The Collection Residences

TRAFFIC STUDY

TRANSPORTATION
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DAVID PLUMMER & ASSOCIATES
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Responses to the Atkins Comments on Behalf of City of Coral Gables *(September 10, 2014)* Re: Review of The Collection Residences Traffic Impact Analysis Dated August 2014- 2nd Review

1. **Appendix A shows a different number of units from the Executive summary, project background and Exhibit 10. Please check the correct DU.**

Response: Appendix A references the Traffic Analysis Methodology which shows the proposed plan at that time the document was approved. Since the approved methodology, the proposed project was updated to a 130 dwelling unit residential building, with 20,000 SF of supermarket space, and 12,000 SF of automobile sale space. The executive summary and project background sections have been updated to show the correct proposed land use units. Exhibit 10 has been updated to show current land use units and corresponding trip generation.

   a. **Please explain your response in the report. It could be added to the methodology section.**

Response: Text has been included in Section 1.3 explaining the difference.

2. **Page 6, Section 2.2: Specify the peak hour period that was used for the study. What hours?**

Response: Level of service standards, as established in the city of Coral Gables Comprehensive Plan, are based on peak-period. Peak period is defined as the average of the two highest consecutive hours of traffic volume during a weekday. Therefore, the analysis is consistent with city's Comprehensive Plan. The peak periods are defined on page 3.

   a. **Generally, when calculating a peak hour factor it is done in a peak hour not a peak period average. However, it is understood that this methodology is described in the City's comprehensive plan and the consultant is following the City's guideline. Please make sure that all legends and write up in report discloses this information. You use the terminology "peak hour" but it should be "peak period average". That should be clear in the report. Please modify.**

Response: Report has been revised to show "peak period " on all appropriate write up and legends.

3. **Page 6, Section 2.2: Please specify what type of factor was used for the turning movement counts and for the traffic machine counts. There should be two factors specified in this section.**

Response: Weekly volume adjustment factor has been included in Section 2.2.The same factor was applied to the raw turning movement counts and traffic machine counts.

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a. Please add to appendix the excerpt for the SF and the PSCF.

Response: *The FDOT excerpt used for the seasonal factors has been included in Appendix B.*

4. Page 19, Section 4.4: Needs to state software/matrix that was used for Appendix F.

Response: Section 4.4 States: Trip generation for the proposed project and the existing use was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

a. In the Appendix, you have used Trip generation 2013 by Trafficware software. That needs to be included in the write up as software that was used.

Response: Software used for Trip generation has been included in Section 4.4.

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PREPARED BY
DPA

PREPARED FOR
SHOMA GROUP

DATE
SEPTEMBER 2014

DPA JOB NUMBER
13211

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EXECUTIVE SUMMARY

The proposed The Collection Residences project will be located on the south side of Bird Road between Salzedo and Aurora Streets in Coral Gables, Florida. The proposed mixed-use development will replace existing office and commercial uses with a 130 dwelling unit residential building, 20,000 SF of supermarket space, and 12,000 SF of automobile sale space. Project buildout is anticipated in 2015.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the roadway links and intersections that were analyzed within the study area.

The suitability to accommodate pedestrians at the study intersection was also tested. The signal timing at the analyzed intersection was found to be adequate for pedestrian movements. Pedestrian mobility, within and around the site, is encouraged by providing pedestrian amenities, and minimizing conflicts with vehicular traffic.

1.0 INTRODUCTION

1.1 Project Background

The proposed The Collection Residences will be located on the south side of Bird Road between Salzedo and Aurora Streets in Coral Gables, Florida (See Exhibit 1). The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The proposed mixed-use development plan would consist of a 130 dwelling unit residential building, 20,000 SF of supermarket space, and 12,000 SF of automobile sale space. Project buildout is anticipated in 2015.

The project proposes onsite parking garages providing a total of 602 parking spaces. The provided spaces meet the city's parking requirement. Access to and from the parking garage for the residential area will be provided on Salzedo Street and Aurora Streets. Access to and from the parking garage for the supermarket and automobile sales area will be provided on Salzedo Street. In addition a valet drop-off / pick-up area is proposed accessing Altara Avenue. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the city of Coral Gables for the project. This study includes vehicular flow, trip generation, roadway and intersection analyses, and a review of pedestrian issues.

