	.875	.000	.944	.679	.000	.750	.000	.778	.750	.911	.750	.000	.916	.667	.000	.688	.000	.950	.942



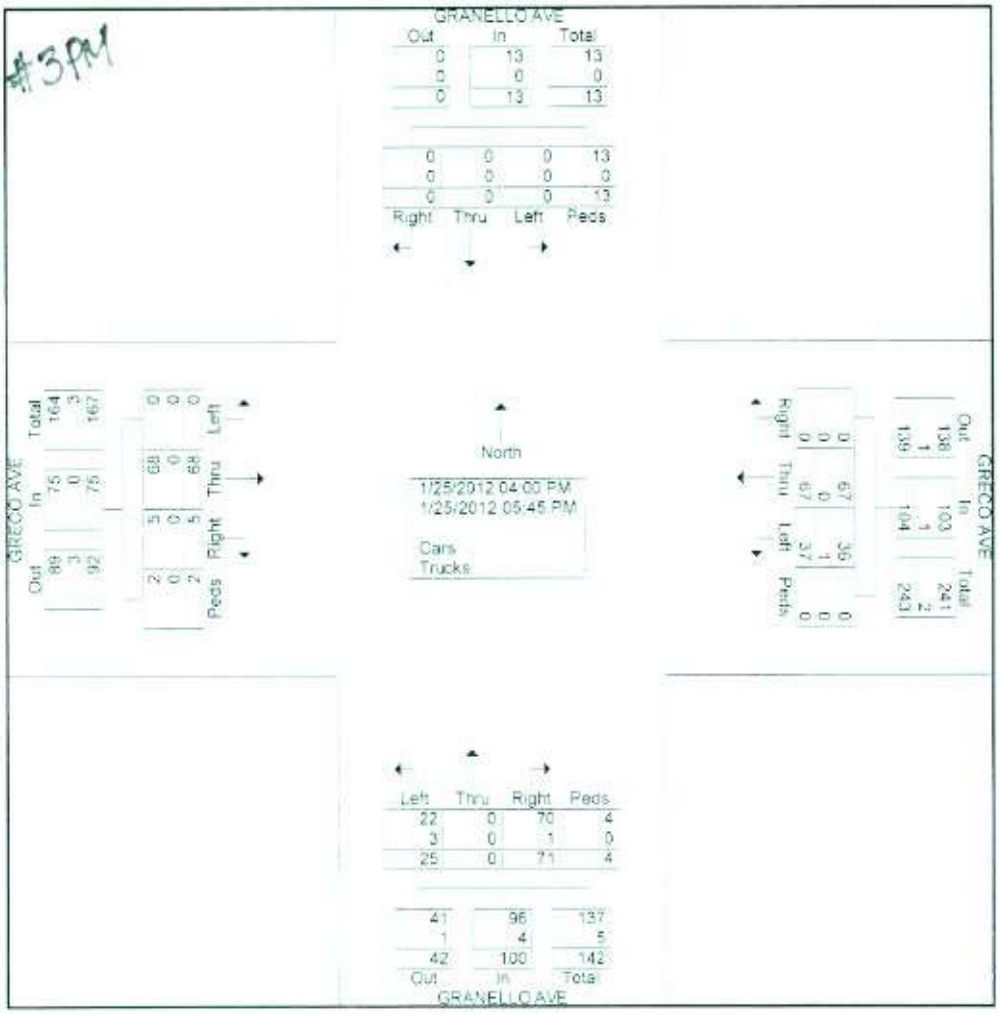
Richard Garcia & Associates, Inc.

13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : Granello Ave_Greco Ave PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 1

Groups Printed- Cars - Trucks

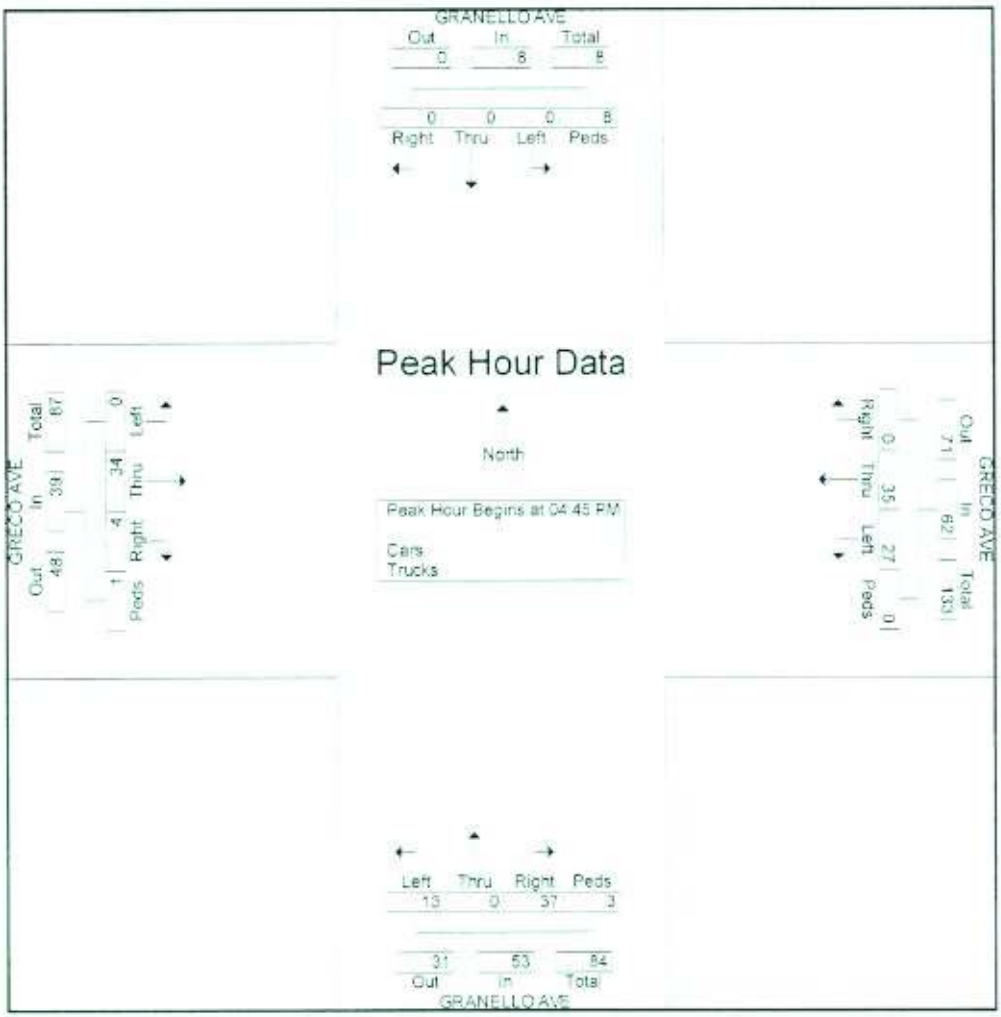
	GRANELLO AVE Southbound					GRECO AVE Westbound					GRANELLO AVE Northbound					GRECO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	10	2	0	12	8	0	2	0	10	0	11	0	0	11	34
04:15 PM	0	0	0	3	3	0	7	3	0	10	13	0	3	1	17	0	9	0	0	9	39
04:30 PM	0	0	0	1	1	0	5	1	0	6	5	0	1	0	6	1	8	0	1	10	23
04:45 PM	0	0	0	1	1	0	8	5	0	13	11	0	10	2	23	1	9	0	0	10	47
Total	0	0	0	6	6	0	30	11	0	41	37	0	16	3	56	2	37	0	1	40	143
05:00 PM	0	0	0	2	2	0	5	7	0	12	9	0	1	0	10	2	10	0	1	13	37
05:15 PM	0	0	0	4	4	0	15	8	0	23	8	0	1	1	10	0	8	0	0	8	45
05:30 PM	0	0	0	1	1	0	7	7	0	14	9	0	1	0	10	1	7	0	0	8	33
05:45 PM	0	0	0	0	0	0	10	4	0	14	5	0	6	0	14	0	6	0	0	6	34
Total	0	0	0	7	7	0	37	26	0	63	34	0	9	1	44	3	31	0	1	35	149
Grand Total	0	0	0	13	13	0	67	37	0	104	71	0	25	4	100	5	68	0	2	75	292
Apprch %	0	0	0	100		0	64.4	35.6	0		71	0	25	4		6.7	90.7	0	2.7		
Total %	0	0	0	4.5	4.5	0	22.9	12.7	0	35.6	24.3	0	8.6	1.4	34.2	1.7	23.3	0	0.7	25.7	
Cars	0	0	0	13	13	0	67	36	0	103	70	0	22	4	95	5	68	0	2	75	287
% Cars	0	0	0	100	100	0	100	97.3	0	99	98.6	0	88	100	96	100	100	0	100	100	98.3
Trucks	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	0	0	0	0	0	5
% Trucks	0	0	0	0	0	0	0	2.7	0	1	1.4	0	12	0	4	0	0	0	0	0	1.7



Richard Garcia & Associates, Inc.
13117 NW 107 Avenue, Suite # 4
Hialeah Gardens, Florida 33018
Phone: 305-595-7505
Fax: 305-675-6474

File Name : Granello Ave_Greco Ave PM
Site Code : 00000000
Start Date : 1/25/2012
Page No : 2

	GRANELLO AVE Southbound					GRECO AVE Westbound					GRANELLO AVE Northbound					GRECO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	1	1	0	8	5	0	13	**11**	0	**10**	**2**	**23**	1	9	0	0	10	**47**
05:00 PM	0	0	0	2	2	0	5	7	0	12	9	0	1	0	10	**2**	**10**	0	**1**	**13**	37
05:15 PM	0	0	0	**4**	**4**	0	**15**	**8**	0	**23**	8	0	1	1	10	0	8	0	0	8	45
05:30 PM	0	0	0	1	1	0	7	7	0	14	9	0	1	0	10	1	7	0	0	8	33
Total Volume	0	0	0	8	8	0	35	27	0	62	37	0	13	3	53	4	34	0	1	39	162
% App. Total	0	0	0	100		0	56.5	43.5	0		69.8	0	24.5	5.7		10.3	87.2	0	2.6		
PHF	.000	.000	.000	.500	.500	.000	.583	.844	.000	.674	.841	.000	.325	.375	.576	.500	.850	.000	.250	.750	.862



University of Miami

2007 REGIONAL TRAFFIC STUDY & CONCURRENCY ANALYSIS

Prepared for:

The University of Miami

Revised
November 2007

Prepared by:

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

TABLE 22
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - AM PEAK HOUR

11/7/2007

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	108	499	160	29	465	43	241	718	262	110	171	5	**2811**	YES	D
2	SAN AMARO/MILLER	92	684	28	62	326	80	432	244	142	19	16	8	**2133**	YES	C
3	SAN AMARO/TRILLO	37	885	0	0	326	35	0	0	107	0	0	0	**1390**	NO	B
4	SAN AMARO/MEMORIAL	0	653	34	171	352	0	0	0	0	65	0	63	**1338**	NO	D
5	SAN AMARO/ROBBIA	0	694	0	0	306	6	0	0	12	0	0	0	**1018**	NO	B
6	CAMPO SANO/BRUNSON	4	0	18	0	0	0	0	481	339	26	155	0	**1023**	NO	B
7	PISANO/UNIVERSITY	6	6	14	73	17	33	30	217	17	33	239	62	**747**	NO	B
8	PISANO/CARILLO	2	0	0	1	23	19	2	178	128	109	323	1	**786**	NO	C
9	PONCE/GRANADA	38	480	104	45	359	135	322	1072	46	49	432	105	**3187**	YES	B
10	US-1/GRANADA	17	344	58	73	276	106	135	3161	35	44	2501	132	**6882**	YES	B
11	PONCE/CARILLO	0	0	0	105	0	120	0	1433	0	0	609	0	**2267**	NO	C
12	PONCE/STANFORD	143	112	252	55	22	53	113	955	117	160	442	135	**2559**	YES	B
13	US-1/STANFORD	70	255	85	33	177	92	176	3130	33	92	2778	91	**7012**	YES	C
14	PONCE/MERRICK	2	0	14	26	0	48	179	1277	15	19	549	81	**2210**	NO	D
15	PONCE/DICKINSON	0	0	3	39	1	73	125	1340	33	21	588	74	**2297**	NO	D
16	PONCE/S.ALHAMBRA	149	39	304	28	5	2	112	1095	194	139	393	77	**2537**	YES	C
17	US-1/S.ALHAMBRA	40	209	98	130	131	98	216	3340	48	116	3112	82	**7620**	YES	D
18	PONCE/SAN AMARO	1	2	1	483	9	11	92	947	7	8	297	301	**2159**	YES	B
19	RED/LEVANTE	2	735	93	119	1283	2	0	0	0	61	0	33	**2328**	YES	A
20	RED/US-1	0	508	75	0	457	144	389	2242	55	119	2037	53	**6079**	YES	D
21	RED/PONCE	0	601	330	646	693	33	1	10	16	0	0	226	**2556**	NO	B
22	CAMPO SANO/PISANO	92	0	24	0	0	0	0	412	276	29	120	0	**953**	NO	C
23	RED/BRESCIA	74	569	28	36	758	31	247	307	387	17	28	31	**2513**	YES	C
24	SUNSET/MAYNADA	20	453	112	16	145	54	96	405	34	44	336	22	**1737**	YES	C
25	RED/SUNSET	96	617	160	109	357	129	170	433	42	174	377	89	**2753**	YES	D
26	RED/BLUE	30	580	70	62	529	7	68	485	53	22	84	35	**2025**	YES	D
27	RED/BIRD	121	404	105	124	324	124	377	1829	214	38	879	58	**4597**	YES	D
28	BIRD/UNIVERSITY	47	0	203	0	0	0	0	1966	40	84	1036	0	**3376**	YES	B
29	BIRD/LEJEUNE	137	730	61	226	609	60	271	1926	86	152	949	92	**5299**	YES	E
30	BLUE/SAN AMARO	7	46	161	101	83	15	23	648	46	18	138	14	**1300**	NO	F
31	BLUE/UNIVERSITY	20	140	308	5	140	16	76	773	74	90	169	12	**1823**	YES	C
32	BLUE/GRANADA	19	451	10	10	339	90	530	496	54	5	120	25	**2149**	YES	B
* 34	US-1/LE JEUNE RD	0	630	194	8	409	173	298	3930	37	86	2733	5	**8503**	YES	F
35	PONCE/RIVIERA DR	67	229	49	69	218	39	189	744	129	27	492	7	**2259**	YES	B
36	US1/RIVIERA DR	84	231	43	84	219	33	45	3207	69	37	2806	48	**6906**	YES	B
37	BIRD RD/RIVIERA DR	15	232	301	45	71	6	26	1821	12	55	986	23	**3595**	YES	B
38	SUNSET RD/GRANADA	0	0	0	32	0	23	20	788	0	0	350	31	**1244**	NO	C
39	GRANADA/HARDEE RD	0	103	295	26	56	37	83	528	5	32	273	88	**1526**	NO	F
40	SUNSET RD/NERVIA ST	2	10	6	21	2	110	191	537	4	10	497	64	**1454**	NO	D
41	S. ALHAMBRA CR/NERVIA	77	127	0	0	77	181	177	0	43	0	0	0	**682**	NO	B
42	BIRD RD/SAN AMARO DR	23	6	88	0	6	0	2	1790	19	30	1062	0	**3026**	NO	F
43	BIRD RD/GRANADA BLVD	26	194	65	51	231	44	393	1671	16	51	858	90	**3690**	YES	B

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] THE 5-LEG INTERSECTION OF BIRD RD & GRANADA BLVD WAS ANALYZED AS A 4-LEG INTERSECTION WITH AN ALL RED PHASE FOR THE FIFTH LEC

* VOLUMES UTILIZED FOR PROPOSED CONDITION.
O RESTRICTED MOVEMENTS.

