COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

BEHAR · FONT

PARTNERS, P.A.

ARCHITECTURE • PLANNING • INTERIORS

135 SAN LORENZO AVENUE. SUITE 610. CORAL GABLES, FLORIDA
Tel: 3057405442 • Fax: 3057405443
E-MAIL: info@beharfont.com

PLANNING AND ZONING BOARD
JUNE 11,2014

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GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Writer's Direct Dial: (305) 376-6061
Writer's E-Mail Address: mgarcia-serra@gunster.com

March 24, 2014

VIA HAND DELIVERY

Mr. Ramon Trias
Planning & Zoning Director
City of Coral Gables
427 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

Re: Columbus Center / Phase II / MXD Site Plan and PAD Application / Statement of Use

Dear Mr. Trias:

On behalf of USRE Holdings, LLC and Gables Residential (collectively, the "Applicant"), I respectfully submit this statement of use in connection with the enclosed application for Mixed Use District (MXD) Site Plan and Planned Area Development (PAD) approval (the "Application").

The Columbus Center is a 14-story mixed used building located at 1 Alhambra Plaza which was constructed "as of right" in 1990 after City Commission approval of the partial vacation of the alley which previously bisected the block. It was the first mid-rise building in the area and it provided an alternative access to the remaining public alley way as well as a public plaza on the West side of the building. Today, it is bordered by buildings of similar height and scale to the north, south, and west. While large buildings have risen across the streets surrounding Columbus Center, an approximately 0.744 acre parcel abutting Columbus Center to the northwest has remained vacant.

The Applicant proposes to fill in the vacant parcel to the northwest by completing "Phase II" of the Columbus Center (the "Project"). Phase II will consist of an 18-story mixed use building, including 200 luxury residences, 3,400 SF of retail space, 2,600 SF of office space, and 387 parking spaces. To ensure that Phase II is fully unified with the existing Columbus Center, and to allow flexibility in the provision of mixed uses, open space, and communal amenities, all without sacrificing the strong emphasis on aesthetics and architecture that the City's regulations demand, the Applicant is seeking the following approvals:

- a Mixed Use District (MXD) Site Plan approval;

- a Planned Area Development (PAD) Designation approval; and
- an amendment to Ordinance No. 2854 which vacated part of the alley which previously bisected the site and provided for an alternative alley access easement.

Specifically, the requested MXD Site Plan approval will allow Phase II of the Project to incorporate residential and retail uses alongside the existing office uses of Phase I of the Columbus Center. The PAD Designation will allow the Applicant to transfer approximately 147,915 square feet of floor area from the Phase I site to the Phase II site, will provide relief from certain stepback requirements and will permit part of the new Phase II building to encroach on the Phase I site as indicated in the enclosed plans. This will grant the Applicant the necessary flexibility to provide shared open spaces and amenities between both Phases of Columbus Center even as the overall floor area permitted to be developed on the Property is unchanged. The proposed Phase II building will require a slight reconfiguration and reduction in height of the alternative alley access easement which was required for Ordinance No. 2854. A direct application will be made to the City Commission requesting this modification.

Benefits to the City

The Project will adhere to the City's Mediterranean architectural design standards and will advance George Merrick's vision of a residential community anchored by a dynamic commercial center. By providing a mix of complementary uses, the Project will minimize reliance on cars within the area thus helping to reduce traffic congestion. Furthermore, the Project will include an enhanced street level public realm including the installation of an arcade and pedestrian access routes on all sides of the Project as well as a greatly improved public plaza. These public realm improvements will help form a very pedestrian friendly transition between Downtown Coral Gables and the residential communities to the north and east of the Project.

Consistency with the Comprehensive Plan and Zoning Code Criteria

The Project will be consistent with the following Goals, Objectives, and Policies of the Comprehensive Plan:

> **Goal FLU-1.** Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.
>
> **Objective FLU-1.1.** Preserve Coral Gables as a "placemaker" where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use

Classifications and Map (see FLU-1: Future Land Use Map).

Policy FLU-1.1.5. The general intent of the Mixed-Use land use classification is to promote a multi-faceted pedestrian friendly environment comprised of an assortment of uses, including: Residential, Retail/Commercial, Office, Industrial, and Public Open Spaces.

Policy FLU-1.7.1. Encourage effective and proper high quality development of the Central Business District, which offers potential for local employment in proximity to protected residential neighborhoods.

Policy FLU-1.9.1. Encourage balanced mixed use development in the central business district and adjoining commercial areas to promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.

Policy FLU-1.9.2. Encourage the detailed planning of downtown, which is defined as the central business district, to establish sound economic, aesthetic, and land use principles for effective utilization of both public and private resources.

Goal DES-1. Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.

Objective DES-1.1. Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.

Policy DES-1.1.1. Promote and support George Merrick's vision consistent with the established historic and cultural fabric of the City.

Policy DES-1.2.1. Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.

Policy DES-1.1.2. Provide for rigorous design guidelines, standards, and review processes via the City's Zoning Code that ensure high quality design of buildings and spaces.

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

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

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

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

Policy HOU-1.5.2. Encourage residential mixed use as a means of increasing housing supply within the Downtown/Central Business District/Mixed Use Development Overlay Area, thereby promoting increase in commercial and retail activity, increased use of transit, reduction of auto dependency, in association with minimizing visual and physical impacts of nearby lower density areas.

Through the incorporation of responsible planning techniques like mixed land uses, pedestrian-friendly design, increased density, protected open space, and urban revitalization, the Application supports the City's goal of economic growth through sustainable development that increases its residents' quality of life.

Compliance with Conditional Use Standards and Criteria

We respectfully submit that this request for mixed use Site Plan approval satisfies the review criteria of Section 3-408 of the Zoning Code as follows:

A. The proposed conditional use is consistent with and furthers the goals, policies and objectives of the Comprehensive Plan and furthers the purposes of these regulations and other City ordinances and actions designed to implement the Plan.

As stated above, the development is consistent with the Comprehensive Plan and will promote the realization of the goals, objectives, and policies thereof.

B. The available use to which the property may be put is appropriate to the property that is subject to the proposed conditional use and compatible with existing and planned uses in the area.

As the site is located within the Central Business District (CBD), the proposed mixed residential and commercial use is appropriate and compatible with the adjacent pedestrian-friendly, downtown commercial district.

C. The proposed conditional use does not conflict with the needs and character of the neighborhood and the City.

On the contrary, the proposed development is both compatible and complimentary of the historical and cultural fabric of the City.

D. The proposed conditional use will not adversely or unreasonably affect the use of other property in the area.

The Project will benefit nearby properties by enhancing property values, provide housing to new customers for local businesses, and encourage pedestrian activity with its street level retail options for residents.

E. The proposed use is compatible with the nature, condition, and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures.

As discussed herein, the Project has positive synergy with adjacent uses, buildings, and structures and will not have an adverse impact upon them.

F. The parcel proposed for development is adequate in size and shape to accommodate all development features.

The unified design provides continuity with its adjacent neighboring sites, complimenting the skyline at the entrance to the downtown CBD district while also providing architectural design elements focused to the pedestrian scale.

G. The nature of the proposed development is not detrimental to the health, safety and general welfare of the community.

The Project will feature the highest quality design and construction and the Applicant is sensitive to the various dimensions of development that affect the civic environment, including traffic, the landscape, streetscape, and community concerns.

H. The design of the proposed driveways, circulation patterns and parking is well defined to promote vehicular and pedestrian circulation.

The driveways and pathways provide safe, efficient circulation for vehicles and pedestrians while creating positive aesthetic qualities. Off-street parking requirements are met for all uses in the Project.

I. The proposed conditional use satisfies the concurrency standards of Article 3, Division 13 and will not adversely burden public facilities, including the traffic-carrying capacities of streets, in an unreasonable or disproportionate manner.

The proposed Project complies with the City's concurrency standards as is indicated by the Concurrency Impact Statement provided as part of this submittal.

Compliance with Required Findings for a PAD

We respectfully submit that this request for PAD approval satisfies the findings required by Section 3-503 of the Code as follows:

A. In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.

The Project exemplifies the Code's intent of developing economies of scale achieved through the creative planning of experienced design professionals. The development team has utilized the Code's permissive provisions to unify the Columbus Center site in a harmonious, efficient plan that embraces the City's architectural heritage and further enhances the downtown business district.

B. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.

In order to better integrate the development across the Project site, the Project employs innovative PAD provisions regarding relaxed stepback controls and the sharing of floor area among uses. This design flexibility enables the Applicant to provide better amenities and infrastructure improvements without an overreliance upon these flexible provisions, the result of which would undermine important regulatory criteria. The result is a balanced use of bulk, height, open space, and dwelling units over the entire property.

C. The extent to which the proposed plan meets the requirements and standards of the PAD regulations.

The Project adheres faithfully to the Code's prescriptive standards, but the use of a PAD permits simultaneous control at the design stage, thus ensuring that the individual elements of the PAD work together to enhance the whole. Adherence to these requirements has guaranteed that the multiple land uses are seamlessly integrated and make efficient use of the open land.

D. The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.

The Applicant's design observes the Code's objectives concerning architectural, landscape, and streetscape elements so that the entire Project maintains a cohesive sense of place. Pedestrian connectivity is encouraged by the shaded arcades and welcoming landscaping, while the public plaza provides circulation and visually pleasing open space.

E. The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.

The Project's unified architectural style and size are aesthetically pleasant and compatible with adjacent properties. The improved design of the Columbus Center integrates recreational, living, working, and commercial facilities wholly within the PAD. Its mixture of uses adds to a diversified neighborhood concept, with pedestrian-filled pathways that enhance the character of the neighborhood.

F. The desirability of the proposed PAD to physical development of the entire community.

Rather than conventional regulations which contain uniform standards, the PAD promotes variety in the physical development pattern of the City and offers a more desirable living environment. The development incentives provided to the Applicant offer a significant return for the City in terms of attractive new property, valuable tax revenues, increased economic activity, and opportunities for residents.

G. The conformity of the proposed PAD with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.

As detailed in the previous section, the Columbus Center PAD is consistent with the goals and values of the City's growth management plan. The Project's integrated development fulfills the Comprehensive Plan by advancing intelligent growth and sustainability, while furthering the downtown district's reputation for high quality urban design.

Thank you for your consideration of the Application. Please contact me if you have any questions or would like to discuss the foregoing.

Sincerely,

Mario J. Garcia-Serra

Enclosures

cc: Mr. Joseph Wilber

MIA_ACTIVE 4168685.1

City of Coral Gables Planning Division Application

305.460.5211 planning@coralgables.com www.coralgables.com

Application request

The undersigned applicant(s)/agent(s)/property owner(s) request City of Coral Gables consideration and review of the following application(s) (please check all that apply):

- ☐ Abandonment and Vacations
- ☐ Annexation
- ☐ Coral Gables Mediterranean Architectural Design Special Locational Site Plan
- ☐ Comprehensive Plan Map Amendment - Small Scale
- ☐ Comprehensive Plan Map Amendment - Large Scale
- ☐ Comprehensive Plan Text Amendment
- ☐ Conditional Use - Administrative Review
- ☐ Conditional Use without Site Plan
- ☐ Conditional Use with Site Plan
- ☐ Development Agreement
- ☐ Development of Regional Impact
- ☐ Development of Regional Impact - Notice of Proposed Change
- ☒ Mixed Use Site Plan
- ☒ Planned Area Development Designation and Site Plan
- ☐ Planned Area Development Major Amendment
- ☐ Restrictive Covenants and/or Easements
- ☐ Site Plan
- ☐ Separation/Establishment of a Building Site
- ☐ Subdivision Review for a Tentative Plat and Variance
- ☐ Transfer of Development Rights Receiving Site Plan
- ☐ University Campus District Modification to the Adopted Campus Master Plan
- ☐ Zoning Code Map Amendment
- ☐ Zoning Code Text Amendment
- ☐ Other: _____

General information

Street address of the subject property: 100 Alhambra Cir. (Vacant Parcels at intersection of Alhambra Cir. & Minorca Av., plus 1 Alhambra Plz.)

Property/project name: Columbus Center

Legal description: Lot(s) 3 through 40 plus portions of alleys as described in Exhibit A.

Block(s) 22 Section (s) Revised Coral Gables Section L

Property owner(s): USRE Holdings, LLC

Property owner(s) mailing address: USAA Real Estate Company, 9830 Colonnade Boulevard, Suite 600, San Antonio, TX 78230

Telephone: Business 305-740-5442 Fax 305-740-5443

Other _____ Email hailey.ghalib @ usrealco.com

City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Mario J. Garcia-Serra / Greenberg Traurig, PA

Applicant(s)/agent(s) mailing address: 333 SE 2nd Avenue, Miami, Florida 33131

Telephone: Business 305-579-0837 Fax 305-961-5837

Other _____ Email garcia-serram @ gtlaw.com

Property information

Current land use classification(s): Commercial High Intensity within the Central Business District

Current zoning classification(s): Commercial within the Central Business District

Proposed land use classification(s) (if applicable): n/a

Proposed zoning classification(s) (if applicable): n/a

Supporting information (to be completed by Planning Staff)

A Preapplication Conference is required with the Planning Division in advance of application submittal to determine the information necessary to be filed with the application(s). Please refer to the Planning Divison Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. The Planning Division reserves the right to request additional information as necessary throughout the entire review process.

- ☒ Aerial.
- ☐ Affidavit providing for property owner's authorization to process application.
- ☐ Annexation supporting materials.
- ☐ Application fees.
- ☐ Application representation and contact information.
- ☐ Appraisal.
- ☒ Architectural/building elevations.
- ☒ Building floor plans.
- ☐ Comprehensive Plan text amendment justification.
- ☐ Comprehensive Plan analysis.
- ☒ Concurrency impact statement.
- ☐ Encroachments plan.
- ☐ Environmental assessment.
- ☐ Historic contextual study and/or historical significance determination.
- ☐ Landscape plan.
- ☐ Lighting plan.
- ☐ Massing model and/or 3D computer model.
- ☐ Miami-Dade County Conflict of Interest and Code of Ethics Lobbyist form.
- ☐ Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- ☐ Parking study.
- ☒ Photographs of property, adjacent uses and/or streetscape.
- ☒ Plat.
- ☒ Property survey and legal description.

- [x] Property owners list, notification radius map and two sets of labels.
- [ ] Public Realm Improvements Plan for mixed use projects.
- [ ] Public school preliminary concurrency analysis (residential land use/zoning applications only).
- [ ] Sign master plan.
- [ ] Site plan and supporting information.
- [x] Statement of use and/or cover letter.
- [ ] Streetscape master plan.
- [ ] Traffic accumulation assessment.
- [ ] Traffic impact statement.
- [ ] Traffic impact study.
- [ ] Traffic stacking analysis.
- [ ] Utilities consent.
- [ ] Utilities location plan.
- [ ] Vegetation survey.
- [ ] Video of the subject property.
- [ ] Zoning Analysis (Preliminary).
- [ ] Zoning Code text amendment justification.
- [x] Warranty Deed.
- [ ] Other:_____

Application submittal requirements

1. Hard copies. Three (3) hard copies of the entire application shall be submitted including all the items identified in the preapplication conference.
2. Digital media copies. Twelve (12) compact discs (CD ROMs) of the entire application including all items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 Mb. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

Applicant/agent/property owner affirmation and consent

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

1. Submission of the following:
   a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
   b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of Coral Gables entitlements in effect during the entire review process.
2. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
3. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) (our) knowledge and belief.
4. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.

5. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
6. All representatives of the application have registered with and completed lobbyist forms for the City of Coral Gables City Clerk's office.
7. Understand that under Florida Law, all the information submitted as part of the application are public records.
8. Additional costs in addition to the application fees may be assessed associated with the review of applications by the City. These are costs that may be incurred by the applicant due to consultant fees paid by City to review the application. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees will be assessed upon finalization of the City application review.

Property owner(s) signature(s): Hailey Ghalib	Property owner(s) print name: Hailey Ghalib USRE Holdings, LLC, a Delaware limited liability company BY:US Real Estate Limited Partnership, a Texas limited partnership Its sole member BY:USAA Real Estate Company, a Delaware corporation Its general partner
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address: USAA Real Estate Company, 9830 Colonnade Boulevard, Suite 600, San Antonio, Texas 78230	

Telephone: 305-740-5442	Fax: 305-740-5443	Email: hailey.ghalib@usrealco.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 20 day of Feb. 2014 by Hailey Ghalib

(Signature of Notary Public - State of ~~Florida~~ Texas)

HALEY KOENIG
Notary Public
State of Texas
My Comm. Exp. 05-21-2016

Haley Koenig

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

☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

PORTION OF PHASE II
OVERLAPPING WITH PHASE I

CONTEXT SITE PHOTOS

SCALE: NTS

BEHAR · FONT

SEAL:

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE: 02-22-14
PROJECT NO.: 11-025
DRAWING NAME:
SHEET NO.:
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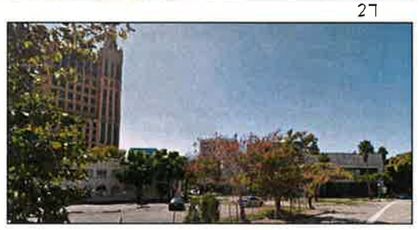
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CONTEXT PHOTOS

SCALE:NTS

BEHAR·FONT

SEAL:

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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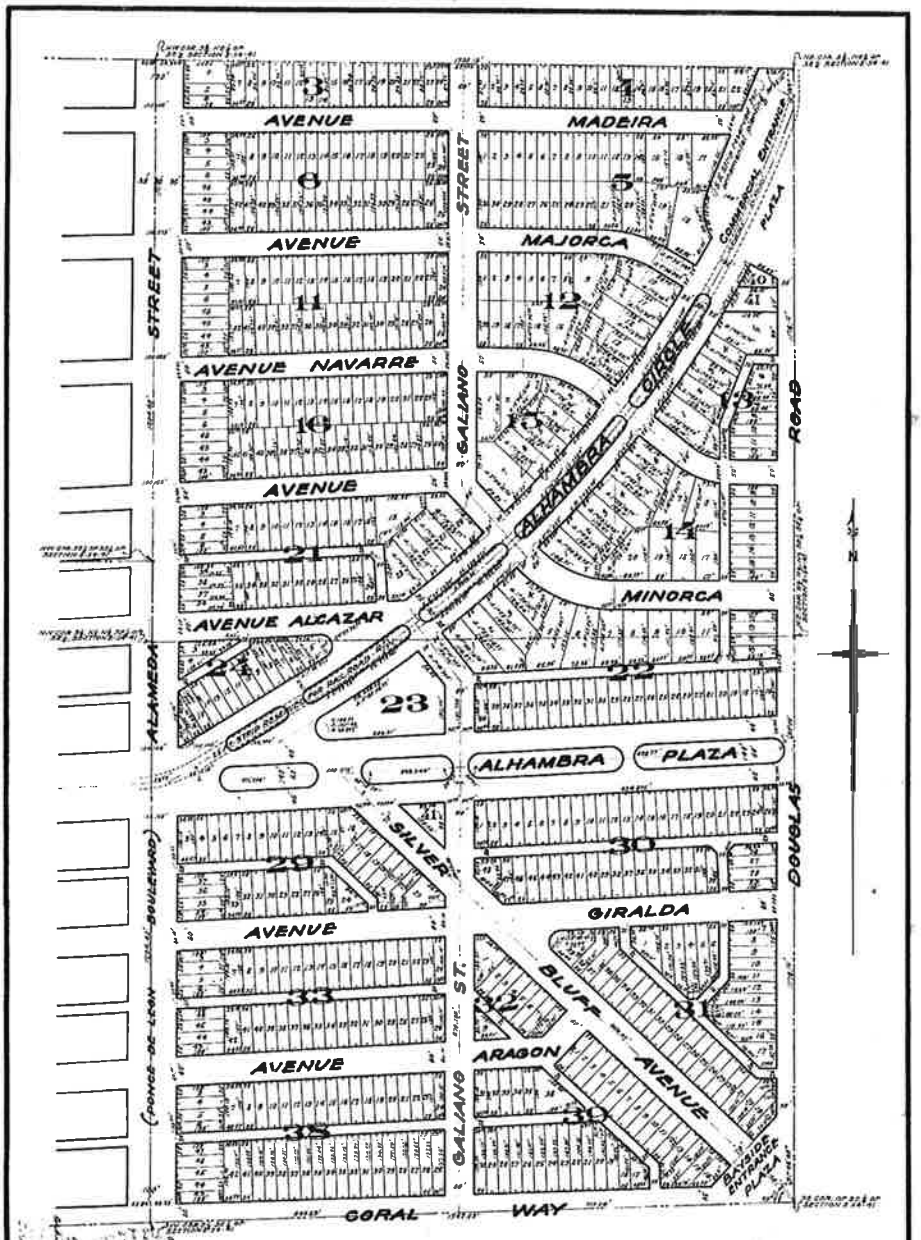
DATE:02-28-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:

A-0.3.1



REVISED PLAT
CORAL GABLES
SECTION L.

SUBDIVISION OF THE SE¼ OF THE SE¼ AND THE S½ OF THE NE¼ OF THE SE¼ OF SEC. 8, TWP. 54 S. RG. 41 E. ALL IN DADE COUNTY, FLORIDA

W.C. Bliss, Engr. October 1923.
Scale: 1in=100ft.

This map was approved by the County Engineer of Dade County, Florida.
Chas. Coffey W.C.B.
County Engineer.

I do hereby make affidavit that the information appearing on this plat is accurate and correct to the best of my knowledge and belief.
W. C. Bliss
Affiant: Licensed Civil Engr. No 135.

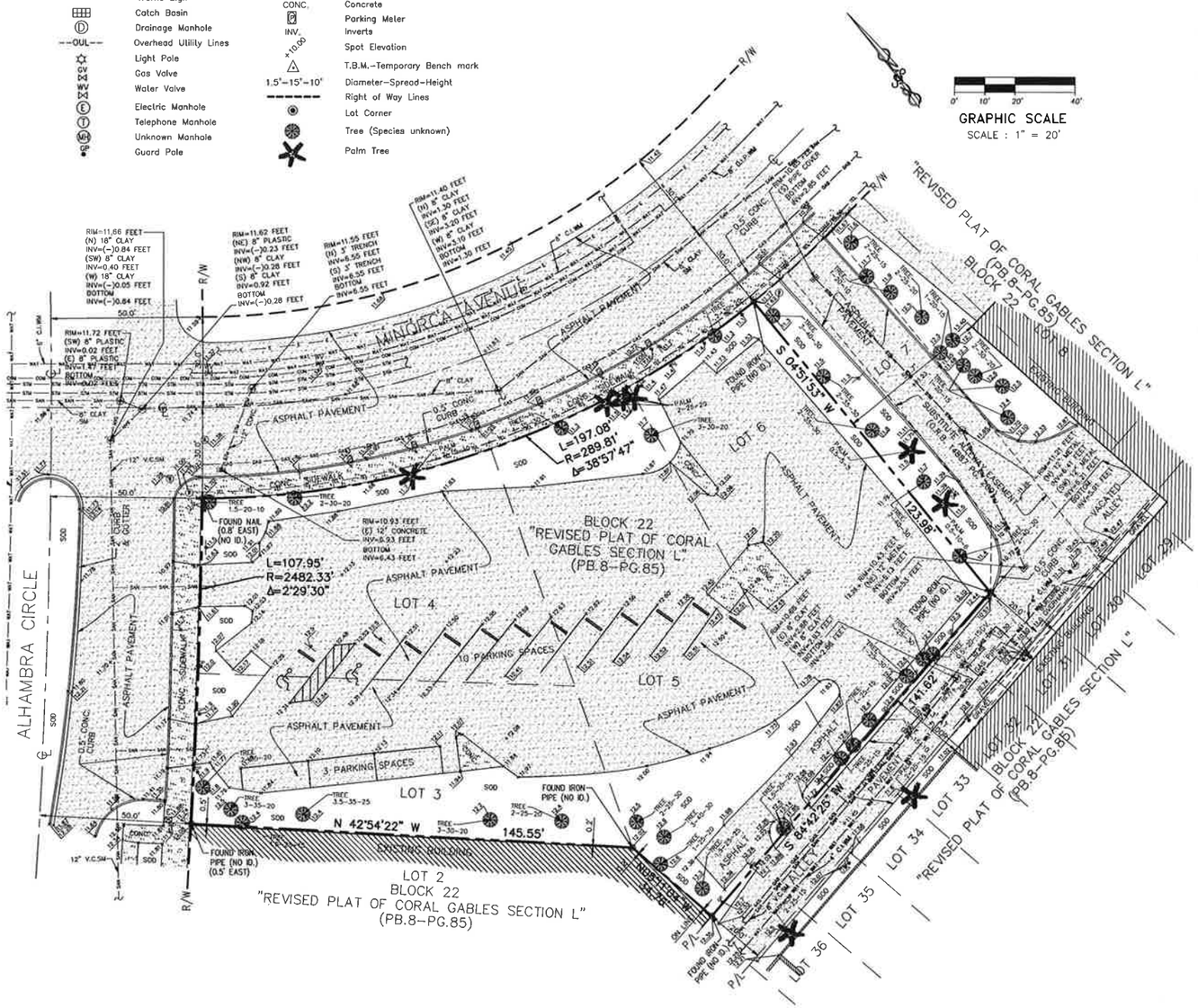
Subscribed and Sworn To Before Me this 7th day of Nov A.D. 1923.
Notary Public State of Florida.
My commission expires

8-85

BOUNDARY & TOPOGRAPHIC SURVEY

LEGEND & ABBREVIATIONS

MLP	Metal Light Pole	R/W	Right-of-Way Line
	Guy Wire	P/L	Property Line
	Utility Power Pole	I.D.	Identification
	Fire Hydrant	C.S.	Concrete Slab
		R.P.M.	Reflective Pavement Markings
	Water Meter	℄	Center Line
	Electric Box	M	Monument Line
	Telephone Box	P.B.	Plat Book
	Sewer Manhole	PG.	Page
	Traffic Sign	ASPH.	Asphalt
	Catch Basin	CONC.	Concrete
	Drainage Manhole		Parking Meter
--OUL--	Overhead Utility Lines	INV.	Inverts
	Light Pole	+10.00	Spot Elevation
GV	Gas Valve		T.B.M.-Temporary Bench mark
WV	Water Valve	1.5"-15'-10"	Diameter-Spread-Height
	Electric Manhole		Right of Way Lines
	Telephone Manhole		Lot Corner
MH	Unknown Manhole		Tree (Species unknown)
GP	Guard Pole		Palm Tree



LEGAL DESCRIPTION:

Lots 3, 4, 5 and 6, Block 22 of "REVISED PLAT OF CORAL GABLES SECTION L", according to the plat thereof as recorded in Plat Book 8, Page 85, of the Public Records of Miami-Dade County, Florida.
Containing 32,280 square feet (0.74 acres) more or less by calculations.

Property Address: 100 Alhambra Circle, Coral Gables, Florida

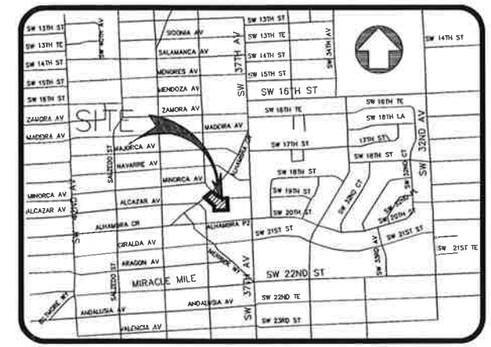
Folio No.: 03-4108-077-2010
03-4108-007-2020

SURVEYOR'S NOTES:

1. Last day of field work was performed on April 12, 2012.
2. Avino & Associates, Inc. and certifying Land Surveyor accept no responsibility for Rights-of-Way, Easements, Restrictions of Record or other matters affecting title to lands surveyed other than those recited in current Deed and/or other instruments of record furnished by Client.
3. Bearings shown hereon are based on the Southwesterly Line of Lots 3, Block 22 of "REVISED PLAT OF CORAL GABLES SECTION L", according to the plat thereof as recorded in Plat Book 6, Page 85, of the Public Records of Miami-Dade County, Florida; with an assumed Bearing of N 42°54'22" W, said line to be considered a well monumented line.
4. By scaled determination the subject property appears to lie in Flood Zone X, as per Federal Emergency Management Agency (FEMA) Community-Panel Number 120639, Map No. 12086C0294, Suffix L, Revised Date: 09-11-2009. An accurate Zone determination should be made by the preparer of the map, the Federal Emergency Management Agency, or the Local Government Agency having jurisdiction over such matters prior to any judgments being made from the Zone as noted. The referenced Federal Emergency Management Agency Map states in the notes to the user that "this map is for insurance purposes only".
5. All Elevations shown hereon refer to National Geodetic Vertical Datum 1929 (NGVD).

   Benchmark Identification: Coral Gables Benchmark: No.630
   Elevation: 11.49 feet (National Geodetic Vertical Datum)
   Location: Galiano Street & Alhambra Plaza.
   PK Nail and Brass Washer in Concrete Sidewalk.

   Benchmark Identification: Coral Gables Benchmark: No.517
   Elevation: 9.68 feet (National Geodetic Vertical Datum)
   Location: Galiano Street & Madeira Avenue.
   PK Nail and Brass Washer in Concrete Sidewalk.
6. The Survey depicted herein is not intended to show the location or existence of any Wetland or Jurisdictional areas, or areas of protected species of vegetation either natural or cultivated.
7. Any use of this Survey for purposes other than which it was intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone than those certified to.
8. The minimum relative distance accuracy for this type of Survey is 1 foot in 10,000 feet. The accuracy obtained by measurement and calculation of closed geometric figures was found to exceed this requirement.
   Well-identified features as depicted on the Survey Map were measured to an estimated horizontal positional accuracy of 1/10 foot.



VICINITY MAP
NOT TO SCALE

9. Since no other information other than what is cited in the Sources of Data were furnished, the Client is hereby advised that there may legal restrictions on the Subject Property that are not shown on the Survey Map or contained within this Report that may be found in the Public Records of Miami-Dade County, or the records of any other public and private entities as their jurisdictions may appear. The Surveyor makes no representation as to ownership or possession of the Subject Property by any entity or individual who may appear of public record.

   No excavation or determination was made as to how the Subject Property is served by utilities. No improvements were located, other than those shown. No underground foundations and/or improvements were located or shown hereon.
   This notice is required by the "Minimum Technical Standards for Land Surveying in the State of Florida," pursuant to Chapter 5J-17, Florida Administrative Code and as adopted by the Florida Board of Professional Surveyors and Mappers pursuant to Chapter 472, Florida Statutes.

   Notice is hereby given that Sunshine State One Call of Florida, Inc. must be contacted at 1-800-432-4770 at least 48 hours in advance of any construction, excavation or demolition activity within, upon, abutting or adjacent to the Subject Property.
   This Notice is given in compliance with the "Underground Facility Damage Prevention and Safety Act," pursuant to Chapter 556.101-111 of the Florida Statutes.

CERTIFIED TO:

USRE HOLDINGS, INC.
LOADSTAR, INC.

SURVEYOR'S CERTIFICATE:

This is to certify to the herein named firm and/or persons that the "Boundary & Topographic Survey" of the herein described property is true and correct to the best of our knowledge and belief as surveyed under our direction. I further certify that this survey meets the Minimum Technical Standards Requirements as set forth in Chapter 5J-17, Florida Administrative Code, as adopted by the Florida Board of Professional Surveyors and Mappers pursuant to 472.027 Florida Statute.

NOTICE: Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to Survey Maps by other than the signing party are prohibited without the written consent of the signing party.

PLOT DATE: 04/19/2012

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ACAD FILE: BOUNDARY & TOPO SURVEY

MARK	DATE	REVISIONS

BOUNDARY AND TOPOGRAPHIC SURVEY
100 ALHAMBRA CIRCLE
CORAL GABLES, FL 33134

USRE HOLDINGS, LLC.
9830 COLONNADE BOULEVARD
SUITE 600
SAN ANTONIO, TX 78230-2239

Aviñó & ASSOCIATES
Engineers • Planners • Surveyors
1350 S.W. 57th AVENUE, SUITE 207
WEST MIAMI, FLORIDA 33144
TEL: (305) 265-5030
FAX: (305) 265-5033
EB # 5098 LB # 5098
E-MAIL: jravino@avinoandassociates.com

SEAL

DRAWN BY:	B.J.S.
CHECKED BY:	J.R.A.
APPROVED BY:	J.R.A.
DATE :	04/19/2012
SCALE :	1" = 20'
JOB No. :	12108.00

JORGE R. AVIÑO, P.E.# 22287; P.L.S.# 4996

SHEET 1

BOUNDARY & TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION:

Lots 3 to 40, Block 22 of "REVISED PLAT OF CORAL GABLES SECTION L", according to the plat thereof as recorded in Plat Book 8, Page 85, of the Public Records of Miami-Dade County, Florida.
Containing 145,019 square feet (3.33 acres) more or less by calculations.

Property Address: 100 Alhambra Circle, Coral Gables, Florida

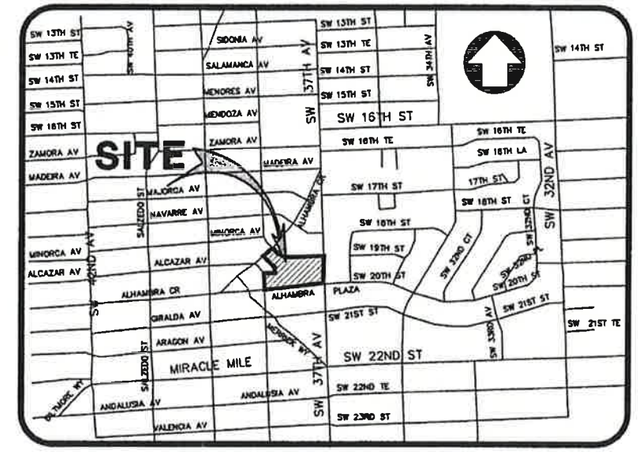
Folio No.: 03-4108-077-2010
03-4108-007-2020
03-4108-007-2210

SURVEYOR'S NOTES:

1. Last day of field work was performed on March 20, 2014.
2. Avino & Associates, Inc. and certifying Land Surveyor accept no responsibility for Rights-of-Way, Easements, Restrictions of Record or other matters affecting title to lands surveyed other than those recited in current Deed and/or other instruments of record furnished by Client.
3. Bearings shown hereon are based on the Centerline of ALHAMBRA PLAZA with an assumed Bearing of S84°42'25"W, said line to be considered a well monumented line.
4. By scaled determination the subject property appears to lie in Flood Zone X, as per Federal Emergency Management Agency (FEMA) Community-Panel Number 120639, Map No. 12086C0294, Suffix L, Revised Date: 09-11-2009. An accurate Zone determination should be made by the preparer of the map, the Federal Emergency Management Agency, or the Local Government Agency having jurisdiction over such matters prior to any judgments being made from the Zone as noted. The referenced Federal Emergency Management Agency Map states in the notes to the user that "this map is for insurance purposes only".
5. All Elevations shown hereon refer to National Geodetic Vertical Datum 1929 (NGVD).

   Benchmark Identification: Coral Gables Benchmark: No.630
   Elevation: 11.49 feet (National Geodetic Vertical Datum)
   Location: Galiano Street & Alhambra Plaza.
   PK Nail and Brass Washer in Concrete Sidewalk.

   Benchmark Identification: Coral Gables Benchmark: No.517
   Elevation: 9.68 feet (National Geodetic Vertical Datum)
   Location: Galiano Street & Madeira Avenue.
   PK Nail and Brass Washer in Concrete Sidewalk.
6. The Survey depicted herein is not intended to show the location or existence of any Wetland or Jurisdictional areas, or areas of protected species of vegetation either natural or cultivated.
7. Any use of this Survey for purposes other than which it was intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone than those certified to.
8. The minimum relative distance accuracy for this type of Survey is 1 foot in 10,000 feet. The accuracy obtained by measurement and calculation of closed geometric figures was found to exceed this requirement.
   Well-identified features as depicted on the Survey Map were measured to an estimated horizontal positional accuracy of 1/10 foot.
9. Since no other information other than what is cited in the Sources of Data were furnished, the Client is hereby advised that there may legal restrictions on the Subject Property that are not shown on the Survey Map or contained within this Report that may be found in the Public Records of Miami-Dade County, or the records of any other public and private entities as their jurisdictions may appear. The Surveyor makes no representation as to ownership or possession of the Subject Property by any entity or individual who may appear of public record.



VICINITY MAP
NOT TO SCALE

No excavation or determination was made as to how the Subject Property is served by utilities. No improvements were located, other than those shown. No underground foundations and/or improvements were located or shown hereon.
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This Notice is given in compliance with the "Underground Facility Damage Prevention and Safety Act," pursuant to Chapter 556.101-111 of the Florida Statutes.

SURVEYOR'S CERTIFICATE:

This is to certify to the herein named firm and/or persons that the "Boundary & Topographic Survey" of the herein described property is true and correct to the best of our knowledge and belief as surveyed under our direction. I further certify that this survey meets the Minimum Technical Standards Requirements as set forth in Chapter 5J-17, Florida Administrative Code, as adopted by the Florida Board of Professional Surveyors and Mappers pursuant to 472.027 Florida Statute.

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PLOT DATE: 03/21/2014

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MARK	DATE	REVISIONS

BOUNDARY AND TOPOGRAPHIC SURVEY
100 ALHAMBRA CIRCLE
CORAL GABLES, FL 33134

USRE HOLDINGS, LLC.
9830 COLONNADE BOULEVARD
SUITE 600
SAN ANTONIO, TX 78230-2239

Aviñó & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS
1350 S.W. 57TH AVENUE, SUITE 207
WEST MIAMI, FLORIDA 33144
TEL: (305) 265-5030
FAX: (305) 265-5033
EB # 5098 LB # 5098
E-MAIL: JRAVINO@AVINOANDASSOCIATES.COM

SEAL
3/21/14
JORGE R. AVIÑO, PLS 2202 PLS 4400

ACAD FILE: BOUNDARY & TOPO SURVEY (BLOCK 22)
DRAWN BY: B.J.S.
CHECKED BY: J.R.A.
APPROVED BY: J.R.A.
DATE : 03/21/2014
SCALE : 1" = 20'
JOB No. : 12108.00

SHEET
1
SHEET 1 OF 2

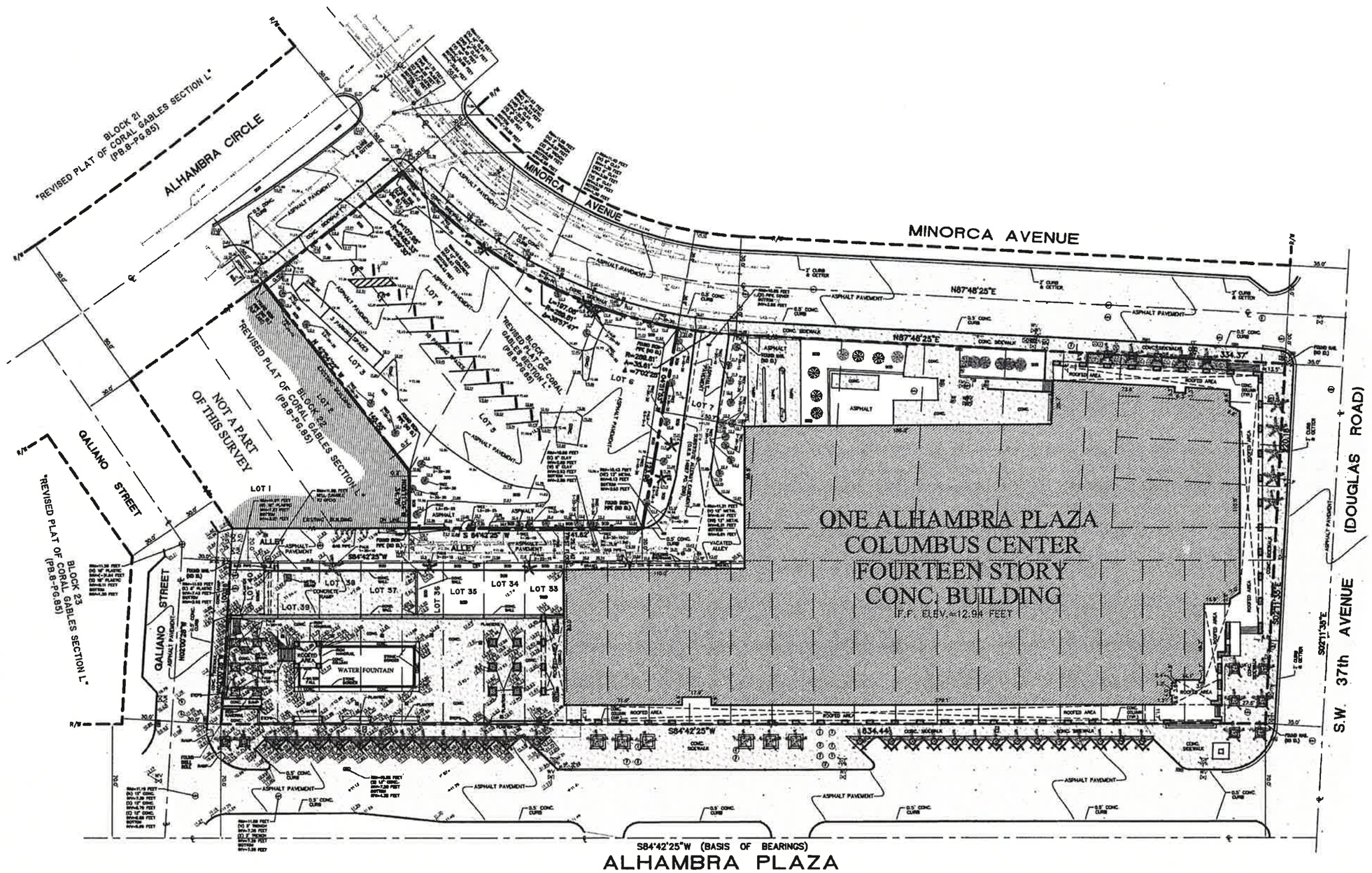
GRAPHIC SCALE
SCALE : 1" = 30'

LEGEND

- Metal Light Pole
- Guy Wire
- Utility Power Pole
- Fire Hydrant
- Water Meter
- Electric Box
- Telephone Box
- Sewer Manhole
- Traffic Sign
- Catch Basin
- Drainage Manhole
- Overhead Utility Lines
- Light Pole
- Gas Valve
- Water Valve
- Electric Manhole
- Telephone Manhole
- Unknown Manhole
- Guard Pole
- Parking Meter
- Metal Drain
- Spot Elevation
- Right of Way Lines
- Lot Corner
- Tree (Species unknown)
- Palm Tree

ABBREVIATIONS

R/W	Right-of-Way Line
P/L	Property Line
I.D.	Identification
C.S.	Concrete Slab
INV.	Inverts
℄	Center Line
⅊	Monument Line
P.B.	Plat Book
PG.	Page
ASPH.	Asphalt
CONC.	Concrete



PLOT DATE: 03/21/2014

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ACAD FILE: BOUNDARY & TOPO SURVEY (BLOCK 22)

MARK	DATE	REVISIONS

BOUNDARY AND TOPOGRAPHIC SURVEY
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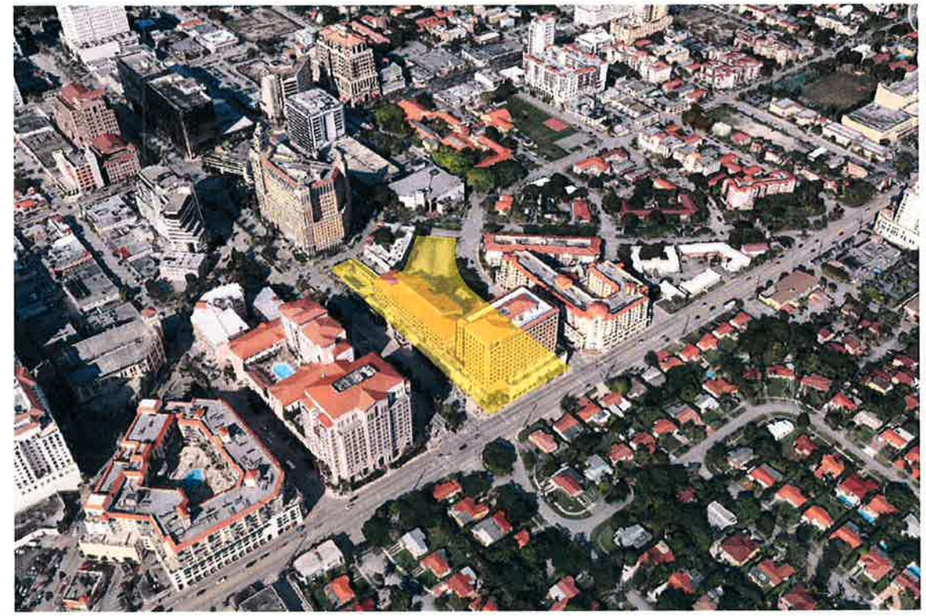
TEL: (305) 265-5030
FAX: (305) 265-5033
EB # 5098 LB # 5098
E-MAIL: JRAVINO@AVINOANDASSOCIATES.COM

SEAL
3/21/14
JORGE R. AVIÑÓ, P.E. #22201, P.L.S. #4746

DRAWN BY: B.J.S.	SHEET
CHECKED BY: J.R.A.	2
APPROVED BY: J.R.A.	
DATE : 03/21/2014	
SCALE : 1" = 20'	
JOB No. : 12108.00	
	SHEET 1 OF 2

NORTH EAST



NORTH WEST

SOUTH

EAST

AERIAL VIEWS

SCALE:NTS

BEHAR · FONT
PARTNERS, P.A.
ARCHITECTURE · PLANNING · INTERIOR DESIGN
135 San Lorenzo Avenue, Suite 810
Coral Gables, Florida 33146
TEL (305) 529-2422 FAX (305) 746-9413
E-MAIL: info@bfpartners.com

SEAL:

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE:02-28-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:

A-0.2

BEHAR · FONT

STATE OF FLORIDA
ROBERTO BEHAR
AR14339
REGISTERED ARCHITECT

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE 02-14-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
A-4.1

3D VIEWS
SCALE:NTS

3D VIEWS

SCALE:NTS

BEHAR · FONT

STATE OF FLORIDA
ROBERTO BEHAR
AR14339
REGISTERED ARCHITECT

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE: 02-14-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
A-4.3

BEHAR • FONT & PARTNERS, P.A.

May 16, 2014

RE: **Comments- 100 Alhambra Circle**

The following is an itemized response to the comments pertaining to the above referenced project.

Planning and Zoning Comments:

1. Elevation Drawings (Sec. 3-502.D.3.c).
   - Provide elevation drawings indicating each of the following frontages for proposed (phase II) mixed-use building: Alhambra Circle, Minorca Avenue, Alhambra Plaza (view from plaza), Douglas Road (view from Phase I0, and Galiano Street (view form La Palma).
   - Include total height to top of slab and to top of roof line in all elevation drawings.

   Please refer to Sheets A-3.0 - A-3.4 for Building Elevation.

2. Signage Plan (Sec. 3-502-D.3.h). A signage plan that complies with Zoning Code regulation as well as appropriate wayfinding signage and ATM locational signage will be provided.
   Please refer to Sheet A-0.9_ Signage Floor Plan

3. Art in Public Places: **Not part of this submission. Improvements of the plaza to be part of Art in Public Places submittal. By others.**

4. Circulation Plans (Sec. 3-502-D.3.b). Submit circulation plan for the following types of systems: pedestrian, vehicular, bicycle, and public transit (buses and trolley).
   Please refer to Sheet A-0.10 Accessibility Floor Plan as well as Exhibits 3,4 and 5 created by Kimley Horn .

5. Traffic Regulation devices (Sec. 3-502-D.3.q). Show all proposed traffic control devices (parking garage, arm/gates, overhead doors, etc.) on plans.
   Please refer to Sheet A-1.1_ Ground Floor plan.

6. Concurrency Impact Statement. Provide CIS indicating infrastructure is available for the project.
   Concurrency administrator cannot get it. She has already informed Planning and Zoning Director.

7. Elevations (Sec. 4-201.F.2, No blank walls). Architectural reliefs and elements shall be provided on all sides of buildings and include similar architectural

ARCHITECTURE
PLANNING
INTERIORS

135 San Lorenzo Ave., Suite 610
Coral Gables, FL 33146
Tel.: 305.740.5442
Fax: 305.740.5443
E-Mail:Reception@beharfont.com
Certification No. AA2451

features as to those provided on the front façade. No blank walls shall be permitted unless required pursuant to applicable Fire and Life Safety Code requirements.

Please refer to Sheets A-3.0 - A-3.4 for Building Elevation.

8. Overhead doors (Sec. 4-201.F.9). Overhead doors shall not face or be directed towards residential properties and/ or adjacent rights-of-ways abutting residentially zoned properties. Indicate on plans that there will be no proposed overhead doors facing Minorca Ave.
   Please refer to Sheet A-1.1_ Ground Floor plan.

9. Paver treatments. Paver treatments shall be included in the following locations: driveways entrances, crosswalks, and sidewalks (minimum of 25% of paving surfaces).
   Please refer to Sheet A-0.8 Mediterranean Bonus for percentages and A-1.1 Ground Floor Plan.

10. Landscape open space (Sec. 3-502.C.6). Minimum required landscaped open space for a PAD shall be not less than 20%.
    Please refer to Sheet A-0.5.1 Zoning Chart for calculations and A-0.8 Mediterranean Bonus.

11. Pedestrian pass-throughs/ paseo (Sec. 3-502.C.8.d). Where necessary and appropriate to enhance public pedestrian access, no block face shall have a length greater than two hundred and fifty (250) feet without a public pedestrian passageway or alley providing through access.
    Please refer to Sheet A-1.0 Site plan and A-1.1 Ground Floor plan.

12. Ground floor building frontage on secondary streets (Sec. 4-201.E.11) Minimum 40% of linear ground floor building frontage shall include retail sales and service, office, or restaurant or public realm land area uses.
    Please refer to sheet A-0.7 Overall Ground Floor for calculations, L-1.1 Overall Public Amenities Site Plan and ST-1.1 Public Realm Plan (Phase I)

Kimley»Horn

May 13, 2014

Yamilet Senesplenda, P.E.
City Engineer
City of Coral Gables Department of Public Works
2800 SW 72nd Ave.
Miami, FL 33155

RE: ***Comments – 100 Alhambra Circle, Columbus Center Phase II***

The following is an itemized response to the comments pertaining to the above referenced project

Public Works Comments:

1. Updated traffic study shall be submitted:
   a. New traffic counts (TMC's conducted in July are not accepted by the City).
   b. Committed developments (33 Alhambra Circle) have to be included in the analysis.
   c. A full updated site plan has to be included in the traffic study Appendix to better understand the traffic circulation and parking garage location.
   d. Trip distribution does not show the trips assigned to the alley entering from and exiting to Galiano Street.

   Please refer to the responses generated by John McWilliams dated May 5, 2014 and the revised traffic study submitted on May 6, 2014.

2. No left turn signs shall be installed at the alley exit to Galiano Street.
   Please refer to the revised Signage and Marking Plan (EX-3). A right turn only sign is proposed in the alley exiting to Galiano Street.

3. A description of the traffic circulation on the public alley as well as an appropriate way finding signage shall be provided.
   Please refer to the revised Signage and Marking Plan (EX-3) for a depiction of the traffic circulation in the public alley with the appropriate signage. Please refer to the pedestrian Accessibility Floor Plan exhibit created by Behar Font.

4. Provide full size underground facilities master plan to the Public Works Department.
   Please refer to the Conceptual Utilities Plan (EX-1). There are no above ground facilities that will need to be relocated underground.

5. New 6" PVC C900 laterals must be provided. The section of the sewer line must be replaced from manhole to manhole.
   The project will be serviced by two (2) 6" PVC C900 sewer laterals. The section of sewer line will be replaced as required. The existing sewer mains will be televised and copies will be submitted to the City for review.

Kimley»Horn

May 5, 2014

Ms. Yamilet Senespleda, P.E.
City of Coral Gables
Coral Gables, FL

RE: Traffic Impact Study Response to Comments

We have received comments provided by the City of Coral Gable's traffic engineering consultant for the 100 Alhambra Circle traffic study on April 9, 2014. It should be noted that this response to comments only includes the traffic related comments. We offer the following responses:

1. **New traffic counts (TMC's conducted in July are not accepted by the City).**

   Response: New traffic counts were collected in April 2014. The revised traffic impact analysis has been updated to reflect the new counts and peak season factor for the two intersections that previously utilized TMC's from July.

2. **Committed developments (33 Alhambra Circle) have to be included in the analysis.**

   Response: Per our meeting on April 23, 2014, a traffic study has not been submitted for this project. Therefore, it was not included as a committed development.

3. **A full updated site plan has to be included in the traffic study Appendix to better understand the traffic circulation and the parking garage location.**

   Response: An updated site plan has been included in Appendix A of the revised traffic impact study. In addition, a signs and pavement marking plan has been included in Appendix A to better illustrate the traffic circulation and parking garage location on site.

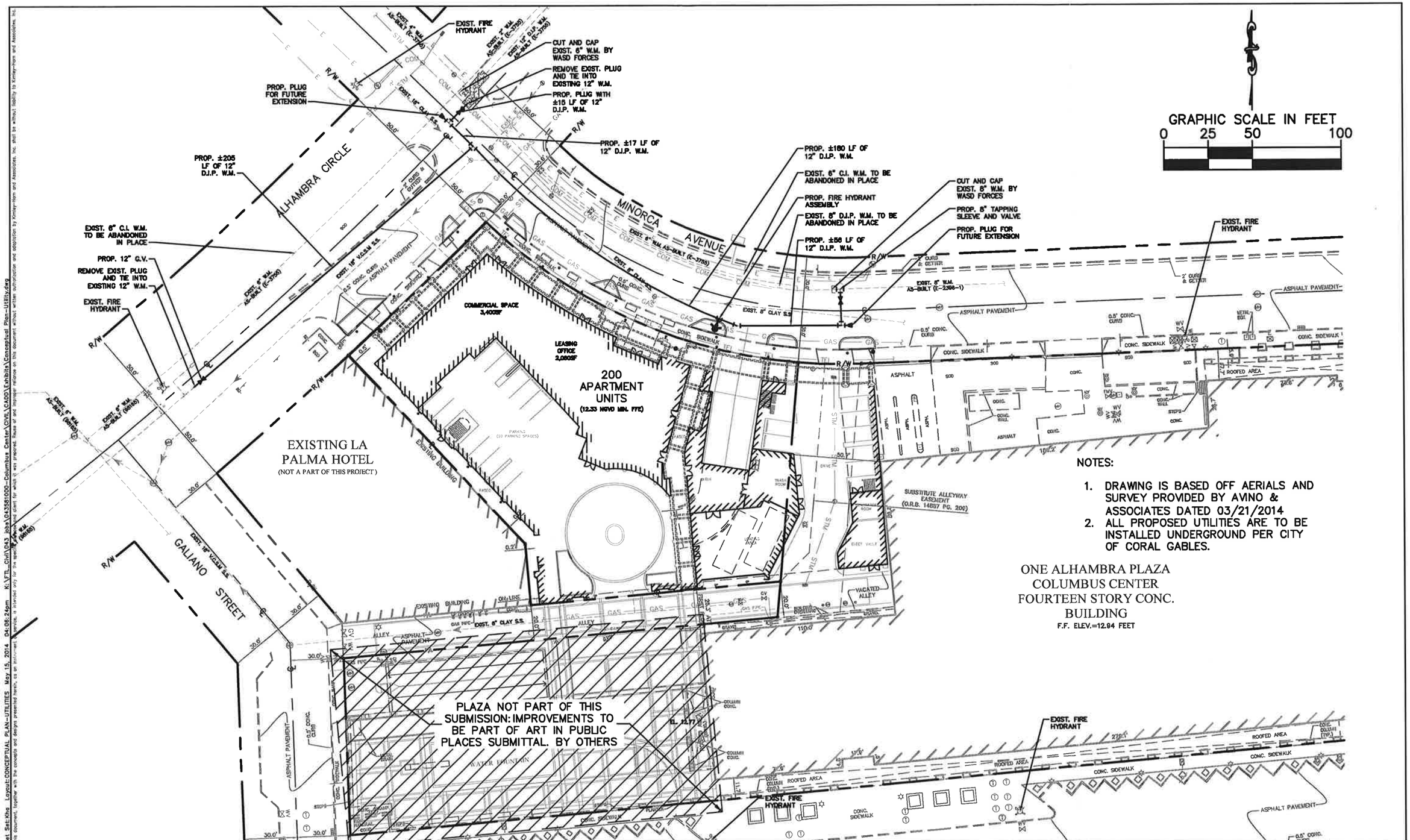
4. **Trip distribution does not show the trips assigned to the alley entering from and exiting to Galiano Street.**

   Response: The trip distribution has been updated to show trips assigned to the alley entering from and existing to Galiano Street. The updated trip distribution can be found in the revised traffic impact analysis.

Please contact me at (954) 535-5100 or john.mcwilliams@kimley-horn.com should you have any questions.

Sincerely,

John J. McWilliams, P.E.



NOTES:

1. DRAWING IS BASED OFF AERIALS AND SURVEY PROVIDED BY AVINO & ASSOCIATES DATED 03/21/2014
2. ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND PER CITY OF CORAL GABLES.

