Traffic Impact Study Update

2020 Salzedo Street

Coral Gables, Florida

January 24th, 2014

Richard Garcia & Associates, Inc.

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: 2020 Salzedo Street – Traffic Impact Study

Project Location: 2020 Salzedo Street
Coral Gables, Florida

01/24/2014

Florida Registration No, 54886 Date

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Introduction

The purpose of this study is to evaluate the traffic impacts associated with the updated development program for the proposed mixed-use project. The subject site is located at 2020 Salzedo Street in the City of Coral Gables, Florida. This site is currently vacant whereas the proposed mixed-use development consists of an apartment complex, office and retail space.

In order to evaluate the traffic impacts related to the subject project, Level of Service (LOS) analyses were performed for the existing condition and proposed future condition with project traffic at the most impacted intersections. In addition, the proposed vehicular access points (i.e. driveways) were also evaluated for LOS. The LOS analysis was performed consistent with the 2010 Highway Capacity Manual methodology by utilizing the latest build of the Synchro 8 software.

Lastly, this report also follows the procedure adopted by the Institute of Transportation Engineer's (ITE) Trip Generation and Traffic Impact Studies Manual. In summary, this document includes the following:

- Trip Generation
- Trip Distribution
- Trip Assignment
- Traffic Counts
- Existing Condition LOS
    - Intersection
- Proposed Condition LOS
    - Intersection
    - Driveways
- Conclusion/Recommendations

Project Description / Location

The subject site is located on the northwest corner of Salzedo Street and Minorca Avenue within the City of Coral Gables limits. This site is currently vacant and surrounded by land uses such as office, residential and retail which makes the subject project compatible for this location. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the mixed-use project. These land uses (LU) is as follows:

- LU 220: Apartment with 214 Dwelling Units
- LU 710: General Office with 30,617 Square Feet
- LU 826: Specialty Retail with 4,643 Square Feet

Moreover, this project has intended to provide two (2) vehicular access points on Minorca Avenue. The west driveway will provide vehicular access to the parking garage while the east driveway is for the loading area. Figure 1 depicts the site's location map while Figure 2 is the site plan provided for illustrative purposes.

Figure 1: Location Map

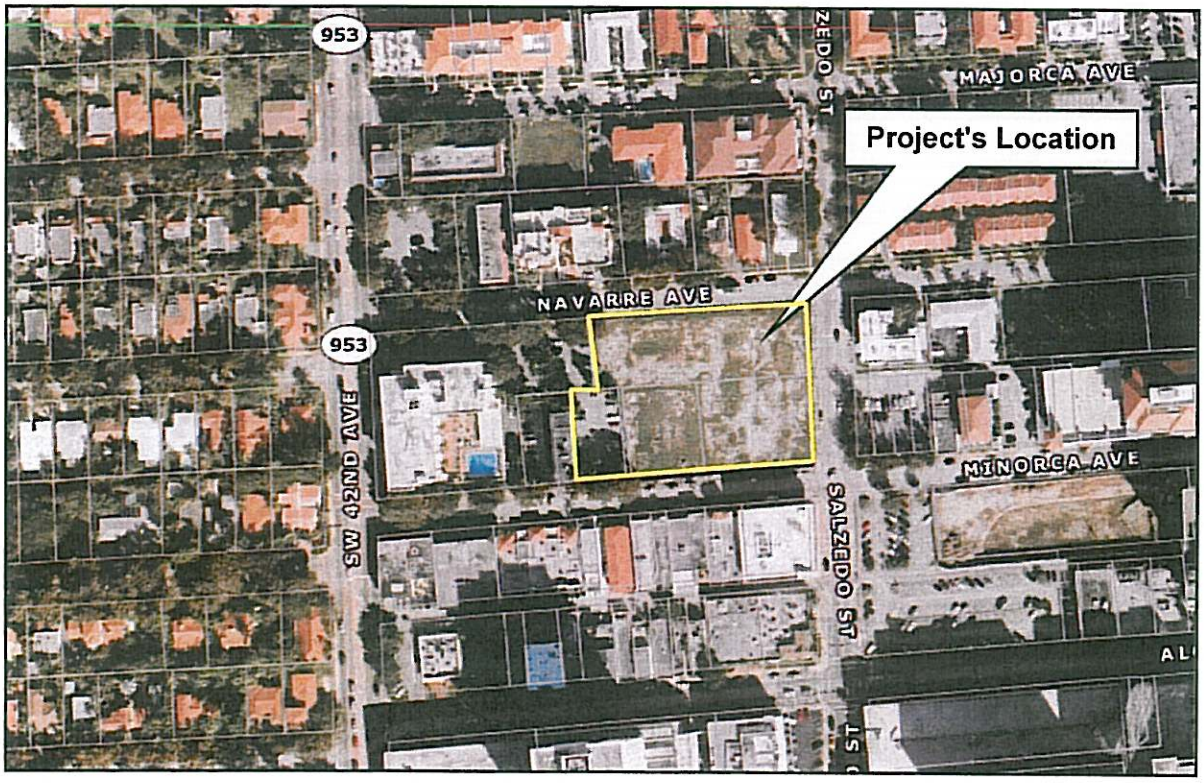
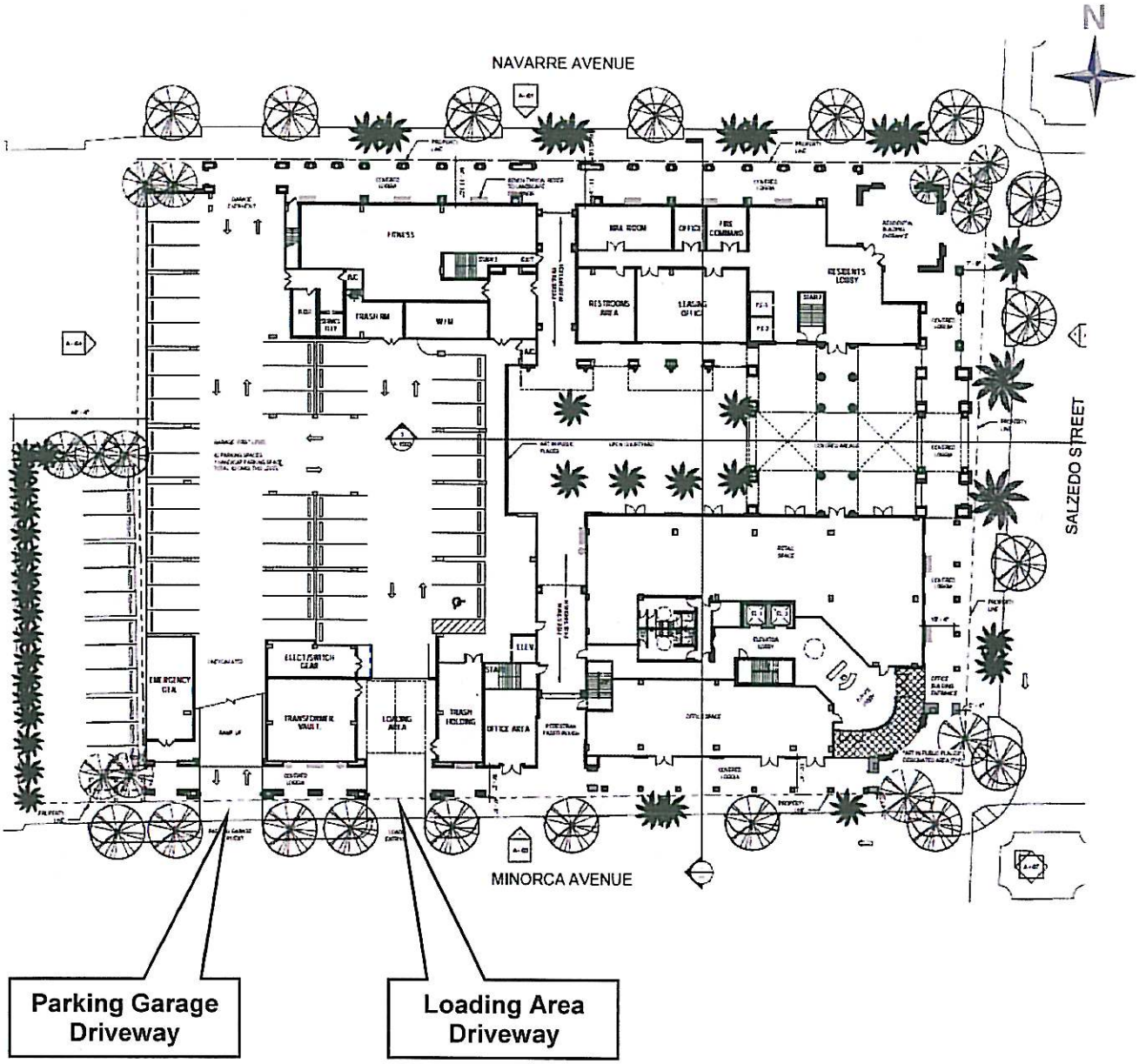


Figure 2: Site Plan



Existing Condition 2012

This section of the report identifies operational and geometric characteristics of the most impacted intersections by the subject project. The purpose of this section is to provide a basis of comparison to future conditions.

Traffic Counts

Manual Turning Movement Counts (TMC's) were taken at the following intersections:

- Le Jeune Road (SR 953 / SW 42nd Avenue) & Navarre Avenue
- Le Jeune Road (SR 953 / SW 42nd Avenue) & Minorca Avenue
- Salzedo Street & Navarre Avenue
- Salzedo Street & Minorca Avenue

The turning movement counts were taken on Wednesday, May 9th, 2012 during the roadway's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour volumes were determined and adjusted for seasonal variations by utilizing the 2011 Florida Department of Transportation (FDOT) Seasonal Factor.

Figures 3 and 4 are graphical representations of the existing seasonally adjusted AM and PM peak hour turning movement counts (TMC's), respectively.

Figure 3: Existing Seasonally Adjusted AM Peak Hour TMC's

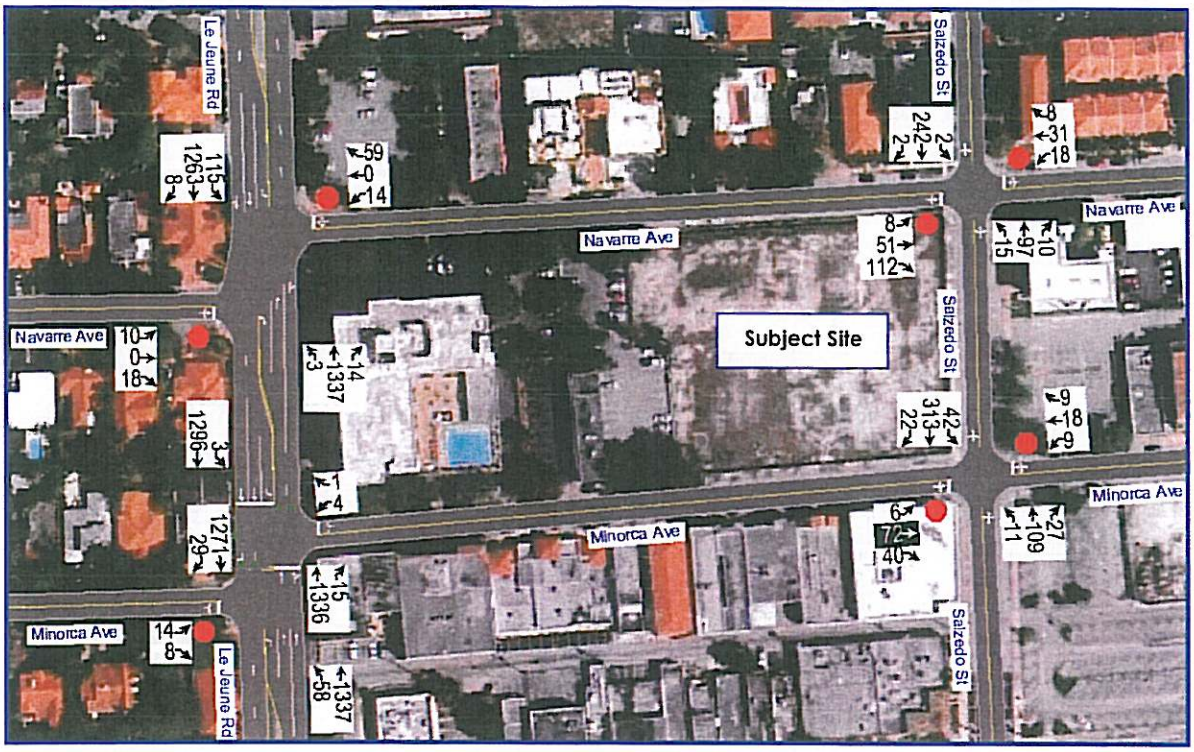
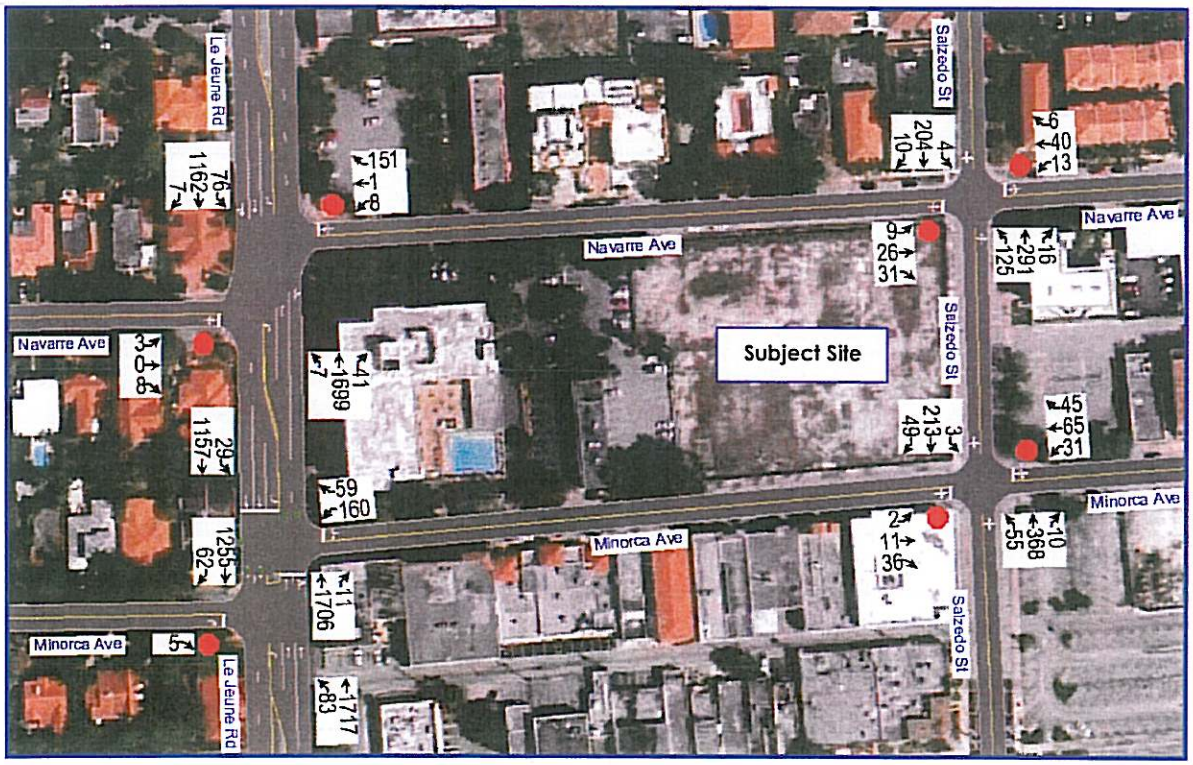


Figure 4: Existing Seasonally Adjusted PM Peak Hour TMC's



Intersection Level of Service (LOS)

Using the existing seasonally adjusted traffic volumes, intersection Level of Service (LOS) analyses were performed for the existing AM and PM peak hour condition. These analyses were performed consistent with the operational traffic characteristics (i.e. lane geometry, traffic control, etc.) at the time data collection took place and following the 2010 Highway Capacity Manual (HCM) methodology. Based on our analyses, the intersections within the study area yielded overall **LOS A** for the **AM peak hour** and **LOS B or better** for the **PM peak hour**. Moreover, **all the approaches** at the intersections yielded **acceptable LOS**. Table 2 summarizes the LOS results while Appendix 5 contains the supporting documentation

Table 2: Existing Intersection LOS

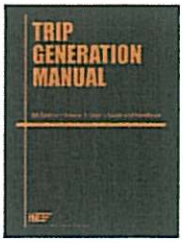
Existing AM Peak Hour Condition		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	33.1	D	25.4	A	0.0	A	1.2	A	1.6
Le Jeune Road & Minorca Avenue	Signalized	D	34.3*	E	70.0	A	1.3	A	1.2	A	1.4
Salzedo Street & Navarre Avenue	Two-Way Stop	B	12.7	B	13.7	A	1.0	A	0.1	A	5.2
Salzedo Street & Minorca Avenue	Two-Way Stop	C	17.3	C	15.6	A	0.6	A	0.8	A	4.4
Existing PM Peak Hour Condition		**Intersection Approach**								**Overall**	
Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	29.1	C	20.3	A	0.0	A	1.1	A	1.6
Le Jeune Road & Minorca Avenue	Signalized	B	10.2*	D	43.7	A	9.8	A	6.9	B	11.1
Salzedo Street & Navarre Avenue	Two-Way Stop	C	16.8	C	22.2	A	3.0	A	0.2	A	4.9
Salzedo Street & Minorca Avenue	Two-Way Stop	B	12.6	C	23.8	A	1.0	A	0.1	A	5.0

Notes: * EB approach is not controlled by traffic signal. Approach has stop control and legally allows right turn movements only.

Project Traffic

This section of the report describes the analysis for estimating the traffic associated with the subject project. The trip generation analysis summarized below was performed consistent with the methodology described in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 2nd Edition.

Trip Generation



The trip generation characteristics for the proposed mixed-use project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for the AM and PM peak hour utilizing the ITE's land uses that most closely resemble the subject project.

The trip generation calculations for the **AM peak hour** yielded **182 gross vehicle trips** and the **PM peak hour** resulted in **212 gross vehicle trips**. As you may notice, these vehicle trips are likely to be reduced based on the rate and extent of project's internalization, transit and pedestrian usage, since neither of these reductions were utilized in the analysis as a conservative approach. The ITE rates and percentages for the AM and PM peak hour are included in Appendix 1. Table 3 below summarizes the trip generation results.

Table 3: AM & PM Peak Hour Trip Generation Summary

LAND USE (LU)	UNITS	AM / PM PEAK HOUR					
		ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE/EQN	TRIPS IN	TRIPS OUT	TRIPS TOTAL
Proposed							
Apartment	214 D.U.	220	AM	0.51	22	88	110
			PM	0.62	86	47	133
General Office	30.617 Th.Sq.Ft.	710	AM	1.56	42	6	48
			PM	1.49	8	38	46
Specialty Retail *	4.643 Th.Sq.Ft.	826	AM	Ln(T)=0.61Ln(X)+2.24	15	9	24
			PM	T=2.40(X)+21.48	15	18	33
Total Gross Vehicle Trips					**79** / **109**	**103** / **103**	**182** / **212**

NOTES:

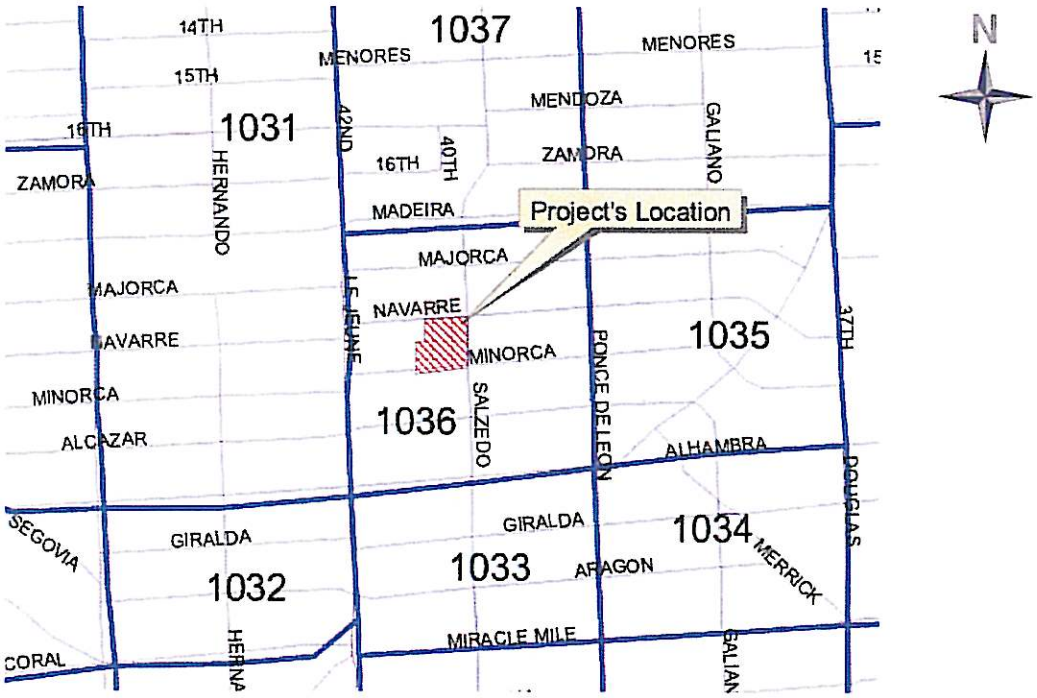
Sources: **ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 2nd Edition.**

* Since ITE does not provide AM data for Specialty Retail (LU 826), the ITE data from LU 820 (Shopping Center) was used to estimate AM peak hour trips.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1036 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. The corresponding traffic distribution percentages were determined by interpolating between the 2005 TAZ and 2035 TAZ data for the design year of 2016. As such, the AM and PM peak hour vehicle trips were distributed consistent with the resulting distribution percentages of TAZ 1036. Figure 5 below depicts the TAZ map for the study area.

Figure 5: Traffic Analysis Zone Map



The traffic distribution percentages being assigned to the eight (8) cardinal directions are outlined in Table 4 below. As previously mentioned, this TAZ distribution was based on interpolation of the 2005 and 2035 Directional Trip Distribution Report from the Miami-Dade 2035 Long Range Transportation Plan for the design year of 2016. Appendix 2 includes the supporting documentation.

Table 4: Directional Trip Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2005	2035	2016
NNE	12.99	10.88	12.22
ENE	15.13	12.93	14.32
ESE	4.85	7.57	5.85
SSE	8.18	13.15	10.00
SSW	13.74	19.84	15.98
WSW	17.49	14.34	16.34
WNW	11.37	9.55	10.70
NNW	16.27	11.75	14.61
TOTAL	100.00	100.00	100.00

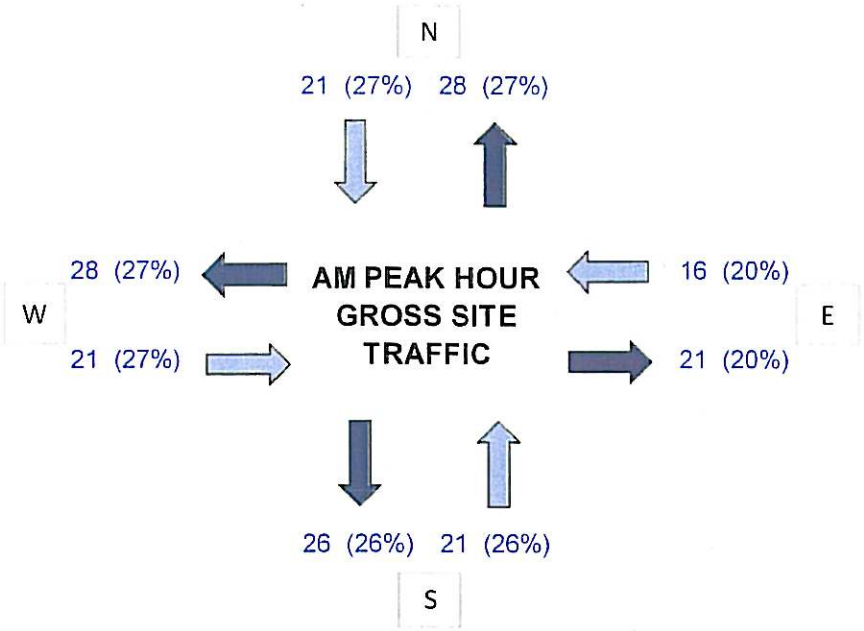
Project Trip Assignments

The gross vehicle trips have been further distributed into the four quadrants. Table 5 includes the traffic distribution with the corresponding assignments to the North, South, East and West while Figure 6 depicts the ingress and egress trips. Lastly, Figures 7 and 8 depict the vehicle trips assigned to the intersections within the study area and project driveways for the AM and PM peak hour, respectively.

Table 5: Directional Trip Assignments

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	26.83%	21	28	49	29	28	57
EAST	20.17%	16	21	37	22	21	43
SOUTH	25.98%	21	26	47	28	26	54
WEST	27.04%	21	28	49	30	28	58
	100.00%	79	103	182	109	103	212

Figure 6: AM & PM Peak Hour - Ingress & Egress Gross Vehicle Trips



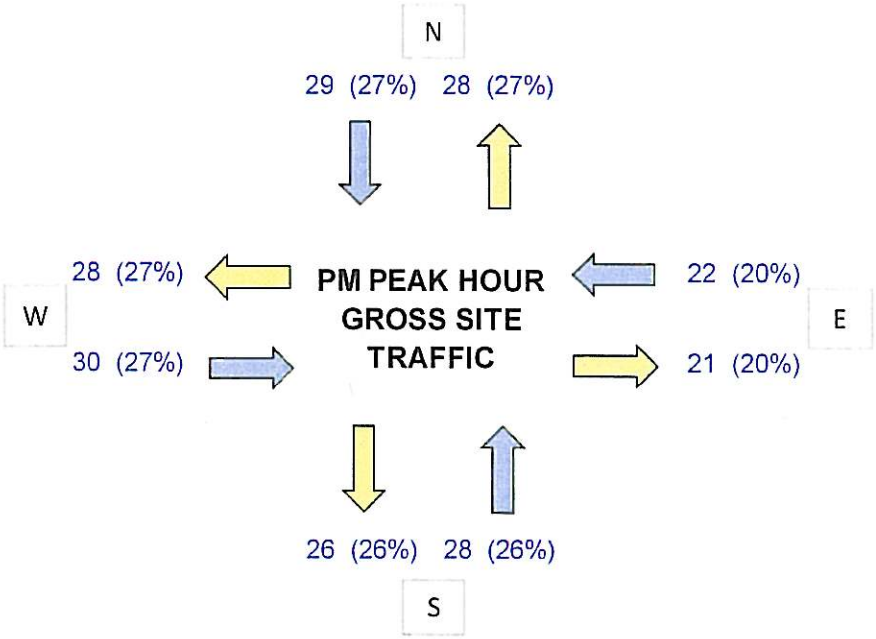


Figure 7: AM Peak Hour Site Traffic

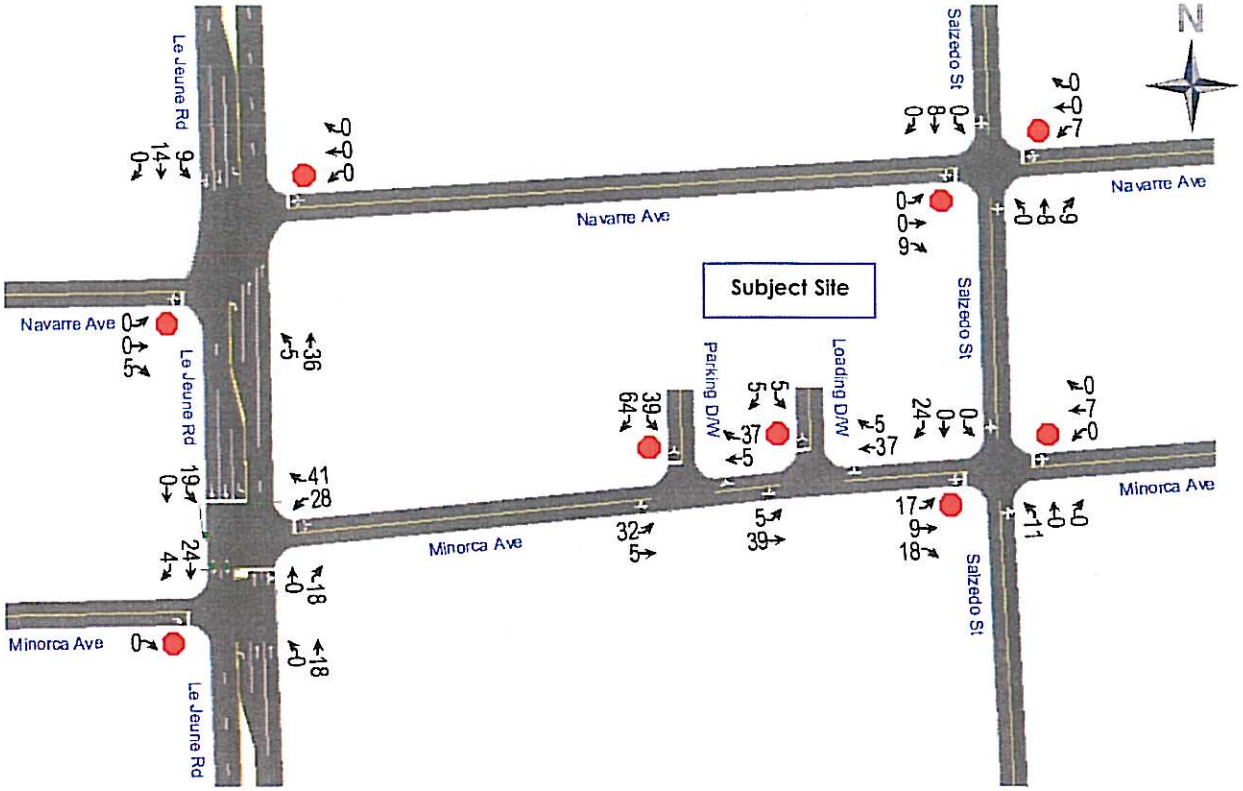
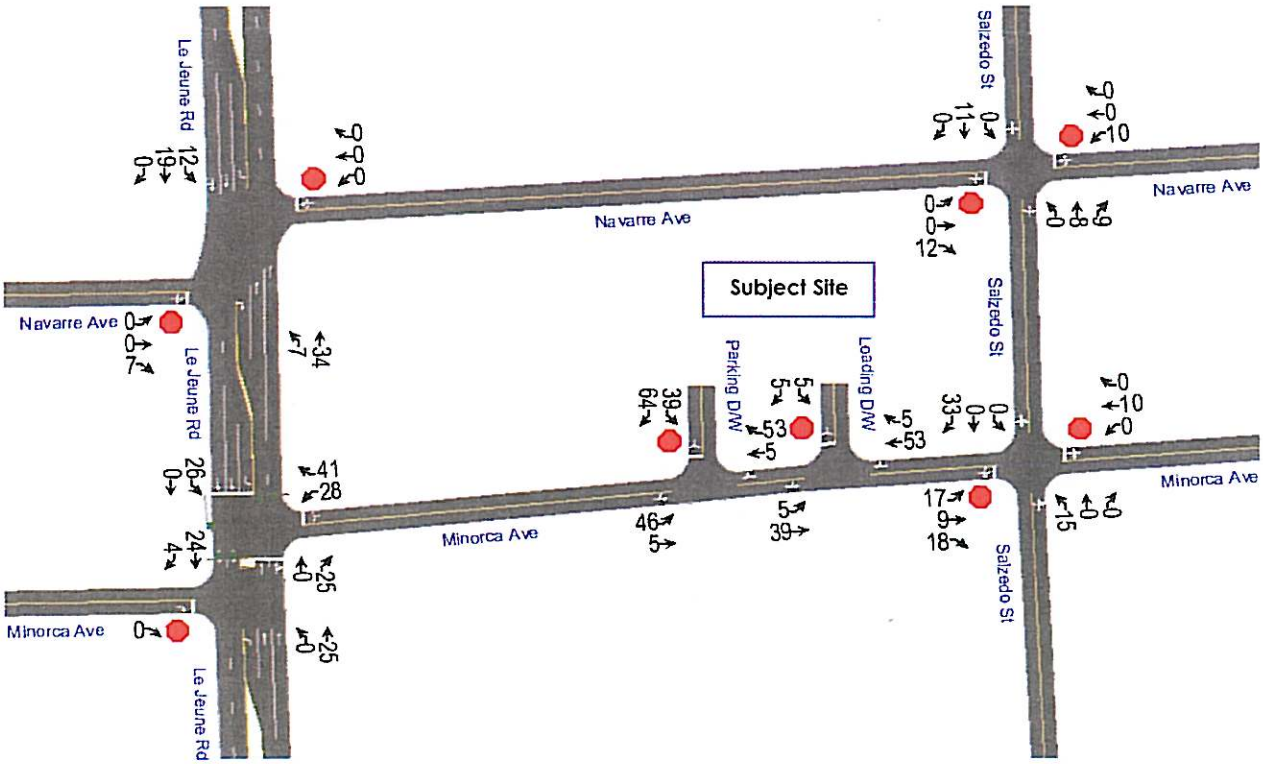


Figure 8: PM Peak Hour Site Traffic



Proposed Condition 2016

The proposed condition includes traffic growth trends and project traffic. The following sections describe the parameters utilized to calculate the proposed peak hour volumes.