TABLE 23
UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
YEAR 2015 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR

11/7/2007

NO	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SIGNALIZED	LOS
1	RED/MILLER	275	375	49	19	427	236	118	317	98	212	554	9	2689	YES	D
2	SAN AMARO/MILLER	215	377	23	40	416	324	149	92	142	63	156	51	2048	YES	C
3	SAN AMARO/TRILLO	30	475	0	0	919	17	0	0	18	0	0	0	1459	NO	C
4	SAN AMARO/MEMORIAL	0	366	85	177	757	0	0	0	0	50	0	131	1566	NO	C
5	SAN AMARO/ROBBIA	0	396	0	0	887	21	0	0	5	0	0	0	1309	NO	C
6	CAMPO SANO/BRUNSON	173	0	49	0	0	0	0	304	130	15	738	0	1409	NO	F
7	PISANO/UNIVERSITY	9	4	2	67	10	30	50	259	6	31	339	35	842	NO	B
8	PISANO/CARILLO	0	0	0	5	14	62	11	276	91	24	362	0	845	NO	B
9	PONCE/GRANADA	86	299	73	68	446	139	249	521	30	109	992	48	3060	YES	D
10	US-1/GRANADA	18	228	30	148	335	129	140	2434	5	44	2387	89	5987	YES	B
11	PONCE/CARILLO	0	0	0	14	0	114	0	794	0	0	1202	0	2124	NO	B
12	PONCE/STANFORD	129	99	208	187	190	126	90	449	138	195	1001	135	2947	YES	B
13	US-1/STANFORD	34	159	42	119	202	196	241	2981	31	35	2502	59	6601	YES	B
14	PONCE/MERRICK	9	2	32	79	0	186	133	666	5	14	1428	85	2639	NO	F
15	PONCE/DICKINSON	18	0	10	83	1	219	159	674	5	5	1575	90	2839	NO	F
16	PONCE/S.ALHAMBRA	212	17	114	60	45	8	34	623	202	342	1345	54	3056	YES	C
17	US-1/S.ALHAMBRA	133	171	262	140	177	308	129	2620	124	239	3422	91	7816	YES	F
18	PONCE/SAN AMARO	8	5	9	479	15	44	57	386	6	26	1077	636	2748	YES	C
19	RED/LEVANTE	59	1607	18	20	1026	1	1	0	0	288	3	107	3130	YES	B
20	RED/US-1	0	595	113	0	627	357	210	2526	96	190	3086	21	7821	YES	D
21	RED/PONCE	0	719	123	259	897	42	0	22	13	0	0	856	2931	NO	F
22	CAMPO SANO/PISANO	319	0	37	0	0	0	0	183	132	22	382	0	1075	NO	F
23	RED/BRESCIA	381	749	15	14	727	128	61	63	66	65	297	81	2647	YES	E
24	SUNSET/MAYNADA	11	111	41	21	427	91	92	466	32	113	409	18	1832	YES	C
25	RED/SUNSET	93	435	184	105	658	440	197	352	67	254	431	51	3267	YES	D
26	RED/BLUE	96	548	34	25	650	34	20	140	41	89	524	36	2237	YES	C
27	RED/BIRD	138	380	113	120	342	109	156	1272	162	217	1827	99	4935	YES	E
28	BIRD/UNIVERSITY	46	0	91	0	0	0	0	1332	58	167	1824	0	3518	YES	A
29	BIRD/LEJEUNE	203	760	80	168	899	168	152	1233	109	216	1970	198	6156	YES	E
30	BLUE/SAN AMARO	61	83	16	14	61	39	18	175	33	78	577	59	1214	NO	F
31	BLUE/UNIVERSITY	40	117	135	5	149	57	20	180	26	303	669	9	1710	YES	B
32	BLUE/GRANADA	71	265	9	10	334	416	159	162	47	22	662	21	2178	YES	C
* 34	US-1/LE JEUNE RD	0	491	198	32	545	252	195	2817	31	225	2866	6	7658	YES	E
35	PONCE/RIVIERA DR	204	187	59	11	220	76	44	676	56	67	1236	12	2848	YES	B
36	US1/RIVIERA DR	59	186	44	56	246	10	93	2720	42	19	2620	180	6275	YES	B
37	BIRD RD/RIVIERA DR	11	120	75	31	319	29	33	1319	33	225	1372	58	3625	YES	C
38	SUNSET RD/GRANADA	0	0	0	57	0	123	16	482	0	0	414	28	1120	NO	C
39	GRANADA/HARDEE RD	2	45	29	17	87	54	26	168	7	423	545	60	1463	NO	F
40	SUNSET RD/NERVIA ST	3	1	5	32	4	126	92	589	11	24	558	64	1509	NO	D
41	S. ALHAMBRA CR/NERVIA	126	62	0	2	87	440	399	0	102	0	0	0	1218	NO	D
42	BIRD RD/SAN AMARO DR	33	10	41	0	11	0	0	1369	36	27	1653	0	3180	NO	F
43	BIRD RD/GRANADA BLVD	22	120	42	108	249	69	99	1192	39	47	1345	38	3370	YES	B

NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED
[2] THE 5-LEG INTERSECTION OF BIRD RD & GRANADA BLVD WAS ANALYZED AS A 4-LEG INTERSECTION WITH AN ALL RED PHASE FOR THE FIFTH LEG

* VOLUMES UTILIZED FOR PROPOSED CONDITION
O RESTRICTED MOVEMENTS

Richard Garcia & Associates, Inc.

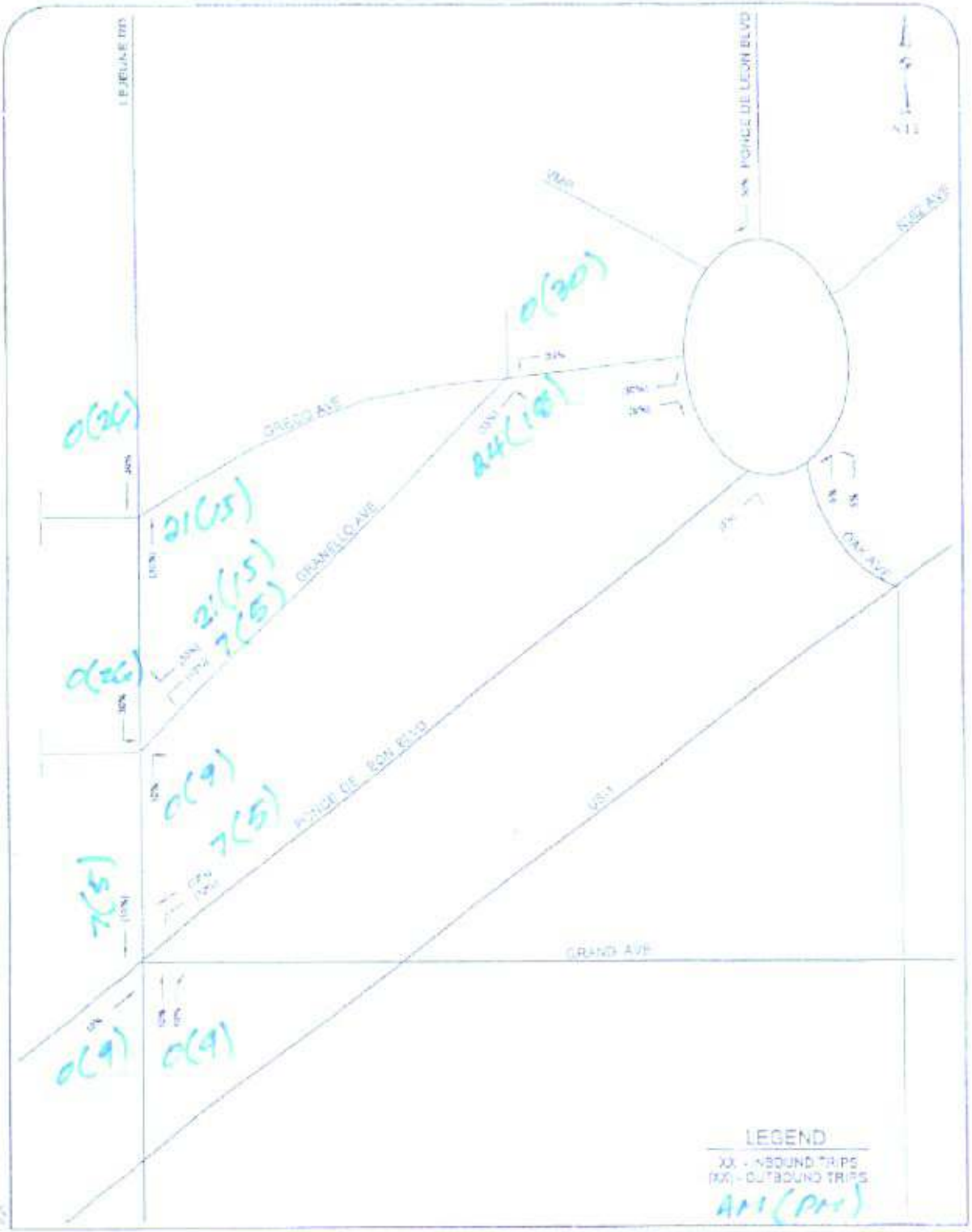
Appendix E: Committed Developments

4535 Gables Ponce II

TABLE: A6

4535 Gables Ponce II

	Committed Development
1	Gables Gateway
2	Merrick Manor
3	Chase Bank
4	Gables Station



dpa	GABLES GATEWAY	PROJECT TRIP ASSIGNMENT	10

Exhibit 8
Project Trip Generation Summary

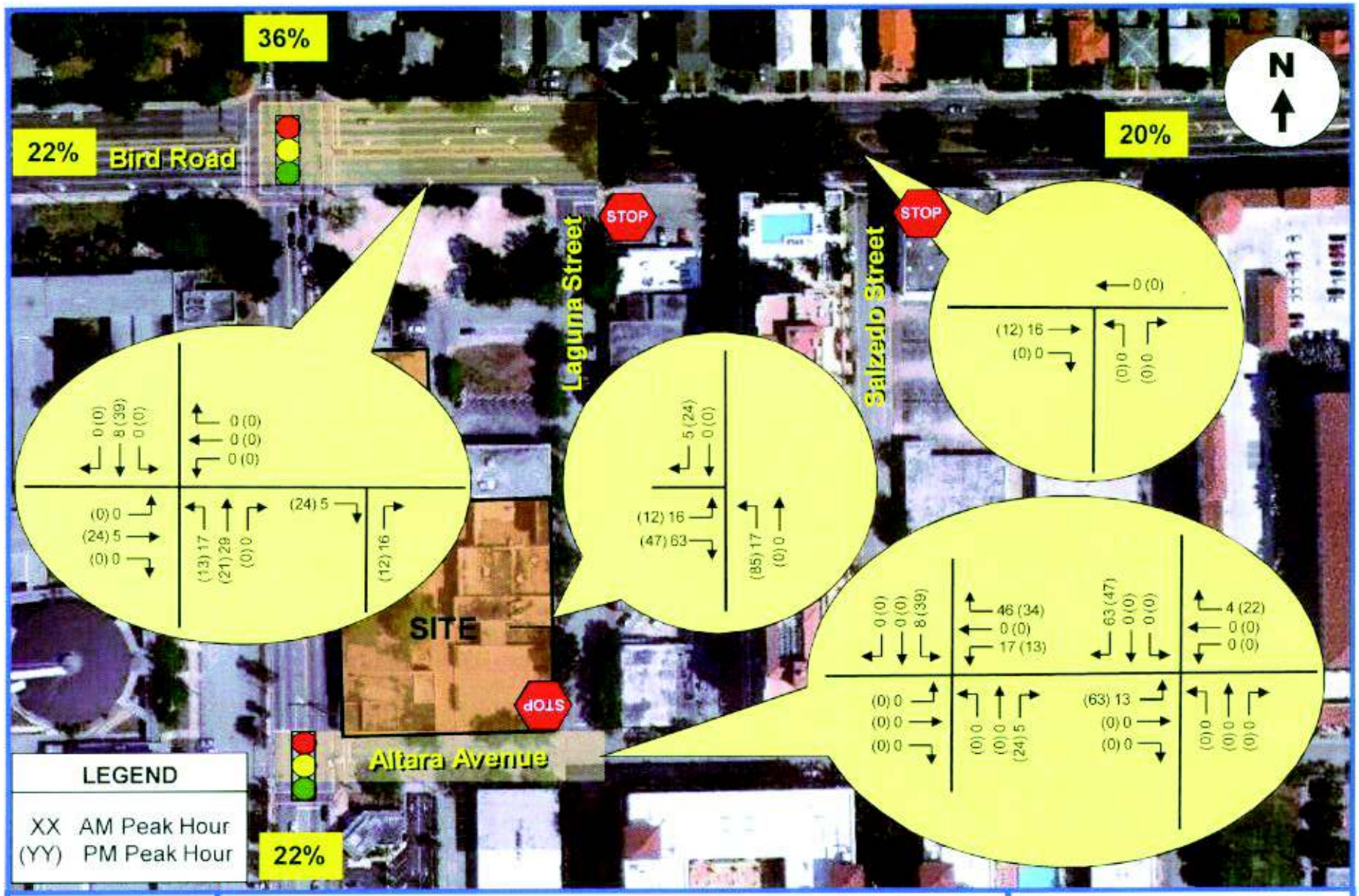
Proposed ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed Residential Condominiums (Land Use 230)	256 DU	19	91	110	87	43	130
Proposed Specialty Retail (Land Use 814)	50,152 SF	0	0	0	60	76	136
Subtotal Gross Trips		19	91	110	147	119	266
Internalization[2]	23%	0	0	0	-15	-15	-30
Pass-by Trips[3] (Retail Only)	34%	0	0	0	-19	-23	-42
Transit/Pedestrian Trips	10%	-2	-9	-11	-13	-10	-23
Net External Trips (Proposed)		17	82	99	100	71	171

Existing Land Use Designation[3]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Existing Car Dealership	38,504 SF	44	15	59	14	22	36
Transit/Pedestrian Trips	10%	-4	-2	-6	-1	-2	-3
Net External Trips (Existing)		40	13	53	13	20	33

Net New Trips	-23	69	46	87	51	138

[1] Based on ITE Trip Generation manual, Seventh Edition.
[2] Based on ITE Trip Generation Handbook, March 2001.
[3] Based on field counts. Data collection provided in Appendix D.

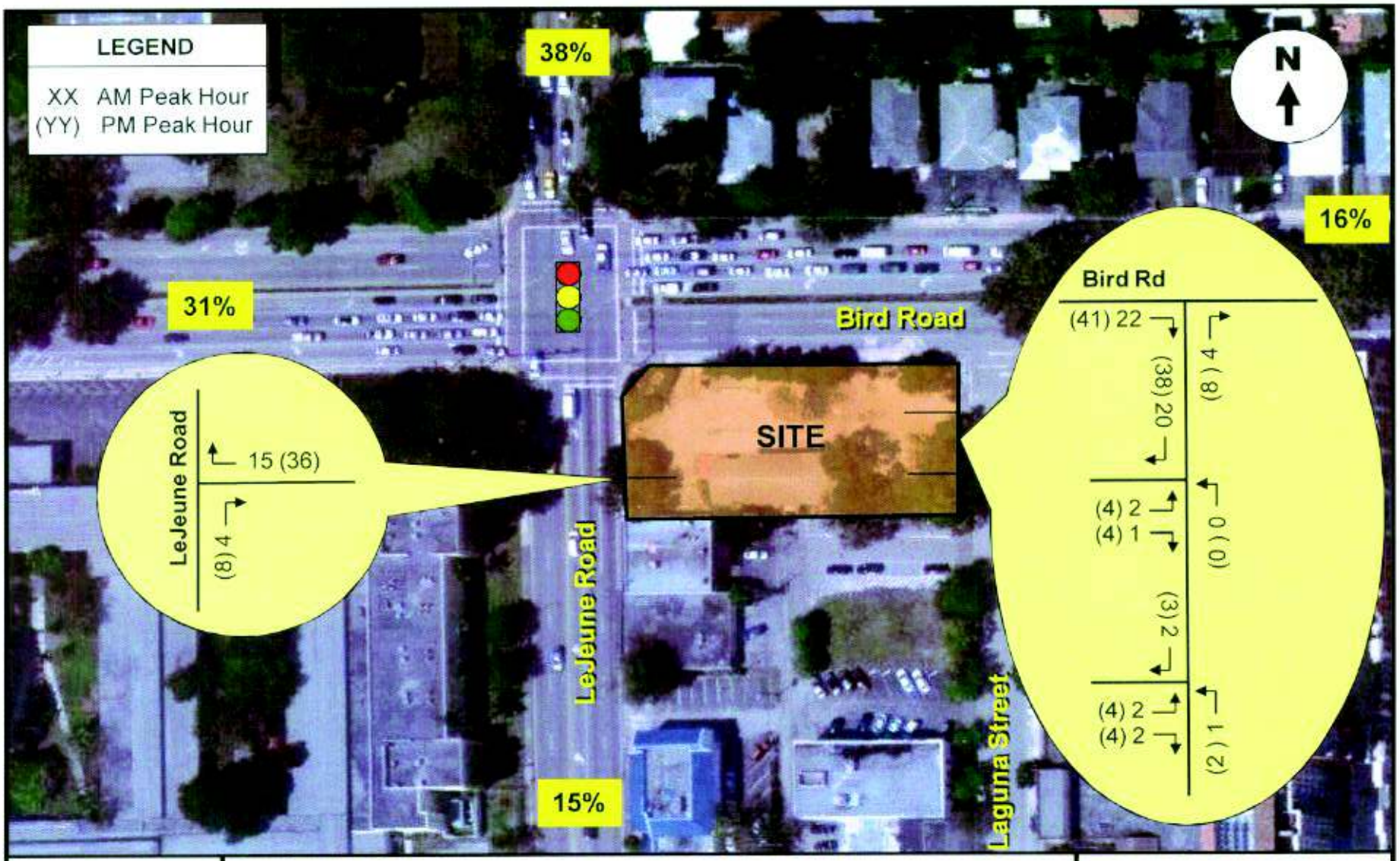
Source: David Plummer & Associates



TrafTech ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4
Merrick Manor
Coral Gables, Florida



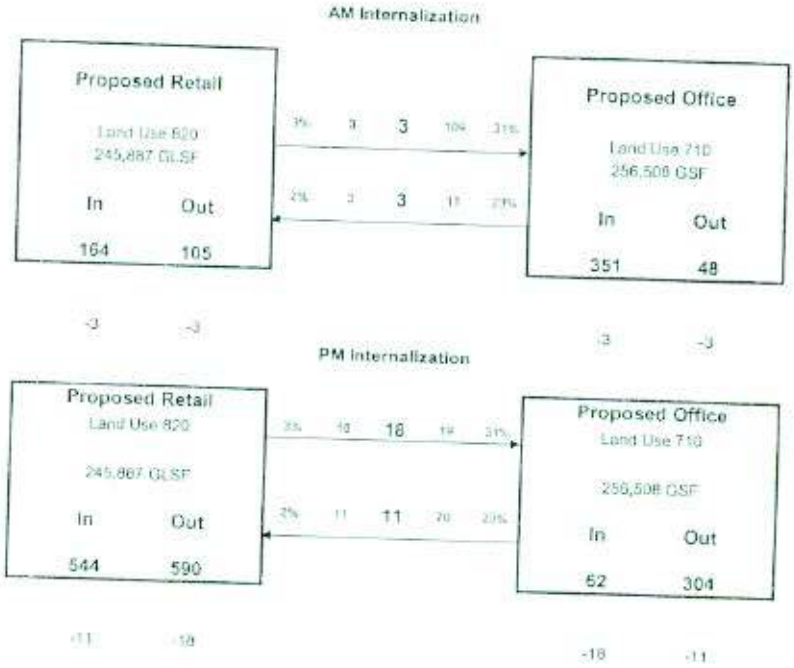
TrafTech ENGINEERING, INC.