No.	REVISIONS	DATE	BY

Kimley»Horn

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600 N. PINE ISLAND RD., SUITE 450
PLANTATION, FL 33342
TEL: (954)535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT 043581000
DATE 4/21/2014
SCALE AS SHOWN
DESIGNED BY –
DRAWN BY SE
CHECKED BY CTF

COLUMBUS CENTER II
PREPARED FOR
USRE HOLDINGS, LLC
CORAL GABLES FLORIDA

LICENSED PROFESSIONAL
CHRISTOPHER THOMAS FALCE, P.E.
73908
DATE:

CONCEPTUAL UTILITIES PLAN

SHEET NUMBER
EX-1

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:CONCEPTUAL PLAN-UTILITIES May 15, 2014 04:06:24pm K:\FTL_Civil\043 Jobs\043581000-Columbus Center\CIVIL\CADD\Exhibits\Conceptual Plan-Utility.dwg
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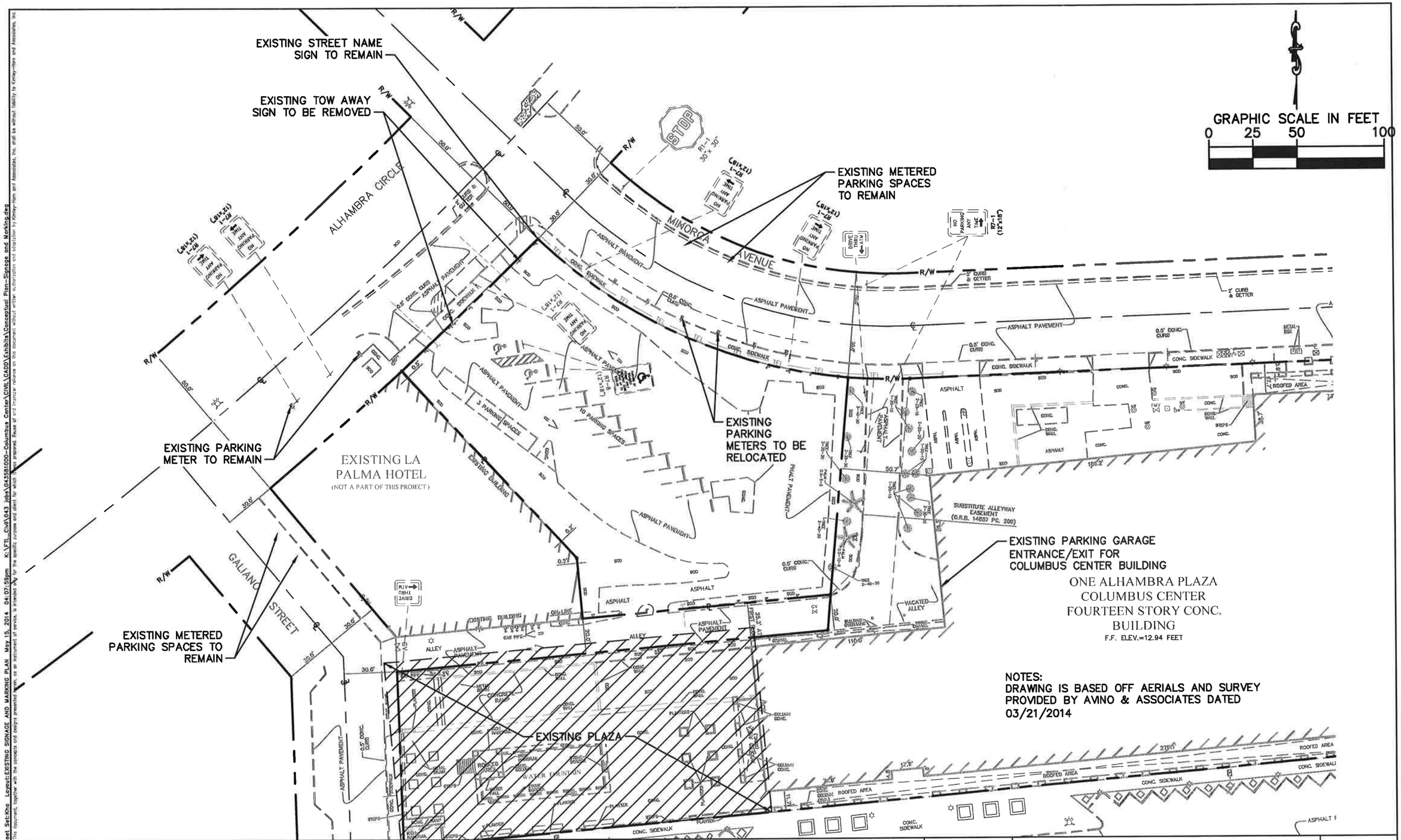

NOTES:
DRAWING IS BASED OFF AERIALS AND SURVEY PROVIDED BY AVINO & ASSOCIATES DATED 03/21/2014

No.	REVISIONS	DATE	BY

Kimley»Horn

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PLANTATION, FL 33342
TEL: (954)535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT 043581000
DATE 4/21/2014
SCALE AS SHOWN
DESIGNED BY –
DRAWN BY SE
CHECKED BY CTF

COLUMBUS CENTER II
PREPARED FOR
USRE HOLDINGS, LLC
CORAL GABLES FLORIDA

LICENSED PROFESSIONAL
CHRISTOPHER THOMAS FALCE, P.E.
73908
DATE:

EXISTING SIGNAGE AND MARKING PLAN

SHEET NUMBER
EX-2

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:EXISTING SIGNAGE AND MARKING PLAN May 15, 2014 04:07:59pm K:\FTL_Civil\043 Jobs\043581000-Columbus Center\CIVIL\CADD\Exhibits\Conceptual Plan-Signage and Marking.dwg
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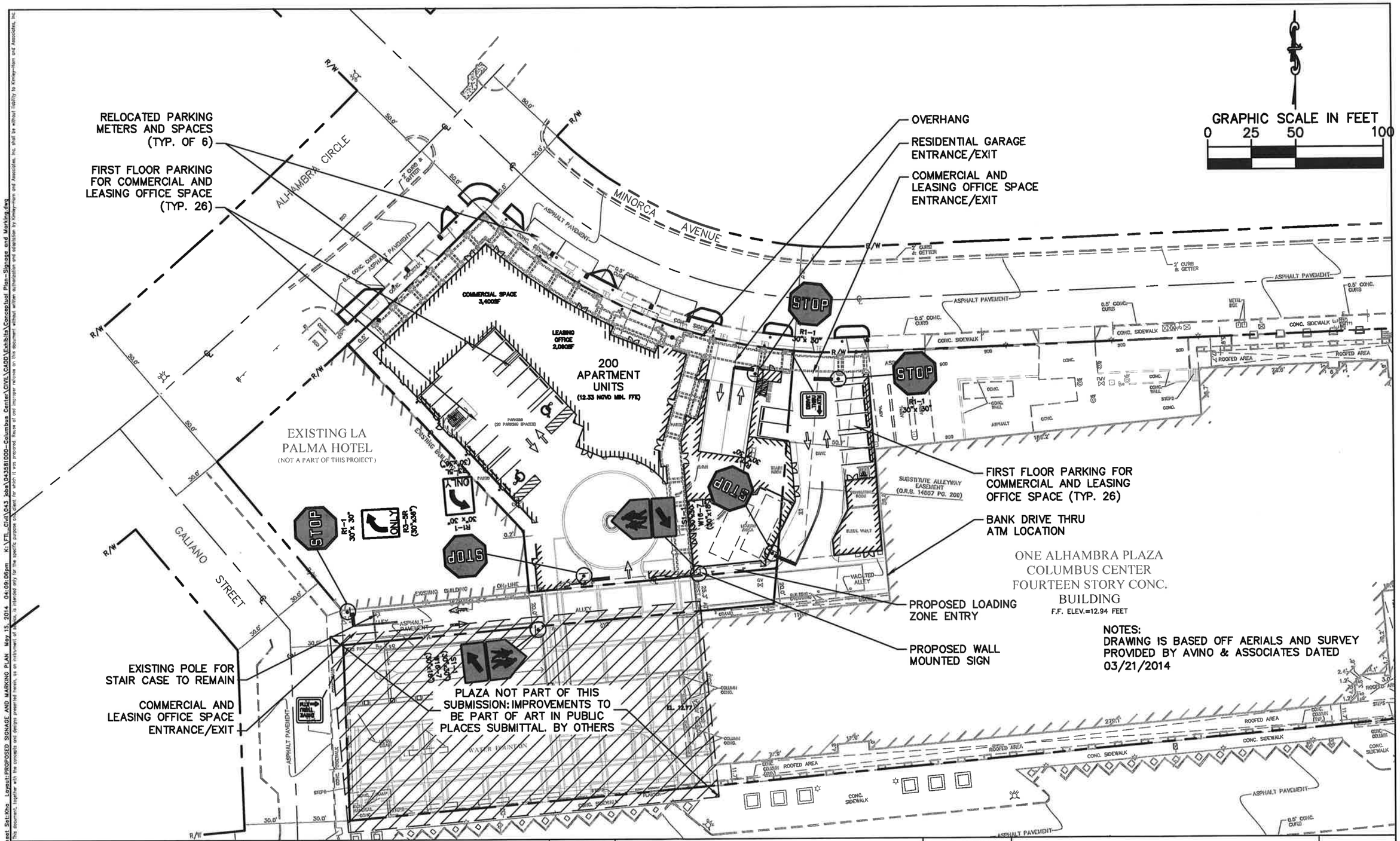

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No.	REVISIONS	DATE	BY

Kimley»Horn

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PLANTATION, FL 33342
TEL: (954)535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT	043581000
DATE	4/21/2014
SCALE	AS SHOWN
DESIGNED BY	–
DRAWN BY	SE
CHECKED BY	CTF

COLUMBUS CENTER II
PREPARED FOR
USRE HOLDINGS, LLC
CORAL GABLES FLORIDA

LICENSED PROFESSIONAL
CHRISTOPHER THOMAS FALCE, P.E.
73908
DATE:

PROPOSED SIGNAGE AND MARKING PLAN

SHEET NUMBER
EX-3

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:PROPOSED SIGNAGE AND MARKING PLAN May 15, 2014 04:09:06pm K:\FTL_Civil\043 Jobs\043581000-Columbus Center\CIVIL\CADD\Exhibits\Conceptual Plan-Signage and Marking.dwg
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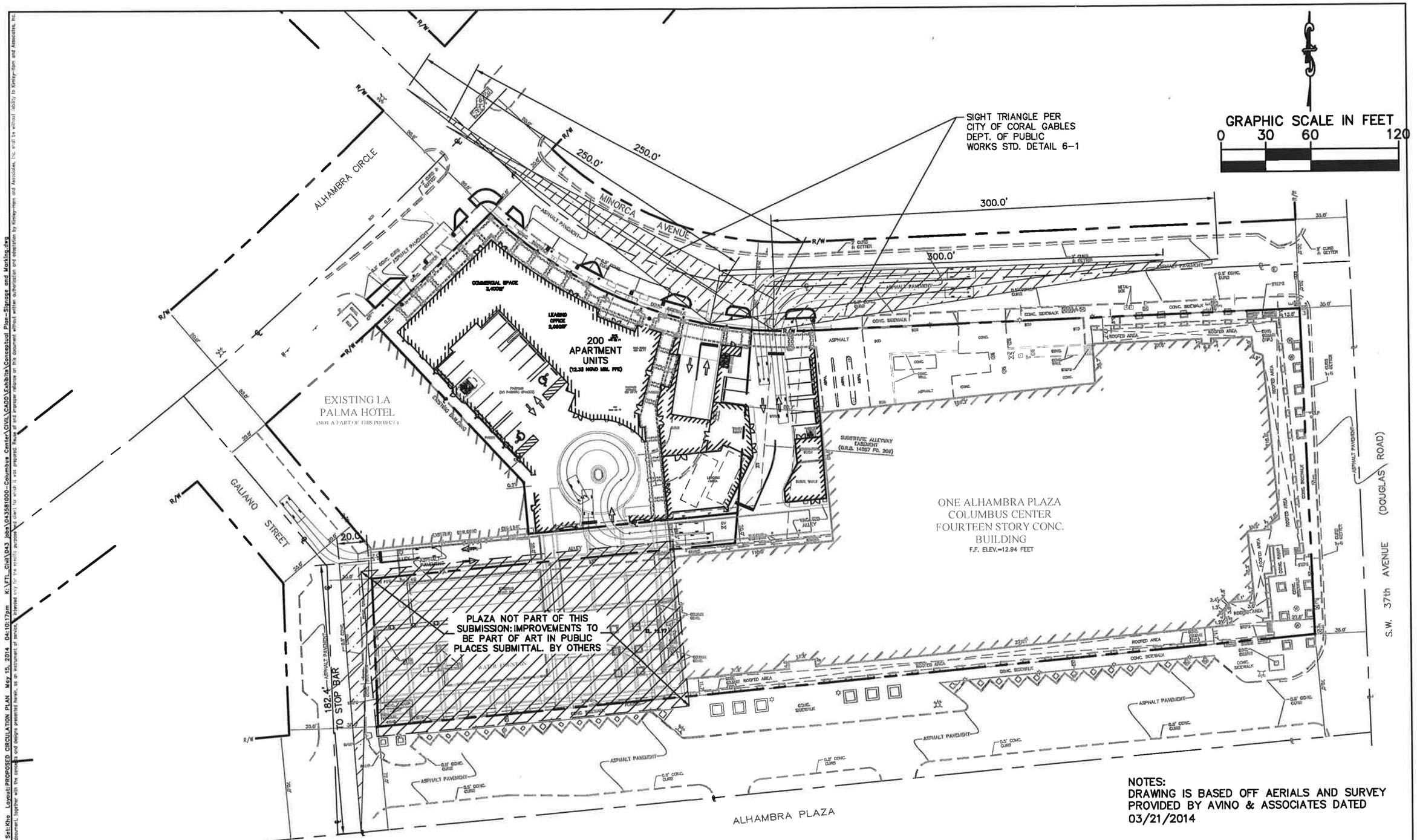

NOTES:
DRAWING IS BASED OFF AERIALS AND SURVEY PROVIDED BY AVINO & ASSOCIATES DATED 03/21/2014

No.	REVISIONS	DATE	BY

Kimley»Horn

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600 N. PINE ISLAND RD., SUITE 450
PLANTATION, FL 33342
TEL: (954)535-5100
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT	043581000
DATE	4/21/2014
SCALE	AS SHOWN
DESIGNED BY	–
DRAWN BY	SE
CHECKED BY	CTF

COLUMBUS CENTER II
PREPARED FOR
USRE HOLDINGS, LLC
CORAL GABLES FLORIDA

LICENSED PROFESSIONAL
CHRISTOPHER THOMAS FALCE, P.E.
73908
DATE:

PROPOSED CIRCULATION PLAN

SHEET NUMBER
EX-4

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:PROPOSED CIRCULATION PLAN May 15, 2014 04:10:17pm K:\FTL_Civil\043 Jobs\043581000-Columbus Center\CIVIL\CADD\Exhibits\Conceptual Plan-Signage and Marking.dwg
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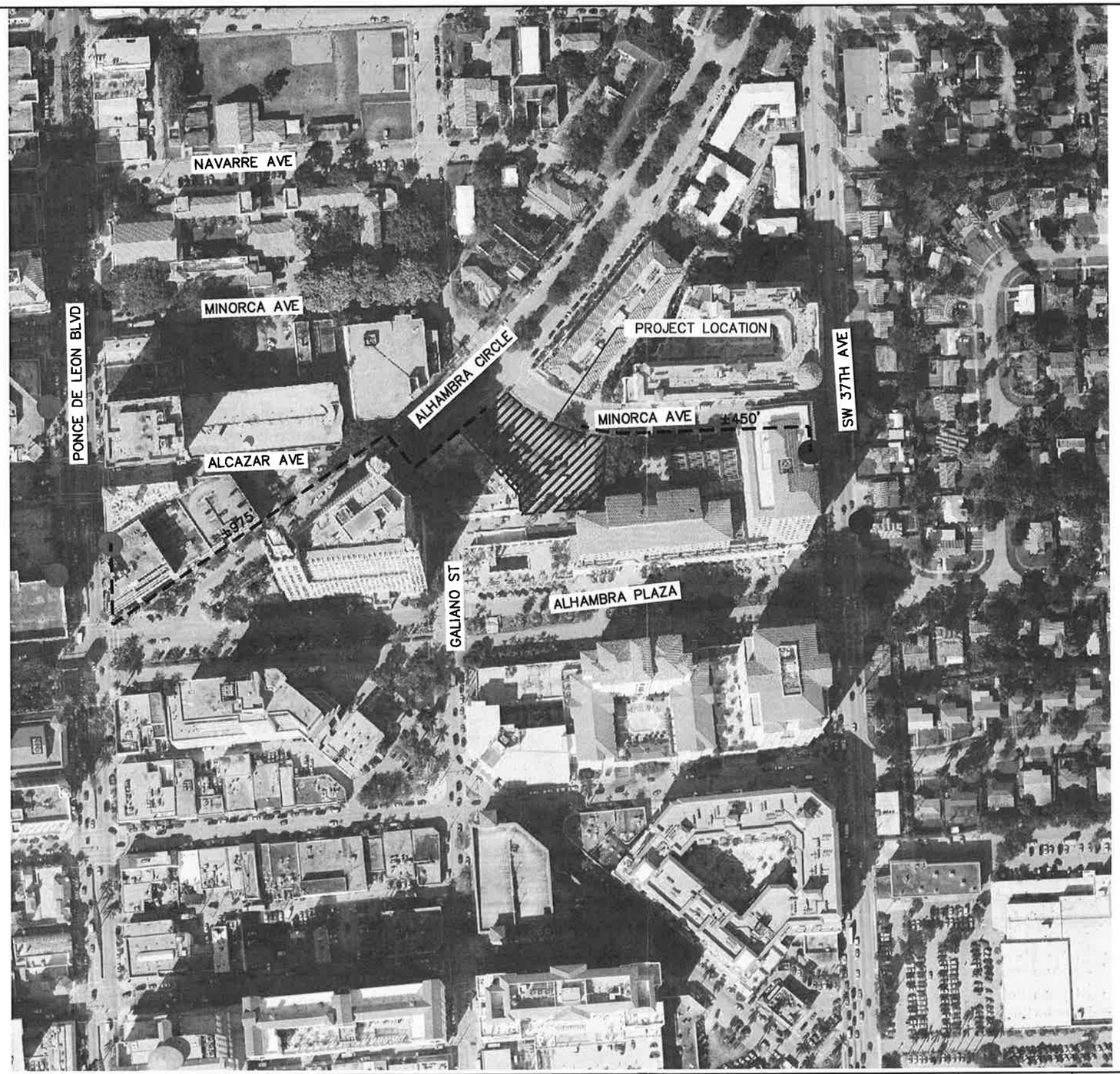

GRAPHIC SCALE IN FEET
0 100 200 400

MIAMI–DADE COUNTY BUS STOP

CITY OF CORAL GABLES TROLLEY STOP

No.	REVISIONS	DATE	BY

Kimley»Horn

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PLANTATION, FL 33342
TEL: (954)535–5100
WWW.KIMLEY–HORN.COM CA 00000696

KHA PROJECT 043581000
DATE 4/21/2014
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COLUMBUS CENTER II
PREPARED FOR
USRE HOLDINGS, LLC
CORAL GABLES FLORIDA

LICENSED PROFESSIONAL
CHRISTOPHER THOMAS FALCE, P.E.
73908
DATE:

PUBLIC TRANSPORTATION EXHIBIT

SHEET NUMBER
EX-5

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:PUBLIC TRANSPORTATION EXHIBIT May 15, 2014 04:11:07pm K:\FTL_Civil\043 Jobs\043581000-Columbus Center\CIVIL\CADD\Exhibits\Public Transportation Proximity.dwg
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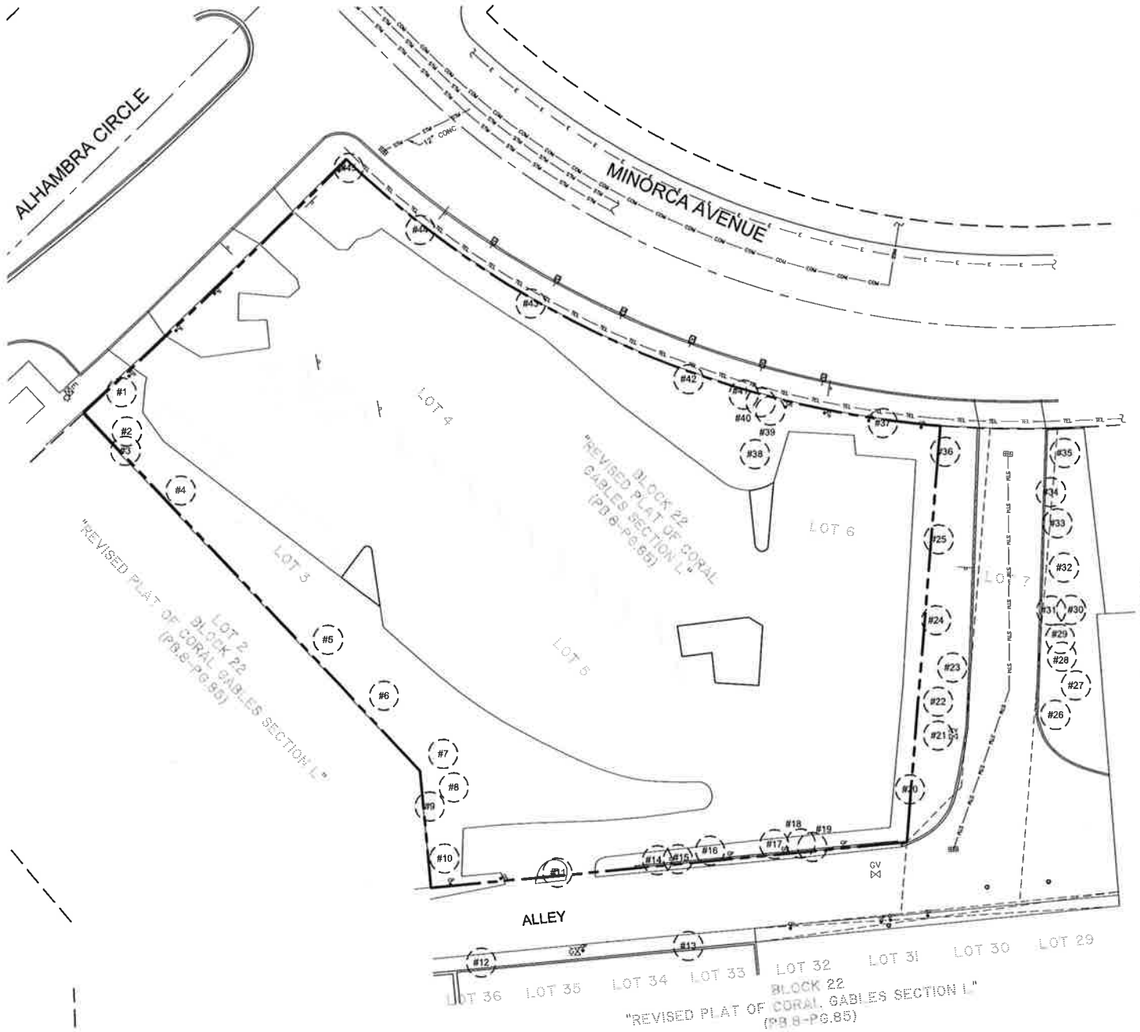

TREE DISPOSITION PLAN

SCALE:1"=20'-0"

Tree Disposition

Tree #	Height	Spread (FT)	DBH	Type	Disposition	Condition	Canopy Area
1	30	15	14"	Mahogony / Swietenia mahagoni	Remove	Poor	176.625
2				Schefflerra actinophylla	Remove	Exotic Invasive	0
3				Schefflerra actinophylla	Remove	Exotic Invasive	0
4				Schefflerra actinophylla	Remove	Exotic Invasive	0
5				Schefflerra actinophylla	Remove	Exotic Invasive	0
6				Schefflerra actinophylla	Remove	Exotic Invasive	0
7				Schefflerra actinophylla	Remove	Exotic Invasive	0
8				Schefflerra actinophylla	Remove	Exotic Invasive	0
9				Schefflerra actinophylla	Remove	Exotic Invasive	0
10				Schefflerra actinophylla	Remove	Exotic Invasive	0
11				Dead			0
12	25	10	10"	Queen Palm / Syagrus romanzoffiana	Remove	Fair	78.5
13	25	10	10"	Queen Palm / Syagrus romanzoffiana	Remove	Fair	78.5
14				Albizia julibrissin	Remove	Exotic Invasive	0
15				Albizia julibrissin	Remove	Exotic Invasive	0
10				Albizia julibrissin	Remove	Exotic Invasive	0
17				Albizia julibrissin	Remove	Exotic Invasive	0
18				Albizia julibrissin	Remove	Exotic Invasive	0
19				Albizia julibrissin	Remove	Exotic Invasive	0
20	30	30	17"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
21				Areca Palm / Dypsis lutescens	Remove	Fair	0
22	30	30	17"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
23				Areca Palm / Dypsis lutescens	Remove	Fair	0
24	30	30	17"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
25	30	30	17"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
26	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
27	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
28	30	30	10"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
29	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
30	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
31	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
32	30	30	10"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
33	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
34	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
35	15	10	6"	Wax Privet / Ligustrum japonicum	Remove	Fair	78.5
36	30	30	17"	Mahogony / Swietenia mahagoni	Remove	Fair	706.5
37				Dead			0
38				Schefflerra actinophylla	Remove	Exotic Invasive	0
39	12	5	14"	Sabal Palm / Sabal palmetto	Remove	Poor	19.625
40	12	5	14"	Sabal Palm / Sabal palmetto	Remove	Poor	19.625
41	12	5	14"	Sabal Palm / Sabal palmetto	Remove	Poor	19.625
42	25	25	30"	Sea Grape / Coccoloba uvifera	Remove	Poor	490.625
43	6	5	14"	Sabal Palm / Sabal palmetto	Remove	Poor	19.625
44				Dead			0
45				Dead			0

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307 south 21st avenue, hollywood, florida
office: 954.923.9400 | business: 954.263.9668
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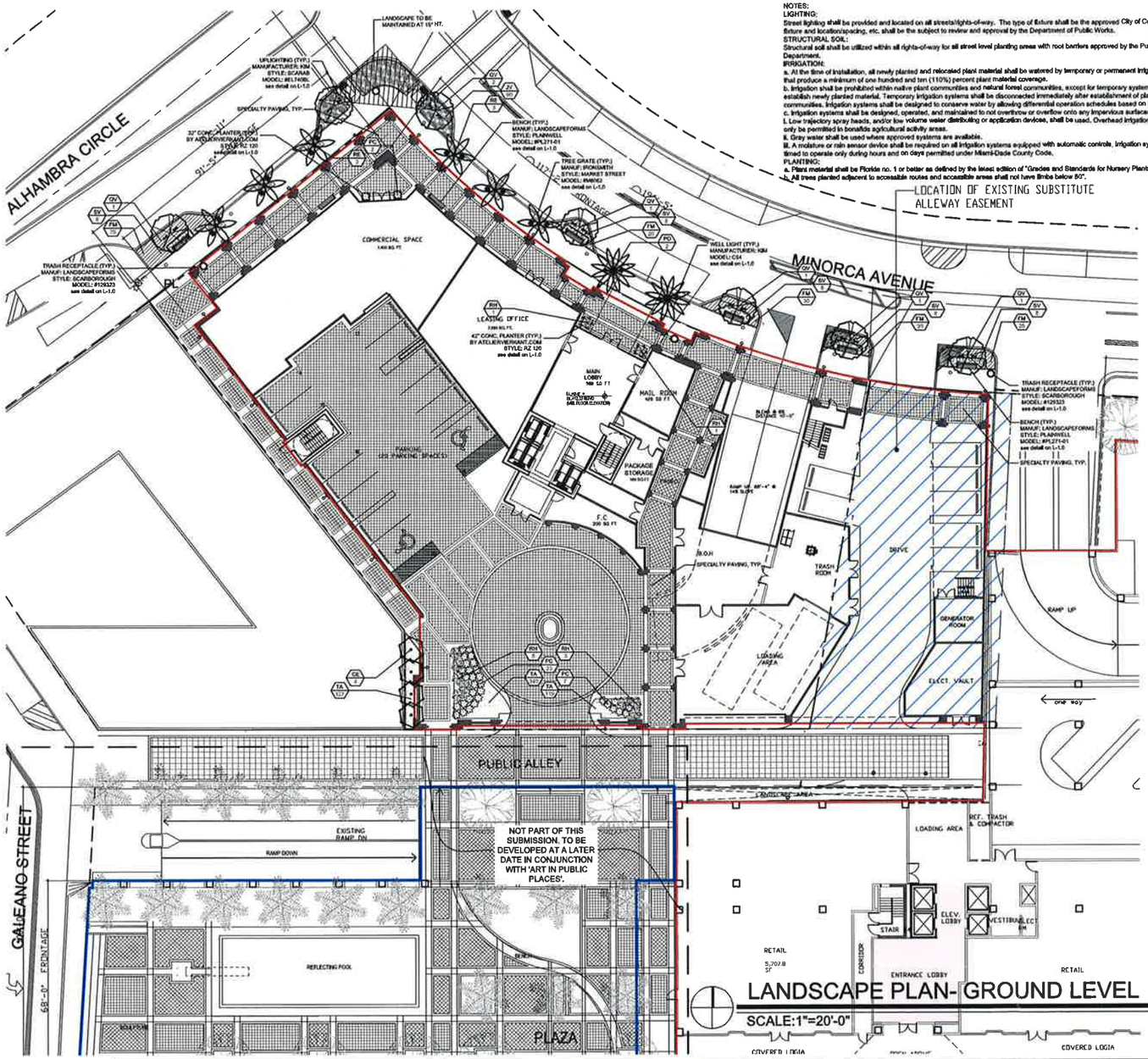
SEAL

ROBERT BEHAR AR No. 14350

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

DATE:01-17-14
PROJECT NO: 11-029
DRAWING NAME:
SHEET NO:
TD-1.0

NOTES:
LIGHTING:
Street lighting shall be provided and located on all streets/rights-of-way. The type of fixture shall be the approved City of Coral Gables light fixture and location/spacing, etc. shall be the subject to review and approval by the Department of Public Works.
STRUCTURAL SOIL:
Structural soil shall be utilized within all rights-of-way for all street level planting areas with root barriers approved by the Public Service Department.
IRRIGATION:
a. At the time of installation, all newly planted and relocated plant material shall be watered by temporary or permanent irrigation systems that produce a minimum of one hundred and ten (110%) percent plant material coverage.
b. Irrigation shall be prohibited within native plant communities and natural forest communities, except for temporary systems needed to establish newly planted material. Temporary irrigation systems shall be disconnected immediately after establishment of plant communities. Irrigation systems shall be designed to conserve water by allowing differential operation schedules based on hydrozone.
c. Irrigation systems shall be designed, operated, and maintained to not overthrow or overflow onto any impervious surfaces.
I. Low trajectory spray heads, and/or low volume water distributing or application devices, shall be used. Overhead irrigation systems shall only be permitted in bonafide agricultural activity areas.
II. Gray water shall be used where approved systems are available.
III. A moisture or rain sensor device shall be required on all irrigation systems equipped with automatic controls. Irrigation systems shall be timed to operate only during hours and on days permitted under Miami-Dade County Code.
PLANTING:
a. Plant material shall be Florida no. 1 or better as defined by the latest edition of "Grades and Standards for Nursery Plants".
b. All trees planted adjacent to accessible routes and accessible areas shall not have limbs below 80".



LANDSCAPE PLAN- GROUND LEVEL

SCALE:1"=20'-0"

OFF-SITE LANDSCAPE LIST

SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
TREES/PALMS			
PD	2	Phoenix dactylifera 'Medjool'	12' C.T.
		MEDJOOL DATE PALM	F.G.
QV	7	*Quercus virginiana	22' HT. X 10' SPR. 8"-6" CAL. MIN.
		LIVE OAK	F.G.
RE	6	*Roystonea elata	6' G.W., 22' O.A. HT. MIN.
		ROYAL PALM	F.G., MATCHED HTS.
SHRUBS AND GROUNDCOVERS			
FM	190	Ficus microcarpa 'Green Island'	15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS	3 GAL.
JV	90	Jasminum volubile	18" HT. X 18" SPR. / 24" O.C.
		WAX JASMINE	3 GAL.
SV	40	Schefflera arboricola 'Trinette'	24" HT. X 24" SPR. / 24" O.C.
		VARIEGATED SCHEFFLERA	3 GAL.

* DENOTES NATIVE SPECIES

GROUND LEVEL LANDSCAPE LIST

SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
TREES/PALMS			
CE	4	*Conocarpus erectus	10' HT. X 4' SPR. 2" CAL.
		GREEN BUTTONWOOD	F. G.
RH	10	Rhapis excelsa	8' OA HT., FULL
		LADY PALM	25 Gal.
SHRUBS AND GROUNDCOVERS			
PC	32	Philodendron 'Congo Rojo'	24" HT. X 24" SPR. / 36" O.C.
		CONGO RED PHILODENDRON	3 GAL.
TA	586	Trachelospermum asiaticum	8" HT. MIN.
		ASIATIC JASMINE	1 GAL. FULL IN POT

* DENOTES NATIVE SPECIES

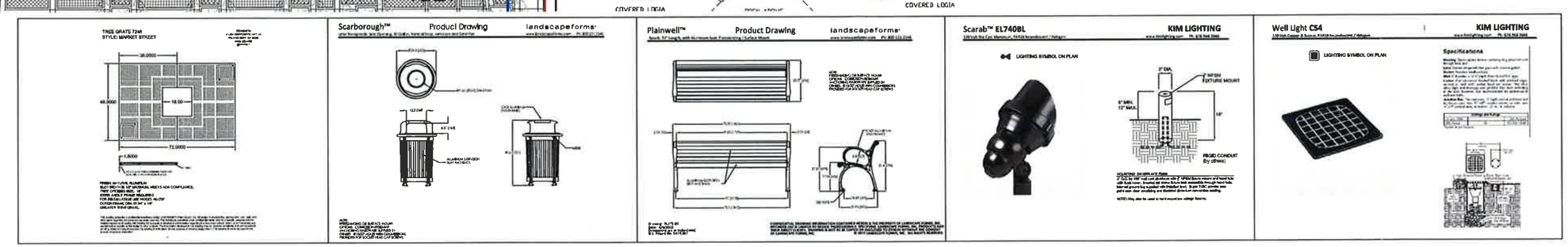
LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan

Zoning District: "C" W/ HIGH-RISE INTENSITY Net Lot Area 0.89 acres 38,856 s.f.

OPEN SPACE	REQUIRED/ ALLOWED	PROVIDED	
A. Square Feet of open space required by Article 5, Development Standards: Net lot area = 38,856 s.f. x 10 % = 3,886 s.f.	3,886	4,459	
TREES			
A. No. of Trees required: 28 x 0.89 = 25	25	35	(31 Trees at Level 5)
B. % Palms Allowed: No. Trees required x 25% =	7	6	
C. % Natives required: No. Trees required x 30% =	8	17	
STREET TREES (maximum average spacing of 35' o.c.):			
A. 115 linear feet along Alhambra Circle =	4	5	
B. 203 linear feet along Minorca Avenue =	6	10	
C. Total Trees Required	35	50	(31 Trees at Level 5)
SHRUBS			
A. No. trees required x 10= No. of shrubs allowed	350	517	(475 Shrubs at Level 5)

42" CONCRETE PLANTER
MANUFACTURER: ATELIERVIERKANT.COM
STYLE: RZ 120
COLOR: BUFF
SIZE: 42"W x 47"H
QUANTITY: 2
NOTES: WITH HOLES FOR DRAINAGE & IRRIGATION

32" CONCRETE PLANTER
MANUFACTURER: ATELIERVIERKANT.COM
STYLE: RZ 80
COLOR: BUFF
SIZE: 32"W x 38"H
QUANTITY: 2
NOTES: WITH HOLES FOR DRAINAGE & IRRIGATION



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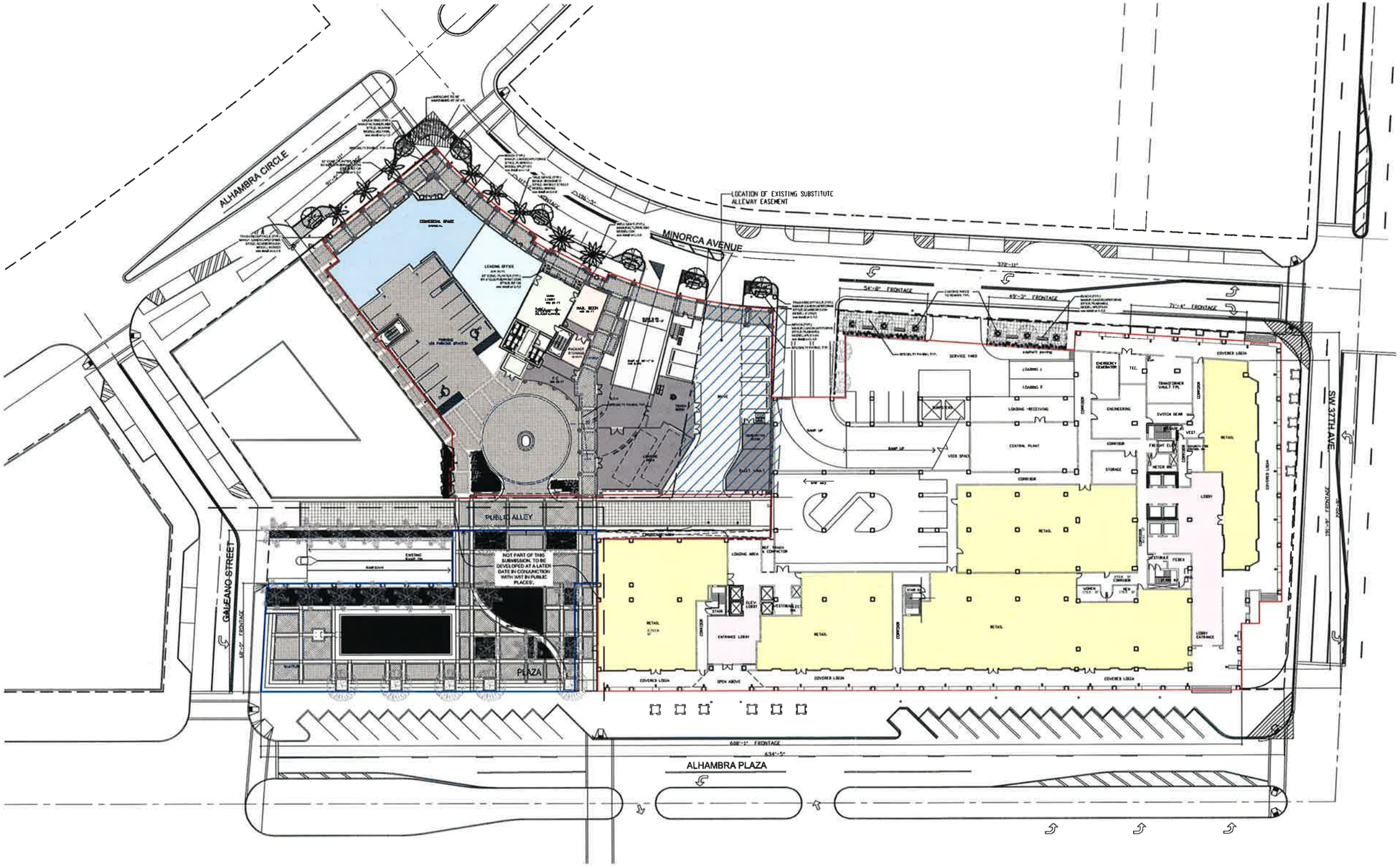
307 south 21st avenue hollywood, florida
phone: 954.923.9651 facsimile: 954.923.9659
www.witkindesign.com

SEAL:

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

DATE: 04.01.16
PROJECTION: 11.09.17
DRAWING NAME:
SHEET NO:
L-1.0



OVERALL PUBLIC AMENITIES PLAN

SCALE:1"=30'-0"

LEGEND

- PHASE I &II
- PLAZA
- PORTION OF PHASE II OVERLAPPING WITH PHASE I
- RETAIL AND OFFICE AREA
- LOBBY AREA

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ARCHITECTURE • PLANNING • INTERIORS

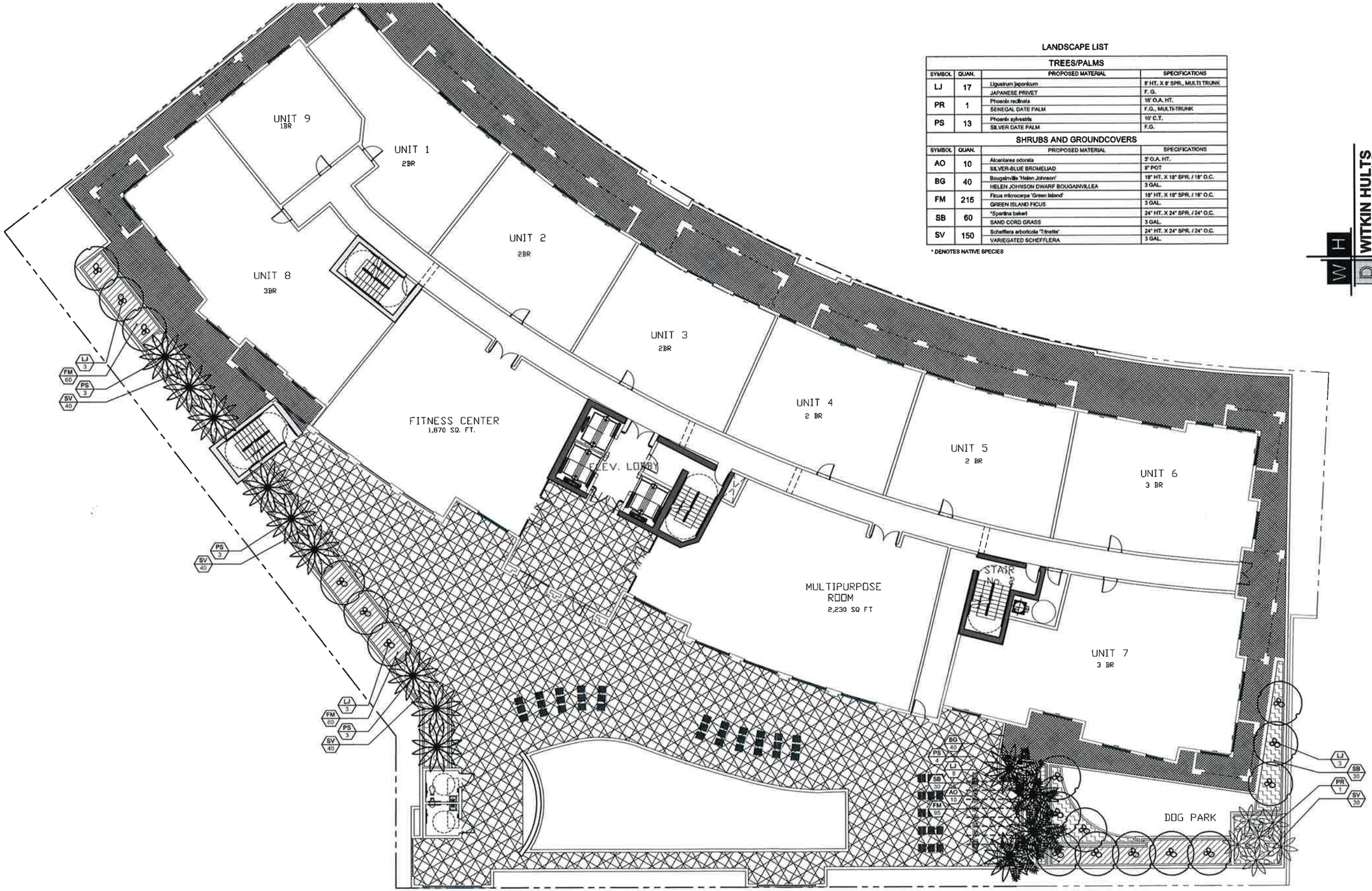
WITKIN HULTS DESIGN GROUP
2121 Ponce de Leon Blvd., Suite 1100
Coral Gables, Florida 33134
phone: 954.923.3661 facsimile: 954.923.3669
www.witkindesign.com

SEAL:

ROBERT BEHAR AR No. 14339

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

DATE:05-01-11
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
L-1.1



LANDSCAPE LIST

TREES/PALMS

SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
LJ	17	Ligustrum japonicum	8' HT. X 8' SPR., MULTI TRUNK
		JAPANESE PRIVET	F. G.
PR	1	Phoenix reclinata	16' O.A. HT.
		SENEGAL DATE PALM	F.G., MULTI-TRUNK
PS	13	Phoenix sylvestris	10' C.T.
		SILVER DATE PALM	F.G.

SHRUBS AND GROUNDCOVERS

SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
AO	10	Alcantarea odorata	3' O.A. HT.
		SILVER-BLUE BROMELIAD	8" POT
BG	40	Bougainville 'Helen Johnson'	18" HT. X 18" SPR. / 18" O.C.
		HELEN JOHNSON DWARF BOUGAINVILLEA	3 GAL.
FM	215	Ficus microcarpa 'Green Island'	18" HT. X 18" SPR. / 18" O.C.
		GREEN ISLAND FICUS	3 GAL.
SB	60	*Spartina bakeri	24" HT. X 24" SPR. / 24" O.C.
		SAND CORD GRASS	3 GAL.
SV	150	Schefflera arboricola 'Trinette'	24" HT. X 24" SPR. / 24" O.C.
		VARIEGATED SCHEFFLERA	3 GAL.

* DENOTES NATIVE SPECIES

LANDSCAPE PLAN- LEVEL 5 RECREATION DECK

SCALE:1"=10'-0"

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307 south 21st avenue hollywood, florida
phone: 954-923-9911 facsimile: 954-923-9909
www.witkinhultsdesign.com

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CORAL GABLES, FLORIDA

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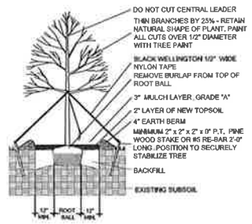
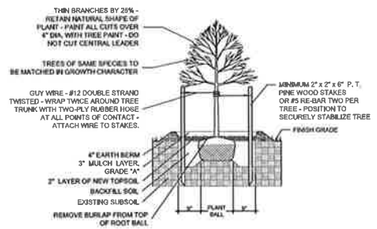
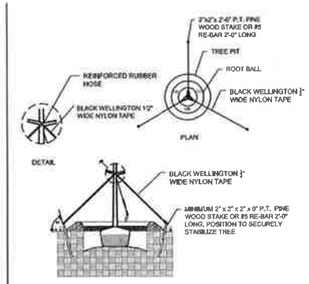


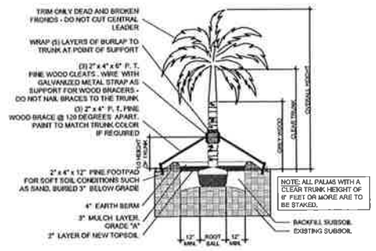
LARGE TREE PLANTING DETAIL



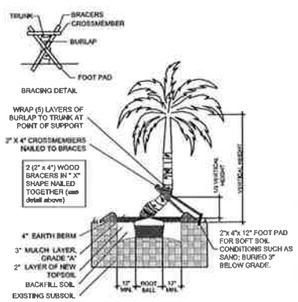
SMALL TREE PLANTING DETAIL



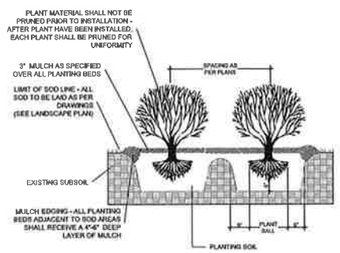
TYPICAL TREE GUYING DETAIL



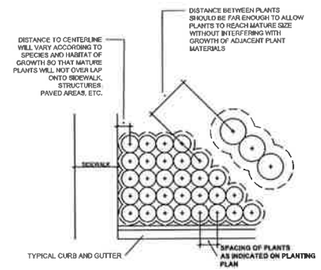
STRAIGHT TRUNK PALM PLANTING DETAIL



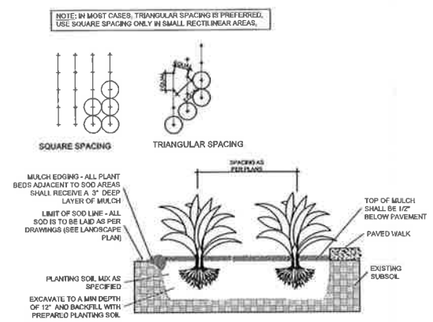
CURVED TRUNK PALM PLANTING DETAIL



TYPICAL SHRUB PLANTING DETAIL



TYPICAL CONTAINER SPACING DETAIL



TYPICAL GROUNDCOVER PLANTING DETAIL

PLANTING NOTES:

-All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.

-All plants are to be top dressed with a minimum 3" layer of Melaleuca mulch, Eucalyptus mulch or equal.

-Planting plans shall take precedence over plant list in case of discrepancies.

-No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and or deletions to the plant material must be approved by the project engineer.

-Landscape Contractor is responsible for providing their own square footage takeoffs and field verification for 100% sod coverage for all areas specified.

- All landscape areas are to be provided with automatic sprinkler system which provide 100% coverage, and 50% overlap.

- All trees in lawn areas are to receive a 24" diameter mulched saucer at the base of the trunk.

- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable.

- Planting soil for topsoil and backfill shall be 50/50 mix, nematode free. Planting soil for annual beds to be comprised of 50% Canadian peat moss, 25% salt free coarse sand and 25% Aerolite.

- Tree and shrub pits will be supplemented with "Agriform Pells", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.

LANDSCAPE DETAILS

SCALE: NTS

SOD NOTES:

-Sod is to be grade "A" weed free.

-All areas marked "LAWN" shall be solid sodded with St. Augustine 'Floratam' solid sod. See limit on plan. All areas marked 'Bahia Grass' shall be solid sodded with Paspalum.

-Provide a 2" deep blanket of planting soil as described in planting notes this sheet. Prior to planting, remove stones, sticks, etc. from the sub soil surface. Excavate existing non-conforming soil as required so that the finish grade of sod is flush with adjacent pavement or top of curb as well as adjacent sod in the case of sod patching.

-Place sod on moistened soil, with edges tightly butted, in staggered rows at right angles to slopes.

-Keep edge of sod bed a minimum of 18" away from groundcover beds and 24" away from edge of shrub beds and 36" away from trees, measured from center of plant.

-Sod Shall be watered immediatley after installation to uniformily wet the soil to at least 2" below the bottom of the sod strips.
-Excavate and remove excess soil so top of sod is flush with top of curb or adjacent pavement or adjacent existing sod.

GENERAL NOTES:

-The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The Owner and the Landscape Architect shall not be responsible for any damages to utility or irrigation lines (see Roadway Plans for more utility notes).

-Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.

-All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.

-All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

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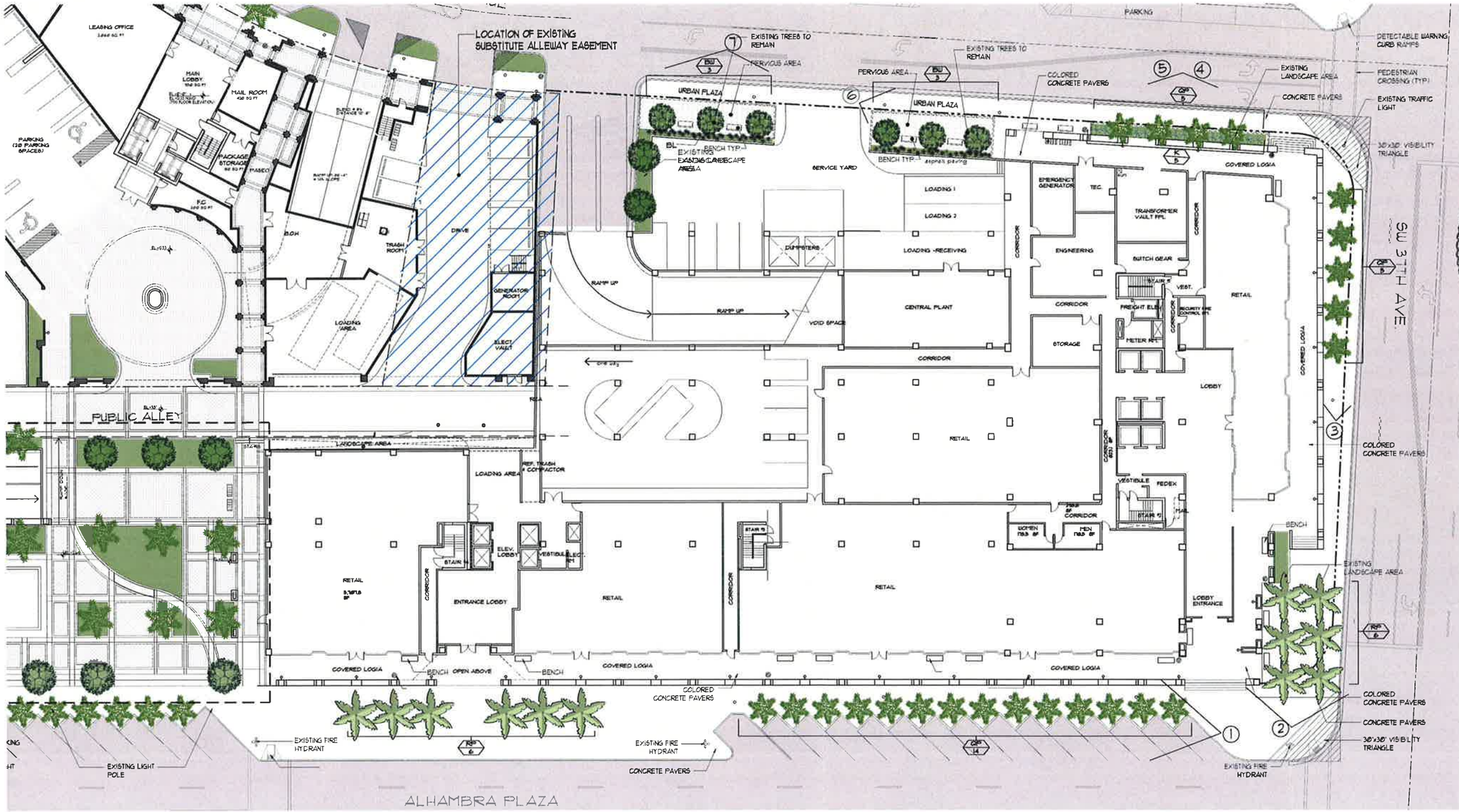
WITKIN HULTS DESIGN GROUP
307 south 21st avenue hollywood, florida
phone: 954.923.3681 facsimile: 954.923.9489
www.witkinhultsdesign.com

SEAL:

ANDREW WITKIN Lic # LA0000849

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

DATE: 01-17-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
L-3.0



QUEEN PALM (QP) ARECASTRUM ROMANZOFFIANUM (QP)

FLORIDA ROYAL PALM (RP) ROYSTONIA ELATA (RP)

FLORIDA ROYAL PALM (RP) ROYSTONIA ELATA (RP)

QUEEN PALM (QP) ARECASTRUM ROMANZOFFIANUM (QP)

KOPSIA (K) OCHROSIA ELLIPTICA (K)

QUEEN PALM (QP) ARECASTRUM ROMANZOFFIANUM (QP)

BIG BLUE LILY TURF (BL) LIRIOPE MUSCARI (BL)

SANDANKWA VIBURNUM (SV) VIBURNUM SUSPENSUM (SV)

BUTOONWOOD (BW) CONOCARPUS ERECTUS (BW)

EXISTING LANDSCAPE PLAN (PHASE I)

SCALE:NTS

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STATE OF FLORIDA
ROBERTO BEHAR
AR14339
ROBERT BEHAR AR No. 14339
REGISTERED ARCHITECT

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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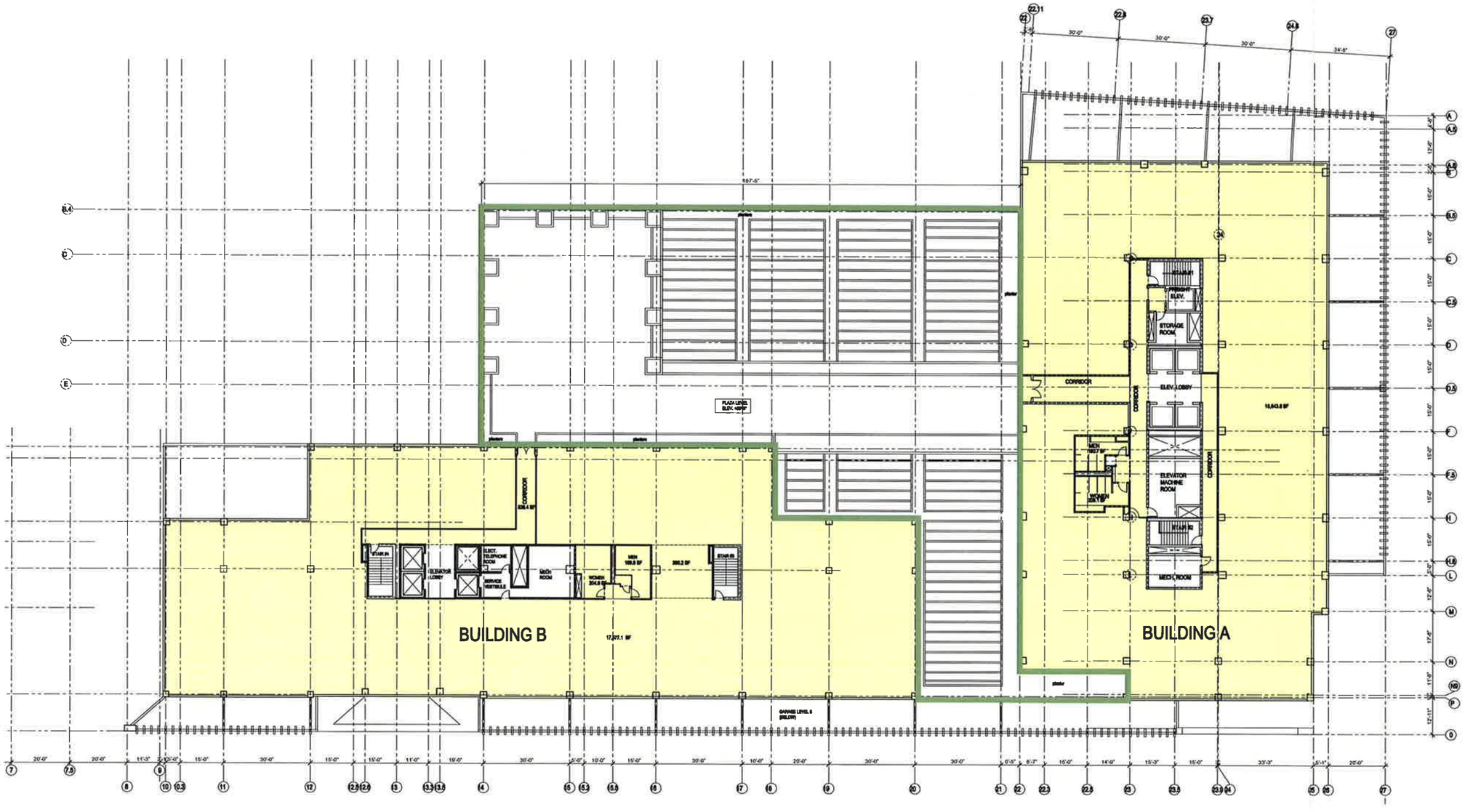
DATE: 05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
L-4.0



ELEVATED DECK (LEVEL 6): 20,190 SF

ELEVATED DECK (LEVEL 6) (PHASE I)

SCALE:NTS

BEHAR·FONT
PARTNERS, P.A.
ARCHITECTS · PLANNERS · INTERIORS
135 San Lorenzo Avenue, Suite 610
Coral Gables, Florida 33146
TEL: (305) 740-5442 FAX: (305) 740-5443

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SEAL
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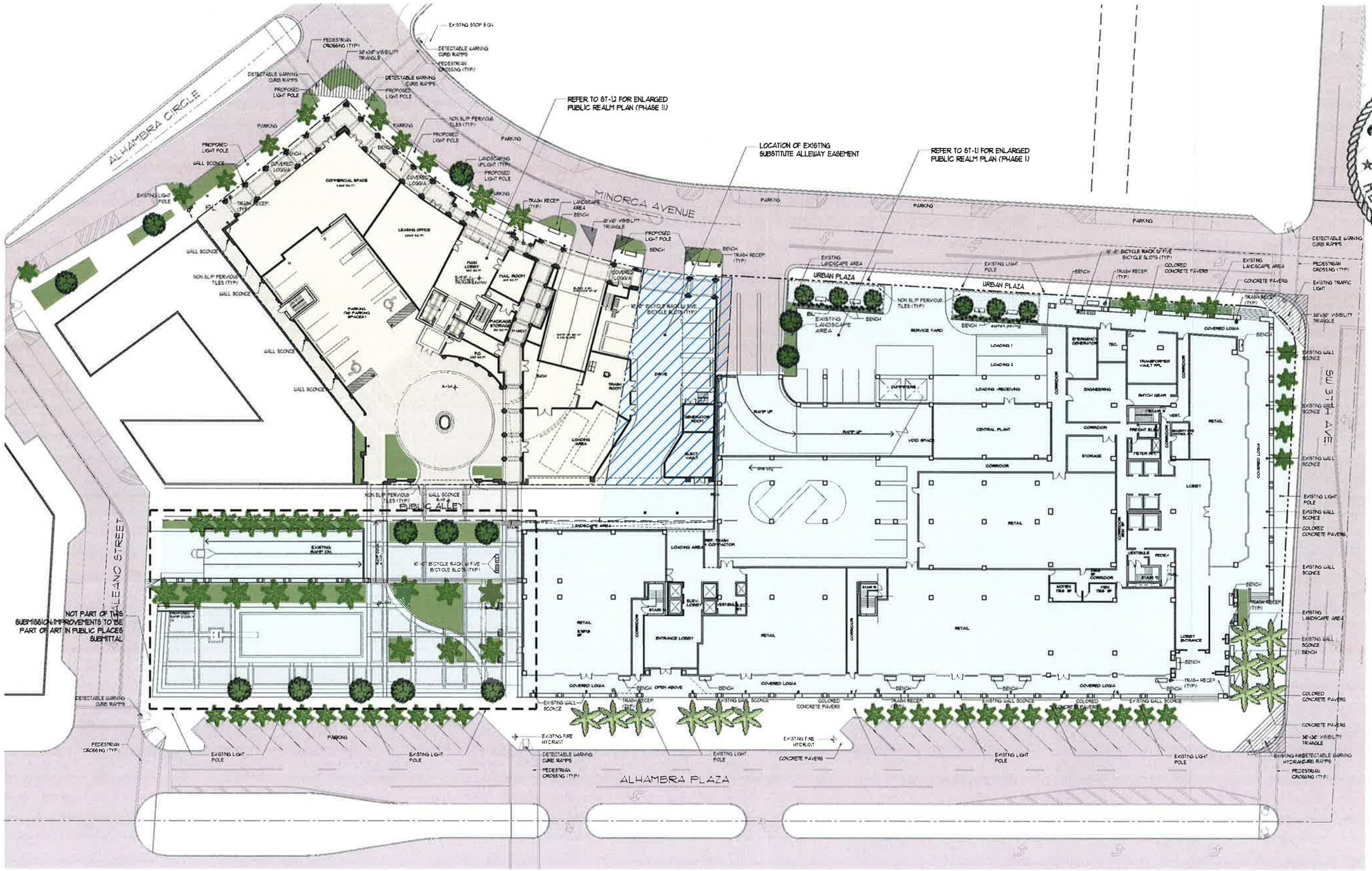
DATE:05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
L-4.1



NOT PART OF THIS SUBMISSION:IMPROVEMENTS TO BE BE PART OF ART IN PUBLIC PLACES SUBMITTAL

PORTION OF PHASE II OVERLAPPING WITH PHASE I

PUBLIC REALM PLAN (PHASE I&II)