Background Growth

In order to address future background growth within the project's vicinity, a growth rate analysis was performed using the 2012 Historical AADT Report data from the Florida Department of Transportation's Count Station 0024 and 0025 (SR 953/Le Jeune Road). This analysis yielded a negative growth rate.

Similarly, a growth rate was also calculated based on trips documented in the Miami-Dade County SERPM travel demand traffic model for the subject project TAZ 1036. This analysis resulted in a growth rate of 1.68 percent and therefore, was applied to the existing traffic counts to estimate the future traffic volumes. Please note that the existing traffic was grown with a compounded rate over four years (4) to estimate the future volumes in 2016. Appendix 3 includes the data and analysis performed to determine the growth rate.

Committed Development

The City of Coral Gables staff was contacted to obtain any committed developments within this project's study area. At the time, staff could not identify any projects. However, during the review process any committed developments identified will be incorporated into the proposed condition analysis.

Future AM & PM Peak Hour Volumes

The existing traffic counts for the intersections previously identified were augmented with the background growth and the project traffic to develop the volumes for the proposed condition with project in 2016. The calculations of the future volumes for each movement are contained in Appendix 4. Figures 9 and 10 depict the proposed AM and PM peak hour volumes with project traffic, respectively.

Figure 9: Proposed Future AM Peak Hour Volumes (2016)

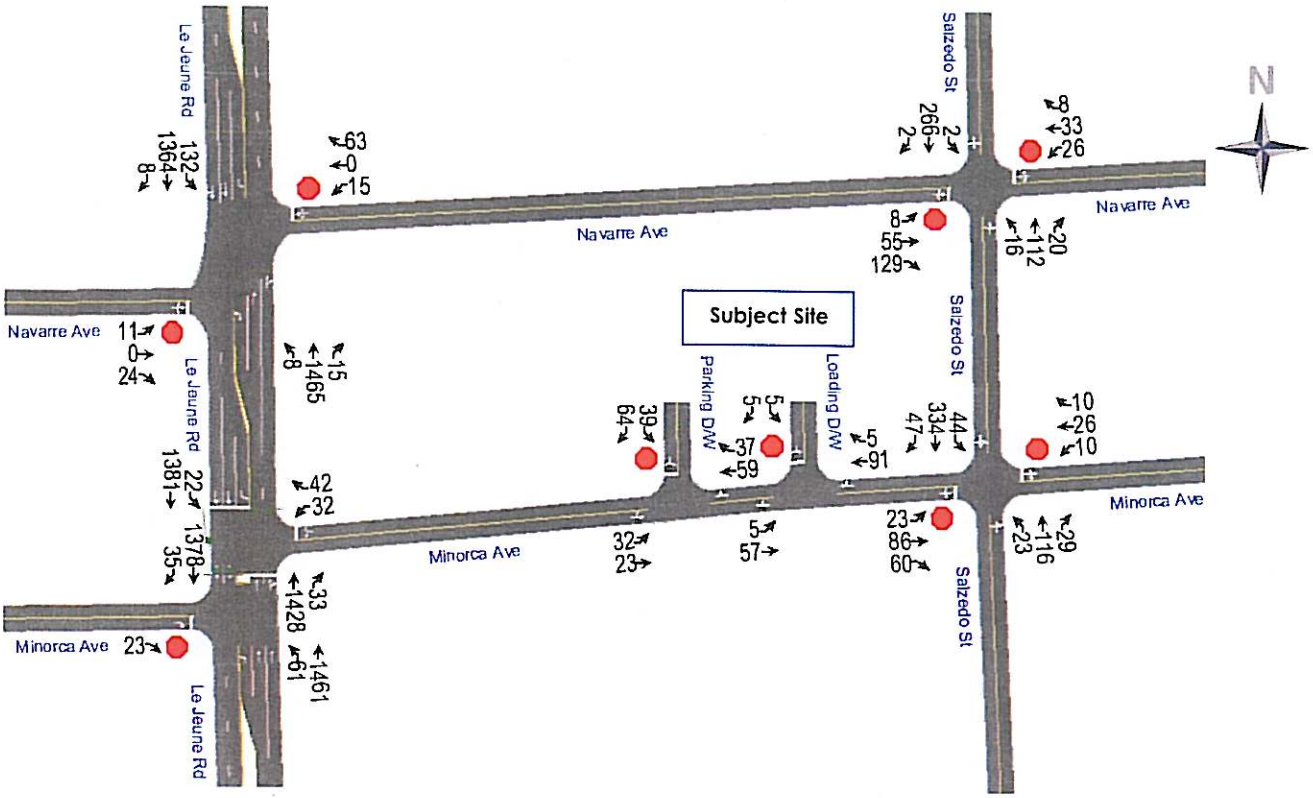
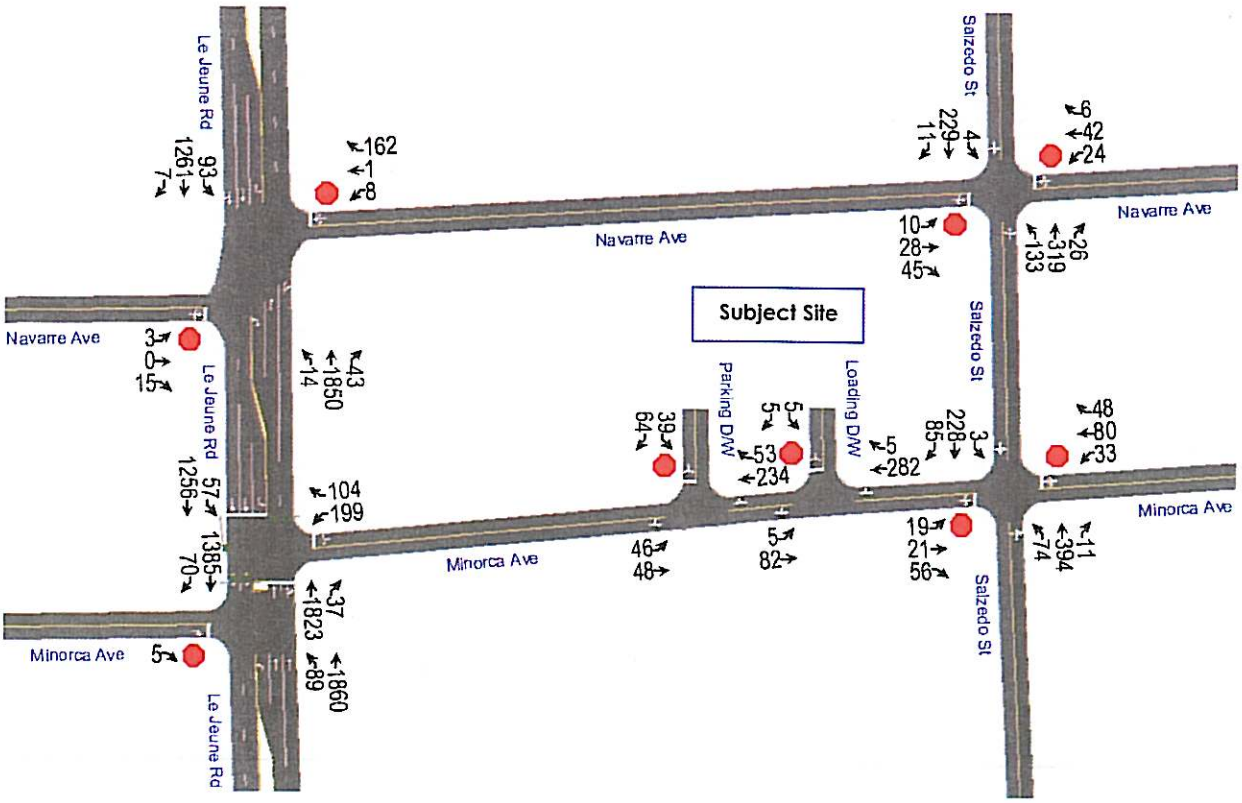


Figure 10: Proposed Future PM Peak Hour Volumes (2016)



Intersection Level of Service (LOS)

Using the proposed AM and PM peak hour volumes, Level of Service (LOS) analyses were performed to evaluate the future LOS and operation at the most impacted intersections and project's driveways. Based on our analyses, the most impacted intersections will operate at LOS A during the future AM peak hour and LOS B or better during the future PM peak hour condition. In fact, the intersections within the study area will maintain the existing LOS for the future condition with project traffic in 2016. Lastly, the driveway analysis yielded LOS A for both the AM and PM peak hour condition. Table 6 summarizes the LOS results while Appendix 5 includes the Synchro software sheets.

Table 6: Future Intersection LOS

Proposed AM Peak Hour Condition with Project Traffic		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	E	44.1	E	38.1	A	0.1	A	1.6	A	2.3
Le Jeune Road & Minorca Avenue	Signalized	B	11.3 *	E	61.7	A	2.7	A	2.5	A	4.1
Salzedo Street & Navarre Avenue	Two-Way Stop	B	13.7	C	15.6	A	0.9	A	0.1	A	5.7
Salzedo Street & Minorca Avenue	Two-Way Stop	C	24.1	C	18.8	A	1.1	A	0.8	A	6.8
Parking Garage Driveway & Minorca Avenue	Two-Way Stop	A	4.4	A	0.0	N/A	N/A	A	9.7	A	4.9
Loading Driveway & Minorca Avenue	Two-Way Stop	A	0.6	A	0.0	N/A	N/A	A	9.2	A	0.8
Proposed PM Peak Hour Condition with Project Traffic		**Intersection Approach**								**Overall**	
Location	**Intersection Control**	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	33.0	E	36.3	A	0.1	A	1.6	A	2.6
Le Jeune Road & Minorca Avenue	Signalized	B	10.2 *	D	42.7	B	15.8	B	12.4	B	16.9
Salzedo Street & Navarre Avenue	Two-Way Stop	C	18.6	D	29.8	A	2.3	A	0.1	A	5.5
Salzedo Street & Minorca Avenue	Two-Way Stop	C	20.8	E	37.9	A	1.3	A	0.1	A	8.3
Parking Garage Driveway & Minorca Avenue	Two-Way Stop	A	4.0	A	0.0	N/A	N/A	B	12.0	A	3.3
Loading Driveway & Minorca Avenue	Two-Way Stop	A	0.5	A	0.0	N/A	N/A	B	10.8	A	0.4

Notes: * EB approach is not controlled by traffic signal. Approach has stop control and legally allows right turn movements only.

Conclusion

The results documented in this report indicated that the most impacted intersections by the subject project are operating adequately and will continue to have an acceptable Level of Service during the proposed AM and PM peak hour condition with project traffic in 2016. Therefore, it is fair to conclude that the subject project will not pose a negative traffic impact within the study area.

Appendix 1: Trip Generation

TABLE A1

2020 Salzedo Street

TRIP GENERATION ANALYSIS - AM & PM PEAK HOUR

LAND USE (LU)	UNITS	ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE/EQN	AM / PM PEAK HOUR TRIPS %	IN	%	OUT	TOTAL
Proposed									
Apartment	214 D.U.	220	AM	0.51	20%	22	80%	88	110
			PM	0.62	65%	86	35%	47	133
General Office	30.617 Th.Sq.Ft.	710	AM	1.56	88%	42	12%	6	48
			PM	1.49	17%	8	83%	38	46
Specialty Retail *	4.643 Th.Sq.Ft.	826	AM	Ln(T)=0.61Ln(X)+2.24	62%	15	38%	9	24
			PM	T=2.40(X)+21.48	44%	15	56%	18	33
Total Gross Vehicle Trips					**43%**	**79**	**57%**	**103**	**182**
					51%	**109**	**49%**	**103**	**212**

NOTES:

Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 2nd Edition.

* Since ITE does not provide AM data for Specialty Retail (LU 826), the ITE data from LU 820 (Shopping Center) was used to estimate AM peak hour trips.

Apartment
(220)

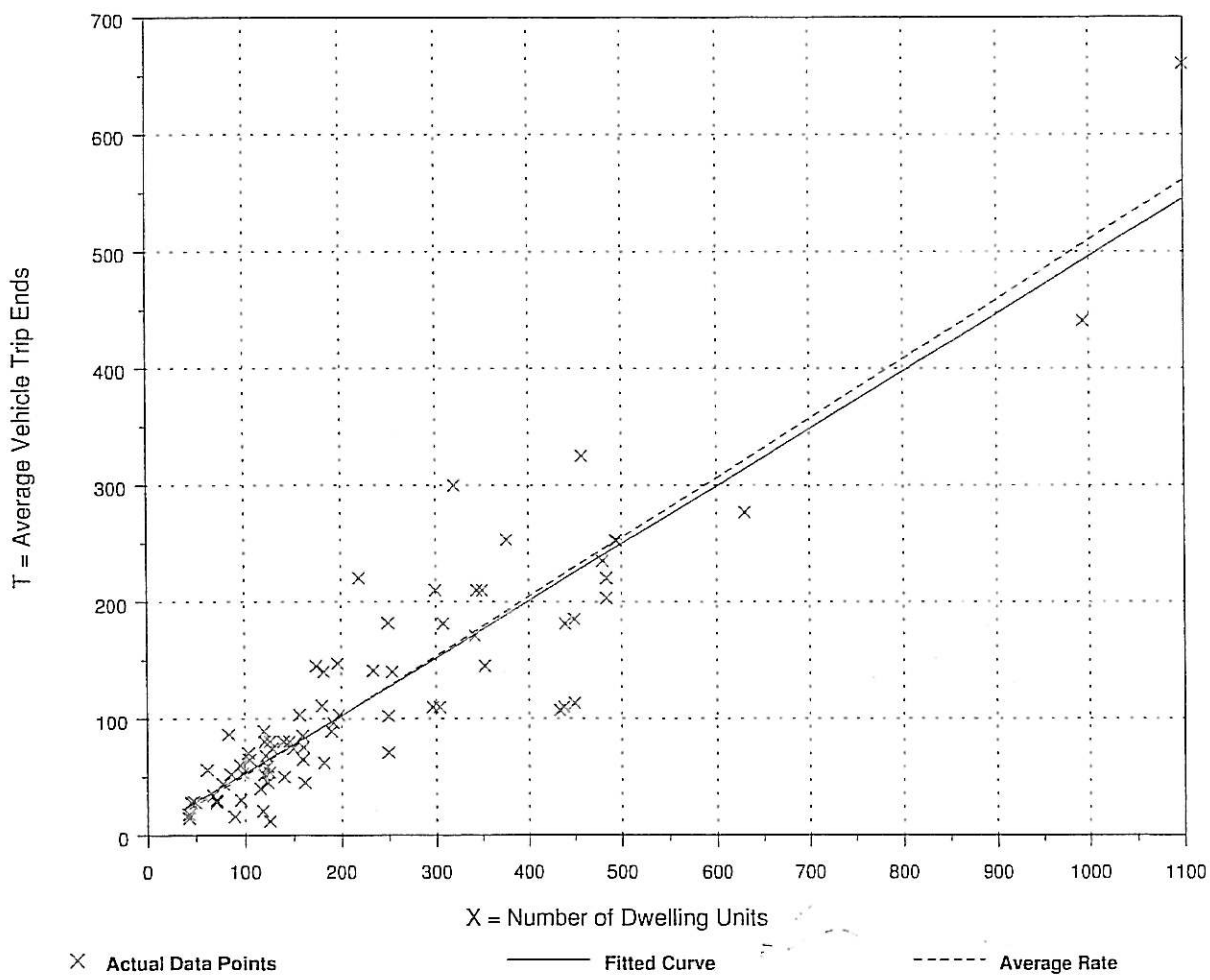
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
Avg. Number of Dwelling Units: 235
Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Fitted Curve Equation: T = 0.49(X) + 3.73

$R^2 = 0.83$

Apartment
(220)

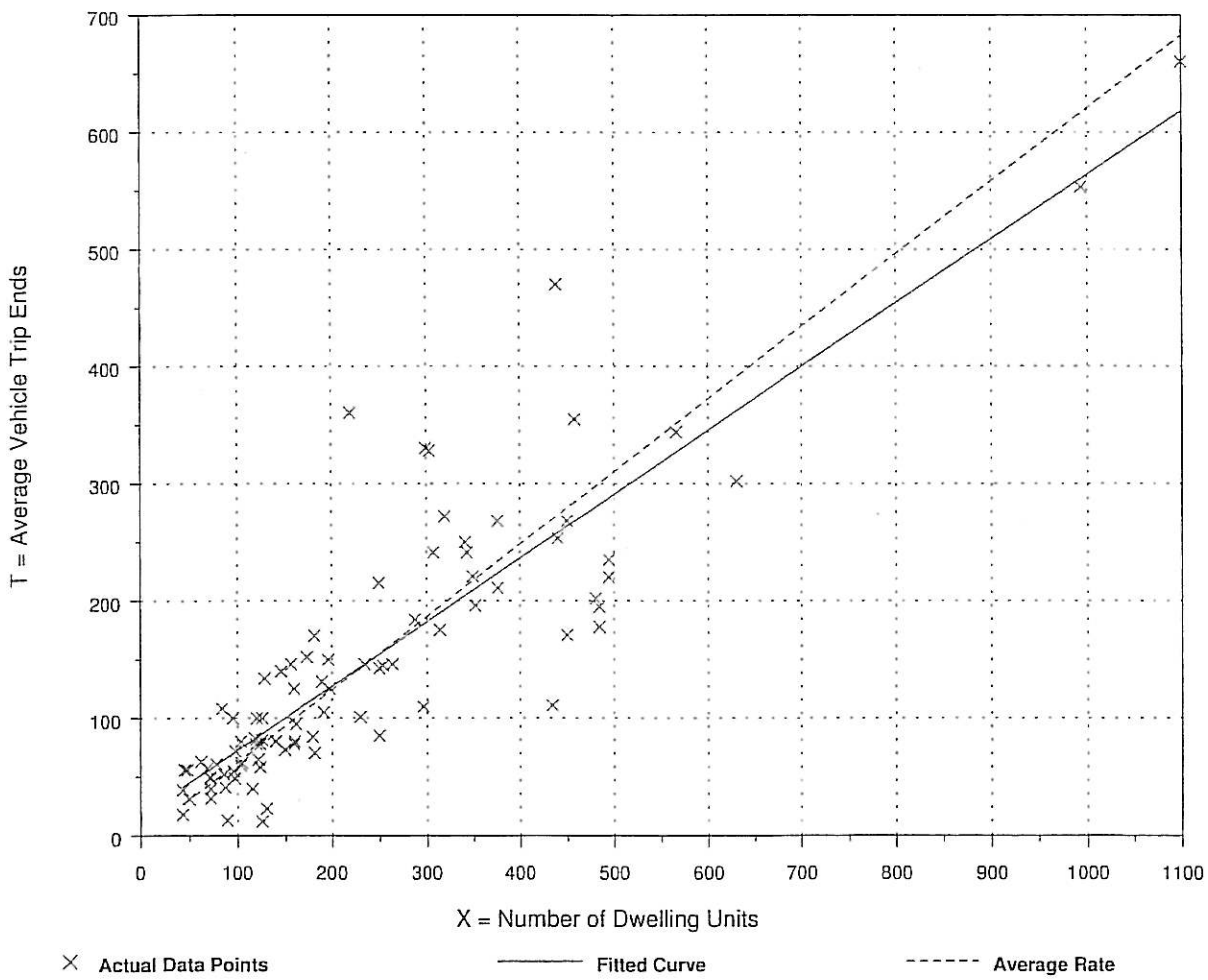
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
Avg. Number of Dwelling Units: 233
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



Fitted Curve Equation: T = 0.55(X) + 17.65

R^2 = 0.77

General Office Building
(710)

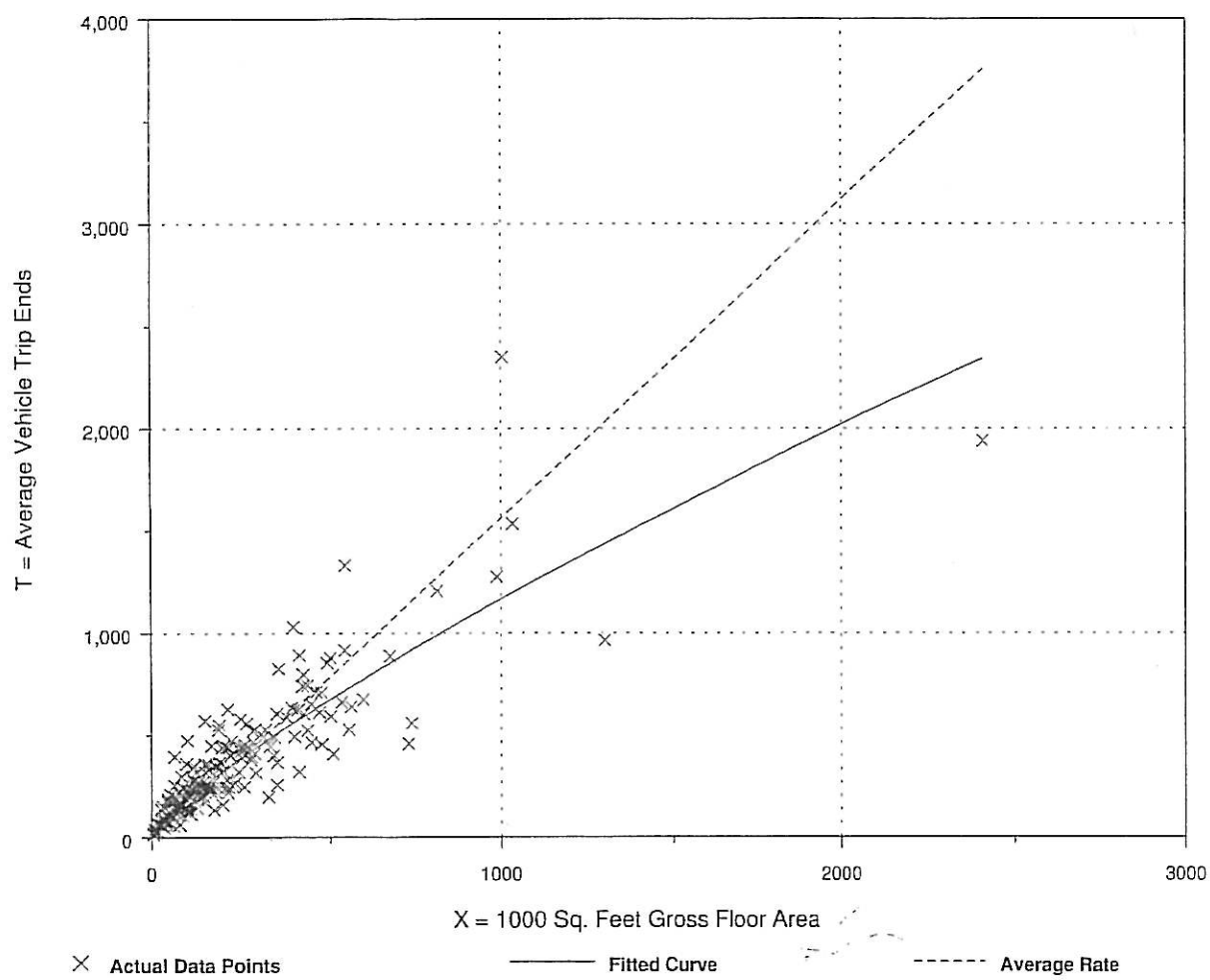
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 218
Average 1000 Sq. Feet GFA: 222
Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.56	0.60 - 5.98	1.40

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) + 1.57 $R^2 = 0.83$

General Office Building
(710)

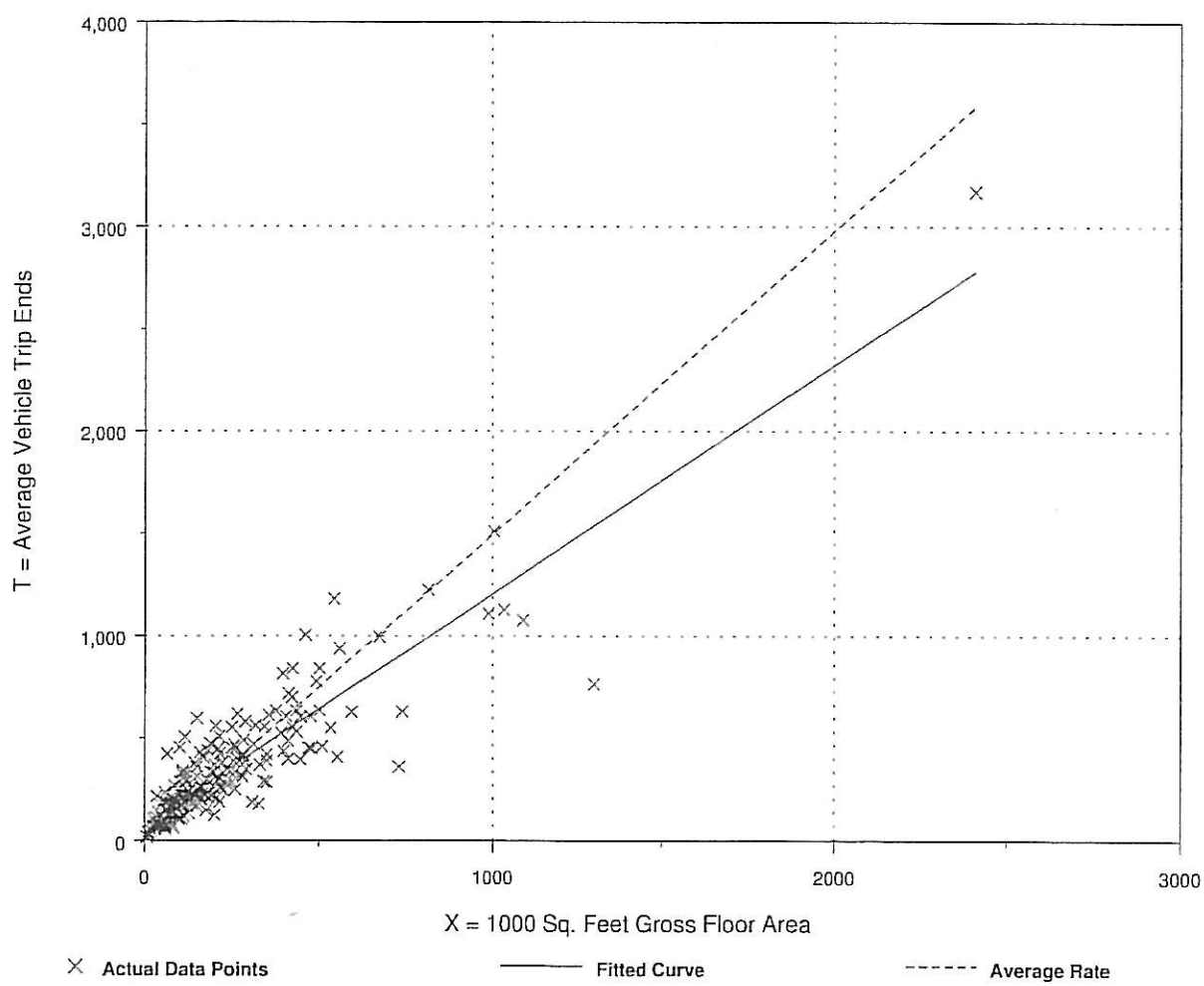
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 236
Average 1000 Sq. Feet GFA: 215
Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 78.45 $R^2 = 0.82$

Shopping Center
(820)