Driveway Traffic Assignment

FIGURE 2
Chase Bank
Miami-Dade County, Florida

Gables Station
Trip Generation
Net New Trips

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	245,887 GLSF	164	105	269	544	590	1134
Office (Land Use 710)	256,508 GSF	351	48	399	62	304	366
Subtotal		515	153	668	606	894	1500
Internalization	4%	-6	-6	-12	-29	-29	-58
Pass-by Trips	34%	-55	-35	-90	-181	-195	-376
Transit/Pedestrian Trips	10%	-45	-11	-56	-40	-67	-107
Total Proposed		409	101	510	356	603	959



Gables Station
2010 Cardinal Distribution

Direction	TAZ 1081
NNE	20.54%
ENE	13.90%
ESE	3.65%
SSE	1.42%
SSW	11.99%
WSW	18.60%
WNW	12.18%
NNW	17.72%
TOTAL	100.00%

157(136) 37(231)

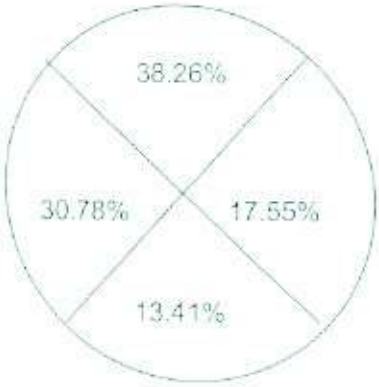
71(62)

(186) 31

(110) 126

19(105)

14(81) 55(48)



Richard Garcia & Associates, Inc.

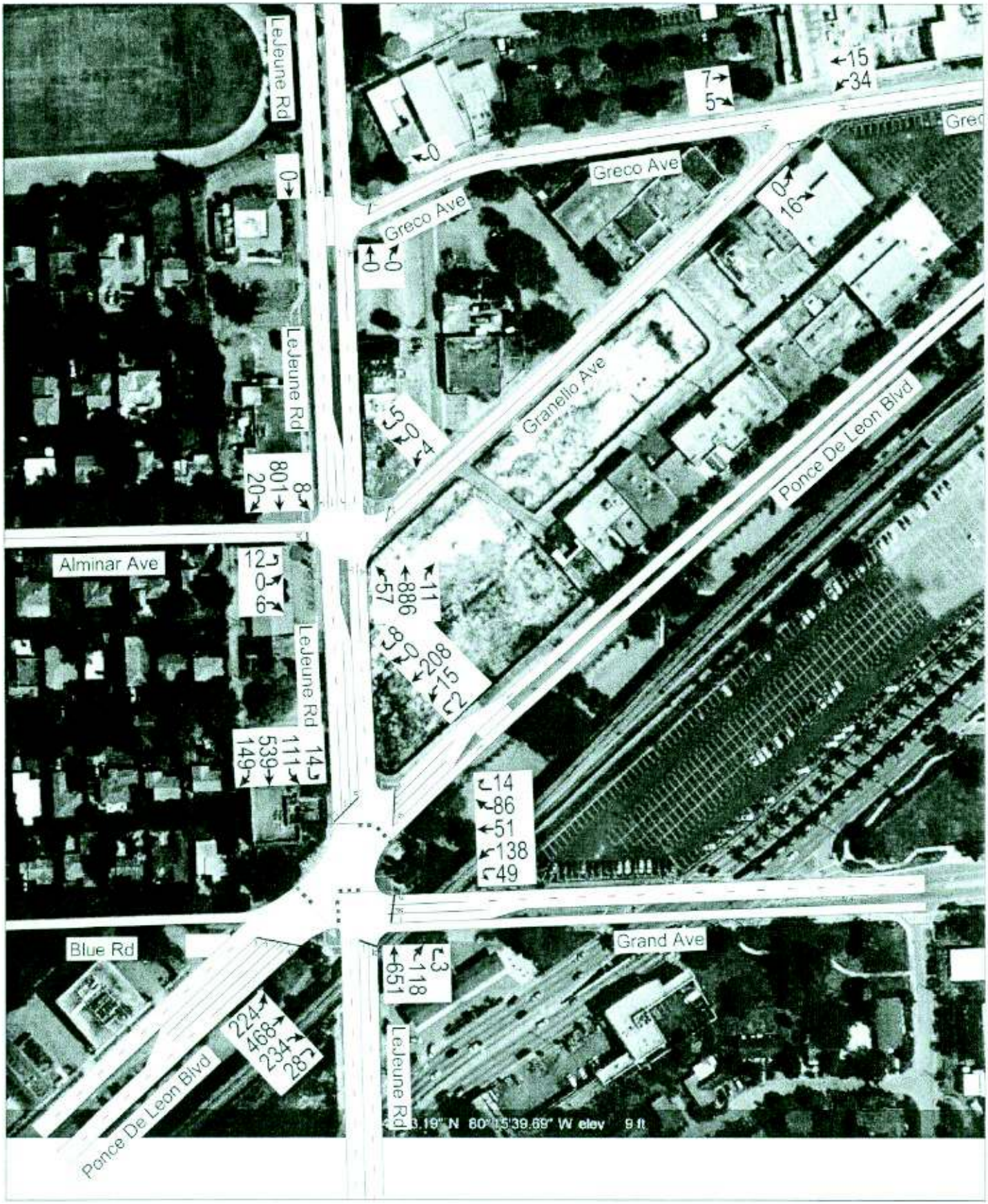
Appendix F: Level of Service

4535 Gables Ponce II

TABLE | A7

4535 Gables Ponce II
Intersection Level of Service (LOS) Summary

Existing AM Peak Hour Condition			Intersection Approach												Overall	
	Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	91.4	C	29.1	C	30.2	E	77.8	E	61	D	53.5
2	LeJeune Rd & Granello Av	Two-Way Stop	D	33.6	N/A	N/A	A	1.1	A	0.1	N/A	N/A	C	24.8	A	1.1
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.1	N/A	N/A	N/A	N/A	A	8.4	N/A	N/A	A	5.0
Existing PM Peak Hour Condition			**Intersection Approach**												**Overall**	
	Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	103.6	D	42.7	F	102.3	D	45.0	E	56.1	E	72.3
2	LeJeune Rd & Granello Av	Two-Way Stop	E	47.6	N/A	N/A	A	0.9	A	0.1	N/A	N/A	C	22.2	A	1.2
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	3.3	N/A	N/A	N/A	N/A	A	9.0	N/A	N/A	A	4.4
Proposed AM Peak Hour Condition with Project Traffic			**Intersection Approach**												**Overall**	
	Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	96.9	D	47.9	F	80.3	F	90.7	E	69.6	E	76.1
2	LeJeune Rd & Granello Av	Two-Way Stop	F	61.3	N/A	N/A	A	1.3	A	0.1	N/A	N/A	E	39.8	A	2.7
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	5.2	N/A	N/A	N/A	N/A	A	8.6	N/A	N/A	A	6.0
Proposed PM Peak Hour Condition with Project Traffic			**Intersection Approach**												**Overall**	
	Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
1	LeJeune Rd & Grand Av / Ponce de Leon Blvd	Signalized	N/A	N/A	F	95.4	C	32.3	F	136.6	D	45.4	F	120.0	F	95.4
1a	***with Intersection Split Optimization***	Signalized	N/A	N/A	F	110.6	C	*31.0*	*F*	*83.8*	*E*	*77.9*	*F*	*102.1*	*F*	*81.8*
1b	***without the Gables Station Project***	Signalized	N/A	N/A	**F**	**110.6**	**C**	***31.1***	***F***	***123.2***	***D***	***45.3***	***E***	***59.5***	***E***	***78.2***
2	LeJeune Rd & Granello Av	Two-Way Stop	F	64.9	N/A	N/A	A	1.0	A	0.4	N/A	N/A	F	68.2	A	3.0
3	Granello Av & Greco Av	One-Way Stop	A	0.0	A	4.8	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	5.4
Proposed Driveway LOS			**Intersection Approach**												**Overall**	
	Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound		Northeastbound		Southwestbound			
			LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)	LOS	Ave Veh Delay (s)
AM Peak Hour																
Granello Av & Project's Driveway		One-Way Stop	N/A	N/A	N/A	N/A	A	9.2	N/A	N/A	A	0.0	A	1.0	A	3.5
PM Peak Hour																
Granello Av & Project's Driveway		One-Way Stop	N/A	N/A	N/A	N/A	A	9.6	N/A	N/A	A	0.0	A	1.0	A	2.4


LeJeune Rd
Greco Ave
Granello Ave
Ponce De Leon Blvd
Alminar Ave
Blue Rd
Grand Ave
0
7
5
15
34
0
16
0
0
3
0
4
8
801
20
12
0
6
11
886
57
3
0
208
15
2
14
111
539
149
14
86
51
138
49
3
118
651
224
468
234
28

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	138	51	86	14	651	118	3	14	111	539	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.98				1.00	0.97	
Flt Protected	0.95		0.96	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1707	1583		3456				1770	3424	
Flt Permitted	0.95		0.96	1.00		1.00				0.25	1.00	
Satd. Flow (perm)	1681		1707	1583		3456				470	3424	
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)	52	147	54	91	15	693	126	3	15	118	573	159
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	47	0	206	106	0	822	0	0	0	133	732	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	19.0		19.0	19.0		70.0				70.0	70.0	
Effective Green, g (s)	19.0		19.0	19.0		70.0				70.0	70.0	
Actuated g/C Ratio	0.13		0.13	0.13		0.47				0.47	0.47	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	213		216	201		1613				219	1598	
v/s Ratio Prot						0.24					0.21	
v/s Ratio Perm	0.03		0.12	0.07						c0.28		
v/c Ratio	0.22		0.95	0.53		0.51				0.61	0.46	
Uniform Delay, d1	58.8		65.1	61.3		28.0				29.8	27.1	
Progression Factor	1.00		1.00	1.00		1.00				1.00	1.00	
Incremental Delay, d2	0.5		47.9	2.5		1.2				11.9	0.9	
Delay (s)	59.4		112.9	63.8		29.1				41.7	28.1	
Level of Service	E		F	E		C				D	C	
Approach Delay (s)			91.4			29.1					30.2	
Approach LOS			F			C					C	

Intersection Summary			
HCM Average Control Delay	53.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	224	468	234	28	2	15	208	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	0.99	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3518	
Flt Permitted	0.95	1.00	1.00			0.20	1.00	
Satd. Flow (perm)	3433	1863	1583			367	3518	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	238	498	249	30	2	16	221	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	238	498	279	0	0	18	230	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	15.7	40.0	40.0			20.3	20.3	
Effective Green, g (s)	15.7	40.0	40.0			20.3	20.3	
Actuated g/C Ratio	0.10	0.27	0.27			0.14	0.14	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	359	497	422			50	476	
v/s Ratio Prot	0.07	c0.27					0.07	
v/s Ratio Perm			0.18			0.05		
v/c Ratio	0.66	1.00	0.66			0.36	0.48	
Uniform Delay, d1	64.6	55.0	49.0			58.9	60.0	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	4.6	40.9	3.9			4.4	0.8	
Delay (s)	69.2	95.9	52.8			63.3	60.8	
Level of Service	E	F	D			E	E	
Approach Delay (s)		77.8					61.0	
Approach LOS		E					E	

Intersection Summary

1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	47	206	106	822	133	732	238	498	279	18	230
v/c Ratio	0.22	0.95	0.53	0.51	0.61	0.46	0.66	1.00	0.66	0.36	0.48
Control Delay	61.9	114.3	71.7	29.4	44.0	28.3	73.5	95.0	57.7	82.0	64.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	114.3	71.7	29.4	44.0	28.3	73.5	95.0	57.7	82.0	64.6
Queue Length 50th (ft)	44	213	99	292	96	252	117	~493	245	16	111
Queue Length 95th (ft)	89	#388	165	353	184	308	160	#734	353	#55	162
Internal Link Dist (ft)		685		388		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	213	216	201	1612	219	1597	458	497	422	50	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.95	0.53	0.51	0.61	0.46	0.52	1.00	0.66	0.36	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (veh/h)	12	0	6	57	886	11	8	801	20	4	0	5
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		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
Hourly flow rate (vph)	13	0	6	61	953	12	9	861	22	4	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None			None				
Median storage veh)												
Upstream signal (ft)					421							
pX, platoon unblocked	0.85	0.85					0.85			0.85	0.85	0.85
vC, conflicting volume	1494	1976	441	883			965			1535	1981	482
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1226	1795	441	883			604			1276	1801	36
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	88	100	99	92			99			96	100	99
cM capacity (veh/h)	106	62	564	762			824			97	61	874