SCALE:NTS

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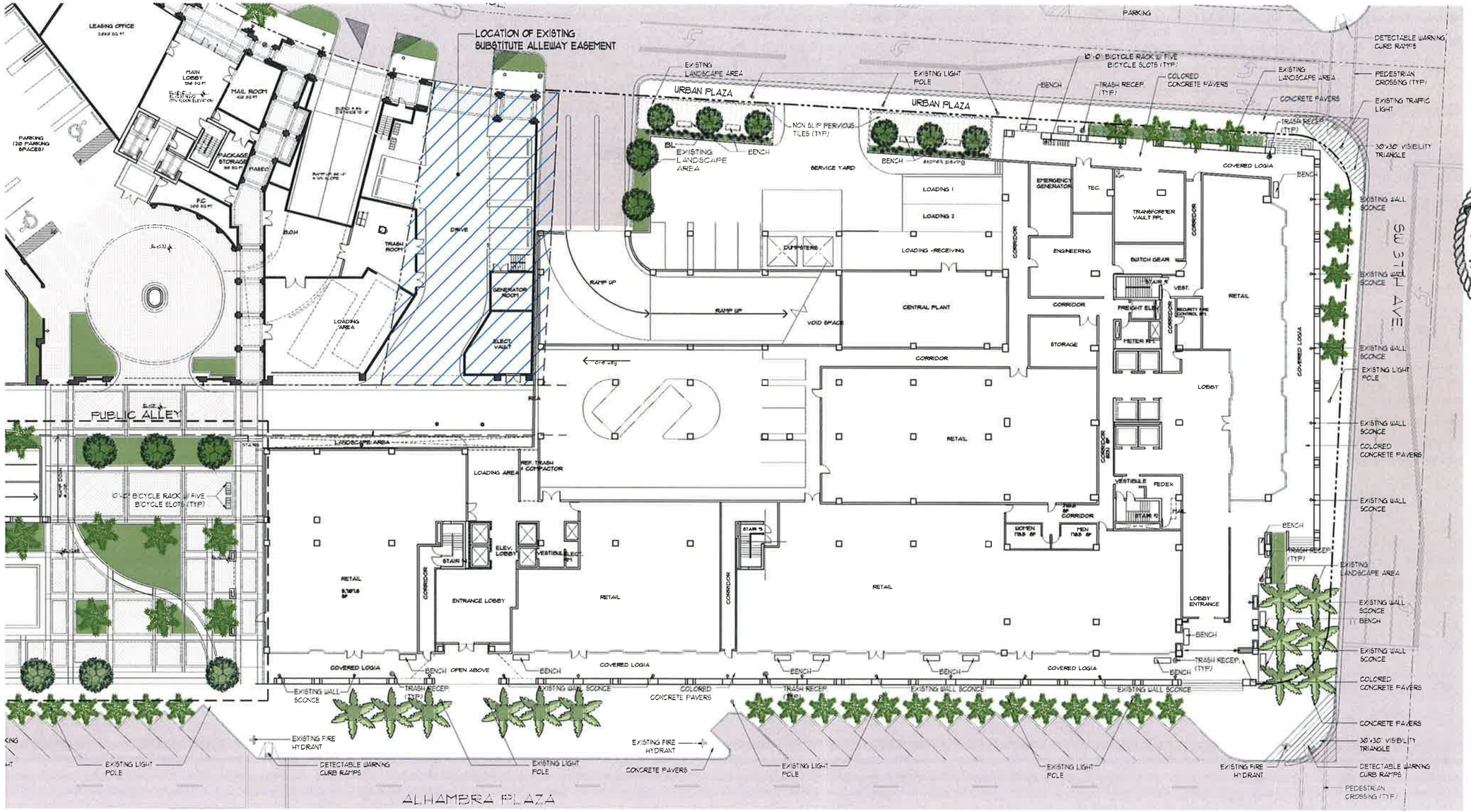
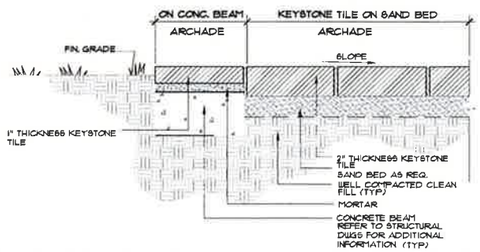
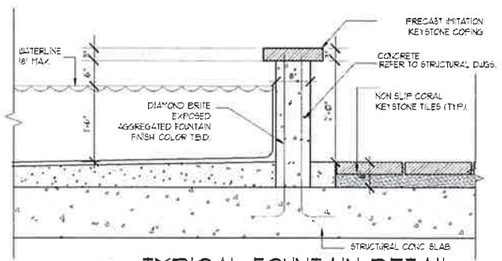
DATE:05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
ST-1.0





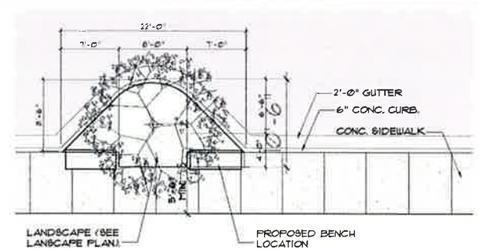
1 TYPICAL KEYSTONE TILE DETAIL @ ARCHADE

SCALE : 1" : 1'-0"



2 TYPICAL FOUNTAIN DETAIL

SCALE : 3/4" : 1'-0"



3 TYPICAL BUMP OUT DETAIL

SCALE : 1/8" : 1'-0"

NOT PART OF THIS SUBMISSION:IMPROVEMENTS TO BE BE PART OF ART IN PUBLIC PLACES SUBMITTAL

PORTION OF PHASE II OVERLAPPING WITH PHASE I

ENLARGED PUBLIC REALM PLAN (PHASE I)

SCALE:NTS

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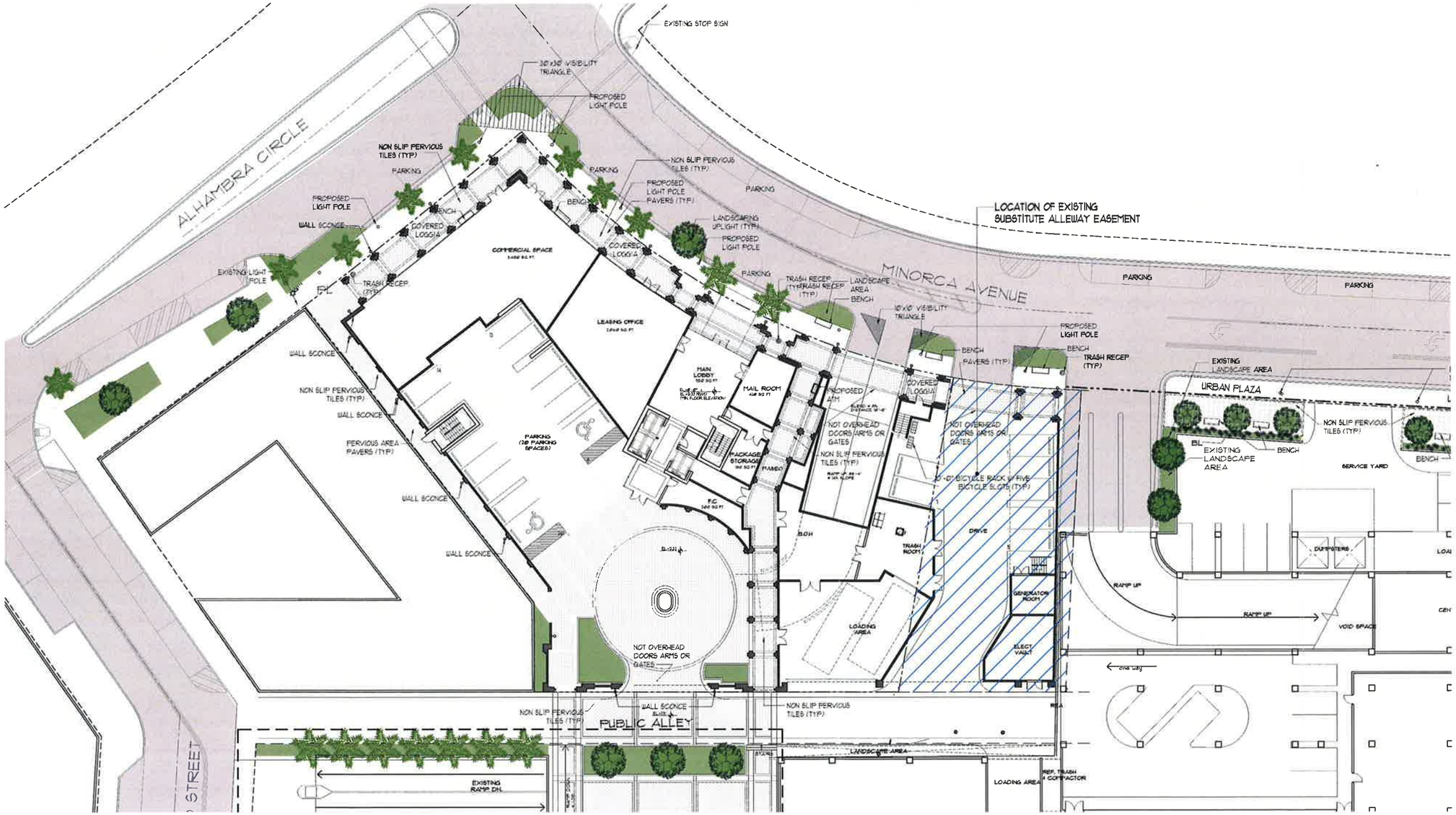
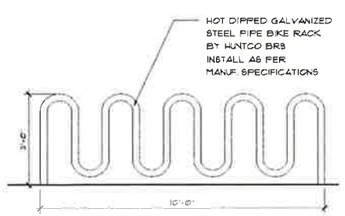
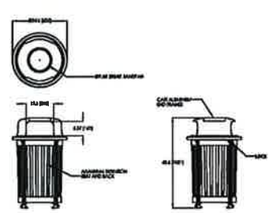
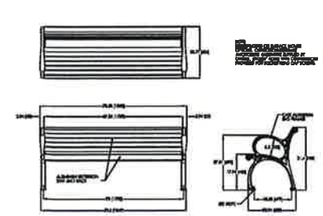




4 TYPICAL BIKE RACK DETAIL
NTS



5 TYPICAL TRASH RECEPTACLE
NTS



6 TYPICAL BENCH
NTS

7 TYPICAL LANDSCAPING UPLIGHT
NTS

NOT PART OF THIS SUBMISSION; IMPROVEMENTS TO BE BE PART OF ART IN PUBLIC PLACES SUBMITTAL

PORTION OF PHASE II OVERLAPPING WITH PHASE I

ENLARGED PUBLIC REALM PLAN (PHASE II)

SCALE: NTS

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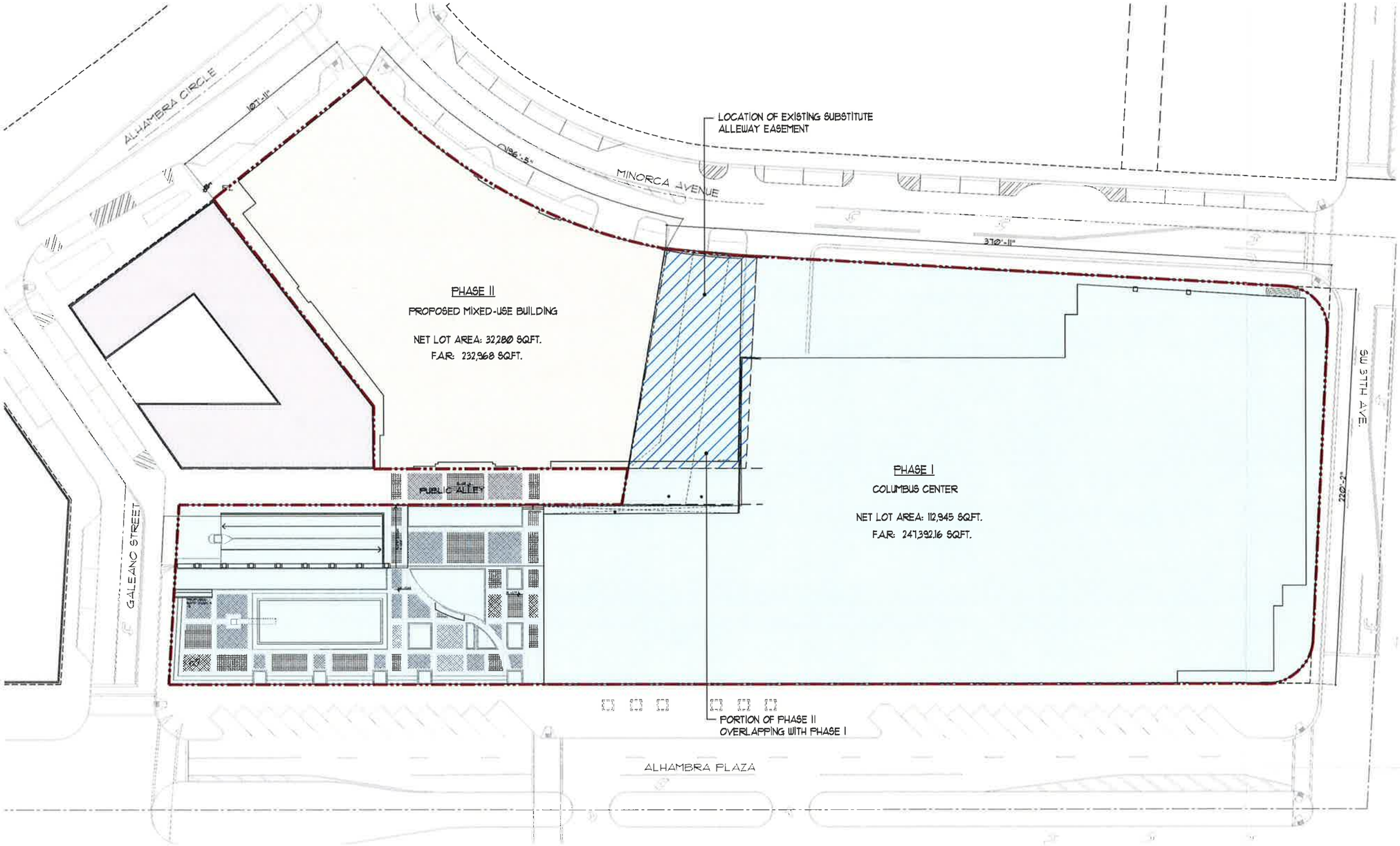
DATE: 05-19-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
ST-1.2



LEGEND

ENTIRE SITE	145,225 SQ.FT.
PHASE I LOT	112,945 SQ.F.T.
PHASE II LOT	32,280 SQ.F.T.
PORTION OF PHASE II OVERLAPPING WITH PHASE I	

PROJECT DESCRIPTION

SCALE: NTS

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STATE OF FLORIDA
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COLUMBUS CENTER

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CORAL GABLES, FLORIDA

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DATE: 05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO.
A-0.4

ZONING INFORMATION: CENTRAL BUSINESS DISTRICT

MIXED-USE PROJECT/ HIGH-RISE INTENSITY

DEVELOPMENT STANDARDS	PHASE I (EXISTING)	PHASE II (PROPOSED)	TOTAL (PHASE I & II)
SITE AREA	112,945 SQ. FT. (2.593 ACRES)	32,280 SQ. FT. (0.744 ACRES)	145,225 SQ. FT. (3.337 ACRES)
CONFIGURATION OF LANDS MIN. LOT WIDTH: 200 FT. MIN. LOT DEPTH: 100 FT.	LOT WIDTH: 370'-11" FT. LOT DEPTH: 220'-2" FT.	LOT WIDTH: 196'-5" FT. LOT DEPTH: 107'-11" FT.	LOT WIDTH: 567'-4" FT.

MAXIMUM F.A.R	PHASE I (EXISTING)			PHASE II (PROPOSED)			TOTAL		
		ALLOWED/REQUIRED	PROVIDED		ALLOWED/REQUIRED	PROVIDED		ALLOWED/REQUIRED	PROVIDED
CORAL GABLES: 3.0 MEDITERRANEAN BONUS: 0.5	112,945.00 X 3.0 112,945.00 X 0.5	338,835.00 SQ. FT. 56,472.50 SQ. FT.		32,280 X 3.0 32,280 X 0.5	96,840 SQ. FT. 16,140 SQ. FT.		145,225 X3.0 145,225 X0.5	435,675 SQ.F.T. 72,612.5 SQ.F.T.	
	TOTAL	395,307.00 SQ. FT.	247,392.16 SQ.FT	SUB-TOTAL (PHASE II) UNUSED F.A.R. PHASE I (BY P.A.D)	112,980 SQ. FT. 147,914.84 SQ.FT	232,968 SQ. FT.	TOTAL	508,287.5 SQ. FT.	247,392.16 SQ.F.T + 232,968 SQ.F.T = 480,360.16 SQ. FT.
	UNUSED F.A.R. (PHASE I) ALLOWED F.A.R. - PROVIDED F.A.R. 395,307.00 SQ. FT. - 247,392.16 SQ.FT. =147,914.84 SQ.FT.		TOTAL 147,914.84 SQ.FT	TOTAL (PHASE II) (F.A.R PHASE II+ UNUSED F.A.R. PHASE I) 112,980 SQ. FT. + 147,914.84 SQ.FT. =260,894.84 SQ.FT.	260,894.84 SQ.FT.	232,968 SQ. FT.			

F.A.R CALCULATIONS	PHASE I (EXISTING)			PHASE II (PROPOSED)		TOTAL
	BUILDING A	BUILDING B	TOTAL		TOTAL	
BASEMENT	———	———	———	N/A		
GROUND			32,191.72 SQ.FT.		5,460 SQ. FT.	
MEZZANINE	N/A	N/A		(PARKING)		
2ND	(PARKING)	(PARKING)	———	(PARKING)		
3RD	(PARKING)	(PARKING)	———	(PARKING)		
4TH	(PARKING)	(PARKING)	———	(PARKING)		
5TH	(PARKING)	(PARKING)	———	(RESIDENTIAL)	17,350 SQ.FT.	
6TH	17,480.14 SQ.FT. (OFFICES)	18,969.38 SQ.FT. (OFFICES)	36,449.52 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
7TH	17,938.84 SQ.FT. (OFFICES)	18,950.23 SQ.FT. (OFFICES)	36,889.07 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
8TH	17,938.84 SQ.FT. (OFFICES)	17,934.81 SQ.FT. (OFFICES)	35,873.65 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
9TH	17,938.84 SQ.FT. (OFFICES)	N/A	17,938.84 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
10TH	17,938.84 SQ.FT. (OFFICES)	N/A	17,938.84 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
11TH	17,938.84 SQ.FT. (OFFICES)	N/A	17,938.84 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
12TH	17,938.84 SQ.FT. (OFFICES)	N/A	17,938.84 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
13TH	17,938.84 SQ.FT. (OFFICES)	N/A	17,938.84 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
14TH	16,294 SQ.FT. (OFFICES)	N/A	16,294 SQ.FT.	(RESIDENTIAL)	16,444 SQ.FT.	
15TH-17TH	N/A	N/A		16,444 SQ.FT. X 3=49,332 (RESIDENTIAL)	49,332 SQ.FT.	
PENTHOUSE	N/A	N/A		(RESIDENTIAL)	12,830 SQ.FT.	
TOTAL			247,392.16 SQ.FT.		232,968 SQ. FT.	480,360.16 SQ. FT.
	UNUSED F.A.R (PHASE I) ALLOWED F.A.R. - PROVIDED F.A.R. 395,307.00 SQ. FT.-247,392.16 SQ.FT.=147,914.84 SQ.FT.		TOTAL 147,914.84 SQ.FT			

ZONING CHART

BEHAR·FONT PARTNERS, P.A.

STATE OF FLORIDA
ROBERTO BEHAR
AR14339
ROBERT BEHAR, AR No. 14339
REGISTERED ARCHITECT

COLUMBUS CENTER
100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE: 05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
A-0.5

DEVELOPMENT STANDARDS	PHASE I (EXISTING)	PHASE II (PROPOSED)	TOTAL
DENSITY (AS PER 4-201E13 CITY OF CORAL GABLES ZONING CODE) THERE SHALL BE NO LIMITATIONS IN CBD DISTRICTS	N/A	200 UNITS	200 UNITS

LANDSCAPED OPEN SPACE	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED
(AS PER 3-502.C.6 CITY OF CORAL GABLES ZONING CODE) SHALL NOT BE LESS THAN 20% OF PAD SITE ** REFER TO SHEET A-0.8 MED BONUS	20% OF 106,369 SQFT. 21,273.8 SQFT.	38,869 SQFT.	20% OF 38,856 SQF.T 7,771 SQFT.	9,250 SQFT.	20% OF 145,225 SQF.T= 29,045 SQFT.	48,119 SF

LOT COVERAGE	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED
(AS PER 5.604- B CITY OF CORAL GABLES ZONING CODE) NO MINIMUM OR MAXIMUM BUILDING LOT COVERAGE IS REQUIRED. ** REFER TO SHEET A-0.8 MED BONUS	NO MINIMUM OR MAXIMUM REQUIRED.	76,878 SQFT.	NO MINIMUM OR MAXIMUM REQUIRED.	36,305 SQFT.		113,183 SQFT.

HEIGHT OF BUILDINGS			
(AS PER 5.604 CITY OF CORAL GABLES ZONING CODE) MAX. HEIGHT: 190'-5"	161'-10"	190'-0"	

PARKING	PHASE I (EXISTING)		PHASE II (PROPOSED)		TOTAL
	REQUIRED *	PROVIDED	REQUIRED	PROVIDED	PROVIDED
(AS PER 5.1403 CITY OF CORAL GABLES ZONING CODE)	1. TOTAL PROJ. AREA @ 1 SPACE/350 SQFT. 273,725 SQFT/350 SQFT.= 782 2. CARS REQUIRED FOR SOUTHERN BELL= 47 * (INFORMATION FROM ORIGINAL DRAWINGS)		1. RESIDENTIAL: * STUDIO, 1 BEDROOM, 2 BEDROOMS UNITS @ 1.75/UNIT STUDIO= 12 UNITS 1 BR= 54 UNITS 2 BR= 118 UNITS TOTAL: 184 UNITS @1.75= 322	322	
			* 3 BEDROOMS @ 2.25/ UNIT 3 BR= 16 UNITS TOTAL: 16 UNITS @2.25= 36	38	
			2. RETAIL PARKING (1 PER 250 SQFT.) 3,400 SQFT./250 = 13.6	14	
			3. OFFICE PARKING (1 PER 300 SQFT.) 2,060 SQFT./300 = 6.86	7	
			4. LOBBY & B.O.H @ GF = PARKING (1 PER 300 SQFT.) MAIN LOBBY 950 S.F. FIRE COMAND 200 S.F MAIL ROOM 600 S.F. TOTAL: 1,750/300= 5.83	6	
TOTAL NUMBER OF PROVIDED PARKING SPACES	829 PARKING SPACES	859 PARKING SPACES	385 PARKING SPACES	387 PARKING SPACES	1,246 PARKING SPACES
TOTAL HC PARKING SPACES	REQUIRED	PROVIDED	REQUIRED	PROVIDED	
** INCLUDED IN TOTAL		22**	TOTAL HC PARKING SPACES 2% of total 385 SPACES=7.7	8**	30**

LOADING SPACES	2 LOADING SPACES	2 LOADING SPACES	4 LOADING SPACES

ZONING CHART

BEHAR·FONT
PARTNERS, P.A.
ARCHITECTURE · PLANNING · INTERIORS
135 San Lorenzo Avenue, Suite 810
Coral Gables, Florida 33146
TEL (305) 447-0442 FAX (305) 447-8642
E-MAIL info@behar-font.com

STATE OF FLORIDA
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A-0.5.1

SETBACKS	PHASE I (EXISTING)	PHASE II (PROPOSED)
(AS PER A-2.01.E.14 CITY OF CORAL GABLES ZONING CODE) FRONT (ALHAMBRA CIRCLE): 0'-0" UP TO 45'-0" IN HEIGHT 10'-0" OVER 45'-0" IN HEIGHT	N/A	0'-0" AT BASE BALCONIES STRUCTURE: 1'-0" TO 4'-8" MASS OF BUILDING: 6'-6" TO 9'-5"
SIDE STREET (MINORCA AVENUE) : 15'-0"	N/A	0'-0" AT BASE BALCONIES STRUCTURE: 5'-0" TO 8'-0" MASS OF BUILDING: 13'-0" TO 15'-2"
INTERIOR SIDE (LA PALMA): 10'-4"	N/A	10'-4" AT BASE BALCONIES STRUCTURE: 20'-0" TO 38'-0" MASS OF BUILDING: 23'-0" TO 43'-0"
INTERIOR SIDE (ONE COLUMBUS CENTER): 0'-0"	N/A	0'-6" AT BASE BALCONIES STRUCTURE: 7'-10" TO 10'-5" MASS OF BUILDING: 13'-9" TO 14'-7"
REAR ABUTTING ALLEY: 0'-0"	N/A	0'-0" AT BASE BALCONIES STRUCTURE: 23'-0" TO 72'-0" MASS OF BUILDING: 27'-8" TO 80'-0"

MIXED USE PERCENTAGES	PHASE I		PHASE II		TOTAL	
(AS PER 4-2.01.D.3 CITY OF CORAL GABLES ZONING CODE)	PROVIDED		PROVIDED		REQUIRED	PROVIDED
** REFER TO SHEET A-0.7 OVERALL GROUND FLOOR	RETAIL & OFFICE:	34,730 SQ.FT.	RETAIL & OFFICE:	5,460 SQ.FT.	MIN. 8% TOTAL SQ.FT. TOTAL F.A.R. PHASE 1&II: 480,360.16 SQ.FT. X 0.08=	
MIN. 8% TOTAL SQ.FT. TOTAL F.A.R. PHASE 1&II: 480,000 SQ.FT. X 0.08= 38,400 SQ.FT. (8%)	TOTAL:	34,730 SQ.FT.	TOTAL:	5,460 SQ.FT.	38,429 SQ.FT. (8%)	40,190 SQ.FT. (8.37%)

GROUND FLOOR BUILDING FRONTAGE	STREET NAME	REQUIRED FRONTAGE (50%)		PROVIDED
(AS PER 4-2.01.E.10 CITY OF CORAL GABLES ZONING CODE) MIN. 50% OF LINEAR GROUND FLOOR BUILDING FRONTAGE SHALL INCLUDE RETAIL SALES AND SERVICE, OFFICE, OR RESTAURANT OR PUBLIC REALM LAND AREA USES. ** REFER TO SHEET A-0.7 OVERALL GROUND FLOOR	S.W. 37 AVENUE	220'-9" X 0.5=	110'-4"	191'-9"
	ALHAMBRA PLAZA	634'-5" X 0.5=	317'-2"	608'-1"
	GALIANO STREET	100'-0" X 0.5=	50'-0"	68'-0"
	ALHAMBRA CIRCLE	107'-11" X 0.5=	53'-11"	91'-5"

GROUND FLOOR BUILDING FRONTAGE	STREET NAME	REQUIRED FRONTAGE (40%)		PROVIDED
(AS PER 4-2.01.E.11 CITY OF CORAL GABLES ZONING CODE) MIN. 40% OF LINEAR GROUND FLOOR BUILDING FRONTAGE SHALL INCLUDE RETAIL SALES AND SERVICE, OFFICE, OR RESTAURANT OR PUBLIC REALM LAND AREA USES. ** REFER TO SHEET A-0.7 OVERALL GROUND FLOOR	MINORCA AVENUE	567'-4" X 0.4=	226'-11"	255'-5"

ZONING CHART

BEHAR · FONT
PARTNERS, P.A.
ARCHITECTURE · PLANNING · INTERIORS
115 SW Cordova Avenue, Suite 100
Coral Gables, Florida 33146
TEL.: (305) 740-3442 FAX: (305) 740-3443
E-MAIL: info@beharfont.com

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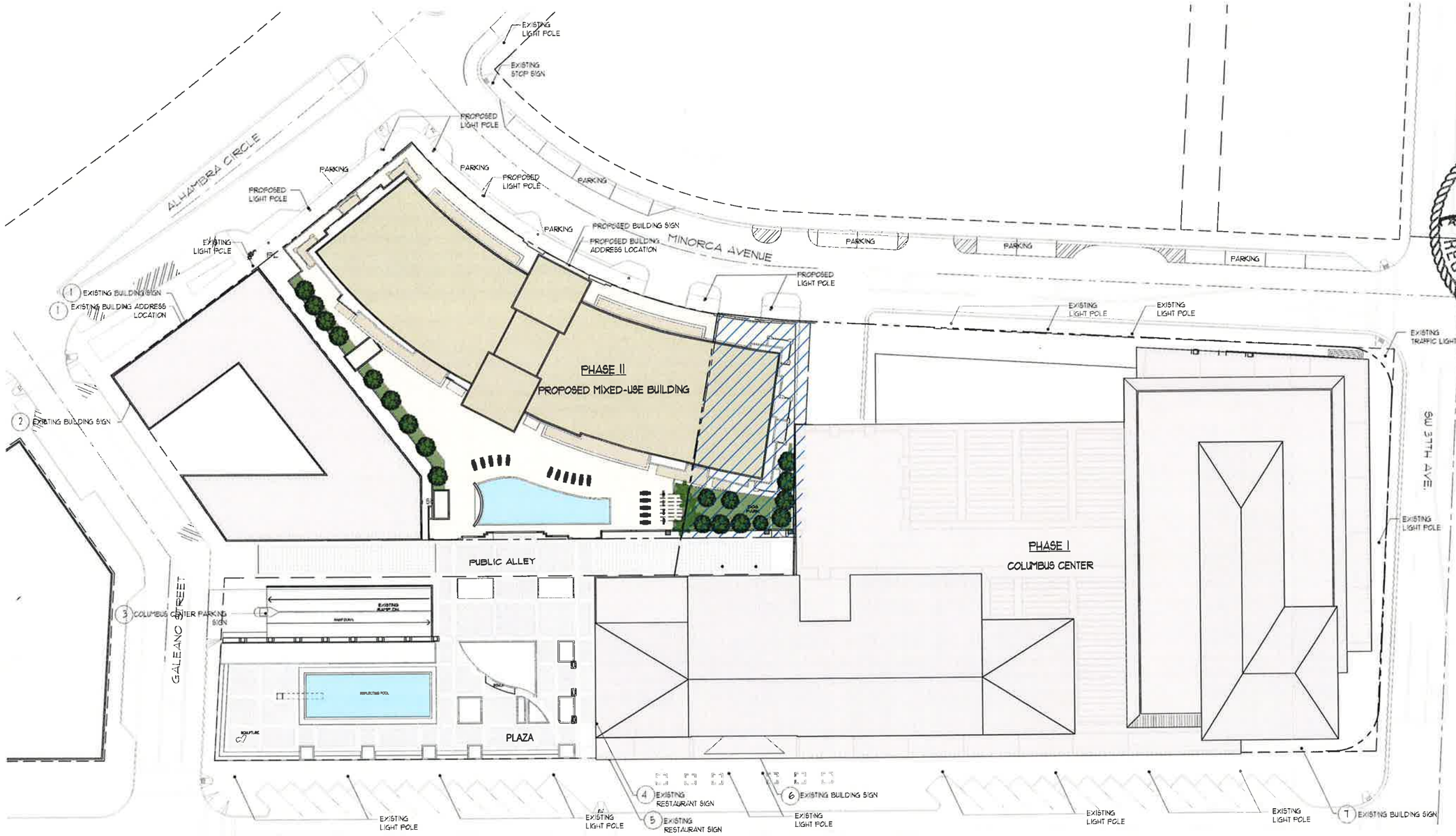
DATE: 05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:
A-0.5.2



1

2

3

4

5

6

7

PORTION OF PHASE II OVERLAPPING WITH PHASE I

OVERALL SITE PLAN

SCALE: NTS

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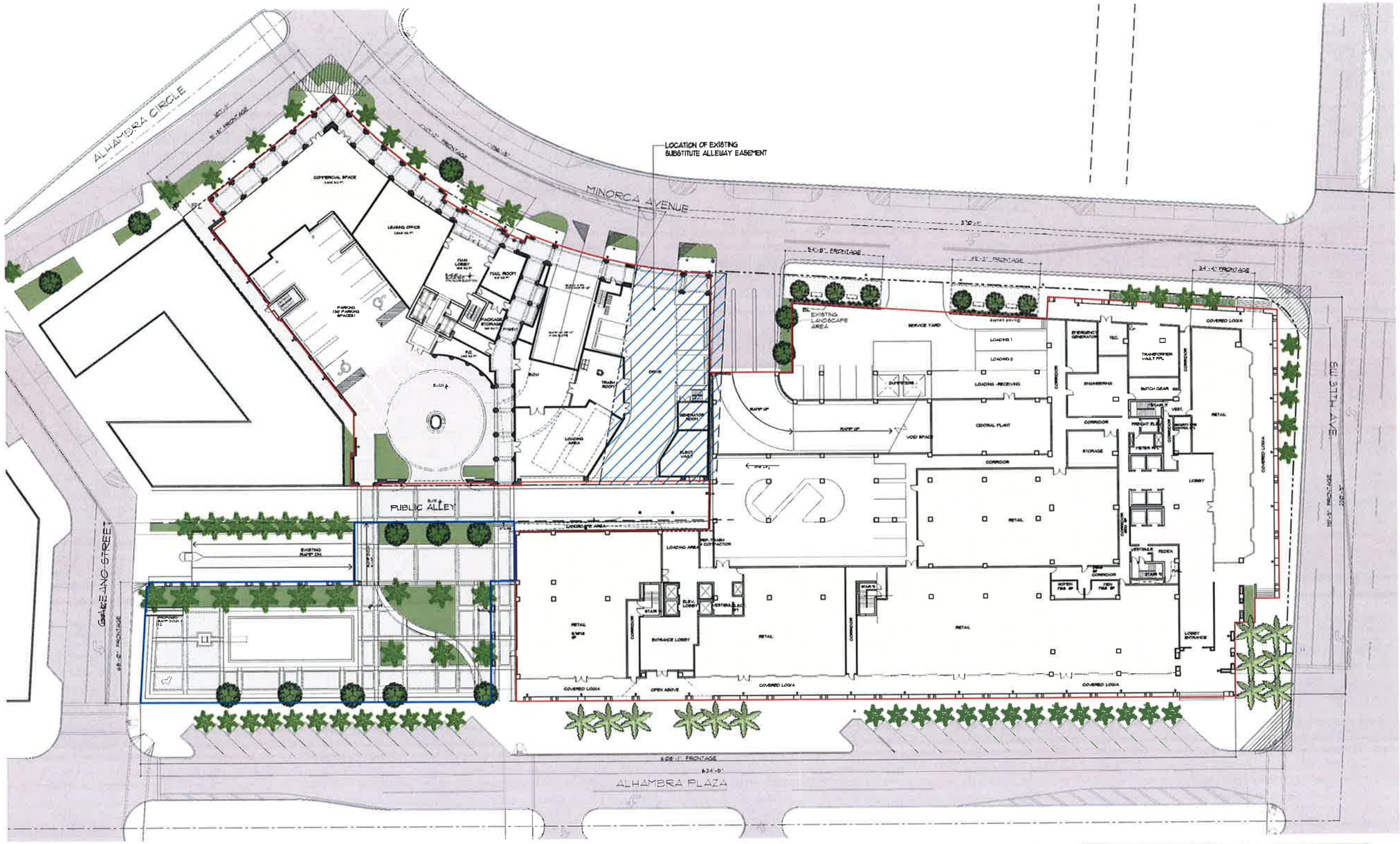
DATE: 05-16-14
PROJECT NO: 14-025
DRAWING NAME:
SHEET NO.
A-0.6



MIXED USE PERCENTAGES REQUIREMENT AS PER 4-201.D.5 CITY OF CORAL GABLES ZONING CODE	REQUIRED	PROVIDED
8% OF BUILDING SQUARE FOOTAGE TOTAL F.A.R. PHASE I & II: 497,411 SQ.FT. X 0.08= 39,793 SQ.FT.	39,793 SQ.FT. (8%)	COMMERCIAL AREA: PHASE I RETAIL & OFFICE: 34,730 SQ.FT. TOTAL: 34,730 SQ.FT. PHASE II RETAIL & OFFICE: 5,460 SQ.FT. TOTAL: 5,460 SQ.FT. TOTAL PHASE I & II 40,190 SQ.FT. (8.37%)

GROUND FLOOR BUILDING FRONTAGE

PRIMARY STREET

STREET	REQUIRED FRONTAGE = 50%		PROVIDED
S.W. 37 AVENUE	220'-9" X 0.5=	110'-4"	191'-9"
ALHAMBRA PLAZA	634'-5" X 0.5=	317'-2"	608'-1"
GALIANO STREET	100'-0" X 0.5=	50'-0"	68'-0"
ALHAMBRA CIRCLE	107'-11" X 0.5=	53'-11"	91'-5"

SECONDARY STREET

STREET	REQUIRED FRONTAGE = 40%		PROVIDED
MINORCA AVENUE	567'-4" X 0.4=	226'-11"	255'-5"

LEGEND

- PHASE I & II
- PLAZA
- PORTION OF PHASE II OVERLAPPING WITH PHASE I
- RETAIL AND OFFICE AREA
- LOBBY AREA

OVERALL GROUND FLOOR

SCALE: NTS

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REGISTERED ARCHITECT
ROBERT BEHAR AR No. 14339

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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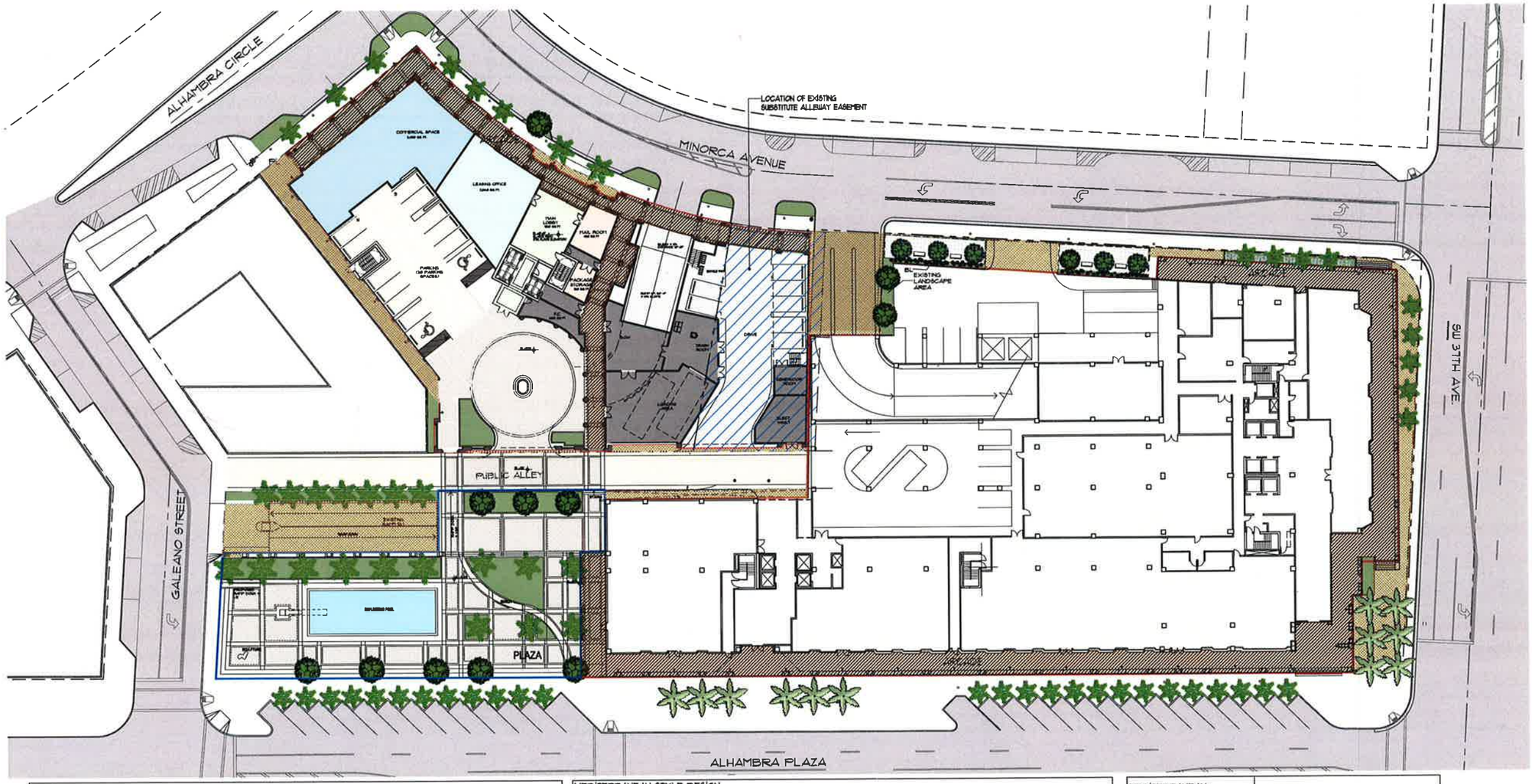

MEDITERRANEAN STYLE DESIGN

(REQUIRED STANDARDS) TABLE 1 (ALL REQUIRED)

REF	TYPE	PROVIDED	NOT PROVIDED	COMMENTS
1	ARCHITECTURAL ELEMENTS ON BUILDING FACADES	YES		SEE ELEVATIONS
2	ARCHITECTURAL RELIEF ELEMENTS AT STREET LEVEL	YES		SEE FLOOR PLAN & ELEVATIONS SHEETS DISPLAY WINDOWS, ARCADE AND LANDSCAPING PROVIDED.
3	ARCHITECTURAL ELEMENTS ON THE TOP OF BLDG.	YES		SEE ELEVATIONS (TOWER ELEVATIONS W/METAL)
4	BICYCLE STORAGE	YES		SEE THIS SHEET (3 LOCATIONS)
5	BUILDING FACADES	YES		SEE ELEVATIONS (VERTICAL BREAKS PROVIDED AT REGULAR INTERVALS)
6	BUILDING LOT COVERAGE	YES		SEE LEGEND THIS SHEET
7	DRIVE THRU FACILITIES	YES		MOTOR COURT AT PUBLIC ALLEY
8	LANDSCAPE / OPEN SPACE AREA	YES		SEE SHEET L-1 & L-2 (TABLE)
9	STREET LIGHTING	YES		REFER TO GROUND FLOOR PLAN
10	PARKING GARAGES	YES		SEE FLOOR PLANS PARKING LEVELS
11	PORTE-COCHERES	N/A		MOTOR COURT AT PUBLIC ALLEY
12	SIDEWALK / PEDESTRIAN ACCESS	YES		SEE GROUND FLOOR PLAN & STREETSCAPE PLAN (** SEE NOTE BELOW)
13	RIGHT-OF-WAY PLANTING REQUIREMENTS	YES		SEE GROUND FLOOR PLAN
14	STRUCTURAL SOIL	YES		SEE LANDSCAPE PLAN
15	WINDOWS ON MEDITERRANEAN BUILDINGS	YES		SEE ELEVATIONS

PHASE II PAVERS AREAS		PHASE II PAVEMENT & CONCRETE AREAS		TOTAL PAVERS, PAVEMENT & CONCRETE AREAS		ALLEY PAVERS AREA	ALLEY PAVEMENT AREA
ARCADE	3,668 SF	DRIVE	4,867 SF	PAVERS		1,740 SF	225 SF
PASEO	1,418 SF	PARKING AT G. FLOOR	4,707 SF	CONCRETE & PAVEMENT		44.0 %	56.0 %
ROTUNDA	4,805 SF						
PASEO (LA PALMA)	1,289 SF						
TOTAL 11,184 SF = 53.87 %		TOTAL 9,574 SF = 46.13 %		TOTAL 20,758 SF		TOTAL ALLEY 3,955 SF	

MEDITERRANEAN STYLE DESIGN

(ARCHITECTURAL AND PUBLIC REALM STANDARDS) TABLE 2 (SIX OF TWELVE REQUIRED)

REF	TYPE	PROVIDED	NOT PROVIDED	COMMENTS
1	ARCADES AND OR / LOGGIAS	YES		SEE THIS SHEET FOR ARCADE PROVIDED ALONG ALHAMBRA CIRCLE, MINORCA AVENUE, SW 37 STREET, ALHAMBRA PLAZA & GALEANO STREET
2	BUILDING ROOF LINES	YES		SEE ELEVATIONS
3	BUILDING STEPBACK	YES		SEE FLOOR PLANS
4	BUILDING TOWERS	YES		SEE ELEVATIONS
5	DRIVEWAYS	YES		SEE PLAN THIS SHEET (PARKING GARAGE DRIVEWAY ENTRY FROM MINORCA AVENUE AND PUBLIC ALLEY)
6	LIGHTING OF LANDSCAPING	YES		SEE LANDSCAPE FLOOR PLAN
7	MATERIALS ON EXTERIOR BUILDING FACADES	YES		PAINTED STUCCO, WAKEYSTONE VENEER AND IMITATION KEYSTONE ACCENTS AT PEDESTRIAN ENTRIES, AND LEVIONE PLAZA, COPPER ROOF AT TOWERS (REFER TO ELEVATIONS)
8	OVERHEAD DOORS	YES		NOTE THAT NONE OF THE PARKING ENTRIES THAT MAY RECEIVE OVERHEAD DOORS, FACE A RESIDENTIAL PROPERTY (MINORCA AVENUE SIDE)
9	PAVER TREATMENT	YES		PAVERS ARE SHOWN THROUGHOUT THE GROUND FLOOR SEE THIS SHEET
10	PEDESTRIAN AMENITIES	YES		SEE GROUND FLOOR PLAN (BENCHES, EXPANDED SIDEWALKS, REPAIR CONTAINER, WATER FEATURE, AND ADJACENT PLAZA WITH REFLECTIVE POOL)
11	PEDESTRIAN PASS-THROUGHS / PASEOS	N/A		
12	UNDERGROUND PARKING	N/A		

NOTES:

1. ALL STREETSCAPE IMPROVEMENTS LOCATED WITHIN R.O.W. (CURBS, PARALLEL PARKING, PLANTERS, ETC.) SHALL BE SUBJECT TO CITY OF CORAL GABLES PUBLIC WORKS AND PUBLIC SERVICE APPROVAL
2. PROJECT TO COMPLY WITH ALL PUBLIC WORKS AND PUBLIC SERVICE R.O.W. PLANTING REQUIREMENTS OR A PAYMENT MAY BE MADE TO THE APPLICABLE IMPROVEMENTS FUND PER SECTION 5-1105 (A) (2) - (4).
3. STREETSCAPE AND ALLEY PLANTING TO BE INSTALLED PER PUBLIC WORKS / PUBLIC SERVICE STANDARDS.
4. MIN. WINDOW CASING DEPTH TO BE 4" MEASURED FROM FACE OF BUILDING

MEDITERRANEAN STYLE DESIGN	COMMENTS
(OTHER DEVELOPMENT OPTIONS) TABLE 3	
REF TYPE	
1 BUILDING SET BACKS	REFER TO ZONING CHART FOR REDUCTION
2 R.O.W. ENCROACHMENTS	N/A
3 PARKING EXCEPTIONS	N/A
4 MULTY-FAMILY DENSITY	N/A

	PHASE I	PLAZA	PHASE II	TOTAL
NET LOT AREA	90,498 SF PLAZA = 15,871 SF LOT AREA PHASE I USED IN PHASE II = 6,576 SF PHASE I LOT AREA= 112,945 SF	15,871 SF	38,856 SF LOT AREA PHASE I USED IN PHASE II = 6,576 SF PHASE II LOT AREA= 32,280 SF	145,225 SF
LOT COVERAGE	76,878 SF	---	36,305 SF	113,183 SF
GREEN AREA+ OTHER OPEN SPACES ELEVATED	2,808 SF ELEVATED DECK (LEVEL 6): 20,130 SF (See. L-4.1)	15,871 SF	RECREATIONAL FLOOR: 9,250 SF	48,119 SF
OTHER OPEN SPACES	10,812 SF		2,395 SF	13,207 SF
ARCADE/ PASEO	10,742 SF	---	ARCADE: 3,668 SF PASEO: 1,289 SF	15,699 SF

MEDITERRANEAN BONUS

SCALE: NTS

BEHAR·FONT
PARTNERS, P.A.
135 San Lorenzo Avenue, Suite 810
Coral Gables, Florida 33146
TEL: (305) 740-5442 FAX: (305) 740-5443
E-MAIL: info@behar-font.com

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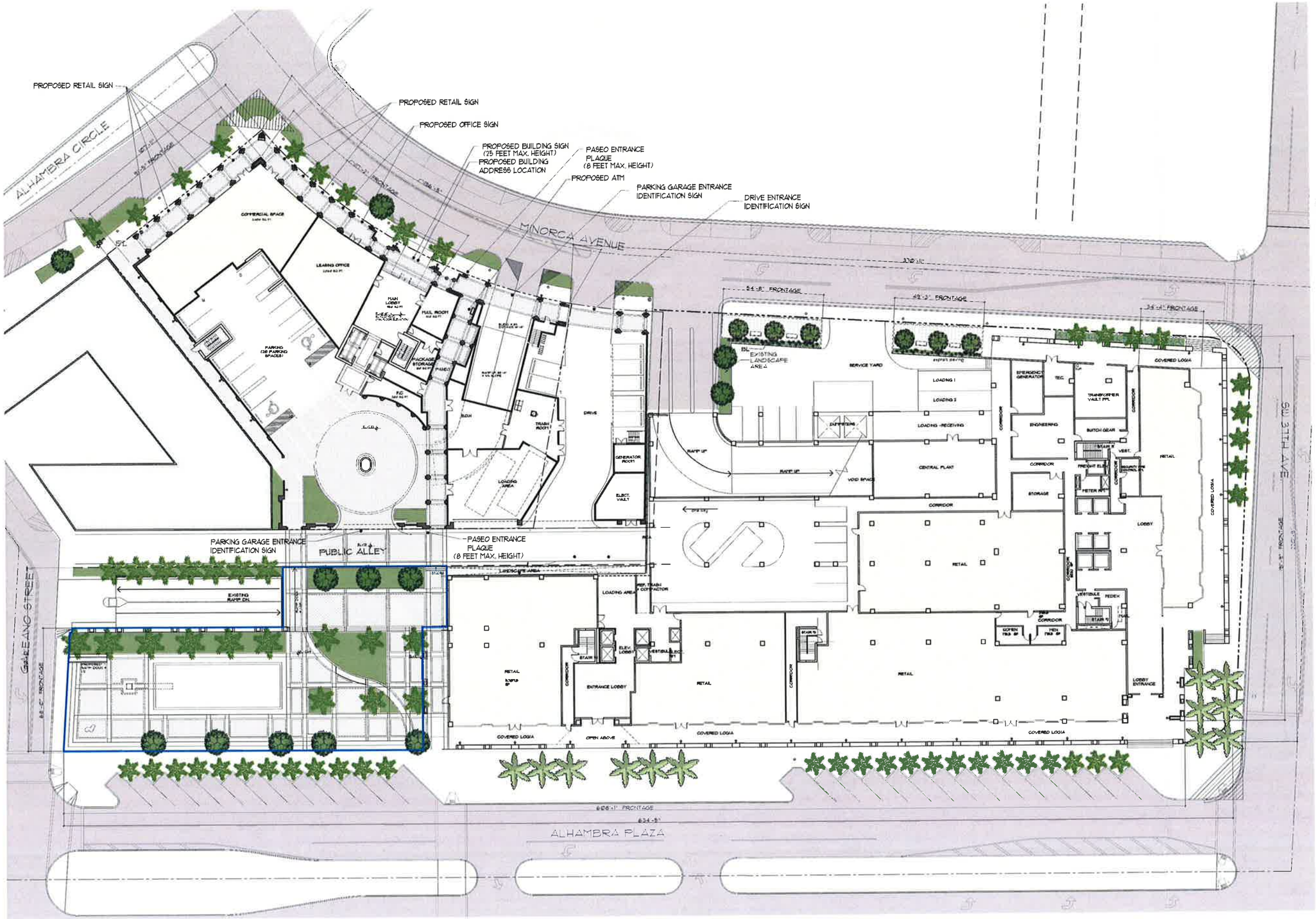

NOTE: REFER BUILDING ELEVATIONS FOR SIGNS LOCATIONS

SIGNAGE FLOOR PLAN

SCALE:NTS

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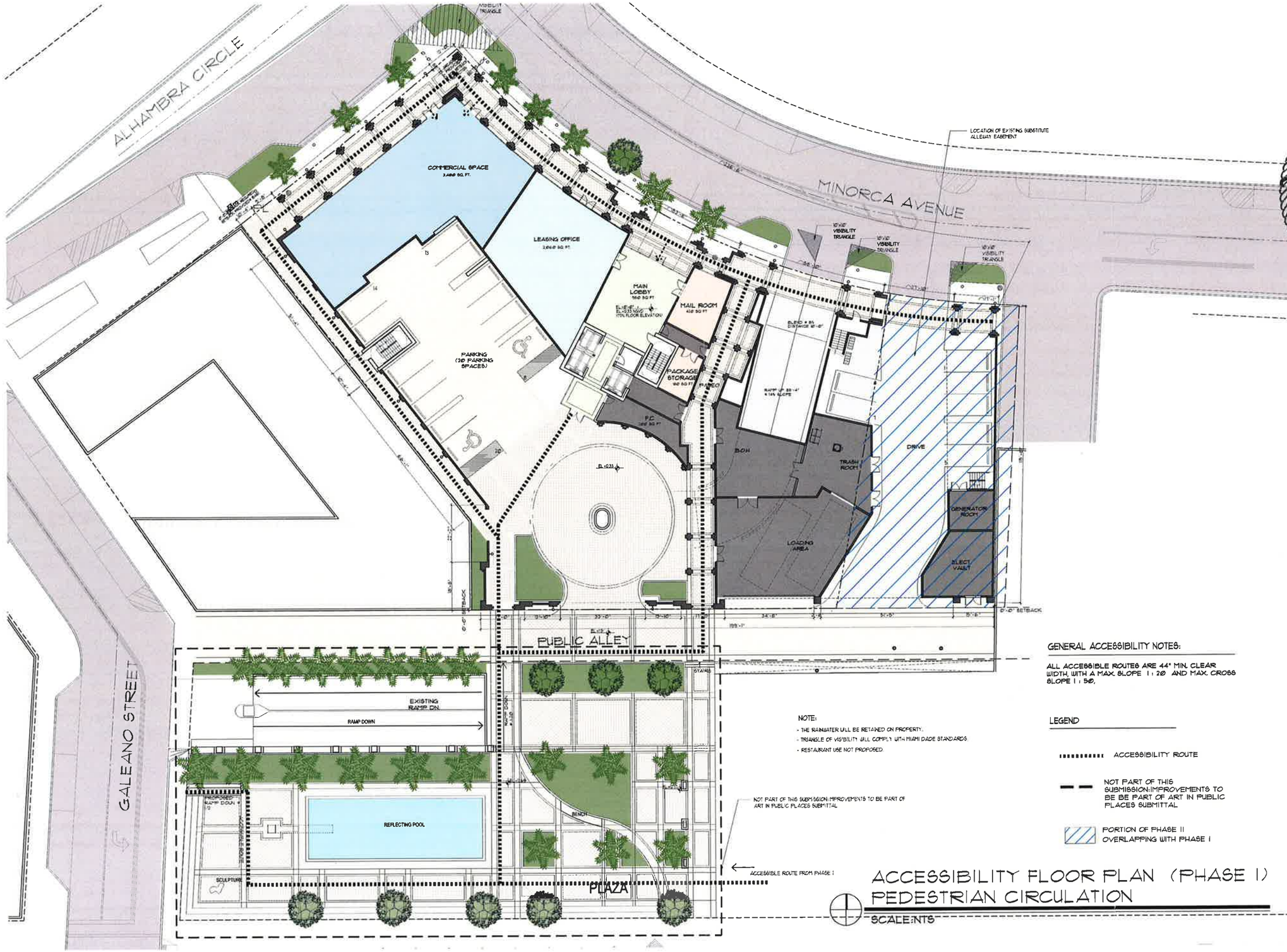

NOTE:

- THE RAINWATER WILL BE RETAINED ON PROPERTY.
- TRIANGLE OF VISIBILITY WILL COMPLY WITH MIAMI DADE STANDARDS.
- RESTAURANT USE NOT PROPOSED.

GENERAL ACCESSIBILITY NOTES:

ALL ACCESSIBLE ROUTES ARE 44" MIN. CLEAR WIDTH, WITH A MAX. SLOPE 1 : 20 AND MAX. CROSS SLOPE 1 : 50.