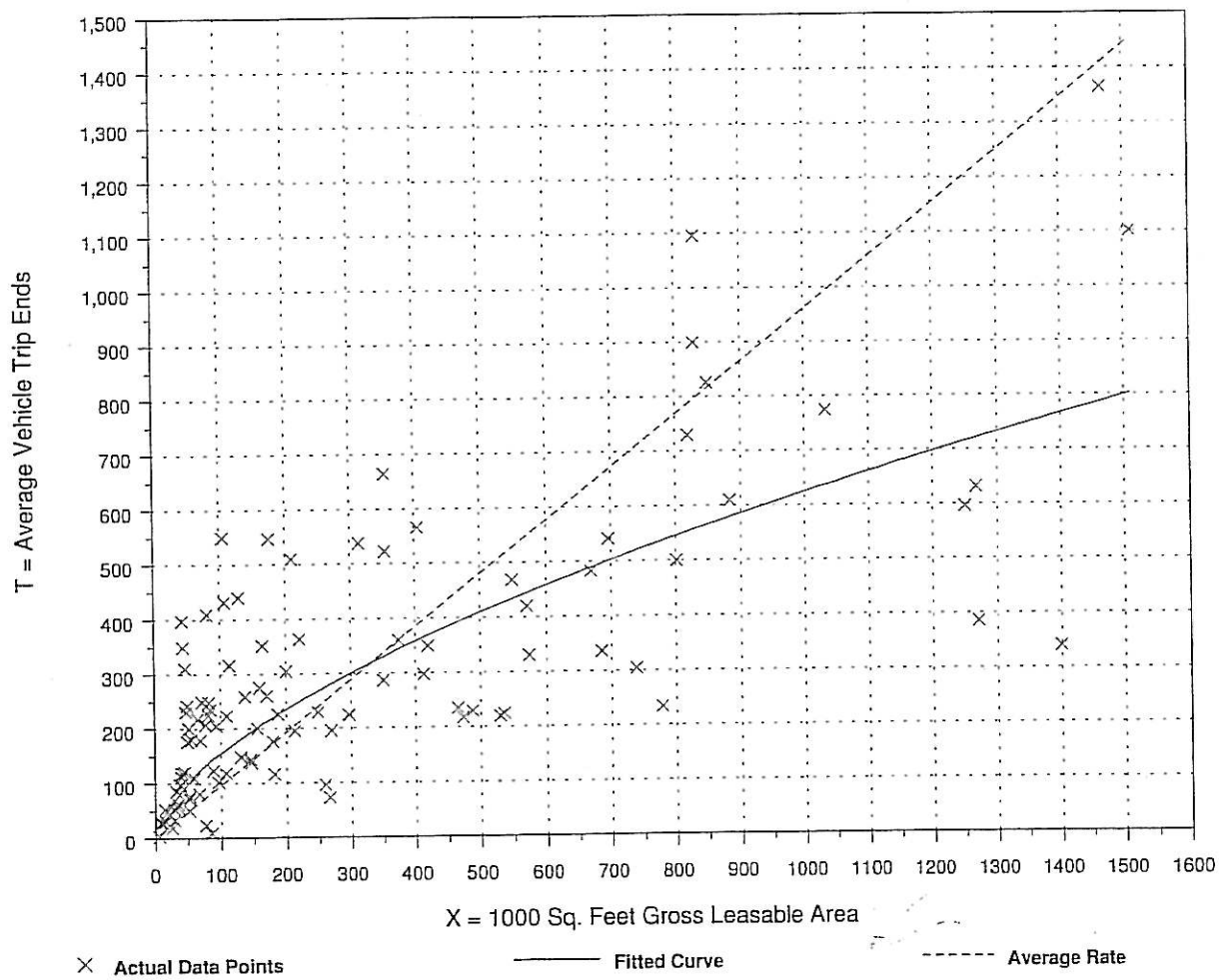
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Leasable Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.61\ Ln(X) + 2.24$ $R^2 = 0.56$

UTILIZED TO ESTIMATE TRIPS FOR LU 826

Specialty Retail Center
(826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

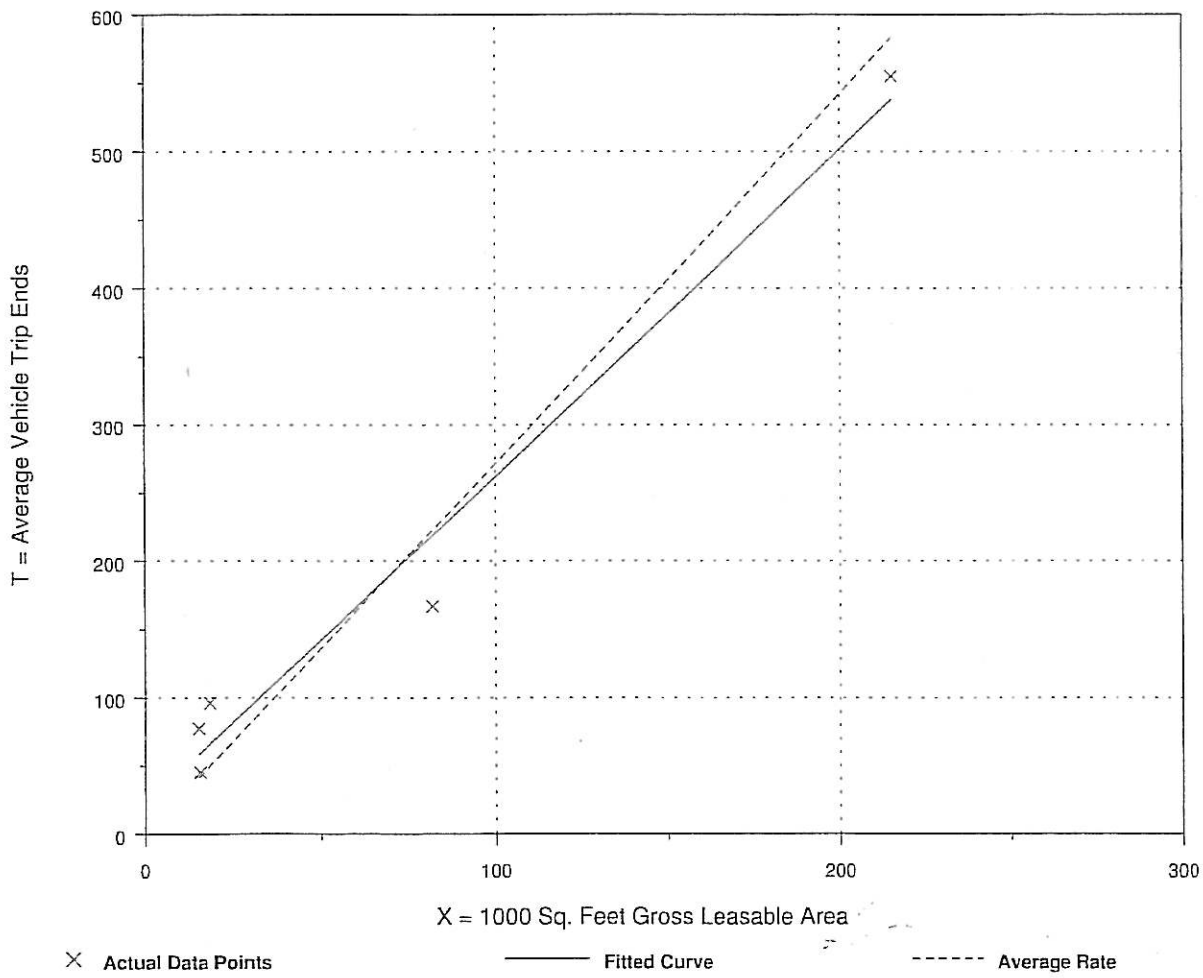
Number of Studies: 5
Average 1000 Sq. Feet GLA: 69
Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size

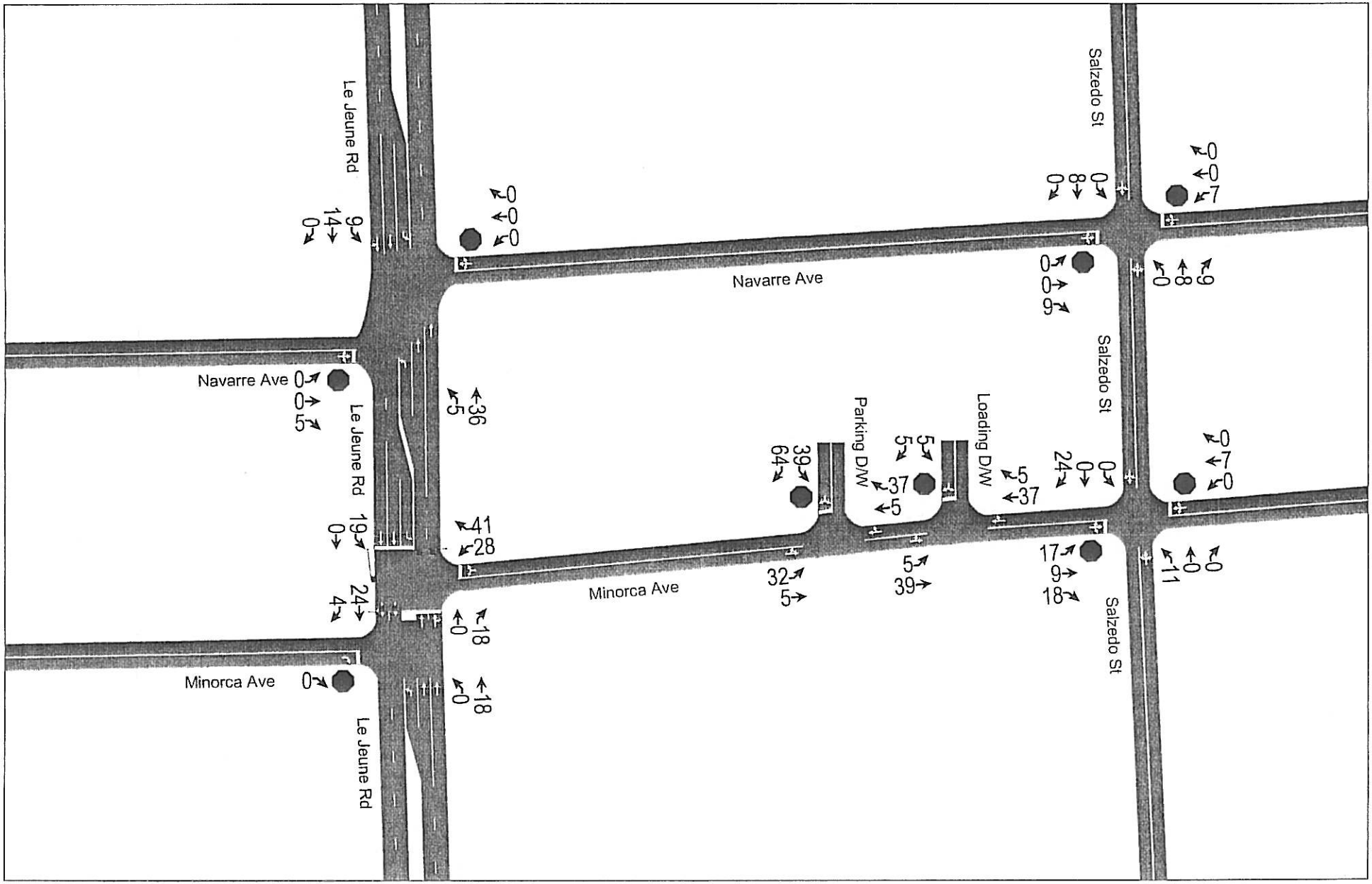


Fitted Curve Equation: T = 2.40(X) + 21.48

$R^2 = 0.98$

Appendix 2: Trip Distribution / Assignment

2020 Salzedo Street **AM Peak Hour Gross Site Traffic**



2020 Salzedo Street

PM Peak Hour Gross Site Traffic

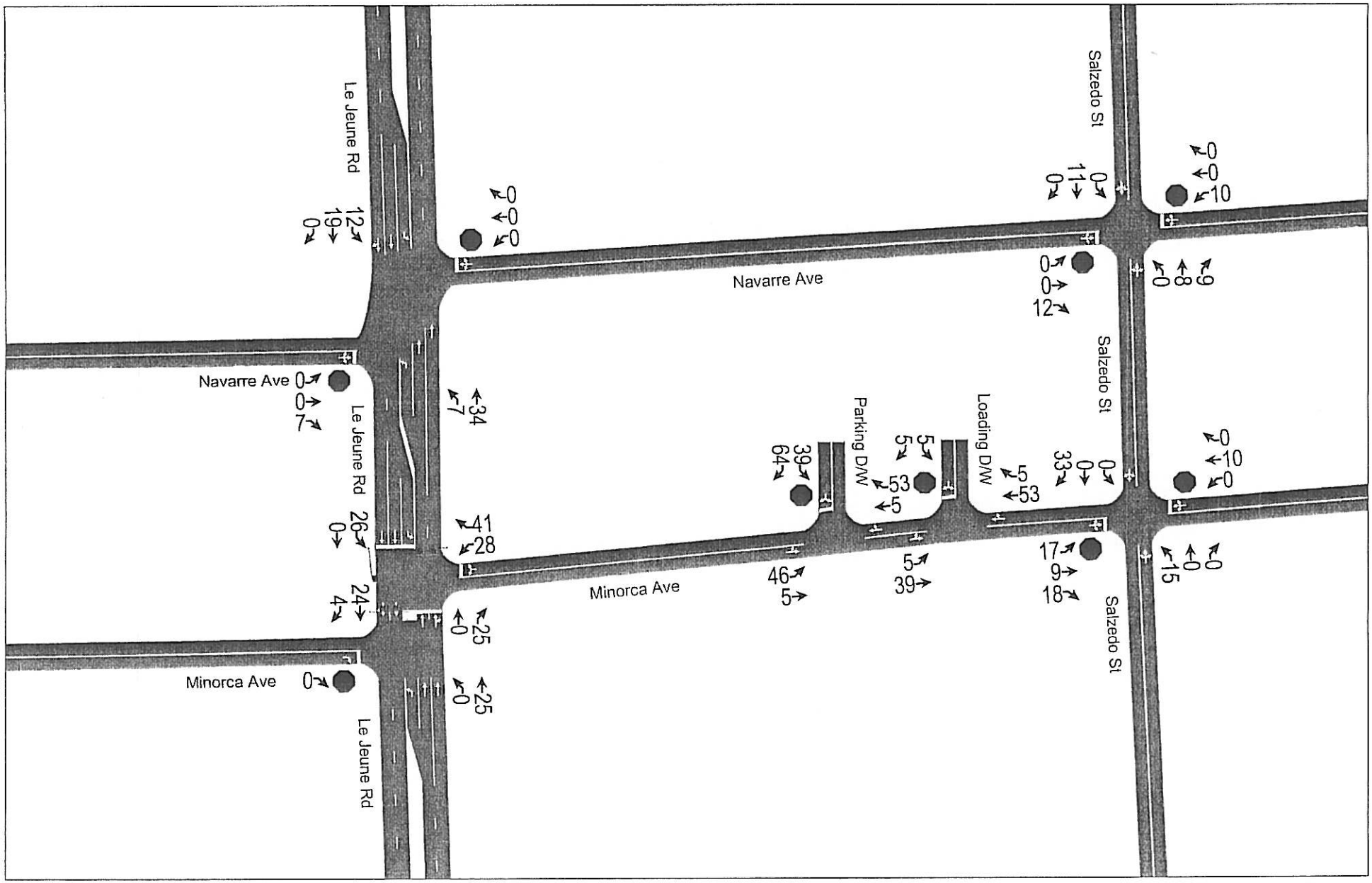


TABLE: A2

2020 Salzedo Street
Project Quadrant Distribution (AM Peak Hour)
(TAZ 1036)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE ENE	12.22 14.32	NORTH	26.83%	21	28	49
ESE SSE	5.85 10.00	EAST	20.17%	16	21	37
SSW WSW	15.98 16.34	SOUTH	25.98%	21	26	47
WNW NNW	10.70 14.61	WEST	27.04%	21	28	49
TOTAL	100.00		100.00%	79	103	182

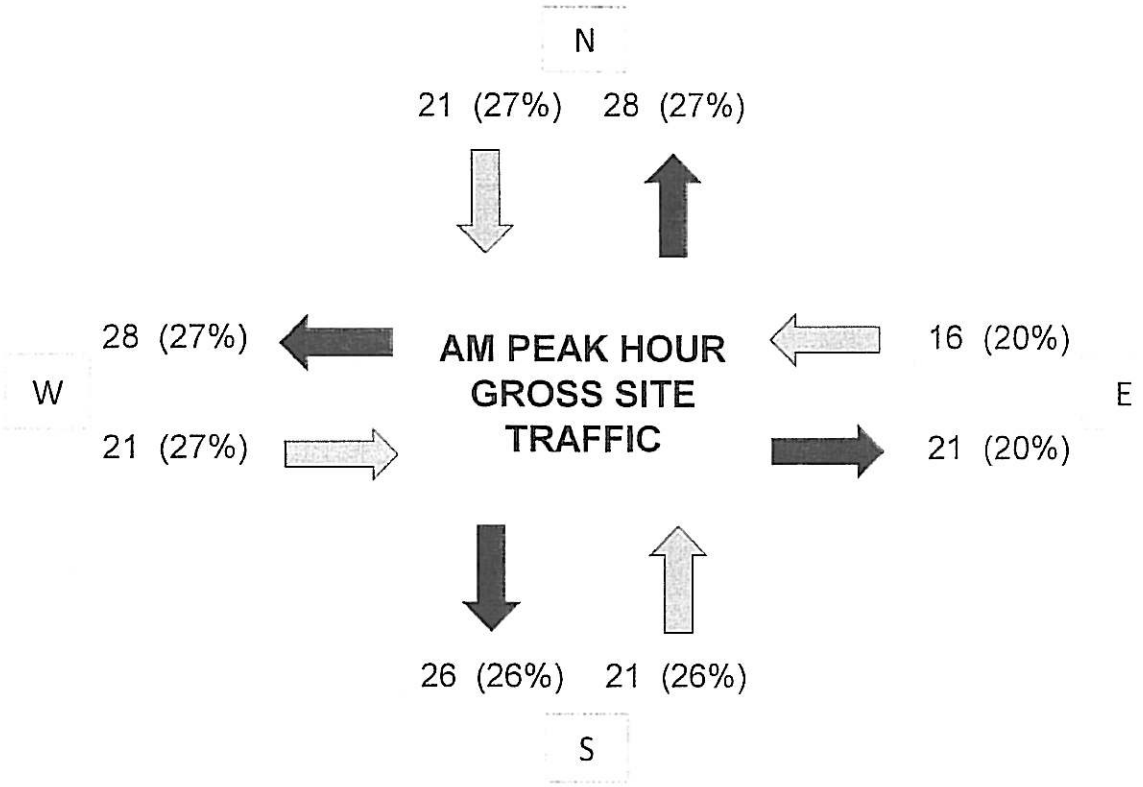


TABLE: A2-1

2020 Salzedo Street
Project Cardinal Distribution (AM Peak Hour)
(TAZ 1036)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2016			
NNE	12.99	10.88	12.22	10	13	23
ENE	15.13	12.93	14.32	11	15	26
ESE	4.85	7.57	5.85	5	6	11
SSE	8.18	13.15	10.00	8	10	18
SSW	13.74	19.84	15.98	13	16	29
WSW	17.49	14.34	16.34	13	17	30
WNW	11.37	9.55	10.70	8	11	19
NNW	16.27	11.75	14.61	11	15	26
TOTAL	100.00	100.00	100.00	79	103	182

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 2016.

TABLE: A2-2

AM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	79	103	182
PERCENT:	43.41%	56.59%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	12.22	9.6509	10	12.5828	13	23
ENE	14.32	11.3154	11	14.7530	15	26
ESE	5.85	4.6194	5	6.0228	6	11
SSE	10.00	7.9018	8	10.3024	10	18
SSW	15.98	12.6216	13	16.4560	16	29
WSW	16.34	12.9047	13	16.8251	17	30
WNW	10.70	8.4551	8	11.0237	11	19
NNW	14.61	11.5440	11	15.0510	15	26
TOTAL	100.00	79.01290333	79	103.0168233	103	182

TABLE: A3

2020 Salzedo Street
Project Quadrant Distribution (PM Peak Hour)
(TAZ 1036)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR		
				IN	OUT	TOTAL
NNE ENE	12.22 14.32	NORTH	26.83%	29	28	57
ESE SSE	5.85 10.00	EAST	20.17%	22	21	43
SSW WSW	15.98 16.34	SOUTH	25.98%	28	26	54
WNW NNW	10.70 14.61	WEST	27.04%	30	28	58
TOTAL	100.00		100.00%	109	103	212

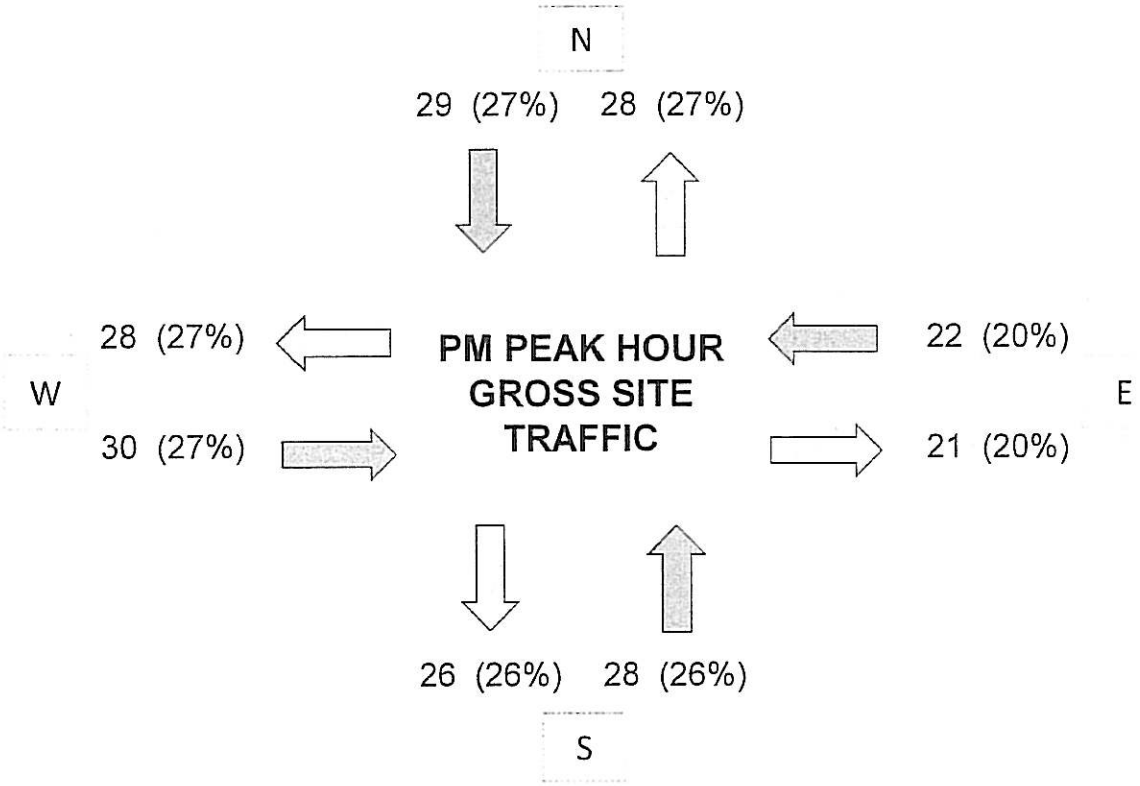


TABLE: A3-1

2020 Salzedo Street
Project Cardinal Distribution (PM Peak Hour)
(TAZ 1036)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2016			
NNE	12.99	10.88	12.22	13	13	26
ENE	15.13	12.93	14.32	16	15	31
ESE	4.85	7.57	5.85	6	6	12
SSE	8.18	13.15	10.00	11	10	21
SSW	13.74	19.84	15.98	17	16	33
WSW	17.49	14.34	16.34	18	17	35
WNW	11.37	9.55	10.70	12	11	23
NNW	16.27	11.75	14.61	16	15	31
TOTAL	100.00	100.00	100.00	109	103	212

Note:

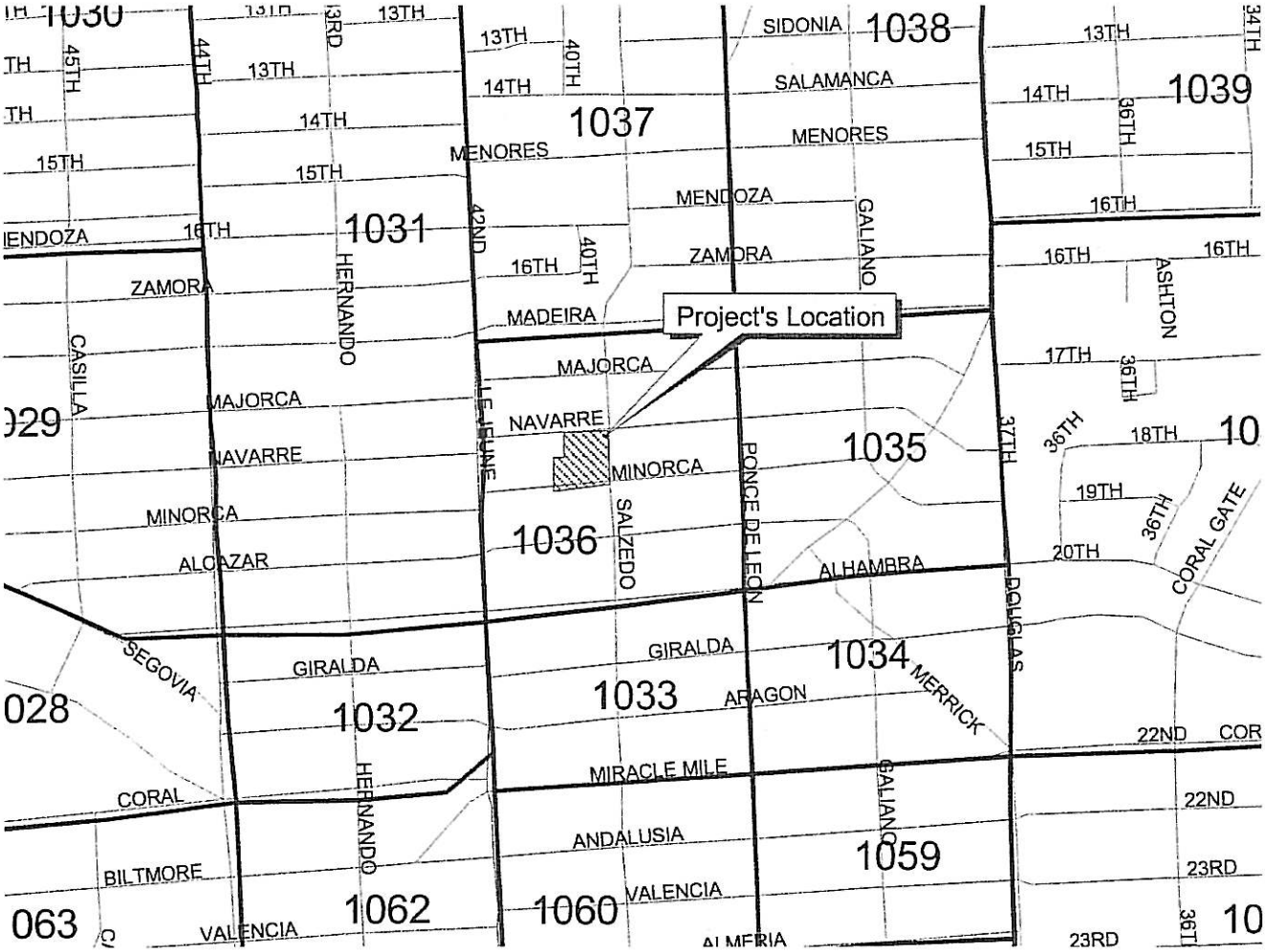
Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2016.