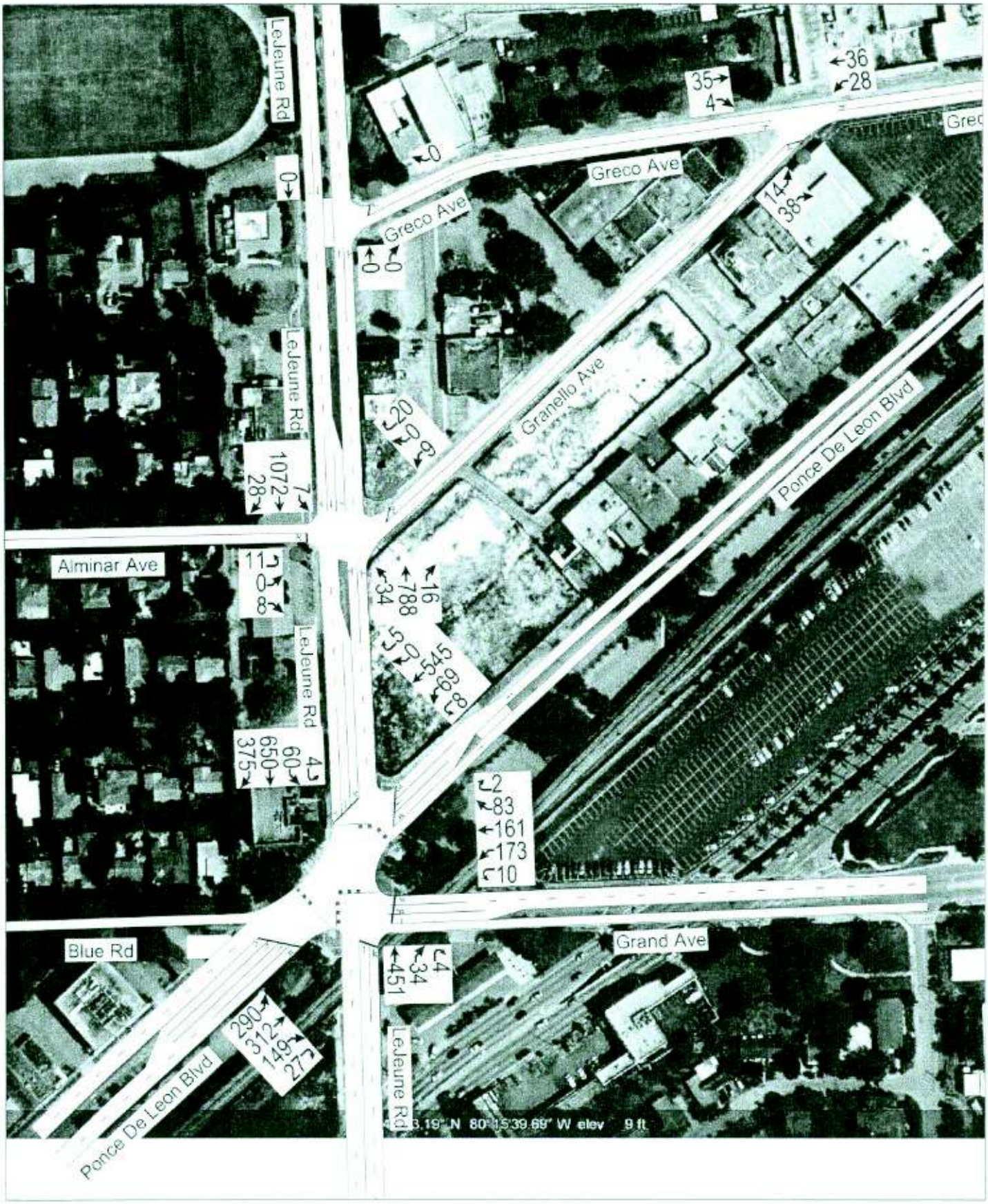
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3	SW 1
Volume Total	19	538	488	9	574	309	10
Volume Left	13	61	0	9	0	0	4
Volume Right	6	0	12	0	0	22	5
cSH	145	762	1700	824	1700	1700	191
Volume to Capacity	0.13	0.08	0.29	0.01	0.34	0.18	0.05
Queue Length 95th (ft)	11	7	0	1	0	0	4
Control Delay (s)	33.6	2.2	0.0	9.4	0.0	0.0	24.8
Lane LOS	D	A		A			C
Approach Delay (s)	33.6	1.1		0.1			24.8
Approach LOS	D						C

Intersection Summary				
Average Delay	1.1	LOS A		
Intersection Capacity Utilization	69.3%	ICU Level of Service		C
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	7	5	34	15	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	9	6	44	19	0	21
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			16		120	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			16		120	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	98
cM capacity (veh/h)			1602		851	1068

Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	16	64	21
Volume Left	0	44	0
Volume Right	6	0	21
cSH	1700	1602	1068
Volume to Capacity	0.01	0.03	0.02
Queue Length 95th (ft)	0	2	1
Control Delay (s)	0.0	5.1	8.4
Lane LOS		A	A
Approach Delay (s)	0.0	5.1	8.4
Approach LOS	A		A

Intersection Summary			
Average Delay	5.0	LOS A	
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)	15		


LeJeune Rd
Greco Ave
Granello Ave
Ponce De Leon Blvd
Alminar Ave
Blue Rd
Grand Ave
35
4
36
28
0
14
38
0
0
0
0
20
9
7
1072
28
11
0
8
16
788
34
5
0
545
69
8
4
60
650
375
2
83
161
173
10
4
34
451
290
312
149
27

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	173	161	83	2	451	34	4	4	60	650	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.99				1.00	0.95	
Flt Protected	0.95		0.97	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1725	1583		3499				1770	3345	
Flt Permitted	0.95		0.97	1.00		1.00				0.35	1.00	
Satd. Flow (perm)	1681		1725	1583		3499				648	3345	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	180	168	86	2	470	35	4	4	62	677	391
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	9	0	349	88	0	509	0	0	0	66	1068	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Effective Green, g (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Actuated g/C Ratio	0.19		0.19	0.19		0.29				0.29	0.29	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	324		333	305		1025				190	980	
v/s Ratio Prot						0.15					c0.32	
v/s Ratio Perm	0.01		0.20	0.06						0.10		
v/c Ratio	0.03		1.05	0.29		0.50				0.35	1.09	
Uniform Delay, d1	45.8		56.5	48.3		41.0				39.0	49.5	
Progression Factor	1.00		1.00	1.00		1.00				1.00	1.00	
Incremental Delay, d2	0.0		62.4	0.5		1.7				5.0	56.4	
Delay (s)	45.9		118.9	48.8		42.7				43.9	105.9	
Level of Service	D		F	D		D				D	F	
Approach Delay (s)			103.6			42.7					102.3	
Approach LOS			F			D					F	

Intersection Summary

HCM Average Control Delay	72.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	290	312	149	27	8	69	545	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	1.00	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3535	
Flt Permitted	0.95	1.00	1.00			0.56	1.00	
Satd. Flow (perm)	3433	1863	1583			1051	3535	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	302	325	155	28	8	72	568	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	302	325	183	0	0	80	573	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	17.6	51.0	51.0			29.4	29.4	
Effective Green, g (s)	17.6	51.0	51.0			29.4	29.4	
Actuated g/C Ratio	0.13	0.36	0.36			0.21	0.21	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	432	679	577			221	742	
v/s Ratio Prot	c0.09	0.17					c0.16	
v/s Ratio Perm			0.12			0.08		
v/c Ratio	0.70	0.48	0.32			0.36	0.77	
Uniform Delay, d1	58.7	34.3	32.0			47.3	52.1	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	4.9	0.5	0.3			1.0	5.0	
Delay (s)	63.6	34.8	32.3			48.3	57.1	
Level of Service	E	C	C			D	E	
Approach Delay (s)		45.0					56.1	
Approach LOS		D					E	

Intersection Summary

1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	9	349	88	509	66	1068	302	325	183	80	573
v/c Ratio	0.03	1.05	0.29	0.50	0.35	1.09	0.70	0.48	0.32	0.36	0.77
Control Delay	46.3	116.1	51.3	43.0	45.4	102.5	67.4	37.2	33.9	54.4	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	116.1	51.3	43.0	45.4	102.5	67.4	37.2	33.9	54.4	60.4
Queue Length 50th (ft)	7	~363	69	202	48	~575	138	227	119	63	261
Queue Length 95th (ft)	25	#573	122	260	96	#713	182	320	184	122	#379
Internal Link Dist (ft)		685		388		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	324	333	305	1025	190	980	711	679	577	221	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	1.05	0.29	0.50	0.35	1.09	0.42	0.48	0.32	0.36	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (veh/h)	11	0	8	34	788	16	7	1072	28	9	0	20
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
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
Hourly flow rate (vph)	12	0	9	36	838	17	7	1140	30	10	0	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None			None				
Median storage veh)												
Upstream signal (ft)					421							
pX, platoon unblocked	0.89	0.89					0.89			0.89	0.89	0.89
vC, conflicting volume	1683	2098	585	1170			855			1513	2104	428
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1520	1986	585	1170			590			1329	1993	109
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	82	100	98	94			99			90	100	97
cM capacity (veh/h)	67	50	454	593			874			93	50	822

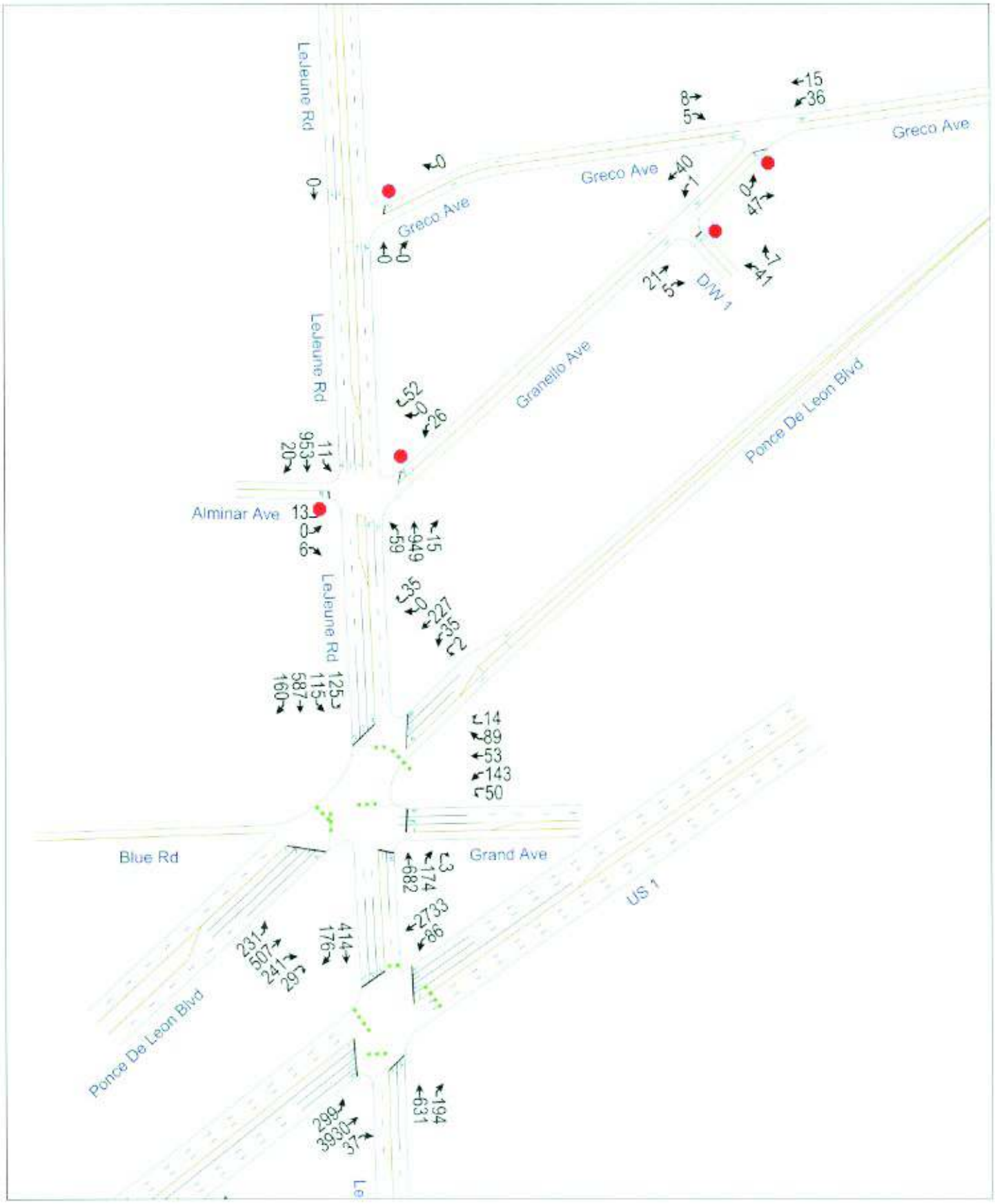
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3	SW 1
Volume Total	20	455	436	7	760	410	31
Volume Left	12	36	0	7	0	0	10
Volume Right	9	0	17	0	0	30	21
cSH	104	593	1700	874	1700	1700	240
Volume to Capacity	0.19	0.06	0.26	0.01	0.45	0.24	0.13
Queue Length 95th (ft)	17	5	0	1	0	0	11
Control Delay (s)	47.6	1.8	0.0	9.2	0.0	0.0	22.2
Lane LOS	E	A		A			C
Approach Delay (s)	47.6	0.9		0.1			22.2
Approach LOS	E						C

Intersection Summary				
Average Delay	1.2	LOS A		
Intersection Capacity Utilization	64.0%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	35	4	28	36	14	38
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	41	5	33	42	16	44
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			45		150	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			45		150	43
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	96
cM capacity (veh/h)			1563		824	1027

Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	45	74	60
Volume Left	0	33	16
Volume Right	5	0	44
cSH	1700	1563	963
Volume to Capacity	0.03	0.02	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	3.3	9.0
Lane LOS		A	A
Approach Delay (s)	0.0	3.3	9.0
Approach LOS			A

Intersection Summary			
Average Delay	4.4	LOS A	
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		


Ponce De Leon Blvd
Granello Ave
DW 1
Greco Ave
Greco Ave
Greco Ave
LeJeune Rd
LeJeune Rd
LeJeune Rd
Alminar Ave
Grand Ave
Blue Rd
US 1
Ponce De Leon Blvd
15
36
8
5
0
47
40
1
0
0
0
0
21
5
41
53
0
26
11
953
20
13
0
6
15
949
59
33
0
22
125
115
587
160
14
89
53
143
50
3
174
682
2733
86
414
176
231
507
241
295
194
631
299
3930
37

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	143	53	89	14	682	174	3	125	115	587	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.97				1.00	0.97	
Flt Protected	0.95		0.96	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1707	1583		3430				1770	3426	
Flt Permitted	0.95		0.96	1.00		1.00				0.21	1.00	
Satd. Flow (perm)	1681		1707	1583		3430				397	3426	
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)	53	152	56	95	15	726	185	3	133	122	624	170
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	48	0	213	110	0	914	0	0	0	255	794	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	19.0		19.0	19.0		70.0				70.0	70.0	
Effective Green, g (s)	19.0		19.0	19.0		70.0				70.0	70.0	
Actuated g/C Ratio	0.13		0.13	0.13		0.47				0.47	0.47	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	213		216	201		1601				185	1599	
v/s Ratio Prot						0.27					0.23	
v/s Ratio Perm	0.03		0.12	0.07						c0.64		
v/c Ratio	0.23		0.99	0.55		0.57				1.38	0.50	
Uniform Delay, d1	58.9		65.4	61.5		29.1				40.0	27.8	
Progression Factor	1.00		1.00	1.00		1.64				1.00	1.00	
Incremental Delay, d2	0.5		56.8	3.0		0.1				200.4	1.1	
Delay (s)	59.4		122.2	64.5		47.9				240.4	28.9	
Level of Service	E		F	E		D				F	C	
Approach Delay (s)			96.9			47.9					80.3	
Approach LOS			F			D					F	

Intersection Summary			
HCM Average Control Delay	76.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	231	507	241	29	2	35	227	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	0.98	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3469	
Flt Permitted	0.95	1.00	1.00			0.20	1.00	
Satd. Flow (perm)	3433	1863	1583			373	3469	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	246	539	256	31	2	37	241	37
RTOR Reduction (vph)	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	246	539	287	0	0	39	270	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	16.0	40.0	40.0			20.0	20.0	
Effective Green, g (s)	16.0	40.0	40.0			20.0	20.0	
Actuated g/C Ratio	0.11	0.27	0.27			0.13	0.13	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	366	497	422			50	463	
v/s Ratio Prot	0.07	c0.29					0.08	
v/s Ratio Perm			0.18			0.10		
v/c Ratio	0.67	1.08	0.68			0.78	0.58	
Uniform Delay, d1	64.5	55.0	49.3			62.9	61.1	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	4.8	65.2	4.5			53.9	1.9	
Delay (s)	69.3	120.2	53.7			116.8	63.0	
Level of Service	E	F	D			F	E	
Approach Delay (s)		90.7					69.6	
Approach LOS		F					E	

Intersection Summary

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	48	213	110	914	255	794	246	539	287	39	278
v/c Ratio	0.23	0.99	0.55	0.57	1.38	0.50	0.67	1.08	0.68	0.78	0.59
Control Delay	62.0	121.8	72.6	48.4	233.3	29.1	73.7	115.8	58.7	136.6	65.5
Queue Delay	0.0	0.0	0.0	291.8	0.0	0.0	0.0	0.0	3.4	8.1	0.0
Total Delay	62.0	121.8	72.6	340.1	233.3	29.1	73.7	115.8	62.1	144.6	65.5
Queue Length 50th (ft)	45	222	103	485	~329	279	121	~590	253	38	132
Queue Length 95th (ft)	91	#405	172	m361	#514	340	164	#821	364	#122	189
Internal Link Dist (ft)		244		286		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	213	216	201	1600	185	1599	458	497	422	50	471
Starvation Cap Reductn	0	0	0	1044	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	31	0	0	68	3	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.99	0.55	1.64	1.38	0.51	0.54	1.08	0.81	0.83	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