LEGEND

- ACCESSIBILITY ROUTE
- NOT PART OF THIS SUBMISSION:IMPROVEMENTS TO BE BE PART OF ART IN PUBLIC PLACES SUBMITTAL
- PORTION OF PHASE II OVERLAPPING WITH PHASE I

ACCESSIBILITY FLOOR PLAN (PHASE I)
PEDESTRIAN CIRCULATION

SCALE:NTS

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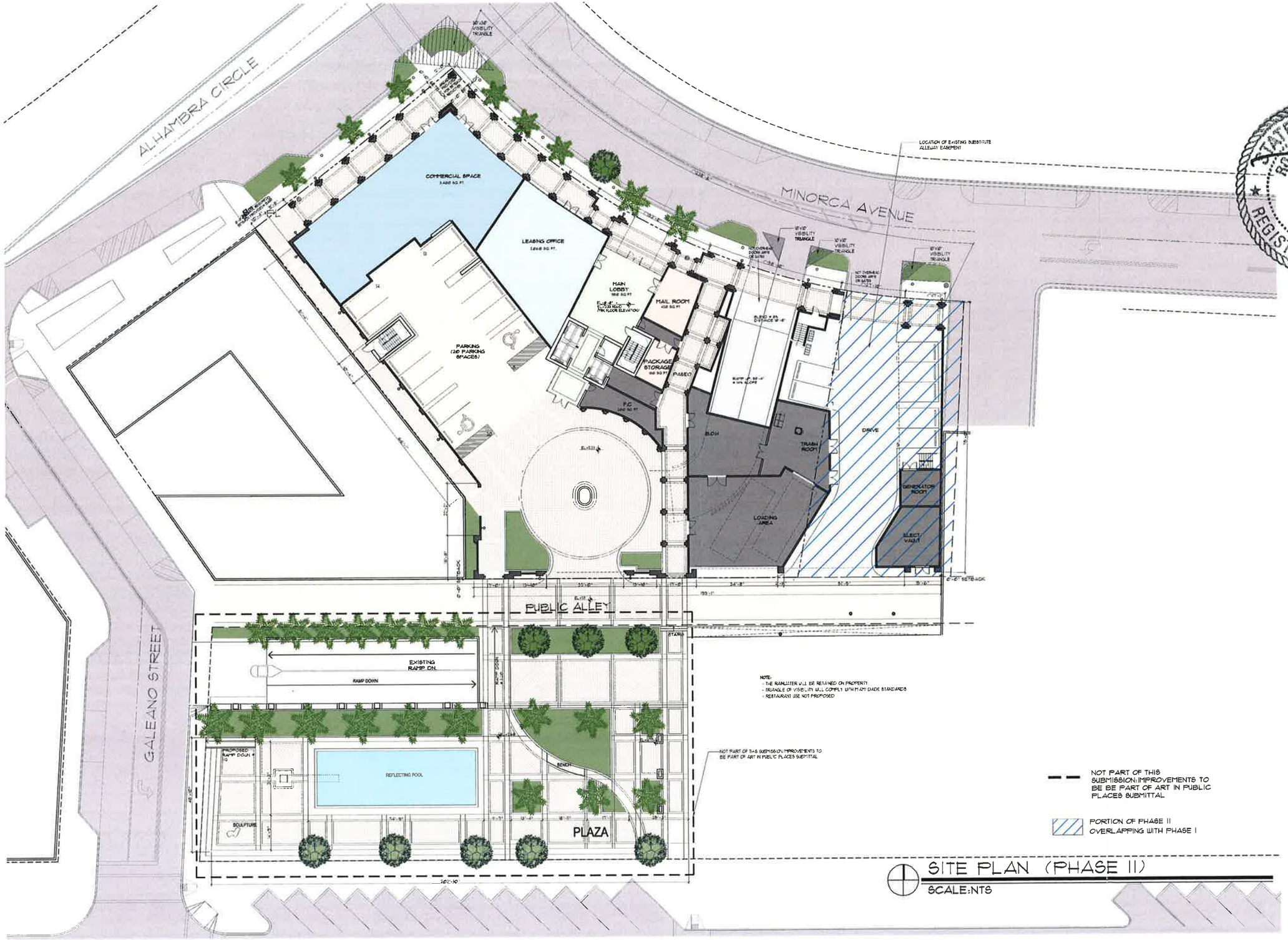

NOTE:
- THE RAINWATER WILL BE RETAINED ON PROPERTY.
- TRIANGLE OF VISIBILITY WILL COMPLY WITH MIAMI DADE STANDARDS
- RESTAURANT USE NOT PROPOSED

SITE PLAN (PHASE II)
SCALE:NTS

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GROUND FLOOR PLAN

SCALE: 3/32"=1'-0"

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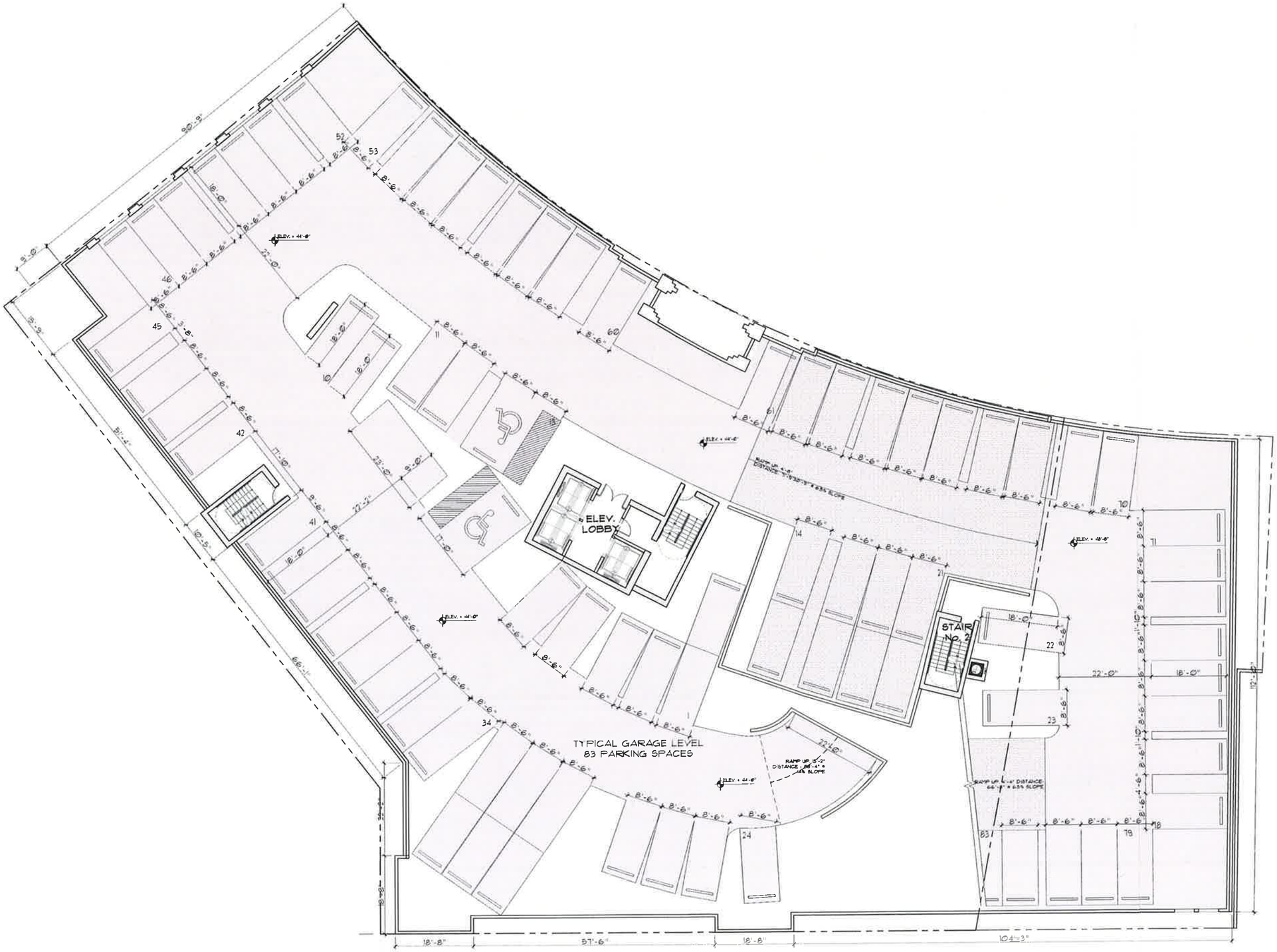

MEZZANINE FLOOR PARKING

SCALE: 3/32"=1'-0"

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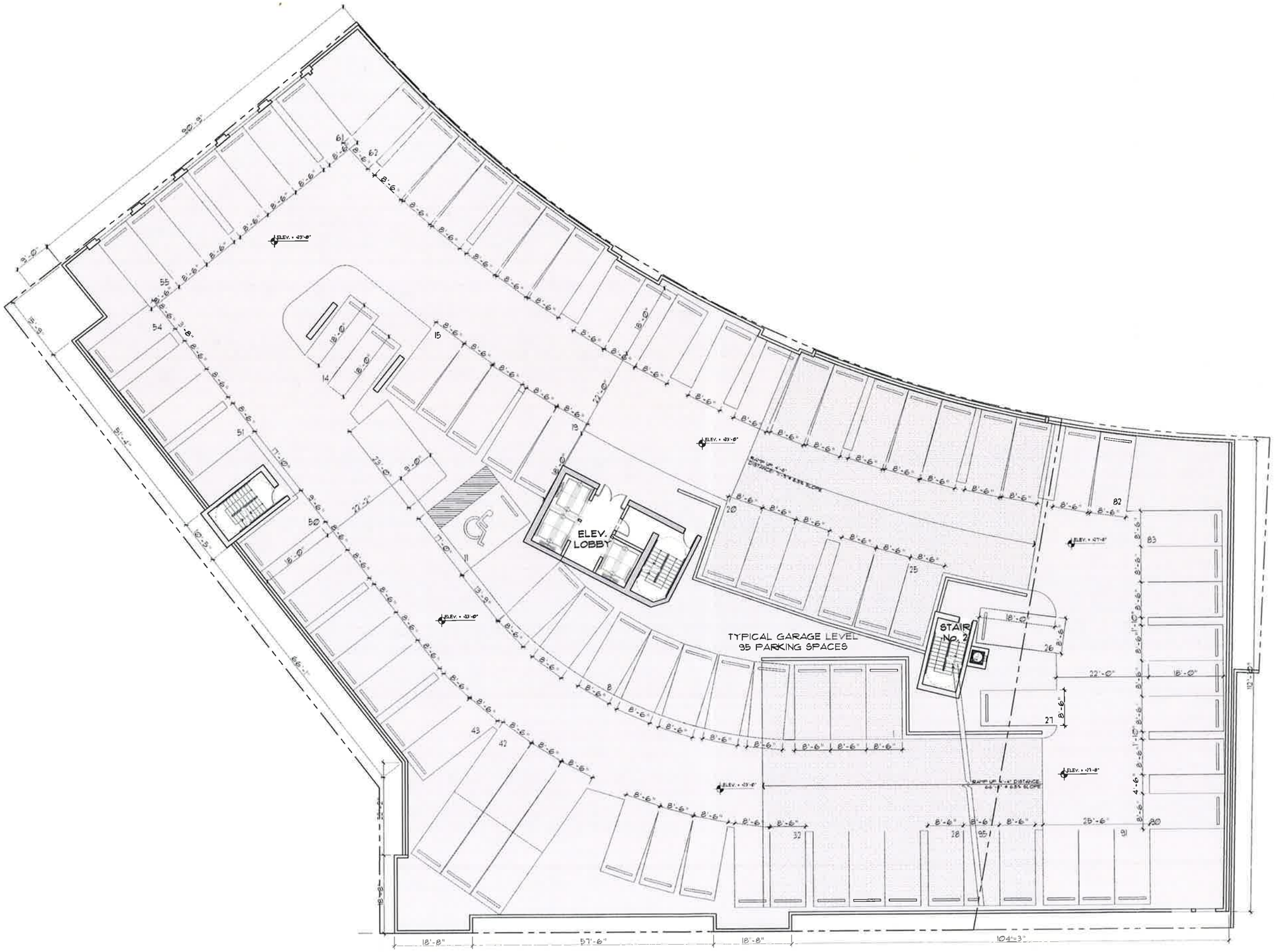

SECOND FLOOR PARKING

SCALE: 3/32"=1'-0"

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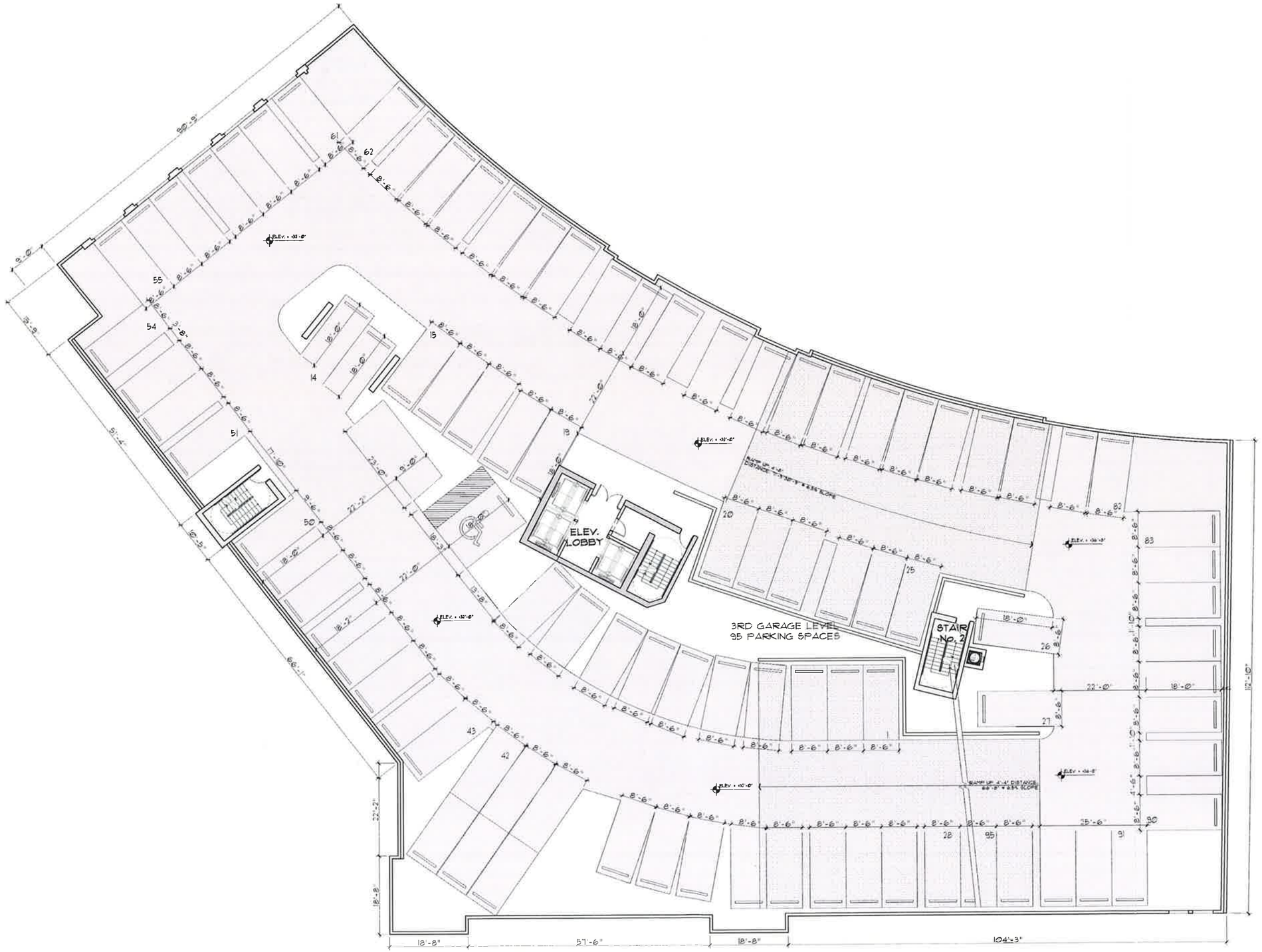

3RD FLOOR PLAN (PARKING)

SCALE: 3/32"=1'-0"

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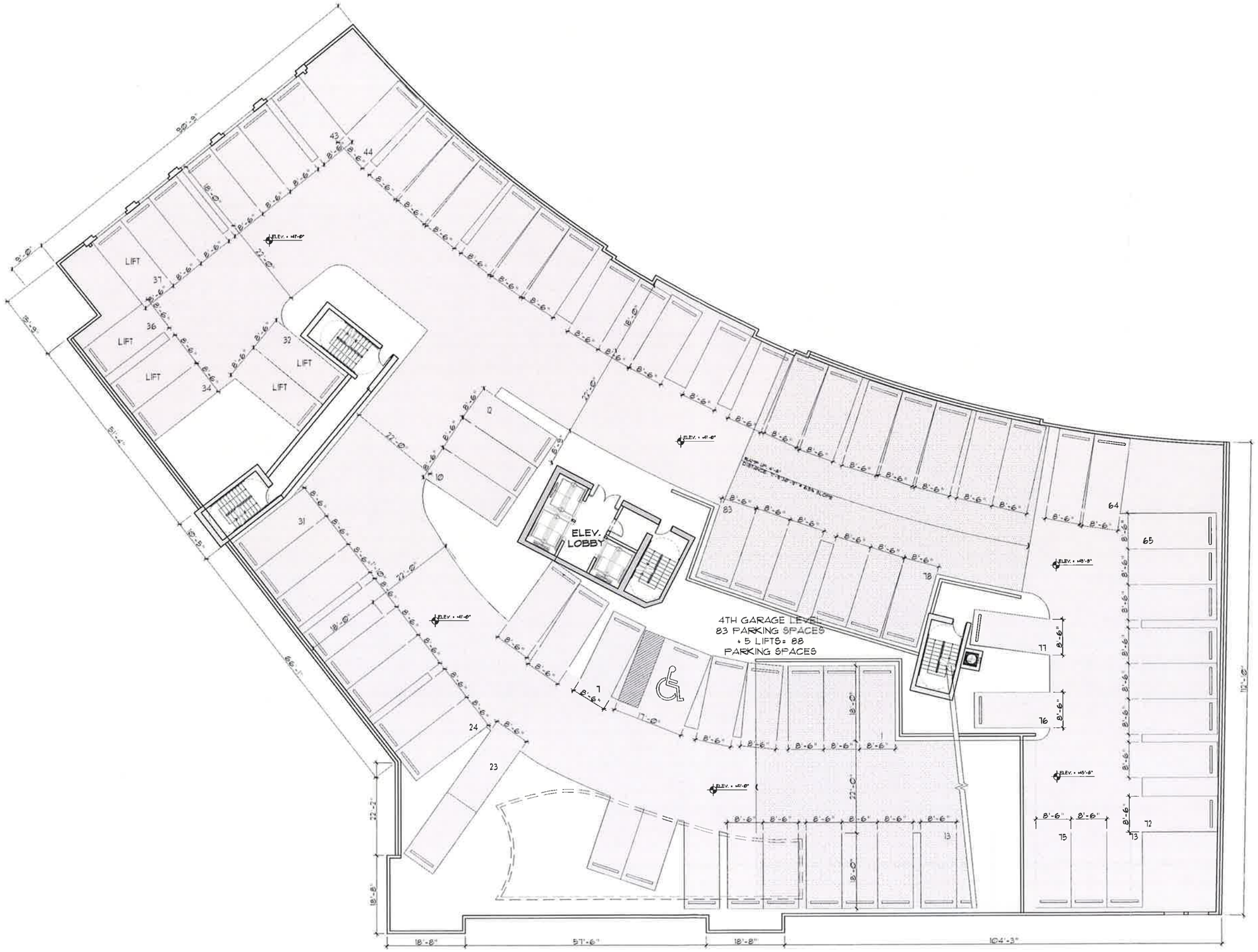

4TH FLOOR PARKING

SCALE: 3/32" = 1'-0"

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5TH FLOOR PLAN (RECREATIONAL)

SCALE: 3/32"=1'-0"

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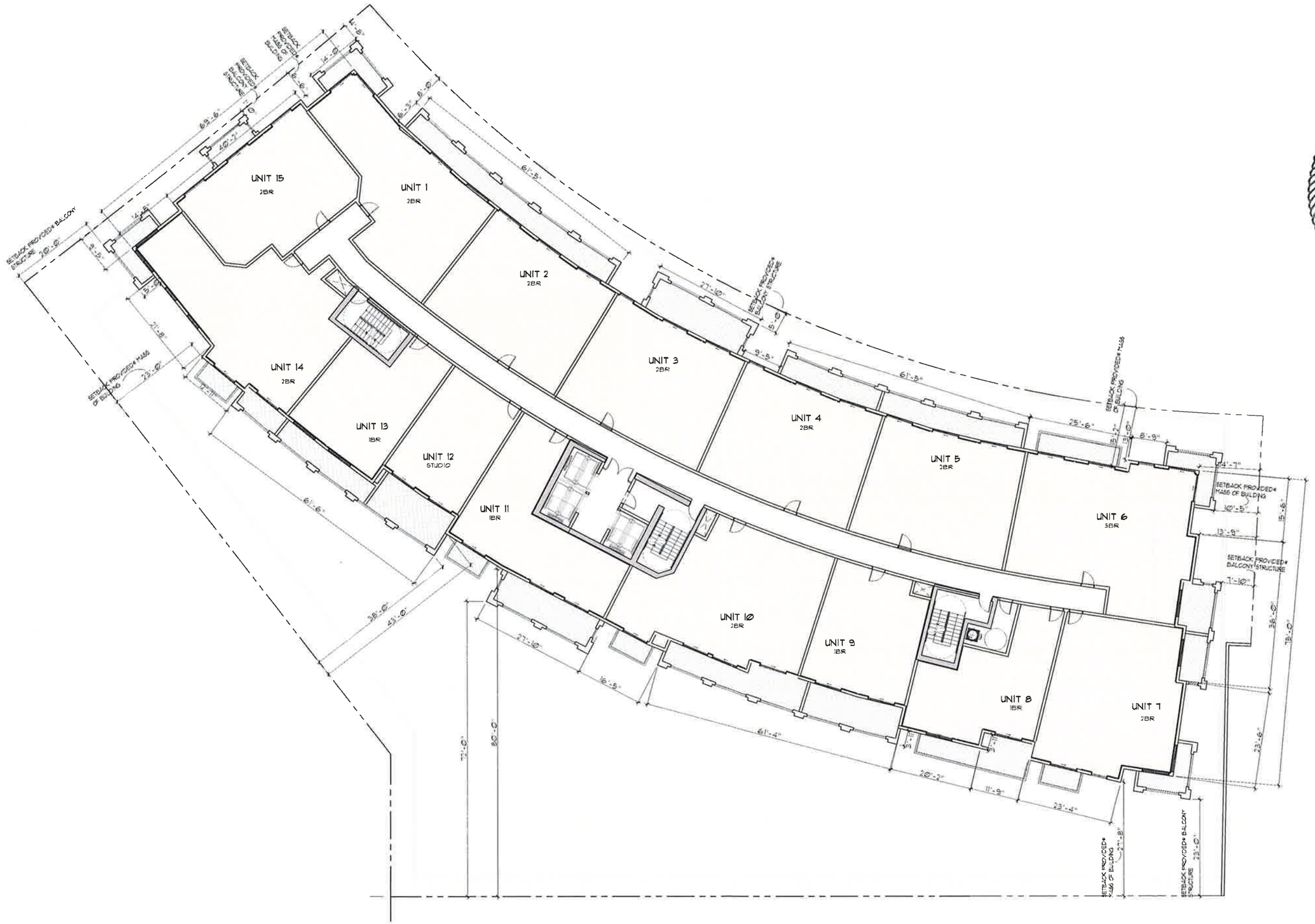

TYPICAL FLOOR PLAN (LEVELS 6TH-17TH)

SCALE: 3/32"=1'-0"

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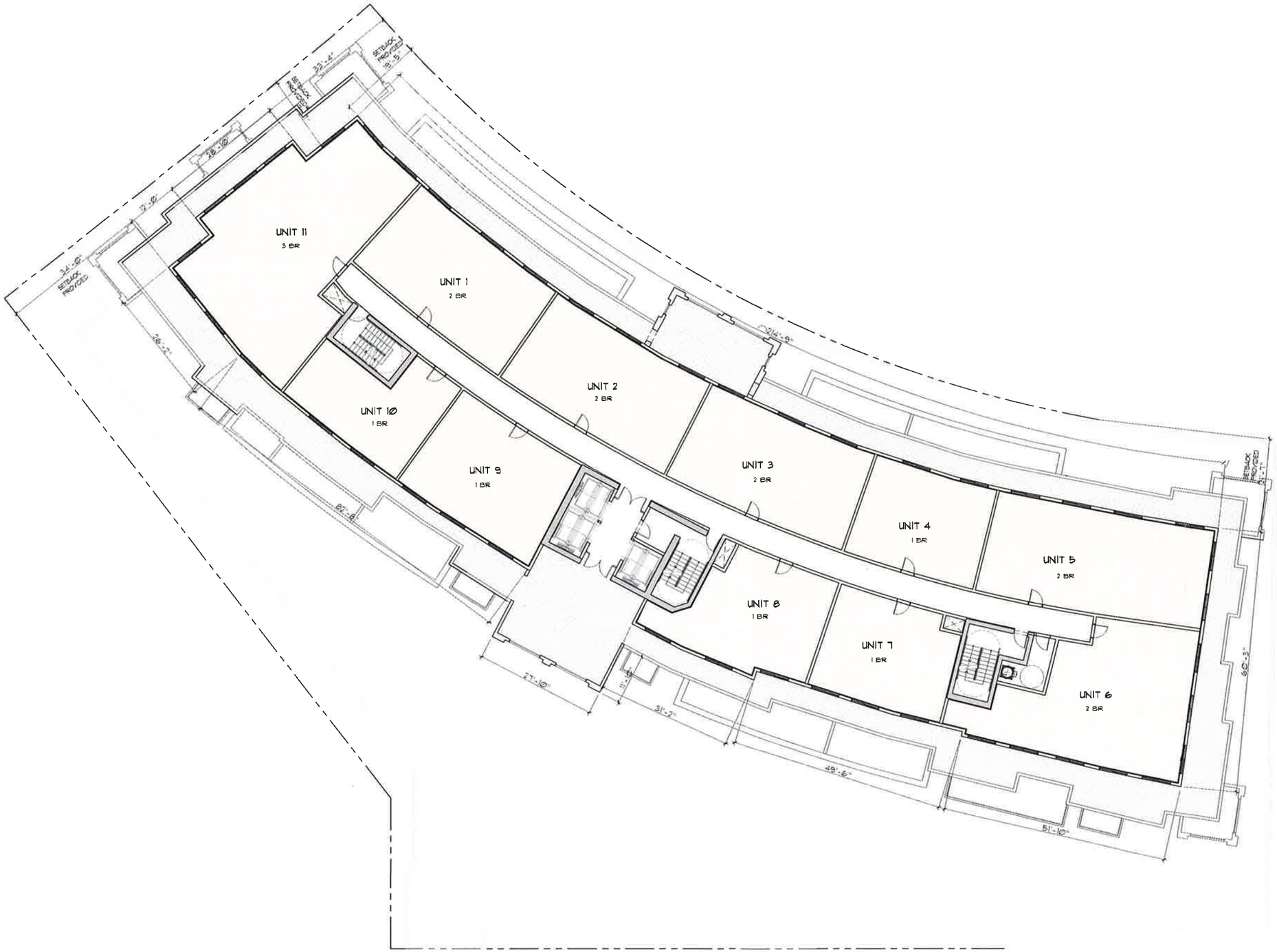

PENTHOUSE FLOOR PLAN

SCALE: 3/32"=1'-0"

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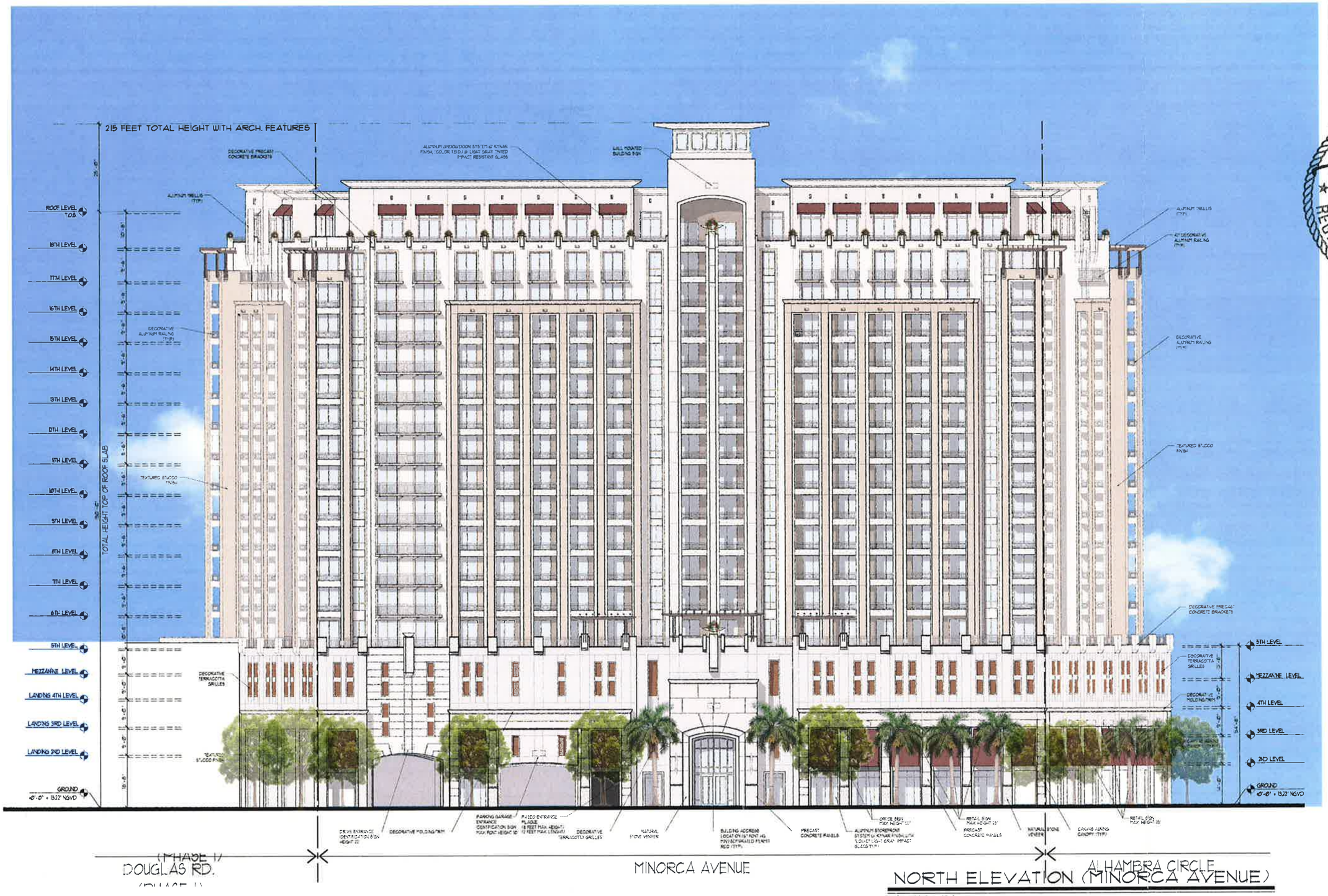

NORTH ELEVATION (MINORCA AVENUE)

SCALE:NTS

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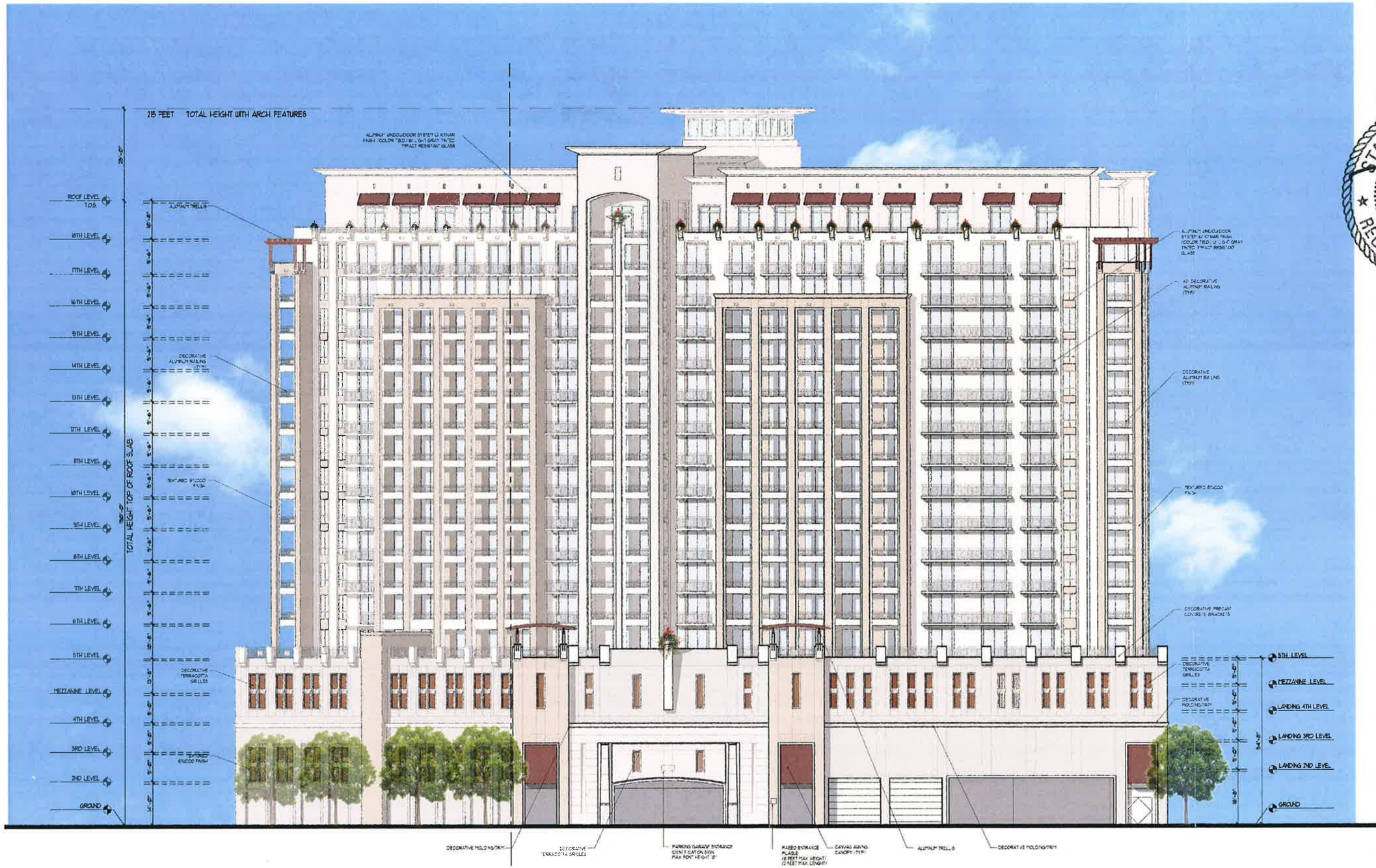

SOUTH ELEVATION (ALHAMBRA PLAZA)

SCALE:NTS

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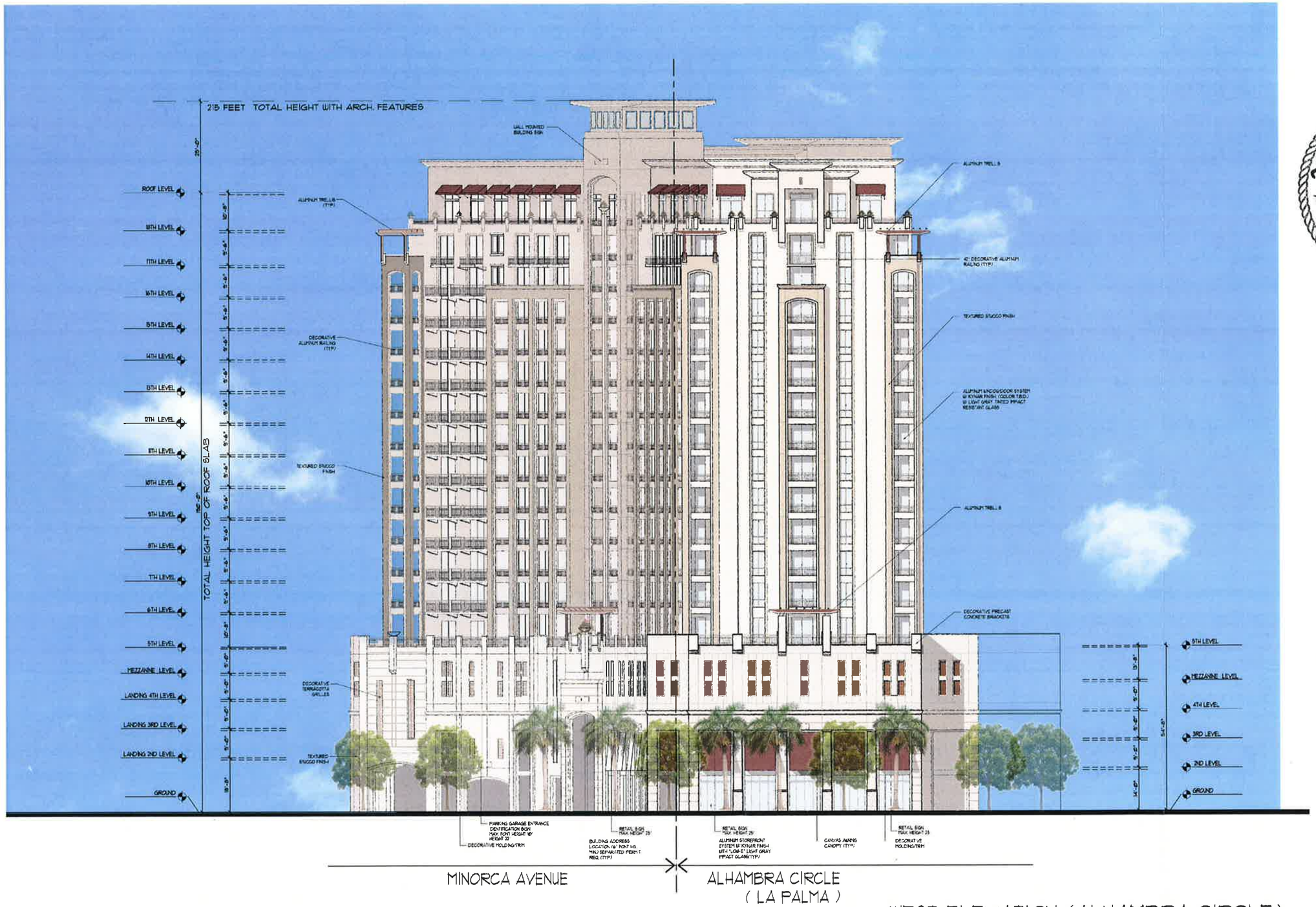

WEST ELEVATION (ALHAMBRA CIRCLE)

SCALE:NTS

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LA PALMA ELEVATION

SCALE:NTS

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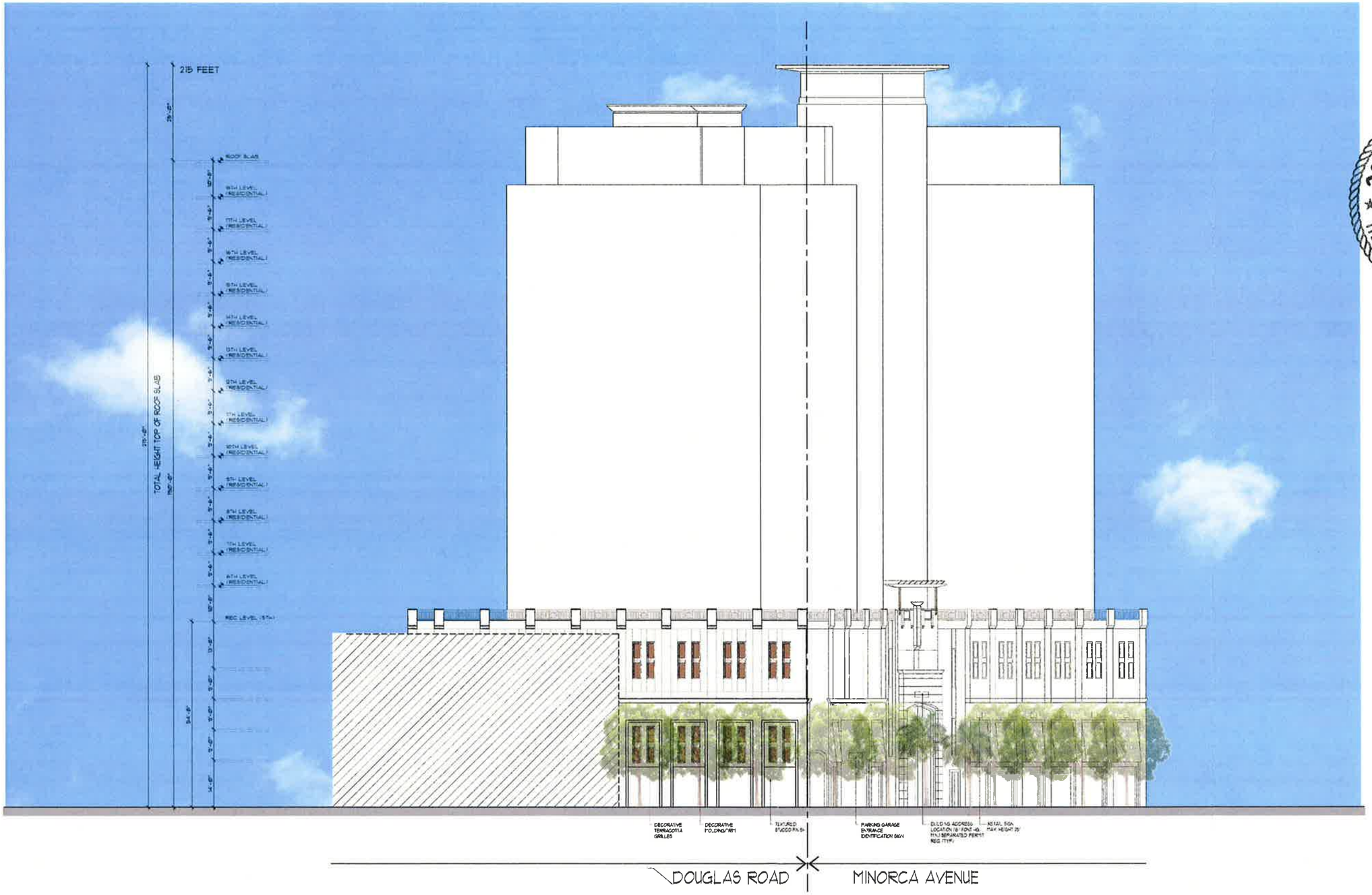

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DOUGLAS ROAD ELEVATION

SCALE:NTS

DATE:05-16-14
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO.
A-3.4

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2854

AN ORDINANCE VACATING PORTION OF ALLEY RUNNING EAST/WEST WHICH IS BOUNDED ON THE EAST BY THE SOUTHERLY PROLONGATION OF THE EAST LINE OF LOT 15 AND IS BOUNDED ON THE WEST BY THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 7; AND ALL OF THAT PORTION OF THE ALLEY RUNNING NORTH/SOUTH WHICH IS BOUNDED ON THE NORTH BY THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 11 AND BOUNDED ON THE SOUTH BY THE EASTERLY PROLONGATION OF THE SOUTH LINE OF LOT 11, ALL IN BLOCK 22 OF THE "REVISED PLAT OF CORAL GABLES SECTION L", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 8 AT PAGE 85 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; PROVIDING FOR SUBSTITUTE EASEMENT FOR ALLEY PURPOSES; SETTING FORTH TERMS AND CONDITIONS; PROVIDING EFFECTIVE DATE THIRTY DAYS FROM JUNE 27, 1989; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, the purpose of this ordinance is to vacate a portion of alley running East/West and all of that portion of alley running North/South lying in Block 22 of the "Revised Plat of Coral Gables Section L", more particularly described hereinafter in Section 1; to provide for substitute easement for public alley purposes as described in Section 2, and

WHEREAS, the Street and Alley Vacation Committee at a meeting held on May 4, 1989, recommended the vacation of such alley, and

WHEREAS, the City Commission held a public hearing on May 23, 1989, to consider the vacation of said alley at which hearing all interested persons were afforded the opportunity to be heard, and

WHEREAS, it is felt that the vacation of said alley and the provisions of the substitute easement are in the interest of public health, safety, order, convenience, comfort, prosperity and general welfare,

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That a portion of alley running East/West which is bounded on the East by the Southerly prolongation of the East line of Lot 15 and is bounded on the West by the Southerly prolongations of the West line of Lot 7, and all of that portion of alley running North/South which is bounded on the North by the Easterly prolongation of the North line of Lot 11 and bounded on the South by the Easterly prolongation of the South line of Lot 11, all in Block 22, of the "Revised Plat of Coral Gables Section L" (Minorca Avenue and Douglas Road) shall be and it is hereby vacated, abandoned and discontinued for the purpose for which it was dedicated to public use subject to the terms and conditions as set forth hereinafter.

SECTION 2. That the Owner of record, by proper instrument, shall grant an easement to the City of Coral Gables and any and all applicable utility companies for substitute alley purposes to be used for utility purposes including storm and sanitary sewers and for use as a passageway for City vehicles and the general public. Said easement being legally described as follows:

Begin at the Southwest corner of Lot 7, Block 22, of the "REVISED PLAT OF CORAL GABLES SECTION L" according to the plat thereof as recorded in Plat Book 8 at Page 85 of the Public Records of Dade County, Florida; thence run North 50' 03' 53" East for a distance of 23.01 feet to a point; thence run North 10' 08' 25" East along a line parallel with the West line of said Lot 7 for a distance of 107.00 feet more or less to a Point of Intersection with the North line of said Lot 7, said point being a point on a circular curve concave to the North; thence run along said circular curve to the left having a radius of 290.18 feet through a central angle of 03' 57' 51" for an arc distance of 20.08 feet, and a chord which bears South

ABE6:27

84' 44' 25" East to a point on a line; thence run South 10' 08' 26" West along a line parallel with the West line of said Lot 7 for a distance of 140.45 feet to a Point of Intersection with the South right-of-way line of the 20 feet East-West Alley in said Block 22; thence run South 89' 59' 20" West along the South right-of-way line of the said 20 feet East-West Alley for a distance of 35.32 feet to a Point of Intersection with the Southerly projection of the West line of said Lot 7; thence run North 10' 08' 26" East for a distance of 20.32 feet to the Point of Beginning; containing 3,236 square feet, more or less.

SECTION 3. That the easement described hereinabove in Section 2 shall be constructed in accordance with the specifications of the Public Works Department of the City of Coral Gables and the plans for such construction shall be submitted to and shall be subject to approval by the Public Works Department. The permits and inspections for such construction shall be handled in the same manner as the paving for streets and alleys.

SECTION 4. That the City of Coral Gables shall have the right to exercise the same control over the easement described hereinabove in Section 2 as if the same were a dedicated alley and the acceptance and approval of such easement shall in no way relieve the applicant from complying with any and all regulations pertaining to alleys including but not limited to the building, zoning and other applicable regulations.

SECTION 5. That the easement described hereinabove in Section 2 shall at all times be kept free and clear of any and all encroachments and obstructions, including but not limited to motor vehicles, trucks, trailers, debris, stoops, waste containers, and the like, and the City shall have the authority to monitor and enforce the same.

SECTION 6. That a vertical clearance of nineteen (19) feet extending the full length and width of the easement shall be provided above the easement described hereinabove in Section 2. That the Owner shall be able to construct foundations and footings underneath the roadway to be constructed in the easement area, provided that such footings and foundations do not interfere with any storm and sanitary sewers to be installed in the easement area.

SECTION 7. When and if required by the Public Works Department, the easement described hereinabove in Section 2 shall be provided with lighting fixtures which will provide an average level of illumination of two (2) footcandles of lighting over all of the area of the easement, but at no point shall there be less than one (1) footcandle of light. The cost of installing and maintaining the lighting fixtures and lights shall be borne by the applicant. Should the applicant fail to maintain the lighting system to the level of proper illumination and should the applicant fail to correct such deficiency within a period of thirty (30) days upon notification by the City, then the City Manager shall proceed to have such condition remedied and the cost thereof shall be a lien against the property to the same extent and character as are the liens for special assessments or improvements and with the same penalties and with the same rights of collection, foreclosure, sale and forfeiture as obtained in the case of liens for special improvements.

SECTION 8. That the Owner shall be held responsible for the maintenance and repair of the easement described hereinabove in Section 2 and should the Public Works Department, upon inspection, determine that the easement is in disrepair, it shall notify the Owner and if the Owner fails to repair said easement within a period of thirty (30) days, then the City Manager shall proceed to have such condition remedied and the cost thereof shall be a lien against the property to the same extent and character as are the liens for special assessments or improvements and with the same penalties and with the same rights of collection, foreclosure, sale and forfeiture as obtained in the case of liens for special improvements.

SECTION 9. That the costs of removal and/or relocation of any and all utilities, including storm and sanitary sewers, installation of any required drainage facilities, removal of curbs or abandoned concrete approaches and sidewalks, removal of any structures and the paving and construction of the substitute easement hereinabove described shall be borne by the applicant, whose action necessitates such expense.

SECTION 10. That the use of the vacated property shall be limited to the same uses as to which the adjacent properties are zoned.

SECTION 11. That the reversionary rights to the portion of the alley vacated shall revert to the owners abutting on each side of the vacated alley.

SECTION 12. That the vacation of the alley shall not become effective until such time as all the existing buildings adjacent to the vacated alley have been removed and the substitute easement is conveyed and a foundation permit required for the associated project is granted.

SECTION 13. That this ordinance shall become void if said foundation permits lapse prior to the commencement of construction.

SECTION 14. That the vacation of the alley shall not become effective until such time as the seven (7) conditions - as outlined in the Preliminary Design Review Committee's Minutes of Special Meeting of Wednesday, June 7, 1989 - are met. These conditions are as follows:

1. Re-study the proposed service court.
2. Improve visibility of traffic entering and exiting parking ramps. Reexamine proximity of entrance/exit of parking ramp on Minorca Avenue and the wall and setback at Galiano Street parking access.
3. Conform building facade modifications to the Mediterranean bonus requirements as reviewed and approved by the Board of Architects.
4. Study by applicant of the possibility of retaining and incorporating key elements of the art deco Southern Bell Building into the new development, preferably in the proposed park.
5. Provide a pedestrian crosswalk across Alhambra Plaza, between the main entrances of the existing Alhambra development and the proposed project.
6. Provision by applicant of traffic studies by David Plummer and Associates prepared for the proposed development.
7. That handicapped access throughout the development be indicated on the plans, and that it meet Code requirements.

SECTION 15. That the City of Coral Gables, within thirty (30) days after the requirements of this ordinance have been satisfied, shall issue a certificate of recordable form, confirming that the requirements of the ordinance have been satisfied and that the vacation of the alley has become effective.

SECTION 16. That this ordinance shall become effective thirty (30) days from June 27, 1989.

SECTION 17. That all ordinances or parts of ordinances inconsistent or in conflict herewith shall be and they are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS TWENTY-SEVENTH DAY OF JUNE, A. D., 1989

APPROVE:

GEORGE M. CORRIGAN
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK

ABE627

Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

Miami-Dade County School Board
Perla Tabares Hantman, Chair
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Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

March 14, 2014

VIA ELECTRONIC MAIL

Mr. Robert Behar, Architect
Behar - Font & Partners, P.A.
4533 Ponce de Leon Boulevard
Coral Gables, Florida 33146

reception@beharfont.com

RE: PUBLIC SCHOOL CONCURRENCY DETERMINATION
COLUMBUS CENTER – DR-13-08-0696
LOCATED AT 100 ALHAMBRA CIRCLE
SP0314022700731 - FOLIO NO. : 0341080072020 AND 0341080072010

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreement for Public School Facility Planning, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, attached please find the School District's Concurrency Determination. As you will note, the applicable Level of Service (LOS) standards of 100% Florida Inventory of School Housing (FISH) have been met at the three school levels and as such, capacity has been reserved for a one year period, under Master Concurrency Number **MA0314022700731**.

The reservation term for this Site Plan will expire on **February 28, 2015**. Concurrency reservation may be extended for additional one-year periods, provided: 1) City of Coral Gables confirms the application is still valid; 2) you request an extension at least 120 days prior to the expiration date, via email address concurrency@dadeschools.net; and 3) the total reservation period does not exceed six years from the original effective date of this certificate.

Failure to request an extension at least 120 days prior to the expiration date will result in revocation of the reservation, and a new application must be submitted. Extensions will be granted, upon payment of the corresponding review fee and acknowledgement from the local government. The reservation period may not exceed the term of the development approval issued by the City of Coral Gables.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,

Ivan M. Rodriguez, R.A.
Director I

IMR:ir
L-487
Enclosure

cc: Ms. Ana Rijo-Conde
Mr. Michael A. Levine
Ms. Vivian G. Villaamil
City of Coral Gables
School Concurrency Master File

Miami-Dade County Public Schools

Concurrency Management System
School Concurrency Determination

MDCPS Application Number:	SP0314022700731	Local Government (LG):	Coral Gables
Date Application Received:	2/27/2014 12:34:22 PM	LG Application Number:	DR-13-08-0696
Type of Application:	Site Plan	Sub Type:	Public

Applicant's Name: Columbus Center
Address/Location: 100 Alhambra Circle
Master Folio Number: 0341080072020
Additional Folio Number(s): *0341080072010, 0341080072010,*

PROPOSED # OF UNITS 200

SINGLE-FAMILY DETACHED UNITS: 0

SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 200

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5401	SUNSET EL - GEORGE CARVER EL - CORAL GABLES EL	166	10	10	YES	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	1	6	1	NO	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	0	5	0	NO	Current CSA Five Year Plan
6741	PONCE DE LEON MIDDLE	108	5	5	YES	Current CSA
7071	CORAL GABLES SENIOR	-452	7	0	NO	Current CSA
7071	CORAL GABLES SENIOR	153	7	7	YES	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						

*An Impact reduction of 21.13% included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a public school concurrency review for this application and has determined that it **DOES MEET (Concurrency Met)** all applicable LOS Standards for a Final Development order as adopted in the local Government's Educational Element and incorporated in the Interlocal Agreement for Public School Facility Planning in Miami-Dade County.

Master Concurrency Number:	MA0314022700731	Total Number of Units:	200
Issue Date:	2/28/2014 2:00:16 PM	Expiration Date:	2/28/2015 2:00:16 PM
Capacity Reserved:	Elementary:10 / Middle:6 / Senior: 7		

MDCPS Administrator

MDCPS Authorized Signature

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net

Kimley»Horn

May 5, 2014

Ms. Yamilet Senespleda, P.E.
City of Coral Gables
Coral Gables, FL

RE: Traffic Impact Study Response to Comments

We have received comments provided by the City of Coral Gable's traffic engineering consultant for the 100 Alhambra Circle traffic study on April 9, 2014. It should be noted that this response to comments only includes the traffic related comments. We offer the following responses:

1. **New traffic counts (TMC's conducted in July are not accepted by the City).**

   Response: New traffic counts were collected in April 2014. The revised traffic impact analysis has been updated to reflect the new counts and peak season factor for the two intersections that previously utilized TMC's from July.

2. **Committed developments (33 Alhambra Circle) have to be included in the analysis.**

   Response: Per our meeting on April 23, 2014, a traffic study has not been submitted for this project. Therefore, it was not included as a committed development.

3. **A full updated site plan has to be included in the traffic study Appendix to better understand the traffic circulation and the parking garage location.**

   Response: An updated site plan has been included in Appendix A of the revised traffic impact study. In addition, a signs and pavement marking plan has been included in Appendix A to better illustrate the traffic circulation and parking garage location on site.

4. **Trip distribution does not show the trips assigned to the alley entering from and exiting to Galiano Street.**

   Response: The trip distribution has been updated to show trips assigned to the alley entering from and existing to Galiano Street. The updated trip distribution can be found in the revised traffic impact analysis.

Please contact me at (954) 535-5100 or john.mcwilliams@kimley-horn.com should you have any questions.

Sincerely,

John J. McWilliams, P.E.

6. Provide adequate turning radius for all vehicles that would normally use the alley and the dedicated easement.
   Please refer to the Proposed Circulation Plan (EX-4) for vehicle maneuverability throughout the public alley.

7. Must comply with City of Coral Gables Public Works sight distance requirements at all driveway and intersections including the alley.
   Please refer to the Circulation Plan (EX-4) for applicable site distances for all driveways and intersections per City of Coral Gables Public Works Manual.

Planning and Zoning Comments:

1. Signage Plan (Sec. 3-505.D.3.h). Submit signage plan for review to determine compliance with Zoning Code regulations. Include in signage plan way finding signage and ATM location signage.
   Please refer to Exhibit 2 and 3 for the Existing and Proposed Signage and Marking Plans. All signs, existing and proposed are depicted.

2. Utilities Plan (Sec. 3-505.D.3.l) and Statement (Sec. 3-505.D.3.i). Submit utilities plan for entire PAD site. Indicate in plan that all utilities will be installed underground. Submit letters/statements from all utilities indicating their compliance with proposal.
   Please refer to the Conceptual Utility Plan (EX-1). Note No. 2 indicates all utilities will be installed underground. No overhead utilities are located on or around the site that will need to be converted to underground facilities.

3. Circulation Plans (Sec. 3-505.D.3.b). Submit circulation plans for the following types of systems: pedestrian, vehicular, bicycle, and public transit (buses and trolley).
   Please refer to exhibits 3, 4 and 5 as well as Accessibility Floor Plan exhibit created by Behar Font for proposed site circulation.

Please accept the revised plans and comments for approval and if you require any additional information or further clarification please do not hesitate to contact me at 954-535-5138. Thank you for your assistance with this project.

Sincerely,

Kimley-Horn and Associates
Christopher Falce, P.E.

Cc: Robert Behar – Behar Font

Revised Traffic Impact Analysis

100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn and Associates, Inc.

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Revised May 2014
September 2013
043581000

Revised Traffic Impact Analysis

100 Alhambra Circle
Coral Gables, Florida

Prepared for:

USRE Holdings, LLC
Miami, Florida

Prepared by:

Kimley-Horn and Associates, Inc.

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Revised May 2014
September 2013
043581000

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, FL 33411

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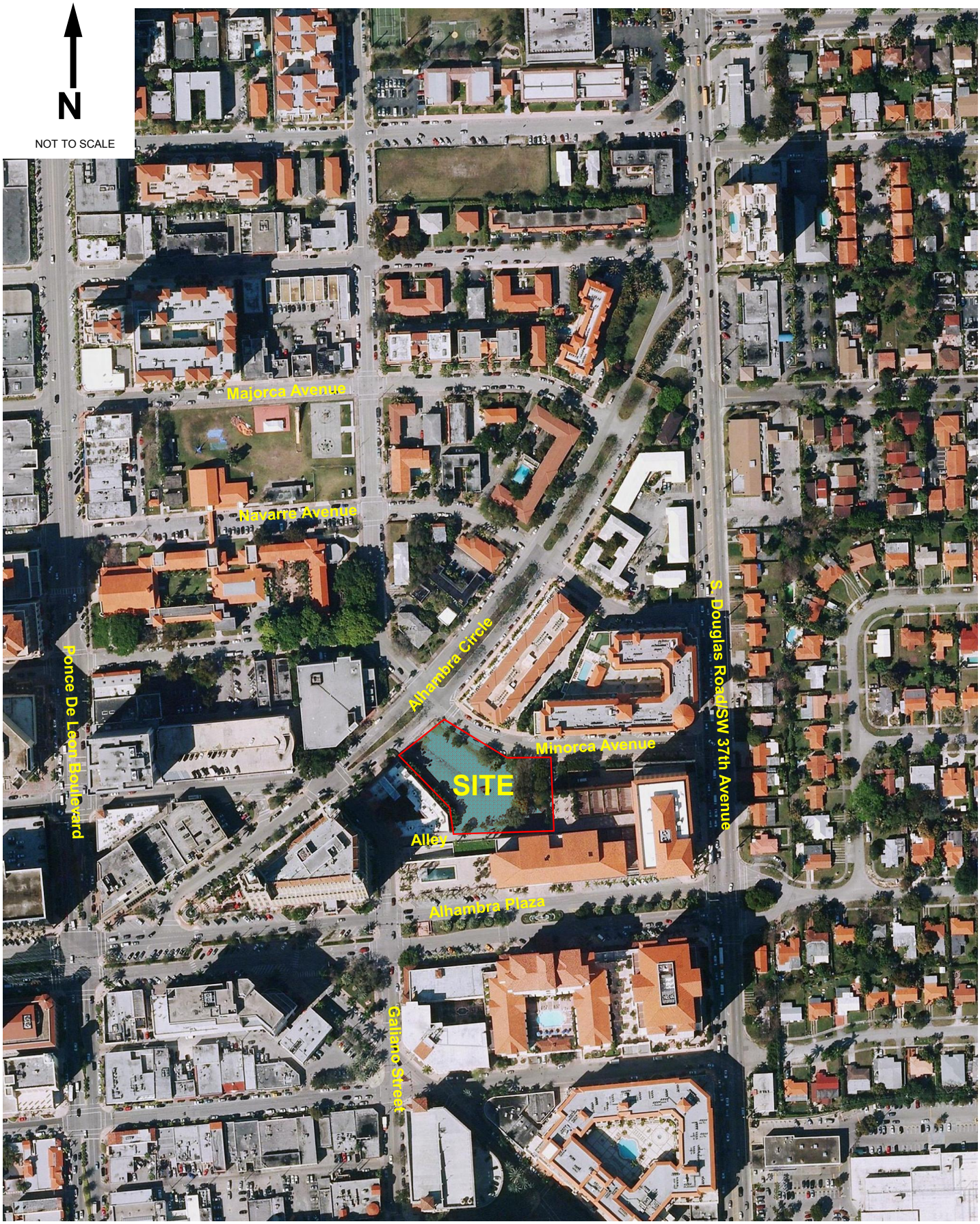
APPENDIX E: Background Area Growth
APPENDIX F: Volume Development Worksheets
APPENDIX G: Intersection Capacity Analyses

INTRODUCTION

USRE Holdings, LLC is proposing a mixed-use development consisting of residential and retail uses located at 100 Alhambra Circle in the City of Coral Gables. Currently, the area proposed for development is vacant. The proposed development will consist of a 188-unit high-rise apartment building and 3,000 square feet of specialty retail space. Access to the site is provided through one (1) full-access driveway along Minorca Avenue and one (1) full-access driveway along the alley on the south side of the site, accessed from Galiano Street. A project location map is included as Figure 1 and a site plan is provided in Appendix A. The project is expected to be completed by year 2017.

The roadways within the immediate vicinity of the site include Alhambra Circle, Minorca Avenue, Galiano Street, and South Douglas Road/Southwest 37th Avenue. Minorca Avenue is a two-lane undivided east-west roadway with on-street parking. Alhambra Circle is a two-lane divided roadway with on–street parking. Galiano Street is a two-lane undivided north-south roadway with on-street parking. South Douglas Road/Southwest 37th Avenue is a four-lane undivided north-south roadway.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. This report summarizes the data collection, project trip generation and distribution, and operational analyses. This report has been revised to account for the City comments dated April 9, 2014.



Kimley-Horn and Associates, Inc.

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Figure 1
Site Location Map
100 Alhambra Circle
Coral Gables, Florida

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The project site is currently vacant. The proposed development will consist of a 188-unit high-rise apartment building and 3,000-square-feet of specialty retail.

Project Access

Proposed access to the site is provided through one (1) full-access driveway along Minorca Avenue and one (1) full-access driveway along the alley on the south side of the site, accessed from Galiano Street. A site plan is provided in Appendix A.

Trip Generation

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation*, 9th Edition. ITE Land Use Code (LUC) 222 (High-Rise Apartment) was utilized for the residential component of the proposed development and ITE LUC 826 (Specialty Retail) was utilized for the retail component. Table 1 summarizes the project's forecast trip generation for the daily, weekday A.M. and weekday P.M. peak hours of adjacent street traffic. As shown in Table 1, this project is expected to generate 57 gross trips during the A.M. peak hour and 101 gross trips during the P.M. peak hour. Detailed trip generation information is included in Appendix B.

Internal Capture Volumes

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses, which in the case of this project are trips between the apartment units and the proposed retail development. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004. The applied internal capture percentages are presented in Table 1 and detailed calculations are contained in Appendix B.

Pass-By Capture Volumes

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

Net New Project Trips

Net new project trips are equal to the gross project trips minus the internal capture, pass-by capture, and existing development trips. The net new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 57 net new trips during the A.M. peak hour and 87 net new trips during the P.M. peak hour.

Table 1: Peak Hour Trip Generation

Land Uses	ITE Code	Scale	Gross Project Trips			Internal Capture		Pass-by Capture		Net New Project Trips		
			Enter	Exit	Total	%	Trips	%	Trips	Enter	Exit	Total
Weekday A.M. Peak Hour [Weekday P.M. Peak Hour]												
High-Rise Apartment	222	188 d.u.	14 [44]	43 [28]	57 [72]	0.0% [4.2%]	0 [3]	0.0% [0.0%]	0 [0]	14 [42]	43 [27]	57 [69]
Specialty Retail Center	826	3,000 s.f.	(0) [13]	(0) [16]	(0) [29]	(0.0%) [10.3%]	(0) [3]	(0.0%) [34.0%]	(0) [8]	(0) [8]	(0) [10]	(0) [18]
Total			**(14) [57]**	**(43) [44]**	**(57) [101]**	**- -**	**0 [6]**	**- -**	**0 [8]**	**(14) [50]**	**(43) [37]**	**(57) [87]**

Trip Distribution and Assignment

The likely distribution of project traffic was forecasted for the trips expected to be generated by the proposed development. The trip distribution was based on a cardinal trip distribution for the project site's traffic analysis zone (TAZ 1035) obtained from interpolating the *2005 Cost Feasible Plan* and *2035 Cost Feasible Plan* travel demand model developed by the Miami-Dade Metropolitan Planning Organization. The cardinal trip distribution for TAZ 1035 interpolated for the year 2017 is provided in Table 2.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	12.35%
East-Northeast	16.15%
East-Southeast	3.81%
South-Southeast	8.71%
South-Southwest	15.99%
West-Southwest	17.12%
West-Northwest	10.59%
North-Northwest	15.28%
Total	**100.00%**

The detailed cardinal distribution is included in Appendix C. Figure 2 and 3 present the project's trip distribution and pass-by distribution and Figure 4 presents the project's traffic assignment for the weekday A.M. and P.M. peak hours.