TABLE: A3-2

PM PEAK HOUR	IN	OUT	TOTAL
VOLUME:	109	103	212
PERCENT:	51.42%	48.58%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	12.22	13.3158	13	12.5828	13	26
ENE	14.32	15.6124	16	14.7530	15	31
ESE	5.85	6.3736	6	6.0228	6	12
SSE	10.00	10.9025	11	10.3024	10	21
SSW	15.98	17.4146	17	16.4560	16	33
WSW	16.34	17.8052	18	16.8251	17	35
WNW	10.70	11.6659	12	11.0237	11	23
NNW	14.61	15.9278	16	15.0510	15	31
TOTAL	100.00	109.0178033	109	103.0168233	103	212

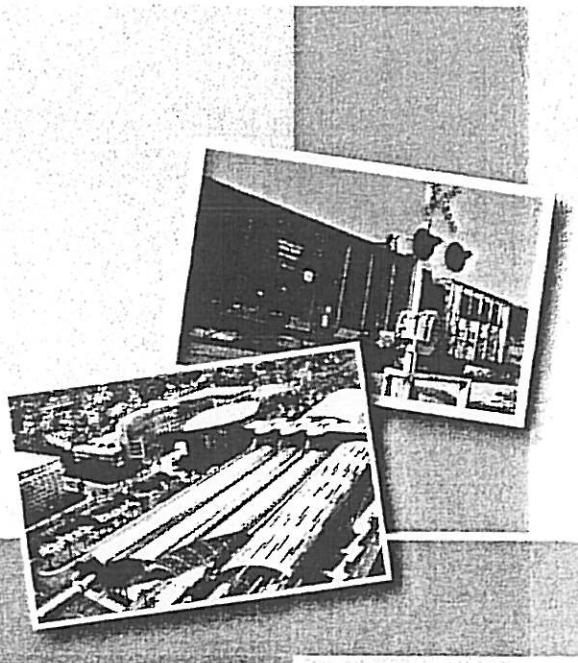
Traffic Analysis Zone (TAZ)



Miami-Dade 2035 Long Range Transportation Plan

Directional Trip Distribution Report

October 29, 2009



Prepared by:

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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	13.98	14.21	4.35	7.05	17.85	18.48	9.79	14.3	
1009	3709	TRIPS	56	66	17	24	66	106	72	68	475
		PERCENT	11.79	13.89	3.58	5.05	13.89	22.32	15.16	14.32	
1010	3710	TRIPS	867	935	428	477	886	787	480	870	5,730
		PERCENT	15.13	16.32	7.47	8.32	15.46	13.73	8.38	15.18	
1011	3711	TRIPS	300	351	166	158	182	173	156	291	1,777
		PERCENT	16.88	19.75	9.34	8.89	10.24	9.74	8.78	16.38	
1012	3712	TRIPS	526	617	351	247	510	544	375	713	3,883
		PERCENT	13.55	15.89	9.04	6.36	13.13	14.01	9.66	18.36	
1013	3713	TRIPS	398	516	250	195	321	401	183	410	2,674
		PERCENT	14.88	19.3	9.35	7.29	12	15	6.84	15.33	
1014	3714	TRIPS	599	851	410	362	464	470	272	806	4,234
		PERCENT	14.15	20.1	9.68	8.55	10.96	11.1	6.42	19.04	
1015	3715	TRIPS	474	649	358	360	654	652	367	607	4,121
		PERCENT	11.5	15.75	8.69	8.74	15.87	15.82	8.91	14.73	
1016	3716	TRIPS	1114	1497	1095	612	1256	987	723	1662	8,946
		PERCENT	12.45	16.73	12.24	6.84	14.04	11.03	8.08	18.58	
1017	3717	TRIPS	900	828	353	532	1086	1057	684	899	6,339
		PERCENT	14.2	13.06	5.57	8.39	17.13	16.67	10.79	14.18	
1018	3718	TRIPS	552	777	290	315	434	397	242	666	3,673
		PERCENT	15.03	21.15	7.9	8.58	11.82	10.81	6.59	18.13	
1019	3719	TRIPS	270	434	200	174	222	273	185	370	2,128
		PERCENT	12.69	20.39	9.4	8.18	10.43	12.83	8.69	17.39	
1020	3720	TRIPS	301	476	124	220	340	402	260	389	2,512
		PERCENT	11.98	18.95	4.94	8.76	13.54	16	10.35	15.49	
1021	3721	TRIPS	1890	2416	659	819	1935	2079	1523	1913	13,234
		PERCENT	14.28	18.26	4.98	6.19	14.62	15.71	11.51	14.46	
1022	3722	TRIPS	780	1436	310	533	567	423	689	1047	5,785
		PERCENT	13.48	24.82	5.36	9.21	9.8	7.31	11.91	18.1	
1023	3723	TRIPS	362	567	320	338	305	382	275	535	3,084
		PERCENT	11.74	18.39	10.38	10.96	9.89	12.39	8.92	17.35	
1024	3724	TRIPS	514	805	498	412	475	663	445	728	4,540
		PERCENT	11.32	17.73	10.97	9.07	10.46	14.6	9.8	16.04	
1025	3725	TRIPS	401	577	449	228	567	420	336	428	3,406
		PERCENT	11.77	16.94	13.18	6.69	16.65	12.33	9.86	12.57	
1026	3726	TRIPS	538	652	460	277	437	398	363	583	3,708
		PERCENT	14.51	17.58	12.41	7.47	11.79	10.73	9.79	15.72	
1027	3727	TRIPS	929	1176	759	455	783	622	787	948	6,459
		PERCENT	14.38	18.21	11.75	7.04	12.12	9.63	12.18	14.68	
1028	3728	TRIPS	187	315	230	122	141	165	192	185	1,537
		PERCENT	12.17	20.49	14.96	7.94	9.17	10.74	12.49	12.04	
1029	3729	TRIPS	126	290	188	91	81	107	127	145	1,155
		PERCENT	10.91	25.11	16.28	7.88	7.01	9.26	11	12.55	
1030	3730	TRIPS	266	523	286	287	206	183	269	314	2,334
		PERCENT	11.4	22.41	12.25	12.3	8.83	7.84	11.53	13.45	
1031	3731	TRIPS	341	614	197	387	297	250	306	405	2,797
		PERCENT	12.19	21.95	7.04	13.84	10.62	8.94	10.94	14.48	
1032	3732	TRIPS	88	161	88	38	96	105	90	111	777
		PERCENT	11.33	20.72	11.33	4.89	12.36	13.51	11.58	14.29	
1033	3733	TRIPS	834	947	360	415	876	1134	699	1077	6,342
		PERCENT	13.15	14.93	5.68	6.54	13.81	17.88	11.02	16.98	
1034	3734	TRIPS	2050	1905	665	858	2362	2953	1821	2513	15,127
		PERCENT	13.55	12.59	4.4	5.67	15.61	19.52	12.04	16.61	
1035	3735	TRIPS	1166	1323	309	765	1467	1790	1112	1525	9,457
		PERCENT	12.33	13.99	3.27	8.09	15.51	18.93	11.76	16.13	
1036	3736	TRIPS	1572	1831	587	990	1663	2117	1376	1969	12,105
		PERCENT	12.99	15.13	4.85	8.18	13.74	17.49	11.37	16.27	
1037	3737	TRIPS	562	913	271	583	499	594	535	730	4,687
		PERCENT	11.99	19.48	5.78	12.44	10.65	12.67	11.41	15.57	
1038	3738	TRIPS	1677	2198	667	1151	1971	2001	1700	1973	13,338
		PERCENT	12.57	16.48	5	8.63	14.78	15	12.75	14.79	
1039	3739	TRIPS	660	1172	241	391	998	796	824	961	6,043
		PERCENT	10.92	19.39	3.99	6.47	16.51	13.17	13.64	15.9	
1040	3740	TRIPS	686	810	212	346	703	849	589	925	5,120
		PERCENT	13.4	15.82	4.14	6.76	13.73	16.58	11.5	18.07	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	9.4	20.07	7.1	11.48	17.5	16.95	5.65	11.84	
1021	3721	TRIPS	1508	2053	714	961	1639	1596	969	1568	11,008
		PERCENT	13.7	18.65	6.49	8.73	14.89	14.5	8.8	14.24	
1022	3722	TRIPS	806	1178	867	885	709	813	368	1113	6,739
		PERCENT	11.96	17.48	12.87	13.13	10.52	12.06	5.46	16.52	
1023	3723	TRIPS	357	535	496	443	500	372	248	595	3,546
		PERCENT	10.07	15.09	13.99	12.49	14.1	10.49	6.99	16.78	
1024	3724	TRIPS	574	691	464	237	820	905	717	993	5,401
		PERCENT	10.63	12.79	8.59	4.39	15.18	16.76	13.28	18.39	
1025	3725	TRIPS	702	666	483	199	530	489	355	722	4,146
		PERCENT	16.93	16.06	11.65	4.8	12.78	11.79	8.56	17.41	
1026	3726	TRIPS	455	506	499	342	570	491	390	558	3,811
		PERCENT	11.94	13.28	13.09	8.97	14.96	12.88	10.23	14.64	
1027	3727	TRIPS	1083	1120	647	479	501	582	815	1220	6,447
		PERCENT	16.8	17.37	10.04	7.43	7.77	9.03	12.64	18.92	
1028	3728	TRIPS	196	327	205	242	204	263	189	176	1,802
		PERCENT	10.88	18.15	11.38	13.43	11.32	14.59	10.49	9.77	
1029	3729	TRIPS	145	178	240	296	117	72	124	99	1,271
		PERCENT	11.41	14	18.88	23.29	9.21	5.66	9.76	7.79	
1030	3730	TRIPS	428	546	163	341	419	194	428	298	2,817
		PERCENT	15.19	19.38	5.79	12.11	14.87	6.89	15.19	10.58	
1031	3731	TRIPS	870	918	332	228	399	207	368	498	3,820
		PERCENT	22.77	24.03	8.69	5.97	10.45	5.42	9.63	13.04	
1032	3732	TRIPS	102	145	60	70	165	115	109	173	939
		PERCENT	10.86	15.44	6.39	7.45	17.57	12.25	11.61	18.42	
1033	3733	TRIPS	1006	1099	304	480	1459	1568	1024	1385	8,325
		PERCENT	12.08	13.2	3.65	5.77	17.53	18.83	12.3	16.64	
1034	3734	TRIPS	2690	3083	725	1569	4341	3521	2005	2907	20,841
		PERCENT	12.91	14.79	3.48	7.53	20.83	16.89	9.62	13.95	
1035	3735	TRIPS	1570	2456	584	1220	2118	1825	1120	1775	12,668
		PERCENT	12.39	19.39	4.61	9.63	16.72	14.41	8.84	14.01	
1036	3736	TRIPS	2038	2422	1418	2463	3716	2686	1788	2201	18,732
		PERCENT	10.88	12.93	7.57	13.15	19.84	14.34	9.55	11.75	
1037	3737	TRIPS	635	835	370	506	1016	603	701	810	5,476
		PERCENT	11.6	15.25	6.76	9.24	18.55	11.01	12.8	14.79	
1038	3738	TRIPS	1920	2763	660	894	3242	2276	2567	3019	17,341
		PERCENT	11.07	15.93	3.81	5.16	18.7	13.12	14.8	17.41	
1039	3739	TRIPS	906	1284	314	385	950	1100	833	1475	7,247
		PERCENT	12.5	17.72	4.33	5.31	13.11	15.18	11.49	20.35	
1040	3740	TRIPS	803	812	113	296	866	1189	897	1050	6,026
		PERCENT	13.33	13.47	1.88	4.91	14.37	19.73	14.89	17.42	
1041	3741	TRIPS	1064	1419	397	587	1338	1345	810	1253	8,213
		PERCENT	12.96	17.28	4.83	7.15	16.29	16.38	9.86	15.26	
1042	3742	TRIPS	1341	1422	289	313	1381	1582	1383	1553	9,264
		PERCENT	14.48	15.35	3.12	3.38	14.91	17.08	14.93	16.76	
1043	3743	TRIPS	1648	1485	122	202	662	1115	952	1666	7,852
		PERCENT	20.99	18.91	1.55	2.57	8.43	14.2	12.12	21.22	
1044	3744	TRIPS	1153	1014	99	197	730	1414	1022	1498	7,127
		PERCENT	16.18	14.23	1.39	2.76	10.24	19.84	14.34	21.02	
1045	3745	TRIPS	1084	1524	391	481	1103	1394	1081	1102	8,160
		PERCENT	13.28	18.68	4.79	5.89	13.52	17.08	13.25	13.5	
1046	3746	TRIPS	958	1020	340	93	797	1393	1494	993	7,088
		PERCENT	13.52	14.39	4.8	1.31	11.24	19.65	21.08	14.01	
1047	3747	TRIPS	1411	996	29	86	305	547	729	1132	5,235
		PERCENT	26.95	19.03	0.55	1.64	5.83	10.45	13.93	21.62	
1048	3748	TRIPS	887	811	429	421	916	1284	1029	888	6,665
		PERCENT	13.31	12.17	6.44	6.32	13.74	19.26	15.44	13.32	
1049	3749	TRIPS	2208	1025	25	80	306	766	973	1960	7,343
		PERCENT	30.07	13.96	0.34	1.09	4.17	10.43	13.25	26.69	
1050	3750	TRIPS	300	139	6	15	65	149	122	226	1,022
		PERCENT	29.35	13.6	0.59	1.47	6.36	14.58	11.94	22.11	
1051	3751	TRIPS	644	128	21	17	23	380	325	432	1,970
		PERCENT	32.69	6.5	1.07	0.86	1.17	19.29	16.5	21.93	
1052	3752	TRIPS	6615	1784	116	125	997	2567	1972	3681	17,857
		PERCENT	37.04	9.99	0.65	0.7	5.58	14.38	11.04	20.61	
1053	3753	TRIPS	1770	1039	217	32	783	841	837	1197	6,716
		PERCENT	26.35	15.47	3.23	0.48	11.66	12.52	12.46	17.82	
1054	3754	TRIPS	1709	1201	64	171	1313	2147	1430	1900	9,935

Appendix 3: Signal Timing, Background Growth & Adjustment Factor

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 3786
Signal Location: Le Jeune Road & Minorca Avenue
Analysis Period: AM / PM (Circle One)
Local Time of Day Schedule: 5 Plan
Local Time of Day Function: - Setting (Blank or Number#)

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

Cycle Length: 130 seconds
Offset: 11 seconds

PHASE:	Φ1	Φ2		
	⇩⇧	⇦		
G(w)	-	-		
G(f)	-	-		
G(g)	86	34		
G(total)	86	34		
Y	4	4		
R	1	1		
SPLIT	91	39		

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 3786
Signal Location: Le Jeune Road & Minorca Avenue
Analysis Period: AM / PM (Circle One)
Local Time of Day Schedule: 7 Plan
Local Time of Day Function: - Setting (Blank or Number#)

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

Cycle Length: 100 seconds
Offset: 63 seconds

PHASE:	Φ1	Φ2		
	⇩⇧	⇦		
G(w)	-	-		
G(f)	-	-		
G(g)	76	14		
G(total)	76	14		
Y	4	4		
R	1	1		
SPLIT	81	19		

TOD Schedule Report
for 3786: LeJeune Rd&Minorca Av

Print Date: 5/2/2012

Print Time: 10:53 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3786	LeJeune Rd&Minorca Av	DOW-4		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
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4	1
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	WBT	5	5	5	9	9	9	7	7	7	2.5	2.5	2.5	16	16	16	30	20	20	4	0.7
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4	1
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	------
External Permit 1	------
External Permit 2	------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	3	90	0	66	0	14	0	66	0	0	0	31
	4	70	0	46	0	14	0	46	0	0	0	53
AM →	5	130	0	86	0	34	0	86	0	0	0	11
	6	90	0	66	0	14	0	66	0	0	0	10
PM →	7	100	0	76	0	14	0	76	0	0	0	63
	8	100	0	76	0	14	0	76	0	0	0	81
	12	80	0	56	0	14	0	56	0	0	0	21
	14	75	0	49	0	16	0	49	0	0	0	72

Local TOD Schedule

Time	Plan	DOW
0000	14	Su M T W Th F S
0030	Flash	M T W Th F
0100	Flash	Su S
0200	Flash	M T W Th F
0300	Flash	Su S
0600	14	Su M T W Th F S
0700	5	M T W Th F
0930	6	M T W Th F
1000	6	Su S
1600	7	M T W Th F
1900	12	M T W Th F
2100	14	M T W Th F
2200	14	Su S

TABLE: A4

2020 Salzedo Street

Growth Rate Calculation - Based on MPO Trips for Project's TAZ 607

Year		Total Trips	Total Growth	Number of Years	Growth / Year	Growth Rate
MPO Model	2005	12,105	2,430	11	220.9	1.68%
MPO Model	2035	18,732				
Design Year	2016	14,535				

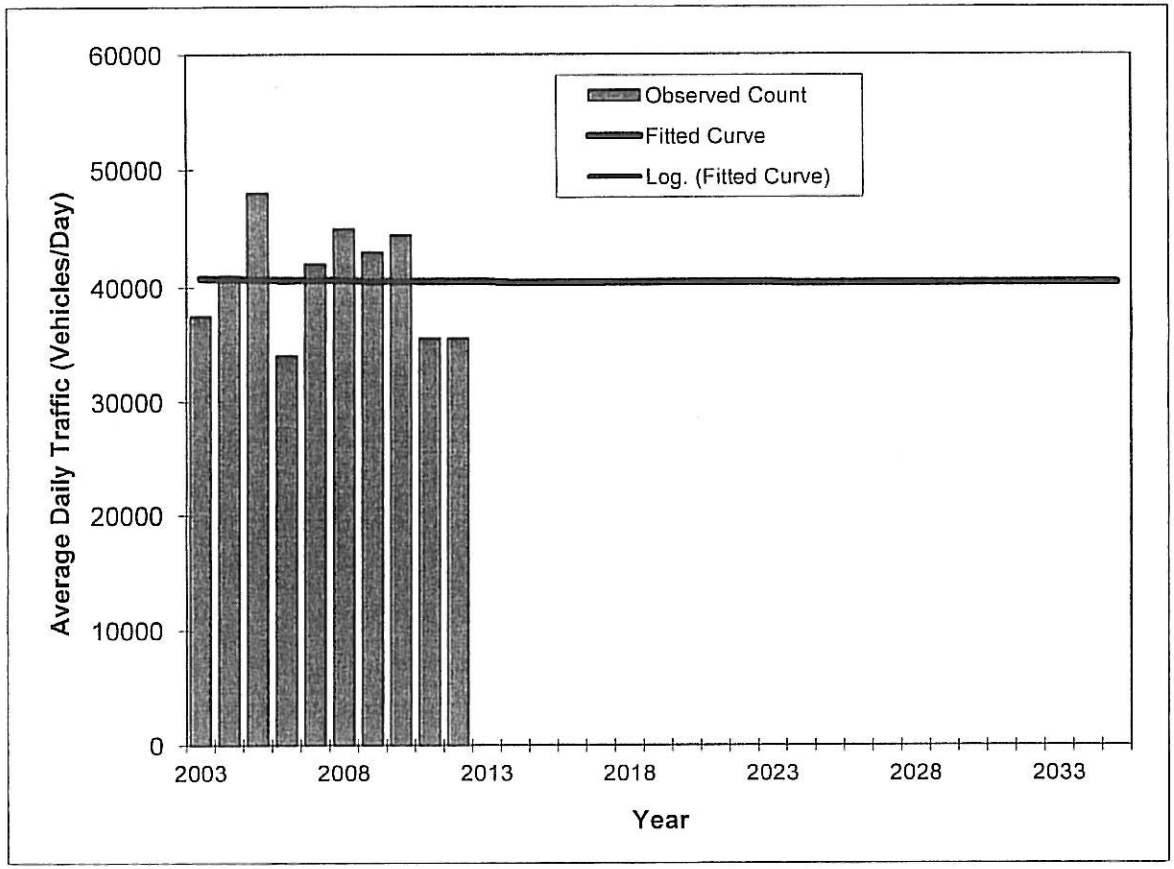
Notes:
Design year trips were estimated by interpolation and utilizing the MPO trips for 2005 & 2035.
Growth rate was calculated utilizing the 2005 MPO trips and Design year trips.
Input Values

Traffic Trends - V2.0

SR 953/ LEJEUNE RD -- 200' S CORAL WAY/SR 972

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	0024
Highway:	SR 953/ LEJEUNE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2003	37500	40800
2004	41000	40700
2005	48000	40700
2006	34000	40600
2007	42000	40600
2008	45000	40600
2009	43000	40500
2010	44500	40500
2011	35500	40500
2012	35500	40500
2014 Opening Year Trend		
2014	N/A	40400
2015 Mid-Year Trend		
2015	N/A	40400
2016 Design Year Trend		
2016	N/A	40400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	0.06%
Compounded Annual Historic Growth Rate:	-0.08%
Compounded Growth Rate (2012 to Design Year):	-0.06%
Printed:	22-Jan-14

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00
2003	37500 C	N 20000	S 17500	8.10	72.30	5.00
2002	39000 C	N 17500	S 21500	9.20	68.00	4.30
2001	39000 C	N 20500	S 18500	8.20	53.50	5.70
2000	40500 C	N 21000	S 19500	8.20	53.10	4.30
1999	49000 C	N 28000	S 21000	9.10	52.70	4.40
1998	41000 C	N 21000	S 20000	9.30	52.70	6.10
1997	35500 C	N 19500	S 16000	9.10	64.50	4.20

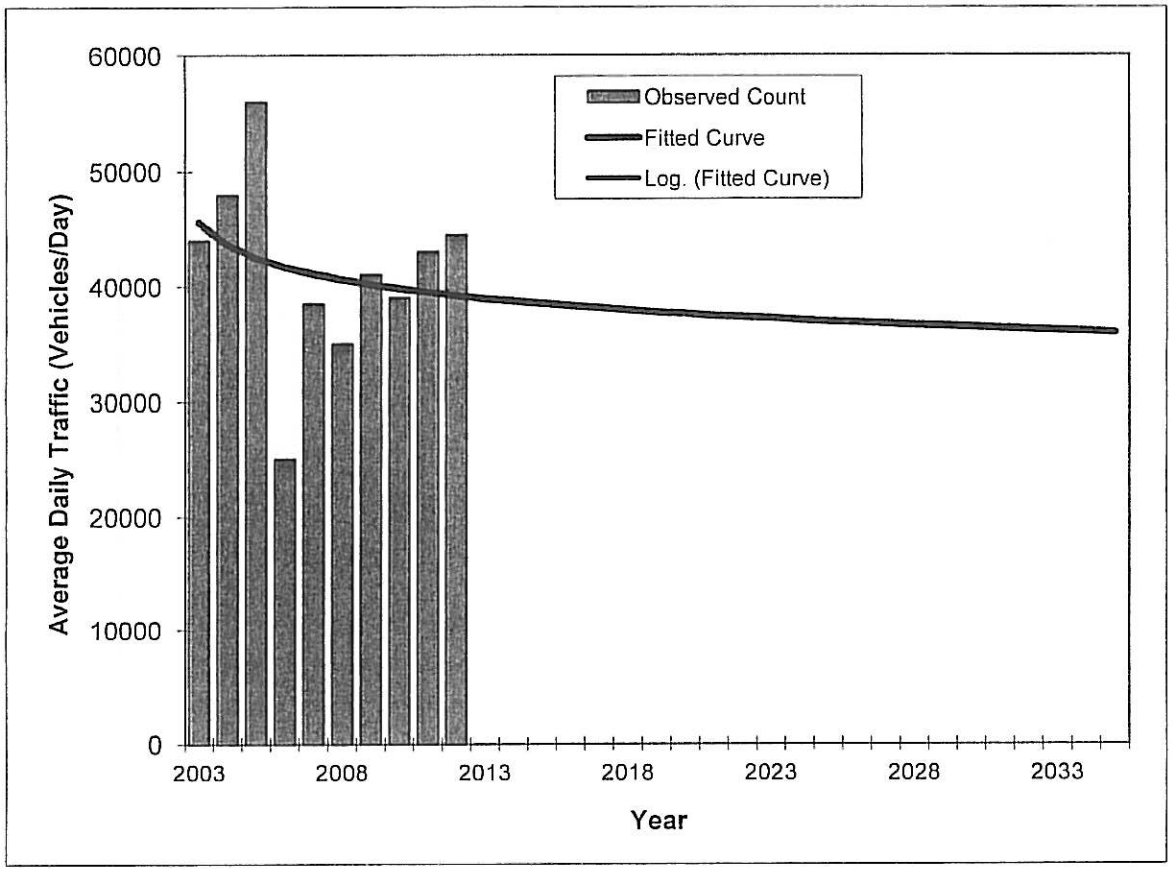
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 953/ LEJEUNE RD -- 200' S SW 8 ST/SR 90

PIN#	973215-1
Location	1

County:	Miami (87)
Station #:	0025
Highway:	SR 953/ LEJEUNE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2003	44000	45600
2004	48000	43700
2005	56000	42500
2006	25000	41700
2007	38500	41100
2008	35000	40600
2009	41000	40200
2010	39000	39800
2011	43000	39500
2012	44500	39200
2014 Opening Year Trend		
2014	N/A	38700
2015 Mid-Year Trend		
2015	N/A	38500
2016 Design Year Trend		
2016	N/A	38300
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.16%
Compounded Annual Historic Growth Rate:	-1.67%
Compounded Growth Rate (2012 to Design Year):	-0.58%
Printed:	22-Jan-14

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	44500 C	N 22000	S 22500	9.00	59.70	4.00
2011	43000 C	N 21000	S 22000	9.00	58.20	5.70
2010	39000 C	N 19500	S 19500	7.87	58.27	3.80
2009	41000 C	N 21000	S 20000	7.98	59.96	3.20
2008	35000 C	N 17000	S 18000	8.07	66.31	3.50
2007	38500 C	N 19500	S 19000	7.90	63.12	4.70
2006	25000 C	N 11000	S 14000	7.39	58.66	7.20
2005	56000 F	N 28000	S 28000	7.70	65.70	5.50
2004	48000 C	N 24000	S 24000	8.20	67.10	9.00
2003	44000 C	N 21500	S 22500	8.10	72.30	5.00
2002	43000 C	N 20500	S 22500	9.20	68.00	4.30
2001	42500 C	N 20500	S 22000	8.20	53.50	5.70
2000	62000 C	N 37500	S 24500	8.20	53.10	4.30
1999	49000 C	N 23500	S 25500	9.10	52.70	4.40
1998	45000 C	N 21500	S 23500	9.30	52.70	6.10
1997	42500 C	N 21000	S 21500	9.10	64.50	4.20

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

2011 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2011 - 01/01/2011	1.01	1.04
2	01/02/2011 - 01/08/2011	1.01	1.04
3	01/09/2011 - 01/15/2011	1.01	1.04
4	01/16/2011 - 01/22/2011	1.00	1.03
5	01/23/2011 - 01/29/2011	0.99	1.02
* 6	01/30/2011 - 02/05/2011	0.98	1.01
* 7	02/06/2011 - 02/12/2011	0.98	1.01
* 8	02/13/2011 - 02/19/2011	0.97	1.00
* 9	02/20/2011 - 02/26/2011	0.97	1.00
*10	02/27/2011 - 03/05/2011	0.97	1.00
*11	03/06/2011 - 03/12/2011	0.97	1.00
*12	03/13/2011 - 03/19/2011	0.97	1.00
*13	03/20/2011 - 03/26/2011	0.97	1.00
*14	03/27/2011 - 04/02/2011	0.97	1.00
*15	04/03/2011 - 04/09/2011	0.97	1.00
*16	04/10/2011 - 04/16/2011	0.98	1.01
*17	04/17/2011 - 04/23/2011	0.98	1.01
*18	04/24/2011 - 04/30/2011	0.98	1.01
19	05/01/2011 - 05/07/2011	0.99	1.02
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.00	1.03
22	05/22/2011 - 05/28/2011	1.00	1.03
23	05/29/2011 - 06/04/2011	1.00	1.03
24	06/05/2011 - 06/11/2011	0.99	1.02
25	06/12/2011 - 06/18/2011	0.99	1.02
26	06/19/2011 - 06/25/2011	1.00	1.03
27	06/26/2011 - 07/02/2011	1.01	1.04
28	07/03/2011 - 07/09/2011	1.01	1.04
29	07/10/2011 - 07/16/2011	1.02	1.05
30	07/17/2011 - 07/23/2011	1.02	1.05
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.02	1.05
34	08/14/2011 - 08/20/2011	1.02	1.05
[illegible]	08/21/2011 - 08/27/2011	1.02	1.05
[illegible]	08/28/2011 - 09/03/2011	1.01	1.04
37	09/04/2011 - 09/10/2011	1.01	1.04
38	09/11/2011 - 09/17/2011	1.01	1.04
39	09/18/2011 - 09/24/2011	1.01	1.04
40	09/25/2011 - 10/01/2011	1.02	1.05
41	10/02/2011 - 10/08/2011	1.02	1.05
42	10/09/2011 - 10/15/2011	1.02	1.05
43	10/16/2011 - 10/22/2011	1.02	1.05
44	10/23/2011 - 10/29/2011	1.02	1.05
45	10/30/2011 - 11/05/2011	1.01	1.04
46	11/06/2011 - 11/12/2011	1.01	1.04
47	11/13/2011 - 11/19/2011	1.01	1.04
48	11/20/2011 - 11/26/2011	1.01	1.04
49	11/27/2011 - 12/03/2011	1.01	1.04
50	12/04/2011 - 12/10/2011	1.01	1.04
51	12/11/2011 - 12/17/2011	1.01	1.04
52	12/18/2011 - 12/24/2011	1.01	1.04
53	12/25/2011 - 12/31/2011	1.01	1.04

* PEAK SEASON

Appendix 4: Traffic Counts (TMC's)

TABLE: A5

2020 Salzedo Street

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED **(EXISTING) (2012)**	BACKGROUND GROWTH @ 1.68% FOR PROJECT BUILD-OUT OF 2016 (4 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) **(PROPOSED) (2016)**
1	Le Jeune Road & Navarre Avenue	SOUTHBOUND	SBR	8	Wednesday, May 09, 2012	0.936	0.99	8	1	8	0	8
			SBT	1,276			0.99	1,263	87	1,350	14	1,364
			SBL	116			0.99	115	8	123	9	132
			TOTAL	**1,400**				**1,386**	**96**	**1,482**	**23**	**1,505**
		WESTBOUND	WBR	60			0.99	59	4	63	0	63
			WBT	0			0.99	0	0	0	0	0
			WBL	14			0.99	14	1	15	0	15
			TOTAL	**74**				**73**	**5**	**78**	**0**	**78**
		NORTHBOUND	NBR	14			0.99	14	1	15	0	15
			NBT	1,350			0.99	1,337	92	1,429	36	1,465
			NBL	3			0.99	3	0	3	5	8
			TOTAL	**1,367**				**1,353**	**93**	**1,447**	**41**	**1,488**
		EASTBOUND	EBR	18			0.99	18	1	19	5	24
			EBT	0			0.99	0	0	0	0	0
			EBL	10			0.99	10	1	11	0	11
			TOTAL	**28**				**28**	**2**	**30**	**5**	**35**
	TOTAL			***2,869***				***2,840***	***196***	***3,036***	***69***	***3,105***
2	Le Jeune Road & Minorca Avenue	SOUTHBOUND	SBR	27	Wednesday, May 09, 2012	0.938	0.99	27	2	29	4	33
			SBT	1,282			0.99	1,269	87	1,357	24	1,381
			SBL	3			0.99	3	0	3	19	22
			TOTAL	**1,312**				**1,299**	**90**	**1,388**	**47**	**1,435**
		WESTBOUND	WBR	1			0.99	1	0	1	41	42
			WBT	2			0.99	2	0	2	0	2
			WBL	2			0.99	2	0	2	28	30
			TOTAL	**5**				**5**	**0**	**5**	**69**	**74**
		NORTHBOUND	NBR	14			0.99	14	1	15	18	33
			NBT	1,349			0.99	1,336	92	1,428	0	1,428
			NBL	58			0.99	57	4	61	0	61
			TOTAL	**1,421**				**1,407**	**97**	**1,504**	**18**	**1,522**
		EASTBOUND	EBR	8			0.99	8	1	23	0	23
			EBT	1			0.99	1	0	0	0	0
			EBL	13			0.99	13	1	0	0	0
			TOTAL	**22**				**22**	**2**	**23**	**0**	**23**
	TOTAL			***2,760***				***2,732***	***188***	***2,921***	***134***	***3,055***

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TABLE: A5

2020 Salzedo Street

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED **(EXISTING) (2012)**	BACKGROUND GROWTH @ 1.68% FOR PROJECT BUILD-OUT OF 2016 (4 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) **(PROPOSED) (2016)**
3	Salzedo Street & Navarre Avenue	SOUTHBOUND	SBR	2	Wednesday, May 09, 2012	0.903	0.99	2	0	2	0	2
			SBT	244			0.99	242	17	258	8	266
			SBL	2			0.99	2	0	2	0	2
			TOTAL	**248**				**246**	**17**	**262**	**8**	**270**
		WESTBOUND	WBR	8			0.99	8	1	8	0	8
			WBT	31			0.99	31	2	33	0	33
			WBL	18			0.99	18	1	19	7	26
			TOTAL	**57**				**56**	**4**	**60**	**7**	**67**
		NORTHBOUND	NBR	10			0.99	10	1	11	9	20
			NBT	98			0.99	97	7	104	8	112
			NBL	15			0.99	15	1	16	0	16
			TOTAL	**123**				**122**	**8**	**130**	**17**	**147**
		EASTBOUND	EBR	113			0.99	112	8	120	9	129
			EBT	52			0.99	51	4	55	0	55
			EBL	8			0.99	8	1	8	0	8
			TOTAL	**173**				**171**	**12**	**183**	**9**	**192**
	TOTAL			***601***				***595***	***41***	***636***	***41***	***677***
4	Salzedo Street & Minorca Avenue	SOUTHBOUND	SBR	22	Wednesday, May 09, 2012	0.858	0.99	22	2	23	24	47
			SBT	316			0.99	313	22	334	0	334
			SBL	42			0.99	42	3	44	0	44
			TOTAL	**380**				**376**	**26**	**402**	**24**	**426**
		WESTBOUND	WBR	9			0.99	9	1	10	0	10
			WBT	18			0.99	18	1	19	7	26
			WBL	9			0.99	9	1	10	0	10
			TOTAL	**36**				**36**	**2**	**38**	**7**	**45**
		NORTHBOUND	NBR	27			0.99	27	2	29	0	29
			NBT	110			0.99	109	8	116	0	116
			NBL	11			0.99	11	1	12	11	23
			TOTAL	**148**				**147**	**10**	**157**	**11**	**168**
		EASTBOUND	EBR	40			0.99	40	3	42	18	60
			EBT	73			0.99	72	5	77	9	86
			EBL	6			0.99	6	0	6	17	23
			TOTAL	**119**				**118**	**8**	**126**	**44**	**170**
	TOTAL			***683***				***676***	***47***	***723***	***86***	***809***