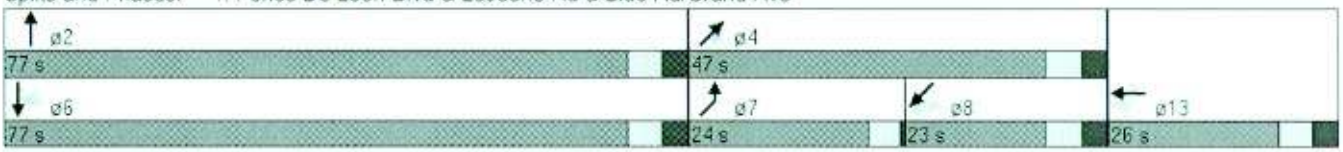
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	50	53	89	682	125	115	587	231	507	241	2	35
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	26.0	26.0	26.0	77.0	77.0	77.0	77.0	24.0	47.0	47.0	23.0	23.0
Total Split (%)	17.3%	17.3%	17.3%	51.3%	51.3%	51.3%	51.3%	16.0%	31.3%	31.3%	15.3%	15.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	19.0	19.0	19.0	70.0		70.0	70.0	16.0	40.0	40.0		20.0
Actuated g/C Ratio	0.13	0.13	0.13	0.47		0.47	0.47	0.11	0.27	0.27		0.13
v/c Ratio	0.23	0.99	0.55	0.57		1.38	0.50	0.67	1.08	0.68		0.78
Control Delay	62.0	121.8	72.6	48.4		233.3	29.1	73.7	115.8	58.7		136.6
Queue Delay	0.0	0.0	0.0	291.8		0.0	0.0	0.0	0.0	3.4		8.1
Total Delay	62.0	121.8	72.6	340.1		233.3	29.1	73.7	115.8	62.1		144.6
LOS	E	F	E	F		F	C	E	F	E		F
Approach Delay		99.5		340.1			78.8		91.8			
Approach LOS		F		F			E		F			

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 118 (79%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 148.4 — Intersection LOS: F
Intersection Capacity Utilization 104.9% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	227
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	15.3%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	20.0
Actuated g/C Ratio	0.13
v/c Ratio	0.59
Control Delay	65.5
Queue Delay	0.0
Total Delay	65.5
LOS	E
Approach Delay	75.2
Approach LOS	E

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
2: LeJeune Rd & Alminar Ave & Granello Ave

Proposed AM Peak Hour w/ Project
4535 Gables Ponce II

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (veh/h)	13	0	6	59	949	15	11	953	20	26	0	52
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		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
Hourly flow rate (vph)	14	0	6	63	1020	16	12	1025	22	28	0	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None			None				
Median storage veh)												
Upstream signal (ft)					421							
pX, platoon unblocked	0.83	0.83					0.83			0.83	0.83	0.83
vC, conflicting volume	1752	2223	523	1046			1037			1698	2225	518
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1494	2062	523	1046			631			1429	2065	6
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	77	100	99	90			98			61	100	94
cM capacity (veh/h)	61	40	499	661			785			71	40	891

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3	SW 1
Volume Total	20	574	526	12	683	363	84
Volume Left	14	63	0	12	0	0	28
Volume Right	6	0	16	0	0	22	56
cSH	84	661	1700	785	1700	1700	185
Volume to Capacity	0.24	0.10	0.31	0.02	0.40	0.21	0.45
Queue Length 95th (ft)	22	8	0	1	0	0	53
Control Delay (s)	61.3	2.6	0.0	9.7	0.0	0.0	39.8
Lane LOS	F	A		A			E
Approach Delay (s)	61.3	1.3		0.1			39.8
Approach LOS	F						E

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	8	5	36	15	0	47
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	10	6	47	19	0	61
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			17		127	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			17		127	14
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	94
cM capacity (veh/h)			1600		843	1066

Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	17	66	61
Volume Left	0	47	0
Volume Right	6	0	61
cSH	1700	1600	1066
Volume to Capacity	0.01	0.03	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	5.2	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.2	8.6
Approach LOS			A

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	630	194	0	409	173	298	3930	37	86	2733	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	4.0	5.0		4.0	5.0	
Lane Util. Factor		0.95			0.91	0.91	1.00	0.91		1.00	0.91	
Frt		0.96			0.99	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3414			3370	1441	1770	5078		1770	5085	
Flt Permitted		1.00			1.00	1.00	0.04	1.00		0.04	1.00	
Satd. Flow (perm)		3414			3370	1441	78	5078		81	5085	
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)	0	663	204	0	431	182	314	4137	39	91	2877	0
RTOR Reduction (vph)	0	20	0	0	2	134	0	1	0	0	0	0
Lane Group Flow (vph)	0	847	0	0	447	30	314	4175	0	91	2877	0
Turn Type		NA			NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases						4	2			6		
Actuated Green, G (s)		27.0			27.0	27.0	113.0	99.7		101.3	92.0	
Effective Green, g (s)		27.0			27.0	27.0	113.0	99.7		101.3	92.0	
Actuated g/C Ratio		0.18			0.18	0.18	0.75	0.66		0.68	0.61	
Clearance Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		615			607	259	251	3375		159	3119	
v/s Ratio Prot		c0.25			0.13		c0.14	0.82		0.04	0.57	
v/s Ratio Perm						0.02	c0.81			0.35		
v/c Ratio		1.38			0.74	0.11	1.25	1.24		0.57	0.92	
Uniform Delay, d1		61.5			58.1	51.5	56.0	25.1		38.9	25.8	
Progression Factor		1.00			1.18	3.97	1.00	1.00		1.00	1.00	
Incremental Delay, d2		180.1			4.1	0.2	141.5	109.4		4.9	5.9	
Delay (s)		241.6			72.6	204.5	197.5	134.6		43.8	31.7	
Level of Service		F			E	F	F	F		D	C	
Approach Delay (s)		241.6			107.9			139.0			32.1	
Approach LOS		F			F			F			C	

Intersection Summary			
HCM Average Control Delay	111.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	867	449	164	314	4176	91	2877
v/c Ratio	1.37	0.74	0.42	1.25	1.24	0.57	0.92
Control Delay	218.8	75.6	31.9	181.4	134.7	40.2	32.1
Queue Delay	164.3	2.4	0.2	552.2	0.0	0.0	0.0
Total Delay	383.1	77.9	32.2	733.6	134.7	40.2	32.1
Queue Length 50th (ft)	~579	242	80	~332	~1849	36	877
Queue Length 95th (ft)	#716	306	m141	#532	#1952	93	950
Internal Link Dist (ft)	314	286			599		703
Turn Bay Length (ft)				500		275	
Base Capacity (vph)	634	608	394	251	3378	250	3119
Starvation Cap Reductn	0	71	31	0	0	0	0
Spillback Cap Reductn	134	0	0	214	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.73	0.84	0.45	8.49	1.24	0.36	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations							
Volume (vph)	630	409	173	298	3930	86	2733
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	8	4		5	2	1	6
Permitted Phases			4	2		6	
Detector Phase	8	4	4	5	2	1	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	8.5	21.0	8.5	21.0
Total Split (s)	32.0	32.0	32.0	21.0	97.0	21.0	97.0
Total Split (%)	21.3%	21.3%	21.3%	14.0%	64.7%	14.0%	64.7%
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	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	27.0	27.0	27.0	113.8	99.7	102.3	92.0
Actuated g/C Ratio	0.18	0.18	0.18	0.76	0.66	0.68	0.61
v/c Ratio	1.37	0.74	0.42	1.25	1.24	0.57	0.92
Control Delay	218.8	75.6	31.9	181.4	134.7	40.2	32.1
Queue Delay	164.3	2.4	0.2	552.2	0.0	0.0	0.0
Total Delay	383.1	77.9	32.2	733.6	134.7	40.2	32.1
LOS	F	E	C	F	F	D	C
Approach Delay	383.1	65.7			176.6		32.3
Approach LOS	F	E			F		C

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 111 (74%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 141.1 — Intersection LOS: F
Intersection Capacity Utilization 116.8% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 4: US 1 & LeJeune Rd

ø1	ø2	ø4
21 s	97 s	32 s
ø5	ø6	ø8
21 s	97 s	32 s

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	631	194	0	414	176	299	3930	37	86	2733	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	4.0	5.0		4.0	5.0	
Lane Util. Factor		0.95			0.91	0.91	1.00	0.91		1.00	0.91	
Frt		0.96			0.99	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3414			3369	1441	1770	5078		1770	5085	
Flt Permitted		1.00			1.00	1.00	0.04	1.00		0.04	1.00	
Satd. Flow (perm)		3414			3369	1441	78	5078		81	5085	
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)	0	664	204	0	436	185	315	4137	39	91	2877	0
RTOR Reduction (vph)	0	20	0	0	2	136	0	1	0	0	0	0
Lane Group Flow (vph)	0	848	0	0	453	30	315	4175	0	91	2877	0
Turn Type		NA			NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases						4	2			6		
Actuated Green, G (s)		27.0			27.0	27.0	113.0	99.7		101.3	92.0	
Effective Green, g (s)		27.0			27.0	27.0	113.0	99.7		101.3	92.0	
Actuated g/C Ratio		0.18			0.18	0.18	0.75	0.66		0.68	0.61	
Clearance Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		615			606	259	251	3375		159	3119	
v/s Ratio Prot		c0.25			0.13		c0.14	0.82		0.04	0.57	
v/s Ratio Perm						0.02	c0.81			0.35		
v/c Ratio		1.38			0.75	0.12	1.25	1.24		0.57	0.92	
Uniform Delay, d1		61.5			58.3	51.5	56.0	25.1		38.9	25.8	
Progression Factor		1.00			1.18	3.98	1.00	1.00		1.00	1.00	
Incremental Delay, d2		180.8			4.4	0.2	143.1	109.4		4.9	5.9	
Delay (s)		242.3			73.0	205.1	199.1	134.6		43.8	31.7	
Level of Service		F			E	F	F	F		D	C	
Approach Delay (s)		242.3			108.3			139.1			32.1	
Approach LOS		F			F			F			C	

Intersection Summary			
HCM Average Control Delay	111.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	868	455	166	315	4176	91	2877
v/c Ratio	1.37	0.75	0.42	1.25	1.24	0.57	0.92
Control Delay	219.4	76.0	31.9	182.8	134.7	40.2	32.1
Queue Delay	163.0	2.6	0.3	550.5	0.0	0.0	0.0
Total Delay	382.4	78.6	32.2	733.3	134.7	40.2	32.1
Queue Length 50th (ft)	~580	246	81	~334	~1849	36	877
Queue Length 95th (ft)	#717	309	m143	#534	#1952	93	950
Internal Link Dist (ft)	314	286			599		703
Turn Bay Length (ft)				500		275	
Base Capacity (vph)	634	608	396	251	3378	250	3119
Starvation Cap Reductn	0	71	32	0	0	0	0
Spillback Cap Reductn	133	0	0	214	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.73	0.85	0.46	8.51	1.24	0.36	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

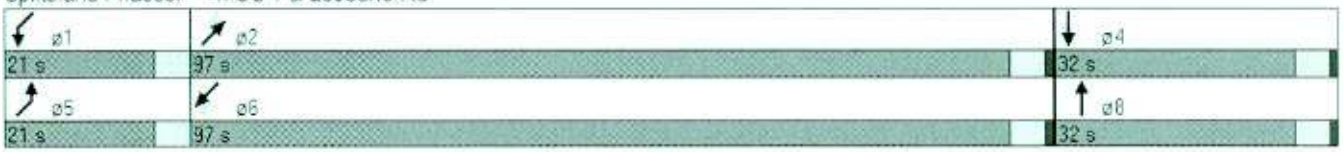
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations							
Volume (vph)	631	414	176	299	3930	86	2733
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	8	4		5	2	1	6
Permitted Phases			4	2		6	
Detector Phase	8	4	4	5	2	1	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	8.5	21.0	8.5	21.0
Total Split (s)	32.0	32.0	32.0	21.0	97.0	21.0	97.0
Total Split (%)	21.3%	21.3%	21.3%	14.0%	64.7%	14.0%	64.7%
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	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	27.0	27.0	27.0	113.8	99.7	102.3	92.0
Actuated g/C Ratio	0.18	0.18	0.18	0.76	0.66	0.68	0.61
v/c Ratio	1.37	0.75	0.42	1.25	1.24	0.57	0.92
Control Delay	219.4	76.0	31.9	182.8	134.7	40.2	32.1
Queue Delay	163.0	2.6	0.3	550.5	0.0	0.0	0.0
Total Delay	382.4	78.6	32.2	733.3	134.7	40.2	32.1
LOS	F	E	C	F	F	D	C
Approach Delay	382.4	66.2			176.7		32.3
Approach LOS	F	E			F		C

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 111 (74%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 141.1 — Intersection LOS: F
Intersection Capacity Utilization 116.8% — ICU Level of Service H
Analysis Period (min) 15

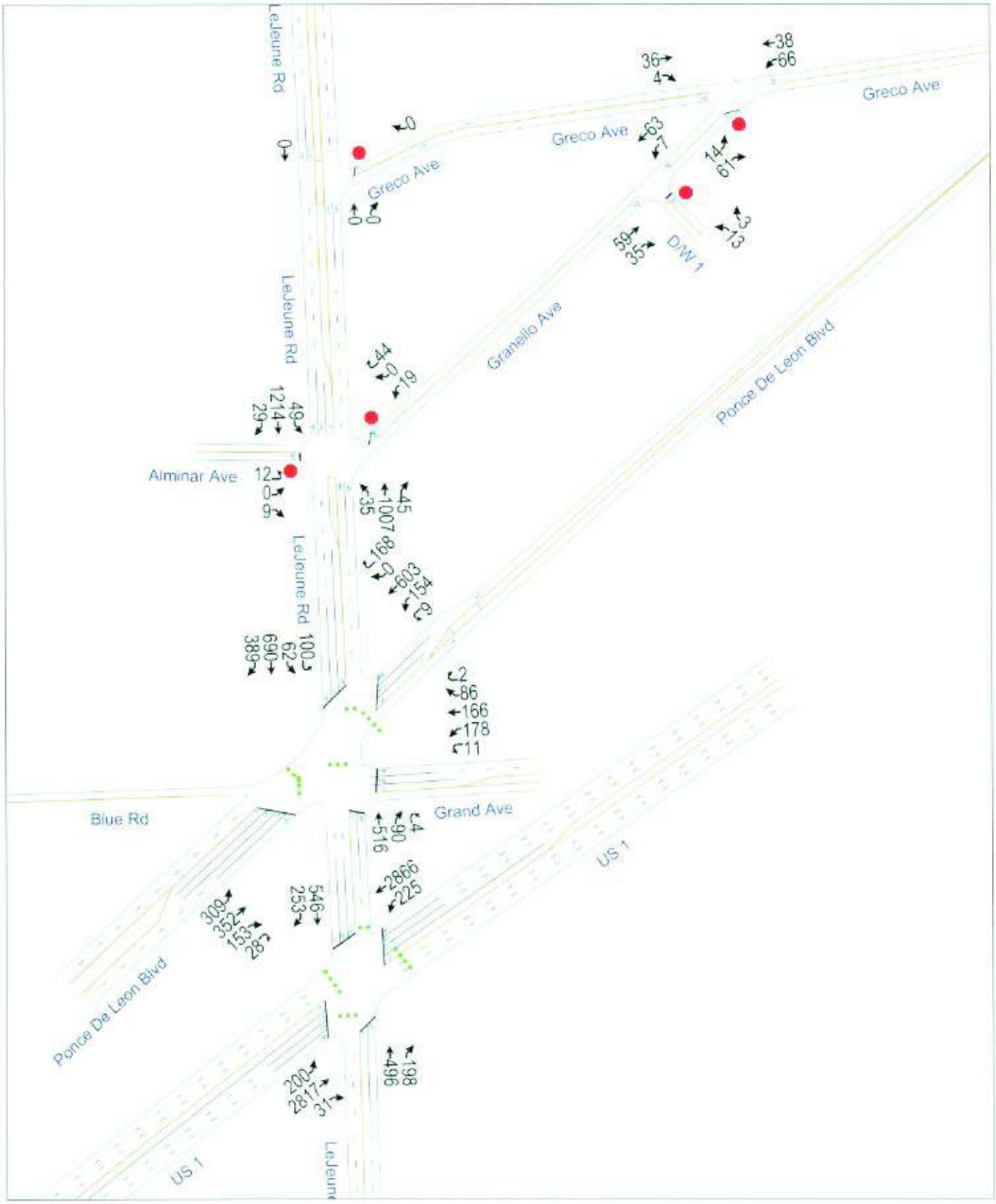
Splits and Phases: 4: US 1 & LeJeune Rd



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	45	8	21	32	6	40
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)	49	9	23	35	7	43
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	97	40			58	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97	40			58	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			100	
cM capacity (veh/h)	899	1031			1547	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	58	58	50
Volume Left	49	0	7
Volume Right	9	35	0
cSH	916	1700	1547
Volume to Capacity	0.06	0.03	0.00
Queue Length 95th (ft)	5	0	0
Control Delay (s)	9.2	0.0	1.0
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	1.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		