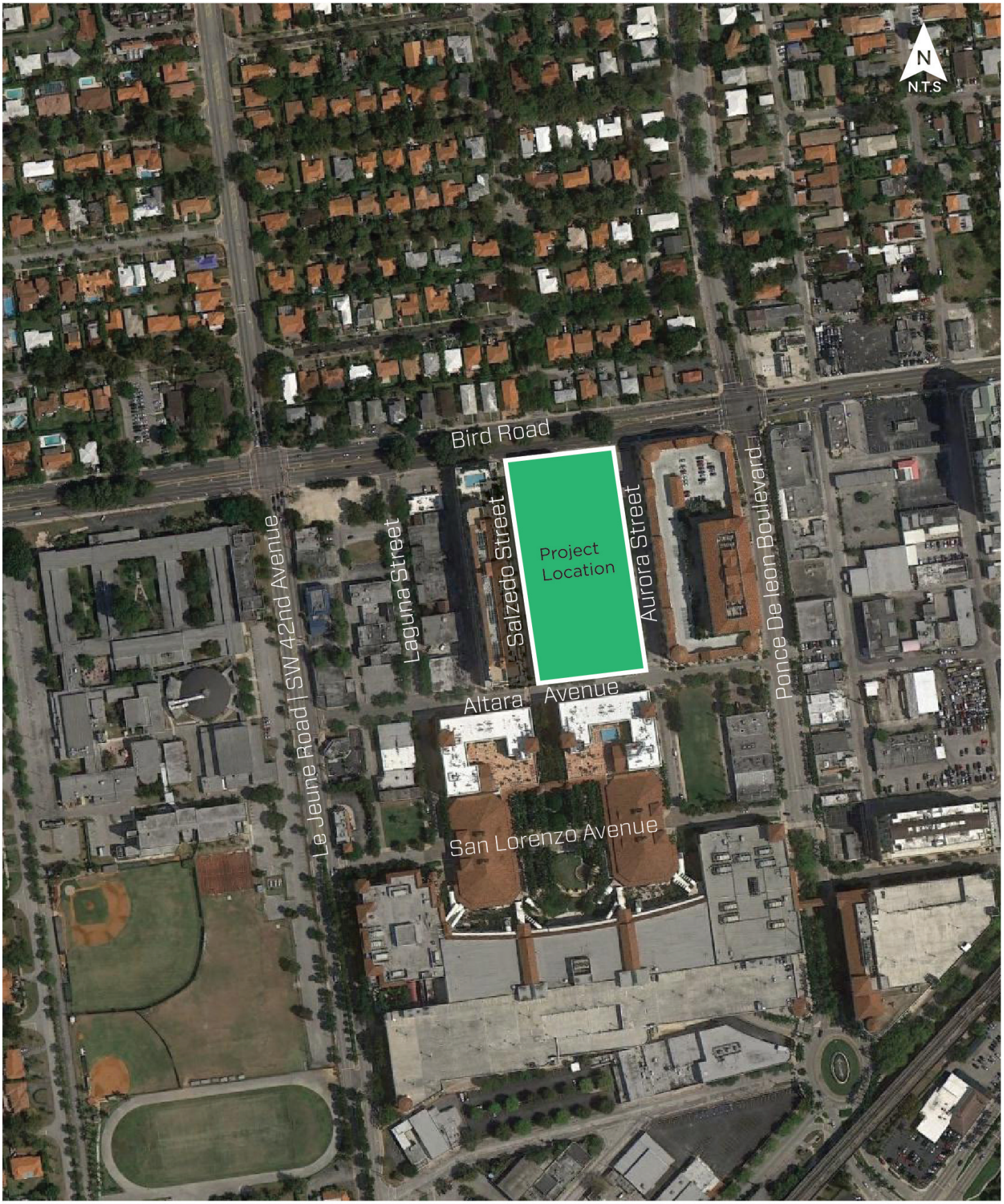

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EXHIBIT 1 | Location Map

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the city of Coral Gables Public Works Department (See Appendix A). The Traffic Analysis Methodology referenced in Appendix A shows the proposed plan at the time the document was approved. Since the approved methodology, the proposed project was updated and is detailed in the project background section. A synopsis of the methodology is as follows:

- Traffic Counts (Intersections) – Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on January 15, 2014 at the following intersections:
    - SW 40th Street (Bird Road) / Ponce de Leon Boulevard (S)
    - SW 40th Street (Bird Road) / LeJeune Road (S)
    - LeJeune Road / Altara Avenue (S)
    - SW 40th Street (Bird Road) / Aurora Street (U)
    - SW 40th Street (Bird Road) / Salzedo Street (U)
    - Ponce de Leon Boulevard / Altara Avenue (U)