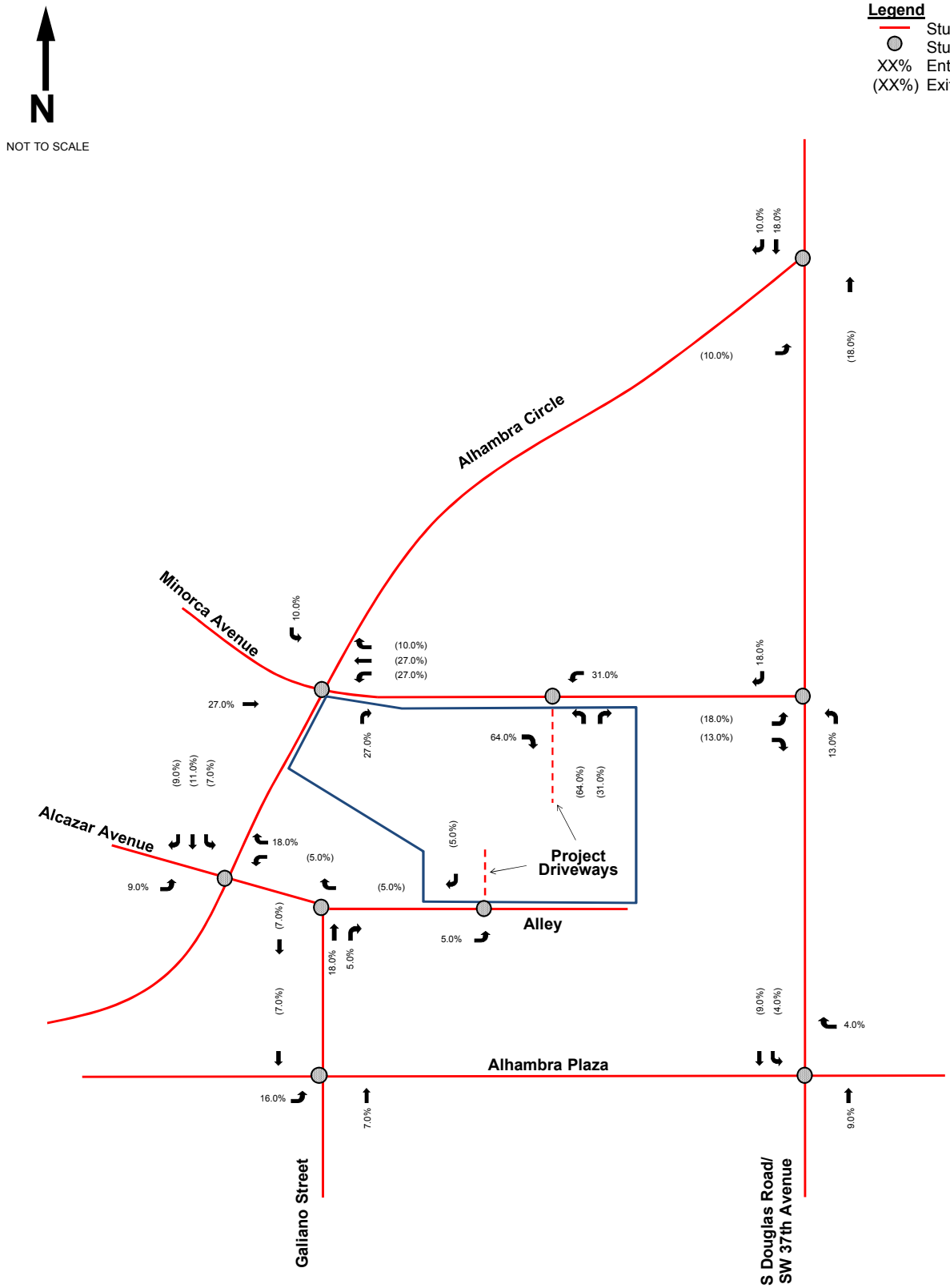

Figure 2
Peak Hour Project Trip Distribution
100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn
and Associates, Inc.

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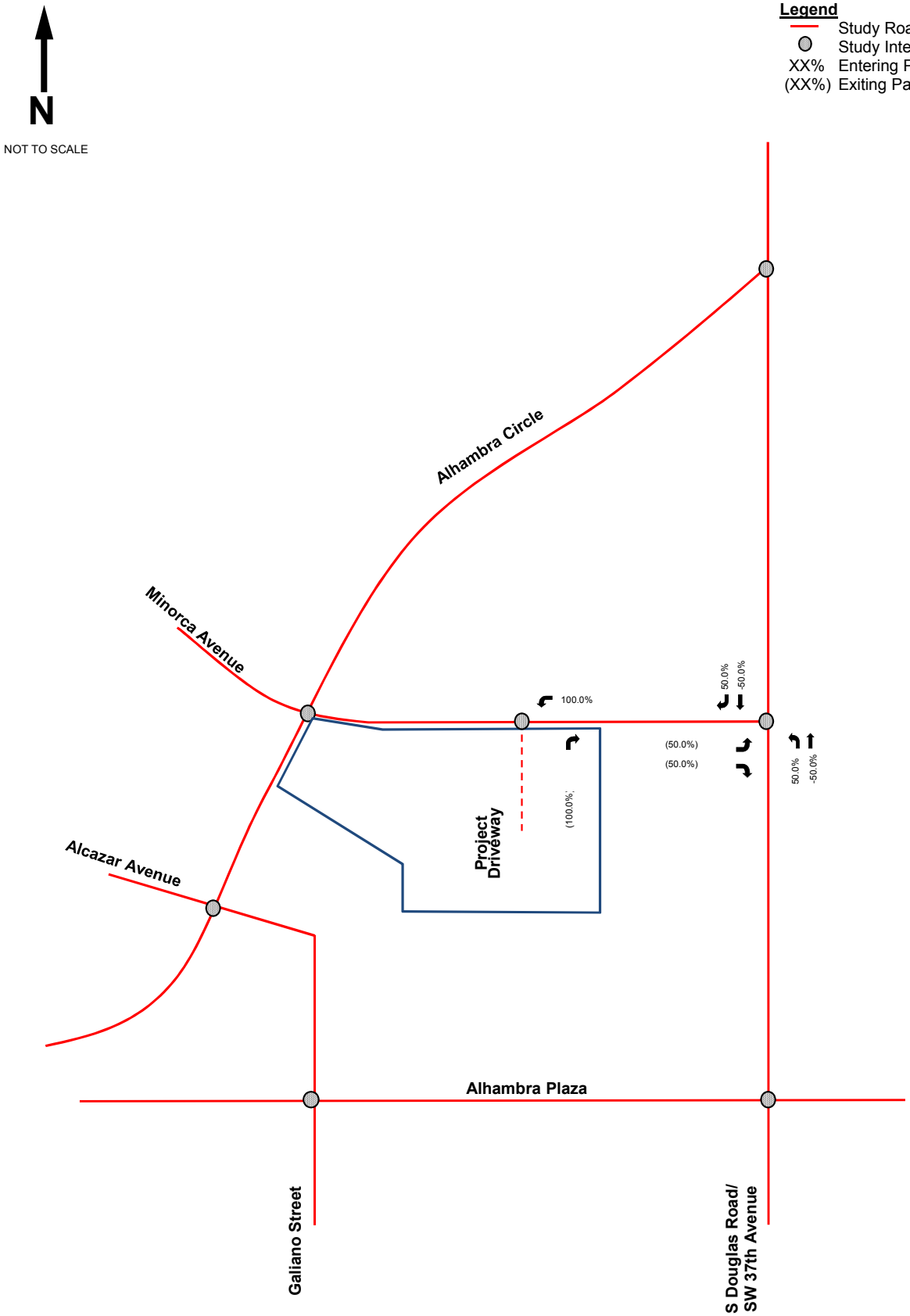

Figure 3
P.M. Pass-By Trip Distribution
100 Alhambra Circle
Coral Gables, Florida

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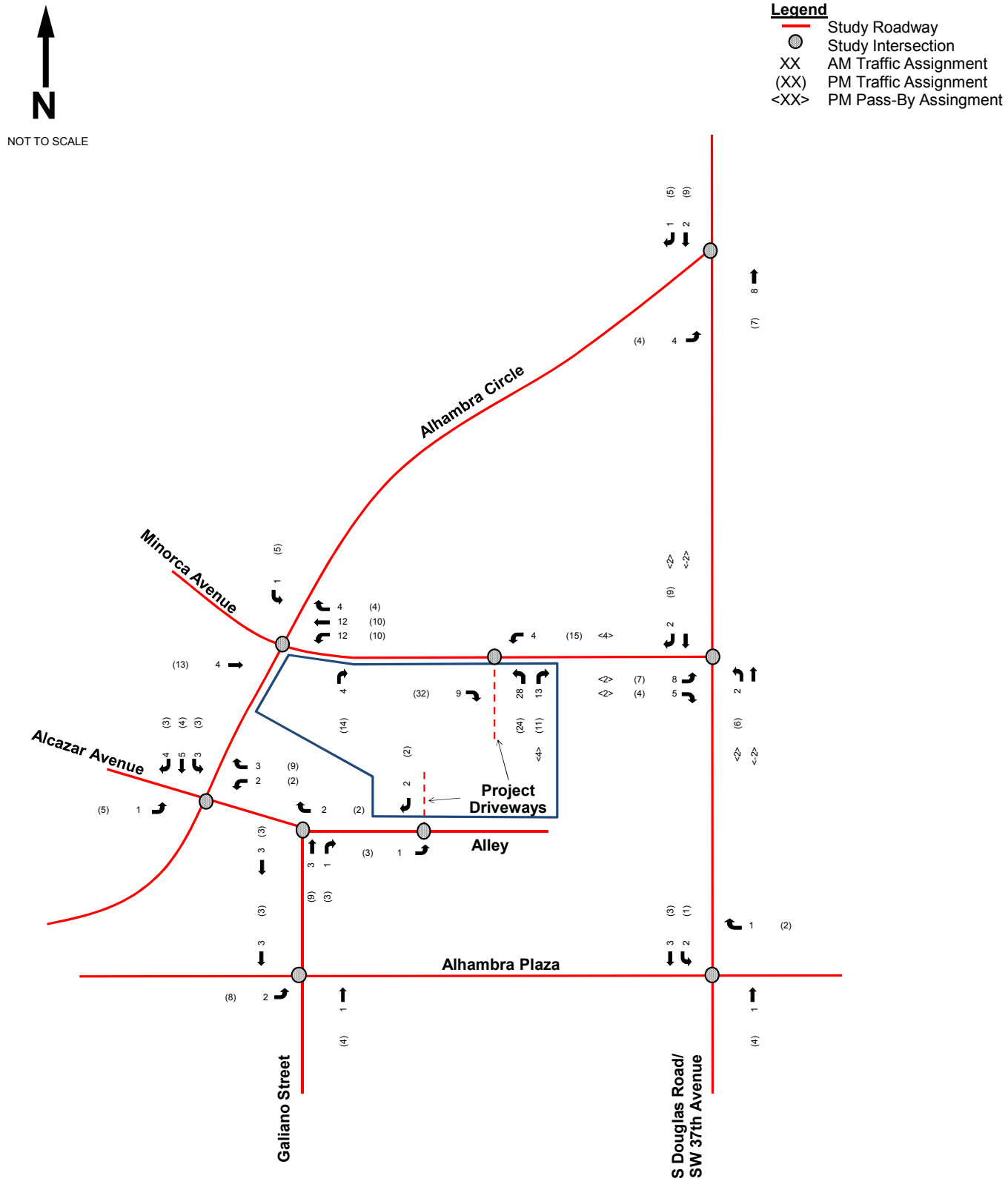

Figure 4
Peak Hour Project Trip and Pass-By Assignment
100 Alhambra Circle
Coral Gables, Florida

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EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on September 4, 2013 (Wednesday) at the following four intersections:

- Alhambra Circle and Galiano Street
- Alhambra Plaza and Galiano Street
- Alhambra Plaza and Douglas Road/SW 37th Avenue
- Minorca Avenue and Douglas Road/SW 37th Avenue

A.M. and P.M. peak hour turning movement counts were collected on April 24, 2014 (Thursday) at the following intersections:

- Alhambra Circle and Minorca Avenue
- Alhambra Circle and Douglas Road/SW 37th Avenue

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the counts collected in April is 1.01 and for the counts collected in September is 1.02. The turning movement counts and FDOT peak season factor category reports are included in Appendix D. Figure 5 presents the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.

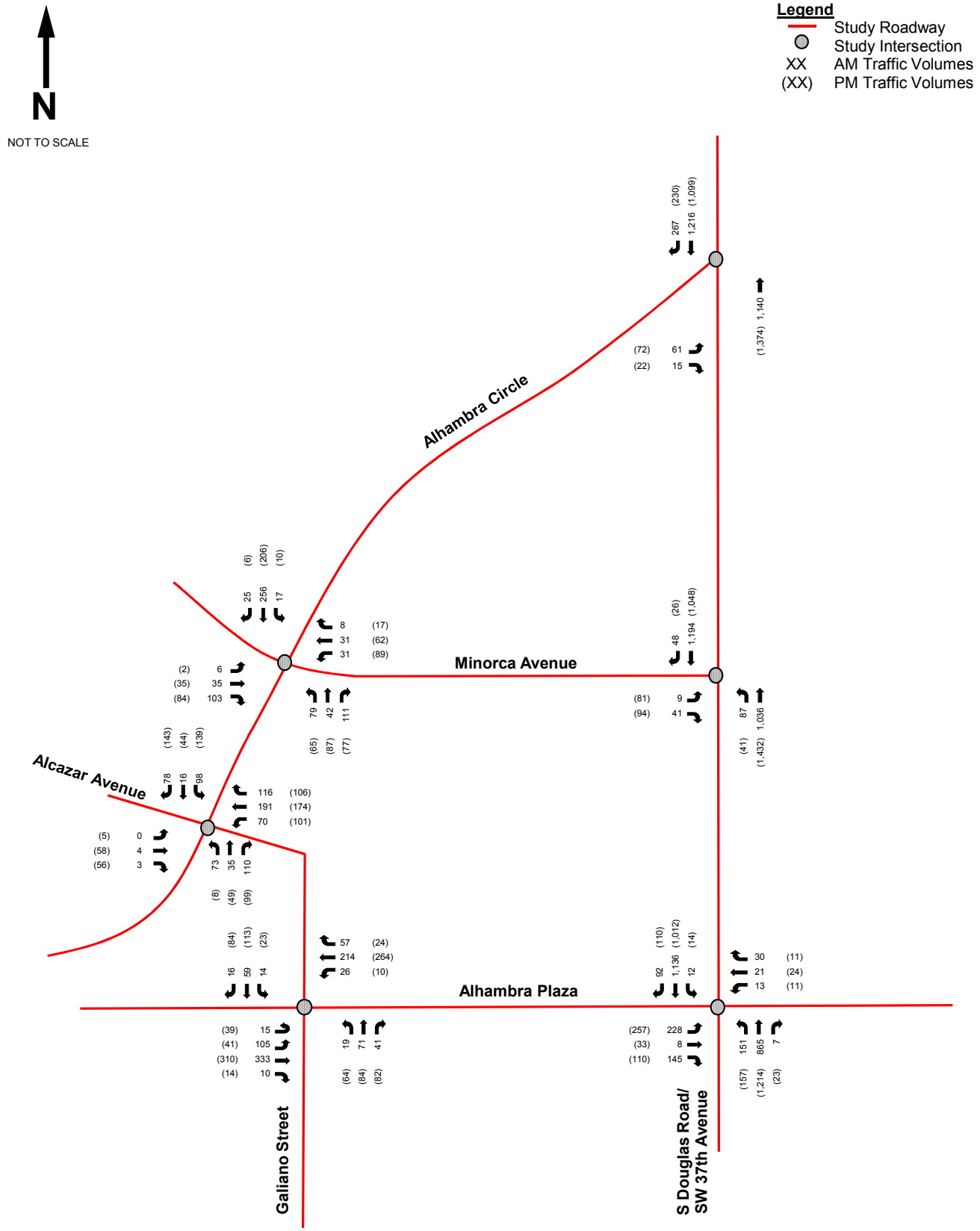

Figure 5
A.M. and P.M. Peak Hour Existing Traffic
100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn and Associates, Inc.

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FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2017 without the construction of the proposed project. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Figure 6 presents the year 2017 peak hour background traffic volumes during the weekday A.M. and P.M. peak hours.

Background Area Growth

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

- Count Station #2534 located on SR 972/Coral Way, 200 feet east of SW 37th Ave.
- Count Station #0024 located on SR 953/LeJeune Road, 200 feet south of Coral Way/SR 972
- Count Station #0025 located on SR 953/LeJeune Road, 200 feet south of SW 8th St./SR 90

The FDOT historic growth rate analysis yielded a -0.45 percent (-0.45%) growth rate over the most recent ten (10) year period and a 0.22 percent (0.22%) growth rate over the most recent five (5) year period.

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

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

The MPO model growth rate analysis yielded a 0.72 percent (0.72%) growth rate. To provide for a conservative analysis, a 1.0 percent (1.0%) growth rate was applied annually to the existing traffic volumes to attain future (2017) background traffic conditions. The worksheets used to analyze the historic growth trends are included in Appendix E.

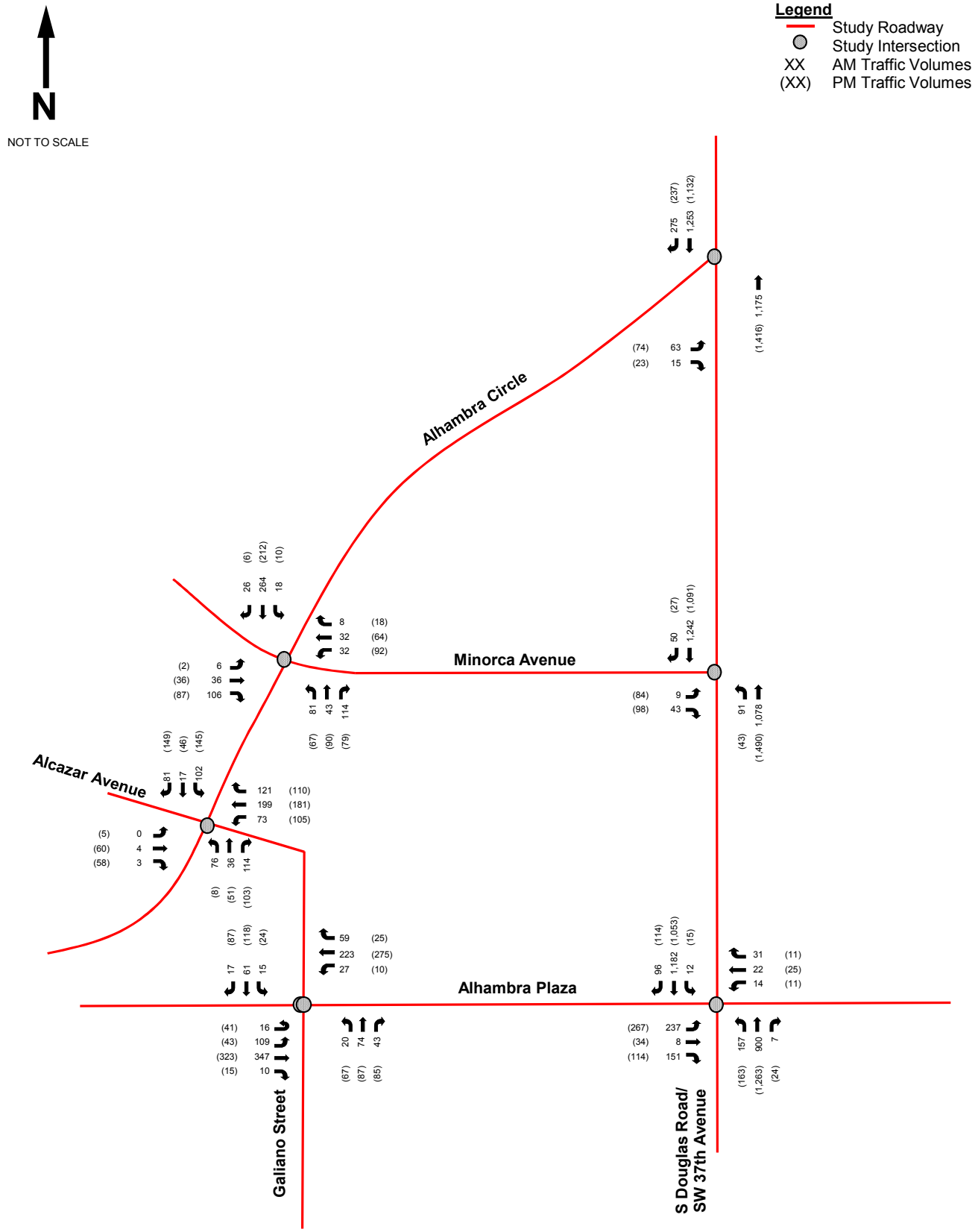

Figure 6
A.M. and P.M. Peak Hour Future Background Traffic
100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn and Associates, Inc.

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FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2017 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the year 2017 background traffic volumes and the expected project traffic volumes. Figure 7 presents the future traffic volumes for the weekday A.M. and P.M. peak hours. Volume development worksheets for the study intersections are included in Appendix F.

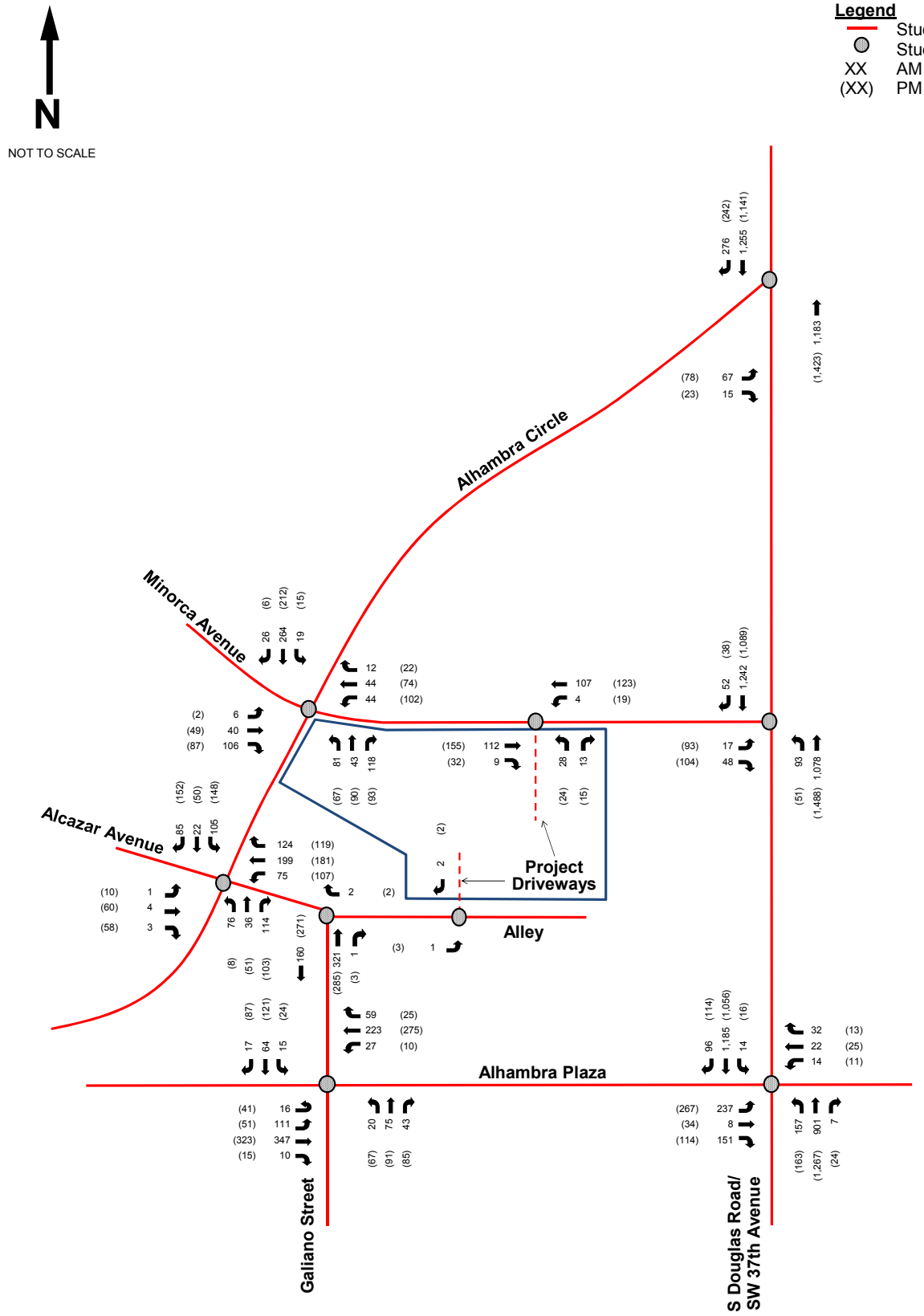

Figure 7
A.M. and P.M. Peak Hour Future Total Traffic
100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn and Associates, Inc.

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INTERSECTION CAPACITY ANALYSIS

The operating conditions were analyzed for the study intersections. Three (3) scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using *Trafficware's SYNCHRO 8.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2010 Edition*. Synchro worksheets for the study intersections are included in Appendix H. A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 3. As this table indicates, all the study intersections are expected to operate at adopted levels of service (LOS D or better) overall during the A.M. and P.M. peak hours with exception of the minor street stop-controlled eastbound approach at the intersection of Alhambra Circle and South Douglas Road/SW 37th Avenue.

The minor street stop-controlled eastbound approach at the intersection of Alhambra Circle at South Douglas Road/SW 37th Avenue is expected to operate at LOS F during the A.M. and P.M. peak hours under existing, future background, and future total conditions. This result is common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

Table 3: Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Background Conditions) [Future Total Conditions Scenario]						
A.M. Peak Hour						
Alhambra Circle and Galiano Street	All-Way Stop-Controlled	C/16.0 (C/17.2) [C/17.8]	A/9.2 (A)/9.3 [A]/9.5	C/20.5 (C)/22.6 [C]/23.6	B/13.3 (B)/13.8 [B]/14.0	B/10.6 (B)/10.9 [B]/11.1
Alhambra Plaza and Galiano Street	Signalized(3)	B/12.0 (B/12.0) [B/12.1]	A/3.0 (A)/3.1 [A]/3.1	A/6.3 (A)/6.0 [A]/6.1	D/40.3 (D)/40.5 [D]/40.4	D/36.0 (D)/35.8 [D]/35.8
Alhambra Plaza and South Douglas Road/SW 37th Avenue	Signalized(3)	C/26.2 (C/26.2) [C/26.2]	F/>80.0 (F)/>80.0 [F]/>80.0	F/>80.0 (F)/>80.0 [F]/>80.0	A/7.3 (A)/7.9 [A]/7.9	B/13.8 (B)/18.3 [B]/18.3
Minorca Avenue and South Douglas Road/SW 37th Avenue	Signalized	A/5.4 (A/5.5) [A/5.8]	C/30.9 (C)/32.9 [C]/32.6	N/A	A/0.7 (A)/0.7 [A]/0.8	A/8.6 (A)/8.6 [A]/9.0
Alhambra Circle and Minorca Avenue	Two-Way Stop-Controlled	(1)	B/14.1 (B)/14.5 [B]/14.9	C/19.2 (C)/20.2 [C]/22.5	(2)	(2)
Alhambra Circle and South Douglas Road/SW 37th Avenue	One-Way Stop-Controlled	(1)	F/>50 (F)/>50 [F]/>50	N/A	(2)	(2)
Minorca Avenue and Project Driveway	One-Way Stop-Controlled	(1)	(2)	(2)	[A]/9.9	[N/A]
Galiano Street and Alley	One-Way Stop-Controlled	(1)	[N/A]	[B]/10.7(3)	(2)	(2)
P.M. Peak Hour						
Alhambra Circle and Galiano Street	All-Way Stop-Controlled	C/16.5 (C/17.9) [C/19.1]	B/10.3 (B)/10.5 [B]/10.8	C/23.4 (D)/26.3 [D]/28.7	B/12.6 (B)/13.1 [B]/13.4	B/12.5 (B)/13.2 [B]/13.6
Alhambra Plaza and Galiano Street	Signalized(3)	C/26.0 (C/27.3) [C/28.4]	A/5.0 (A)/5.3 [A]/5.4	A/7.3 (A)/7.7 [A]/7.8	F/>80.0 (F)/>80.0 [F]/>80.0	C/32.4 (C)/32.0 [C]/32.0
Alhambra Plaza and South Douglas Road/SW 37th Avenue	Signalized(3)	C/23.0 (C/23.1) [C/23.1]	F/>80.0 (F)/>80.0 [F]/>80.0	F/>80.0 (F)/>80.0 [F] />80.0	A/8.3 (A)/8.9 [A]/8.9	B/12.1 (B)/15.0 [B]/15.0
Minorca Avenue and South Douglas Road/SW 37th Avenue	Signalized	A/5.5 (A/5.7) [A/6.1]	D/37.1 (D)/39.8 [D]/40.3	N/A	A/0.8 (A)/0.8 [A]/0.8	A/6.8 (A)/6.9 [A]/7.3
Alhambra Circle and Minorca Avenue	Two-Way Stop-Controlled	(1)	B/12.2 (B)/12.4 [B]/13.3	C/20.6 (C)/21.8 [D]/25.7	(2)	(2)
Alhambra Circle and South Douglas Road/SW 37th Avenue	One-Way Stop-Controlled	(1)	F/>50.0 (F)/>50.0 [F]/>50.0	N/A	(2)	(2)
Minorca Avenue and Project Driveway	One-Way Stop-Controlled	(1)	(2)	(2)	[B]/10.5	[N/A]
Galiano Street and Alley	One-Way Stop-Controlled	(1)	[N/A]	[B]/10.3(3)	(2)	(2)

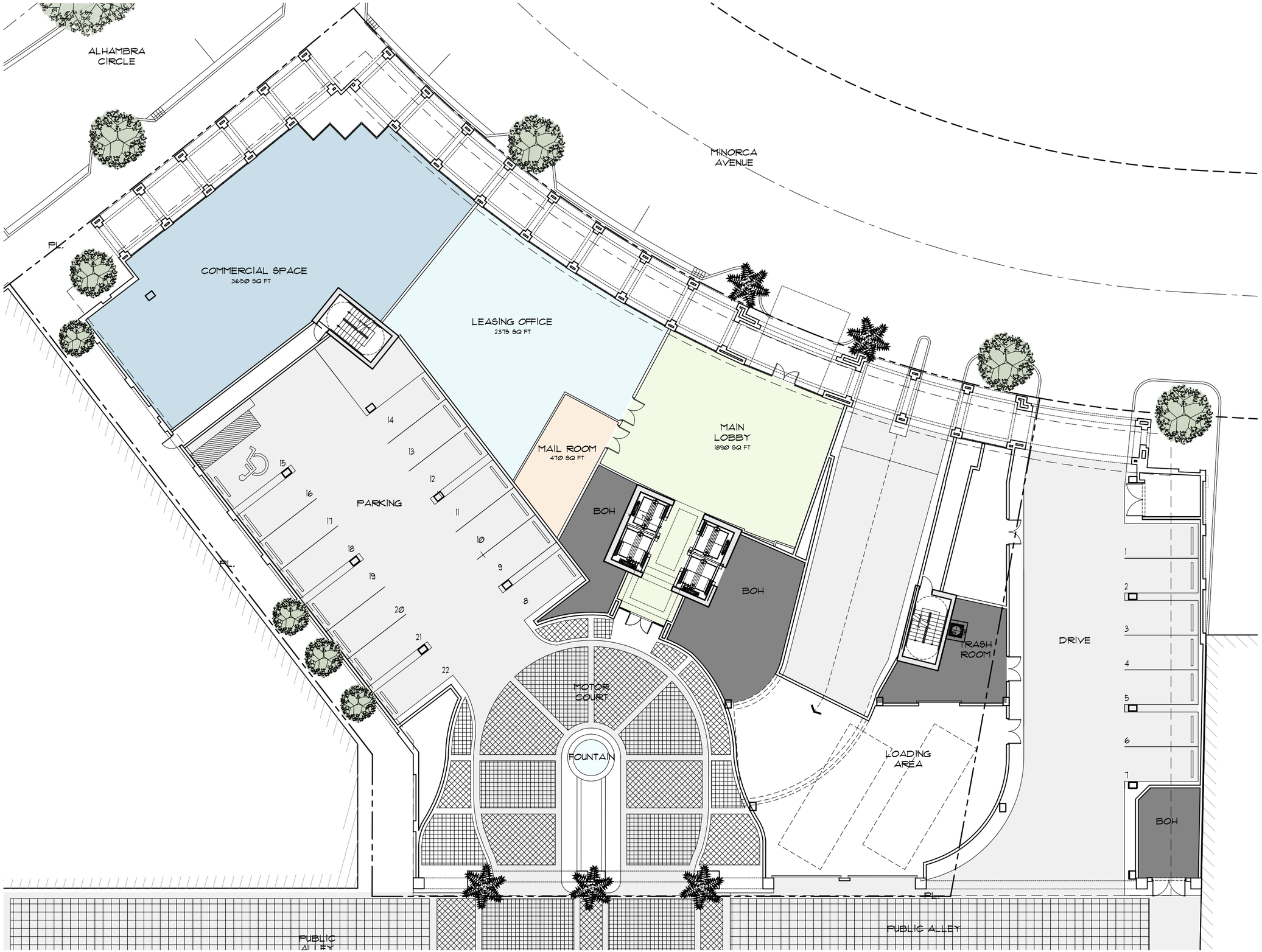
Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided

CONCLUSIONS

This analysis has addressed traffic-related impacts associated with the proposed 100 Alhambra Circle mixed-use project consisting of a 188-unit high-rise apartment building and a 3,000 square-foot specialty retail store. Based on the results of the analysis, the following is concluded:

- The project is expected to generate 57 new trips during the A.M. peak hour, and 87 new trips during the P.M. peak hour.
- Intersection capacity analyses indicate that the study intersections are expected to operate at adopted levels of service (LOS D or better) during the A.M. and P.M. peak hours under all analysis conditions with exception of the minor street stop-controlled eastbound approach at the intersection of Alhambra Circle and South Douglas Road/SW 37th Avenue. The minor street stop-controlled eastbound approach at the intersection of Alhambra Circle at South Douglas Road/SW 37th Avenue is expected to operate at LOS F during the A.M. and P.M. peak hours under existing, future background, and future total conditions. This result is common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

APPENDIX A:
Site Plan



GROUND FLOOR PLAN

SCALE: 3/32"=1'-0"

BEHAR·FONT
PARTNERS, P.A.
ARCHITECTURE • PLANNING • INTERIORS

135 San Lorenzo Avenue, Suite 610
Coral Gables, Florida 33146
TEL: (305) 740-5442 FAX: (305) 740-5443
E-MAIL: info@beharfont.com

COLUMBUS CENTER

100 ALHAMBRA CIRCLE
CORAL GABLES, FLORIDA

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DATE: 04-19-13
PROJECT NO: 11-025
DRAWING NAME:
SHEET NO:

A-1.0

APPENDIX B:
Project Trip Generation

TRIP GENERATION

PROPOSED AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		DRIVEWAY TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	High-Rise Apartment	9	222	188	du	25%	75%	14	43	57	0.0%	0	14	43	57	0.0%	0	14	43	57
2	Specialty Retail Center	9	826	3	ksf	0%	0%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
							Total:	14	43	57			14	43	57			14	43	57

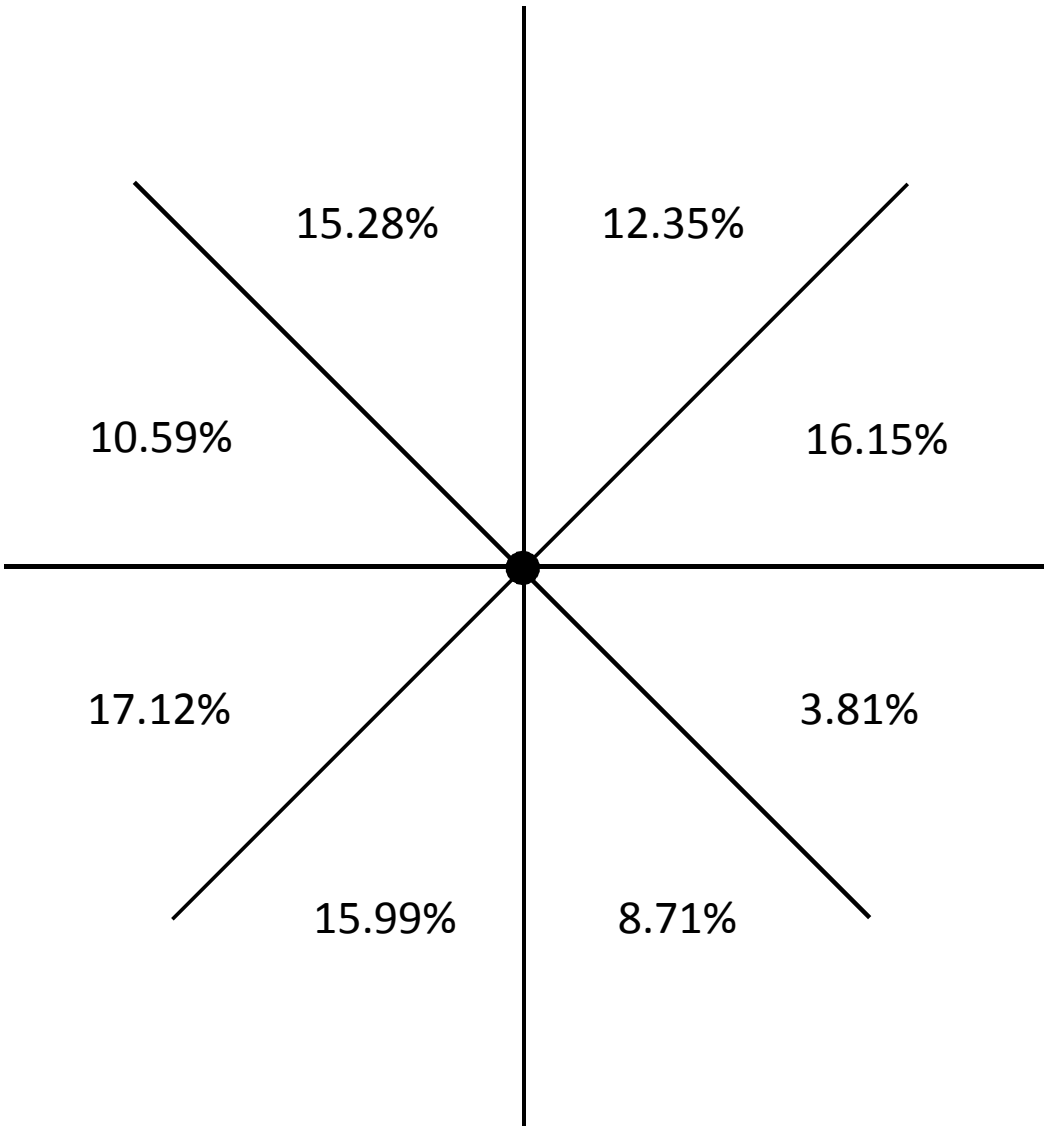
LUC	RATE/EQUATION
222	LN(Y) = 0.99*LN(X)+-1.14
826	ASSUMED CLOSED

PROPOSED PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		DRIVEWAY TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	High-Rise Apartment	9	222	188	du	61%	39%	44	28	72	4.2%	3	42	27	69	0.0%	0	42	27	69
2	Specialty Retail Center	9	826	3	ksf	44%	56%	13	16	29	10.3%	3	12	14	26	34.0%	8	8	10	18
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
							Total:	57	44	101	5.9%	6	54	41	95	8.4%	8	50	37	87

LUC	RATE/EQUATION
222	Y=0.32*(X)+12.3
826	Y=2.4*(X)+21.48

APPENDIX C:
Cardinal Distribution


15.28%
12.35%
10.59%
16.15%
17.12%
3.81%
15.99%
8.71%

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 D:
Intersection Turning Movement Counts, Peak Season Factor Category Report, and Signal Timing Data

Intersection Turning Movement Counts

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

ALHAMBRA CIRCLE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHCGALI
Page : 1

ALL VEHICLES

	ALCAZAR AVENUE From North				ALHAMBRA CIRCLE From East				GALIANO STREET From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
07:00	0	8	0	4	0	2	15	6	0	1	3	6	0	0	1	0	46
07:15	0	7	0	1	0	1	17	6	0	1	5	9	0	0	0	0	47
07:30	0	15	7	5	0	3	18	12	0	8	2	12	0	0	1	0	83
07:45	0	21	4	13	0	4	34	17	0	8	8	25	0	0	1	0	135
Hr Total	0	51	11	23	0	10	84	41	0	18	18	52	0	0	3	0	311
08:00	0	27	3	17	0	15	54	15	1	15	11	29	0	0	1	3	191
08:15	0	38	2	9	0	24	46	48	0	17	6	30	0	0	1	0	221
08:30	0	25	4	20	0	17	47	29	0	17	12	26	0	0	0	0	197
08:45	0	6	7	30	0	13	40	22	0	22	5	23	0	0	2	0	170
Hr Total	0	96	16	76	0	69	187	114	1	71	34	108	0	0	4	3	779
* BREAK *																	
16:00	0	18	2	6	0	15	48	14	0	2	6	13	0	3	3	6	136
16:15	0	15	8	10	0	18	36	11	0	2	10	10	0	1	3	3	127
16:30	0	13	12	25	0	13	46	17	0	0	7	19	0	0	6	5	163
16:45	0	23	9	22	0	8	39	14	0	6	5	15	0	1	4	0	146
Hr Total	0	69	31	63	0	54	169	56	0	10	28	57	0	5	16	14	572
17:00	0	40	13	39	0	28	41	29	0	2	14	27	0	1	15	14	263
17:15	0	37	14	39	0	29	40	21	0	2	13	24	0	1	18	14	252
17:30	0	32	6	32	0	21	50	27	0	3	13	32	0	3	11	19	249
17:45	0	27	10	30	0	21	40	27	0	1	8	14	0	0	13	8	199
Hr Total	0	136	43	140	0	99	171	104	0	8	48	97	0	5	57	55	963
TOTAL	0	352	101	302	0	232	611	315	1	107	128	314	0	10	80	72	2625

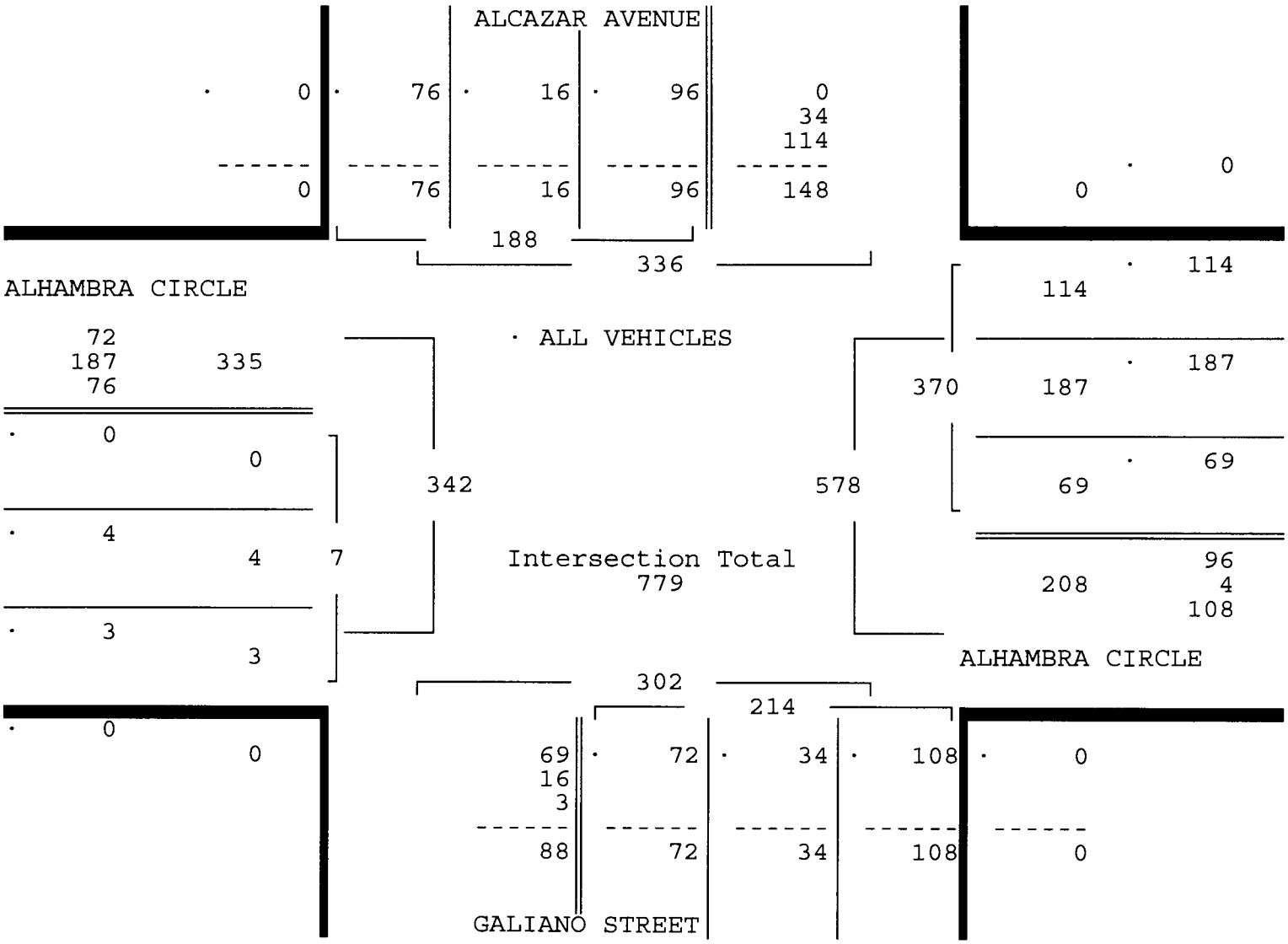
ALHAMBRA CIRCLE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

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

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHCGALI
Page : 2

ALL VEHICLES

	ALCAZAR AVENUE From North				ALHAMBRA CIRCLE From East				GALIANO STREET From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/04/13																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	96	16	76	0	69	187	114	1	71	34	108	0	0	4	3	
Percent	0%	51%	9%	40%	0%	19%	51%	31%	0%	33%	16%	50%	0%	0%	57%	43%	
Pk total	188				370				214				7				
Highest	08:15				08:15				08:00				08:00				
Volume	0	38	2	9	0	24	46	48	1	15	11	29	0	0	1	3	
Hi total	49				118				56				4				
PHF	.96				.78				.96				.44				



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

ALHAMBRA CIRCLE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHCGALI
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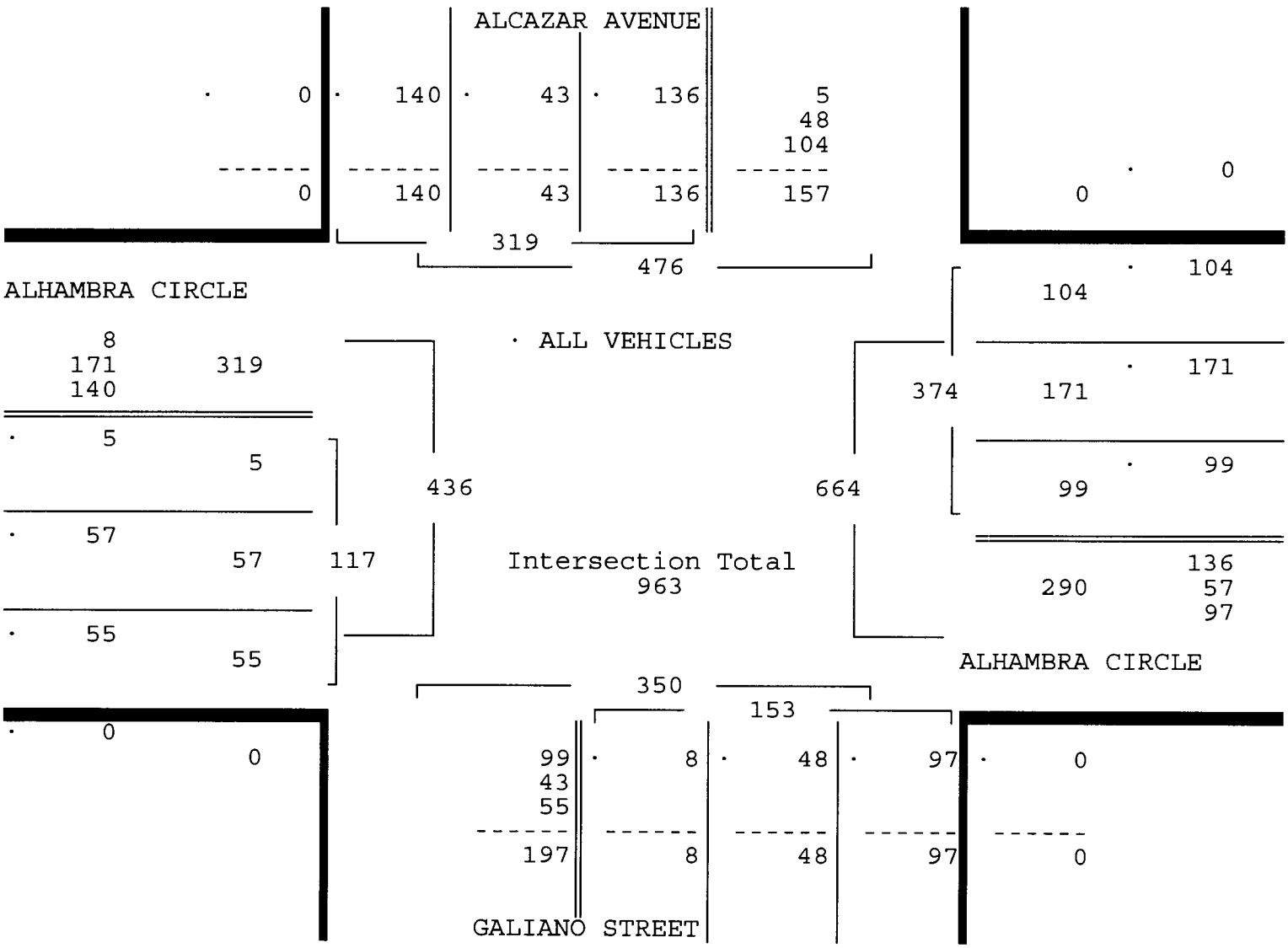
ALL VEHICLES

	ALCAZAR AVENUE From North				ALHAMBRA CIRCLE From East				GALIANO STREET From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/04/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	136	43	140	0	99	171	104	0	8	48	97	0	5	57	55	
Percent	0%	43%	13%	44%	0%	26%	46%	28%	0%	5%	31%	63%	0%	4%	49%	47%	
Pk total	319				374				153				117				
Highest	17:00				17:00				17:30				17:15				
Volume	0	40	13	39	0	28	41	29	0	3	13	32	0	1	18	14	
Hi total	92				98				48				33				
PHF	.87				.95				.80				.89				



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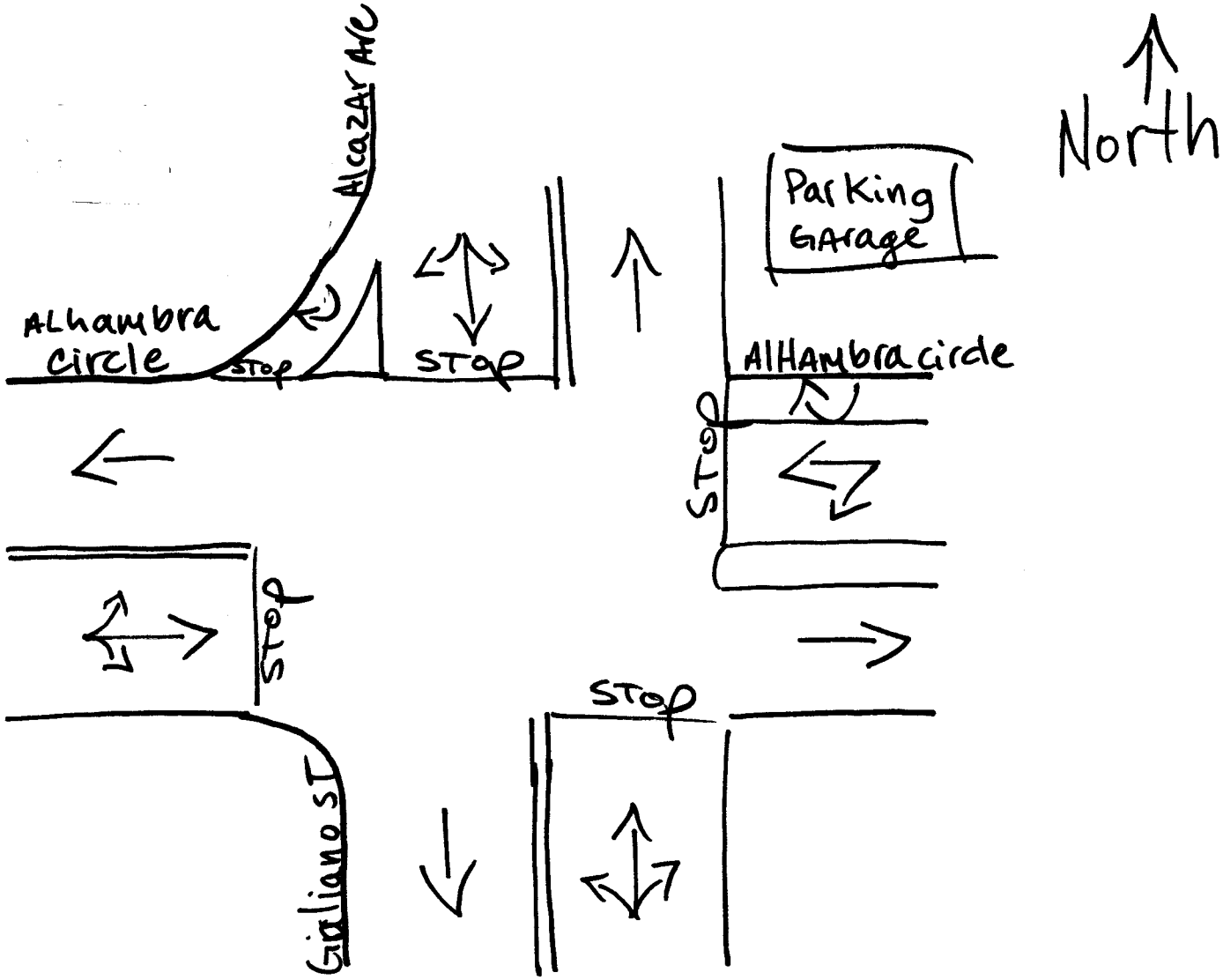
Phone (561) 272-3255

ALHAMBRA CIRCLE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHCGALI
Page : 1

PEDESTRIANS

	ALCAZAR AVENUE From North				ALHAMBRA CIRCLE From East				GALIANO STREET From South				ALHAMBRA CIRCLE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 09/04/13																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
07:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
07:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	5
Hr Total	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	6	14
08:00	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	1	9
08:15	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	3	10
08:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	2	0	0	0	12	0	0	0	7	0	0	0	4	25
* BREAK *																	
16:00	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	1	9
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	1	9
16:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	6	0	0	0	10	0	0	0	4	0	0	0	2	22
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	2	9
17:45	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	7	0	0	0	7	0	0	0	1	0	0	0	4	19
TOTAL	0	0	0	16	0	0	0	35	0	0	0	13	0	0	0	16	80



Coral Gables, Florida
September 04, 2013
drawn by: Luis Palomino
NOT Signalized

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

ALHAMBRA PLAZA & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHAGALI
Page : 1

ALL VEHICLES

	GALIANO STREET From North				ALHAMBRA PLAZA From East				GALIANO STREET From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
07:00	0	0	2	0	2	0	21	4	0	0	1	7	0	5	58	1	101
07:15	0	0	0	1	1	3	24	5	0	2	4	5	1	7	63	1	117
07:30	0	0	6	2	0	4	27	4	0	1	4	7	3	19	74	0	151
07:45	0	1	3	4	3	2	33	17	0	3	8	9	1	24	74	1	183
Hr Total	0	1	11	7	6	9	105	30	0	6	17	28	5	55	269	3	552
08:00	0	5	8	6	2	4	34	9	0	2	22	8	1	24	90	2	217
08:15	0	2	18	3	0	7	56	13	0	7	16	9	5	30	86	2	254
08:30	0	4	19	4	3	3	60	20	0	6	15	14	5	28	86	3	270
08:45	0	3	13	3	2	4	60	14	0	4	17	9	4	21	64	3	221
Hr Total	0	14	58	16	7	18	210	56	0	19	70	40	15	103	326	10	962
* BREAK *																	
16:00	0	4	8	9	0	3	47	3	0	10	11	11	4	10	67	3	190
16:15	0	4	13	13	1	4	64	6	0	11	10	13	10	7	79	2	237
16:30	0	8	12	11	0	1	62	4	0	15	12	13	7	5	79	0	229
16:45	0	4	10	7	2	3	64	2	0	7	14	13	6	12	61	1	206
Hr Total	0	20	43	40	3	11	237	15	0	43	47	50	27	34	286	6	862
17:00	0	5	31	26	0	1	73	8	0	13	20	13	12	13	84	6	305
17:15	0	8	29	19	1	2	58	6	0	17	18	16	7	12	69	3	265
17:30	0	7	26	22	0	3	71	3	1	15	32	36	11	10	67	2	306
17:45	0	3	25	15	1	2	57	7	0	17	12	15	8	5	84	3	254
Hr Total	0	23	111	82	2	8	259	24	1	62	82	80	38	40	304	14	1130
TOTAL	0	58	223	145	18	46	811	125	1	130	216	198	85	232	1185	33	3506

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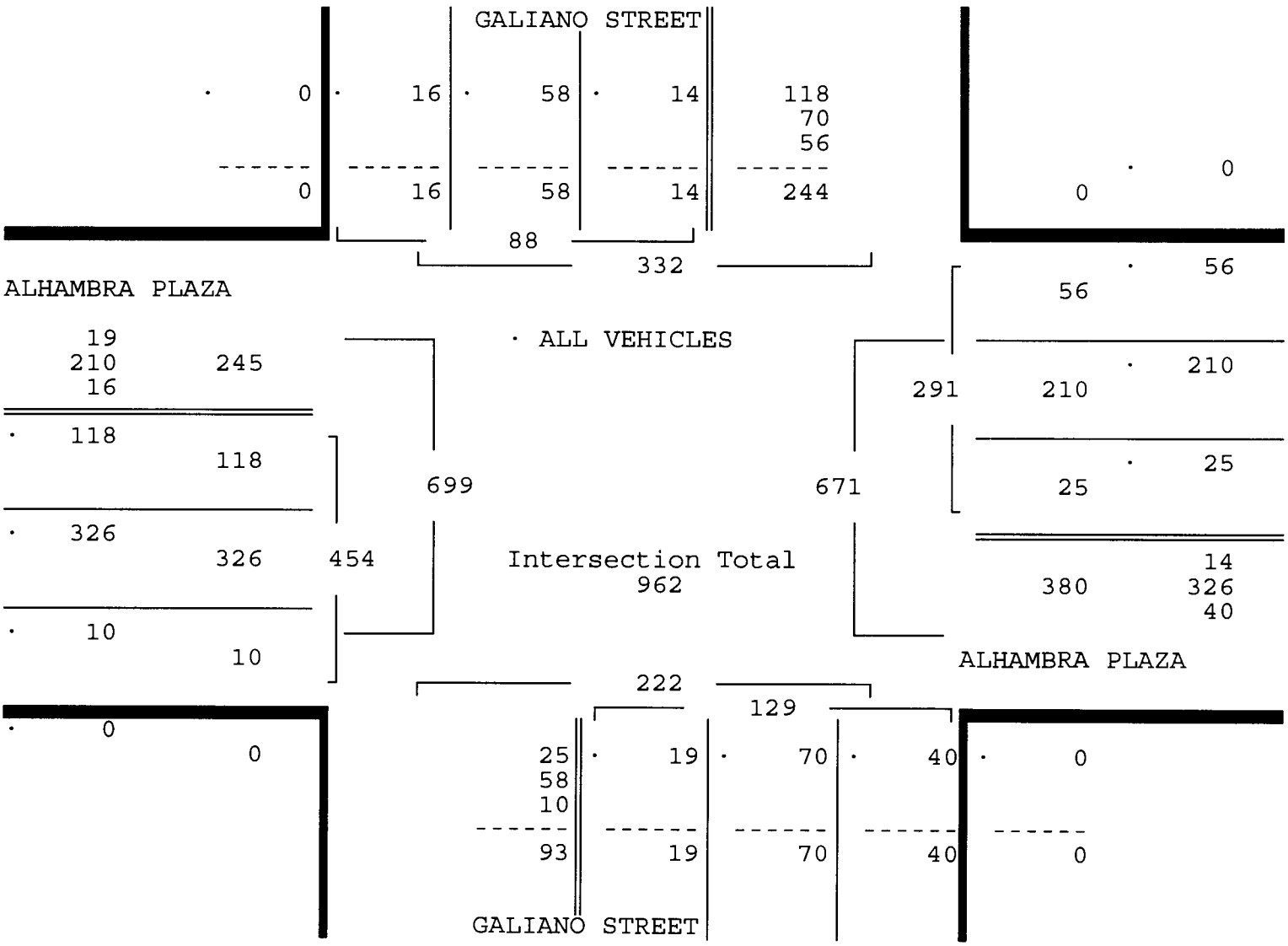
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALHAMBRA PLAZA & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHAGALI
Page : 2