Ponce De Leon Blvd
Granello Ave
D/W 1
Greco Ave
Greco Ave
Greco Ave
LeJeune Rd
LeJeune Rd
LeJeune Rd
LeJeune Rd
Alminar Ave
Grand Ave
Blue Rd
US 1
US 1
Ponce De Leon Blvd

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	178	166	86	2	516	90	4	100	62	690	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.98				1.00	0.95	
Flt Protected	0.95		0.97	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1725	1583		3457				1770	3348	
Flt Permitted	0.95		0.97	1.00		1.00				0.25	1.00	
Satd. Flow (perm)	1681		1725	1583		3457				473	3348	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	185	173	90	2	538	94	4	104	65	719	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	0	359	92	0	636	0	0	0	169	1124	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Effective Green, g (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Actuated g/C Ratio	0.19		0.19	0.19		0.29				0.29	0.29	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	324		333	305		1012				139	980	
v/s Ratio Prot						0.18					0.34	
v/s Ratio Perm	0.01		0.21	0.06						c0.36		
v/c Ratio	0.03		1.08	0.30		0.63				1.22	1.15	
Uniform Delay, d1	45.9		56.5	48.4		42.9				49.5	49.5	
Progression Factor	1.00		1.00	1.00		0.73				1.00	1.00	
Incremental Delay, d2	0.0		71.7	0.6		0.9				145.7	78.2	
Delay (s)	45.9		128.2	49.0		32.3				195.2	127.7	
Level of Service	D		F	D		C				F	F	
Approach Delay (s)			110.6			32.3					136.6	
Approach LOS			F			C					F	

Intersection Summary			
HCM Average Control Delay	95.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	309	352	153	28	9	154	603	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	0.97	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3424	
Flt Permitted	0.95	1.00	1.00			0.54	1.00	
Satd. Flow (perm)	3433	1863	1583			1011	3424	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	322	367	159	29	9	160	628	175
RTOR Reduction (vph)	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	322	367	188	0	0	169	786	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	18.4	51.0	51.0			28.6	28.6	
Effective Green, g (s)	18.4	51.0	51.0			28.6	28.6	
Actuated g/C Ratio	0.13	0.36	0.36			0.20	0.20	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	451	679	577			207	699	
v/s Ratio Prot	c0.09	0.20					c0.23	
v/s Ratio Perm			0.12			0.17		
v/c Ratio	0.71	0.54	0.33			0.82	1.12	
Uniform Delay, d1	58.3	35.2	32.1			53.2	55.7	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	5.3	0.9	0.3			21.4	73.8	
Delay (s)	63.6	36.1	32.4			74.6	129.5	
Level of Service	E	D	C			E	F	
Approach Delay (s)		45.4					120.0	
Approach LOS		D					F	

Intersection Summary

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	10	359	92	636	169	1124	322	367	188	169	803
v/c Ratio	0.03	1.08	0.30	0.63	1.22	1.15	0.71	0.54	0.33	0.82	1.12
Control Delay	46.4	124.0	51.6	32.5	188.0	122.5	67.1	38.9	34.1	83.2	120.6
Queue Delay	0.0	0.0	0.0	51.3	0.0	5.6	0.0	0.0	0.8	124.2	0.0
Total Delay	46.4	124.0	51.6	83.9	188.0	128.1	67.1	38.9	34.9	207.4	120.6
Queue Length 50th (ft)	8	~383	73	314	~189	~630	146	264	123	149	~435
Queue Length 95th (ft)	25	#593	128	m341	#340	#769	192	367	189	#307	#626
Internal Link Dist (ft)		228		286		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	324	333	305	1013	139	980	711	679	577	207	716
Starvation Cap Reductn	0	0	0	433	0	0	0	0	0	0	0
Spillback Cap Reductn	59	0	0	0	0	11	0	0	179	73	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	1.08	0.30	1.10	1.22	1.16	0.45	0.54	0.47	1.26	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

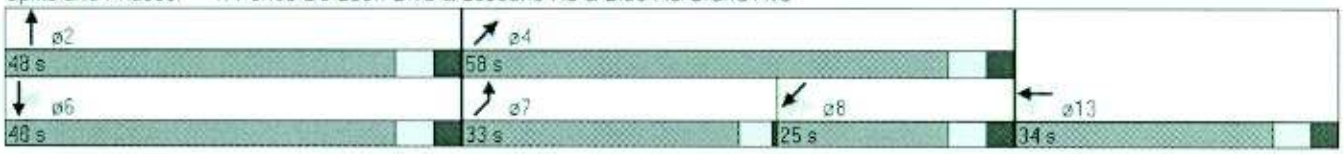
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	11	166	86	516	100	62	690	309	352	153	9	154
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	34.0	34.0	34.0	48.0	48.0	48.0	48.0	33.0	58.0	58.0	25.0	25.0
Total Split (%)	24.3%	24.3%	24.3%	34.3%	34.3%	34.3%	34.3%	23.6%	41.4%	41.4%	17.9%	17.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	27.0	27.0	27.0	41.0		41.0	41.0	18.4	51.0	51.0		28.6
Actuated g/C Ratio	0.19	0.19	0.19	0.29		0.29	0.29	0.13	0.36	0.36		0.20
v/c Ratio	0.03	1.08	0.30	0.63		1.22	1.15	0.71	0.54	0.33		0.82
Control Delay	46.4	124.0	51.6	32.5		188.0	122.5	67.1	38.9	34.1		83.2
Queue Delay	0.0	0.0	0.0	51.3		0.0	5.6	0.0	0.0	0.8		124.2
Total Delay	46.4	124.0	51.6	83.9		188.0	128.1	67.1	38.9	34.9		207.4
LOS	D	F	D	F		F	F	E	D	C		F
Approach Delay		107.8		83.9			135.9		48.4			
Approach LOS		F		F			F		D			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 106.9 — Intersection LOS: F
Intersection Capacity Utilization 93.6% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	603
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	25.0
Total Split (%)	17.9%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	28.6
Actuated g/C Ratio	0.20
v/c Ratio	1.12
Control Delay	120.6
Queue Delay	0.0
Total Delay	120.6
LOS	F
Approach Delay	135.7
Approach LOS	F

Intersection Summary

HCM Signalized Intersection Capacity Analysis — Proposed PM Peak Hour w/ Project

1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave_*OPTMIZED — 4535 Gables Ponce II

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	178	166	86	2	516	90	4	100	62	690	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.98				1.00	0.95	
Flt Protected	0.95		0.97	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1725	1583		3457				1770	3348	
Flt Permitted	0.95		0.97	1.00		1.00				0.28	1.00	
Satd. Flow (perm)	1681		1725	1583		3457				524	3348	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	185	173	90	2	538	94	4	104	65	719	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	0	359	92	0	636	0	0	0	169	1124	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	27.0		27.0	27.0		46.0				46.0	46.0	
Effective Green, g (s)	27.0		27.0	27.0		46.0				46.0	46.0	
Actuated g/C Ratio	0.19		0.19	0.19		0.33				0.33	0.33	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	324		333	305		1136				172	1100	
v/s Ratio Prot						0.18					c0.34	
v/s Ratio Perm	0.01		0.21	0.06						0.32		
v/c Ratio	0.03		1.08	0.30		0.56				0.98	1.02	
Uniform Delay, d1	45.9		56.5	48.4		38.7				46.6	47.0	
Progression Factor	1.00		1.00	1.00		0.78				1.00	1.00	
Incremental Delay, d2	0.0		71.7	0.6		0.6				64.2	32.8	
Delay (s)	45.9		128.2	49.0		31.0				110.8	79.8	
Level of Service	D		F	D		C				F	E	
Approach Delay (s)			110.6			31.0					83.8	
Approach LOS			F			C					F	

Intersection Summary			
HCM Average Control Delay	81.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

* INTERSECTION SPLIT OPTIMIZATION

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	309	352	153	28	9	154	603	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	0.97	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3424	
Flt Permitted	0.95	1.00	1.00			0.52	1.00	
Satd. Flow (perm)	3433	1863	1583			975	3424	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	322	367	159	29	9	160	628	175
RTOR Reduction (vph)	0	0	0	0	0	0	18	0
Lane Group Flow (vph)	322	367	188	0	0	169	785	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	12.0	46.0	46.0			30.0	30.0	
Effective Green, g (s)	12.0	46.0	46.0			30.0	30.0	
Actuated g/C Ratio	0.09	0.33	0.33			0.21	0.21	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	294	612	520			209	734	
v/s Ratio Prot	c0.09	0.20					c0.23	
v/s Ratio Perm			0.12			0.17		
v/c Ratio	1.10	0.60	0.36			0.81	1.07	
Uniform Delay, d1	64.0	39.3	35.8			52.3	55.0	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	80.4	1.6	0.4			20.1	53.3	
Delay (s)	144.4	40.9	36.2			72.3	108.3	
Level of Service	F	D	D			E	F	
Approach Delay (s)		77.9					102.1	
Approach LOS		E					F	

Intersection Summary

* INTERSECTION SPLIT OPTIMIZATION

1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave_*OPTMIZED

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	10	359	92	636	169	1124	322	367	188	169	803
v/c Ratio	0.03	1.08	0.30	0.56	0.98	1.02	1.10	0.60	0.36	0.81	1.07
Control Delay	46.4	124.0	51.6	31.2	111.2	78.8	138.0	44.2	38.3	80.7	102.9
Queue Delay	0.0	0.0	0.0	49.4	0.0	3.6	0.0	0.0	1.1	141.3	0.0
Total Delay	46.4	124.0	51.6	80.6	111.2	82.4	138.0	44.2	39.5	221.9	102.9
Queue Length 50th (ft)	8	~383	73	312	153	~571	~170	280	130	148	~416
Queue Length 95th (ft)	25	#593	128	m337	#308	#710	#270	389	201	#273	#549
Internal Link Dist (ft)		228		286		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	324	333	305	1136	172	1100	294	612	520	209	751
Starvation Cap Reductn	0	0	0	553	0	0	0	0	0	0	0
Spillback Cap Reductn	59	0	0	0	0	12	0	0	167	79	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	1.08	0.30	1.09	0.98	1.03	1.10	0.60	0.53	1.30	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

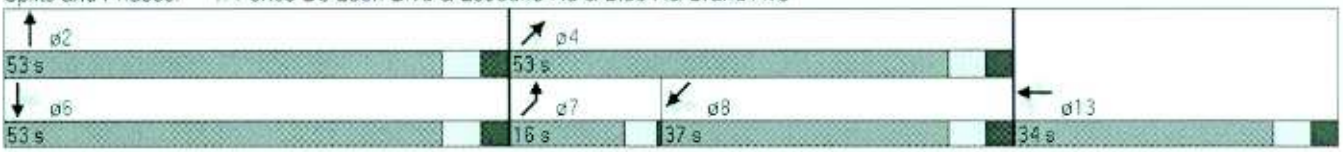
1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave_*OPTMIZED

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	11	166	86	516	100	62	690	309	352	153	9	154
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	34.0	34.0	34.0	53.0	53.0	53.0	53.0	16.0	53.0	53.0	37.0	37.0
Total Split (%)	24.3%	24.3%	24.3%	37.9%	37.9%	37.9%	37.9%	11.4%	37.9%	37.9%	26.4%	26.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	27.0	27.0	27.0	46.0		46.0	46.0	12.0	46.0	46.0		30.0
Actuated g/C Ratio	0.19	0.19	0.19	0.33		0.33	0.33	0.09	0.33	0.33		0.21
v/c Ratio	0.03	1.08	0.30	0.56		0.98	1.02	1.10	0.60	0.36		0.81
Control Delay	46.4	124.0	51.6	31.2		111.2	78.8	138.0	44.2	38.3		80.7
Queue Delay	0.0	0.0	0.0	49.4		0.0	3.6	0.0	0.0	1.1		141.3
Total Delay	46.4	124.0	51.6	80.6		111.2	82.4	138.0	44.2	39.5		221.9
LOS	D	F	D	F		F	F	F	D	D		F
Approach Delay		107.8		80.6			86.2		77.6			
Approach LOS		F		F			F		E			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 94.5 — Intersection LOS: F
Intersection Capacity Utilization 93.6% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



* INTERSECTION SPLIT OPTIMIZATION

Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	603
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	37.0
Total Split (%)	26.4%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	30.0
Actuated g/C Ratio	0.21
v/c Ratio	1.07
Control Delay	102.9
Queue Delay	0.0
Total Delay	102.9
LOS	F
Approach Delay	123.6
Approach LOS	F

Intersection Summary

* INTERSECTION SPLIT OPTIMIZATION

Movement	WBL2	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	178	166	86	2	516	44	4	4	62	690	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Lane Util. Factor	0.95		0.95	1.00		0.95				1.00	0.95	
Frt	1.00		1.00	0.85		0.99				1.00	0.95	
Flt Protected	0.95		0.97	1.00		1.00				0.95	1.00	
Satd. Flow (prot)	1681		1725	1583		3494				1770	3348	
Flt Permitted	0.95		0.97	1.00		1.00				0.29	1.00	
Satd. Flow (perm)	1681		1725	1583		3494				536	3348	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	11	185	173	90	2	538	46	4	4	65	719	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	0	359	92	0	588	0	0	0	69	1124	0
Turn Type	Perm	Perm	NA	Perm		NA			Perm	Perm	NA	
Protected Phases			13			2					6	
Permitted Phases	13	13		13					6	6		
Actuated Green, G (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Effective Green, g (s)	27.0		27.0	27.0		41.0				41.0	41.0	
Actuated g/C Ratio	0.19		0.19	0.19		0.29				0.29	0.29	
Clearance Time (s)	7.0		7.0	7.0		7.0				7.0	7.0	
Vehicle Extension (s)	3.0		3.0	3.0		3.0				3.0	3.0	
Lane Grp Cap (vph)	324		333	305		1023				157	980	
v/s Ratio Prot						0.17					c0.34	
v/s Ratio Perm	0.01		0.21	0.06						0.13		
v/c Ratio	0.03		1.08	0.30		0.57				0.44	1.15	
Uniform Delay, d1	45.9		56.5	48.4		42.1				40.2	49.5	
Progression Factor	1.00		1.00	1.00		0.72				1.00	1.00	
Incremental Delay, d2	0.0		71.7	0.6		0.7				8.7	78.2	
Delay (s)	45.9		128.2	49.0		31.1				48.9	127.7	
Level of Service	D		F	D		C				D	F	
Approach Delay (s)			110.6			31.1					123.2	
Approach LOS			F			C					F	

Intersection Summary			
HCM Average Control Delay	78.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

(1) PROPOSED CONDITION WITHOUT THE GABLES STATION PROJECT

Movement	NEL	NET	NER	NER2	SWL2	SWL	SWT	SWR2
Lane Configurations								
Volume (vph)	309	330	153	28	9	76	566	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	7.0	7.0			7.0	7.0	
Lane Util. Factor	0.97	1.00	1.00			1.00	0.95	
Frt	1.00	1.00	0.85			1.00	1.00	
Flt Protected	0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3433	1863	1583			1770	3535	
Flt Permitted	0.95	1.00	1.00			0.55	1.00	
Satd. Flow (perm)	3433	1863	1583			1032	3535	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	322	344	159	29	9	79	590	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	322	344	188	0	0	88	595	0
Turn Type	Prot	NA	Perm		Perm	Perm	NA	
Protected Phases	7	4					8	
Permitted Phases			4		8	8		
Actuated Green, G (s)	18.4	51.0	51.0			28.6	28.6	
Effective Green, g (s)	18.4	51.0	51.0			28.6	28.6	
Actuated g/C Ratio	0.13	0.36	0.36			0.20	0.20	
Clearance Time (s)	4.0	7.0	7.0			7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	451	679	577			211	722	
v/s Ratio Prot	c0.09	0.18					c0.17	
v/s Ratio Perm			0.12			0.09		
v/c Ratio	0.71	0.51	0.33			0.42	0.82	
Uniform Delay, d1	58.3	34.7	32.1			46.4	53.3	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	5.3	0.6	0.3			1.3	7.6	
Delay (s)	63.6	35.3	32.4			49.8	60.9	
Level of Service	E	D	C			D	E	
Approach Delay (s)		45.3					59.5	
Approach LOS		D					E	