- Traffic Counts (Segments) - 48-hour machine counts, summarized at 15-minute intervals, were taken from January 14, 2014 to January 15, 2014 at the following roadway segments:
    - Aurora Street between SW 40th Street (Bird Road) and Altara Avenue
    - Salzedo Street between SW 40th Street (Bird Road) and Altara Avenue
    - Altara Avenue between LeJeune Road and Ponce de Leon Boulevard

- Signal Location and Timing: Existing signal phasing and timing for signalized intersections were obtained from Miami-Dade County. Signal timings are included in Appendix B.

- Future Transportation Projects: The *2013 Transportation Improvement Program* (TIP) and the *2035 Miami-Dade Long Range Transportation Plan* (LRTP) were reviewed to include future transportation projects which add capacity to the network.

- Background Traffic. Average Annual Daily Traffic (AADT) volumes were reviewed to determine the appropriate background growth applicable to this area. This growth rate was applied to existing traffic counts to establish future traffic conditions without project for the anticipated project buildout year.

- Committed Developments. The city was consulted to determine any committed development in the vicinity of the project site. Traffic associated with these projects was considered in the analysis.

- Project Traffic. Trip generation for the project was estimated using trip generation information published by the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual*, 9th Edition. Net new external project traffic was assigned to the adjacent street network using the appropriate cardinal distribution from the Miami-Dade Long Range Transportation Plan, published by the Metropolitan Planning Organization.

- Future Traffic Conditions. Project traffic was combined with projections of future traffic without project. Roadway link and intersection capacity analyses were performed for this condition.

- Pedestrian accessibility to and from the project, as well as pedestrian access continuity on the sidewalks around the project was assessed.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

SW 40th Street (Bird Road)

SW 40th Street is a major arterial that provides east/west access throughout Miami-Dade County. Within the study area, SW 40th Street is a two-way, four-lane, divided roadway. On street parking is prohibited. FDOT has jurisdiction on this roadway. The speed limit is 40 mph.

SW 42nd Avenue (LeJeune Road)

SW 42nd Avenue is a major arterial that provides north/south access throughout Miami-Dade County. Within the study area, LeJeune Road is a two-way, four-lane, divided roadway. On street parking is prohibited. FDOT has jurisdiction on this roadway. The speed limit is 40 mph.

Ponce de Leon Boulevard

Ponce de Leon Boulevard is a minor arterial that provides north/south access throughout the city of Coral Gables Central Business District (CBD). Within the study area, Ponce de Leon Boulevard is a two-way, four-lane, undivided roadway. On-street, metered, parking is provided on the east and west side of the roadway south of Bird Road. The city of Coral Gables operates and maintains Ponce de Leon Boulevard. The posted speed limit is 30 mph.

Aurora Street

Aurora Street is a local roadway that provides north/south access within the study area. Aurora Street is a two-way, two-lane, undivided roadway with metered, on-street, parking on both sides. The city of Coral Gables operates and maintains Aurora Street. The speed limit is not posted within the study limits.

Altara Avenue

Altara Avenue is a local roadway that provides east/west access within the study area. Altara Avenue is a two-way, two-lane, undivided roadway with metered, on-street, parking on both sides. The city of Coral Gables operates and maintains Altara Avenue. The speed limit is not posted within the study limits.

2.2 Traffic Counts

Forty-eight hour traffic machine counts were collected on January 14 through January 15, 2014 at Salzedo Street, Aurora Street, and Altara Avenue. Vehicle turning movement counts were taken on January 15, 2014 at the study intersections during the AM (7-9 AM) and PM (4-6 PM) peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors were obtained from FDOT. A weekly volume adjustment factor of 1.00 (Miami-Dade County South) corresponding to the dates of the counts was used to adjust the raw turning movement counts to peak seasonal conditions. Similarly a weekly volume adjustment factor of 1.00 corresponding to the dates of the counts was used to adjust the raw traffic machine counts to peak seasonal conditions. FDOT season factor report and traffic counts are provided in Appendix B.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak period at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix B.