ALL VEHICLES

	GALIANO STREET From North				ALHAMBRA PLAZA From East				GALIANO STREET From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/04/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	14	58	16	7	18	210	56	0	19	70	40	15	103	326	10	
Percent	0%	16%	66%	18%	2%	6%	72%	19%	0%	15%	54%	31%	3%	23%	72%	2%	
Pk total	88				291				129				454				
Highest	08:30				08:30				08:30				08:15				
Volume	0	4	19	4	3	3	60	20	0	6	15	14	5	30	86	2	
Hi total	27				86				35				123				
PHF	.81				.85				.92				.92				



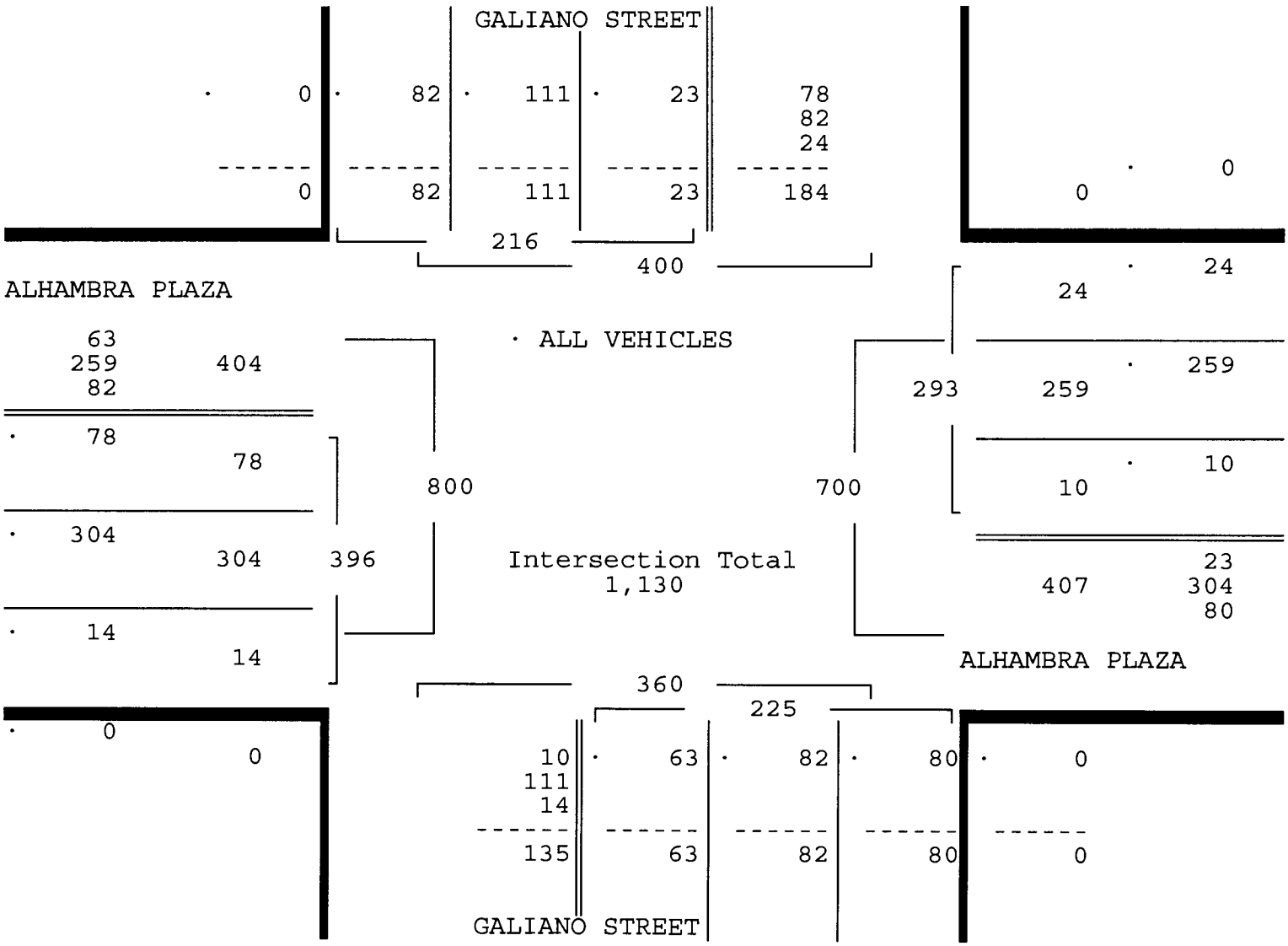
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

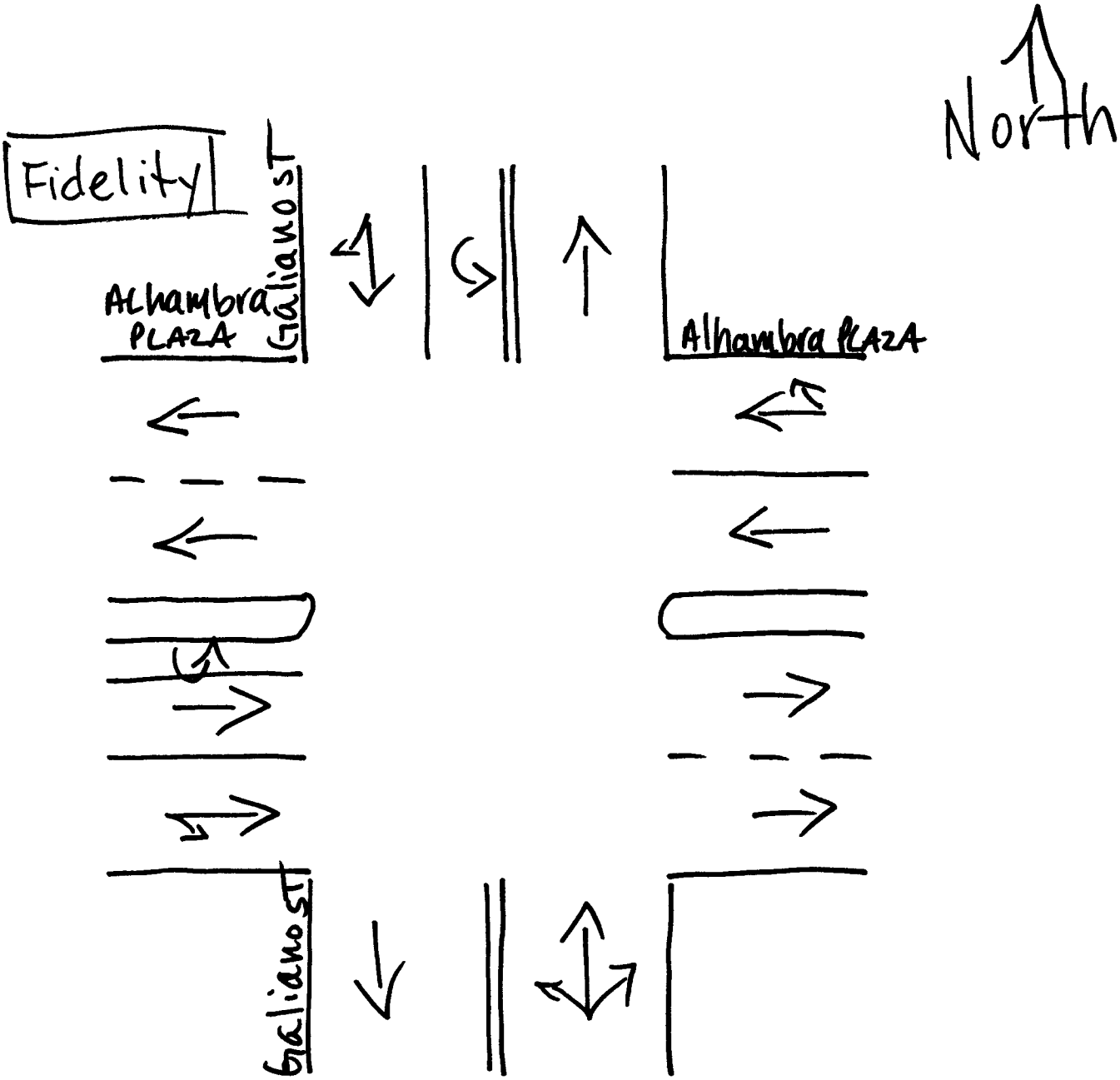
ALHAMBRA PLAZA & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHAGALI
Page : 3

ALL VEHICLES

	GALIANO STREET From North				ALHAMBRA PLAZA From East				GALIANO STREET From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/04/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	23	111	82	2	8	259	24	1	62	82	80	38	40	304	14	
Percent	0%	11%	51%	38%	1%	3%	88%	8%	0%	28%	36%	36%	10%	10%	77%	4%	
Pk total	216				293				225				396				
Highest	17:00				17:00				17:30				17:00				
Volume	0	5	31	26	0	1	73	8	1	15	32	36	12	13	84	6	
Hi total	62				82				84				115				
PHF	.87				.89				.67				.86				





Coral Gables, Florida
September 04, 2013
drawn by: Luis Palomino
Signalized

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

ALHAMBRA PLAZA & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHA37A_
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				ALHAMBRA PLAZA From East				SW 37TH AVENUE From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
07:00	0	1	168	11	0	7	0	1	0	16	168	2	0	24	0	22	420
07:15	0	0	185	9	0	3	5	6	0	16	181	1	0	53	2	26	487
07:30	1	2	197	17	0	0	3	10	0	17	206	3	0	41	6	20	523
07:45	0	2	232	12	0	5	5	4	0	28	230	2	4	58	2	16	600
Hr Total	1	5	782	49	0	15	13	21	0	77	785	8	4	176	10	84	2030
08:00	0	4	255	13	0	6	3	13	0	27	216	0	1	60	2	26	626
08:15	0	4	281	28	0	2	5	8	0	35	211	1	0	62	2	43	682
08:30	0	2	285	28	0	4	7	1	0	44	220	4	0	56	0	42	693
08:45	0	2	293	21	0	1	6	7	0	42	201	2	1	44	4	31	655
Hr Total	0	12	1114	90	0	13	21	29	0	148	848	7	2	222	8	142	2656
* BREAK *																	
16:00	1	2	208	19	0	2	5	3	0	25	261	1	0	44	6	26	603
16:15	1	3	228	29	0	5	8	2	0	32	271	7	0	59	5	28	678
16:30	0	5	196	26	0	1	2	3	0	35	277	3	1	54	4	34	641
16:45	0	2	223	30	0	5	2	4	0	39	245	4	2	45	6	24	631
Hr Total	2	12	855	104	0	13	17	12	0	131	1054	15	3	202	21	112	2553
17:00	0	4	238	27	0	2	2	5	0	49	284	4	0	62	9	34	720
17:15	0	4	259	28	0	2	8	3	0	31	307	3	0	60	6	26	737
17:30	0	5	241	28	0	2	5	0	0	42	299	11	4	69	7	23	736
17:45	0	1	254	25	0	5	9	3	0	32	300	5	1	56	10	25	726
Hr Total	0	14	992	108	0	11	24	11	0	154	1190	23	5	247	32	108	2919
TOTAL	3	43	3743	351	0	52	75	73	0	510	3877	53	14	847	71	446	10158

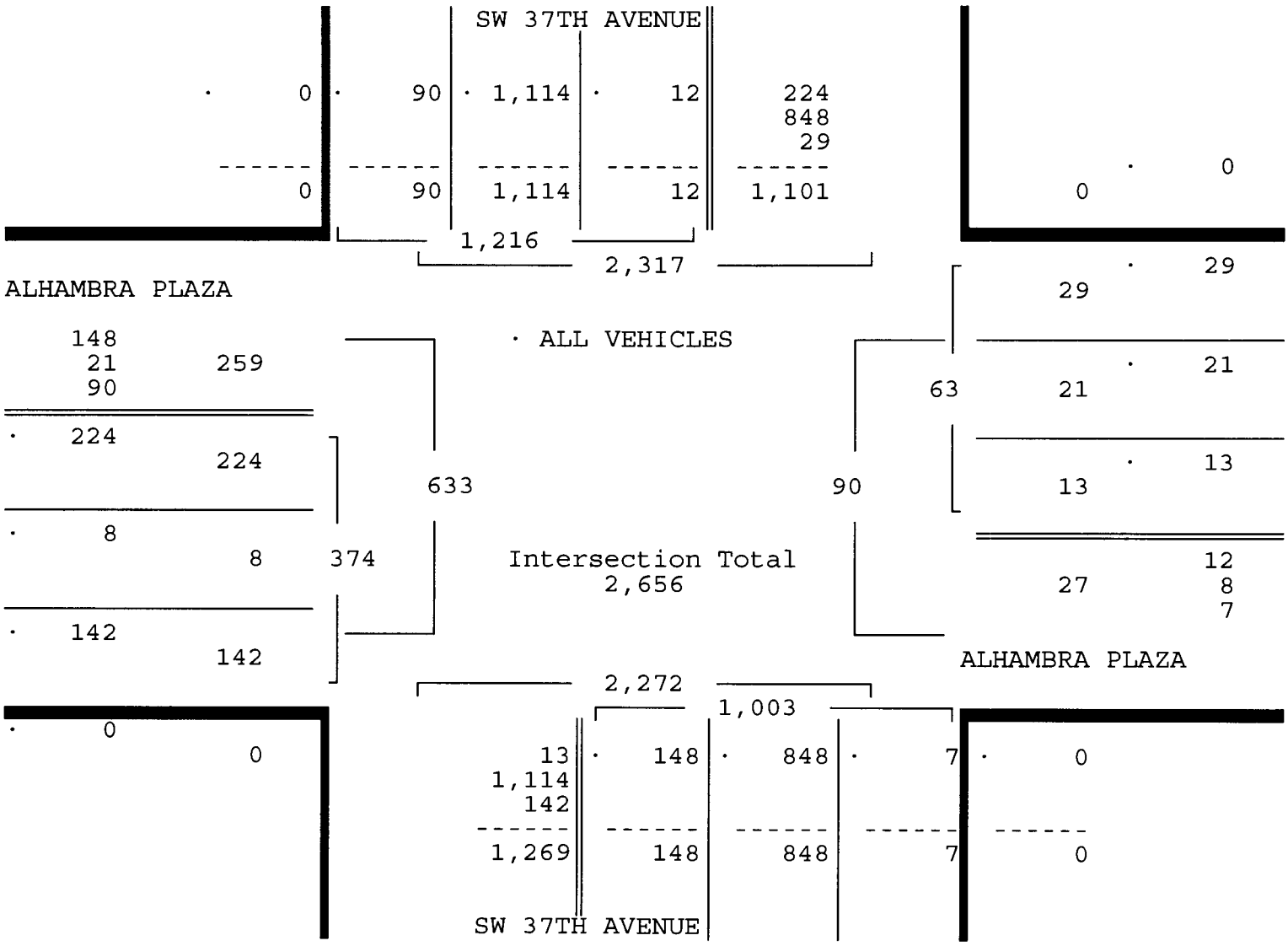
ALHAMBRA PLAZA & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

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

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHA37A_
Page : 2

ALL VEHICLES

	SW 37TH AVENUE From North				ALHAMBRA PLAZA From East				SW 37TH AVENUE From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/04/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	12	1114	90	0	13	21	29	0	148	848	7	2	222	8	142	
Percent	0%	1%	92%	7%	0%	21%	33%	46%	0%	15%	85%	1%	1%	59%	2%	38%	
Pk total	1216				63				1003				374				
Highest	08:45				08:00				08:30				08:15				
Volume	0	2	293	21	0	6	3	13	0	44	220	4	0	62	2	43	
Hi total	316				22				268				107				
PHF	.96				.72				.94				.87				



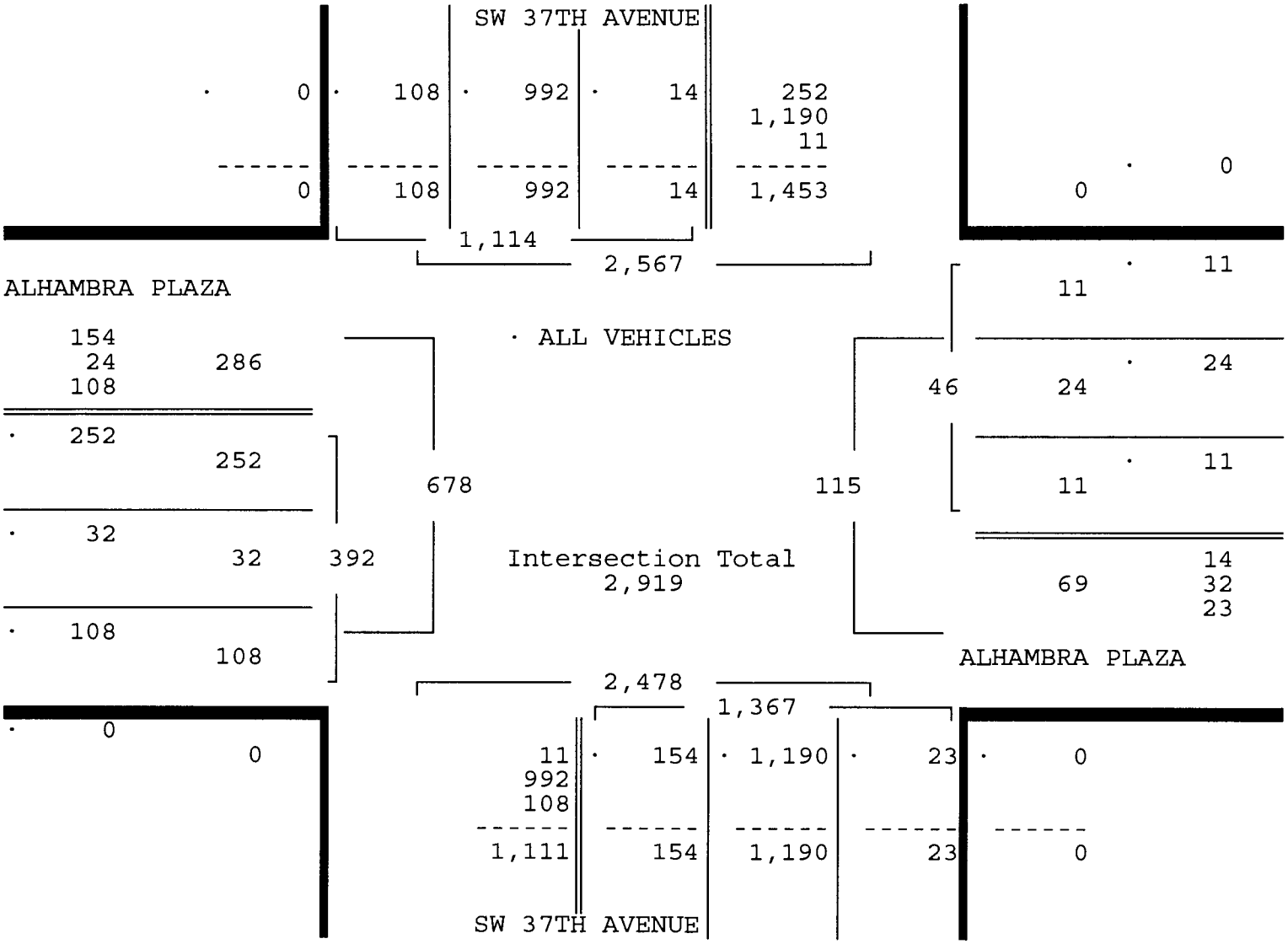
ALHAMBRA PLAZA & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

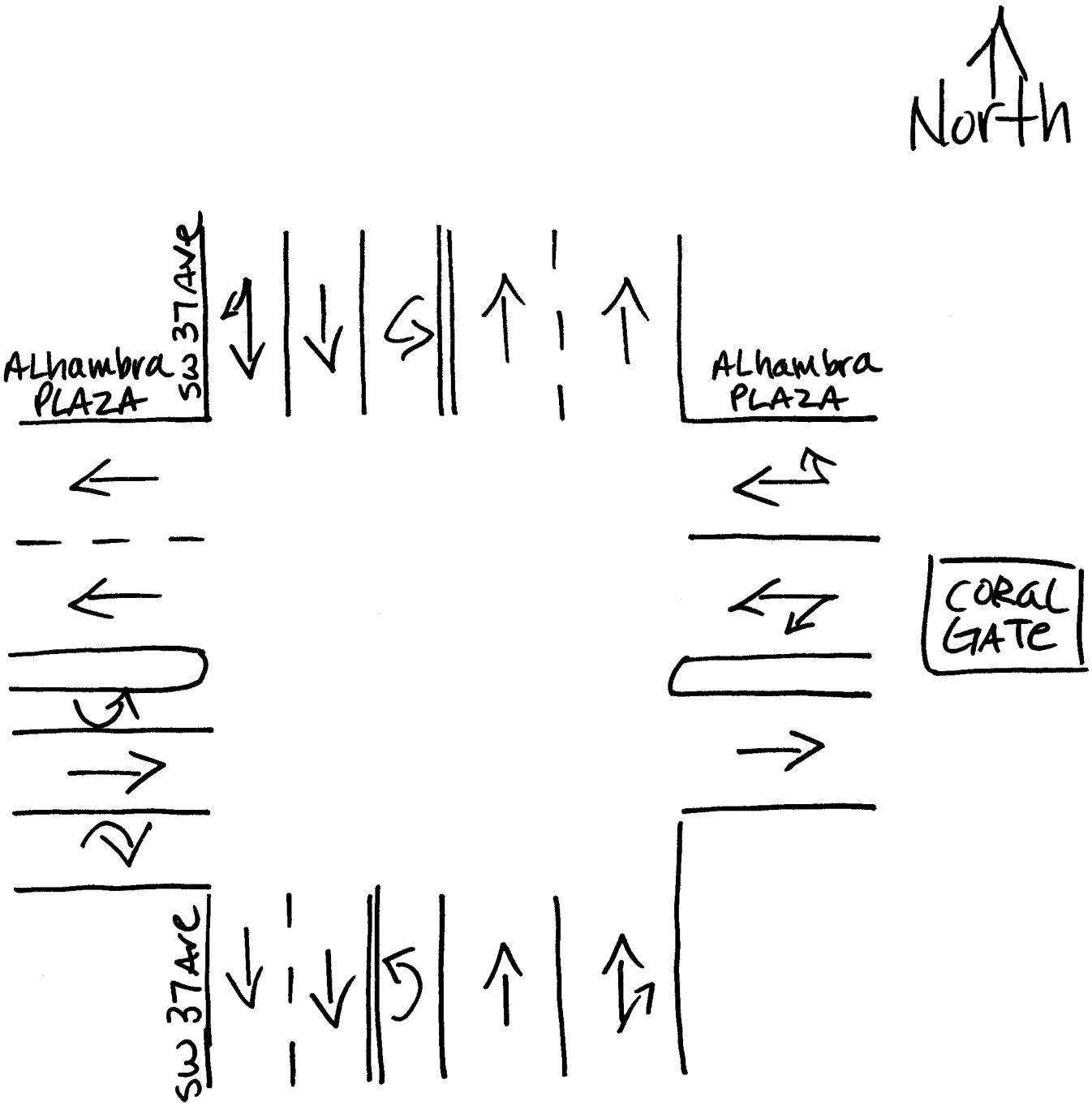
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130154
Start Date: 09/04/13
File I.D. : ALHA37A_
Page : 3

ALL VEHICLES

	SW 37TH AVENUE From North				ALHAMBRA PLAZA From East				SW 37TH AVENUE From South				ALHAMBRA PLAZA From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/04/13																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	14	992	108	0	11	24	11	0	154	1190	23	5	247	32	108	
Percent	0%	1%	89%	10%	0%	24%	52%	24%	0%	11%	87%	2%	1%	63%	8%	28%	
Pk total	1114				46				1367				392				
Highest	17:15				17:45				17:30				17:00				
Volume	0	4	259	28	0	5	9	3	0	42	299	11	0	62	9	34	
Hi total	291				17				352				105				
PHF	.96				.68				.97				.93				





Coral Gables, Florida
September 04, 2013
drawn by: Luis Palomino
Signalized

MINORCA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

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

Site Code : 00130154
Start Date: 09/04/13
File I.D. : MINO37AV
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				MINORCA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
07:00	0	0	174	4	0	0	0	0	1	3	189	0	0	1	0	4	376
07:15	0	0	187	8	0	0	0	0	0	4	230	0	0	0	0	2	431
07:30	0	0	210	5	0	0	0	0	0	5	253	0	0	3	0	5	481
07:45	0	0	239	12	0	0	0	0	0	14	279	0	0	3	0	5	552
Hr Total	0	0	810	29	0	0	0	0	1	26	951	0	0	7	0	16	1840
08:00	0	0	269	10	0	0	0	0	0	22	271	0	0	4	0	9	585
08:15	0	0	290	13	0	0	0	0	0	19	265	0	0	2	0	14	603
08:30	0	0	300	12	0	0	0	0	0	22	252	0	0	1	0	11	598
08:45	0	0	312	12	0	0	0	0	0	22	228	0	0	2	0	6	582
Hr Total	0	0	1171	47	0	0	0	0	0	85	1016	0	0	9	0	40	2368
---------- * BREAK * ----------																	
16:00	0	0	223	8	0	0	0	0	0	3	309	0	0	11	0	8	562
16:15	0	0	250	4	0	0	0	0	0	11	319	0	0	7	0	11	602
16:30	0	0	210	2	0	0	0	0	0	8	322	0	0	10	0	14	566
16:45	0	0	237	6	0	0	0	0	0	6	291	0	0	15	0	11	566
Hr Total	0	0	920	20	0	0	0	0	0	28	1241	0	0	43	0	44	2296
17:00	0	0	247	5	0	0	0	0	0	7	341	0	0	17	0	20	637
17:15	0	0	265	4	0	0	0	0	0	11	358	0	0	18	0	30	686
17:30	1	0	263	8	0	0	0	0	0	11	356	0	0	23	0	17	679
17:45	0	0	252	8	0	0	0	0	0	11	349	0	0	21	0	25	666
Hr Total	1	0	1027	25	0	0	0	0	0	40	1404	0	0	79	0	92	2668
TOTAL	1	0	3928	121	0	0	0	0	1	179	4612	0	0	138	0	192	9172

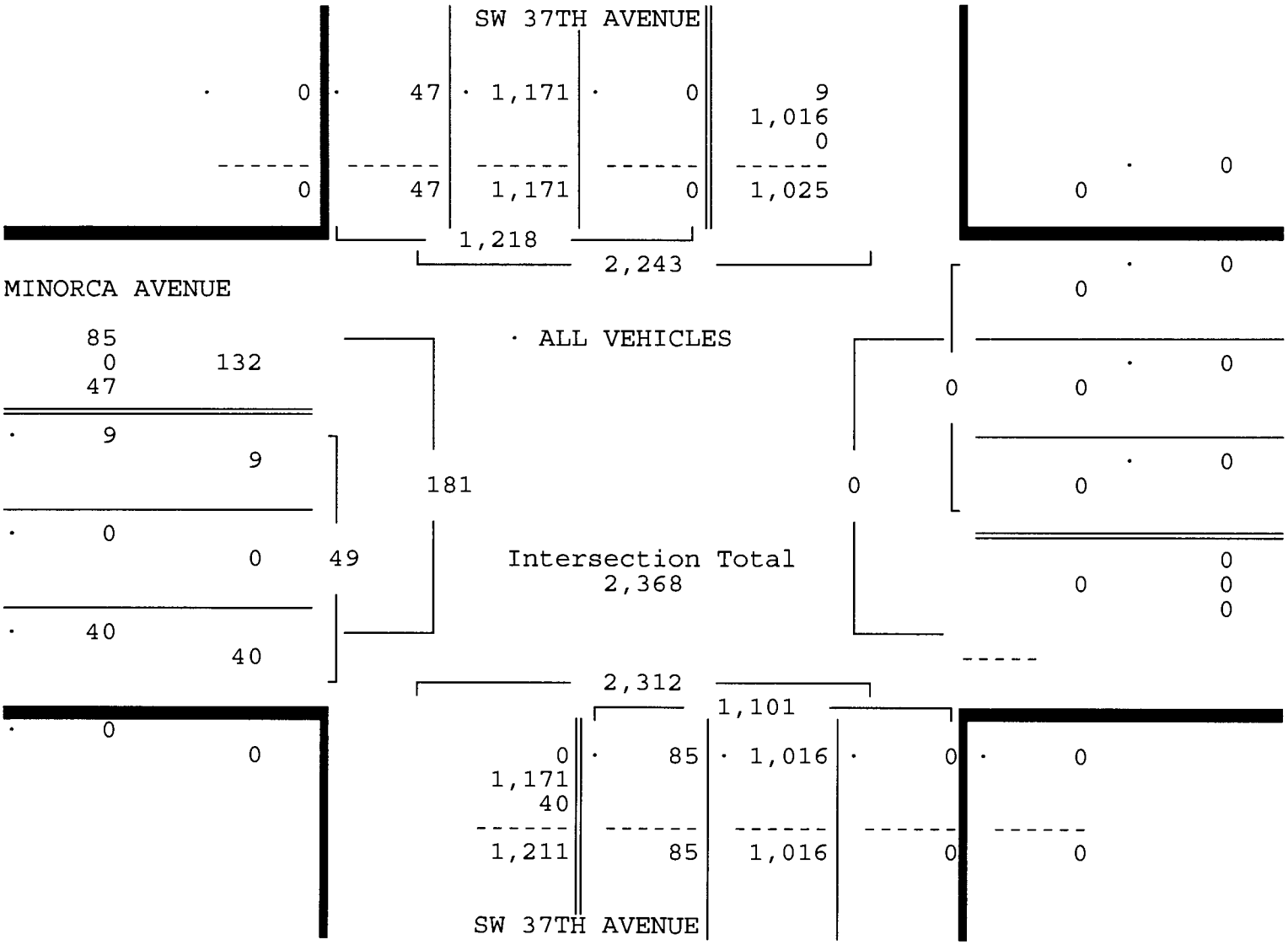
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

MINORCA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Site Code : 00130154
Start Date: 09/04/13
File I.D. : MINO37AV
Page : 2

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				MINORCA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/04/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	1171	47	0	0	0	0	0	85	1016	0	0	9	0	40	
Percent	0%	0%	96%	4%	0%	0%	0%	0%	0%	8%	92%	0%	0%	18%	0%	82%	
Pk total	1218				0				1101				49				
Highest	08:45				07:00				08:00				08:15				
Volume	0	0	312	12	0	0	0	0	0	22	271	0	0	2	0	14	
Hi total	324				0				293				16				
PHF	.94				.0				.94				.77				



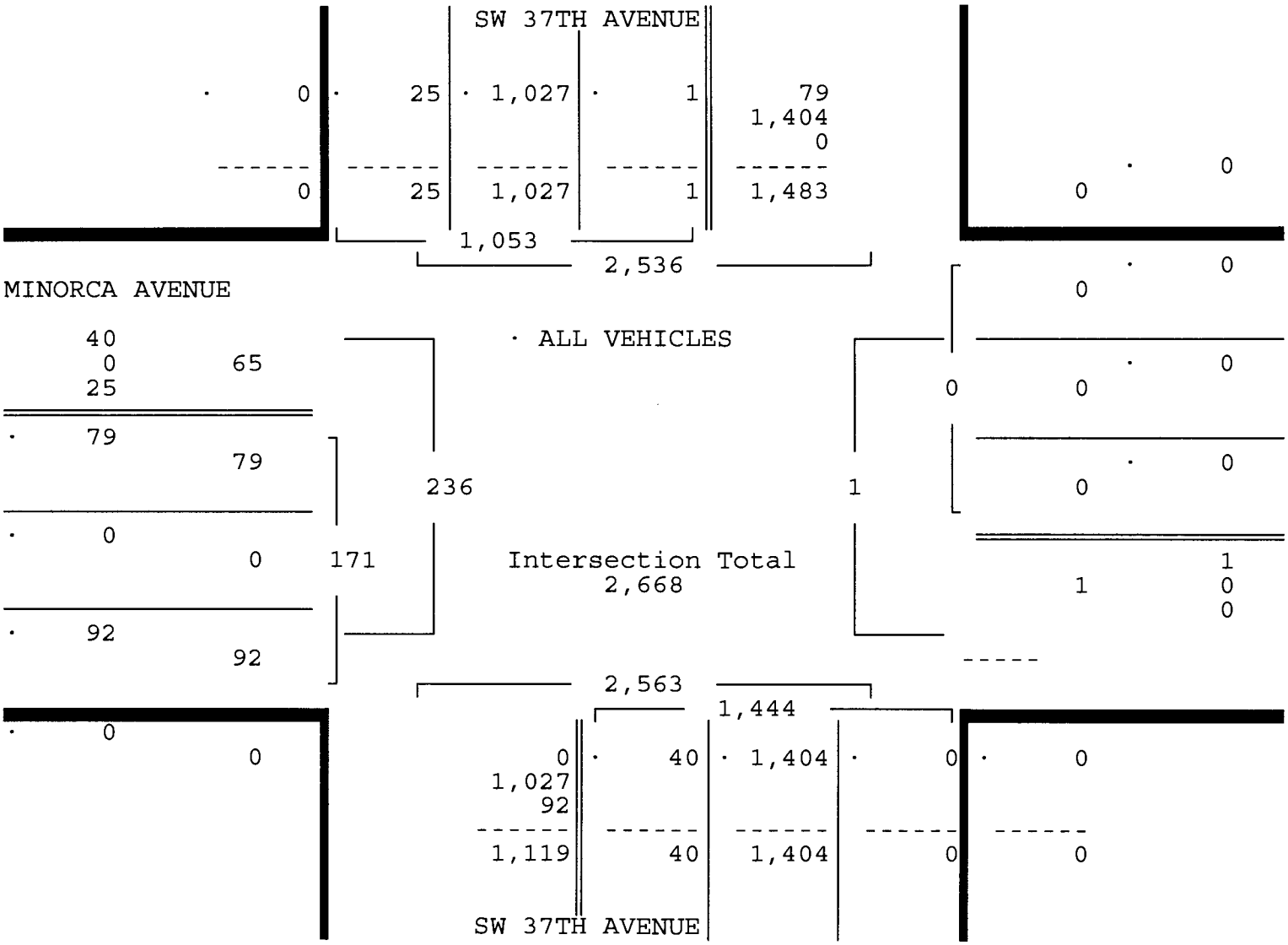
MINORCA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

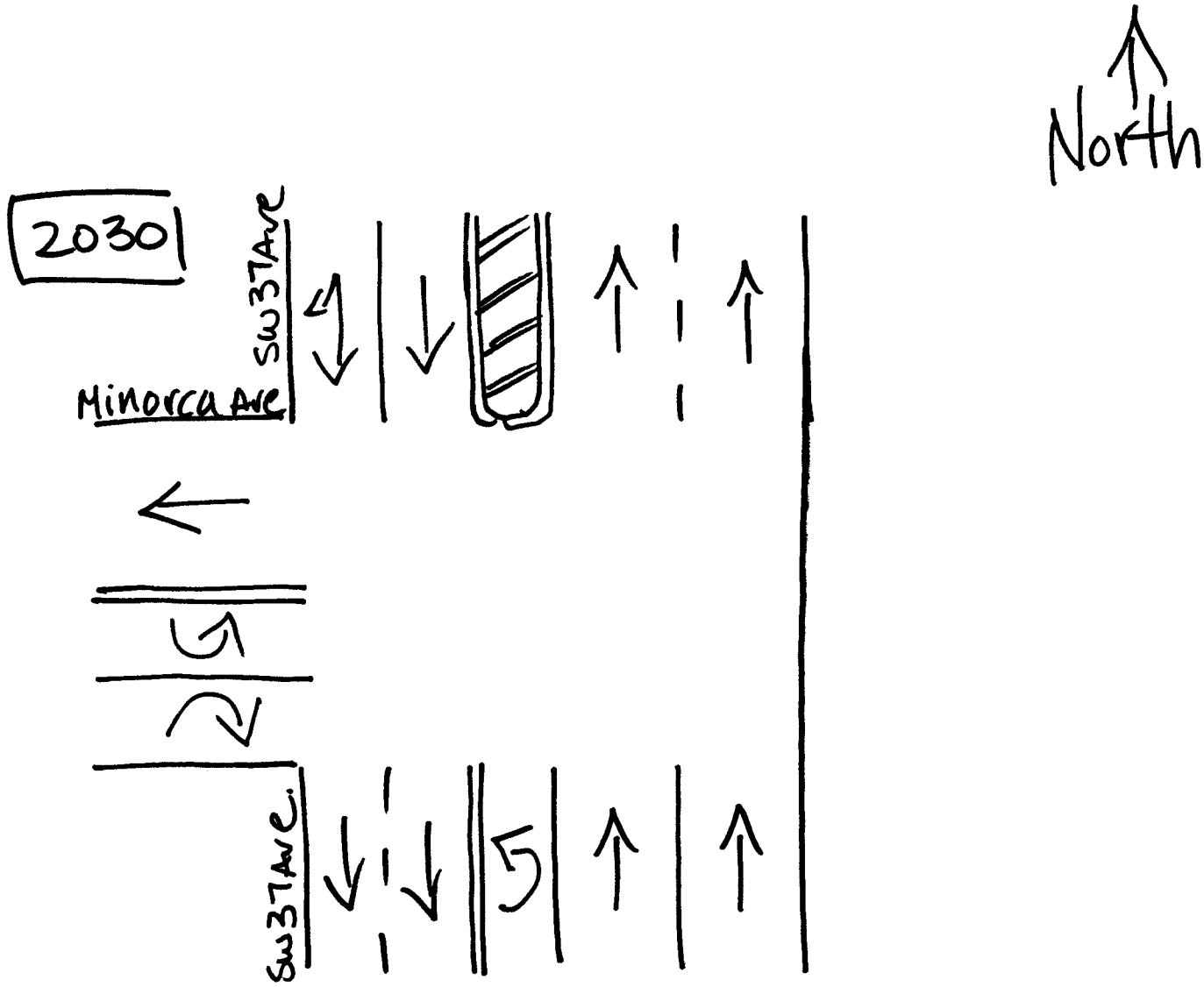
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130154
Start Date: 09/04/13
File I.D. : MIN037AV
Page : 3

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				MINORCA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/04/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/04/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	0	1027	25	0	0	0	0	0	40	1404	0	0	79	0	92	
Percent	0%	0%	98%	2%	0%	0%	0%	0%	0%	3%	97%	0%	0%	46%	0%	54%	
Pk total	1053				0				1444				171				
Highest	17:30				07:00				17:15				17:15				
Volume	1	0	263	8	0	0	0	0	0	11	358	0	0	18	0	30	
Hi total	272				0				369				48				
PHF	.97				.0				.98				.89				





Coral Gables, Florida
September 04, 2013
drawn by: Luis Palomino
Signalized

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

ALHAMBRA CIRCLE & MINORCA AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHAMINO
Page : 1

ALL VEHICLES

	MINORCA AVENUE From North				ALHAMBRA CIRCLE From East				MINORCA AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
07:00	0	1	4	2	0	2	12	1	0	1	1	1	0	2	6	5	38
07:15	0	0	2	0	0	1	24	1	0	3	3	0	0	5	3	16	58
07:30	0	0	4	4	2	5	34	2	0	1	5	1	0	10	5	16	89
07:45	0	0	5	10	0	3	46	8	0	4	7	2	0	11	9	22	127
Hr Total	0	1	15	16	2	11	116	12	0	9	16	4	0	28	23	59	312
08:00	0	1	3	19	0	1	59	10	0	7	9	4	0	24	9	31	177
08:15	0	2	12	40	0	3	66	10	0	4	6	0	2	26	14	23	208
08:30	0	3	11	23	0	9	72	3	0	11	14	3	0	21	10	34	214
08:45	0	0	9	20	0	4	56	2	0	9	2	1	0	5	9	22	139
Hr Total	0	6	35	102	0	17	253	25	0	31	31	8	2	76	42	110	738
* BREAK *																	
16:00	0	0	4	23	2	1	57	3	0	7	4	2	0	13	22	22	160
16:15	0	0	3	15	0	0	54	2	0	9	6	2	2	6	14	18	131
16:30	0	1	8	13	0	3	57	3	0	10	4	2	0	9	18	10	138
16:45	0	0	5	13	0	4	56	0	0	16	5	0	2	16	25	14	156
Hr Total	0	1	20	64	2	8	224	8	0	42	19	6	4	44	79	64	585
17:00	0	0	6	18	1	2	52	1	0	32	18	4	1	20	29	28	212
17:15	0	1	13	31	0	3	50	0	0	25	14	3	0	7	20	22	189
17:30	0	1	8	16	0	0	45	1	0	17	17	2	1	20	17	17	162
17:45	0	0	8	18	1	3	57	4	0	14	12	8	0	15	20	9	169
Hr Total	0	2	35	83	2	8	204	6	0	88	61	17	2	62	86	76	732
TOTAL	0	10	105	265	6	44	797	51	0	170	127	35	8	210	230	309	2367

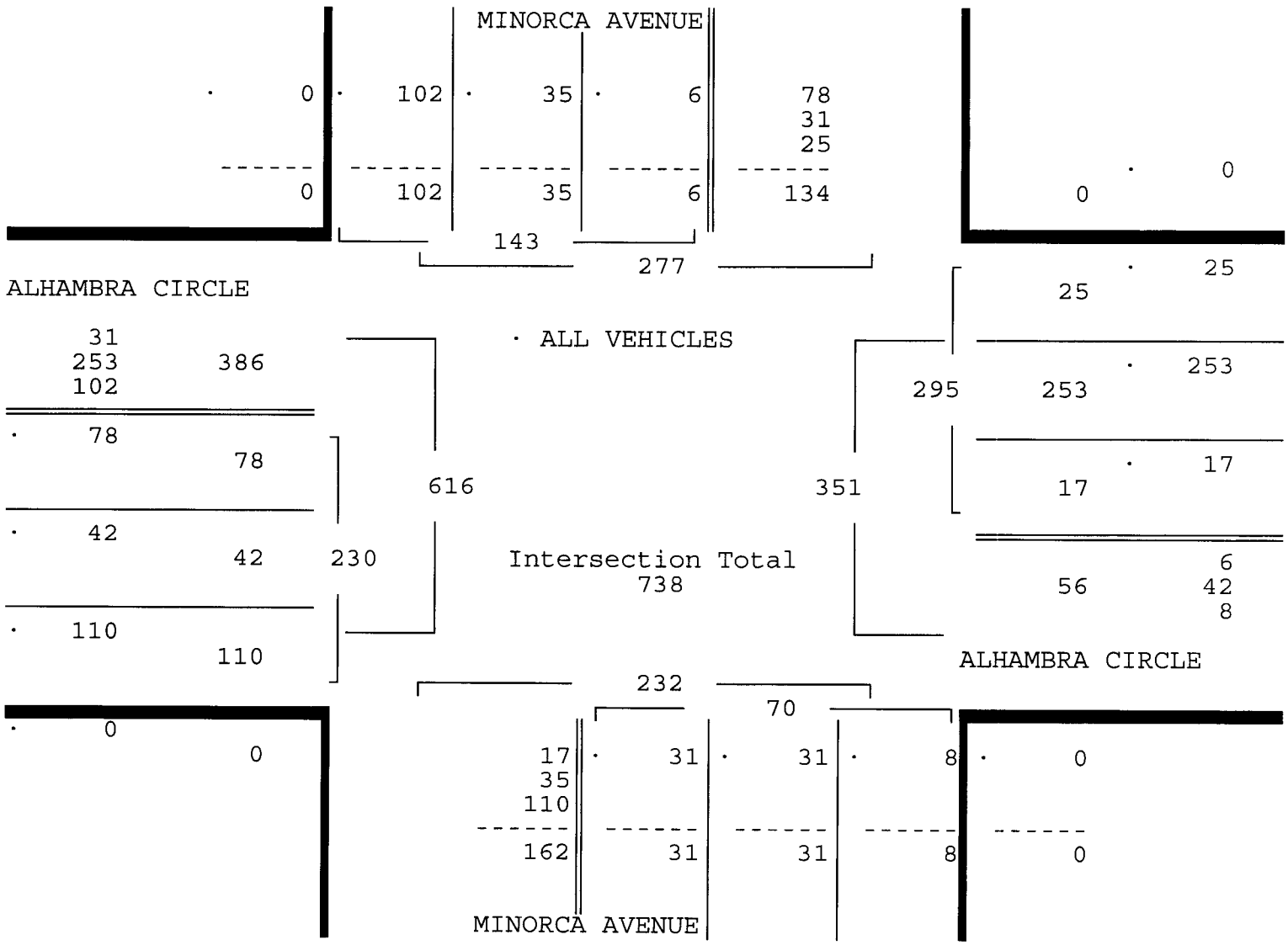
ALHAMBRA CIRCLE & MINORCA AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHAMINO
Page : 2

ALL VEHICLES

	MINORCA AVENUE From North				ALHAMBRA CIRCLE From East				MINORCA AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/24/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	6	35	102	0	17	253	25	0	31	31	8	2	76	42	110	
Percent	0%	4%	24%	71%	0%	6%	86%	8%	0%	44%	44%	11%	1%	33%	18%	48%	
Pk total	143				295				70				230				
Highest	08:15				08:30				08:30				08:15				
Volume	0	2	12	40	0	9	72	3	0	11	14	3	2	26	14	23	
Hi total	54				84				28				65				
PHF	.66				.88				.62				.88				



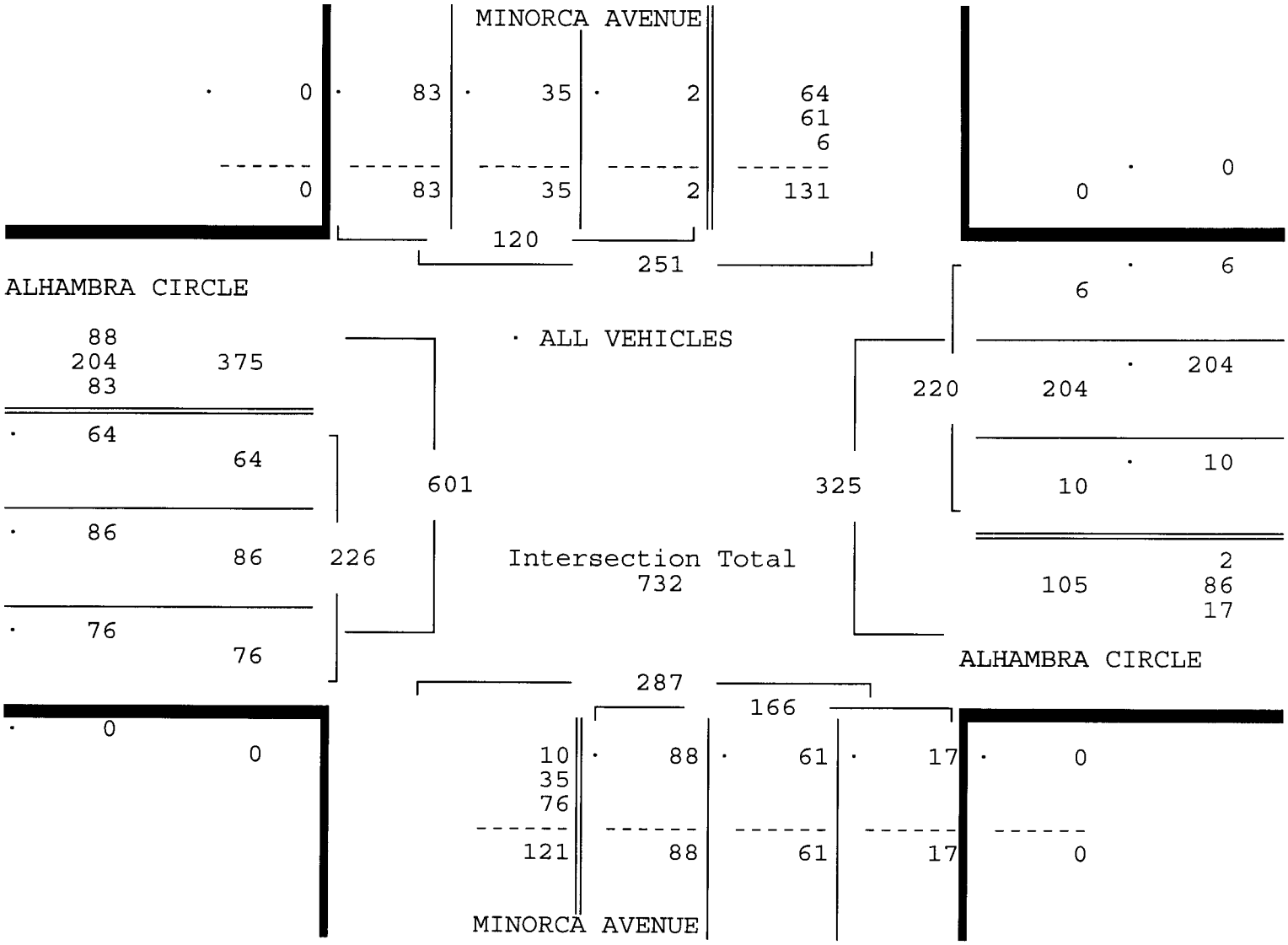
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALHAMBRA CIRCLE & MINORCA AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHAMINO
Page : 3

ALL VEHICLES

	MINORCA AVENUE From North				ALHAMBRA CIRCLE From East				MINORCA AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/24/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	2	35	83	2	8	204	6	0	88	61	17	2	62	86	76	
Percent	0%	2%	29%	69%	1%	4%	93%	3%	0%	53%	37%	10%	1%	27%	38%	34%	
Pk total	120				220				166				226				
Highest	17:15				17:45				17:00				17:00				
Volume	0	1	13	31	1	3	57	4	0	32	18	4	1	20	29	28	
Hi total	45				65				54				78				
PHF	.67				.85				.77				.72				



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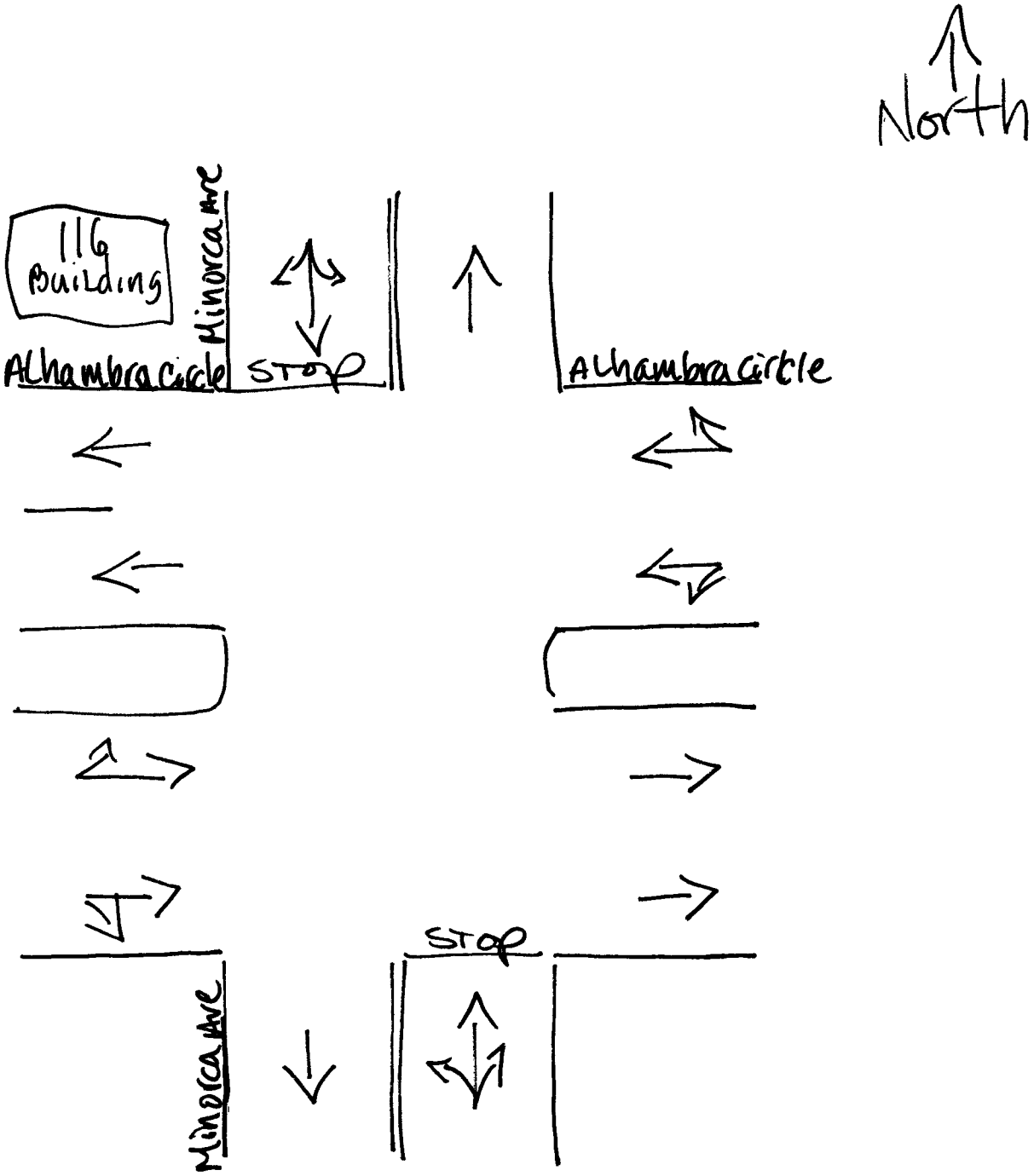
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALHAMBRA CIRCLE & MINORCA AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHAMINO
Page : 1

PEDESTRIANS

	MINORCA AVENUE From North				ALHAMBRA CIRCLE From East				MINORCA AVENUE From South				ALHAMBRA CIRCLE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/24/14																	
07:00	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
07:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	5
07:45	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	0	7
Hr Total	0	0	0	8	0	0	0	6	0	0	0	6	0	0	0	0	20
08:00	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6
08:15	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	6
08:30	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	7
08:45	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	6
Hr Total	0	0	0	8	0	0	0	4	0	0	0	12	0	0	0	1	25
* BREAK *																	
16:00	0	0	0	3	0	0	0	2	0	0	0	4	0	0	0	0	9
16:15	0	0	0	4	0	0	0	7	0	0	0	2	0	0	0	2	15
16:30	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	1	10
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	13	0	0	0	11	0	0	0	8	0	0	0	3	35
17:00	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	1	9
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
17:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
17:45	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	0	7
Hr Total	0	0	0	12	0	0	0	2	0	0	0	4	0	0	0	4	22
TOTAL	0	0	0	41	0	0	0	23	0	0	0	30	0	0	0	8	102



Coral Gables, Florida
April 24, 2014
drawn by: Luis Palomino
NOT signalized

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

ALHAMBRA CIRCLE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHA37AV
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
07:00	0	0	192	11	0	0	0	0	0	1	161	0	0	8	0	1	374
07:15	0	0	206	24	0	0	0	0	0	0	243	0	1	2	0	5	481
07:30	0	0	253	34	0	0	0	0	0	0	232	0	0	2	0	2	523
07:45	1	0	261	52	0	0	0	0	0	0	292	0	0	12	0	3	621
Hr Total	1	0	912	121	0	0	0	0	0	1	928	0	1	24	0	11	1999
08:00	0	0	244	62	0	0	0	0	0	1	312	0	0	15	0	3	637
08:15	0	0	331	76	0	0	0	0	0	3	292	0	0	15	0	6	723
08:30	0	0	308	75	0	0	0	0	0	1	275	0	1	15	0	3	678
08:45	0	0	321	51	0	0	0	0	0	0	250	0	0	14	0	3	639
Hr Total	0	0	1204	264	0	0	0	0	0	5	1129	0	1	59	0	15	2677
---------- * BREAK * ----------																	
16:00	0	0	263	55	0	0	0	0	0	0	302	0	0	12	0	0	632
16:15	0	0	272	56	0	0	0	0	0	0	308	0	0	13	0	4	653
16:30	0	0	266	61	0	0	0	0	0	0	334	0	0	12	0	6	679
16:45	0	0	293	60	0	0	0	0	0	0	312	0	0	19	0	6	690
Hr Total	0	0	1094	232	0	0	0	0	0	0	1256	0	0	56	0	16	2654
17:00	0	0	261	56	0	0	0	0	0	0	359	0	0	21	0	8	705
17:15	0	0	268	51	0	0	0	0	0	2	355	0	0	19	0	2	697
17:30	0	0	264	54	0	0	0	0	0	1	318	0	0	18	0	7	662
17:45	3	0	245	56	0	0	0	0	0	2	316	0	1	21	0	6	650
Hr Total	3	0	1038	217	0	0	0	0	0	5	1348	0	1	79	0	23	2714
TOTAL	4	0	4248	834	0	0	0	0	0	11	4661	0	3	218	0	65	10044

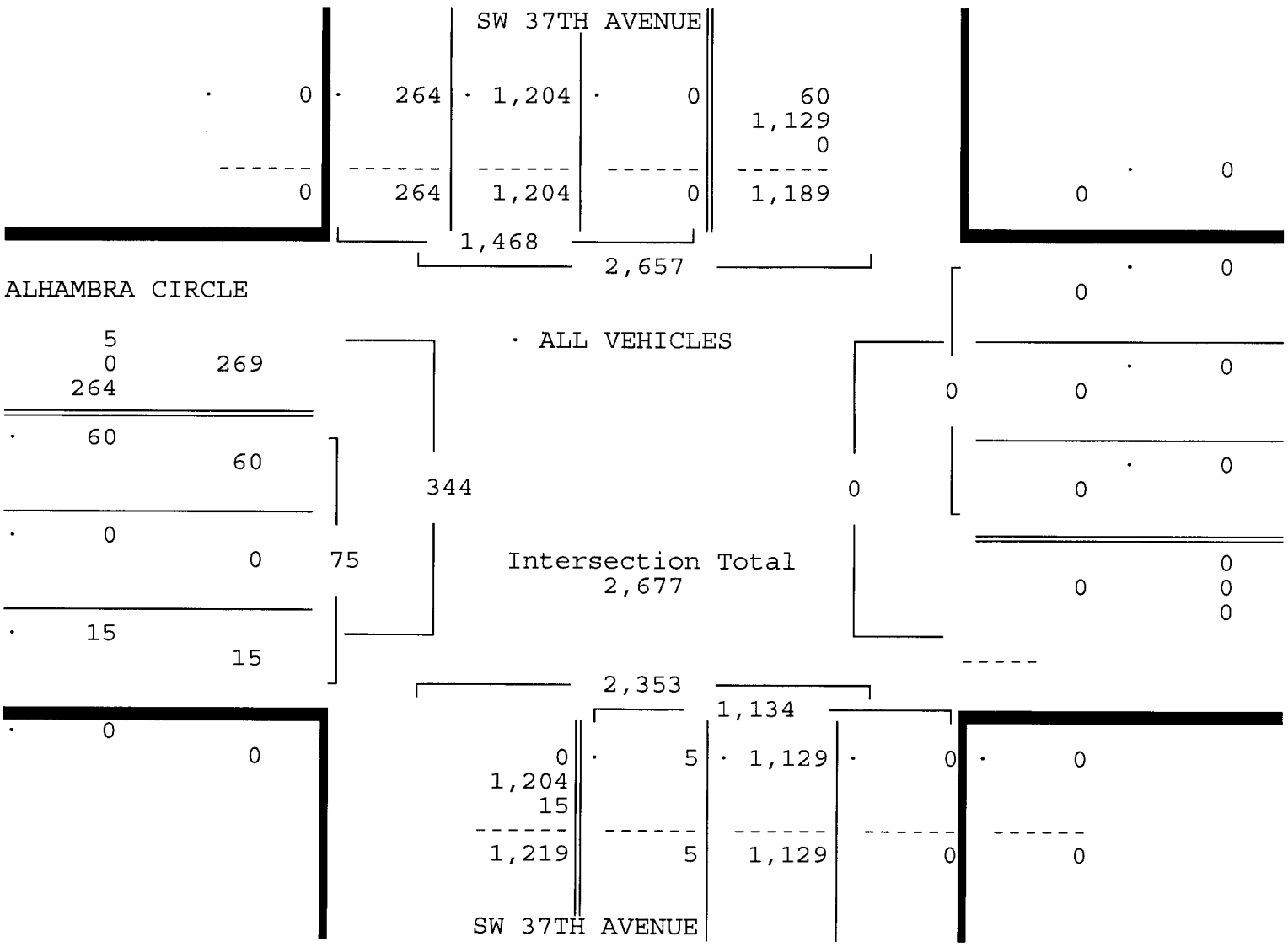
ALHAMBRA CIRCLE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