Intersection Summary

(1) PROPOSED CONDITION WITHOUT THE GABLES STATION PROJECT

Lane Group	WBL2	WBT	WBR	NBT	SBL	SBT	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	10	359	92	588	69	1124	322	344	188	88	595
v/c Ratio	0.03	1.08	0.30	0.57	0.44	1.15	0.71	0.51	0.33	0.42	0.82
Control Delay	46.4	124.0	51.6	31.3	50.8	122.5	67.1	37.9	34.1	57.0	64.1
Queue Delay	0.0	0.0	0.0	23.7	0.0	15.2	0.0	0.0	1.4	22.2	0.0
Total Delay	46.4	124.0	51.6	55.0	50.8	137.7	67.1	37.9	35.5	79.2	64.1
Queue Length 50th (ft)	8	~383	73	291	51	~630	146	243	123	70	275
Queue Length 95th (ft)	25	#593	128	m316	104	#769	192	341	189	133	#413
Internal Link Dist (ft)		228		286		341		483			175
Turn Bay Length (ft)	125				185		160			75	
Base Capacity (vph)	324	333	305	1023	157	980	711	679	577	211	722
Starvation Cap Reductn	0	0	0	444	0	0	0	0	0	0	0
Spillback Cap Reductn	59	0	0	0	0	29	0	0	232	109	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	1.08	0.30	1.02	0.44	1.18	0.45	0.51	0.54	0.86	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

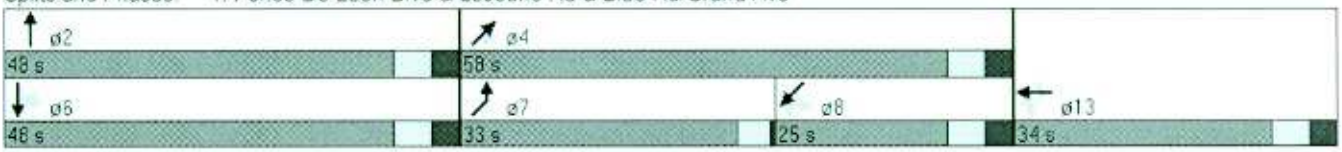
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL2	WBT	WBR	NBT	SBL2	SBL	SBT	NEL	NET	NER	SWL2	SWL
Lane Configurations												
Volume (vph)	11	166	86	516	4	62	690	309	330	153	9	76
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Perm	Perm
Protected Phases		13		2			6	7	4			
Permitted Phases	13		13		6	6				4	8	8
Detector Phase	13	13	13	2	6	6	6	7	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	8.0	23.0	23.0	23.0	23.0
Total Split (s)	34.0	34.0	34.0	48.0	48.0	48.0	48.0	33.0	58.0	58.0	25.0	25.0
Total Split (%)	24.3%	24.3%	24.3%	34.3%	34.3%	34.3%	34.3%	23.6%	41.4%	41.4%	17.9%	17.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.5	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0	4.0	7.0	7.0		7.0
Lead/Lag								Lead			Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	Min	Min	Min	C-Max	Max	Max	Max	Min	Min	Min	Min	Min
Act Effct Green (s)	27.0	27.0	27.0	41.0		41.0	41.0	18.4	51.0	51.0		28.6
Actuated g/C Ratio	0.19	0.19	0.19	0.29		0.29	0.29	0.13	0.36	0.36		0.20
v/c Ratio	0.03	1.08	0.30	0.57		0.44	1.15	0.71	0.51	0.33		0.42
Control Delay	46.4	124.0	51.6	31.3		50.8	122.5	67.1	37.9	34.1		57.0
Queue Delay	0.0	0.0	0.0	23.7		0.0	15.2	0.0	0.0	1.4		22.2
Total Delay	46.4	124.0	51.6	55.0		50.8	137.7	67.1	37.9	35.5		79.2
LOS	D	F	D	E		D	F	E	D	D		E
Approach Delay		107.8		55.0			132.7		48.4			
Approach LOS		F		E			F		D			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 102 (73%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 86.5 — Intersection LOS: F
Intersection Capacity Utilization 86.8% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Ponce De Leon Blvd & LeJeune Rd & Blue Rd/Grand Ave



(1) PROPOSED CONDITION WITHOUT THE GABLES STATION PROJECT

Lane Group	SWT
Lane Configurations	↑↑↳
Volume (vph)	566
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	25.0
Total Split (%)	17.9%
Yellow Time (s)	4.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	28.6
Actuated g/C Ratio	0.20
v/c Ratio	0.82
Control Delay	64.1
Queue Delay	0.0
Total Delay	64.1
LOS	E
Approach Delay	66.0
Approach LOS	E

Intersection Summary

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (veh/h)	12	0	9	35	1007	45	49	1214	29	19	0	44
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
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
Hourly flow rate (vph)	13	0	10	37	1071	48	52	1291	31	20	0	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type					None			None				
Median storage veh)												
Upstream signal (ft)					421							
pX, platoon unblocked	0.86	0.86					0.86			0.86	0.86	0.86
vC, conflicting volume	2068	2605	661	1322			1119			1929	2596	560
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1916	2540	661	1322			812			1754	2530	160
tC, single (s)	*6.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	75	100	98	93			93			50	100	94
cM capacity (veh/h)	51	20	405	518			697			41	20	736

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3	SW 1
Volume Total	22	573	584	52	861	461	67
Volume Left	13	37	0	52	0	0	20
Volume Right	10	0	48	0	0	31	47
cSH	82	518	1700	697	1700	1700	119
Volume to Capacity	0.27	0.07	0.34	0.07	0.51	0.27	0.56
Queue Length 95th (ft)	25	6	0	6	0	0	68
Control Delay (s)	64.9	2.0	0.0	10.6	0.0	0.0	68.2
Lane LOS	F	A		B			F
Approach Delay (s)	64.9	1.0		0.4			68.2
Approach LOS	F						F

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (veh/h)	36	4	66	38	14	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	42	5	77	44	16	71
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			47		242	44
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		242	44
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		98	93
cM capacity (veh/h)			1561		710	1026

Direction, Lane #	EB 1	WB 1	NE 1
Volume Total	47	121	87
Volume Left	0	77	16
Volume Right	5	0	71
cSH	1700	1561	947
Volume to Capacity	0.03	0.05	0.09
Queue Length 95th (ft)	0	4	8
Control Delay (s)	0.0	4.8	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	4.8	9.2
Approach LOS			A

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	491	198	0	545	252	195	2817	31	225	2866	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	4.0	5.0		4.0	5.0	
Lane Util. Factor		0.95			0.91	0.91	1.00	0.91		1.00	0.91	
Frt		0.96			0.99	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3387			3367	1441	1770	5077		1770	5085	
Flt Permitted		1.00			1.00	1.00	0.05	1.00		0.05	1.00	
Satd. Flow (perm)		3387			3367	1441	96	5077		91	5085	
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)	0	517	208	0	574	265	205	2965	33	237	3017	0
RTOR Reduction (vph)	0	31	0	0	2	68	0	1	0	0	0	0
Lane Group Flow (vph)	0	694	0	0	599	170	205	2997	0	237	3017	0
Turn Type		NA			NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases						4	2			6		
Actuated Green, G (s)		32.9			32.9	32.9	87.1	78.0		97.1	84.0	
Effective Green, g (s)		32.9			32.9	32.9	87.1	78.0		97.1	84.0	
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.56		0.69	0.60	
Clearance Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		796			791	339	169	2829		244	3051	
v/s Ratio Prot		c0.20			0.18		c0.08	0.59		c0.10	0.59	
v/s Ratio Perm						0.12	c0.68			0.57		
v/c Ratio		0.87			0.76	0.50	1.21	1.06		0.97	0.99	
Uniform Delay, d1		51.5			49.8	46.4	46.7	31.0		50.5	27.5	
Progression Factor		1.00			1.40	1.85	1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.3			0.4	0.1	138.0	35.3		49.3	13.9	
Delay (s)		61.8			70.3	85.8	184.7	66.3		99.8	41.4	
Level of Service		E			E	F	F	E		F	D	
Approach Delay (s)		61.8			74.7			73.9			45.7	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM Average Control Delay	61.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	725	601	238	205	2998	237	3017
v/c Ratio	0.88	0.76	0.59	1.21	1.06	0.97	0.99
Control Delay	61.2	70.2	54.1	171.3	66.3	90.3	41.5
Queue Delay	1.0	33.9	2.5	265.2	0.0	0.0	0.0
Total Delay	62.2	104.0	56.6	436.5	66.3	90.3	41.5
Queue Length 50th (ft)	313	319	190	~203	~1097	~190	944
Queue Length 95th (ft)	392	m295	m175	#370	#1176	#366	#1109
Internal Link Dist (ft)	314	286			599		703
Turn Bay Length (ft)				500		275	
Base Capacity (vph)	878	844	427	169	2828	245	3051
Starvation Cap Reductn	0	272	97	0	0	0	0
Spillback Cap Reductn	38	0	0	56	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.05	0.72	1.81	1.06	0.97	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

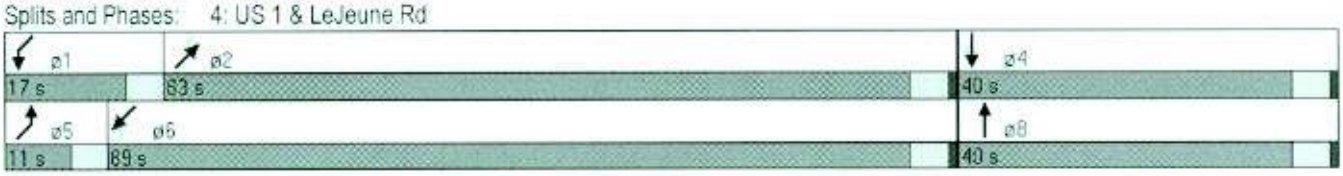
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations							
Volume (vph)	491	545	252	195	2817	225	2866
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	8	4		5	2	1	6
Permitted Phases			4	2		6	
Detector Phase	8	4	4	5	2	1	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	8.5	21.0	8.5	21.0
Total Split (s)	40.0	40.0	40.0	11.0	83.0	17.0	89.0
Total Split (%)	28.6%	28.6%	28.6%	7.9%	59.3%	12.1%	63.6%
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	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	32.9	32.9	32.9	88.1	78.0	98.1	84.0
Actuated g/C Ratio	0.24	0.24	0.24	0.63	0.56	0.70	0.60
v/c Ratio	0.88	0.76	0.59	1.21	1.06	0.97	0.99
Control Delay	61.2	70.2	54.1	171.3	66.3	90.3	41.5
Queue Delay	1.0	33.9	2.5	265.2	0.0	0.0	0.0
Total Delay	62.2	104.0	56.6	436.5	66.3	90.3	41.5
LOS	E	F	E	F	E	F	D
Approach Delay	62.2	90.6			90.0		45.0
Approach LOS	E	F			F		D

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 116 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 69.3 — Intersection LOS: E
Intersection Capacity Utilization 99.2% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: US 1 & LeJeune Rd



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	496	198	0	546	253	200	2817	31	225	2866	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	4.0	5.0		4.0	5.0	
Lane Util. Factor		0.95			0.91	0.91	1.00	0.91		1.00	0.91	
Frt		0.96			0.99	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3388			3367	1441	1770	5077		1770	5085	
Flt Permitted		1.00			1.00	1.00	0.05	1.00		0.05	1.00	
Satd. Flow (perm)		3388			3367	1441	96	5077		91	5085	
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)	0	522	208	0	575	266	211	2965	33	237	3017	0
RTOR Reduction (vph)	0	31	0	0	2	68	0	1	0	0	0	0
Lane Group Flow (vph)	0	699	0	0	600	171	211	2997	0	237	3017	0
Turn Type		NA			NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases						4	2			6		
Actuated Green, G (s)		33.0			33.0	33.0	87.0	78.0		97.0	84.0	
Effective Green, g (s)		33.0			33.0	33.0	87.0	78.0		97.0	84.0	
Actuated g/C Ratio		0.24			0.24	0.24	0.62	0.56		0.69	0.60	
Clearance Time (s)		5.0			5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		799			794	340	167	2829		243	3051	
v/s Ratio Prot		c0.21			0.18		c0.08	0.59		c0.10	0.59	
v/s Ratio Perm						0.12	c0.71			0.57		
v/c Ratio		0.87			0.76	0.50	1.26	1.06		0.98	0.99	
Uniform Delay, d1		51.5			49.7	46.4	46.5	31.0		50.5	27.5	
Progression Factor		1.00			1.41	1.85	1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.5			0.4	0.1	157.5	35.3		50.4	13.9	
Delay (s)		62.0			70.3	85.7	204.0	66.3		100.9	41.4	
Level of Service		E			E	F	F	E		F	D	
Approach Delay (s)		62.0			74.7			75.4			45.8	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM Average Control Delay	62.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	730	602	239	211	2998	237	3017
v/c Ratio	0.88	0.76	0.59	1.26	1.06	0.97	0.99
Control Delay	61.5	70.2	54.2	188.1	66.3	91.8	41.5
Queue Delay	1.0	34.4	2.6	271.1	0.0	0.0	0.0
Total Delay	62.5	104.6	56.8	459.2	66.3	91.8	41.5
Queue Length 50th (ft)	316	319	191	~214	~1097	~190	944
Queue Length 95th (ft)	396	m296	m175	#383	#1176	#366	#1109
Internal Link Dist (ft)	314	286			599		703
Turn Bay Length (ft)				500		275	
Base Capacity (vph)	878	844	427	168	2828	244	3051
Starvation Cap Reductn	0	272	97	0	0	0	0
Spillback Cap Reductn	37	0	0	55	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.05	0.72	1.87	1.06	0.97	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

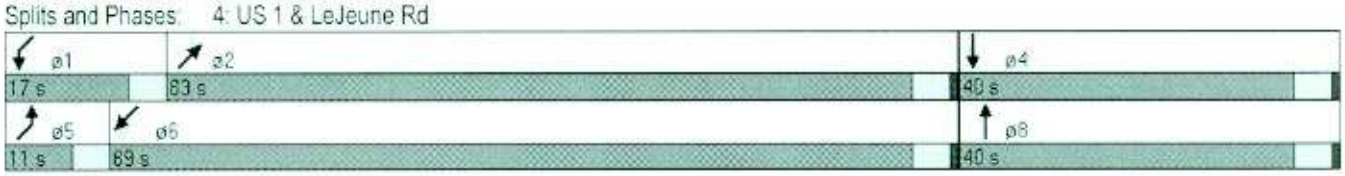
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBT	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations							
Volume (vph)	496	546	253	200	2817	225	2866
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	8	4		5	2	1	6
Permitted Phases			4	2		6	
Detector Phase	8	4	4	5	2	1	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	8.5	21.0	8.5	21.0
Total Split (s)	40.0	40.0	40.0	11.0	83.0	17.0	89.0
Total Split (%)	28.6%	28.6%	28.6%	7.9%	59.3%	12.1%	63.6%
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	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	33.0	33.0	33.0	88.0	78.0	98.0	84.0
Actuated g/C Ratio	0.24	0.24	0.24	0.63	0.56	0.70	0.60
v/c Ratio	0.88	0.76	0.59	1.26	1.06	0.97	0.99
Control Delay	61.5	70.2	54.2	188.1	66.3	91.8	41.5
Queue Delay	1.0	34.4	2.6	271.1	0.0	0.0	0.0
Total Delay	62.5	104.6	56.8	459.2	66.3	91.8	41.5
LOS	E	F	E	F	E	F	D
Approach Delay	62.5	91.0			92.1		45.1
Approach LOS	E	F			F		D

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 116 (83%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 70.3 — Intersection LOS: E
Intersection Capacity Utilization 99.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: US 1 & LeJeune Rd



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	40	9	59	42	9	63
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)	43	10	64	46	10	68
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	175	87			110	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175	87			110	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			99	
cM capacity (veh/h)	809	972			1480	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	53	110	78
Volume Left	43	0	10
Volume Right	10	46	0
cSH	835	1700	1480
Volume to Capacity	0.06	0.06	0.01
Queue Length 95th (ft)	5	0	0
Control Delay (s)	9.6	0.0	1.0
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	1.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Mobility

MOB

Vision Statement: Provide progressive direction for the City's multi-modal transportation system in a way that sustains the City's natural, aesthetic, historic, cultural, social and economic resources.

Goals, Objectives and Policies:

Goal MOB-1. Provide accessible, attractive, economically viable transportation options that meet the needs of the residents, employers, employees and visitors through a variety of methods.

Objective MOB-1.1. Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.

Policy MOB-1.1.1. Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.3. Locate higher density development along transit corridors and near multimodal stations.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-1.1.5. Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulbouts, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.

Policy MOB-1.1.6. Employ further measures to increase trolley ridership beyond the current peak day of 5,000 passengers using the trolley to provide their transportation into or out of downtown Coral Gables. Further reduce VMT on downtown streets and the number of parking spaces needed in the downtown business district by 750. By 2012, achieve a trolley ridership goal of at least 7,500 passengers daily.

Policy MOB-1.1.7. Research the expansion of the current trolley system by 2010 to meet the needs of the community with specific attention to a northern expansion of the system and connection to the University of Miami.