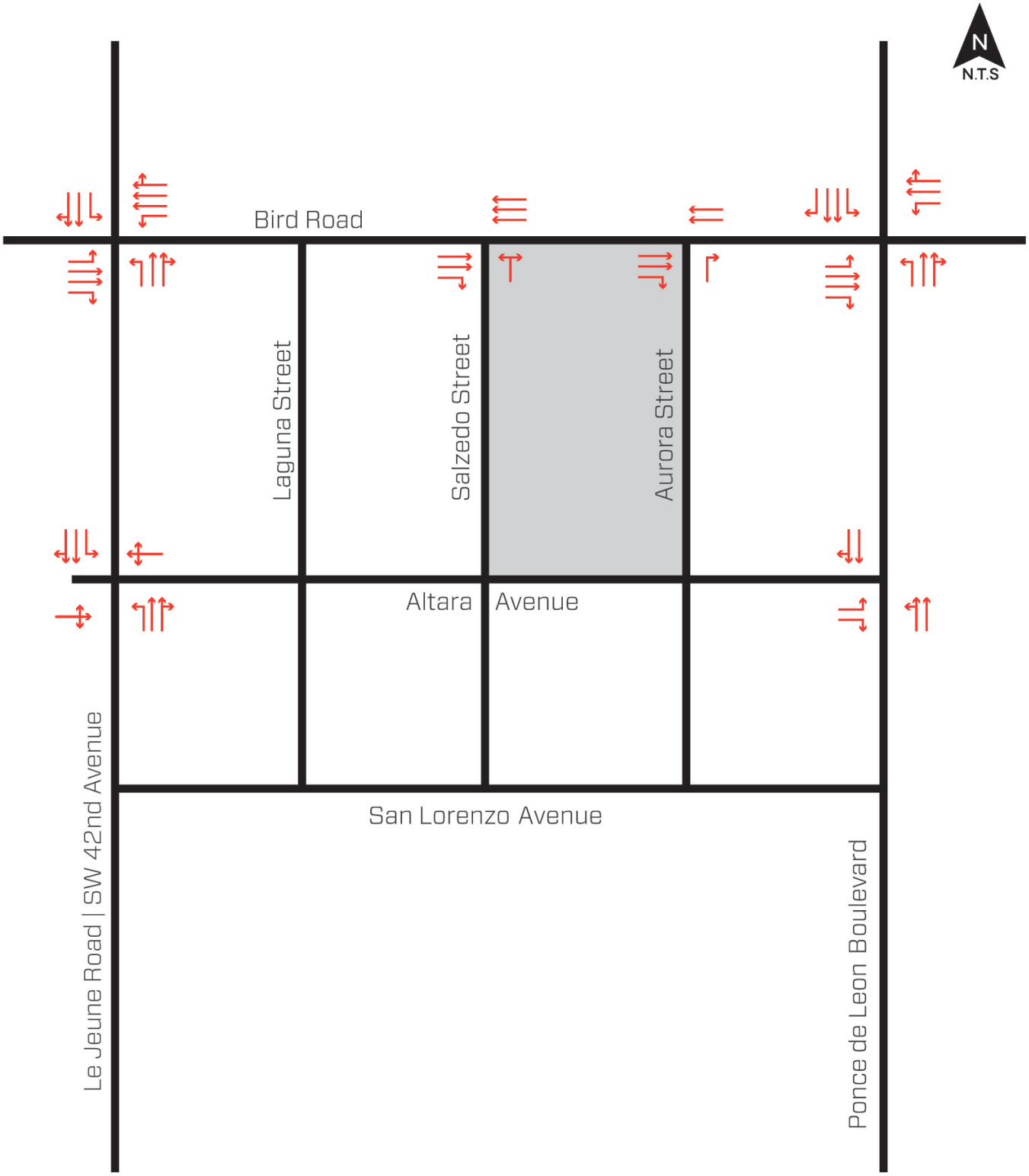

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EXHIBIT 2 | Existing Lane Configuration