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 A 1.68 percent background growth was utilized with a project build-out of 2016.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Site traffic assignment.
12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

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TABLE: A6

2020 Salzedo Street

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	PM PEAK SEASONALLY ADJUSTED **(EXISTING) (2012)**	BACKGROUND GROWTH @ 1.68% FOR PROJECT BUILD-OUT OF 2016 (4 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) **(PROPOSED) (2016)**
1	Le Jeune Road & Navarre Avenue	SOUTHBOUND	SBR	7	Wednesday, May 09, 2012	0.969	0.99	7	0	7	0	7
			SBT	1,174			0.99	1,162	80	1,242	19	1,261
			SBL	77			0.99	76	5	81	12	93
			TOTAL	**1,258**				**1,245**	**86**	**1,331**	**31**	**1,362**
		WESTBOUND	WBR	153			0.99	151	10	162	0	162
			WBT	1			0.99	1	0	1	0	1
			WBL	8			0.99	8	1	8	0	8
			TOTAL	**162**				**160**	**11**	**171**	**0**	**171**
		NORTHBOUND	NBR	41			0.99	41	3	43	0	43
			NBT	1,716			0.99	1,699	117	1,816	34	1,850
			NBL	7			0.99	7	0	7	7	14
			TOTAL	**1,764**				**1,746**	**120**	**1,867**	**41**	**1,908**
		EASTBOUND	EBR	8			0.99	8	1	8	7	15
			EBT	0			0.99	0	0	0	0	0
			EBL	3			0.99	3	0	3	0	3
			TOTAL	**11**				**11**	**1**	**12**	**7**	**19**
	TOTAL			***3,195***				***3,163***	***218***	***3,381***	***79***	***3,460***
2	Le Jeune Road & Minorca Avenue	SOUTHBOUND	SBR	5	Wednesday, May 09, 2012	0.961	0.99	5	0	5	4	9
			SBT	1,164			0.99	1,152	79	1,232	24	1,256
			SBL	29			0.99	29	2	31	26	57
			TOTAL	**1,198**				**1,186**	**82**	**1,268**	**54**	**1,322**
		WESTBOUND	WBR	60			0.99	59	4	63	41	104
			WBT	58			0.99	57	4	61	0	61
			WBL	104			0.99	103	7	110	28	138
			TOTAL	**222**				**220**	**15**	**235**	**69**	**304**
		NORTHBOUND	NBR	11			0.99	11	1	12	25	37
			NBT	1,723			0.99	1,706	118	1,823	0	1,823
			NBL	84			0.99	83	6	89	0	89
			TOTAL	**1,818**				**1,800**	**124**	**1,924**	**25**	**1,949**
		EASTBOUND	EBR	5			0.99	5	0	5	0	5
			EBT	0			0.99	0	0	0	0	0
			EBL	0			0.99	0	0	0	0	0
			TOTAL	**5**				**5**	**0**	**5**	**0**	**5**
	TOTAL			***3,243***				***3,211***	***221***	***3,432***	***148***	***3,580***

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TABLE: A6

2020 Salzedo Street

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	PSCF	PM PEAK SEASONALLY ADJUSTED **(EXISTING) (2012)**	BACKGROUND GROWTH @ 1.68% FOR PROJECT BUILD-OUT OF 2016 (4 YEAR GROWTH)	NET TRAFFIC W/O PROJECT	SITE TRAFFIC (VPH)	TOTAL TRAFFIC (VPH) **(PROPOSED) (2016)**
3	Salzedo Street & Navarre Avenue	SOUTHBOUND	SBR	10	Wednesday, May 09, 2012	0.921	0.99	10	1	11	0	11
			SBT	206			0.99	204	14	218	11	229
			SBL	4			0.99	4	0	4	0	4
			TOTAL	**220**				**218**	**15**	**233**	**11**	**244**
		WESTBOUND	WBR	6			0.99	6	0	6	0	6
			WBT	40			0.99	40	3	42	0	42
			WBL	13			0.99	13	1	14	10	24
			TOTAL	**59**				**58**	**4**	**62**	**10**	**72**
		NORTHBOUND	NBR	16			0.99	16	1	17	9	26
			NBT	294			0.99	291	20	311	8	319
			NBL	126			0.99	125	9	133	0	133
			TOTAL	**436**				**432**	**30**	**461**	**17**	**478**
		EASTBOUND	EBR	31			0.99	31	2	33	12	45
			EBT	26			0.99	26	2	28	0	28
			EBL	9			0.99	9	1	10	0	10
			TOTAL	**66**				**65**	**5**	**70**	**12**	**82**
	TOTAL			***781***				***773***	***53***	***826***	***50***	***876***
4	Salzedo Street & Minorca Avenue	SOUTHBOUND	SBR	49	Wednesday, May 09, 2012	0.917	0.99	49	3	52	33	85
			SBT	215			0.99	213	15	228	0	228
			SBL	3			0.99	3	0	3	0	3
			TOTAL	**267**				**264**	**18**	**283**	**33**	**316**
		WESTBOUND	WBR	45			0.99	45	3	48	0	48
			WBT	66			0.99	65	5	70	10	80
			WBL	31			0.99	31	2	33	0	33
			TOTAL	**142**				**141**	**10**	**150**	**10**	**160**
		NORTHBOUND	NBR	10			0.99	10	1	11	0	11
			NBT	372			0.99	368	25	394	0	394
			NBL	56			0.99	55	4	59	15	74
			TOTAL	**438**				**434**	**30**	**464**	**15**	**479**
		EASTBOUND	EBR	36			0.99	36	2	38	18	56
			EBT	11			0.99	11	1	12	9	21
			EBL	2			0.99	2	0	2	17	19
			TOTAL	**49**				**49**	**3**	**52**	**44**	**96**
	TOTAL			***896***				***887***	***61***	***948***	***102***	***1,050***

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 A 1.68 percent background growth was utilized with a project build-out of 2016.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Site traffic assignment.
12 Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

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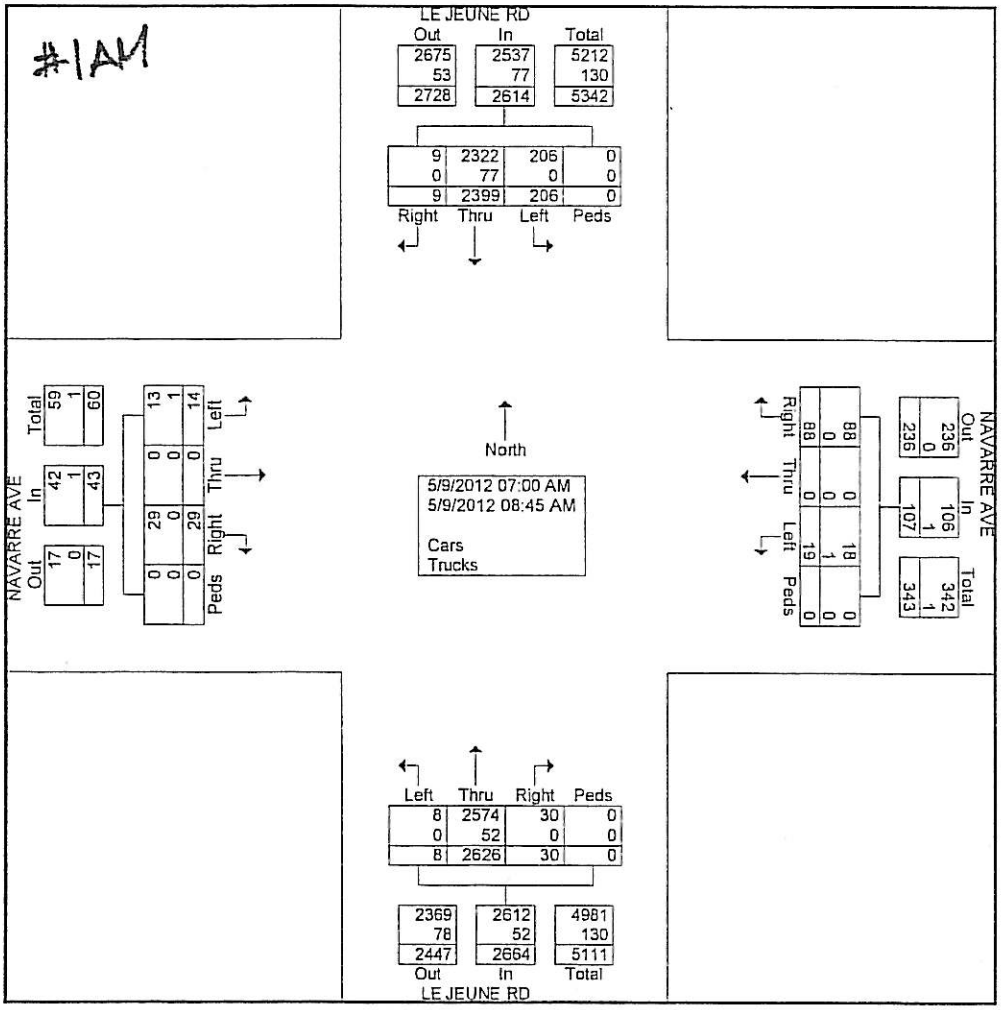
File Name : Le Jeune Rd & Navarre Ave_AM
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Cars - Trucks

	LE JEUNE RD Southbound					NAVARRE AVE Westbound					LE JEUNE RD Northbound					NAVARRE 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	1	304	11	0	316	7	0	1	0	8	3	302	0	0	305	3	0	2	0	5	634
07:15 AM	0	254	13	0	267	3	0	0	0	3	5	341	2	0	348	5	0	1	0	6	624
07:30 AM	0	317	22	0	339	5	0	1	0	6	3	309	0	0	312	3	0	1	0	4	661
07:45 AM	5	328	13	0	346	6	0	4	0	10	2	285	2	0	289	4	0	4	0	8	653
Total	6	1203	59	0	1268	21	0	6	0	27	13	1237	4	0	1254	15	0	8	0	23	2572
08:00 AM	2	314	35	0	351	17	0	6	0	23	1	386	0	0	387	3	0	2	0	5	766
08:15 AM	1	352	37	0	390	16	0	1	0	17	4	313	1	0	318	7	0	2	0	9	734
08:30 AM	0	282	31	0	313	21	0	3	0	24	7	366	0	0	373	4	0	2	0	6	716
08:45 AM	0	248	44	0	292	13	0	3	0	16	5	324	3	0	332	0	0	0	0	0	640
Total	3	1196	147	0	1346	67	0	13	0	80	17	1389	4	0	1410	14	0	6	0	20	2856
Grand Total	9	2399	206	0	2614	88	0	19	0	107	30	2626	8	0	2664	29	0	14	0	43	5428
Apprch %	0.3	91.8	7.9	0		82.2	0	17.8	0		1.1	98.6	0.3	0		67.4	0	32.6	0		
Total %	0.2	44.2	3.8	0	48.2	1.6	0	0.4	0	2	0.6	48.4	0.1	0	49.1	0.5	0	0.3	0	0.8	
Cars	9	2322	206	0	2537	88	0	18	0	106	30	2574	8	0	2612	29	0	13	0	42	5297
% Cars	100	96.8	100	0	97.1	100	0	94.7	0	99.1	100	98	100	0	98	100	0	92.9	0	97.7	97.6
Trucks	0	77	0	0	77	0	0	1	0	1	0	52	0	0	52	0	0	1	0	1	131
% Trucks	0	3.2	0	0	2.9	0	0	5.3	0	0.9	0	2	0	0	2	0	0	7.1	0	2.3	2.4



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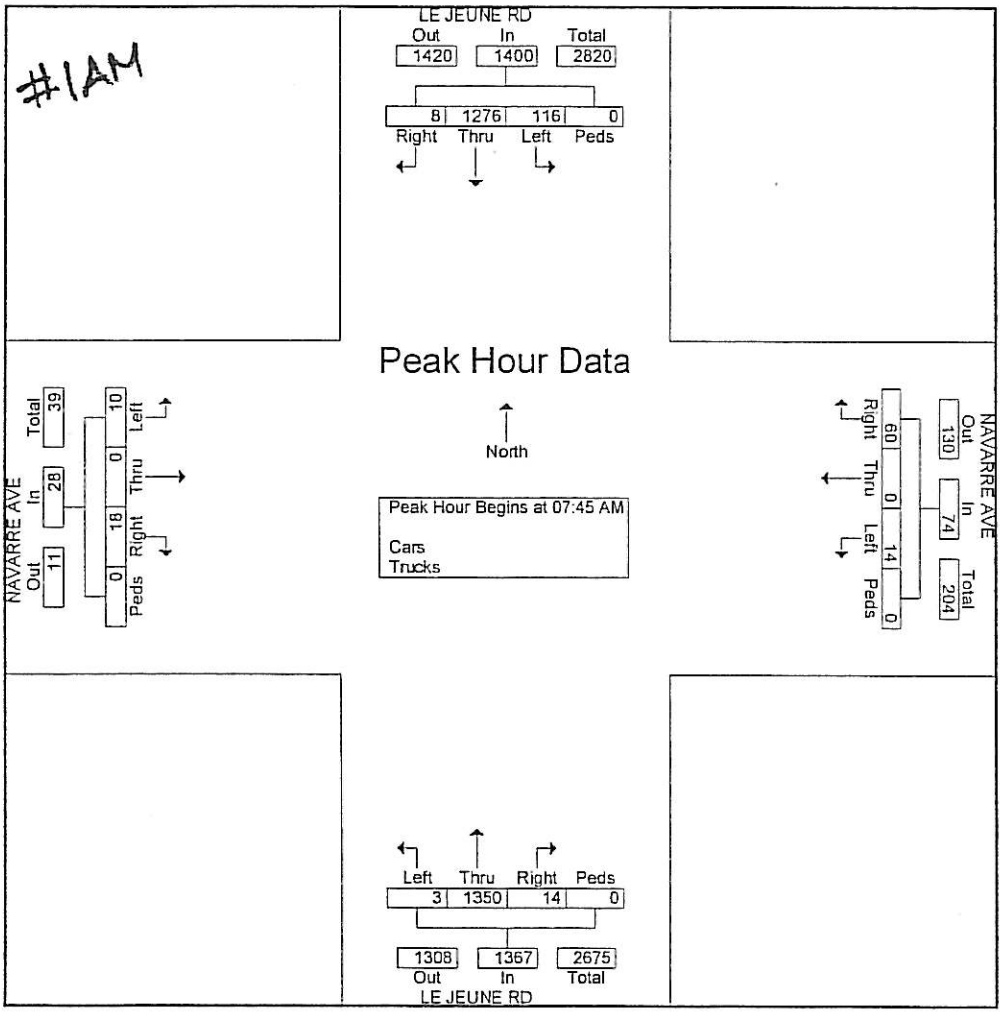
	LE JEUNE RD Southbound					NAVARRE AVE Westbound					LE JEUNE RD Northbound					NAVARRE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**5**	328	13	0	346	6	0	4	0	10	2	285	**2**	0	289	4	0	**4**	0	8	653
08:00 AM	2	314	35	0	351	17	0	**6**	0	23	1	**386**	0	0	**387**	3	0	2	0	5	**766**
08:15 AM	1	**352**	**37**	0	**390**	16	0	1	0	17	4	313	1	0	318	**7**	0	2	0	**9**	734
08:30 AM	0	282	31	0	313	**21**	0	3	0	**24**	**7**	366	0	0	373	4	0	2	0	6	716
Total Volume	8	1276	116	0	1400	60	0	14	0	74	14	1350	3	0	1367	18	0	10	0	28	2869
% App. Total	0.6	91.1	8.3	0		81.1	0	18.9	0		1	98.8	0.2	0		64.3	0	35.7	0		
PHF	.400	.906	.784	.000	.897	.714	.000	.583	.000	.771	.500	.874	.375	.000	.883	.643	.000	.625	.000	.778	.936



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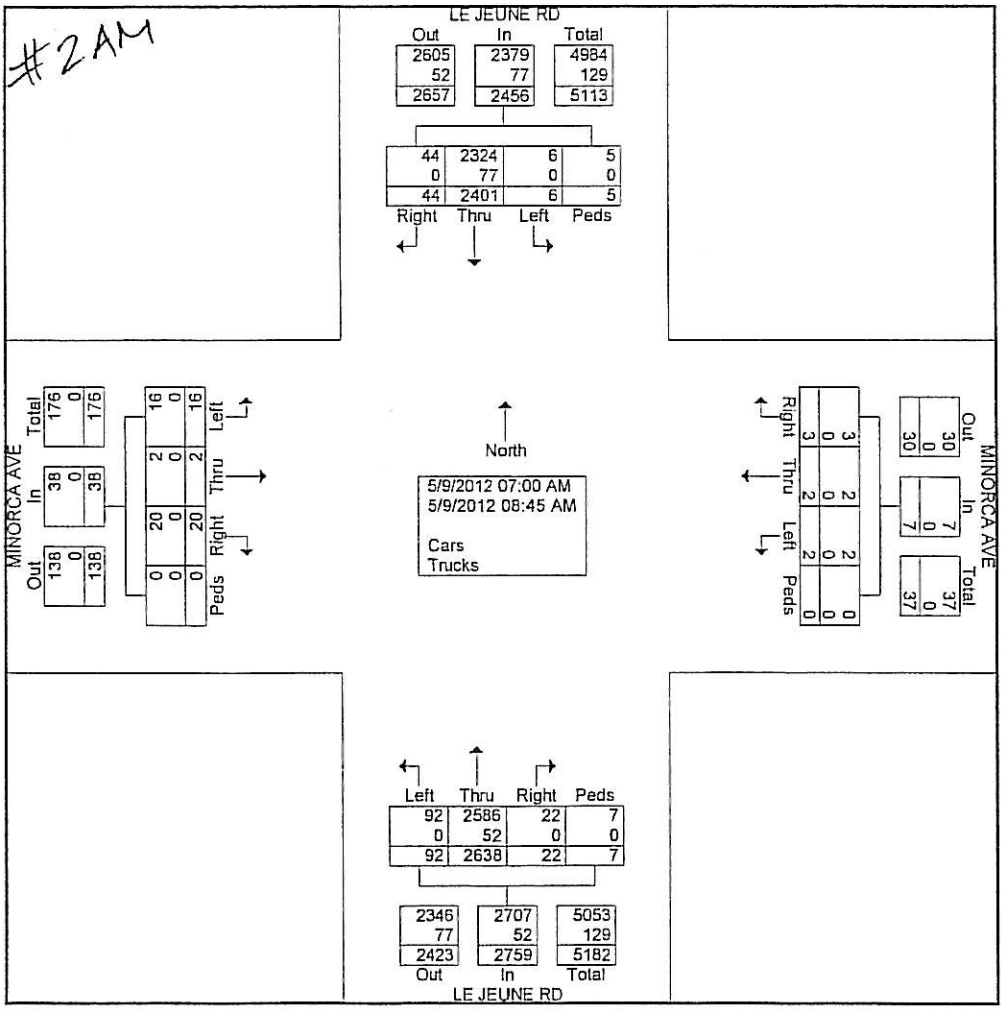
Groups Printed- Cars - Trucks

	LE JEUNE RD Southbound					MINORCA AVE Westbound					LE JEUNE RD Northbound					MINORCA 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	2	302	2	0	306	0	0	0	0	0	2	304	4	1	311	2	0	1	0	3	620
07:15 AM	2	257	0	1	260	0	0	0	0	0	0	347	6	1	354	3	1	0	0	4	618
07:30 AM	4	318	1	2	325	0	0	0	0	0	3	311	10	2	326	3	0	0	0	3	654
07:45 AM	7	327	0	0	334	1	0	2	0	3	4	281	8	1	294	2	0	5	0	7	638
Total	15	1204	3	3	1225	1	0	2	0	3	9	1243	28	5	1285	10	1	6	0	17	2530
08:00 AM	3	318	1	1	323	0	0	0	0	0	0	383	28	0	411	0	0	3	0	3	737
08:15 AM	12	343	2	0	357	0	0	0	0	0	4	317	9	1	331	1	0	1	0	2	690
08:30 AM	5	294	0	1	300	0	2	0	0	2	6	368	13	0	387	5	1	4	0	10	699
08:45 AM	9	242	0	0	251	2	0	0	0	2	3	327	14	1	345	4	0	2	0	6	604
Total	29	1197	3	2	1231	2	2	0	0	4	13	1395	64	2	1474	10	1	10	0	21	2730
Grand Total	44	2401	6	5	2456	3	2	2	0	7	22	2638	92	7	2759	20	2	16	0	38	5260
Apprch %	1.8	97.8	0.2	0.2		42.9	28.6	28.6	0		0.8	95.6	3.3	0.3		52.6	5.3	42.1	0		
Total %	0.8	45.6	0.1	0.1	46.7	0.1	0	0	0	0.1	0.4	50.2	1.7	0.1	52.5	0.4	0	0.3	0	0.7	
Cars	44	2324	6	5	2379	3	2	2	0	7	22	2586	92	7	2707	20	2	16	0	38	5131
% Cars	100	96.8	100	100	96.9	100	100	100	0	100	100	98	100	100	98.1	100	100	100	0	100	97.5
Trucks	0	77	0	0	77	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	129
% Trucks	0	3.2	0	0	3.1	0	0	0	0	0	0	2	0	0	1.9	0	0	0	0	0	2.5



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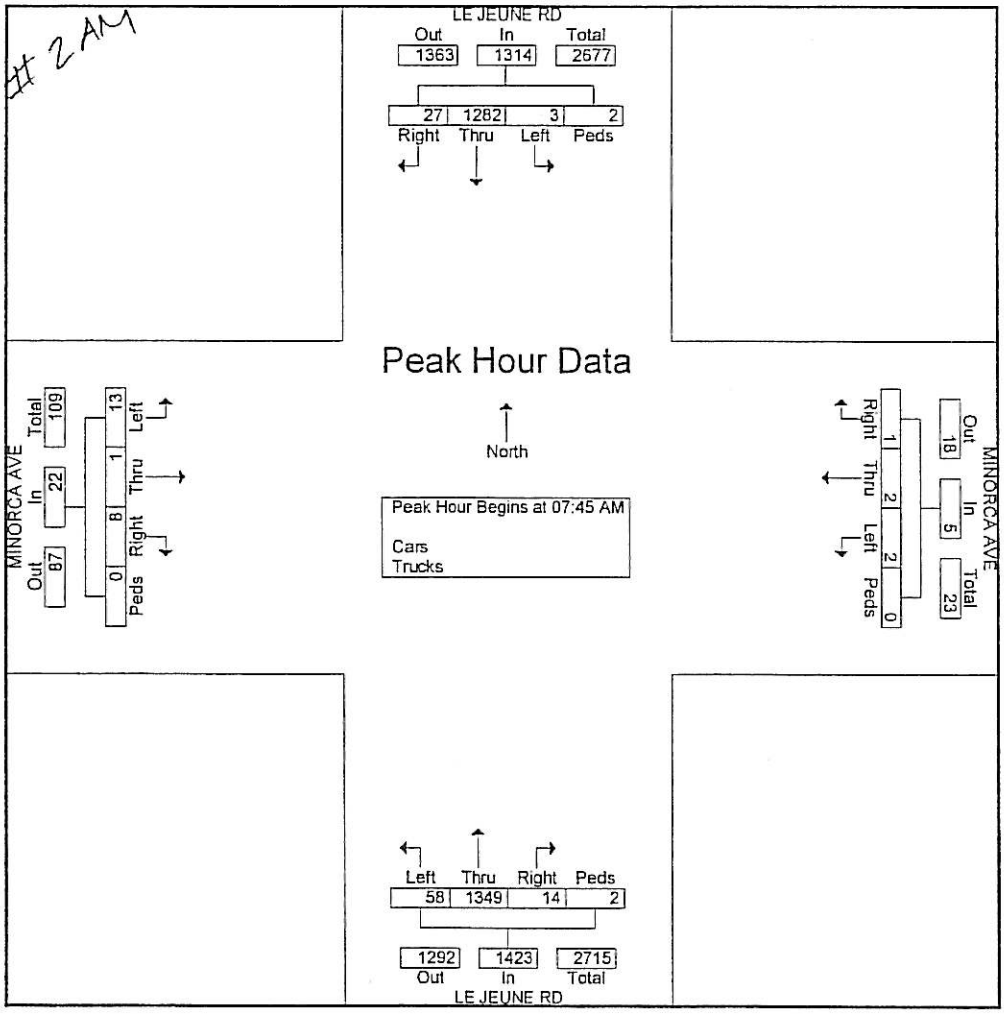
	LE JEUNE RD Southbound					MINORCA AVE Westbound					LE JEUNE RD Northbound					MINORCA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	327	0	0	334	1	0	2	0	3	4	281	8	1	294	2	0	5	0	7	638
08:00 AM	3	318	1	1	323	0	0	0	0	0	0	383	28	0	411	0	0	3	0	3	737
08:15 AM	12	343	2	0	357	0	0	0	0	0	4	317	9	1	331	1	0	1	0	2	690
08:30 AM	5	294	0	1	300	0	2	0	0	2	6	368	13	0	387	5	1	4	0	10	699
Total Volume	27	1282	3	2	1314	1	2	2	0	5	14	1349	58	2	1423	8	1	13	0	22	2764
% App. Total	2.1	97.6	0.2	0.2		20	40	40	0		1	94.8	4.1	0.1		36.4	4.5	59.1	0		
PHF	.563	.934	.375	.500	.920	.250	.250	.250	.000	.417	.583	.881	.518	.500	.866	.400	.250	.650	.000	.550	.938



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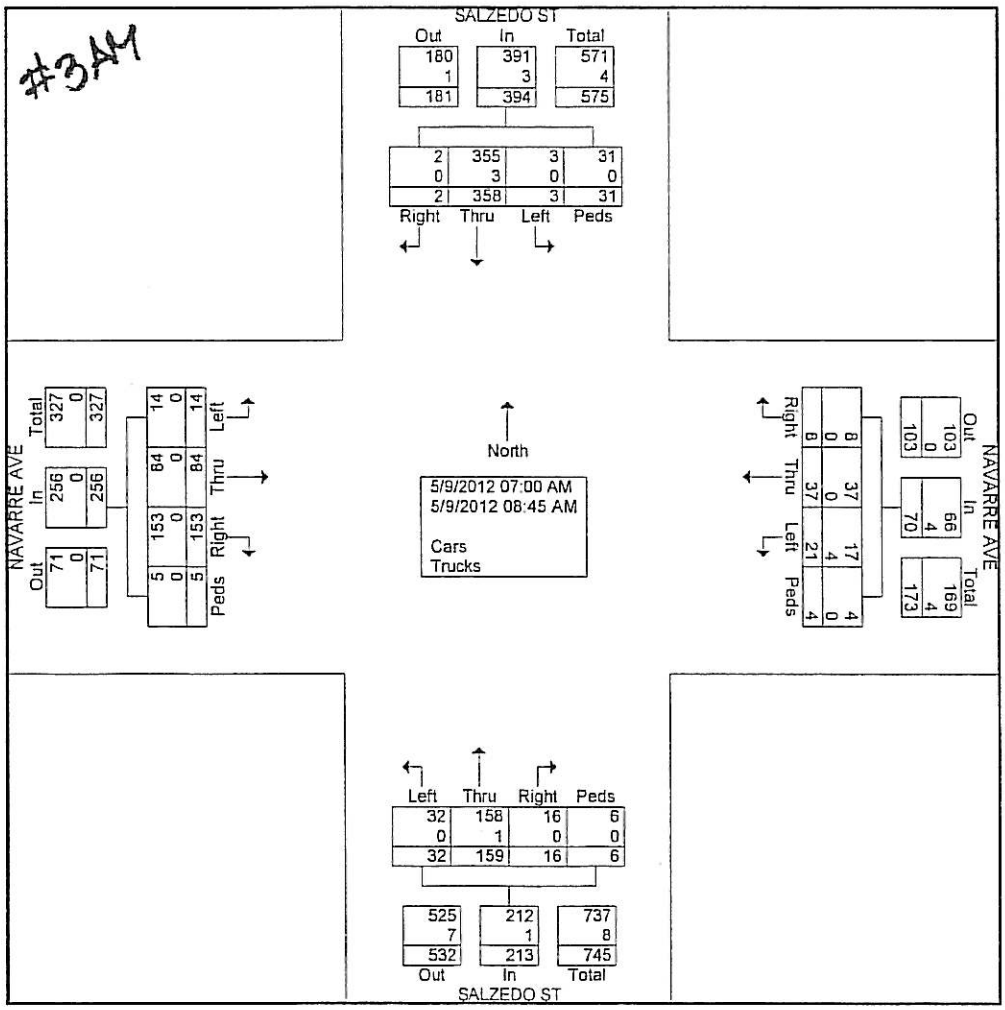
Groups Printed- Cars - Trucks

	SALZEDO ST Southbound					NAVARRE AVE Westbound					SALZEDO ST Northbound					NAVARRE 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	15	0	7	22	0	0	2	1	3	0	5	5	2	12	7	4	2	0	13	50
07:15 AM	0	17	0	3	20	0	0	1	0	1	1	8	2	1	12	7	9	0	1	17	50
07:30 AM	0	33	0	4	37	0	3	0	1	4	1	16	6	0	23	16	14	2	0	32	96
07:45 AM	0	49	1	5	55	0	3	0	0	3	4	32	4	0	40	10	5	2	1	18	116
Total	0	114	1	19	134	0	6	3	2	11	6	61	17	3	87	40	32	6	2	80	312
08:00 AM	0	62	1	3	66	4	7	1	0	12	5	24	3	1	33	15	16	0	1	32	143
08:15 AM	0	72	0	4	76	2	8	7	1	18	1	24	3	1	29	34	12	1	2	49	172
08:30 AM	1	57	0	2	60	1	8	4	1	14	1	29	4	0	34	27	12	5	0	44	152
08:45 AM	1	53	1	3	58	1	8	6	0	15	3	21	5	1	30	37	12	2	0	51	154
Total	2	244	2	12	260	8	31	18	2	59	10	98	15	3	126	113	52	8	3	176	621
Grand Total	2	358	3	31	394	8	37	21	4	70	16	159	32	6	213	153	84	14	5	256	933
Apprch %	0.5	90.9	0.8	7.9		11.4	52.9	30	5.7		7.5	74.6	15	2.8		59.8	32.8	5.5	2		
Total %	0.2	38.4	0.3	3.3	42.2	0.9	4	2.3	0.4	7.5	1.7	17	3.4	0.6	22.8	16.4	9	1.5	0.5	27.4	
Cars	2	355	3	31	391	8	37	17	4	66	16	158	32	6	212	153	84	14	5	256	925
% Cars	100	99.2	100	100	99.2	100	100	81	100	94.3	100	99.4	100	100	99.5	100	100	100	100	100	99.1
Trucks	0	3	0	0	3	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	8
% Trucks	0	0.8	0	0	0.8	0	0	19	0	5.7	0	0.6	0	0	0.5	0	0	0	0	0	0.9