Policy MOB-1.1.8. Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.

Policy MOB-1.1.9. The City shall undertake a Transportation Master Plan by 2011 to specifically identify roadways within the City that are projected to fail the adopted LOS standards, as well as short and long term multi-modal and policy oriented mitigation measures. Each project shall have

an estimated probability cost associated with it to assist in determining a financially feasible Capital Improvements Element.

Goal MOB-2. The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, transit, bicycle, and pedestrian transportation options; and will be coordinated with the City's Comprehensive Plan while maintaining the economic viability of the City's businesses, and continued enhancement of the quality of life for the City's neighborhoods.

Objective MOB-2.1. All roads within the City are classified as roads within Existing Urbanized Areas by the State of Florida, and are within the Urban Infill Area (UIA) by Miami-Dade County. The City shall reduce the number of roadways operating at a level of service lower than the LOS Standards contained in the adopted policies of this element to zero (0) by January 2010. The LOS standards for traffic facilities shall be used in the Concurrency Management Program (CMP) to issue development orders as of the effective date provided in CMP as set forth in the Capital Improvements Element.

Policy MOB-2.1.1. The minimum or lowest quality acceptable peak-period* operating LOS standards for State Principal Arterial, Minor Arterial, County Minor Arterial, County and City Collector roads within the City shall be -the minimum acceptable peak-period LOS standard:

- Where public transit service does not exist, roadways shall operate at or above LOS E; within the Special Transportation Area (STA) twenty (20%) percent of non-State roads may operate below LOS E. All County roads within the STA will maintain LOS standards consistent with the County adopted standards.
- Where public transit service having headways of twenty (20) minutes or less is provided within 1/2 mile distance, roadways shall operate at no greater than one-hundred twenty (120%) percent of their capacity;
- Where commuter rail or express bus public transit service exists, generally parallel roads within ½ mile shall operate at no greater than one-hundred fifty (150%) percent of their capacity.

** Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.*

Policy MOB-2-1.2. Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their valued historic, or cultural character, will be allowed to operate at a LOS above the minimum established LOS standards. These roadways will continue to operate at such a level that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in urbanized areas such as the City, significant degradation means (1) an increase in average annual daily traffic of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent below the speed of the adopted LOS standard. The following roads are designated Constrained Facilities:

- U.S. 1 (S. Dixie Hwy., S.R. 5) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- S.W. 40th Street (Bird Road) from Ponce de Leon Blvd. to S.W. 57th Avenue (Red Road).
- S.W. 8th Street (Tamiami Trail) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- S.W. 24th Street (Coral Way) from S.W. 37th Avenue (Douglas Road) to S.W. 57th Avenue (Red Road).
- Old Cutler Road from S.W. 72nd Street (Sunset Drive) to S.W. 57th Avenue (Red Road).
- S.W. 72nd Street (Sunset Drive) from Cartagena Circle to S.W. 57th Avenue (Red Road).

- S.W. 42nd Avenue (LeJeune Road) from Cartagena Circle to U.S. 1 (S. Dixie Hwy., S.R. 5).

Policy MOB-2.1.3. Any section of any roadway may temporarily operate at a LOS lower than the established minimum if capacity improvements raising the LOS of such roadway to its standard are assured to exist on a timely basis as required by 9J-5.0055 (3) (c) – Concurrency Management System, Minimum Requirements for Concurrency for Transportation Facilities, as amended.

Policy MOB-2.1.4. Issuance of all Developments Orders for new developments or expansions of existing developments shall be contingent upon compliance with the applicable LOS standards contained in this Comprehensive Plan.

Policy MOB-2.1.5. The City shall maintain and update as needed its current procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land, necessary to accommodate the impact of the proposed development.

Policy MOB-2.1.6. The City shall maintain and update as needed its designated Special Transportation Area (STA). The STA reflects and supports special planning and urban management needs related to severe limitations of right-of-way conditions, high land values, urban infill development, highly regarded historic, aesthetic, environmental and unique residential nature of the area, combined with central business district requirements for LOS standards which support more intense road and mass transit utilization for productive and essential human and business interaction are recognized by the City's establishment of a special transportation area (STA). The STA is currently defined as the area bounded by Tamiami Trail (S.W. 8th Street), Flagler Street and the City Limits on the North; Sunset Drive on the South, Red Road (S.W. 57th Avenue) on the West & Cartagena Plaza, LeJeune Road, the City Limits and Douglas Road (S.W. 37th Avenue) on the East; less the area contained within the Gables Redevelopment and Infill District (GRID) as described in Policy 2.2.1 of this Element. All transportation facilities within the STA shall be considered both as individual facilities and as an integrated functional system for balanced transportation services.

Policy MOB-2.1.7. The City recognizes that traffic circulation and minimization of traffic via promotion of efficient mass transit and paratransit services that serve existing and future trip generators and attractors is essential and an important goal providing for the continued development of the City. Therefore, the City shall continue to support and supplement mass transit by expansion of its current successful trolley system in conjunction with Miami-Dade County mass transit services. Such support shall include the expansion of trolley system, continued improvement of existing trolley system, enforcement of the adopted LOS standards, roadway design standards, and effective transportation mode options that enhance efficient person-trip and vehicular movements and reduces accident potential. Support shall also continue to include participation in the intergovernmental coordination activities of the Metropolitan Planning Office (MPO), Florida Department of Transportation, and the Transportation Plan Technical Advisory Committee of Miami-Dade County, South Florida Regional Planning Council forums/committees or other applicable local government forums/committees in the formulation of transportation policy and efforts to maintain adopted City and regional LOS standards.

Objective MOB-2.2. The City shall maintain and continue to monitor its Transportation Concurrency Exception Area (TCEA) within the City's Concurrency Management Program pursuant to the policies listed below.

Policy MOB-2.2.1. The City shall maintain and continue to monitor its Gables Redevelopment and Infill District (GRID) as adopted pursuant to Ordinance #3148 adopted 08.29.1995 to ensure compliance with its established LOS standards and established boundaries.

The specific geographic area of the Gables Redevelopment and Infill District (GRID) is bounded on the north by Tamiami Trail (SW 8th Street), beginning at Douglas Road and proceeding west along Tamiami Trail, then south along the city boundary to LeJeune Road, then south to Ponce de Leon Boulevard, then southwest to Carrillo Street, then north to Pisano Avenue, then northwest to Campo Sano Drive, then west and southwest to San Amaro Drive, then south to Mataro Avenue, then west to Red Road, then south to Sunset Road, then north at Lot 14, Block 29, Riviera Section Part 14 to San Ignacio Street, then west to Nervia Street, then north-northeast (projected) to Caballero Boulevard, then north to Hardee Road, then west to Mariposa Avenue, then northeast to Mariposa Court then northwest to Madruga Avenue, then northeast to Maynada Street, then north to Miami-Homestead Avenue, then northeast to Miller Road, then east to Riviera Drive, then northeast to Menendez Avenue, then northeast to Rosaro Street then east to LeJeune Road, then north to Grant Drive, then east to Washington Drive north and northeast to Lincoln Drive, then north to Grand Avenue, then east to Brooker Street, then north to Florida Avenue, then west to South Dixie Highway, then northeast to Brooker Street, then proceeding west then north along the western city boundary to point of beginning at the intersection of Tamiami Trail (SW 8th Street) and Douglas Road as exhibited on the MOB-2: Gables Redevelopment Infill Districts (GRID) Map.

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

- The proposed development is located within the Gables Redevelopment and Infill District.
- If the project would result in an increase in peak-period traffic volume on a Florida Intrastate Highway System (FIHA).
- FIHA roadway that is operating below any adopted LOS standard, which increase would exceed two (2%) percent of the capacity of the roadway at the adopted LOS standard, the City shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resultant increase in traffic volume does not exceed two (2%) percent.

Policy MOB-2.2.3. The City will maintain and update, as required in its Concurrency Management Program (CMP) or administrative rules, appropriate criteria and methodologies to implement the exception authorized in this policy consistent with requirements of Chapter 163, F.S., as amended.

Policy MOB-2.2.4. A proposed development, that conforms to the criteria enumerated in Section 163.3180(6), F.S., as amended and is located in any portion of the Gables Redevelopment and Infill District (GRID) where an affected transportation facility is operating below its adopted LOS standard, is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities. The City will maintain and update as required in its Concurrency Management Program or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Section 163.3180(6), F.S., as amended, and Chapter 9J-5, Florida Administrative Code, as amended.

Policy MOB-2.2.5. As a vibrant mature City located in rapidly growing Miami-Dade County, the City shall continue to pursue and promote infill and redevelopment in appropriate parts of the City, especially within the City's GRID. – The City shall research the following:

- The possible expansion and upgrade of the current trolley system to other destinations within the City which may include a northern extension beyond 8th Street and connection to the University of Miami campus.
- Potential development incentives and/or economic incentives to promote trolley ridership.
- Maintain the existing Coral Gables Mediterranean Style Design Standards, which awards density and height bonuses for developments which provide pedestrian amenities thereby encouraging walkability.

Objective MOB-2.3. Provide for a safe, convenient, efficient and interconnected multi-modal transportation system.

Policy MOB-2.3.1. The City shall, as a part of its development review process, continue to maximize utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following:

- Limitations of the number and width of vehicular driveways/curbcuts on streets to minimize pedestrian intrusion/obstacles.
- Improved signal timing.
- Intersection signing, markings, channelization.
- Restrictions and management of on-street parking.
- The use of mass transit and paratransit services.
- Possible expansion of routes of the existing trolley system.
- Continue improvements of the existing trolley system (i.e., additional cars).
- Employer-based van pooling, car pooling.
- Employer-based staggered and/or flexible work hours.
- Provisions for the accommodation of bicycles and associated bicycle support facilities.

Policy MOB-2.3.2. Accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems through adopted design standards and procedures, which at a minimum address: adequate vehicle storage and turning bays; spacing and design of median openings and curb cuts; provision and maintenance of service roads; driveway access and spacing.

Policy MOB-2.3.3. High frequency accident locations shall be monitored by maintaining detailed data acquired by the City from other agencies, in order to provide accident/crash related information and to maintain an early warning system as to the identification of serious deficiencies and the development of potential roadway and other transportation improvements and measures to address the identified hazardous conditions.

Policy MOB-2.3.4. The City shall require private and public development projects to adhere to the City's Citywide Bicycle Lane Master Plan, 2004 and possible expansion of bicycle and pedestrian ways throughout the City (see MOB-1: Bicycle Facilities Map).

Policy MOB-2.3.5. As a part of development review, the City shall promote the safe movement of bicycle and pedestrian traffic.

Objective MOB-2.4. Coordinate proposed transportation projects and measures with a specific emphasis on traffic circulation with future land uses and capital improvements element as adopted

on the Future Land Use Map series and all other pertinent and applicable City adopted documents recognizing fiscal and physical constraints.

Policy MOB-2.4.1. The City, through the Concurrency Management Program, shall continually monitor and evaluate the impacts of existing and future land development on the transportation system in order to achieve integrated management of land use decisions and traffic circulation impacts, particularly outside of the STA and GRID.

Policy MOB-2.4.2. The City shall maintain consistency between the adopted Mobility element policies and other adopted policies of the Comprehensive Plan.

Policy MOB-2.4.3. The adopted Land Use Plan Maps shall be used to guide the planning of future transportation corridors to ensure the proper coordination between transportation planning and future development patterns.

Objective MOB-2.5. On an annual basis, pursuant to the requirements of Chapter 380, F.S., as amended, the City shall coordinate their plans and programs with those of the Metropolitan Planning Organization, Miami-Dade Transit, Miami-Dade Public Works, Florida Dept of Transportation, as well as those from regional and local jurisdictions.

Policy MOB-2.5.1. The City shall review proposed transportation plans and proposed transportation projects by other governmental agencies with regards to compatibility with the City Comprehensive Plan and other applicable adopted plans and programs by the City. The governmental agencies include, but are not limited to, the Metropolitan Planning Organization, Miami-Dade Transit, Miami-Dade Public Works, Florida Dept of Transportation, as well as those from regional and local jurisdictions.

Objective MOB-2.6. Rights-of-way and transportation corridor needs for existing and future transportation facilities shall be designated and reserved.

Policy MOB-2.6.1. The City shall continue to maintain and conform with the minimum right-of-way requirements as established by appropriate agencies, as balanced against the historic, aesthetic, cultural and residential character of the City, as well as having compatibility with the City adopted Comprehensive Plan and other applicable plans and programs.

Policy MOB-2.6.2. The City shall require the dedication of the appropriate share of the necessary right-of-way from all developments at the time of development to maintain vehicular circulation in association with pedestrian circulation as provided for within this element.

Policy MOB-2.6.3. Advanced rights-of-way shall be reviewed or acquired, where necessary, for future transportation improvements identified in the adopted Comprehensive Plan.

Objective MOB-2.7. The City's Comprehensive Plan, this element and all applicable plans and programs shall protect and minimize any potential traffic impacts to the community and residential neighborhoods.

Policy MOB-2.7.1. The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management

and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.

Policy MOB-2.7.2. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is or could otherwise be developed as well defined residential neighborhoods.
Policy MOB-2.7.3. Because of the unique historic, aesthetic and residential qualities of Coral Way, Bird Road, Old Cutler Road, Red Road and Douglas Road these arterial roadways shall be maintained at their present designation and capacity.

Objective MOB-2.8. The City shall plan and ensure development of a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values.

Policy MOB-2.8.1. The City shall continue implementation and further strengthen the City's existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following:

- Promote expansion of the City's existing tree canopy.
- Provide screening of potentially objectionable uses.
- Serve as visual and sound buffers.
- Provide a comfortable environment for pedestrian walking (walkability) and other activities.
- Improve the visual attractiveness of the urban and residential areas (neighborhoods).

Policy MOB-2.8.2. The City is its development of the downtown and and/or central business district shall promote the installation of landscaping within the rights-of-way and private properties since the urban fabric will be transformed into a significant urban center as buildout continues pursuant to the established Comprehensive Plan and Map.

Policy MOB-2.8.3. The City shall avoid transportation improvements that negatively impact environmentally sensitive areas identified in the Comprehensive Plan.

Policy MOB-2.8.4. If no feasible alternative exists, needed transportation facilities may be placed in environmentally protected conservation areas. However, such areas are to be limited and design techniques used to minimize the negative impact upon the natural systems to the greatest extent possible.

Policy MOB-2.8.5. New roads shall be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run-off, and avoid unnecessary changes in drainage patterns. Design of new roadways shall be undertaken so as to make them compatible with the surrounding environment, complement adjacent development and provide an aesthetically pleasing visual experience to the user and to the adjacent area.

Policy MOB-2.8.6. The City shall pursue and support transportation projects and programs (e.g., rapid transit, express buses, high occupancy vehicles (HOV), bikeways, etc.) that will help to maintain or improve air quality and help conserve energy.

Goal MOB-3. Develop strategies and policies to reduce automobile travel demand or to redistribute that demand in space or time that support the general concepts of Transportation Demand Management (TDM) to deliver better environmental outcomes, improve public health, as well as create a stronger and more livable City.

Objective MOB-3.1. Provide efficient use, availability and notification of parking within the City.

Policy MOB-3.1.1. The City shall research various parking strategies and policies for consideration and possible adoption that may include one or more of the following:

- Additional opportunities for visible/clear signage identifying public parking facilities or opportunities to "intercept" vehicle parking patrons.
- Wayfinding signage to direct "pedestrian parkers" to their destinations.
- Quality pedestrian connections between the parking facility and the initial destination and secondary destination(s), and City trolley.
- Creation of an online real-time access to parking location and occupancy information.
- Performance based pricing within high demand areas.
- Support a "park once" effort, whereas parking patrons become a "pedestrian" of "transit rider" between the City's downtown, adjoining retail centers, business attractors, employment centers and the University of Miami.
- Continue research on the use of shared parking for destinations for public facilities or the overall parking system.

Policy MOB-3.1.2. Management of existing public facilities or future public facilities shall be based on a Level of Service (LOS) that provide parking for short term users (i.e., visitors) within 500 feet of their initial destination and beyond 500 feet for long term users.

Policy MOB-3.1.3. Adopt by 2009, a payment in lieu of parking system allowing the development community to reduce parking requirements where alternative transportation or existing parking supply can support new development. Rigid adherence to development of excessive additional parking supply can only exacerbate roadway capacity limitations.

Objective MOB-3.2. Protect single-family neighborhoods from commercial traffic intrusion.

Policy MOB-3.2.1. Continue the use and improvement of the City's established Residential Parking Zone (RPZ) opportunities to protect single-family residential neighborhoods from parking and traffic intrusion. On an annual basis, evaluate neighborhoods and promote the establishment of the RPZ where substantial intrusion is occurring.