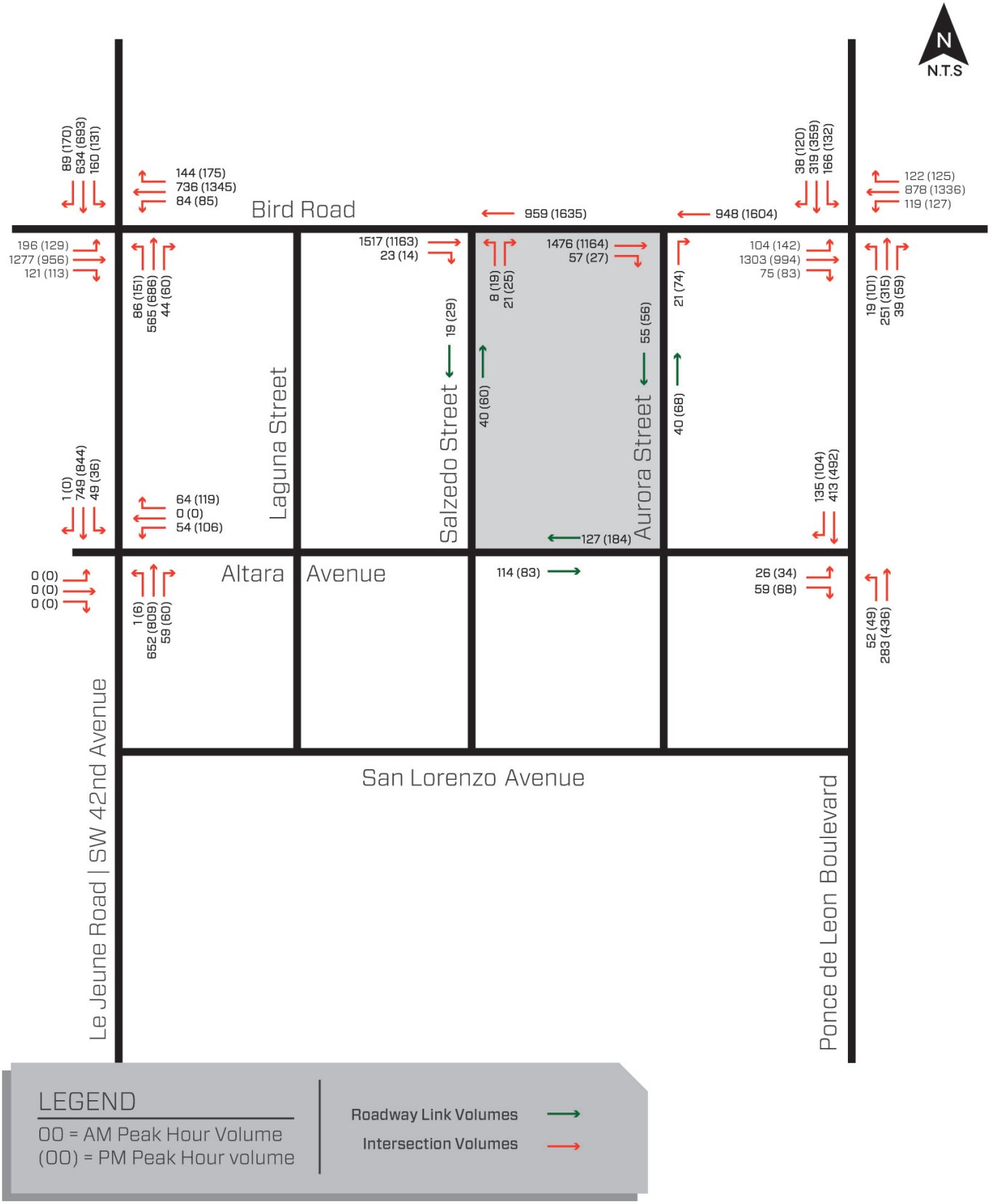

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EXHIBIT 3 | Existing Traffic Volumes (AM & PM Peak Period)

2.4 Walking / Other Modes of Transportation

Pedestrian activity is an essential element within the CBD of Coral Gables. The Coral Gables Trolley service (which traverses the Ponce de Leon Boulevard corridor) provides frequent service to the area. The Douglas Road Metrorail Station is located approximately 0.3 miles from the project site. The project area is also serviced by the Miami-Dade Transit bus routes 40 and 42. The Project site is located in an area where pedestrian activity is common between existing site and surrounding properties.

-Village of Merrick Park is located just south of Altara Avenue

-The Collection is directly west of the project site between Aurora Street and Ponce de Leon Boulevard

2.5 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition.

The proposed project is located within the city of Coral Gables Redevelopment and Infill District (GRID), which is a Transportation Concurrency Area established by the city to promote development within its boundaries. In essence, this ordinance establishes that roadways within the geographical area of the GRID are exempt from the citywide traffic LOS Standards.

Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour directional service volume tables. All roadways currently operate within the city's LOS standards (LOS E).