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

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHA37AV
Page : 2

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/24/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	1204	264	0	0	0	0	0	5	1129	0	1	59	0	15	
Percent	0%	0%	82%	18%	0%	0%	0%	0%	0%	0%	100%	0%	1%	79%	0%	20%	
Pk total	1468				0				1134				75				
Highest	08:15				07:00				08:00				08:15				
Volume	0	0	331	76	0	0	0	0	0	1	312	0	0	15	0	6	
Hi total	407				0				313				21				
PHF	.90				.0				.91				.89				



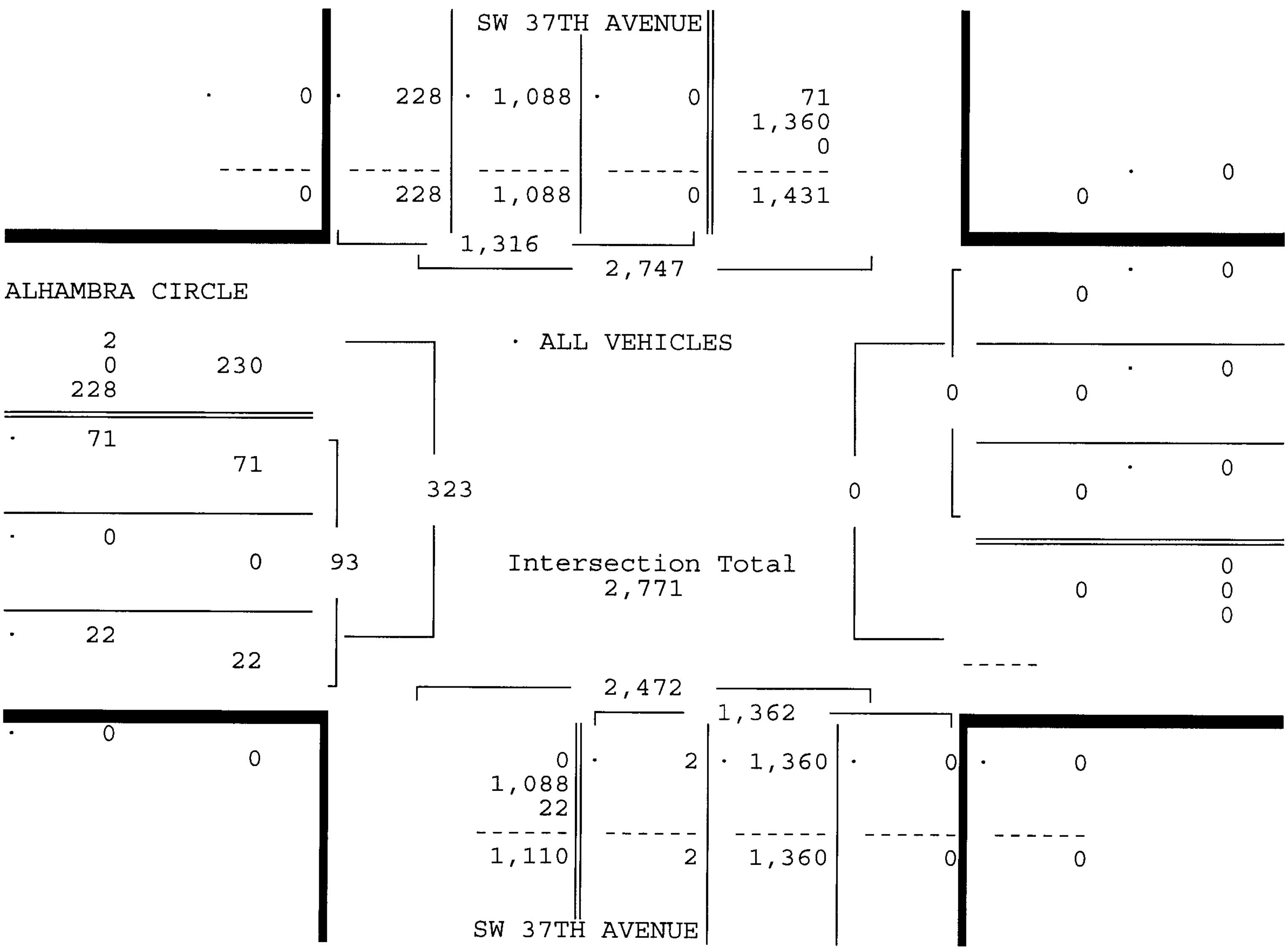
ALHAMBRA CIRCLE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

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

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHA37AV

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALHAMBRA CIRCLE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/24/14																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	1088	228	0	0	0	0	0	2	1360	0	0	71	0	22	
Percent	0%	0%	83%	17%	0%	0%	0%	0%	0%	0%	100%	0%	0%	76%	0%	24%	
Pk total	1316				0				1362				93				
Highest	16:45				07:00				17:00				17:00				
Volume	0	0	293	60	0	0	0	0	0	0	359	0	0	21	0	8	
Hi total	353				0				359				29				
PHF	.93				.0				.95				.80				



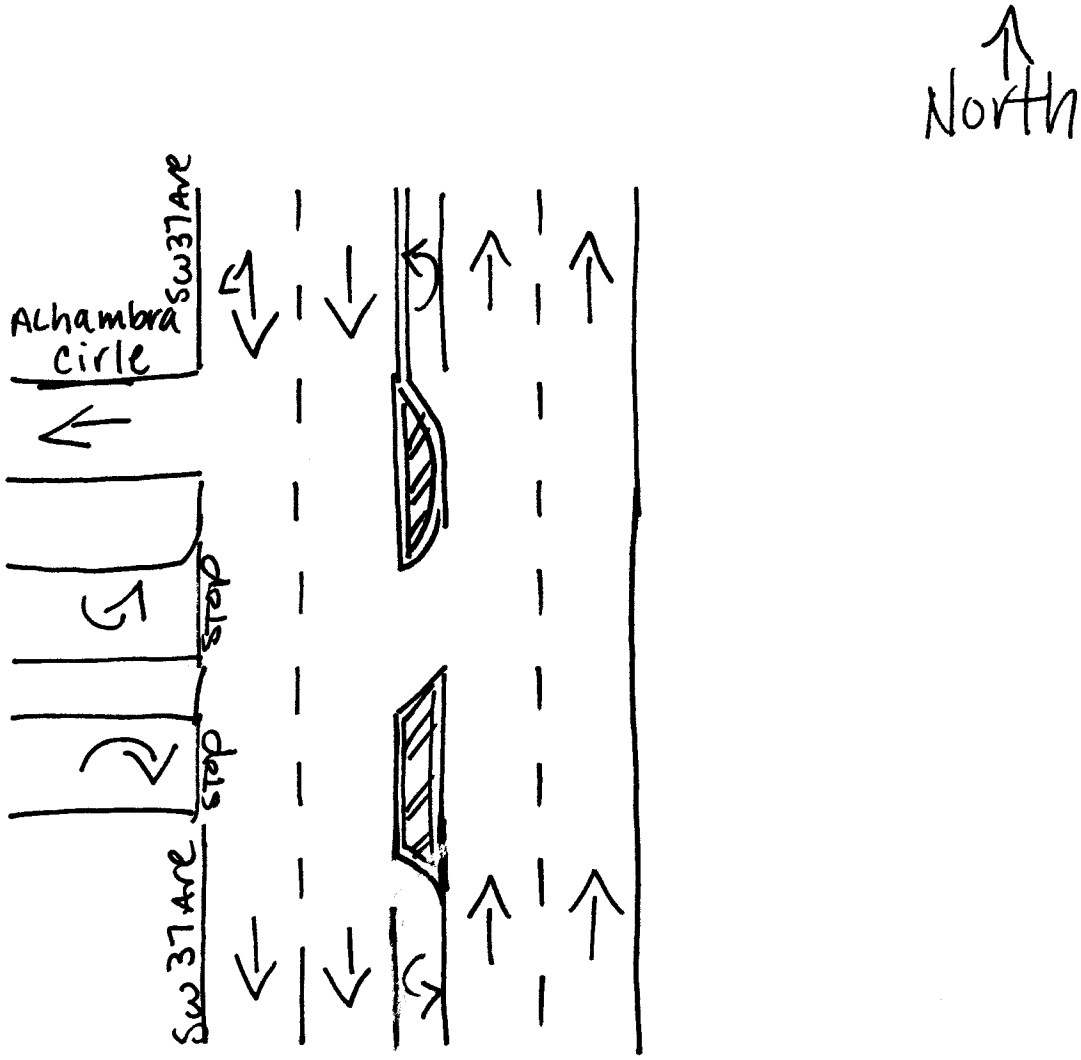
ALHAMBRA CIRCLE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
NOT SIGNALIZED

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

Site Code : 00140086
Start Date: 04/24/14
File I.D. : ALHA37AV
Page : 1

PEDESTRIANS

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALHAMBRA CIRCLE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 04/24/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31



Coral Gables, Florida
April 24, 2014
drawn by: Luis Palomino
NOT Signalized

Peak Season Factor

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

MOCF: 0.99

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

* PEAK SEASON

Signal Timing Data

TOD Schedule Report

for 5140: Douglas Rd&Minorca Av

Print Date: 5/20/2013

Print Time: 10:13 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5140	Douglas Rd&Minorca Av	DOW-2		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
NBL	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	18 - 7 - 7	4	0.9
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 20 - 20	32 - 30 - 30	4	0.9
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	20 - 20 - 20	35 - 30 - 30	4	0.9
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	0 - 0 - 0	0 - 0 - 0	9 - 7 - 7	4 - 2.5 - 2.5	7 - 15 - 15	49 - 15 - 15	4	0.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	130	7	91	0	0	0	103	0	18	0	68
	2	120	7	73	0	0	0	85	0	26	0	39
	3	100	7	61	0	0	0	73	0	18	0	29
	5	180	17	101	0	0	0	123	0	48	0	27
	6	90	7	49	0	0	0	61	0	20	0	70
	7	180	17	111	0	0	0	132	0	38	0	52
	8	80	7	45	0	0	0	57	0	14	0	64
	9	75	7	39	0	0	0	51	0	15	0	56
	10	130	7	81	0	0	0	93	0	28	0	99
	11	120	7	81	0	0	0	93	0	18	0	68
	20	75	7	36	0	0	0	48	0	18	0	38
	23	70	7	34	0	0	0	46	0	15	0	43

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5169: Alhambra Plz&Galiano St

Print Date: 5/20/2013

Print Time: 10:14 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5169	Alhambra Plz&Galiano St	DOW-2		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
EBL	WBT	-	NBT	-	EBT	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 10 - 10	3	0
2	WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	0.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	69 - 20 - 20	4	1.8
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	0.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	69 - 20 - 20	4	1.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	90	5	54	0	18	0	62	0	18	0	29
	2	120	5	66	0	36	0	74	0	35	0	85
	3	100	5	58	0	24	0	66	0	24	0	65
	5	90	5	46	0	26	0	54	0	26	0	0
	6	90	5	49	0	23	0	57	0	23	0	46
	7	90	5	40	0	32	0	48	0	31	0	73
	8	80	5	44	0	18	0	52	0	18	0	47
	9	75	5	39	0	18	0	47	0	18	0	53
	10	100	5	64	0	18	0	72	0	18	0	18
	11	120	5	69	0	33	0	77	0	33	0	97
	20	75	5	39	0	18	0	47	0	18	0	73
	21	70	5	44	0	8	0	52	0	8	0	44
	22	70	5	44	0	8	0	52	0	8	0	44
	23	70	5	44	0	8	0	52	0	8	0	44

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	21	M T W Th F
0230	21	Su S
0230	22	M T W Th F
0330	22	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3580: Alhambra Plz&Douglas Rd

Print Date: 5/20/2013

Print Time: 9:52 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3580	Alhambra Plz&Douglas Rd	DOW-2		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
NBL	SBT	EBT	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	6 - 6 - 6	3	0
2	SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1.9
3	EBT	5 - 5 - 5	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	36 - 20 - 20	4	0.8
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	5 - 5 - 5	18 - 8 - 8	4	0.9
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1.9
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	1234-6--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBT	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	130	5	72	21	13	0	80	0	0	0	59
	2	120	5	64	20	12	0	72	0	0	0	39
	3	100	5	54	15	7	0	62	0	0	0	31
	5	180	5	102	31	23	0	110	0	0	0	21
	6	90	5	44	15	7	0	52	0	0	0	59
	7	180	5	94	40	22	0	102	0	0	0	24
	8	80	5	34	15	7	0	42	0	0	0	57
	9	75	5	29	15	7	0	37	0	0	0	44
	10	130	5	74	20	12	0	82	0	0	0	103
	11	120	5	62	21	13	0	70	0	0	0	59
	20	75	5	29	15	7	0	37	0	0	0	29

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	9	Su S
2330	Free	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
2330	TOD OUTPUTS	---5----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
2330	TOD OUTPUTS	---5----	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

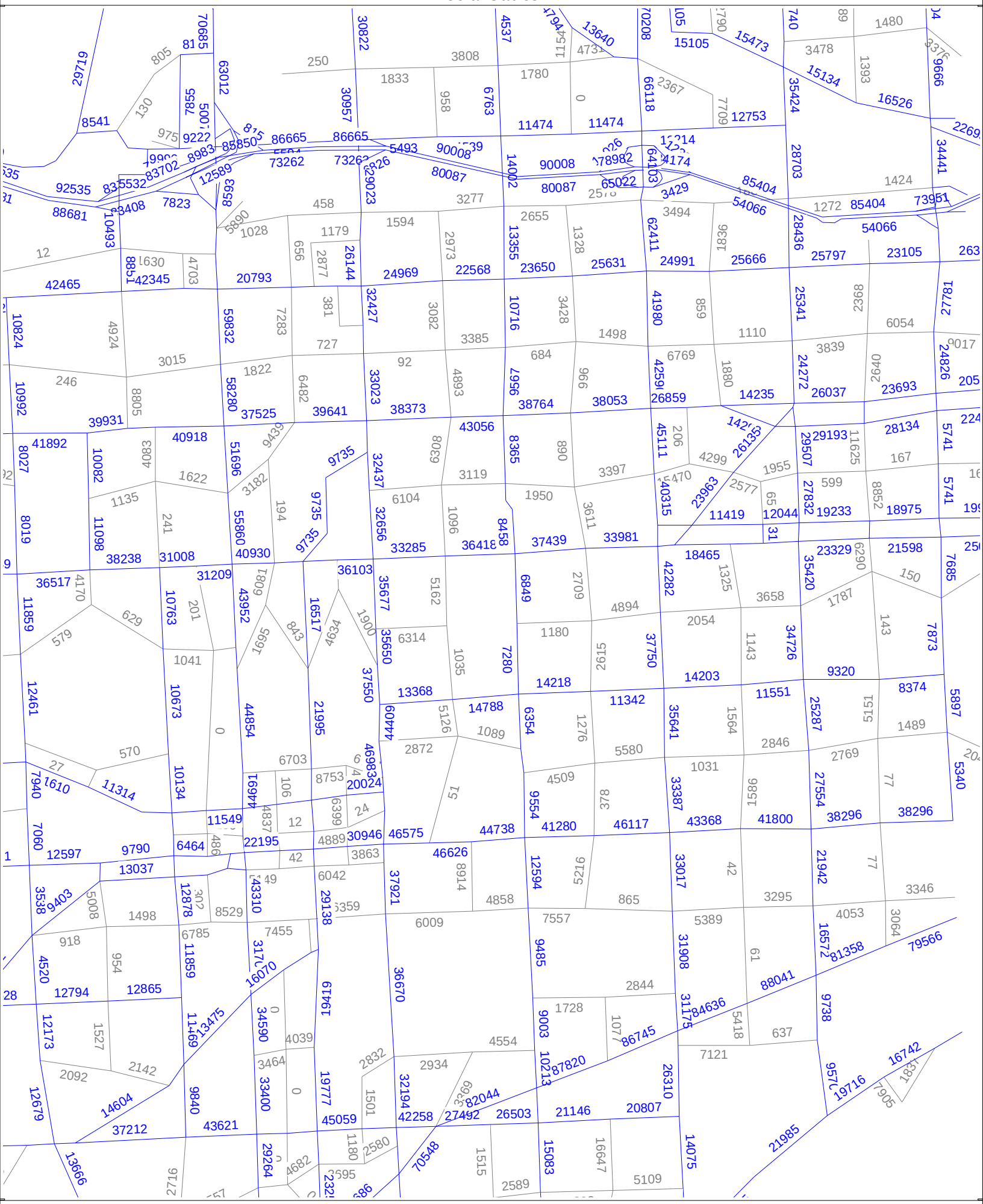
APPENDIX E:
Background Area Growth

SERPM Model

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

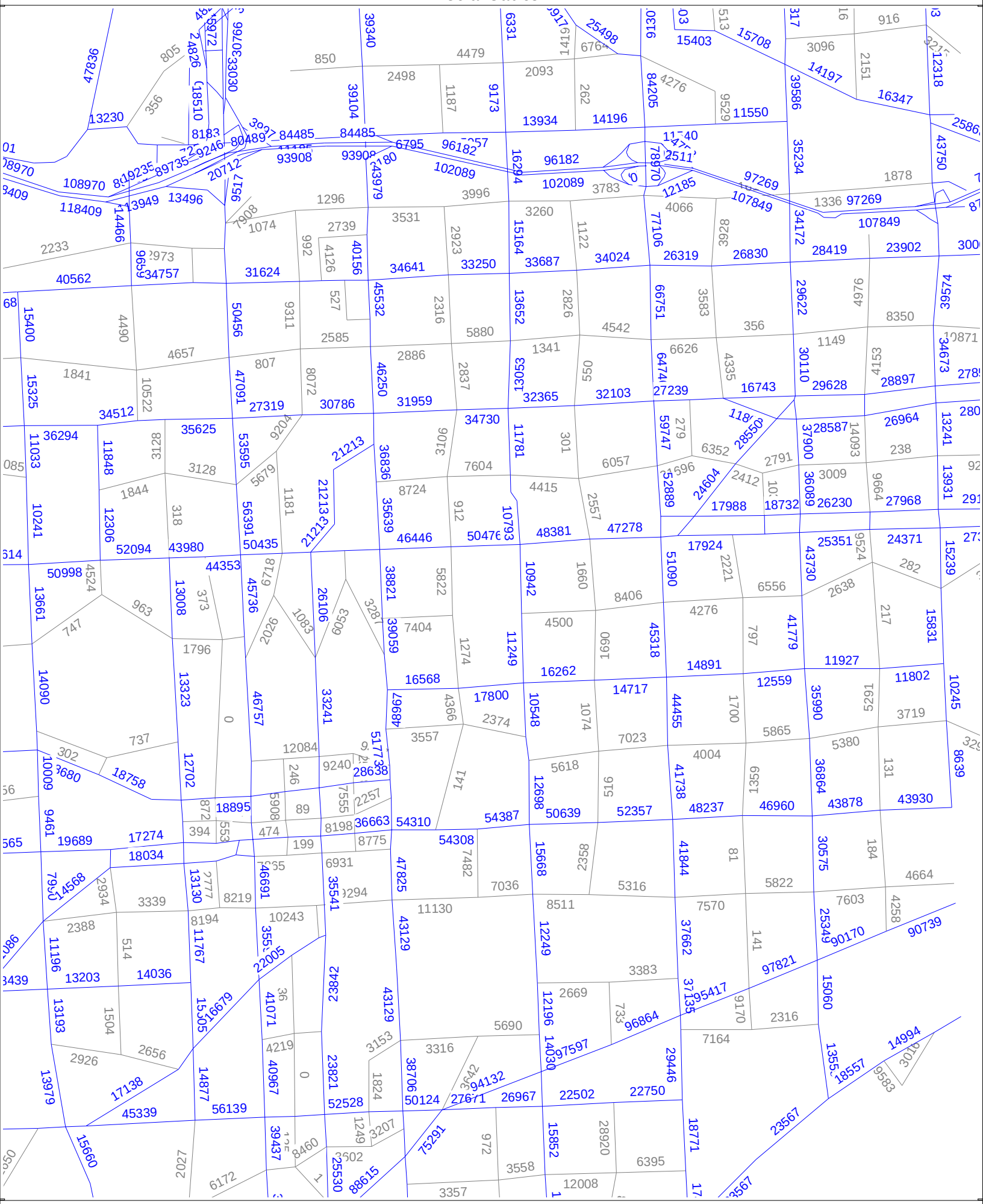
Location	Model Volumes			Growth Rate (%)
	2005	2035	Diff	
S. Douglas Road/SW 37th Avenue	35,650	39,059	3,409	0.32%
	44,409	48,967	4,558	0.34%
	46,983	51,773	4,790	0.34%
Ponce De Leon Boulevard	21,995	33,241	11,246	1.70%
Alhambra Circle	11,549	18,895	7,346	2.12%
	20,024	28,638	8,614	1.43%
SW 22nd Street	30,946	36,663	5,717	0.62%
Total	**211,556**	**257,236**	**45,680**	**0.72%**

2005
Coral Gables



cube
Licensed to Kimley-Horn and Associates, Inc.

Cost Feasible 2035
Coral Gables



cube
Licensed to Kimley-Horn and Associates, Inc.

FDOT Historical Data

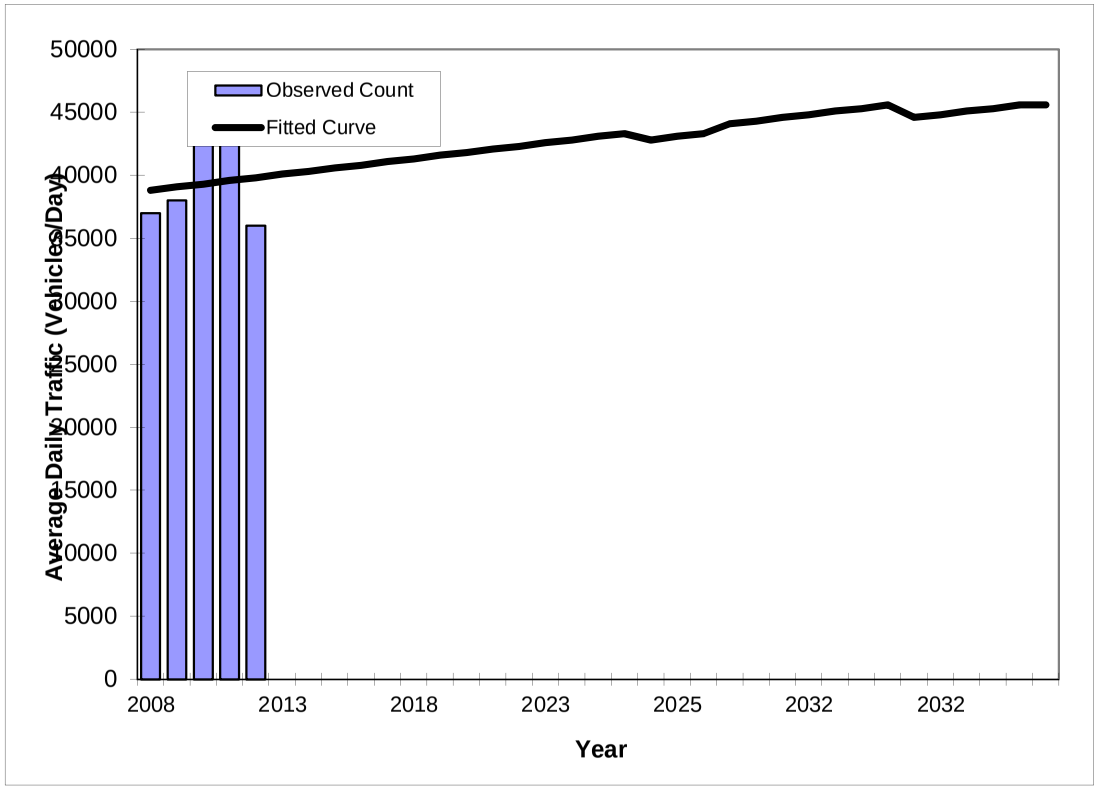
Historical AADT Growth Rates

Station Number	Location	Historic Growth	
		5-year	10-year
2534	SR 972/Coral Way, 200' E of SW 37th Ave.	0.64%	0.26%
0024	SR 953/LeJeune Road, 200' S of Coral Way/SR 972	-5.76%	-0.64%
0025	SR 953/LeJeune Road, 200' S of S SW 8th St./SR 90	5.79%	-0.98%
	Total	**0.22%**	**-0.45%**

TRAFFIC TRENDS

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

County:	87
Station #:	2534
Highway:	SR 972/Coral Way



Year	Traffic (ADT/AADT) Count*	Trend**
2008	37000	38800
2009	38000	39100
2010	43000	39300
2011	42500	39600
2012	36000	39800
2014 Opening Year Trend		
2014	N/A	40300
2017 Mid-Year Trend		
2017	N/A	41100
2026 Design Year Trend		
2026	N/A	43300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

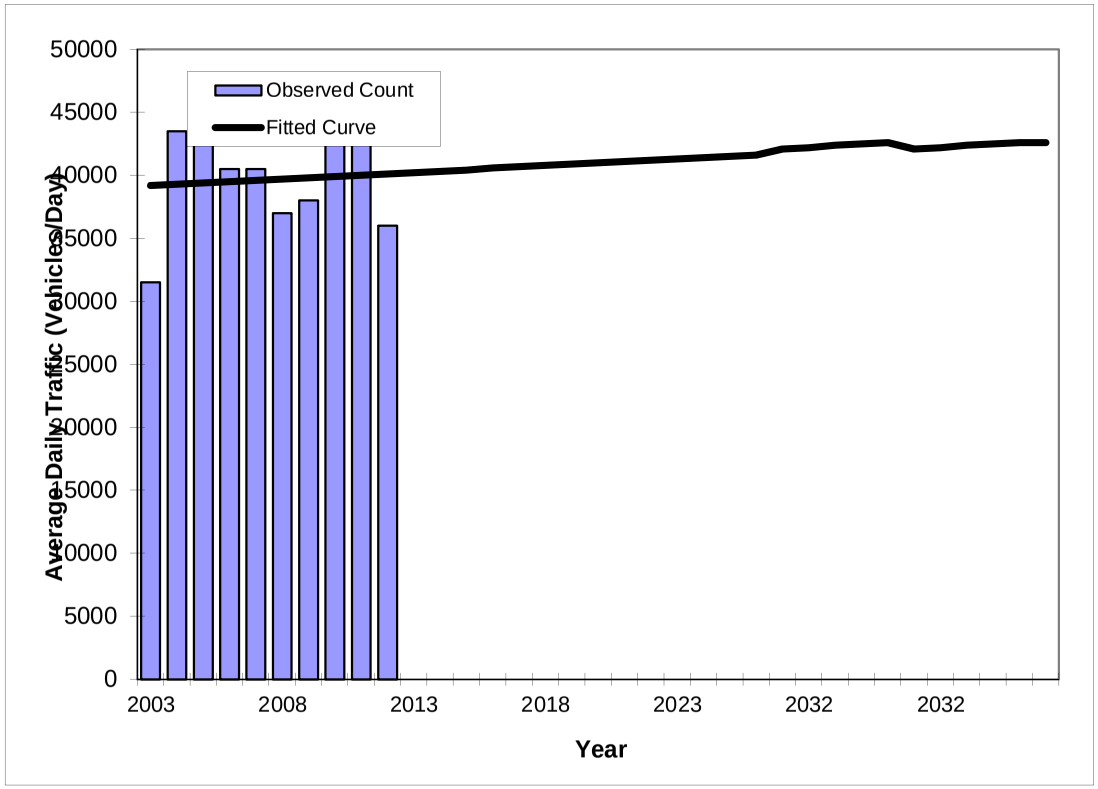
** Annual Trend Increase:	250
Trend R-squared:	1.5%
Trend Annual Historic Growth Rate:	0.64%
Trend Growth Rate (2012 to Design Year):	0.63%
Printed:	15-Aug-13

Straight Line Growth Option

TRAFFIC TRENDS

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

County:	87
Station #:	2534
Highway:	SR 972/Coral Way



Year	Traffic (ADT/AADT) Count*	Trend**
2003	31500	39200
2004	43500	39300
2005	44000	39400
2006	40500	39500
2007	40500	39600
2008	37000	39700
2009	38000	39800
2010	43000	39900
2011	42500	40000
2012	36000	40100
2014 Opening Year Trend		
2014	N/A	40300
2017 Mid-Year Trend		
2017	N/A	40700
2026 Design Year Trend		
2026	N/A	41600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	106
Trend R-squared:	0.6%
Trend Annual Historic Growth Rate:	0.26%
Trend Growth Rate (2012 to Design Year):	0.27%
Printed:	15-Aug-13

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

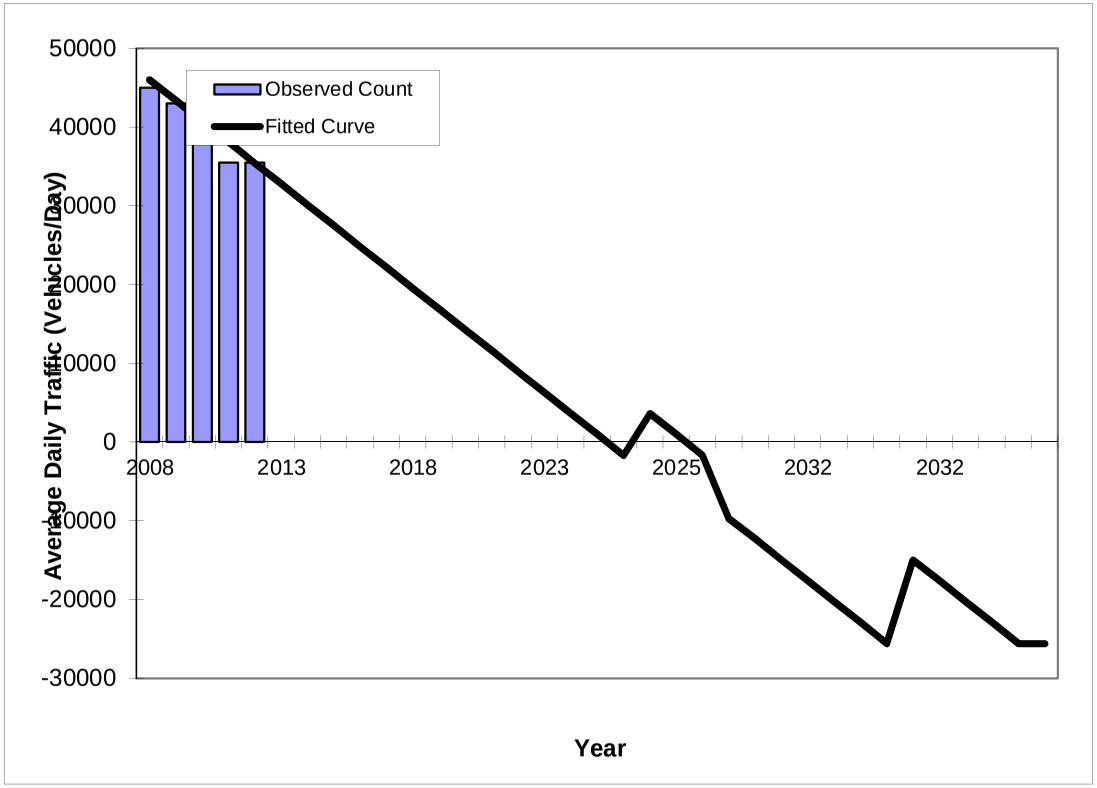
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	36000 C	E 18000	W 18000	9.00	59.70	2.00
2011	42500 C	E 21000	W 21500	9.00	58.20	3.30
2010	43000 C	E 21000	W 22000	7.87	58.27	4.10
2009	38000 C	E 19000	W 19000	7.98	59.96	2.90
2008	37000 C	E 17500	W 19500	8.07	66.31	2.40
2007	40500 C	E 19000	W 21500	7.90	63.12	1.40
2006	40500 C	E 18500	W 22000	7.39	58.66	2.00
2005	44000 C	E 20000	W 24000	7.70	65.70	2.40
2004	43500 C	E 22500	W 21000	8.20	67.10	6.40
2003	31500 C	E 13500	W 18000	8.10	72.30	4.30
2002	36500 C	E 18000	W 18500	9.20	68.00	5.30
2001	34000 C	E 16500	W 17500	8.20	53.50	3.90
2000	31500 C	E 15500	W 16000	8.20	53.10	5.70
1999	26000 C	E 13500	W 12500	9.10	52.70	6.10
1998	27000 C	E 12500	W 14500	9.30	52.70	1.90
1997	28500 C	E 14000	W 14500	9.10	64.50	5.20

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

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

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



Year	Traffic (ADT/AADT) Count*	Trend**
2008	45000	46000
2009	43000	43400
2010	44500	40700
2011	35500	38100
2012	35500	35400
2014 Opening Year Trend		
2014	N/A	30100
2017 Mid-Year Trend		
2017	N/A	22200
2026 Design Year Trend		
2026	N/A	-1700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

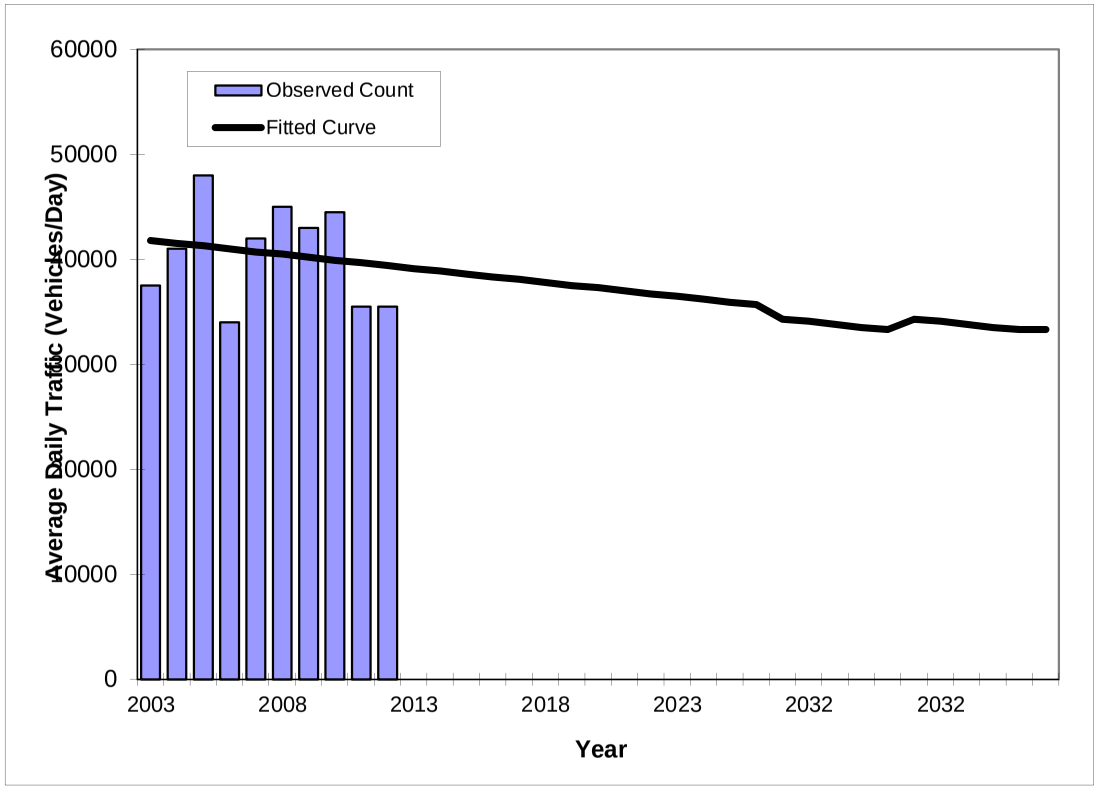
** Annual Trend Increase:	-2,650
Trend R-squared:	76.1%
Trend Annual Historic Growth Rate:	-5.76%
Trend Growth Rate (2012 to Design Year):	-7.49%
Printed:	15-Aug-13

Straight Line Growth Option

TRAFFIC TRENDS

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

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



Year	Traffic (ADT/AADT) Count*	Trend**
2003	37500	41800
2004	41000	41500
2005	48000	41300
2006	34000	41000
2007	42000	40700
2008	45000	40500
2009	43000	40200
2010	44500	39900
2011	35500	39700
2012	35500	39400
2014 Opening Year Trend		
2014	N/A	38900
2017 Mid-Year Trend		
2017	N/A	38100
2026 Design Year Trend		
2026	N/A	35700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-267
Trend R-squared:	2.9%
Trend Annual Historic Growth Rate:	-0.64%
Trend Growth Rate (2012 to Design Year):	-0.67%
Printed:	15-Aug-13

Straight Line 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

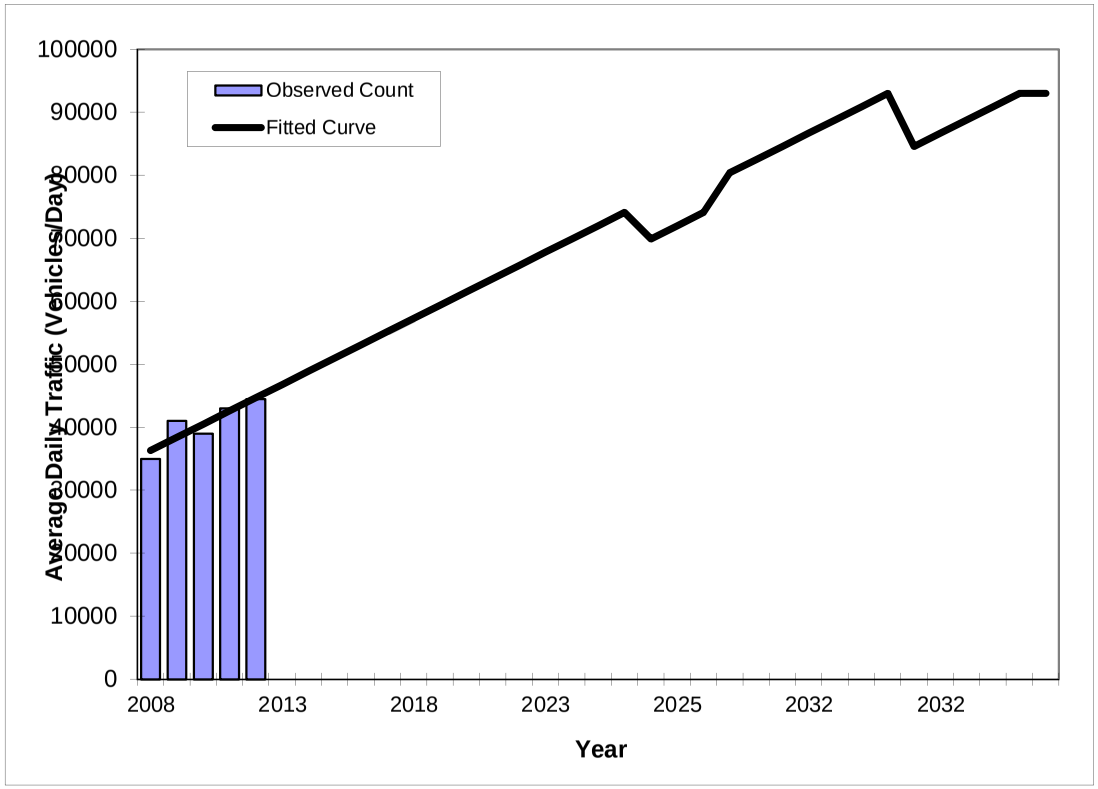
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 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

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

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



Year	Traffic (ADT/AADT) Count*	Trend**
2008	35000	36300
2009	41000	38400
2010	39000	40500
2011	43000	42600
2012	44500	44700
2014 Opening Year Trend		
2014	N/A	48900
2017 Mid-Year Trend		
2017	N/A	55200
2026 Design Year Trend		
2026	N/A	74100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

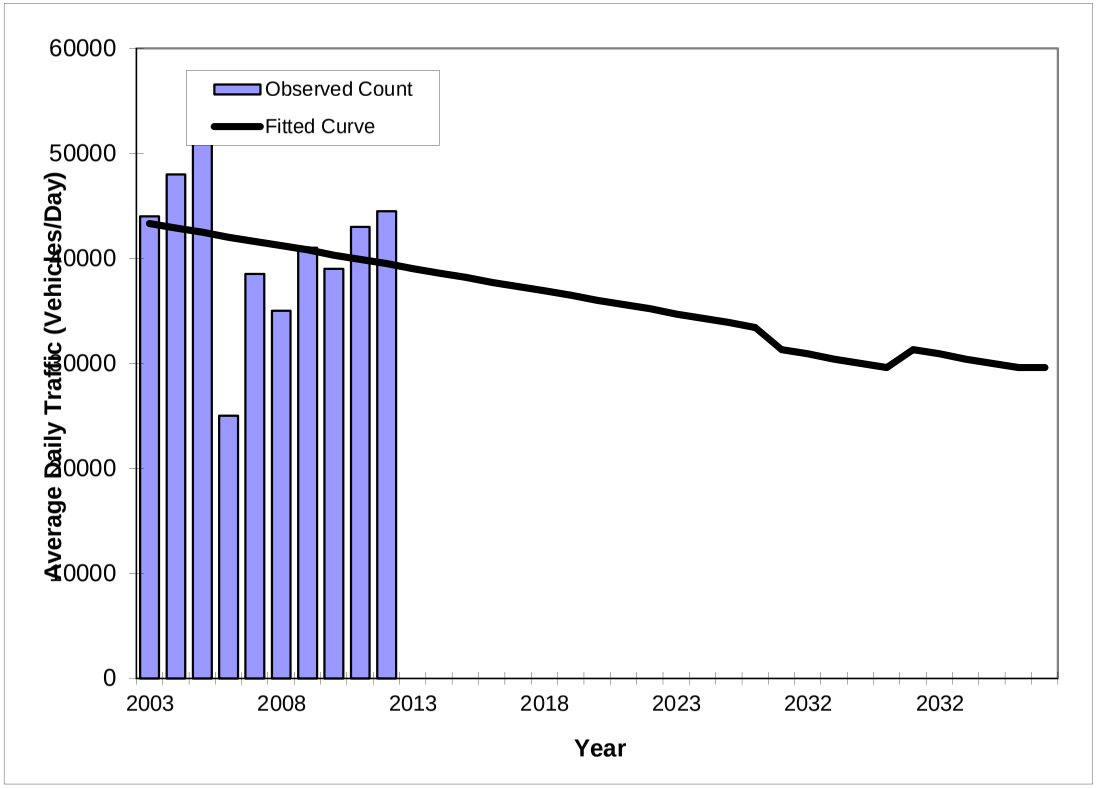
** Annual Trend Increase:	2,100
Trend R-squared:	80.2%
Trend Annual Historic Growth Rate:	5.79%
Trend Growth Rate (2012 to Design Year):	4.70%
Printed:	15-Aug-13

Straight Line Growth Option

TRAFFIC TRENDS

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

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



Year	Traffic (ADT/AADT) Count*	Trend**
2003	44000	43300
2004	48000	42900
2005	56000	42500
2006	25000	42000
2007	38500	41600
2008	35000	41200
2009	41000	40800
2010	39000	40300
2011	43000	39900
2012	44500	39500
2014 Opening Year Trend		
2014	N/A	38600
2017 Mid-Year Trend		
2017	N/A	37300
2026 Design Year Trend		
2026	N/A	33400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-430
Trend R-squared:	2.5%
Trend Annual Historic Growth Rate:	-0.98%
Trend Growth Rate (2012 to Design Year):	-1.10%
Printed:	15-Aug-13

Straight Line Growth Option

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

APPENDIX F:
Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alhambra Circle and Galiano Street
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.881
PM PEAK HOUR FACTOR: 0.915

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	4	3		69	187	114		72	34	108		96	16	76
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**0**	**4**	**3**		**70**	**191**	**116**		**73**	**35**	**110**		**98**	**16**	**78**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	57	55		99	171	104		8	48	97		136	43	140
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**5**	**58**	**56**		**101**	**174**	**106**		**8**	**49**	**99**		**139**	**44**	**143**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		3	8	5		3	1	4		4	1	3
AM NON-PROJECT TRAFFIC		**0**	**4**	**3**		**73**	**199**	**121**		**76**	**36**	**114**		**102**	**17**	**81**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH		0	2	2		4	7	4		0	2	4		6	2	6
PM NON-PROJECT TRAFFIC		**5**	**60**	**58**		**105**	**181**	**110**		**8**	**51**	**103**		**145**	**46**	**149**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		9.0%						18.0%								
Distribution	Exiting						5.0%								7.0%	11.0%	9.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New		1				2		3						3	5	4
AM TOTAL PROJECT TRAFFIC			**1**	**0**	**0**		**2**	**0**	**3**		**0**	**0**	**0**		**3**	**5**	**4**
AM TOTAL TRAFFIC			**1**	**4**	**3**		**75**	**199**	**124**		**76**	**36**	**114**		**105**	**22**	**85**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		5				2		9						3	4	3
PM TOTAL PROJECT TRAFFIC			**5**				**2**		**9**						**3**	**4**	**3**
PM TOTAL TRAFFIC			**10**	**60**	**58**		**107**	**181**	**119**		**8**	**51**	**103**		**148**	**50**	**152**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alhambra Plaza and Galiano Street
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.891
PM PEAK HOUR FACTOR: 0.923

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	15	103	326	10		25	210	56		19	70	40		14	58	16
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS	**15**	**105**	**333**	**10**		**26**	**214**	**57**		**19**	**71**	**41**		**14**	**59**	**16**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	38	40	304	14		10	259	24		63	82	80		23	111	82
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS	**39**	**41**	**310**	**14**		**10**	**264**	**24**		**64**	**84**	**82**		**23**	**113**	**84**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	1	4	14	0		1	9	2		1	3	2		1	2	1
AM NON-PROJECT TRAFFIC	**16**	**109**	**347**	**10**		**27**	**223**	**59**		**20**	**74**	**43**		**15**	**61**	**17**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	2	2	13	1		0	11	1		3	3	3		1	5	3
PM NON-PROJECT TRAFFIC	**41**	**43**	**323**	**15**		**10**	**275**	**25**		**67**	**87**	**85**		**24**	**118**	**87**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		16.0%									7.0%					
Distribution	Exiting															7.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New		2									1				3	
AM TOTAL PROJECT TRAFFIC		**0**	**2**	**0**	**0**		**0**	**0**	**0**		**0**	**1**	**0**		**0**	**3**	**0**
AM TOTAL TRAFFIC		**16**	**111**	**347**	**10**		**27**	**223**	**59**		**20**	**75**	**43**		**15**	**64**	**17**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		8									4				3	
PM TOTAL PROJECT TRAFFIC			**8**									**4**				**3**	
PM TOTAL TRAFFIC		**41**	**51**	**323**	**15**		**10**	**275**	**25**		**67**	**91**	**85**		**24**	**121**	**87**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alhambra Plaza and S Douglas Road
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.958
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		224	8	142		13	21	29		148	848	7		12	1,114	90
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**228**	**8**	**145**		**13**	**21**	**30**		**151**	**865**	**7**		**12**	**1,136**	**92**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		252	32	108		11	24	11		154	1,190	23		14	992	108
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**257**	**33**	**110**		**11**	**24**	**11**		**157**	**1,214**	**23**		**14**	**1,012**	**110**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH		9	0	6		1	1	1		6	35	0		0	46	4
AM NON-PROJECT TRAFFIC		**237**	**8**	**151**		**14**	**22**	**31**		**157**	**900**	**7**		**12**	**1,182**	**96**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH		10	1	4		0	1	0		6	49	1		1	41	4
PM NON-PROJECT TRAFFIC		**267**	**34**	**114**		**11**	**25**	**11**		**163**	**1,263**	**24**		**15**	**1,053**	**114**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								4.0%			9.0%					
Distribution	Exiting														4.0%	9.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New								1			1			2	3	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**1**		**0**	**1**	**0**		**2**	**3**	**0**
AM TOTAL TRAFFIC			**237**	**8**	**151**		**14**	**22**	**32**		**157**	**901**	**7**		**14**	**1,185**	**96**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								2			4			1	3	
PM TOTAL PROJECT TRAFFIC									**2**			**4**			**1**	**3**	
PM TOTAL TRAFFIC			**267**	**34**	**114**		**11**	**25**	**13**		**163**	**1,267**	**24**		**16**	**1,056**	**114**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Minorca Avenue and S Douglas Road
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.982
PM PEAK HOUR FACTOR: 0.972

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		9		40						85	1,016				1,171	47
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**9**		**41**						**87**	**1,036**				**1,194**	**48**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		79		92						40	1,404				1,027	25
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**81**		**94**						**41**	**1,432**				**1,048**	**26**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH		0		2						4	42				48	2
AM NON-PROJECT TRAFFIC		**9**		**43**						**91**	**1,078**				**1,242**	**50**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH		3		4						2	58				43	1
PM NON-PROJECT TRAFFIC		**84**		**98**						**43**	**1,490**				**1,091**	**27**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering										50.0%	-50.0%				-50.0%	50.0%
Distribution	Exiting		50.0%		50.0%												
Net New	Entering										13.0%						18.0%
Distribution	Exiting		18.0%		13.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New		8		5						2						2
AM TOTAL PROJECT TRAFFIC			**8**		**5**						**2**	**0**				**0**	**2**
AM TOTAL TRAFFIC			**17**		**48**						**93**	**1,078**				**1,242**	**52**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		2		2						2	-2				-2	2
Trips	Net New		7		4						6						9
PM TOTAL PROJECT TRAFFIC			**9**		**6**						**8**	**-2**				**-2**	**11**
PM TOTAL TRAFFIC			**93**		**104**						**51**	**1,488**				**1,089**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alhambra Circle and Minorca Avenue
COUNT DATE: April 24, 2014
AM PEAK HOUR FACTOR: 0.926
PM PEAK HOUR FACTOR: 0.983

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		6	35	102		31	31	8		78	42	110		17	253	25
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**6**	**35**	**103**		**31**	**31**	**8**		**79**	**42**	**111**		**17**	**256**	**25**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		2	35	83		88	61	17		64	86	76		10	204	6
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**2**	**35**	**84**		**89**	**62**	**17**		**65**	**87**	**77**		**10**	**206**	**6**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH		0	1	3		1	1	0		2	1	3		1	8	1
AM NON-PROJECT TRAFFIC		**6**	**36**	**106**		**32**	**32**	**8**		**81**	**43**	**114**		**18**	**264**	**26**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH		0	1	3		3	2	1		2	3	2		0	6	0
PM NON-PROJECT TRAFFIC		**2**	**36**	**87**		**92**	**64**	**18**		**67**	**90**	**79**		**10**	**212**	**6**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			27.0%									27.0%		10.0%		
Distribution	Exiting						27.0%	27.0%	10.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New			4			12	12	4				4		1		
AM TOTAL PROJECT TRAFFIC			**0**	**4**	**0**		**12**	**12**	**4**		**0**	**0**	**4**		**1**	**0**	**0**
AM TOTAL TRAFFIC			**6**	**40**	**106**		**44**	**44**	**12**		**81**	**43**	**118**		**19**	**264**	**26**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			13			10	10	4				14		5		
PM TOTAL PROJECT TRAFFIC				**13**			**10**	**10**	**4**				**14**		**5**		
PM TOTAL TRAFFIC			**2**	**49**	**87**		**102**	**74**	**22**		**67**	**90**	**93**		**15**	**212**	**6**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alhambra Circle & Douglas Road/SW 37th Avenue
COUNT DATE: April 24, 2014
AM PEAK HOUR FACTOR: 0.862
PM PEAK HOUR FACTOR: 0.863

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		60		15							1,129				1,204	264
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**61**		**15**							**1,140**				**1,216**	**267**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		71		22							1,360				1,088	228
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**72**		**22**							**1,374**				**1,099**	**230**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH		2		0							35				37	8
AM NON-PROJECT TRAFFIC		**63**		**15**							**1,175**				**1,253**	**275**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH		2		1							42				33	7
PM NON-PROJECT TRAFFIC		**74**		**23**							**1,416**				**1,132**	**237**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															18.0%	10.0%
Distribution	Exiting		10.0%									18.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New		4									8				2	1
AM TOTAL PROJECT TRAFFIC			**4**		**0**							**8**				**2**	**1**
AM TOTAL TRAFFIC			**67**		**15**							**1,183**				**1,255**	**276**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		4									7				9	5
PM TOTAL PROJECT TRAFFIC			**4**									**7**				**9**	**5**
PM TOTAL TRAFFIC			**78**		**23**							**1,423**				**1,141**	**242**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Minorca Avenue and Project Driveway
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			106				101									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**108**				**103**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			146				116									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**149**				**118**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH			4				4									
AM NON-PROJECT TRAFFIC			**112**				**107**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH			6				5									
PM NON-PROJECT TRAFFIC			**155**				**123**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering						100.0%										
Distribution	Exiting												100.0%				
Net New	Entering				64.0%		31.0%										
Distribution	Exiting										64.0%		31.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trips	Net New				9		4				28		13				
AM TOTAL PROJECT TRAFFIC				**0**	**9**		**4**	**0**			**28**		**13**				
AM TOTAL TRAFFIC				**112**	**9**		**4**	**107**			**28**		**13**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						4						4				
Trips	Net New				32		15				24		11				
PM TOTAL PROJECT TRAFFIC					**32**		**19**				**24**		**15**				
PM TOTAL TRAFFIC				**155**	**32**		**19**	**123**			**24**		**15**				

(1) Eastbound and westbound through movements were developed from the turning movement counts at Minorca Avenue at Alahambra Circle and NW 37th Avenue

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Galiano Street and Alley
COUNT DATE: September 4, 2013
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											300				148	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS											**306**				**151**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											260				253	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS											**265**				**258**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH											12				6	
AM NON-PROJECT TRAFFIC											**318**				**157**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH											11				10	
PM NON-PROJECT TRAFFIC											**276**				**268**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											18.0%	5.0%				
Distribution	Exiting								5.0%							7.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								2			3	1			3	
AM TOTAL PROJECT TRAFFIC									**2**			**3**	**1**			**3**	
AM TOTAL TRAFFIC									**2**			**321**	**1**			**160**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								2			9	3			3	
PM TOTAL PROJECT TRAFFIC									**2**			**9**	**3**			**3**	
PM TOTAL TRAFFIC									**2**			**285**	**3**			**271**	

(1) Northbound and southbound through movements were developed from the turning movement counts at Galiano Street at SW 22nd Street and Alahambra Circle

APPENDIX G:
Intersection Capacity Analyses

Existing Conditions

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	4	3	0	70	191	116	0	73	35	110
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	3	0	80	217	132	0	83	40	125
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	9.2	20.5	13.3
HCM LOS	A	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	0%	0%	19%	86%	0%
Vol Thru, %	16%	100%	0%	51%	14%	0%
Vol Right, %	50%	0%	100%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	4	3	377	114	78
LT Vol	35	4	0	191	16	0
Through Vol	110	0	3	116	0	78
RT Vol	73	0	0	70	98	0
Lane Flow Rate	248	5	3	428	130	89
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.414	0.008	0.006	0.686	0.242	0.137
Departure Headway (Hd)	6.016	6.646	5.931	5.762	6.719	5.572
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	537	601	625	534	642
Service Time	4.061	4.407	3.692	3.796	4.469	3.321
HCM Lane V/C Ratio	0.415	0.009	0.005	0.685	0.243	0.139
HCM Control Delay	13.3	9.5	8.7	20.5	11.6	9.2
HCM Lane LOS	B	A	A	C	B	A
HCM 95th-tile Q	2	0	0	5.4	0.9	0.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	98	16	78
Peak Hour Factor	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	111	18	89
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.6
HCM LOS	B

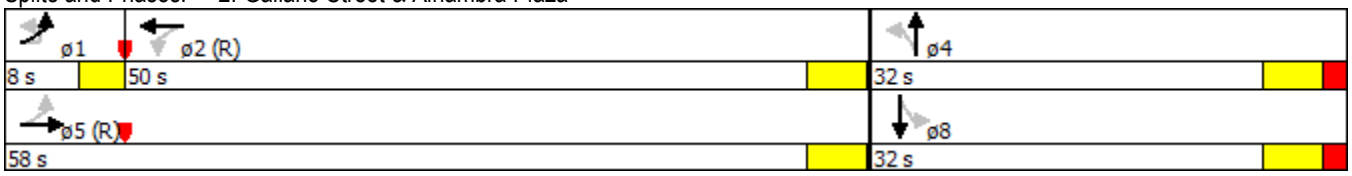
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	15	105	333	26	214	19	71	14	59
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	58.0	50.0	50.0	32.0	32.0	32.0	32.0
Total Split (%)	8.9%	8.9%	64.4%	55.6%	55.6%	35.6%	35.6%	35.6%	35.6%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	15	105	333	10	26	214	57	19	71	41	14	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	1.00			0.97			0.96		1.00	0.97
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3524			3422			1771		1770	1803
Flt Permitted		0.52	1.00			0.90			0.94		0.53	1.00
Satd. Flow (perm)		977	3524			3105			1671		992	1803
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	17	118	374	11	29	240	64	21	80	46	16	66
RTOR Reduction (vph)	0	0	1	0	0	16	0	0	23	0	0	13
Lane Group Flow (vph)	0	135	384	0	0	317	0	0	124	0	16	71
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		68.4	68.4			59.1			11.5		11.5	11.5
Effective Green, g (s)		68.4	68.4			59.1			11.5		11.5	11.5
Actuated g/C Ratio		0.76	0.76			0.66			0.13		0.13	0.13
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		798	2678			2038			213		126	230
v/s Ratio Prot		c0.01	0.11									0.04
v/s Ratio Perm		c0.12				0.10			c0.07		0.02	
v/c Ratio		0.17	0.14			0.16			0.58		0.13	0.31
Uniform Delay, d1		2.9	2.9			5.9			37.0		34.8	35.6
Progression Factor		1.00	1.00			1.05			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			3.4		0.3	0.6
Delay (s)		2.9	3.0			6.3			40.3		35.1	36.2
Level of Service		A	A			A			D		D	D
Approach Delay (s)			3.0			6.3			40.3			36.0
Approach LOS			A			A			D			D

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

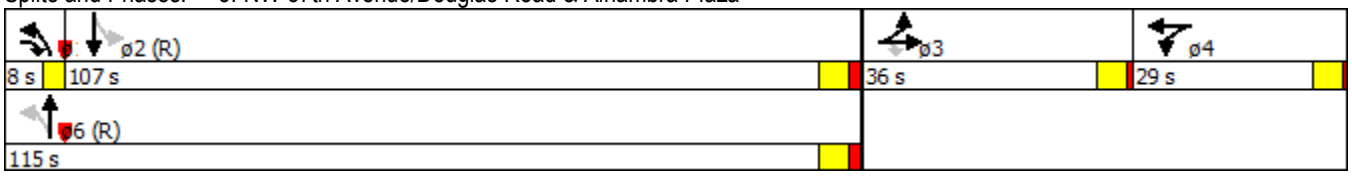
Movement	SBR
Lane Configurations	
Volume (vph)	16
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	228	8	145	21	151	865	12	1136
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	36.0	36.0	8.0	29.0	8.0	115.0	107.0	107.0
Total Split (%)	20.0%	20.0%	4.4%	16.1%	4.4%	63.9%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	8	145	13	21	30	151	865	7	12	1136	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1691	1583		3260		1770	3535		1770	3499	
Flt Permitted	0.95	0.96	1.00		0.99		0.16	1.00		0.31	1.00	
Satd. Flow (perm)	1681	1691	1583		3260		297	3535		585	3499	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	238	8	151	14	22	31	157	901	7	12	1183	96
RTOR Reduction (vph)	0	0	123	0	30	0	0	0	0	0	3	0
Lane Group Flow (vph)	124	122	28	0	37	0	157	908	0	12	1276	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	18.1	18.1	33.5		7.7		138.7	138.7		120.3	120.3	
Effective Green, g (s)	18.1	18.1	33.5		7.7		138.7	138.7		120.3	120.3	
Actuated g/C Ratio	0.10	0.10	0.19		0.04		0.77	0.77		0.67	0.67	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	169	170	294		139		354	2723		390	2338	
v/s Ratio Prot	c0.07	0.07	0.01		c0.01		c0.04	0.26			c0.36	
v/s Ratio Perm			0.01				0.30			0.02		
v/c Ratio	0.73	0.72	0.10		0.27		0.44	0.33		0.03	0.55	
Uniform Delay, d1	78.6	78.5	60.7		83.4		10.1	6.4		10.1	15.6	
Progression Factor	0.98	0.98	2.23		1.00		1.00	1.00		0.74	0.84	
Incremental Delay, d2	14.3	12.6	0.1		0.8		0.3	0.3		0.1	0.9	
Delay (s)	91.3	89.3	135.3		84.2		10.4	6.7		7.6	13.9	
Level of Service	F	F	F		F		B	A		A	B	
Approach Delay (s)		107.4			84.2			7.3			13.8	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