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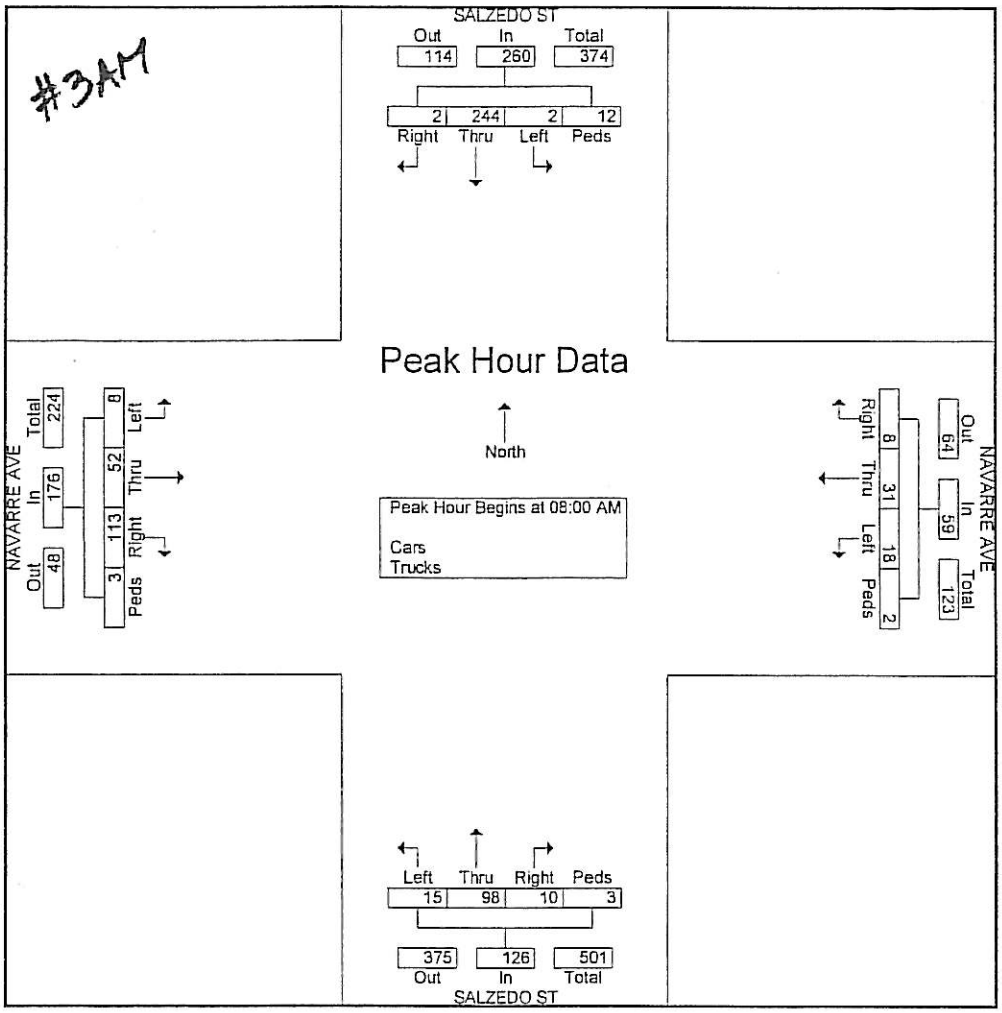
	SALZEDO ST Southbound					NAVARRE AVE Westbound					SALZEDO ST Northbound					NAVARRE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	62	1	3	66	4	7	1	0	12	5	24	3	1	33	15	16	0	1	32	143
08:15 AM	0	72	0	4	76	2	8	7	1	18	1	24	3	1	29	34	12	1	2	49	172
08:30 AM	1	57	0	2	60	1	8	4	1	14	1	29	4	0	34	27	12	5	0	44	152
08:45 AM	1	53	1	3	58	1	8	6	0	15	3	21	5	1	30	37	12	2	0	51	154
Total Volume	2	244	2	12	260	8	31	18	2	59	10	98	15	3	126	113	52	8	3	176	621
% App. Total	0.8	93.8	0.8	4.6		13.6	52.5	30.5	3.4		7.9	77.8	11.9	2.4		64.2	29.5	4.5	1.7		
PHF	.500	.847	.500	.750	.855	.500	.969	.643	.500	.819	.500	.845	.750	.750	.926	.764	.813	.400	.375	.863	.903



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Start Date : 5/9/2012
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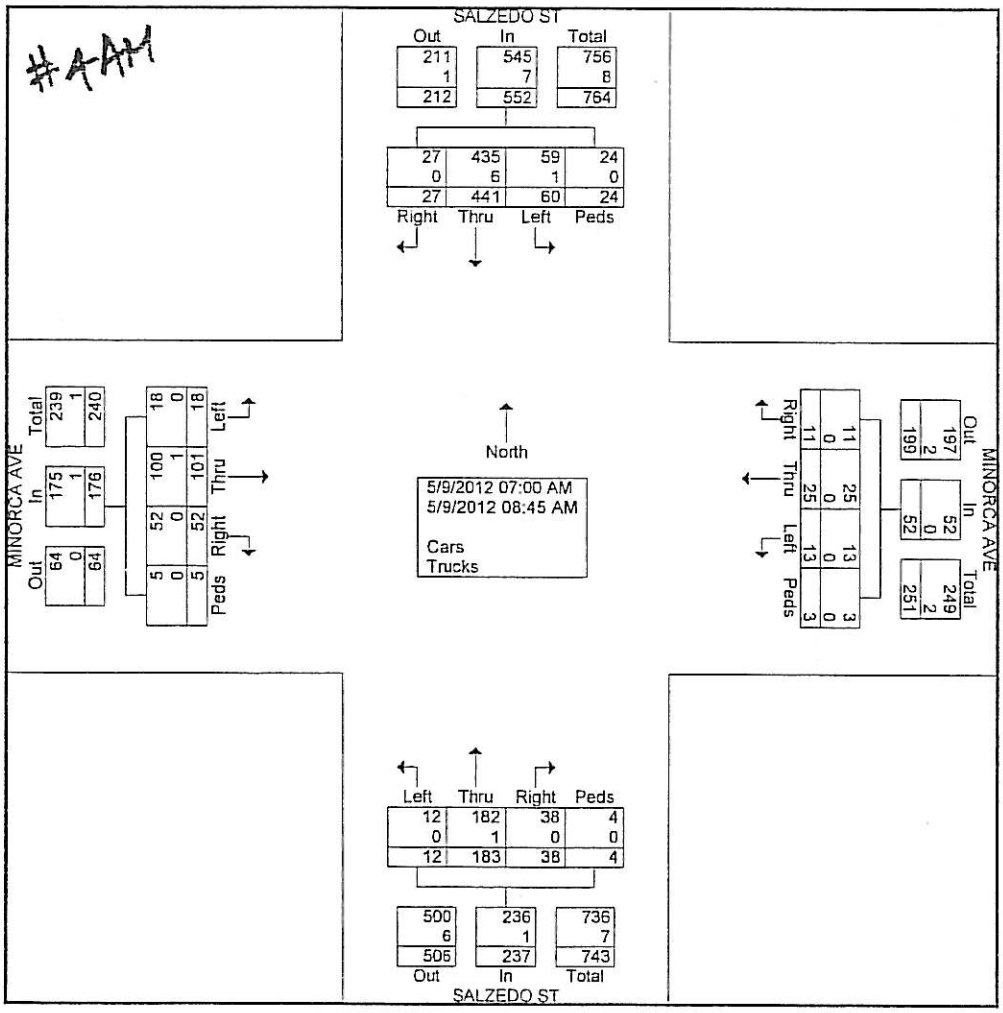
Groups Printed- Cars - Trucks

	SALZEDO ST Southbound					MINORCA AVE Westbound					SALZEDO ST Northbound					MINORCA 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	2	16	3	5	26	0	0	1	1	2	2	8	1	1	12	2	6	1	1	10	50
07:15 AM	1	17	6	3	27	0	4	0	0	4	3	11	0	0	14	1	5	2	1	9	54
07:30 AM	1	39	5	4	49	1	1	1	0	3	1	20	0	1	22	3	5	4	1	13	87
07:45 AM	1	53	4	3	61	1	2	2	1	6	5	34	0	0	39	6	12	5	0	23	129
Total	5	125	18	15	163	2	7	4	2	15	11	73	1	2	87	12	28	12	3	55	320
08:00 AM	5	68	2	2	77	5	5	2	0	12	1	25	3	0	29	10	15	2	1	28	146
08:15 AM	9	91	18	4	122	0	6	1	0	7	10	29	1	1	41	8	24	1	0	33	203
08:30 AM	4	75	11	2	92	3	5	3	1	12	11	29	4	0	44	8	17	3	0	28	176
08:45 AM	4	82	11	1	98	1	2	3	0	6	5	27	3	1	36	14	17	0	1	32	172
Total	22	316	42	9	389	9	18	9	1	37	27	110	11	2	150	40	73	6	2	121	697
Grand Total	27	441	60	24	552	11	25	13	3	52	38	183	12	4	237	52	101	18	5	176	1017
Apprch %	4.9	79.9	10.9	4.3		21.2	48.1	25	5.8		16	77.2	5.1	1.7		29.5	57.4	10.2	2.8		
Total %	2.7	43.4	5.9	2.4	54.3	1.1	2.5	1.3	0.3	5.1	3.7	18	1.2	0.4	23.3	5.1	9.9	1.8	0.5	17.3	
Cars	27	435	59	24	545	11	25	13	3	52	38	182	12	4	236	52	100	18	5	175	1008
% Cars	100	98.6	98.3	100	98.7	100	100	100	100	100	100	99.5	100	100	99.6	100	99	100	100	99.4	99.1
Trucks	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	9
% Trucks	0	1.4	1.7	0	1.3	0	0	0	0	0	0	0.5	0	0	0.4	0	1	0	0	0.6	0.9



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File Name : Salzedo St & Minorca Ave_AM
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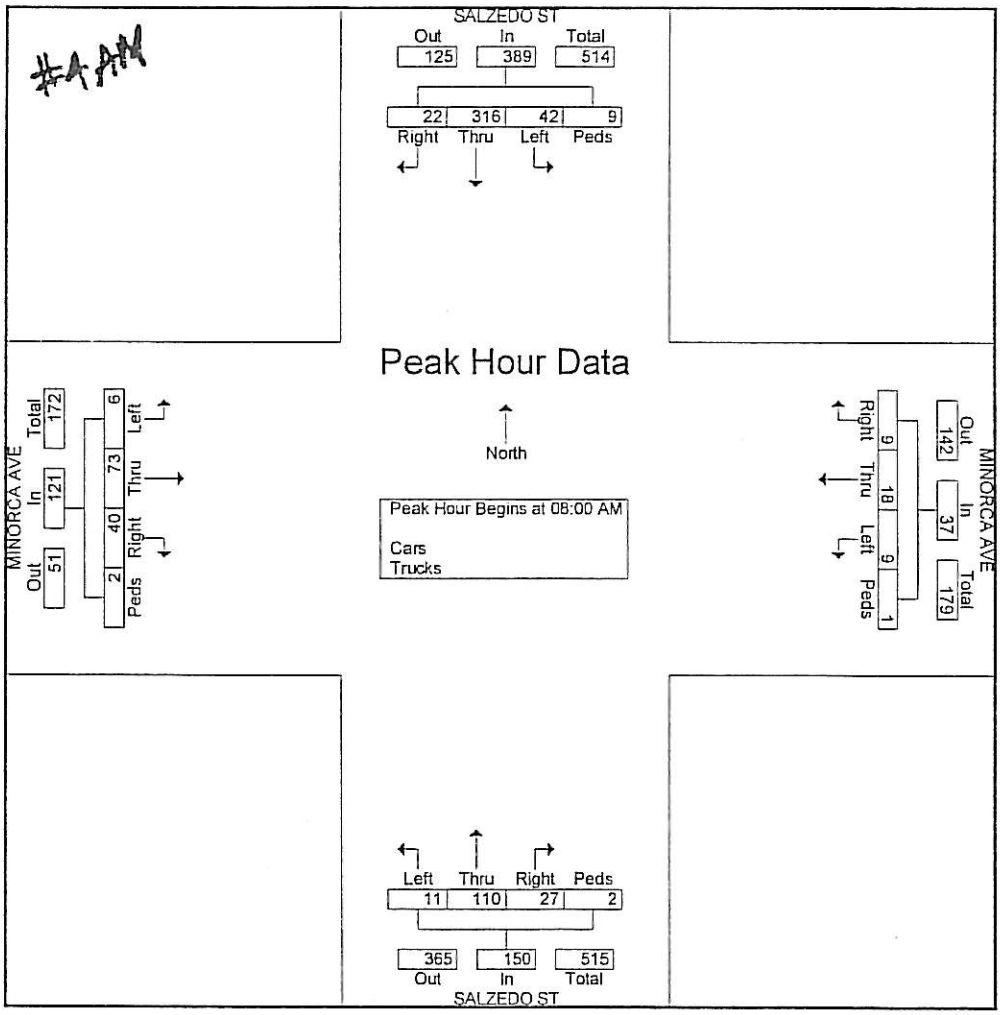
	SALZEDO ST Southbound					MINORCA AVE Westbound					SALZEDO ST Northbound					MINORCA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	68	2	2	77	5	5	2	0	12	1	25	3	0	29	10	15	2	1	28	146
08:15 AM	9	91	18	4	122	0	6	1	0	7	10	29	1	1	41	8	24	1	0	33	203
08:30 AM	4	75	11	2	92	3	5	3	1	12	11	29	4	0	44	8	17	3	0	28	176
08:45 AM	4	82	11	1	98	1	2	3	0	6	5	27	3	1	36	14	17	0	1	32	172
Total Volume	22	316	42	9	389	9	18	9	1	37	27	110	11	2	150	40	73	6	2	121	697
% App. Total	5.7	81.2	10.8	2.3		24.3	48.6	24.3	2.7		18	73.3	7.3	1.3		33.1	60.3	5	1.7		
PHF	.611	.868	.583	.563	.797	.450	.750	.750	.250	.771	.614	.948	.688	.500	.852	.714	.760	.500	.500	.917	.858



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File Name : Le Jeune Rd & Navarre Ave_PM
Site Code :
Start Date : 5/9/2012
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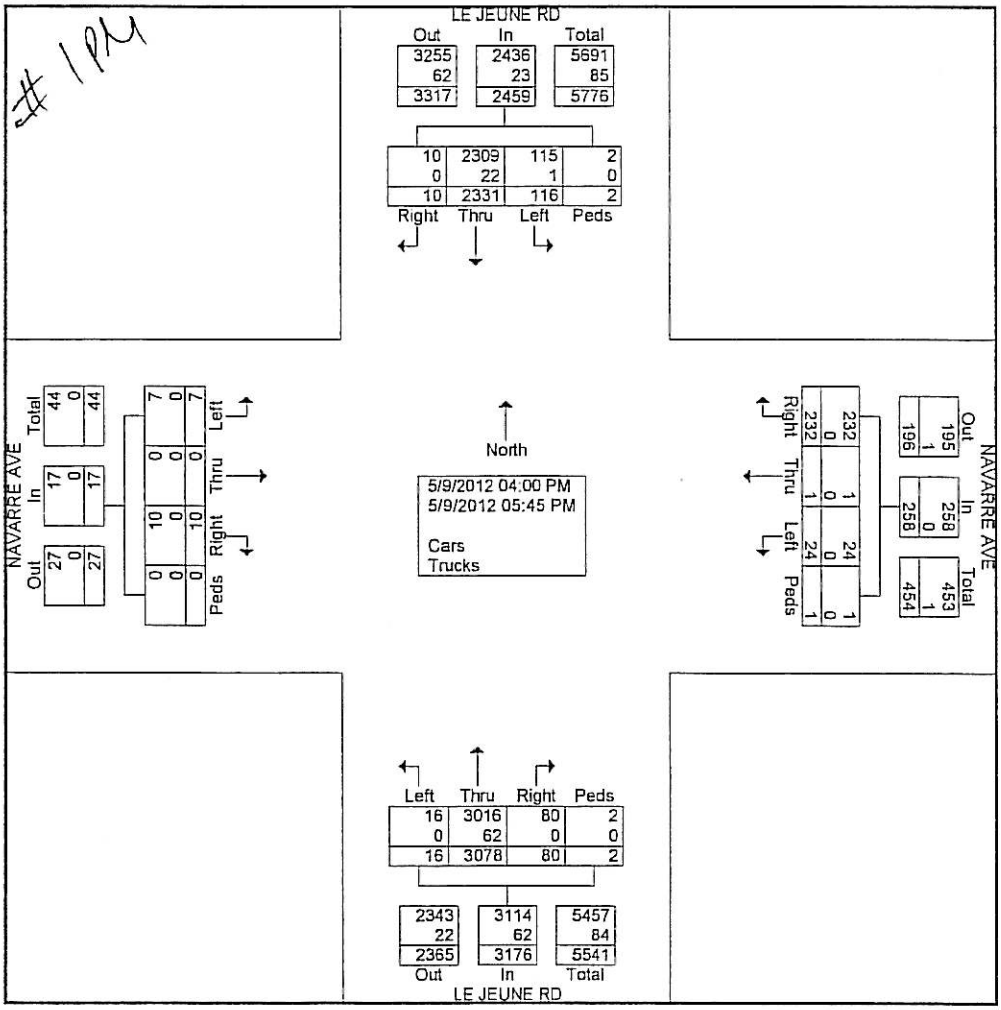
Groups Printed- Cars - Trucks

	LE JEUNE RD Southbound					NAVARRE AVE Westbound					LE JEUNE RD Northbound					NAVARRE 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	1	285	14	0	300	15	0	5	0	20	11	325	2	1	339	1	0	2	0	3	662
04:15 PM	2	291	3	0	296	13	0	3	0	16	9	316	3	0	328	0	0	2	0	2	642
04:30 PM	0	293	10	0	303	32	0	2	0	34	12	382	2	0	396	1	0	0	0	1	734
04:45 PM	0	288	12	1	301	19	0	6	0	25	7	339	2	0	348	0	0	0	0	0	674
Total	3	1157	39	1	1200	79	0	16	0	95	39	1362	9	1	1411	2	0	4	0	6	2712
05:00 PM	3	292	18	0	313	46	0	4	1	51	10	429	1	0	440	1	0	1	0	2	806
05:15 PM	1	290	27	1	319	49	0	1	0	50	13	436	3	1	453	2	0	1	0	3	825
05:30 PM	3	290	21	0	314	29	1	3	0	33	10	422	1	0	433	3	0	0	0	3	783
05:45 PM	0	302	11	0	313	29	0	0	0	29	8	429	2	0	439	2	0	1	0	3	784
Total	7	1174	77	1	1259	153	1	8	1	163	41	1716	7	1	1765	8	0	3	0	11	3198
Grand Total	10	2331	116	2	2459	232	1	24	1	258	80	3078	16	2	3176	10	0	7	0	17	5910
Apprch %	0.4	94.8	4.7	0.1		89.9	0.4	9.3	0.4		2.5	96.9	0.5	0.1		58.8	0	41.2	0		
Total %	0.2	39.4	2	0	41.6	3.9	0	0.4	0	4.4	1.4	52.1	0.3	0	53.7	0.2	0	0.1	0	0.3	
Cars	10	2309	115	2	2436	232	1	24	1	258	80	3016	16	2	3114	10	0	7	0	17	5825
% Cars	100	99.1	99.1	100	99.1	100	100	100	100	100	100	98	100	100	98	100	0	100	0	100	98.6
Trucks	0	22	1	0	23	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	85
% Trucks	0	0.9	0.9	0	0.9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1.4



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File Name : Le Jeune Rd & Navarre Ave_PM
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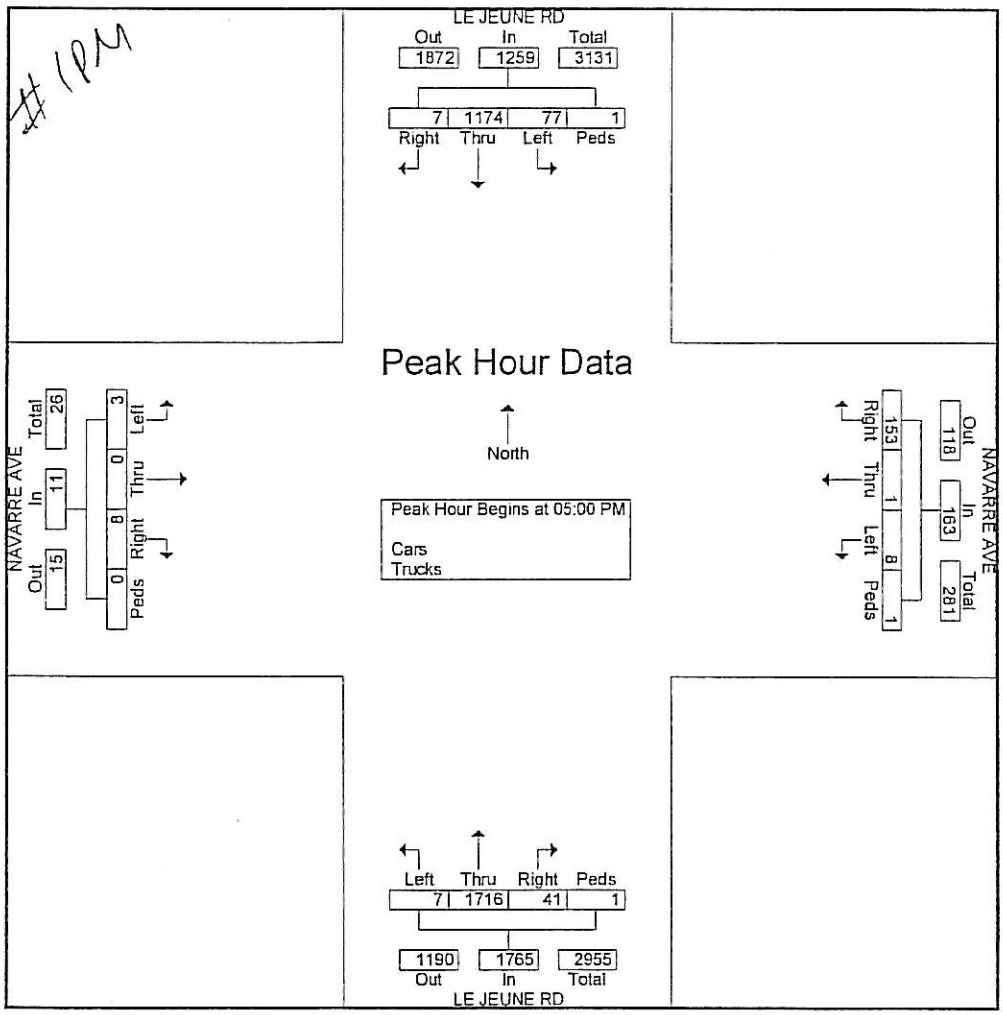
	LE JEUNE RD Southbound					NAVARRE AVE Westbound					LE JEUNE RD Northbound					NAVARRE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**3**	292	18	0	313	46	0	**4**	**1**	**51**	10	429	1	0	440	1	0	**1**	0	2	806
05:15 PM	1	290	**27**	**1**	**319**	**49**	0	1	0	50	**13**	**436**	**3**	**1**	**453**	2	0	1	0	**3**	**825**
05:30 PM	3	290	21	0	314	29	**1**	3	0	33	10	422	1	0	433	**3**	0	0	0	3	783
05:45 PM	0	**302**	11	0	313	29	0	0	0	29	8	429	2	0	439	2	0	1	0	3	784
Total Volume	7	1174	77	1	1259	153	1	8	1	163	41	1716	7	1	1765	8	0	3	0	11	3198
% App. Total	0.6	93.2	6.1	0.1		93.9	0.6	4.9	0.6		2.3	97.2	0.4	0.1		72.7	0	27.3	0		
PHF	.583	.972	.713	.250	.987	.781	.250	.500	.250	.799	.788	.984	.583	.250	.974	.667	.000	.750	.000	.917	.969



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File Name : Le Jeune Rd & Minorca Ave_PM
Site Code : 00000000
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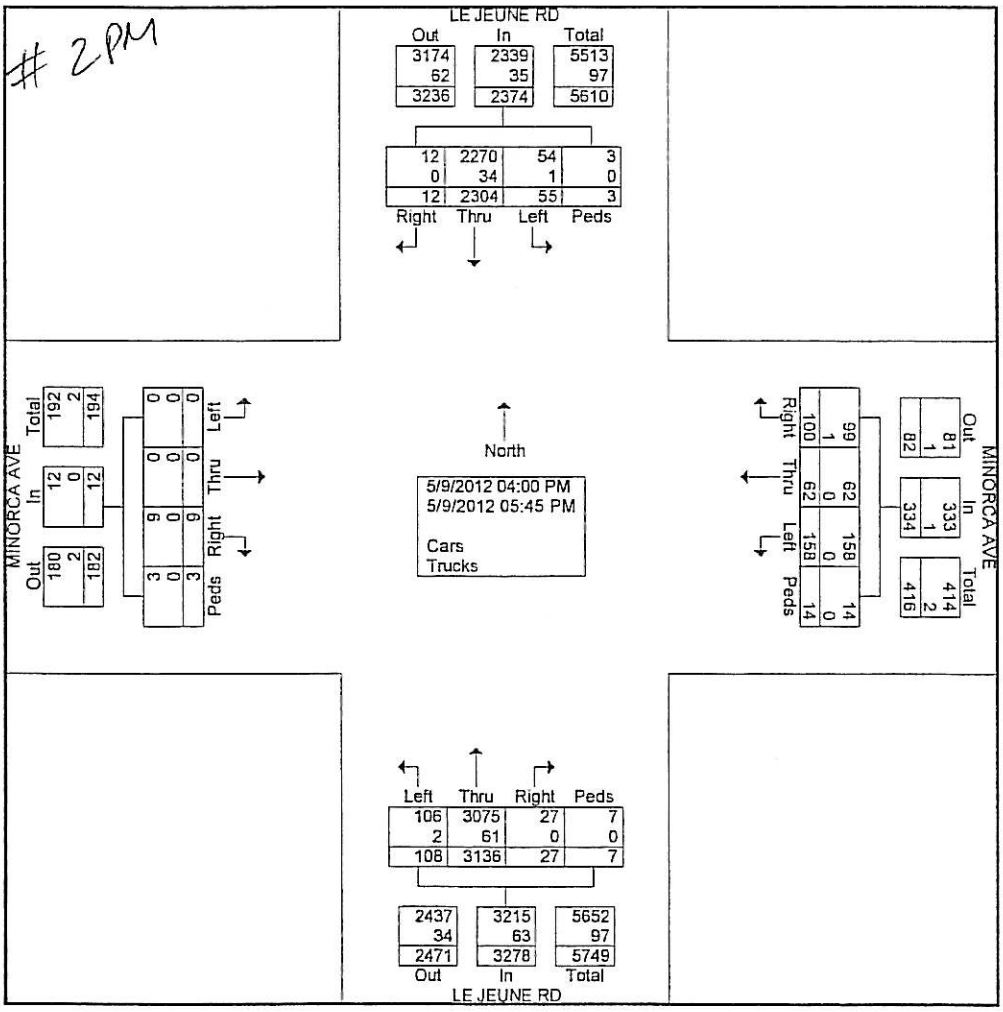
Groups Printed- Cars - Trucks

	LE JEUNE RD Southbound					MINORCA AVE Westbound					LE JEUNE RD Northbound					MINORCA 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	293	7	1	301	9	0	7	3	19	5	340	3	0	348	1	0	0	0	1	669
04:15 PM	5	275	5	0	285	9	1	12	0	22	5	336	6	0	347	2	0	0	0	2	656
04:30 PM	1	298	9	0	308	10	3	16	0	29	4	394	11	2	411	1	0	0	1	2	750
04:45 PM	1	274	5	0	280	12	0	19	5	36	2	343	4	0	349	0	0	0	2	2	667
Total	7	1140	26	1	1174	40	4	54	8	106	16	1413	24	2	1455	4	0	0	3	7	2742
05:00 PM	0	291	5	0	296	16	12	27	1	56	1	429	19	0	449	2	0	0	0	2	803
05:15 PM	5	253	8	0	266	20	21	33	1	75	3	437	24	1	465	1	0	0	0	1	807
05:30 PM	0	295	7	2	304	10	8	20	4	42	2	427	19	3	451	2	0	0	0	2	799
05:45 PM	0	325	9	0	334	14	17	24	0	55	5	430	22	1	458	0	0	0	0	0	847
Total	5	1164	29	2	1200	60	58	104	6	228	11	1723	84	5	1823	5	0	0	0	5	3256
Grand Total	12	2304	55	3	2374	100	62	158	14	334	27	3136	108	7	3278	9	0	0	3	12	5998
Apprch %	0.5	97.1	2.3	0.1		29.9	18.6	47.3	4.2		0.8	95.7	3.3	0.2		75	0	0	25		
Total %	0.2	38.4	0.9	0.1	39.6	1.7	1	2.6	0.2	5.6	0.5	52.3	1.8	0.1	54.7	0.2	0	0	0.1	0.2	
Cars	12	2270	54	3	2339	99	62	158	14	333	27	3075	106	7	3215	9	0	0	3	12	5899
% Cars	100	98.5	98.2	100	98.5	99	100	100	100	99.7	100	98.1	98.1	100	98.1	100	0	0	100	100	98.3
Trucks	0	34	1	0	35	1	0	0	0	1	0	61	2	0	63	0	0	0	0	0	99
% Trucks	0	1.5	1.8	0	1.5	1	0	0	0	0.3	0	1.9	1.9	0	1.9	0	0	0	0	0	1.7