Exhibit 4
Existing Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
Aurora Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	40	68	E	575	Yes
	SB	1LU	55	56	E	575	Yes
Salzedo Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	40	60	E	575	Yes
	SB	1LU	19	29	E	575	Yes
Altara Avenue between LeJeune Road and Ponce de Leon Boulevard	EB	1LU	114	83	E	575	Yes
	WB	1LU	127	184	E	575	Yes

[1] SV for Class II Arterial -10% for Non-State Road -20% for undivided segment without turn lanes.

2.6 Intersection Capacity Analysis

The Highway Capacity Software (HCS), based on procedures of the *2010 Highway Capacity Manual*, were used to perform intersection capacity analysis at the analyzed intersections. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak periods.

It should be noted that the software used for the analysis, *HCS*, only allows for analysis of un-signalized intersections where the main street has a maximum of 2 directional lanes. Bird Road westbound has 2 departing lanes at the intersection with Ponce de Leon Boulevard. It widens to 3 westbound through lanes at it approaches the intersection with Salzedo Street. Given the proximity of the opening, the analysis of the Bird Road and Salzedo Street intersection was not adjusted accordingly. The results of the analysis presented in this study overestimate the quality of operations since gaps available to traffic accessing Bird Road from Salzedo Street would be underestimated.

All the intersections operate within the city's LOS standards (LOS E). Analysis worksheets are included in Appendix C.

Exhibit 5
Existing Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
SW 40th Street (Bird Road) / Ponce de Leon Boulevard	S	NB	E	E	E + 20
		SB	E	E	E + 20
		EB	C	C	E + 20
		WB	C	C	E + 20
		Overall	***D***	***D***	***E + 20***
SW 40th Street (Bird Road) / LeJeune Road	S	NB	E	D	E + 20
		SB	E	D	E + 20
		EB	C	C	E + 20
		WB	C	C	E + 20
		Overall	***D***	***D***	***E + 20***
LeJeune Road / Altara Avenue	S	NB	B	B	E + 20
		SB	B	B	E + 20
		EB	D	D	E
		WB	D	E	E
		Overall	***B***	***B***	***NA***
SW 40th Street (Bird Road) / Aurora Street	U	NB	B	B	E
SW 40th Street (Bird Road) / Salzedo Street	U	NB	C	C	E
Ponce de Leon Boulevard / Altara Avenue	U	NB	A	A	E + 20
		EB	B	B	E

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2014 Miami-Dade County Transportation Improvement Program (TIP)* and the *2035 Miami-Dade Long Range Transportation Plan* were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show no officially programmed or planned capacity improvement projects within the study area.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. This analysis indicated that traffic has decreased in the past years. However, a conservative 1.0% annual growth rate was used for this study. Historic growth rate documentation is included in Appendix B.

The city was consulted to determine any committed development in the vicinity of the project site. Three committed developments were considered for estimating future traffic volumes in this study: Merrick Manor, Chase Bank, and Ponce & Bird. Exhibit 6 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. It should be noted that ITE does not provide equations for the AM peak hour for land use 826. Committed development information collected from past studies is included in Appendix D.

Exhibit 6
Committed Development Trip Generation*

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Merrick Manor	Apartments Land Use 220	188 DU	19	77	96	79	42	121
	Specialty Retail Land Use 826	1,900 SF	0	0	0	2	3	5
	Restaurant Land Use 931	5,600 SF	3	2	5	28	14	42
Chase Bank	Drive-In Bank Land Use 912	4,120 SF	15	11	26	26	27	53
Ponce & Bird	Hotel Land Use 310	262 Rooms	81	58	140	81	73	155
	Office Building Land Use 710	269,510 SF	369	51	420	67	334	402
	Specialty Retail Land Use 826	3,190 SF	0	0	0	4	5	9
	Restaurant Land Use 931	3,530 SF	0	0	0	18	8	26

* Gross vehicle trip ends. Appendix D reflects adjustments for existing land uses, pass-by, internal, and transit trips.

4.2 Future Without Project Roadway Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 shows the future without project AM and PM peak period traffic at each roadway segment. Exhibit 8 shows the projected roadway volumes for future without project traffic.

Exhibit 7
Future without Project Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
Aurora Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	41	69	E	575	Yes
	SB	1LU	56	57	E	575	Yes
Salzedo Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	41	61	E	575	Yes
	SB	1LU	19	30	E	575	Yes
Altara Avenue between LeJeune Road and Ponce de Leon Boulevard	EB	1LU	131	117	E	575	Yes
	WB	1LU	162	228	E	575	Yes

[1] SV for Class II Arterial -10% for Non-State Road +5% for Divided Segment.