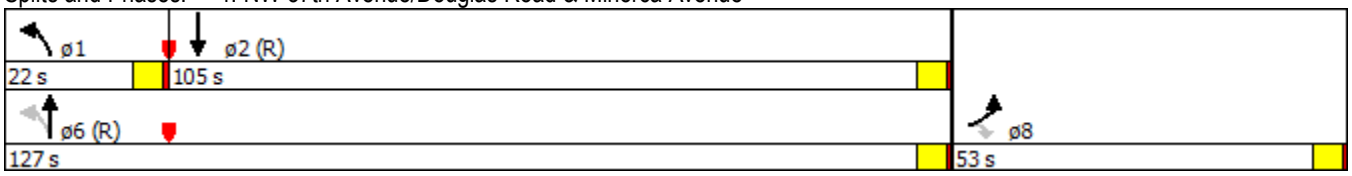
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	9	41	87	1036	1194
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	9.0	9.0	5.0	16.0	16.0
Minimum Split (s)	20.0	20.0	9.9	20.9	20.9
Total Split (s)	53.0	53.0	22.0	127.0	105.0
Total Split (%)	29.4%	29.4%	12.2%	70.6%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 27 (15%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	41	87	1036	1194	48
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	9	42	89	1057	1218	49
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	130	407	2737	2223	89
Arrive On Green	0.08	0.08	0.12	1.00	0.64	0.64
Sat Flow, veh/h	1774	1583	1774	3632	3561	139
Grp Volume(v), veh/h	9	42	89	1057	621	646
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1838
Q Serve(g_s), s	0.3	1.7	1.0	0.0	13.1	13.2
Cycle Q Clear(g_c), s	0.3	1.7	1.0	0.0	13.1	13.2
Prop In Lane	1.00	1.00	1.00			0.08
Lane Grp Cap(c), veh/h	145	130	407	2737	1134	1178
V/C Ratio(X)	0.06	0.32	0.22	0.39	0.55	0.55
Avail Cap(c_a), veh/h	1261	1125	749	6384	2617	2718
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	28.7	29.3	4.4	0.0	6.7	6.7
Incr Delay (d2), s/veh	0.3	2.0	0.2	0.4	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.4	0.1	7.0	7.2
LnGrp Delay(d),s/veh	28.9	31.3	4.6	0.4	8.6	8.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	51			1146	1267	
Approach Delay, s/veh	30.9			0.7	8.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.0	160.6				169.5		10.5
Change Period (Y+Rc), s	* 4.9000001	4.9000001			* 4.9000001			4.9
Max Green Setting (Gmax), s	* 17.1	* 100.1				* 122.1		48.1
Max Q Clear Time (g_c+I1), s	3.0	15.2				2.0		3.7
Green Ext Time (p_c), s	0.1	28.2				29.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	35	103	31	31	8	79	42	111
Conflicting Peds, #/hr	4	0	1	1	0	4	8	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	38	111	33	33	9	85	45	119

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	629	667	305	682	622	121	306	0	0
Stage 1	329	329	-	279	279	-	-	-	-
Stage 2	300	338	-	403	343	-	-	-	-
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	395	380	735	364	403	930	1255	-	-
Stage 1	684	646	-	728	680	-	-	-	-
Stage 2	709	641	-	624	637	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	334	343	725	260	364	918	1242	-	-
Mov Cap-2 Maneuver	334	343	-	260	364	-	-	-	-
Stage 1	630	634	-	670	626	-	-	-	-
Stage 2	608	590	-	484	625	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.1	19.2	2.8
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	549	328	1395	-	-
HCM Lane V/C Ratio	0.068	-	-	0.282	0.229	0.013	-	-
HCM Control Delay (s)	8.1	0	-	14.1	19.2	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.9	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	17	256	25
Conflicting Peds, #/hr	12	0	8
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	18	275	27

Major/Minor	Major2		
Conflicting Flow All	169	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	1409	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1395	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	15.7

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1140	1216	267	61	15
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1326	1414	310	71	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1724	0	-	0	2232	862
Stage 1	-	-	-	-	1569	-
Stage 2	-	-	-	-	663	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	363	-	-	-	~ 36	298
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	363	-	-	-	~ 36	298
Mov Cap-2 Maneuver	-	-	-	-	~ 36	-
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	474	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 559.3
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	36	298	363	-	-	-
HCM Lane V/C Ratio	1.97	0.059	-	-	-	-
HCM Control Delay (s)	$ 692.5	17.8	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	7.8	0.2	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	5	58	56	0	101	174	106	0	8	49	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	63	61	0	110	189	115	0	9	53	108
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	10.3	23.4	12.6
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	8%	0%	27%	76%	0%
Vol Thru, %	31%	92%	0%	46%	24%	0%
Vol Right, %	63%	0%	100%	28%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	63	56	381	183	143
LT Vol	49	58	0	174	44	0
Through Vol	99	0	56	106	0	143
RT Vol	8	5	0	101	139	0
Lane Flow Rate	170	68	61	414	199	155
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.308	0.131	0.104	0.714	0.384	0.253
Departure Headway (Hd)	6.548	6.905	6.149	6.205	6.949	5.85
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	515	577	580	515	609
Service Time	4.645	4.704	3.947	4.274	4.732	3.633
HCM Lane V/C Ratio	0.313	0.132	0.106	0.714	0.386	0.255
HCM Control Delay	12.6	10.8	9.7	23.4	14	10.6
HCM Lane LOS	B	B	A	C	B	B
HCM 95th-tile Q	1.3	0.4	0.3	5.8	1.8	1

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	139	44	143
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	151	48	155
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.5
HCM LOS	B

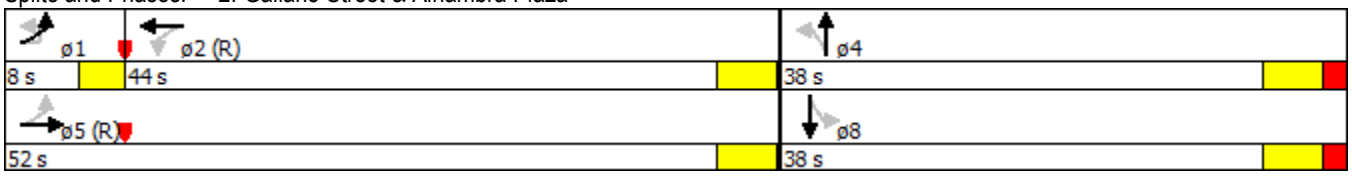
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	39	41	310	10	264	64	84	23	113
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	52.0	44.0	44.0	38.0	38.0	38.0	38.0
Total Split (%)	8.9%	8.9%	57.8%	48.9%	48.9%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	39	41	310	14	10	264	24	64	84	82	23	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	0.99			0.99			0.95		1.00	0.94
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3517			3491			1749		1770	1744
Flt Permitted		0.53	1.00			0.94			0.65		0.46	1.00
Satd. Flow (perm)		980	3517			3294			1160		866	1744
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	45	337	15	11	287	26	70	91	89	25	123
RTOR Reduction (vph)	0	0	3	0	0	5	0	0	27	0	0	37
Lane Group Flow (vph)	0	87	349	0	0	319	0	0	223	0	25	177
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		61.7	61.7			53.6			18.2		18.2	18.2
Effective Green, g (s)		61.7	61.7			53.6			18.2		18.2	18.2
Actuated g/C Ratio		0.69	0.69			0.60			0.20		0.20	0.20
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		716	2411			1961			234		175	352
v/s Ratio Prot		0.01	c0.10									0.10
v/s Ratio Perm		0.08				c0.10			c0.19		0.03	
v/c Ratio		0.12	0.14			0.16			0.95		0.14	0.50
Uniform Delay, d1		4.7	4.9			8.1			35.5		29.5	31.9
Progression Factor		1.00	1.00			0.88			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			45.4		0.3	0.8
Delay (s)		4.8	5.1			7.3			80.9		29.8	32.7
Level of Service		A	A			A			F		C	C
Approach Delay (s)			5.0			7.3			80.9			32.4
Approach LOS			A			A			F			C

Intersection Summary

HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

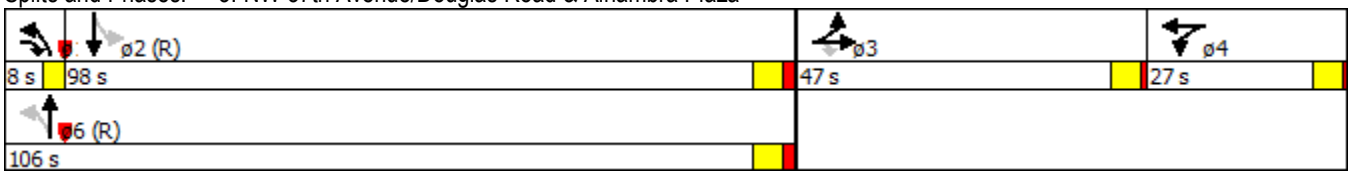
Movement	SBR
Lane Configurations	
Volume (vph)	84
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	91
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	257	33	110	24	157	1214	14	1012
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	47.0	47.0	8.0	27.0	8.0	106.0	98.0	98.0
Total Split (%)	26.1%	26.1%	4.4%	15.0%	4.4%	58.9%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	257	33	110	11	24	11	157	1214	23	14	1012	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.96		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1704	1583		3372		1770	3529		1770	3487	
Flt Permitted	0.95	0.96	1.00		0.99		0.20	1.00		0.22	1.00	
Satd. Flow (perm)	1681	1704	1583		3372		364	3529		416	3487	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	260	33	111	11	24	11	159	1226	23	14	1022	111
RTOR Reduction (vph)	0	0	89	0	11	0	0	0	0	0	3	0
Lane Group Flow (vph)	146	147	22	0	35	0	159	1249	0	14	1130	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	20.6	20.6	36.1		6.1		137.8	137.8		119.3	119.3	
Effective Green, g (s)	20.6	20.6	36.1		6.1		137.8	137.8		119.3	119.3	
Actuated g/C Ratio	0.11	0.11	0.20		0.03		0.77	0.77		0.66	0.66	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	192	195	317		114		399	2701		275	2311	
v/s Ratio Prot	c0.09	0.09	0.01		c0.01		0.03	c0.35			c0.32	
v/s Ratio Perm			0.01				0.27			0.03		
v/c Ratio	0.76	0.75	0.07		0.31		0.40	0.46		0.05	0.49	
Uniform Delay, d1	77.3	77.2	58.3		84.9		8.5	7.7		10.6	15.1	
Progression Factor	0.99	0.99	1.97		1.00		1.00	1.00		0.73	0.76	
Incremental Delay, d2	15.3	14.3	0.0		1.1		0.2	0.6		0.3	0.7	
Delay (s)	91.7	90.6	115.0		86.0		8.8	8.2		8.0	12.2	
Level of Service	F	F	F		F		A	A		A	B	
Approach Delay (s)		97.7			86.0			8.3			12.1	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

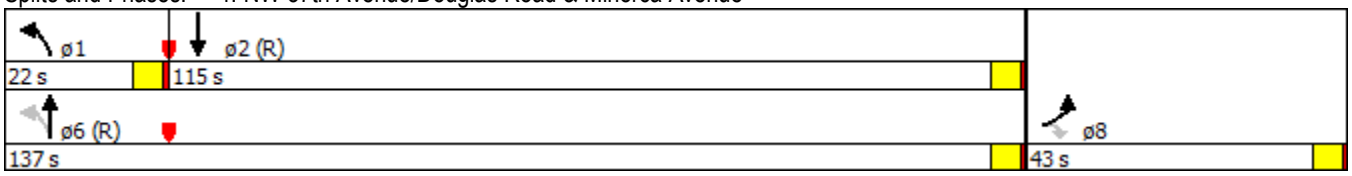
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	81	94	41	1432	1048
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.9	20.0	20.0
Total Split (s)	43.0	43.0	22.0	137.0	115.0
Total Split (%)	23.9%	23.9%	12.2%	76.1%	63.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	81	94	41	1432	1048	26
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	84	97	42	1476	1080	27
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	170	151	422	2736	2387	60
Arrive On Green	0.10	0.10	0.06	1.00	0.68	0.68
Sat Flow, veh/h	1774	1583	1774	3632	3622	88
Grp Volume(v), veh/h	84	97	42	1476	542	565
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1847
Q Serve(g_s), s	3.4	4.4	0.5	0.0	10.7	10.7
Cycle Q Clear(g_c), s	3.4	4.4	0.5	0.0	10.7	10.7
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	170	151	422	2736	1197	1249
V/C Ratio(X)	0.50	0.64	0.10	0.54	0.45	0.45
Avail Cap(c_a), veh/h	905	808	773	6262	2610	2724
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	32.1	32.5	3.7	0.0	5.6	5.6
Incr Delay (d2), s/veh	3.2	6.3	0.1	0.7	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	0.2	0.3	5.5	5.8
LnGrp Delay(d),s/veh	35.2	38.8	3.8	0.7	6.9	6.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	181			1518	1107	
Approach Delay, s/veh	37.1			0.8	6.8	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.2	160.7				168.0		12.0
Change Period (Y+Rc), s	* 4.9000001	* 4.9000001				* 4.9000001		4.9
Max Green Setting (Gmax), s	* 17.1	* 110.1				* 132.10001		38.1
Max Q Clear Time (g_c+I1), s	2.5	12.7				2.0		6.4
Green Ext Time (p_c), s	0.0	37.8				40.3		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	35	84	89	62	17	65	87	77
Conflicting Peds, #/hr	2	0	4	4	0	2	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	36	86	91	63	17	66	89	79

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	543	542	229	563	506	144	220	0	0
Stage 1	238	238	-	265	265	-	-	-	-
Stage 2	305	304	-	298	241	-	-	-	-
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	451	447	810	437	469	903	1349	-	-
Stage 1	765	708	-	740	689	-	-	-	-
Stage 2	705	663	-	711	706	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	370	416	799	343	437	891	1336	-	-
Mov Cap-2 Maneuver	370	416	-	343	437	-	-	-	-
Stage 1	721	700	-	697	649	-	-	-	-
Stage 2	584	624	-	592	698	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.2	20.6	2.2
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	622	400	1392	-	-
HCM Lane V/C Ratio	0.05	-	-	0.199	0.429	0.007	-	-
HCM Control Delay (s)	7.8	0	-	12.2	20.6	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	2.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	10	206	6
Conflicting Peds, #/hr	4	0	12
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	10	210	6

Major/Minor	Major2		
Conflicting Flow All	171	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	1406	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1392	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	21

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1374	1099	230	72	22
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1598	1278	267	84	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1545	0	-	0	2211	773
Stage 1	-	-	-	-	1412	-
Stage 2	-	-	-	-	799	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	426	-	-	-	~ 37	342
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	426	-	-	-	~ 37	342
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	403	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 624.6
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	37	342	426	-	-	-
HCM Lane V/C Ratio	2.263	0.075	-	-	-	-
HCM Control Delay (s)	$ 810.4	16.4	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	9.2	0.2	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Future Background Conditions

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	4	3	0	73	199	121	0	76	36	114
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	3	0	83	226	137	0	86	41	130
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	9.3	22.6	13.8
HCM LOS	A	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	34%	0%	0%	19%	86%	0%
Vol Thru, %	16%	100%	0%	51%	14%	0%
Vol Right, %	50%	0%	100%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	4	3	393	119	81
LT Vol	36	4	0	199	17	0
Through Vol	114	0	3	121	0	81
RT Vol	76	0	0	73	102	0
Lane Flow Rate	257	5	3	447	135	92
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.436	0.009	0.006	0.722	0.256	0.145
Departure Headway (Hd)	6.109	6.768	6.053	5.824	6.819	5.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	526	588	621	526	630
Service Time	4.16	4.54	3.824	3.866	4.575	3.428
HCM Lane V/C Ratio	0.437	0.01	0.005	0.72	0.257	0.146
HCM Control Delay	13.8	9.6	8.9	22.6	11.9	9.4
HCM Lane LOS	B	A	A	C	B	A
HCM 95th-tile Q	2.2	0	0	6.1	1	0.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	102	17	81
Peak Hour Factor	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	116	19	92
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.9
HCM LOS	B

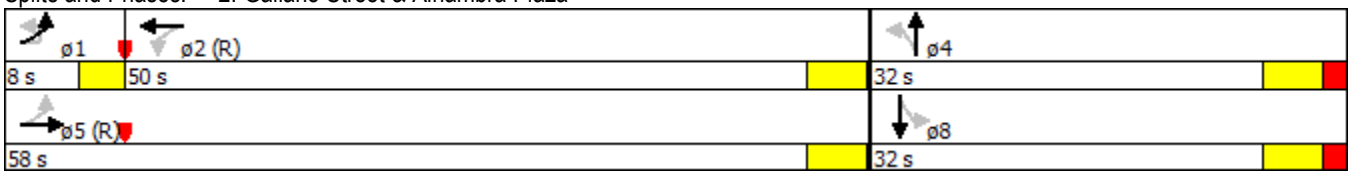
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	16	109	347	27	223	20	74	15	61
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	58.0	50.0	50.0	32.0	32.0	32.0	32.0
Total Split (%)	8.9%	8.9%	64.4%	55.6%	55.6%	35.6%	35.6%	35.6%	35.6%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	16	109	347	10	27	223	59	20	74	43	15	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	1.00			0.97			0.96		1.00	0.97
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3525			3423			1771		1770	1802
Flt Permitted		0.52	1.00			0.90			0.94		0.52	1.00
Satd. Flow (perm)		963	3525			3098			1669		967	1802
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	18	122	390	11	30	251	66	22	83	48	17	69
RTOR Reduction (vph)	0	0	1	0	0	16	0	0	23	0	0	14
Lane Group Flow (vph)	0	140	400	0	0	331	0	0	130	0	17	74
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		68.1	68.1			58.7			11.8		11.8	11.8
Effective Green, g (s)		68.1	68.1			58.7			11.8		11.8	11.8
Actuated g/C Ratio		0.76	0.76			0.65			0.13		0.13	0.13
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		786	2667			2020			218		126	236
v/s Ratio Prot		c0.01	0.11									0.04
v/s Ratio Perm		c0.12				0.11			c0.08		0.02	
v/c Ratio		0.18	0.15			0.16			0.60		0.13	0.31
Uniform Delay, d1		3.0	3.0			6.1			36.9		34.6	35.4
Progression Factor		1.00	1.00			0.97			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			3.7		0.4	0.6
Delay (s)		3.0	3.1			6.0			40.5		34.9	36.0
Level of Service		A	A			A			D		C	D
Approach Delay (s)			3.1			6.0			40.5			35.8
Approach LOS			A			A			D			D

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

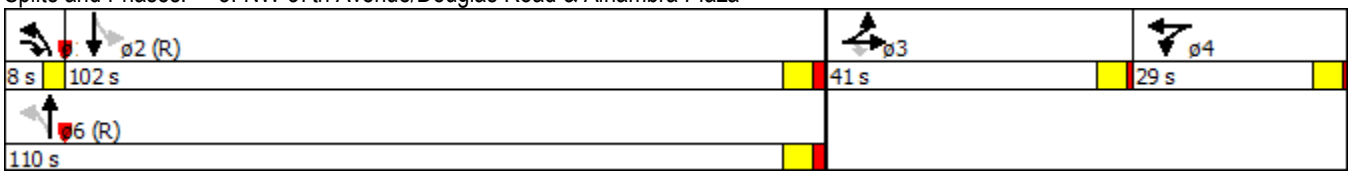
Movement	SBR
Lane Configurations	
Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	19
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	237	8	151	22	157	900	12	1182
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	41.0	41.0	8.0	29.0	8.0	110.0	102.0	102.0
Total Split (%)	22.8%	22.8%	4.4%	16.1%	4.4%	61.1%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	8	151	14	22	31	157	900	7	12	1182	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1690	1583		3262		1770	3535		1770	3499	
Flt Permitted	0.95	0.96	1.00		0.99		0.14	1.00		0.30	1.00	
Satd. Flow (perm)	1681	1690	1583		3262		258	3535		564	3499	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	247	8	157	15	23	32	164	938	7	12	1231	100
RTOR Reduction (vph)	0	0	123	0	31	0	0	0	0	0	3	0
Lane Group Flow (vph)	128	127	34	0	39	0	164	945	0	12	1328	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	18.6	18.6	38.7		7.8		138.1	138.1		115.0	115.0	
Effective Green, g (s)	18.6	18.6	38.7		7.8		138.1	138.1		115.0	115.0	
Actuated g/C Ratio	0.10	0.10	0.22		0.04		0.77	0.77		0.64	0.64	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	173	174	340		141		366	2712		360	2235	
v/s Ratio Prot	c0.08	0.08	0.01		c0.01		c0.05	0.27			c0.38	
v/s Ratio Perm			0.01				0.29			0.02		
v/c Ratio	0.74	0.73	0.10		0.28		0.45	0.35		0.03	0.59	
Uniform Delay, d1	78.4	78.3	56.7		83.4		12.6	6.7		12.0	18.9	
Progression Factor	0.99	0.99	1.62		1.00		1.00	1.00		0.83	0.91	
Incremental Delay, d2	14.4	13.3	0.0		0.8		0.3	0.4		0.2	1.1	
Delay (s)	91.8	90.6	91.7		84.2		12.9	7.0		10.1	18.3	
Level of Service	F	F	F		F		B	A		B	B	
Approach Delay (s)		91.4			84.2			7.9			18.3	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

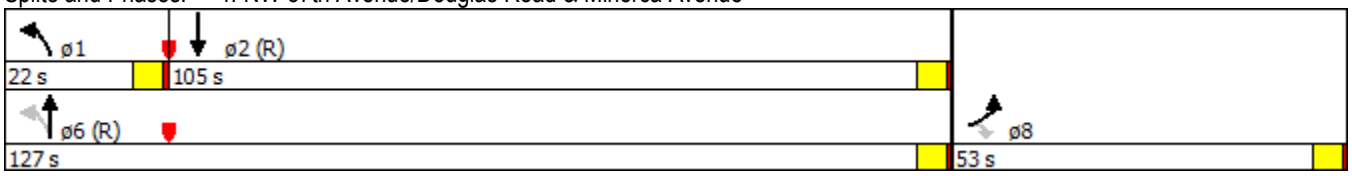
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	9	43	91	1078	1242
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	9.0	9.0	5.0	16.0	16.0
Minimum Split (s)	20.0	20.0	9.9	20.9	20.9
Total Split (s)	53.0	53.0	22.0	127.0	105.0
Total Split (%)	29.4%	29.4%	12.2%	70.6%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 27 (15%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	43	91	1078	1242	50
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	9	44	93	1100	1267	51
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	394	2767	2271	91
Arrive On Green	0.08	0.08	0.12	1.00	0.65	0.65
Sat Flow, veh/h	1774	1583	1774	3632	3561	139
Grp Volume(v), veh/h	9	44	93	1100	646	672
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1838
Q Serve(g_s), s	0.3	1.9	1.0	0.0	14.3	14.3
Cycle Q Clear(g_c), s	0.3	1.9	1.0	0.0	14.3	14.3
Prop In Lane	1.00	1.00	1.00			0.08
Lane Grp Cap(c), veh/h	145	129	394	2767	1159	1204
V/C Ratio(X)	0.06	0.34	0.24	0.40	0.56	0.56
Avail Cap(c_a), veh/h	1188	1060	712	6014	2465	2561
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	30.4	31.2	4.6	0.0	6.7	6.7
Incr Delay (d2), s/veh	0.3	2.2	0.2	0.4	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.5	0.2	7.4	7.7
LnGrp Delay(d),s/veh	30.7	33.3	4.8	0.4	8.7	8.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	53			1193	1318	
Approach Delay, s/veh	32.9			0.7	8.6	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.1	160.1				169.2		10.8
Change Period (Y+Rc), s	* 4.9000001	4.9000001			* 4.9000001			4.9
Max Green Setting (Gmax), s	* 17.1	* 100.1				* 122.1		48.1
Max Q Clear Time (g_c+I1), s	3.0	16.3				2.0		3.9
Green Ext Time (p_c), s	0.1	30.8				32.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	36	106	32	32	8	81	43	114
Conflicting Peds, #/hr	4	0	1	1	0	4	8	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	114	34	34	9	87	46	123

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	648	688	314	703	641	124	316	0	0
Stage 1	341	341	-	286	286	-	-	-	-
Stage 2	307	347	-	417	355	-	-	-	-
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	383	369	726	352	393	927	1244	-	-
Stage 1	674	639	-	721	675	-	-	-	-
Stage 2	703	635	-	613	630	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	322	332	716	247	353	915	1232	-	-
Mov Cap-2 Maneuver	322	332	-	247	353	-	-	-	-
Stage 1	619	626	-	662	620	-	-	-	-
Stage 2	600	583	-	471	617	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.5	20.2	2.8
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	538	314	1390	-	-
HCM Lane V/C Ratio	0.071	-	-	0.296	0.247	0.014	-	-
HCM Control Delay (s)	8.1	0	-	14.5	20.2	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	18	264	26
Conflicting Peds, #/hr	12	0	8
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	19	284	28

Major/Minor	Major2		
Conflicting Flow All	173	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	1404	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1390	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	18.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1175	1253	275	63	15
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1366	1457	320	73	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1777	0	-	0	2300	888
Stage 1	-	-	-	-	1617	-
Stage 2	-	-	-	-	683	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	346	-	-	-	~ 33	287
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	346	-	-	-	~ 33	287
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	463	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 664.2
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	33	287	346	-	-	-
HCM Lane V/C Ratio	2.22	0.061	-	-	-	-
HCM Control Delay (s)	$ 817.9	18.4	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	8.3	0.2	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	5	60	58	0	105	181	110	0	8	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	65	63	0	114	197	120	0	9	55	112
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	10.5	26.3	13.1
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	8%	0%	27%	76%	0%
Vol Thru, %	31%	92%	0%	46%	24%	0%
Vol Right, %	64%	0%	100%	28%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	65	58	396	191	149
LT Vol	51	60	0	181	46	0
Through Vol	103	0	58	110	0	149
RT Vol	8	5	0	105	145	0
Lane Flow Rate	176	71	63	430	208	162
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.332	0.14	0.112	0.753	0.407	0.268
Departure Headway (Hd)	6.79	7.154	6.397	6.298	7.17	6.069
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	504	563	568	504	596
Service Time	4.797	4.865	4.108	4.389	4.87	3.769
HCM Lane V/C Ratio	0.331	0.141	0.112	0.757	0.413	0.272
HCM Control Delay	13.1	11	9.9	26.3	14.7	11
HCM Lane LOS	B	B	A	D	B	B
HCM 95th-tile Q	1.4	0.5	0.4	6.6	2	1.1

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	145	46	149
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	158	50	162
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	13.1
HCM LOS	B

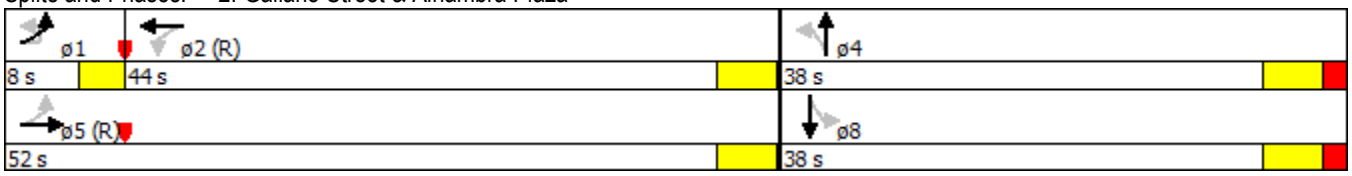
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	41	43	323	10	275	67	87	24	118
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	52.0	44.0	44.0	38.0	38.0	38.0	38.0
Total Split (%)	8.9%	8.9%	57.8%	48.9%	48.9%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	41	43	323	15	10	275	25	67	87	85	24	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	0.99			0.99			0.95		1.00	0.94
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3516			3491			1749		1770	1744
Flt Permitted		0.52	1.00			0.94			0.64		0.46	1.00
Satd. Flow (perm)		967	3516			3294			1138		859	1744
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	47	351	16	11	299	27	73	95	92	26	128
RTOR Reduction (vph)	0	0	3	0	0	5	0	0	27	0	0	36
Lane Group Flow (vph)	0	92	364	0	0	332	0	0	233	0	26	187
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		61.0	61.0			52.7			18.9		18.9	18.9
Effective Green, g (s)		61.0	61.0			52.7			18.9		18.9	18.9
Actuated g/C Ratio		0.68	0.68			0.59			0.21		0.21	0.21
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		702	2383			1928			238		180	366
v/s Ratio Prot		0.01	c0.10									0.11
v/s Ratio Perm		0.08				c0.10			c0.20		0.03	
v/c Ratio		0.13	0.15			0.17			0.98		0.14	0.51
Uniform Delay, d1		5.0	5.2			8.6			35.4		29.0	31.5
Progression Factor		1.00	1.00			0.87			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			51.9		0.3	0.9
Delay (s)		5.0	5.3			7.7			87.3		29.2	32.4
Level of Service		A	A			A			F		C	C
Approach Delay (s)			5.3			7.7			87.3			32.0
Approach LOS			A			A			F			C

Intersection Summary

HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

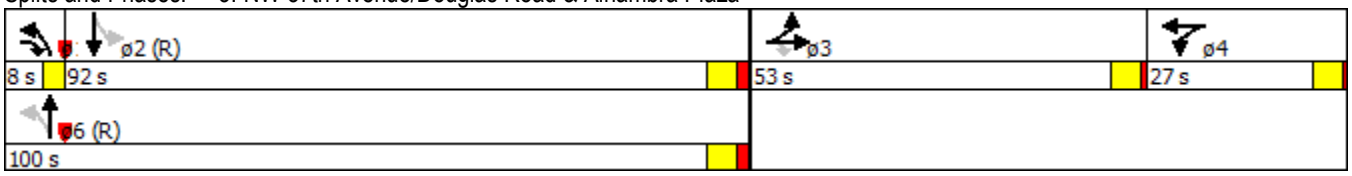
Movement	SBR
Lane Configurations	
Volume (vph)	87
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	95
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	267	34	114	25	163	1263	15	1053
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	53.0	53.0	8.0	27.0	8.0	100.0	92.0	92.0
Total Split (%)	29.4%	29.4%	4.4%	15.0%	4.4%	55.6%	51.1%	51.1%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	267	34	114	11	25	11	163	1263	24	15	1053	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.96		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1703	1583		3375		1770	3529		1770	3487	
Flt Permitted	0.95	0.96	1.00		0.99		0.17	1.00		0.21	1.00	
Satd. Flow (perm)	1681	1703	1583		3375		325	3529		395	3487	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	270	34	115	11	25	11	165	1276	24	15	1064	115
RTOR Reduction (vph)	0	0	89	0	11	0	0	0	0	0	3	0
Lane Group Flow (vph)	151	153	26	0	36	0	165	1300	0	15	1176	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	21.2	21.2	41.4		6.1		137.2	137.2		114.0	114.0	
Effective Green, g (s)	21.2	21.2	41.4		6.1		137.2	137.2		114.0	114.0	
Actuated g/C Ratio	0.12	0.12	0.23		0.03		0.76	0.76		0.63	0.63	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	197	200	364		114		409	2689		250	2208	
v/s Ratio Prot	0.09	c0.09	0.01		c0.01		0.05	c0.37			c0.34	
v/s Ratio Perm			0.01				0.26			0.04		
v/c Ratio	0.77	0.77	0.07		0.32		0.40	0.48		0.06	0.53	
Uniform Delay, d1	77.0	77.0	54.3		84.9		10.1	8.1		12.6	18.3	
Progression Factor	1.01	1.01	1.43		1.00		1.00	1.00		0.70	0.78	
Incremental Delay, d2	15.3	15.0	0.0		1.2		0.2	0.6		0.4	0.9	
Delay (s)	93.0	92.9	77.6		86.1		10.3	8.7		9.2	15.0	
Level of Service	F	F	E		F		B	A		A	B	
Approach Delay (s)		88.7			86.1			8.9			15.0	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

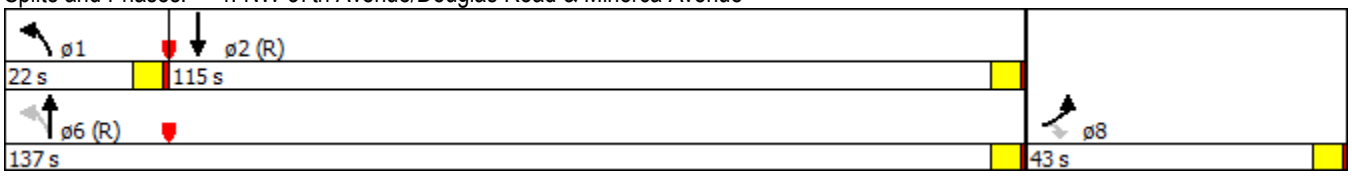
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	84	98	43	1490	1091
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.9	20.0	20.0
Total Split (s)	43.0	43.0	22.0	137.0	115.0
Total Split (%)	23.9%	23.9%	12.2%	76.1%	63.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	84	98	43	1490	1091	27
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	87	101	44	1536	1125	28
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	153	409	2764	2430	60
Arrive On Green	0.10	0.10	0.06	1.00	0.69	0.69
Sat Flow, veh/h	1774	1583	1774	3632	3622	88
Grp Volume(v), veh/h	87	101	44	1536	564	589
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1847
Q Serve(g_s), s	3.7	4.9	0.5	0.0	11.7	11.7
Cycle Q Clear(g_c), s	3.7	4.9	0.5	0.0	11.7	11.7
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	172	153	409	2764	1218	1272
V/C Ratio(X)	0.51	0.66	0.11	0.56	0.46	0.46
Avail Cap(c_a), veh/h	844	753	732	5838	2433	2540
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	34.4	34.9	3.8	0.0	5.7	5.7
Incr Delay (d2), s/veh	3.3	6.7	0.1	0.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	0.2	0.3	6.1	6.3
LnGrp Delay(d),s/veh	37.6	41.6	3.9	0.7	7.0	6.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	188			1580	1153	
Approach Delay, s/veh	39.8			0.8	6.9	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	160.0				167.4		12.6
Change Period (Y+Rc), s	* 4.9000001	4.9000001			* 4.9000001			4.9
Max Green Setting (Gmax), s	* 17.1	* 110.1			* 132.10001			38.1
Max Q Clear Time (g_c+I1), s	2.5	13.7				2.0		6.9
Green Ext Time (p_c), s	0.0	41.5				45.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	36	87	92	64	18	67	90	79
Conflicting Peds, #/hr	2	0	4	4	0	2	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	37	89	94	65	18	68	92	81

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	559	557	235	580	520	148	226	0	0
Stage 1	244	244	-	273	273	-	-	-	-
Stage 2	315	313	-	307	247	-	-	-	-
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	440	439	804	426	461	899	1342	-	-
Stage 1	760	704	-	733	684	-	-	-	-
Stage 2	696	657	-	703	702	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	357	408	793	331	428	887	1329	-	-
Mov Cap-2 Maneuver	357	408	-	331	428	-	-	-	-
Stage 1	714	696	-	689	643	-	-	-	-
Stage 2	572	617	-	581	694	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.4	21.8	2.2
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1329	-	-	614	389	1386	-	-
HCM Lane V/C Ratio	0.051	-	-	0.208	0.456	0.007	-	-
HCM Control Delay (s)	7.9	0	-	12.4	21.8	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	2.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	10	212	6
Conflicting Peds, #/hr	4	0	12
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	10	216	6

Major/Minor	Major2		
Conflicting Flow All	176	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	1400	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1386	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	24.4

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1416	1132	237	74	23
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1647	1316	276	86	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1592	0	-	0	2277	796
Stage 1	-	-	-	-	1454	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	408	-	-	-	~ 34	330
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	408	-	-	-	~ 34	330
Mov Cap-2 Maneuver	-	-	-	-	~ 34	-
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	392	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 724.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	34	330	408	-	-	-
HCM Lane V/C Ratio	2.531	0.081	-	-	-	-
HCM Control Delay (s)	$ 944.4	16.9	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	9.8	0.3	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Future Total Conditions

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	4	3	0	75	199	124	0	76	36	114
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	5	3	0	85	226	141	0	86	41	130
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	9.5	23.6	14
HCM LOS	A	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	34%	20%	0%	19%	83%	0%
Vol Thru, %	16%	80%	0%	50%	17%	0%
Vol Right, %	50%	0%	100%	31%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	5	3	398	127	85
LT Vol	36	4	0	199	22	0
Through Vol	114	0	3	124	0	85
RT Vol	76	1	0	75	105	0
Lane Flow Rate	257	6	3	452	144	97
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.44	0.011	0.006	0.737	0.274	0.153
Departure Headway (Hd)	6.168	6.942	6.124	5.869	6.845	5.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	513	581	615	524	625
Service Time	4.221	4.718	3.899	3.909	4.602	3.47
HCM Lane V/C Ratio	0.441	0.012	0.005	0.735	0.275	0.155
HCM Control Delay	14	9.8	8.9	23.6	12.2	9.5
HCM Lane LOS	B	A	A	C	B	A
HCM 95th-tile Q	2.2	0	0	6.4	1.1	0.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	105	22	85
Peak Hour Factor	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	119	25	97
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.1
HCM LOS	B

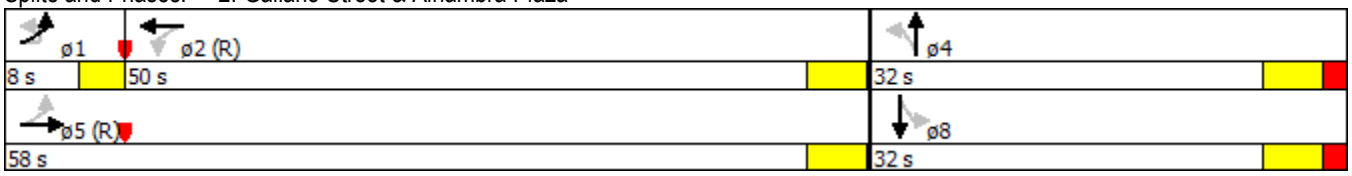
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	16	111	347	27	223	20	75	15	64
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	58.0	50.0	50.0	32.0	32.0	32.0	32.0
Total Split (%)	8.9%	8.9%	64.4%	55.6%	55.6%	35.6%	35.6%	35.6%	35.6%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	16	111	347	10	27	223	59	20	75	43	15	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	1.00			0.97			0.96		1.00	0.97
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3525			3423			1772		1770	1804
Flt Permitted		0.52	1.00			0.90			0.94		0.52	1.00
Satd. Flow (perm)		963	3525			3098			1670		964	1804
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	18	125	390	11	30	251	66	22	84	48	17	72
RTOR Reduction (vph)	0	0	1	0	0	16	0	0	23	0	0	13
Lane Group Flow (vph)	0	143	400	0	0	331	0	0	131	0	17	78
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		68.0	68.0			58.5			11.9		11.9	11.9
Effective Green, g (s)		68.0	68.0			58.5			11.9		11.9	11.9
Actuated g/C Ratio		0.76	0.76			0.65			0.13		0.13	0.13
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		785	2663			2013			220		127	238
v/s Ratio Prot		c0.01	0.11									0.04
v/s Ratio Perm		c0.12				0.11			c0.08		0.02	
v/c Ratio		0.18	0.15			0.16			0.60		0.13	0.33
Uniform Delay, d1		3.0	3.0			6.2			36.8		34.5	35.4
Progression Factor		1.00	1.00			0.96			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			3.6		0.4	0.6
Delay (s)		3.0	3.2			6.1			40.4		34.8	36.0
Level of Service		A	A			A			D		C	D
Approach Delay (s)			3.1			6.1			40.4			35.8
Approach LOS			A			A			D			D

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

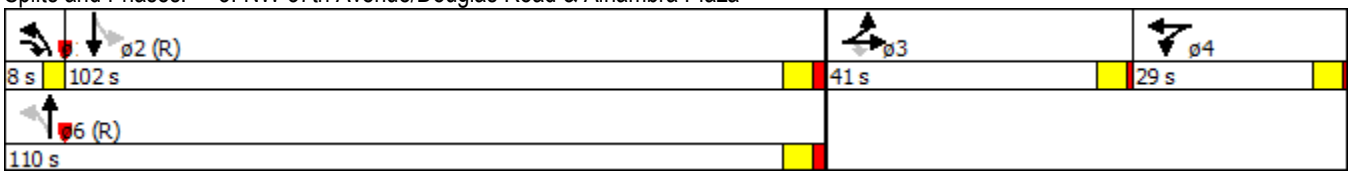
Movement	SBR
Lane Configurations	
Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	19
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	237	8	151	22	157	901	14	1185
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	41.0	41.0	8.0	29.0	8.0	110.0	102.0	102.0
Total Split (%)	22.8%	22.8%	4.4%	16.1%	4.4%	61.1%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	8	151	14	22	32	157	901	7	14	1185	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1690	1583		3258		1770	3535		1770	3499	
Flt Permitted	0.95	0.96	1.00		0.99		0.14	1.00		0.30	1.00	
Satd. Flow (perm)	1681	1690	1583		3258		256	3535		563	3499	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	247	8	157	15	23	33	164	939	7	15	1234	100
RTOR Reduction (vph)	0	0	123	0	32	0	0	0	0	0	3	0
Lane Group Flow (vph)	128	127	34	0	39	0	164	946	0	15	1331	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	18.6	18.6	38.9		7.8		138.1	138.1		114.8	114.8	
Effective Green, g (s)	18.6	18.6	38.9		7.8		138.1	138.1		114.8	114.8	
Actuated g/C Ratio	0.10	0.10	0.22		0.04		0.77	0.77		0.64	0.64	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	173	174	342		141		367	2712		359	2231	
v/s Ratio Prot	c0.08	0.08	0.01		c0.01		c0.05	0.27			c0.38	
v/s Ratio Perm			0.01				0.29			0.03		
v/c Ratio	0.74	0.73	0.10		0.28		0.45	0.35		0.04	0.60	
Uniform Delay, d1	78.4	78.3	56.5		83.4		12.7	6.7		12.1	19.1	
Progression Factor	0.99	0.99	1.62		1.00		1.00	1.00		0.82	0.91	
Incremental Delay, d2	14.4	13.3	0.0		0.8		0.3	0.4		0.2	1.1	
Delay (s)	91.9	90.7	91.4		84.2		13.0	7.0		10.1	18.4	
Level of Service	F	F	F		F		B	A		B	B	
Approach Delay (s)		91.3			84.2			7.9			18.3	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

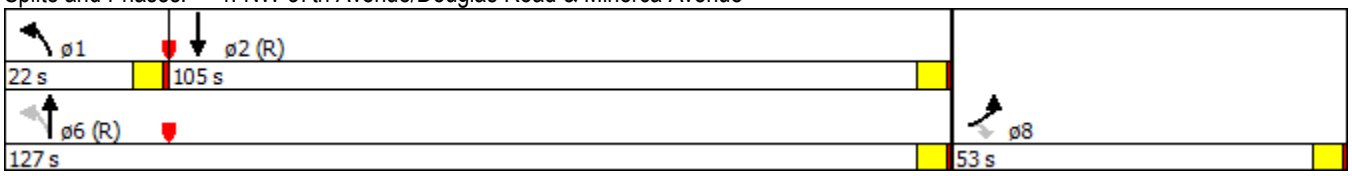
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	17	48	93	1078	1242
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	9.0	9.0	5.0	16.0	16.0
Minimum Split (s)	20.0	20.0	9.9	20.9	20.9
Total Split (s)	53.0	53.0	22.0	127.0	105.0
Total Split (%)	29.4%	29.4%	12.2%	70.6%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 27 (15%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	17	48	93	1078	1242	52
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	17	49	95	1100	1267	53
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	161	144	387	2744	2250	94
Arrive On Green	0.09	0.09	0.12	1.00	0.65	0.65
Sat Flow, veh/h	1774	1583	1774	3632	3555	145
Grp Volume(v), veh/h	17	49	95	1100	647	673
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1837
Q Serve(g_s), s	0.6	2.1	1.1	0.0	14.8	14.8
Cycle Q Clear(g_c), s	0.6	2.1	1.1	0.0	14.8	14.8
Prop In Lane	1.00	1.00	1.00			0.08
Lane Grp Cap(c), veh/h	161	144	387	2744	1150	1194
V/C Ratio(X)	0.11	0.34	0.25	0.40	0.56	0.56
Avail Cap(c_a), veh/h	1165	1040	698	5902	2419	2512
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	30.6	31.2	4.8	0.0	7.1	7.1
Incr Delay (d2), s/veh	0.4	2.0	0.2	0.4	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	0.5	0.2	7.6	7.9
LnGrp Delay(d),s/veh	31.0	33.2	5.1	0.4	9.1	9.0
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	66			1195	1320	
Approach Delay, s/veh	32.6			0.8	9.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.2	159.3				168.5		11.5
Change Period (Y+Rc), s	* 4.9000001	4.9000001			* 4.9000001			4.9
Max Green Setting (Gmax), s	* 17.1	* 100.1				* 122.1		48.1
Max Q Clear Time (g_c+I1), s	3.1	16.8				2.0		4.1
Green Ext Time (p_c), s	0.1	30.8				33.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	40	106	44	44	12	81	43	118
Conflicting Peds, #/hr	4	0	1	1	0	4	8	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	43	114	47	47	13	87	46	127

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	661	694	314	709	645	126	316	0	0
Stage 1	343	343	-	288	288	-	-	-	-
Stage 2	318	351	-	421	357	-	-	-	-
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	376	366	726	349	391	924	1244	-	-
Stage 1	672	637	-	720	674	-	-	-	-
Stage 2	693	632	-	610	628	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	304	329	716	242	351	912	1232	-	-
Mov Cap-2 Maneuver	304	329	-	242	351	-	-	-	-
Stage 1	617	623	-	661	619	-	-	-	-
Stage 2	575	580	-	464	615	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.9	22.5	2.7
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	525	312	1385	-	-
HCM Lane V/C Ratio	0.071	-	-	0.311	0.345	0.015	-	-
HCM Control Delay (s)	8.1	0	-	14.9	22.5	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	1.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	19	264	26
Conflicting Peds, #/hr	12	0	8
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	20	284	28

Major/Minor	Major2		
Conflicting Flow All	177	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	1399	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1385	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.5
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	22.1

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1183	1255	276	67	15
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1376	1459	321	78	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1780	0	-	0	2308	890
Stage 1	-	-	-	-	1620	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	345	-	-	-	~ 32	286
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	345	-	-	-	~ 32	286
Mov Cap-2 Maneuver	-	-	-	-	~ 32	-
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	460	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 752.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	32	286	345	-	-	-
HCM Lane V/C Ratio	2.435	0.061	-	-	-	-
HCM Control Delay (s)	$ 917.2	18.4	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	9	0.2	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	112	9	4	107	28	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	10	4	116	30	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	252	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	125	-
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	-	-	1453	-	737	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	735	923
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1453	-
HCM Lane V/C Ratio	0.057	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (veh/h)	0	2	321	1	0	160
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	2	361	1	0	180
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)			170			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	451	361			362	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444	353			354	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	539	639			1193	

Direction, Lane #	WB 1	NB 1	SE 1	SE 2
Volume Total	2	362	90	90
Volume Left	0	0	0	0
Volume Right	2	1	0	0
cSH	639	1700	1700	1700
Volume to Capacity	0.00	0.21	0.05	0.05
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	10.7	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	10.7	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	10	60	58	0	107	181	119	0	8	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	65	63	0	116	197	129	0	9	55	112
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	10.8	28.7	13.4
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	14%	0%	26%	75%	0%
Vol Thru, %	31%	86%	0%	44%	25%	0%
Vol Right, %	64%	0%	100%	29%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	70	58	407	198	152
LT Vol	51	60	0	181	50	0
Through Vol	103	0	58	119	0	152
RT Vol	8	10	0	107	148	0
Lane Flow Rate	176	76	63	442	215	165
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.338	0.154	0.114	0.78	0.433	0.282
Departure Headway (Hd)	6.906	7.278	6.487	6.463	7.237	6.141
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	494	553	562	499	587
Service Time	4.927	5.011	4.219	4.463	4.953	3.857
HCM Lane V/C Ratio	0.337	0.154	0.114	0.786	0.431	0.281
HCM Control Delay	13.4	11.3	10.1	28.7	15.4	11.3
HCM Lane LOS	B	B	B	D	C	B
HCM 95th-tile Q	1.5	0.5	0.4	7.2	2.2	1.2

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	148	50	152
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	161	54	165
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	13.6
HCM LOS	B

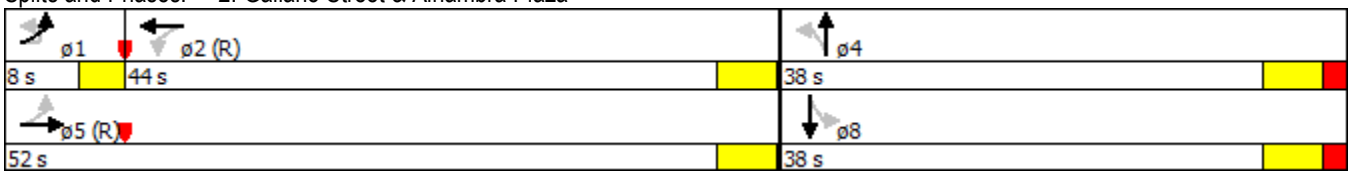
Lane

Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	41	51	323	10	275	67	91	24	121
Turn Type	custom	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	5		2		4		8
Permitted Phases	1	5		2		4		8	
Detector Phase	1	1	5	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	8.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	8.0	52.0	44.0	44.0	38.0	38.0	38.0	38.0
Total Split (%)	8.9%	8.9%	57.8%	48.9%	48.9%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.3	0.3	0.3	1.8	1.8	1.8	1.8
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		3.0	4.3		4.3		5.8	5.8	5.8
Lead/Lag	Lead	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:WBTL and 5:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & Alhambra Plaza



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	41	51	323	15	10	275	25	67	91	85	24	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Lane Util. Factor		1.00	0.95			0.95			1.00		1.00	1.00
Frt		1.00	0.99			0.99			0.95		1.00	0.94
Flt Protected		0.95	1.00			1.00			0.99		0.95	1.00
Satd. Flow (prot)		1770	3516			3491			1751		1770	1746
Flt Permitted		0.52	1.00			0.94			0.64		0.46	1.00
Satd. Flow (perm)		967	3516			3294			1130		852	1746
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	55	351	16	11	299	27	73	99	92	26	132
RTOR Reduction (vph)	0	0	3	0	0	5	0	0	26	0	0	35
Lane Group Flow (vph)	0	100	364	0	0	332	0	0	238	0	26	192
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases		1	5			2			4			8
Permitted Phases	1	5			2			4			8	
Actuated Green, G (s)		60.8	60.8			52.4			19.1		19.1	19.1
Effective Green, g (s)		60.8	60.8			52.4			19.1		19.1	19.1
Actuated g/C Ratio		0.68	0.68			0.58			0.21		0.21	0.21
Clearance Time (s)		3.0	4.3			4.3			5.8		5.8	5.8
Vehicle Extension (s)		2.0	1.0			1.0			2.5		2.5	2.5
Lane Grp Cap (vph)		701	2375			1917			239		180	370
v/s Ratio Prot		0.01	c0.10									0.11
v/s Ratio Perm		0.09				c0.10			c0.21		0.03	
v/c Ratio		0.14	0.15			0.17			1.00		0.14	0.52
Uniform Delay, d1		5.1	5.3			8.7			35.4		28.8	31.4
Progression Factor		1.00	1.00			0.87			1.00		1.00	1.00
Incremental Delay, d2		0.0	0.1			0.2			56.7		0.3	0.9
Delay (s)		5.1	5.4			7.8			92.1		29.1	32.3
Level of Service		A	A			A			F		C	C
Approach Delay (s)			5.4			7.8			92.1			32.0
Approach LOS			A			A			F			C

Intersection Summary

HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

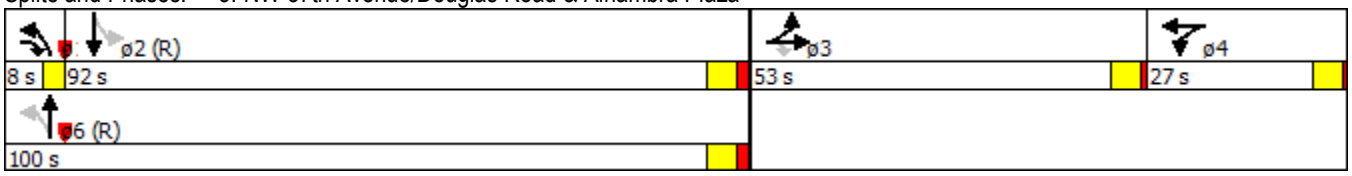
Movement	SBR
Lane Configurations	
Volume (vph)	87
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	95
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	267	34	114	25	163	1267	16	1056
Turn Type	Split	NA	pm+ov	NA	pm+pt	NA	Perm	NA
Protected Phases	3	3	1	4	1	6		2
Permitted Phases			3		6		2	
Detector Phase	3	3	1	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	8.0	25.0	8.0	32.9	32.9	32.9
Total Split (s)	53.0	53.0	8.0	27.0	8.0	100.0	92.0	92.0
Total Split (%)	29.4%	29.4%	4.4%	15.0%	4.4%	55.6%	51.1%	51.1%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	3.0	4.8	3.0	5.9	5.9	5.9
Lead/Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 21 (12%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 37th Avenue/Douglas Road & Alhambra Plaza



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	267	34	114	11	25	13	163	1267	24	16	1056	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Lane Util. Factor	0.95	0.95	1.00		0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.96		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.96	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1703	1583		3361		1770	3529		1770	3488	
Flt Permitted	0.95	0.96	1.00		0.99		0.17	1.00		0.21	1.00	
Satd. Flow (perm)	1681	1703	1583		3361		323	3529		394	3488	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	270	34	115	11	25	13	165	1280	24	16	1067	115
RTOR Reduction (vph)	0	0	88	0	13	0	0	0	0	0	3	0
Lane Group Flow (vph)	151	153	27	0	36	0	165	1304	0	16	1179	0
Turn Type	Split	NA	pm+ov	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	3	3	1	4	4		1	6			2	
Permitted Phases			3				6			2		
Actuated Green, G (s)	21.2	21.2	41.6		6.1		137.2	137.2		113.8	113.8	
Effective Green, g (s)	21.2	21.2	41.6		6.1		137.2	137.2		113.8	113.8	
Actuated g/C Ratio	0.12	0.12	0.23		0.03		0.76	0.76		0.63	0.63	
Clearance Time (s)	4.8	4.8	3.0		4.8		3.0	5.9		5.9	5.9	
Vehicle Extension (s)	2.5	2.5	2.0		2.5		2.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	197	200	365		113		410	2689		249	2205	
v/s Ratio Prot	0.09	c0.09	0.01		c0.01		0.05	c0.37			c0.34	
v/s Ratio Perm			0.01				0.26			0.04		
v/c Ratio	0.77	0.77	0.07		0.32		0.40	0.48		0.06	0.53	
Uniform Delay, d1	77.0	77.0	54.1		84.9		10.1	8.1		12.7	18.4	
Progression Factor	1.01	1.01	1.45		1.00		1.00	1.00		0.69	0.76	
Incremental Delay, d2	15.3	15.0	0.0		1.2		0.2	0.6		0.5	0.9	
Delay (s)	93.1	92.8	78.3		86.1		10.4	8.7		9.2	14.9	
Level of Service	F	F	E		F		B	A		A	B	
Approach Delay (s)		88.9			86.1			8.9			14.8	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

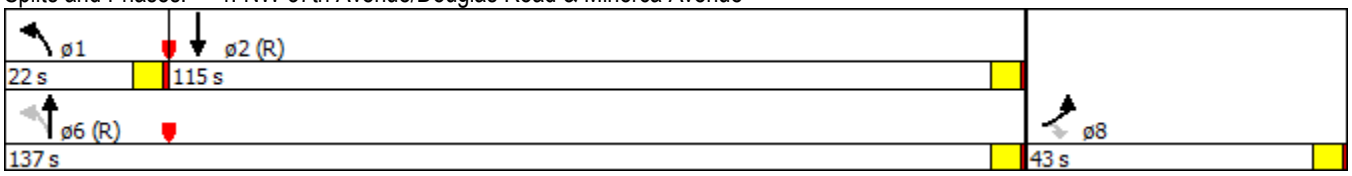
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	93	104	51	1488	1089
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.9	20.0	20.0
Total Split (s)	43.0	43.0	22.0	137.0	115.0
Total Split (%)	23.9%	23.9%	12.2%	76.1%	63.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.9
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 52 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 37th Avenue/Douglas Road & Minorca Avenue



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	93	104	51	1488	1089	38
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	96	107	53	1534	1123	39
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	179	160	406	2756	2389	83
Arrive On Green	0.10	0.10	0.07	1.00	0.68	0.68
Sat Flow, veh/h	1774	1583	1774	3632	3583	121
Grp Volume(v), veh/h	96	107	53	1534	569	593
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1841
Q Serve(g_s), s	4.2	5.3	0.6	0.0	12.2	12.2
Cycle Q Clear(g_c), s	4.2	5.3	0.6	0.0	12.2	12.2
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	179	160	406	2756	1211	1260
V/C Ratio(X)	0.54	0.67	0.13	0.56	0.47	0.47
Avail Cap(c_a), veh/h	828	739	717	5729	2387	2484
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	34.9	35.4	4.0	0.0	6.0	6.0
Incr Delay (d2), s/veh	3.5	6.7	0.1	0.7	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.6	0.3	0.3	6.3	6.5
LnGrp Delay(d),s/veh	38.4	42.0	4.1	0.7	7.3	7.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	203			1587	1162	
Approach Delay, s/veh	40.3			0.8	7.3	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.7	159.2				166.9		13.1
Change Period (Y+Rc), s	* 4.9000001	4.9000001			* 4.9000001			4.9
Max Green Setting (Gmax), s	* 17.1	* 110.1			* 132.10001			38.1
Max Q Clear Time (g_c+I1), s	2.6	14.2				2.0		7.3
Green Ext Time (p_c), s	0.1	41.6				45.3		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

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

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	49	87	102	74	22	67	90	93
Conflicting Peds, #/hr	2	0	4	4	0	2	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	50	89	104	76	22	68	92	95

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	583	581	235	603	537	155	226	0	0
Stage 1	254	254	-	280	280	-	-	-	-
Stage 2	329	327	-	323	257	-	-	-	-
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	424	425	804	411	450	891	1342	-	-
Stage 1	750	697	-	727	679	-	-	-	-
Stage 2	684	648	-	689	695	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	333	393	793	308	416	879	1329	-	-
Mov Cap-2 Maneuver	333	393	-	308	416	-	-	-	-
Stage 1	704	686	-	683	637	-	-	-	-
Stage 2	548	608	-	554	684	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.3	25.7	2.1
HCM LOS	B	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1329	-	-	574	371	1369	-	-
HCM Lane V/C Ratio	0.051	-	-	0.245	0.545	0.011	-	-
HCM Control Delay (s)	7.9	0	-	13.3	25.7	7.7	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	3.1	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	15	212	6
Conflicting Peds, #/hr	4	0	12
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	15	216	6

Major/Minor	Major2		
Conflicting Flow All	191	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	1383	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1369	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.5
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	28.2

Movement	NBL	NBT	SBT	SBR	NEL	NER
Vol, veh/h	0	1423	1141	242	78	23
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1655	1327	281	91	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1608	0	-	0	2294	804
Stage 1	-	-	-	-	1467	-
Stage 2	-	-	-	-	827	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	402	-	-	-	~ 33	326
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	402	-	-	-	~ 33	326
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	390	-

Approach	NB	SB	NE
HCM Control Delay, s	0	0	$ 811.4
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NELn2	NBL	NBT	SBT	SBR
Capacity (veh/h)	33	326	402	-	-	-
HCM Lane V/C Ratio	2.748	0.082	-	-	-	-
HCM Control Delay (s)	$ 1045.7	17	0	-	-	-
HCM Lane LOS	F	C	A	-	-	-
HCM 95th %tile Q(veh)	10.5	0.3	0	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	155	32	19	123	24	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	35	21	134	26	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	361	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	175	-
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	-	-	1369	-	638	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	627	856
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1369	-
HCM Lane V/C Ratio	0.061	-	-	0.015	-
HCM Control Delay (s)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (veh/h)	0	2	285	3	0	271
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	2	310	3	0	295
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh)						
Upstream signal (ft)			161			
pX, platoon unblocked						
vC, conflicting volume	459	311			313	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	459	311			313	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	531	684			1244	

Direction, Lane #	WB 1	NB 1	SE 1	SE 2
Volume Total	2	313	147	147
Volume Left	0	0	0	0
Volume Right	2	3	0	0
cSH	684	1700	1700	1700
Volume to Capacity	0.00	0.18	0.09	0.09
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	10.3	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	10.3	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)	15		