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File Name : Le Jeune Rd & Minorca Ave_PM
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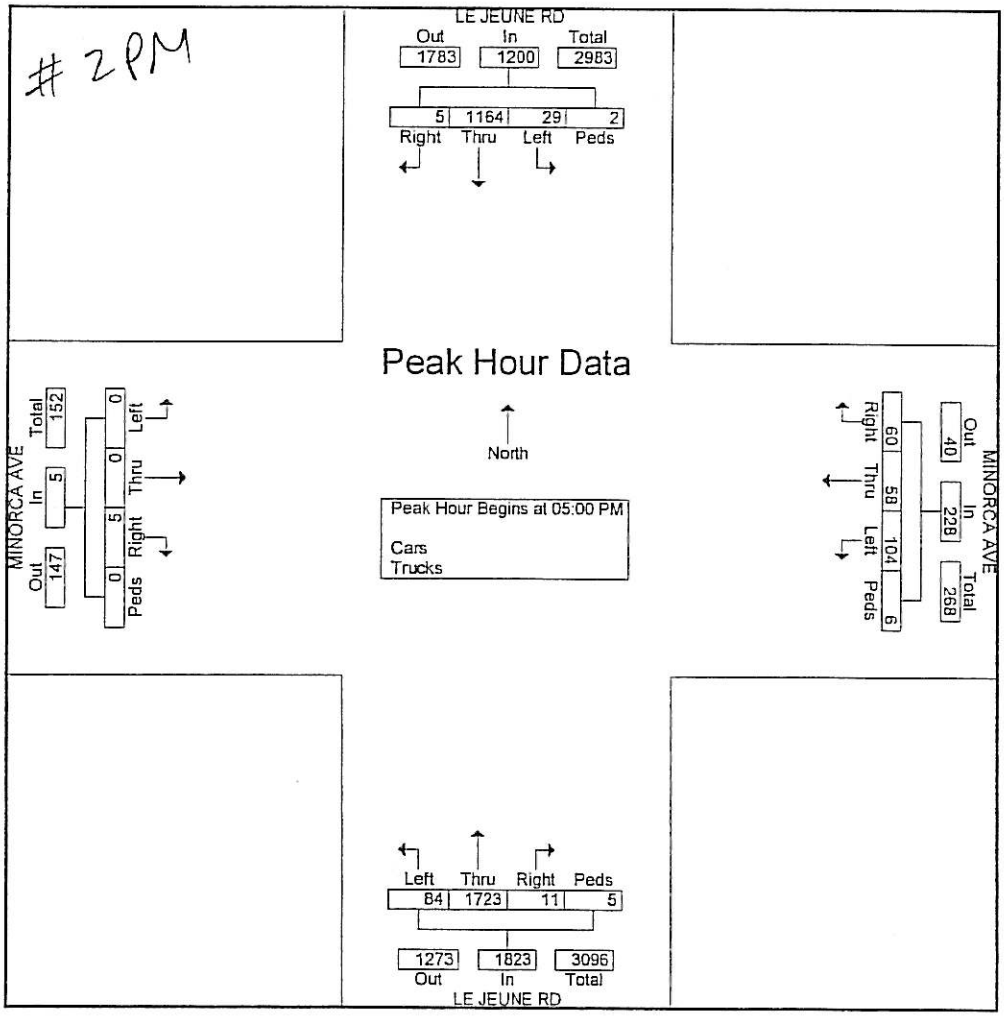
	LE JEUNE RD Southbound					MINORCA AVE Westbound					LE JEUNE RD Northbound					MINORCA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	291	5	0	296	16	12	27	1	56	1	429	19	0	449	2	0	0	0	2	803
05:15 PM	5	253	8	0	266	20	21	33	1	75	3	437	24	1	465	1	0	0	0	1	807
05:30 PM	0	295	7	2	304	10	8	20	4	42	2	427	19	3	451	2	0	0	0	2	799
05:45 PM	0	325	9	0	334	14	17	24	0	55	5	430	22	1	458	0	0	0	0	0	847
Total Volume	5	1164	29	2	1200	60	58	104	6	228	11	1723	84	5	1823	5	0	0	0	5	3256
% App. Total	0.4	97	2.4	0.2		26.3	25.4	45.6	2.6		0.6	94.5	4.6	0.3		100	0	0	0		
PHF	.250	.895	.806	.250	.898	.750	.690	.788	.375	.760	.550	.986	.875	.417	.980	.625	.000	.000	.000	.625	.961



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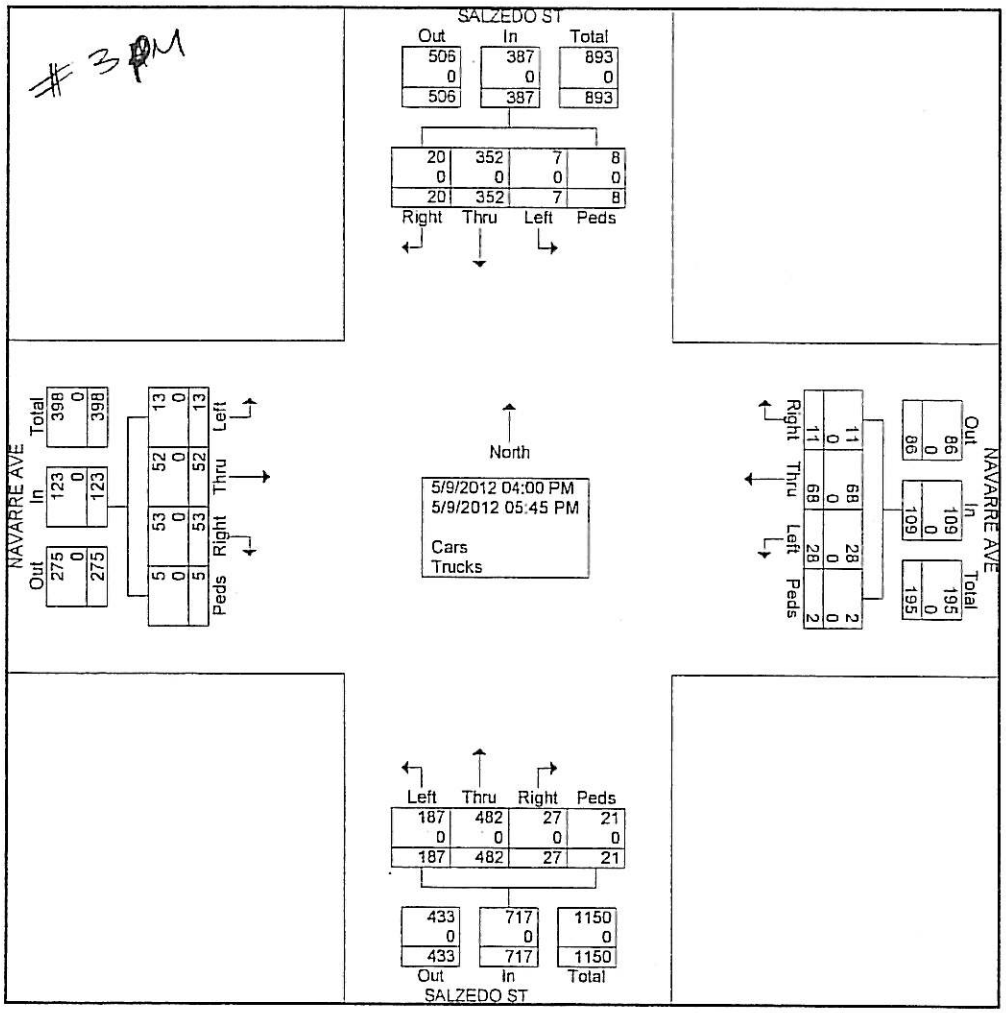
Groups Printed- Cars - Trucks

	SALZEDO ST Southbound					NAVARRE AVE Westbound					SALZEDO ST Northbound					NAVARRE 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	2	31	1	3	37	0	7	2	1	10	1	47	12	1	61	3	6	2	1	12	120
04:15 PM	2	29	2	2	35	1	8	2	0	11	6	42	11	4	63	2	7	0	2	11	120
04:30 PM	4	44	0	0	48	2	5	5	0	12	2	47	20	3	72	4	9	0	0	13	145
04:45 PM	2	42	0	1	45	2	8	6	1	17	2	52	18	1	73	13	4	2	1	20	155
Total	10	146	3	6	165	5	28	15	2	50	11	188	61	9	269	22	26	4	4	56	540
05:00 PM	4	61	0	0	65	1	10	1	0	12	5	77	36	2	120	11	6	1	1	19	216
05:15 PM	4	45	2	0	51	3	9	8	0	20	3	81	43	0	127	9	6	1	0	16	214
05:30 PM	1	49	0	0	50	2	12	4	0	18	5	80	20	3	108	6	9	4	0	19	195
05:45 PM	1	51	2	2	56	0	9	0	0	9	3	56	27	7	93	5	5	3	0	13	171
Total	10	206	4	2	222	6	40	13	0	59	16	294	126	12	448	31	26	9	1	67	796
Grand Total	20	352	7	8	387	11	68	28	2	109	27	482	187	21	717	53	52	13	5	123	1336
Apprch %	5.2	91	1.8	2.1		10.1	62.4	25.7	1.8		3.8	67.2	26.1	2.9		43.1	42.3	10.6	4.1		
Total %	1.5	26.3	0.5	0.6	29	0.8	5.1	2.1	0.1	8.2	2	36.1	14	1.6	53.7	4	3.9	1	0.4	9.2	
Cars	20	352	7	8	387	11	68	28	2	109	27	482	187	21	717	53	52	13	5	123	1336
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	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



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Site Code : 00000000
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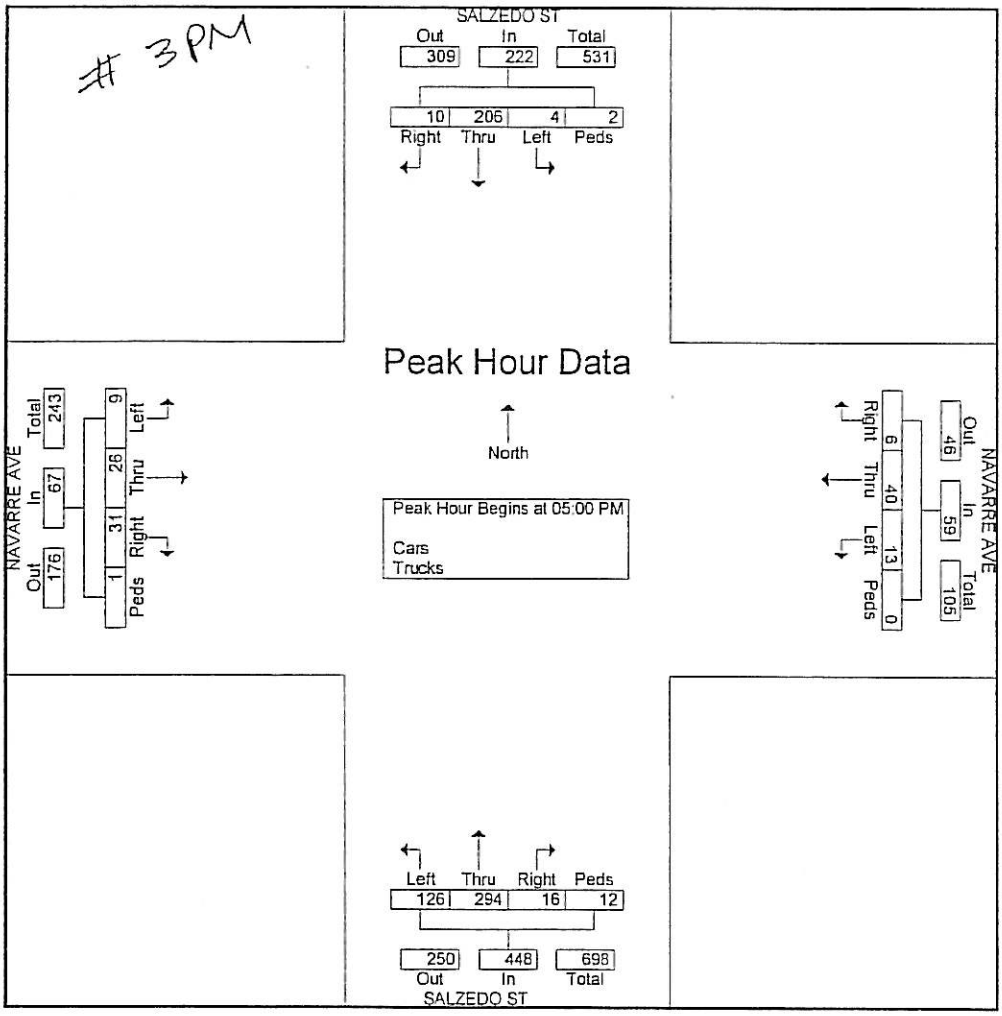
	SALZEDO ST Southbound					NAVARRE AVE Westbound					SALZEDO ST Northbound					NAVARRE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**4**	**61**	0	0	**65**	1	10	1	0	12	**5**	77	36	2	120	**11**	6	1	1	**19**	**216**
05:15 PM	4	45	**2**	0	51	**3**	9	**8**	0	**20**	3	**81**	**43**	0	**127**	9	6	1	0	16	214
05:30 PM	1	49	0	0	50	2	**12**	4	0	18	5	80	20	3	108	6	**9**	**4**	0	19	195
05:45 PM	1	51	2	**2**	56	0	9	0	0	9	3	56	27	**7**	93	5	5	3	0	13	171
Total Volume	10	206	4	2	222	6	40	13	0	59	16	294	126	12	448	31	26	9	1	67	796
% App. Total	4.5	92.8	1.8	0.9		10.2	67.8	22	0		3.6	65.6	28.1	2.7		46.3	38.8	13.4	1.5		
PHF	.625	.844	.500	.250	.854	.500	.833	.406	.000	.738	.800	.907	.733	.429	.882	.705	.722	.563	.250	.882	.921



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Site Code : 00000000
Start Date : 5/9/2012
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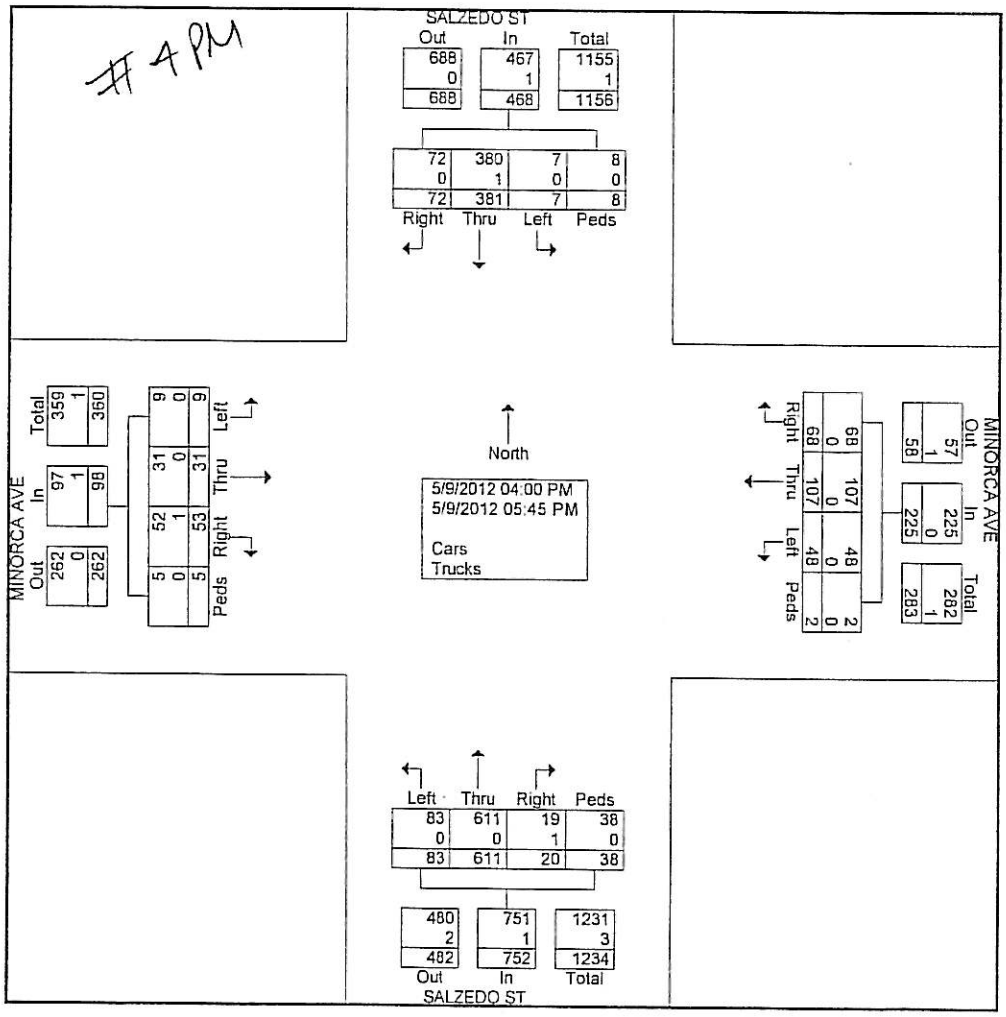
Groups Printed- Cars - Trucks

	SALZEDO ST Southbound					MINORCA AVE Westbound					SALZEDO ST Northbound					MINORCA 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	32	1	3	40	4	7	6	0	17	2	58	7	2	69	2	6	2	2	12	138
04:15 PM	4	32	0	1	37	6	10	7	0	23	0	50	3	5	58	7	5	2	0	14	132
04:30 PM	5	45	2	0	52	9	17	0	0	26	2	58	7	7	74	2	6	2	0	10	162
04:45 PM	10	57	1	1	69	4	7	4	0	15	6	73	10	4	93	6	3	1	0	10	187
Total	23	166	4	5	198	23	41	17	0	81	10	239	27	18	294	17	20	7	2	46	619
05:00 PM	15	63	1	0	79	15	11	12	0	38	1	98	18	5	122	5	3	0	0	8	247
05:15 PM	11	54	1	0	66	13	23	5	0	41	3	106	21	1	131	9	1	1	3	14	252
05:30 PM	13	51	1	2	67	14	12	13	2	41	4	88	8	3	103	8	4	1	0	13	224
05:45 PM	10	47	0	1	58	3	20	1	0	24	2	80	9	11	102	14	3	0	0	17	201
Total	49	215	3	3	270	45	66	31	2	144	10	372	56	20	458	36	11	2	3	52	924
Grand Total	72	381	7	8	468	68	107	48	2	225	20	611	83	38	752	53	31	9	5	98	1543
Apprch %	15.4	81.4	1.5	1.7		30.2	47.6	21.3	0.9		2.7	81.2	11	5.1		54.1	31.6	9.2	5.1		
Total %	4.7	24.7	0.5	0.5	30.3	4.4	6.9	3.1	0.1	14.6	1.3	39.6	5.4	2.5	48.7	3.4	2	0.6	0.3	6.4	
Cars	72	380	7	8	467	68	107	48	2	225	19	611	83	38	751	52	31	9	5	97	1540
% Cars	100	99.7	100	100	99.8	100	100	100	100	100	95	100	100	100	99.9	98.1	100	100	100	99	99.8
Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
% Trucks	0	0.3	0	0	0.2	0	0	0	0	0	5	0	0	0	0.1	1.9	0	0	0	1	0.2



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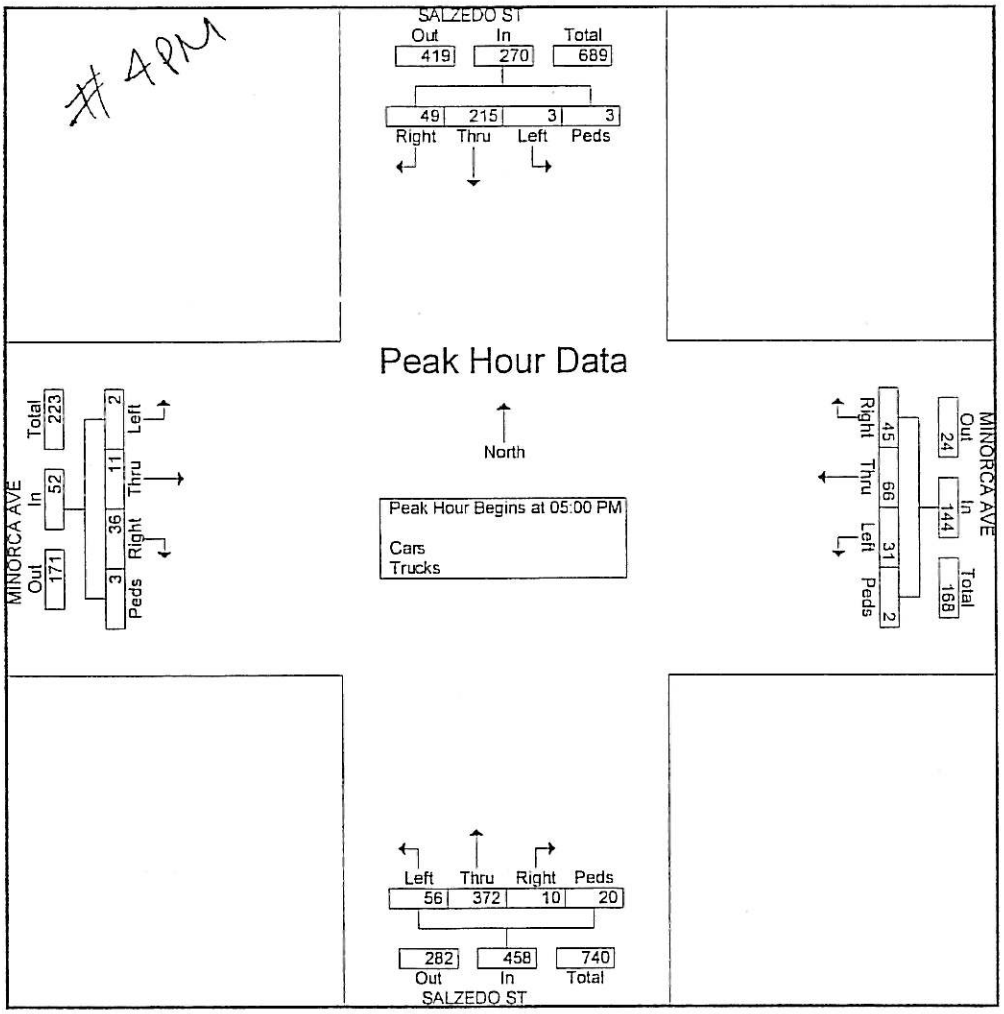
File Name : Salzedo St & Minorca Ave_PM
Site Code : 00000000
Start Date : 5/9/2012
Page No : 2

	SALZEDO ST Southbound					MINORCA AVE Westbound					SALZEDO ST Northbound					MINORCA 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	**15**	**63**	**1**	0	**79**	**15**	11	12	0	38	1	98	18	5	122	5	3	0	0	8	247
05:15 PM	11	54	1	0	66	13	**23**	5	0	**41**	3	**106**	**21**	1	**131**	9	1	**1**	**3**	14	**252**
05:30 PM	13	51	1	**2**	67	14	12	**13**	**2**	41	**4**	88	8	3	103	8	**4**	1	0	13	224
05:45 PM	10	47	0	1	58	3	20	1	0	24	2	80	9	**11**	102	**14**	3	0	0	**17**	201
Total Volume	49	215	3	3	270	45	66	31	2	144	10	372	56	20	458	36	11	2	3	52	924
% App. Total	18.1	79.6	1.1	1.1		31.2	45.8	21.5	1.4		2.2	81.2	12.2	4.4		69.2	21.2	3.8	5.8		
PHF	.817	.853	.750	.375	.854	.750	.717	.596	.250	.878	.625	.877	.667	.455	.874	.643	.688	.500	.250	.765	.917



Appendix 5: Level of Service (LOS)

TABLE: A7

2020 Salzedo Street

Intersection LOS Summary - AM & PM Peak Hour

Existing AM Peak Hour Condition		Intersection Approach								Overall	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	33.1	D	25.4	A	0.0	A	1.2	A	1.6
Le Jeune Road & Minorca Avenue	Signalized	D	34.3*	E	70.0	A	1.3	A	1.2	A	1.4
Salzedo Street & Navarre Avenue	Two-Way Stop	B	12.7	B	13.7	A	1.0	A	0.1	A	5.2
Salzedo Street & Minorca Avenue	Two-Way Stop	C	17.3	C	15.5	A	0.6	A	0.8	A	4.4
Proposed AM Peak Hour Condition with Project Traffic		**Intersection Approach**								**Overall**	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	E	44.1	E	38.1	A	0.1	A	1.6	A	2.3
Le Jeune Road & Minorca Avenue	Signalized	B	11.3*	E	61.7	A	2.7	A	2.5	A	4.1
Salzedo Street & Navarre Avenue	Two-Way Stop	B	13.7	C	15.6	A	0.9	A	0.1	A	5.7
Salzedo Street & Minorca Avenue	Two-Way Stop	C	24.1	C	18.8	A	1.1	A	0.8	A	6.8
Parking Garage Driveway & Minorca Avenue	Two-Way Stop	A	4.4	A	0.0	N/A	N/A	A	9.7	A	4.9
Loading Driveway & Minorca Avenue	Two-Way Stop	A	0.6	A	0.0	N/A	N/A	A	9.2	A	0.8
Existing PM Peak Hour Condition		**Intersection Approach**								**Overall**	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	29.1	C	20.3	A	0.0	A	1.1	A	1.6
Le Jeune Road & Minorca Avenue	Signalized	B	10.2*	D	43.7	A	9.8	A	6.9	B	11.1
Salzedo Street & Navarre Avenue	Two-Way Stop	C	16.8	C	22.2	A	3.0	A	0.2	A	4.9
Salzedo Street & Minorca Avenue	Two-Way Stop	B	12.6	C	23.8	A	1.0	A	0.1	A	5.0
Proposed PM Peak Hour Condition with Project Traffic		**Intersection Approach**								**Overall**	
Location	Intersection Control	Eastbound		Westbound		Northbound		Southbound			
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Le Jeune Road & Navarre Avenue	Two-Way Stop	D	33.0	E	36.3	A	0.1	A	1.6	A	2.6
Le Jeune Road & Minorca Avenue	Signalized	B	10.2*	D	42.7	B	15.8	B	12.4	B	16.9
Salzedo Street & Navarre Avenue	Two-Way Stop	C	18.6	D	29.8	A	2.3	A	0.1	A	5.5
Salzedo Street & Minorca Avenue	Two-Way Stop	C	20.8	E	37.9	A	1.3	A	0.1	A	8.3
Parking Garage Driveway & Minorca Avenue	Two-Way Stop	A	4.0	A	0.0	N/A	N/A	B	12.0	A	3.3
Loading Driveway & Minorca Avenue	Two-Way Stop	A	0.5	A	0.0	N/A	N/A	B	10.8	A	0.4

Notes: * EB approach is not controlled by traffic signal. Approach has stop control and legally allows right turn movements only.