4.3 Future Without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 8 also shows the projected turning movements for future without project traffic.

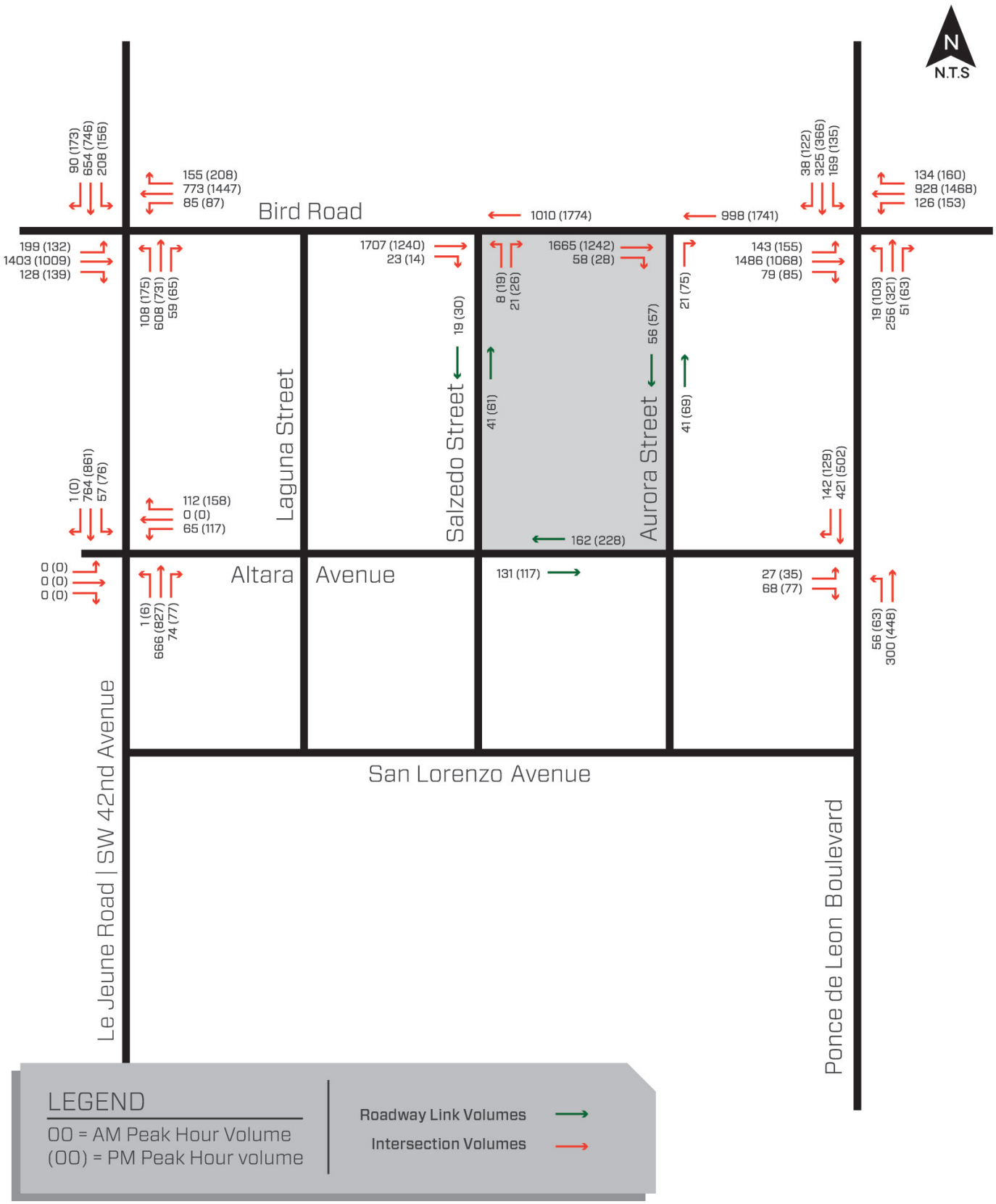

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EXHIBIT 8 | Future W/O Project Traffic Volumes
(AM & PM Peak Period)

Exhibit 9 shows the resulting LOS for morning and afternoon peak period conditions for future without project. Capacity worksheets are included in Appendix C.