2020 Salzedo Street **Existing AM Peak Hour Condition**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	18	14	0	59	3	1337	14	115	1263	8
Sign Control		Stop			Stop			Free			Free	
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)	11	0	19	15	0	63	3	1422	15	122	1344	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								281				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	2373	3036	676	2372	3033	719	1352			1437		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2329	3039	676	2328	3035	559	1352			1328		
tC, single (s)	*5.0	6.5	*5.0	*5.0	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	100	97	80	100	89	99			75		
cM capacity (veh/h)	68	9	570	74	9	597	505			482		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	30	78	3	948	489	122	896	456
Volume Left	11	15	3	0	0	122	0	0
Volume Right	19	63	0	0	15	0	0	9
cSH	157	253	505	1700	1700	482	1700	1700
Volume to Capacity	0.19	0.31	0.01	0.56	0.29	0.25	0.53	0.27
Queue Length 95th (ft)	17	31	0	0	0	25	0	0
Control Delay (s)	33.1	25.4	12.2	0.0	0.0	15.0	0.0	0.0
Lane LOS	D	D	B			B		
Approach Delay (s)	33.1	25.4	0.0			1.2		
Approach LOS	D	D						

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	1	1336	15	3	1296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.97		1.00		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1743		3533		1770	3539
Flt Permitted	0.96		1.00		0.18	1.00
Satd. Flow (perm)	1743		3533		335	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	1	1421	16	3	1379
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	4	0	1437	0	3	1379
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	1.4		118.6		118.6	118.6
Effective Green, g (s)	1.4		118.6		118.6	118.6
Actuated g/C Ratio	0.01		0.91		0.91	0.91
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	18		3223		305	3228
v/s Ratio Prot	c0.00		c0.41			0.39
v/s Ratio Perm					0.01	
v/c Ratio	0.22		0.45		0.01	0.43
Uniform Delay, d1	63.8		0.8		0.5	0.8
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	6.2		0.4		0.1	0.4
Delay (s)	70.0		1.3		0.6	1.2
Level of Service	E		A		A	A
Approach Delay (s)	70.0		1.3			1.2
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	1.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

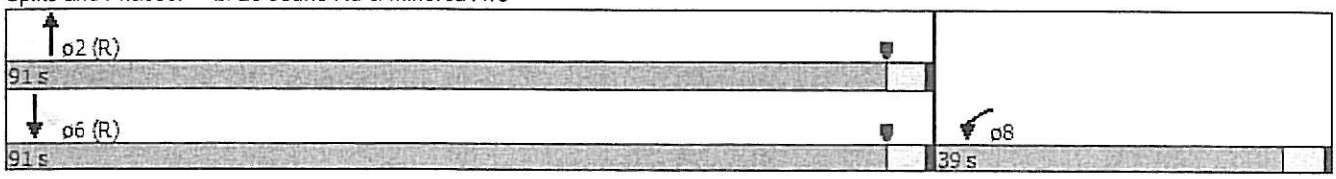
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	4	1336	3	1296
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	39.0	91.0	91.0	91.0
Total Split (%)	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.9	126.6	126.6	126.6
Actuated g/C Ratio	0.05	0.97	0.97	0.97
v/c Ratio	0.06	0.42	0.01	0.40
Control Delay	55.8	0.9	0.7	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	55.8	0.9	0.7	0.8
LOS	E	A	A	A
Approach Delay	55.8	0.9		0.8
Approach LOS	E	A		A

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 11 (8%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 0.9 — Intersection LOS: A
Intersection Capacity Utilization 49.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & Minorca Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	1437	3	1379
v/c Ratio	0.06	0.42	0.01	0.40
Control Delay	55.8	0.9	0.7	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	55.8	0.9	0.7	0.8
Queue Length 50th (ft)	3	0	0	0
Queue Length 95th (ft)	17	114	1	106
Internal Link Dist (ft)	591	1		201
Turn Bay Length (ft)			65	
Base Capacity (vph)	456	3441	326	3447
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.42	0.01	0.40

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	14	8	58	1337	1271	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	15	9	62	1422	1352	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					69	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	2202	691	1383			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2153	549	1283			
tC, single (s)	*5.0	*5.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	88			
cM capacity (veh/h)	102	607	505			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	23	62	711	711	901	482
Volume Left	15	62	0	0	0	0
Volume Right	9	0	0	0	0	31
cSH	146	505	1700	1700	1700	1700
Volume to Capacity	0.16	0.12	0.42	0.42	0.53	0.28
Queue Length 95th (ft)	14	10	0	0	0	0
Control Delay (s)	34.3	13.1	0.0	0.0	0.0	0.0
Lane LOS	D	B				
Approach Delay (s)	34.3	0.5			0.0	
Approach LOS	D					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	8	51	112	18	31	8	15	97	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	57	124	20	34	9	17	108	11

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	442	426	270	512	423	113	271	0	0
Stage 1	274	274	-	147	147	-	-	-	-
Stage 2	168	152	-	365	276	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	526	520	769	472	522	940	1292	-	-
Stage 1	732	683	-	856	775	-	-	-	-
Stage 2	834	772	-	654	682	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	488	512	769	358	514	940	1292	-	-
Mov Cap-2 Maneuver	488	512	-	358	514	-	-	-	-
Stage 1	722	682	-	844	764	-	-	-	-
Stage 2	778	761	-	502	681	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.7	13.7	1
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	654	479	1469	-	-
HCM Lane V/C Ratio	0.013	-	-	0.291	0.132	0.002	-	-
HCM Control Delay (s)	7.8	0	-	12.7	13.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	2	242	2
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	2	269	2

Major/Minor	Major2		
Conflicting Flow All	119	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1469	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1469	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	72	40	9	18	9	11	109	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	84	47	10	21	10	13	127	31

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	658	658	377	708	655	142	390	0	0
Stage 1	474	474	-	168	168	-	-	-	-
Stage 2	184	184	-	540	487	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	378	384	670	350	386	906	1169	-	-
Stage 1	571	558	-	834	759	-	-	-	-
Stage 2	818	747	-	526	550	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	342	363	670	257	365	906	1169	-	-
Mov Cap-2 Maneuver	342	363	-	257	365	-	-	-	-
Stage 1	564	533	-	824	750	-	-	-	-
Stage 2	777	738	-	394	526	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.3	15.6	0.6
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	428	382	1422	-	-
HCM Lane V/C Ratio	0.011	-	-	0.321	0.11	0.034	-	-
HCM Control Delay (s)	8.1	0	-	17.3	15.6	7.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	42	313	22
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	86	86	86
Heavy Vehicles, %	2	2	2
Mvmt Flow	49	364	26

Major/Minor	Major2		
Conflicting Flow All	158	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1422	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1422	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.8
HCM LOS	

Minor Lane/Major Mvmt

2020 Salzedo Street **Existing PM Peak Hour Condition**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	8	8	1	151	7	1699	41	76	1162	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	8	8	1	156	7	1752	42	78	1198	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								281				
pX, platoon unblocked	0.74	0.74		0.74	0.74	0.74				0.74		
vC, conflicting volume	2405	3166	603	2551	3149	897	1205			1794		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2194	3225	603	2392	3202	154	1205			1368		
tC, single (s)	*5.0	6.5	*5.0	*5.0	*5.0	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	100	99	86	95	78	99			79		
cM capacity (veh/h)	54	5	612	58	22	694	575			368		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	11	165	7	1168	626	78	799	407
Volume Left	3	8	7	0	0	78	0	0
Volume Right	8	156	0	0	42	0	0	7
cSH	161	399	575	1700	1700	368	1700	1700
Volume to Capacity	0.07	0.41	0.01	0.69	0.37	0.21	0.47	0.24
Queue Length 95th (ft)	6	50	1	0	0	20	0	0
Control Delay (s)	29.1	20.3	11.3	0.0	0.0	17.4	0.0	0.0
Lane LOS	D	C	B			C		
Approach Delay (s)	29.1	20.3	0.0			1.1		
Approach LOS	D	C						

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	160	59	1706	11	29	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.96		1.00		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1732		3536		1770	3539
Flt Permitted	0.96		1.00		0.08	1.00
Satd. Flow (perm)	1732		3536		153	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	167	61	1777	11	30	1205
RTOR Reduction (vph)	12	0	1	0	0	0
Lane Group Flow (vph)	216	0	1787	0	30	1205
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	18.4		71.6		71.6	71.6
Effective Green, g (s)	18.4		71.6		71.6	71.6
Actuated g/C Ratio	0.18		0.72		0.72	0.72
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	318		2531		109	2533
v/s Ratio Prot	c0.12		c0.51			0.34
v/s Ratio Perm					0.20	
v/c Ratio	0.68		0.71		0.28	0.48
Uniform Delay, d1	38.0		8.2		5.0	6.1
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	5.7		1.7		6.2	0.6
Delay (s)	43.7		9.8		11.2	6.8
Level of Service	D		A		B	A
Approach Delay (s)	43.7		9.8			6.9
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

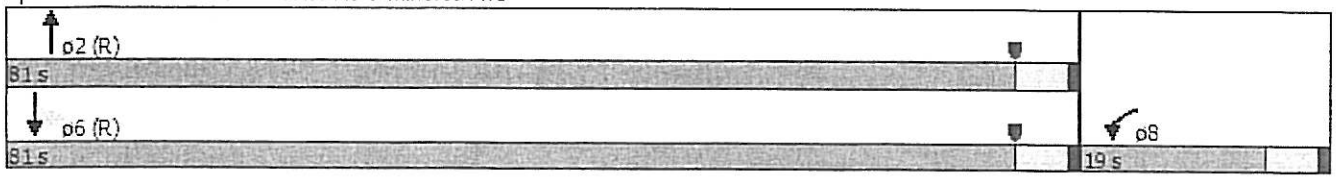
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	160	1706	29	1157
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	19.0	81.0	81.0	81.0
Total Split (%)	19.0%	81.0%	81.0%	81.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Act Effct Green (s)	18.4	71.6	71.6	71.6
Actuated g/C Ratio	0.18	0.72	0.72	0.72
v/c Ratio	0.69	0.71	0.28	0.48
Control Delay	46.5	10.6	13.5	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	46.5	10.6	13.5	7.2
LOS	D	B	B	A
Approach Delay	46.5	10.6		7.3
Approach LOS	D	B		A

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.9 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & Minorca Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1788	30	1205
v/c Ratio	0.69	0.71	0.28	0.48
Control Delay	46.5	10.6	13.5	7.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	46.5	10.6	13.5	7.2
Queue Length 50th (ft)	126	311	6	157
Queue Length 95th (ft)	204	410	26	208
Internal Link Dist (ft)	591	1		201
Turn Bay Length (ft)			65	
Base Capacity (vph)	333	2692	116	2694
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.66	0.26	0.45

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	5	83	1717	1255	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	5	88	1827	1335	66
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					69	
pX, platoon unblocked	0.85	0.85	0.85			
vC, conflicting volume	2458	701	1401			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2364	300	1123			
tC, single (s)	6.8	*5.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	83			
cM capacity (veh/h)	21	697	526			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	88	913	913	890	511
Volume Left	0	88	0	0	0	0
Volume Right	5	0	0	0	0	66
cSH	697	526	1700	1700	1700	1700
Volume to Capacity	0.01	0.17	0.54	0.54	0.52	0.30
Queue Length 95th (ft)	1	15	0	0	0	0
Control Delay (s)	10.2	13.2	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	10.2	0.6			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	26	31	13	40	6	125	291	16	4	204	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	28	34	14	43	7	136	316	17	4	222	11
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	861	841	227	880	838	325	233			334		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	861	841	227	880	838	325	233			334		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	90	96	93	84	99	90			100		
cM capacity (veh/h)	221	269	812	217	271	716	1335			1226		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	72	64	470	237
Volume Left	10	14	136	4
Volume Right	34	7	17	11
cSH	376	273	1335	1226
Volume to Capacity	0.19	0.23	0.10	0.00
Queue Length 95th (ft)	17	22	8	0
Control Delay (s)	16.8	22.2	3.0	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	16.8	22.2	3.0	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	11	36	31	65	45	55	368	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	12	39	34	71	49	60	400	11

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	850	795	258	815	816	405	285	0	0
Stage 1	265	265	-	525	525	-	-	-	-
Stage 2	585	530	-	290	291	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	280	320	781	296	311	646	1277	-	-
Stage 1	740	689	-	536	529	-	-	-	-
Stage 2	497	527	-	718	672	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	201	300	781	259	291	646	1277	-	-
Mov Cap-2 Maneuver	201	300	-	259	291	-	-	-	-
Stage 1	695	687	-	503	497	-	-	-	-
Stage 2	370	495	-	668	670	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.6	23.8	1
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	529	342	1148	-	-
HCM Lane V/C Ratio	0.047	-	-	0.101	0.448	0.003	-	-
HCM Control Delay (s)	8	0	-	12.6	23.8	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.2	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	3	213	49
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	3	232	53

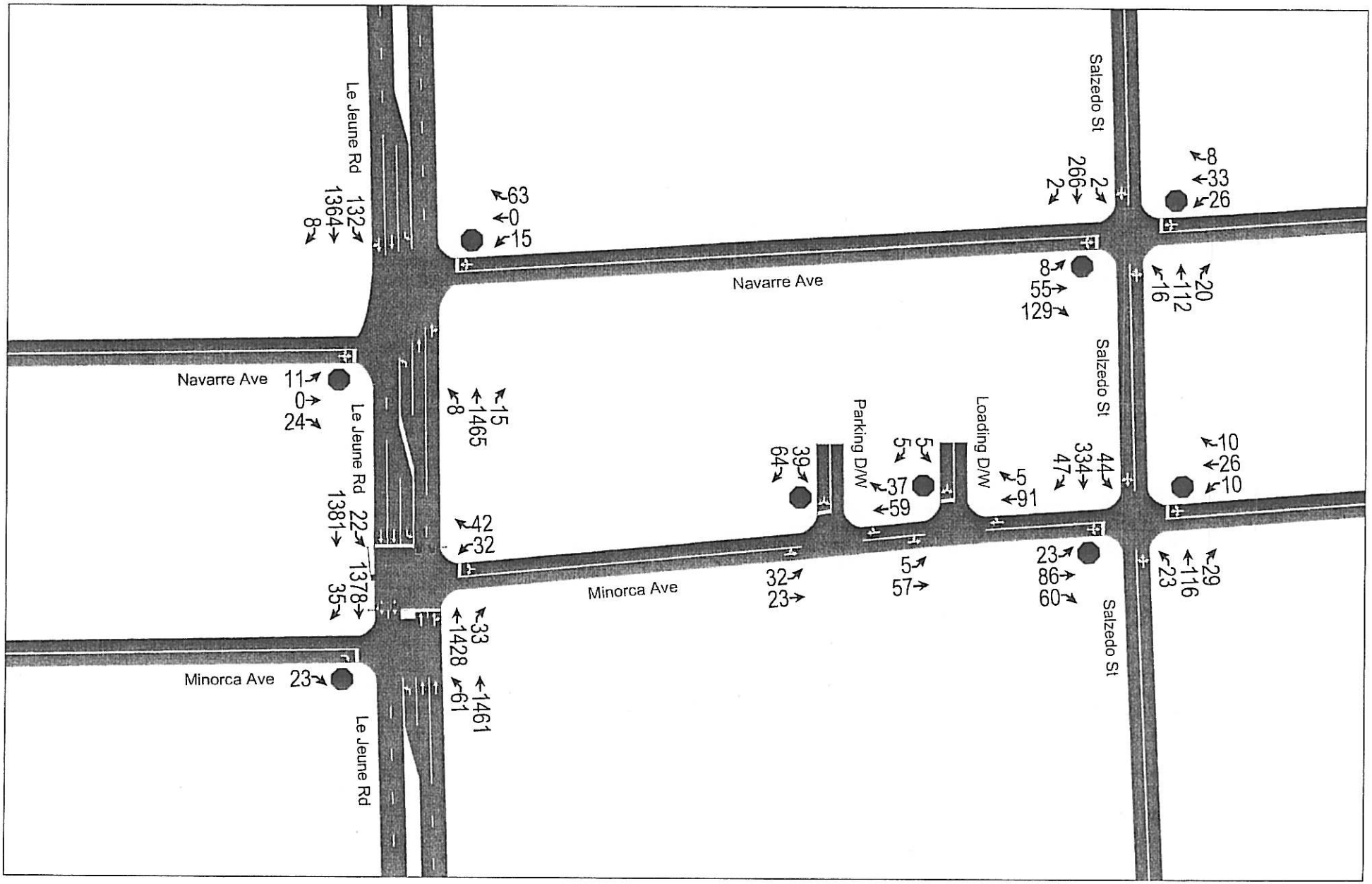
Major/Minor	Major2		
Conflicting Flow All	411	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1148	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1148	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

2020 Salzedo Street

Proposed AM Peak Hour w/ Project



HCM Unsignalized Intersection Capacity Analysis
1: Le Jeune Rd & Navarre Ave

2020 Salzedo Street
Proposed AM Peak Hour w/ Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	0	24	15	0	63	8	1465	15	132	1364	8
Sign Control		Stop			Stop			Free			Free	
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	26	16	0	67	9	1559	16	140	1451	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								281				
pX, platoon unblocked												
vC, conflicting volume	2599	3328	730	2615	3324	787	1460			1574		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2599	3328	730	2615	3324	787	1460			1574		
tC, single (s)	*5.0	6.5	*5.0	*5.0	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	100	95	69	100	87	98			66		
cM capacity (veh/h)	48	5	541	52	5	511	459			414		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	37	83	9	1039	535	140	967	492
Volume Left	12	16	9	0	0	140	0	0
Volume Right	26	67	0	0	16	0	0	9
cSH	128	189	459	1700	1700	414	1700	1700
Volume to Capacity	0.29	0.44	0.02	0.61	0.31	0.34	0.57	0.29
Queue Length 95th (ft)	28	51	1	0	0	37	0	0
Control Delay (s)	44.1	38.1	13.0	0.0	0.0	18.1	0.0	0.0
Lane LOS	E	E	B			C		
Approach Delay (s)	44.1	38.1	0.1			1.6		
Approach LOS	E	E						

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	42	1428	33	22	1381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.92		1.00		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1683		3527		1770	3539
Flt Permitted	0.98		1.00		0.15	1.00
Satd. Flow (perm)	1683		3527		280	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	34	45	1519	35	23	1469
RTOR Reduction (vph)	42	0	1	0	0	0
Lane Group Flow (vph)	37	0	1553	0	23	1469
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	7.4		112.6		112.6	112.6
Effective Green, g (s)	7.4		112.6		112.6	112.6
Actuated g/C Ratio	0.06		0.87		0.87	0.87
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	95		3054		242	3065
v/s Ratio Prot	c0.02		c0.44			0.42
v/s Ratio Perm					0.08	
v/c Ratio	0.38		0.51		0.10	0.48
Uniform Delay, d1	59.1		2.1		1.3	2.0
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	2.6		0.6		0.8	0.5
Delay (s)	61.7		2.7		2.0	2.5
Level of Service	E		A		A	A
Approach Delay (s)	61.7		2.7			2.5
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

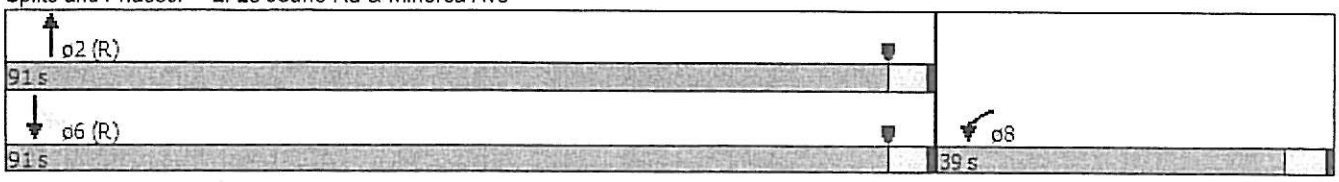
c Critical Lane Group

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	32	1428	22	1381
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	39.0	91.0	91.0	91.0
Total Split (%)	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Act Effct Green (s)	8.5	114.6	114.6	114.6
Actuated g/C Ratio	0.07	0.88	0.88	0.88
v/c Ratio	0.52	0.50	0.09	0.47
Control Delay	40.4	2.9	2.7	2.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.4	2.9	2.7	2.8
LOS	D	A	A	A
Approach Delay	40.4	2.9		2.8
Approach LOS	D	A		A

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 11 (8%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 3.8 — Intersection LOS: A
Intersection Capacity Utilization 53.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & Minorca Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	1554	23	1469
v/c Ratio	0.52	0.50	0.09	0.47
Control Delay	40.4	2.9	2.7	2.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.4	2.9	2.7	2.8
Queue Length 50th (ft)	28	123	2	111
Queue Length 95th (ft)	78	202	9	184
Internal Link Dist (ft)	305	1		201
Turn Bay Length (ft)			65	
Base Capacity (vph)	473	3110	246	3119
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.50	0.09	0.47

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	23	61	1461	1378	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	25	66	1588	1498	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					69	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	2443	768	1536			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2383	526	1377			
tC, single (s)	*5.0	*5.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	85			
cM capacity (veh/h)	74	595	446			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	25	66	794	794	999	537
Volume Left	0	66	0	0	0	0
Volume Right	25	0	0	0	0	38
cSH	595	446	1700	1700	1700	1700
Volume to Capacity	0.04	0.15	0.47	0.47	0.59	0.32
Queue Length 95th (ft)	3	13	0	0	0	0
Control Delay (s)	11.3	14.5	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	11.3	0.6			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	55	129	26	33	8	16	112	20	2	266	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	61	143	29	37	9	18	124	22	2	296	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	495	483	297	574	473	136	298	0	0	147	0	0
Stage 1	301	301	-	171	171	-	-	-	-	-	-	-
Stage 2	194	182	-	403	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	485	483	742	430	490	913	1263	-	-	1435	-	-
Stage 1	708	665	-	831	757	-	-	-	-	-	-	-
Stage 2	808	749	-	624	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	446	474	742	308	481	913	1263	-	-	1435	-	-
Mov Cap-2 Maneuver	446	474	-	308	481	-	-	-	-	-	-	-
Stage 1	697	664	-	818	745	-	-	-	-	-	-	-
Stage 2	749	737	-	456	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	15.6	0.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	624	414	1435	-	-
HCM Lane V/C Ratio	0.014	-	-	0.342	0.18	0.002	-	-
HCM Control Delay (s)	7.9	0	-	13.7	15.6	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.6	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	86	60	10	26	10	23	116	29	44	334	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	100	70	12	30	12	27	135	34	51	388	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	740	416	808	750	152	443	0	0	169	0	0
Stage 1	518	518	-	205	205	-	-	-	-	-	-	-
Stage 2	226	222	-	603	545	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	345	637	299	340	894	1117	-	-	1409	-	-
Stage 1	541	533	-	797	732	-	-	-	-	-	-	-
Stage 2	777	720	-	486	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	320	637	191	315	894	1117	-	-	1409	-	-
Mov Cap-2 Maneuver	286	320	-	191	315	-	-	-	-	-	-	-
Stage 1	526	507	-	775	712	-	-	-	-	-	-	-
Stage 2	715	701	-	331	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1	18.8	1.1	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	381	315	1409	-	-
HCM Lane V/C Ratio	0.024	-	-	0.516	0.17	0.036	-	-
HCM Control Delay (s)	8.3	0	-	24.1	18.8	7.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	32	23	59	37	39	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	27	69	44	46	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	113	0	-	0	193	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1476	-	-	-	796	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	775	967
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	884
HCM Lane V/C Ratio	0.026	-	-	-	0.137
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	57	91	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	67	107	6	6	6

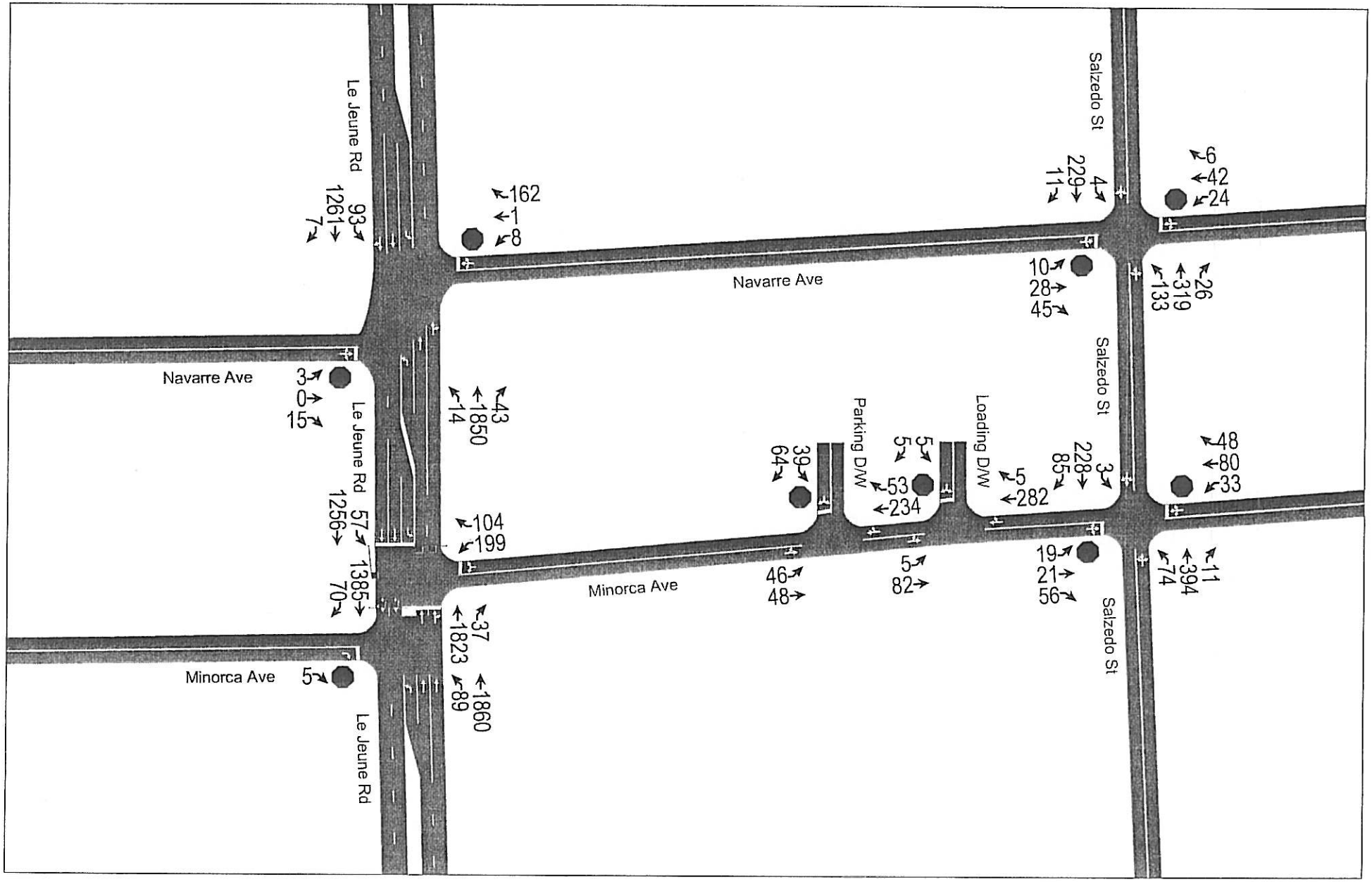
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	113	0	-	0	189	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1476	-	-	-	800	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	797	943
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	864
HCM Lane V/C Ratio	0.004	-	-	-	0.014
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2020 Salzedo Street

Proposed PM Peak Hour w/ Project



HCM Unsignalized Intersection Capacity Analysis
1: Le Jeune Rd & Navarre Ave

2020 Salzedo Street
Proposed PM Peak Hour w/ Project

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	15	8	1	162	14	1850	43	93	1261	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	15	8	1	167	14	1907	44	96	1300	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								281				
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89				0.89		
vC, conflicting volume	2645	3476	654	2815	3457	976	1307			1952		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2601	3536	654	2792	3515	721	1307			1820		
tC, single (s)	*5.0	6.5	*5.0	*5.0	*5.0	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	97	79	94	66	97			68		
cM capacity (veh/h)	31	3	582	39	16	484	525			296		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	19	176	14	1271	680	96	867	441
Volume Left	3	8	14	0	0	96	0	0
Volume Right	15	167	0	0	44	0	0	7
cSH	147	284	525	1700	1700	296	1700	1700
Volume to Capacity	0.13	0.62	0.03	0.75	0.40	0.32	0.51	0.26
Queue Length 95th (ft)	11	95	2	0	0	34	0	0
Control Delay (s)	33.0	36.3	12.0	0.0	0.0	22.9	0.0	0.0
Lane LOS	D	E	B			C		
Approach Delay (s)	33.0	36.3	0.1			1.6		
Approach LOS	D	E						

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	199	104	1823	37	57	1256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0		5.0	5.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.95		1.00		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1720		3529		1770	3539
Flt Permitted	0.97		1.00		0.06	1.00
Satd. Flow (perm)	1720		3529		112	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	207	108	1899	39	59	1308
RTOR Reduction (vph)	17	0	2	0	0	0
Lane Group Flow (vph)	298	0	1936	0	59	1308
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	23.4		66.6		66.6	66.6
Effective Green, g (s)	23.4		66.6		66.6	66.6
Actuated g/C Ratio	0.23		0.67		0.67	0.67
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	402		2350		74	2356
v/s Ratio Prot	c0.17		c0.55			0.37
v/s Ratio Perm					0.53	
v/c Ratio	0.74		0.82		0.80	0.56
Uniform Delay, d1	35.5		12.4		11.9	8.9
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	7.2		3.4		58.3	0.9
Delay (s)	42.7		15.8		70.2	9.8
Level of Service	D		B		E	A
Approach Delay (s)	42.7		15.8			12.4
Approach LOS	D		B			B

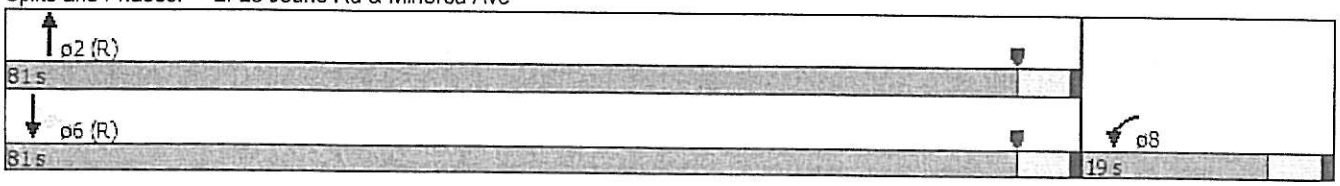
Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	199	1823	57	1256
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0
Total Split (s)	19.0	81.0	81.0	81.0
Total Split (%)	19.0%	81.0%	81.0%	81.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min
Act Effct Green (s)	23.4	66.6	66.6	66.6
Actuated g/C Ratio	0.23	0.67	0.67	0.67
v/c Ratio	0.75	0.82	0.80	0.56
Control Delay	49.3	15.5	74.5	9.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	49.3	15.5	74.5	9.6
LOS	D	B	E	A
Approach Delay	49.3	15.5		12.4
Approach LOS	D	B		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 17.2 — Intersection LOS: B
Intersection Capacity Utilization 77.3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Le Jeune Rd & Minorca Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	315	1938	59	1308
v/c Ratio	0.75	0.82	0.80	0.56
Control Delay	49.3	15.5	74.5	9.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	49.3	15.5	74.5	9.6
Queue Length 50th (ft)	172	447	25	216
Queue Length 95th (ft)	#407	355	#51	171
Internal Link Dist (ft)	305	1		201
Turn Bay Length (ft)			65	
Base Capacity (vph)	419	2683	85	2689
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.75	0.72	0.69	0.49

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	5	89	1860	1385	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	97	2022	1505	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					69	
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	2748	791	1582			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2686	245	1231			
tC, single (s)	*5.0	*5.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	79			
cM capacity (veh/h)	44	691	451			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	97	1011	1011	1004	578
Volume Left	0	97	0	0	0	0
Volume Right	5	0	0	0	0	76
cSH	691	451	1700	1700	1700	1700
Volume to Capacity	0.01	0.21	0.59	0.59	0.59	0.34
Queue Length 95th (ft)	1	20	0	0	0	0
Control Delay (s)	10.2	15.2	0.0	0.0	0.0	0.0
Lane LOS	B	C				
Approach Delay (s)	10.2	0.7			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	28	45	24	42	6	133	319	26	4	229	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	30	49	26	46	7	145	347	28	4	249	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	940	928	255	953	920	361	261	0	0	375	0	0
Stage 1	264	264	-	650	650	-	-	-	-	-	-	-
Stage 2	676	664	-	303	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	268	784	239	271	684	1303	-	-	1183	-	-
Stage 1	741	690	-	458	465	-	-	-	-	-	-	-
Stage 2	443	458	-	706	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	229	784	179	232	684	1303	-	-	1183	-	-
Mov Cap-2 Maneuver	183	229	-	179	232	-	-	-	-	-	-	-
Stage 1	637	687	-	393	399	-	-	-	-	-	-	-
Stage 2	334	393	-	630	683	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	29.8	2.3	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	354	222	1183	-	-
HCM Lane V/C Ratio	0.111	-	-	0.255	0.353	0.004	-	-
HCM Control Delay (s)	8.1	0	-	18.6	29.8	8.1	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1	1.5	0	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	19	21	56	33	80	48	74	394	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	23	61	36	87	52	80	428	12

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	966	902	294	937	942	434	340	0	0
Stage 1	301	301	-	595	595	-	-	-	-
Stage 2	665	601	-	342	347	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	234	277	745	245	263	622	1219	-	-
Stage 1	708	665	-	491	492	-	-	-	-
Stage 2	449	489	-	673	635	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	144	252	745	195	239	622	1219	-	-
Mov Cap-2 Maneuver	144	252	-	195	239	-	-	-	-
Stage 1	646	663	-	448	449	-	-	-	-
Stage 2	303	446	-	595	633	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	20.8	37.9	1.3
HCM LOS	C	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1219	-	-	331	277	1120	-	-
HCM Lane V/C Ratio	0.066	-	-	0.315	0.632	0.003	-	-
HCM Control Delay (s)	8.2	0	-	20.8	37.9	8.2	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	3.9	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	3	228	85
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	3	248	92

Major/Minor	Major2		
Conflicting Flow All	440	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1120	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1120	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	46	48	234	53	39	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	56	275	62	46	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	338	0	-	0	471	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1221	-	-	-	551	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1221	-	-	-	526	734
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1221	-	-	-	638
HCM Lane V/C Ratio	0.044	-	-	-	0.19
HCM Control Delay (s)	8.1	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	82	282	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	96	332	6	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	338	0	-	0	443	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1221	-	-	-	572	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1221	-	-	-	569	707
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1221	-	-	-	631
HCM Lane V/C Ratio	0.005	-	-	-	0.019
HCM Control Delay (s)	8	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1