Exhibit 9
Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
SW 40th Street (Bird Road) / Ponce de Leon Boulevard	S	NB	E	E	E + 20
		SB	E	E	E + 20
		EB	D	C	E + 20
		WB	D	C	E + 20
		Overall	***D***	***D***	***E + 20***
SW 40th Street (Bird Road) / LeJeune Road	S	NB	E	E	E + 20
		SB	E	E	E + 20
		EB	D	C	E + 20
		WB	D	C	E + 20
		Overall	***D***	***D***	***E + 20***
LeJeune Road / Altara Avenue*	S	NB	B	B	E + 20
		SB	B	B	E + 20
		EB	D	D	E
		WB	E	E	E
		Overall	***B***	***C***	***NA***
SW 40th Street (Bird Road) / Aurora Street	U	NB	C	B	E
SW 40th Street (Bird Road) / Salzedo Street	U	NB	D	C	E
Ponce de Leon Boulevard / Altara Avenue	U	NB	A	A	E+20
		EB	B	B	E

* PM Peak LOS with signal timing improvements

4.4 Project Trip Generation

Trip generation for the proposed project and the existing use was estimated using Trip Generation 2013, Trafficware software based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential and retail land uses, which can satisfy the work trip, dining, and retail needs for some residents, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

The *Trip Generation Handbook User's Guide and Handbook* includes data on pass-by trips. Pass-by trips are those trips that are attracted from the traffic passing the site on an adjacent street. Since the pass-by trips are already on the street system, the total trip generation from a site was adjusted to estimate the new external traffic actually added to the street system. The average pass-by rate published by ITE for Supermarkets was used to establish the pass-by component. Although ITE only provides data for the PM peak hour, the supermarket will attract patrons from the adjacent traffic flow throughout the day. Therefore, the same ratio of pass-by to total trips was used during both the am and pm peak hour for this use.

In addition, the project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The project site is in an area served by Miami-Dade Transit bus routes and in walking distance to the Coral Gables trolley and the Douglas Road Metrorail Station. A 5% adjustment was applied to the trip generation of the existing and proposed uses to account for other modes of transportation. The project trip generation summary is provided in Exhibit 10.

Exhibit 10
Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Residential Condominiums (Land Use 230)	130 DU	11	53	64	50	25	75
Automobile Sales (Land Use 841)	12,000 SF	17	6	23	13	18	31
Supermarket (Land Use 850)	20,000 SF	42	26	68	97	93	190
Subtotal Gross Trips		70	85	155	160	136	296
Internalization[2]	AM 16.3 % PM 19.3%	-12	-12	-24	-27	-27	-54
Pass-by Trips[2] (Supermarket Only)	36%	-13	-6	-19	-29	-27	-56
Transit/Pedestrian Trips	5%	-4	-4	-8	-9	-7	-16
Net External Trips (Proposed)		**41**	**63**	**104**	**95**	**75**	**170**

Existing ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
General Office Building (Land Use710)	82,983 SF	114	15	129	20	104	124
Warehousing (Land Use150)	8,470 SF	2	1	3	1	2	3
Automobile Care Center (Land Use 942)	5,433 SF	8	4	12	8	9	17
Subtotal Gross Trips		124	20	144	29	115	144
Transit/Pedestrian Trips	5%	-6	-1	-7	-4	-6	-7
Net External Trips (Existing)		**118**	**19**	**137**	**28**	**109**	**137**

Proposed Uses	41	63	104	95	75	170
Existing Uses	-118	-19	-137	-28	-109	-137
Net New External Trips	**-77**	**44**	**-33**	**67**	**-34**	**33**

[1] Based on ITE Trip Generation Manual, Ninth Edition,
[2] Based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition

The project trip generation summary shows that for the AM peak hour the proposed project will be less than the existing trips. However to provide a conservative analysis no trips were deducted.

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1081 shown in Exhibit 11. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as followed: 36.45% to the north, 17.67% to the south, 16.28% to the east, and 29.59% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution for the proposed project is shown in Exhibit 12.

Exhibit 11
Cardinal Distribution (TAZ 1081)

Direction	Distribution
NNE	21.00%
ENE	11.99%
ESE	4.29%
SSE	2.73%
SSW	14.93%
WSW	19.25%
WNW	10.34%
NNW	15.45%
Total	100.00%

Source: Miami-Dade Long Range Tr*ansportation Plan*

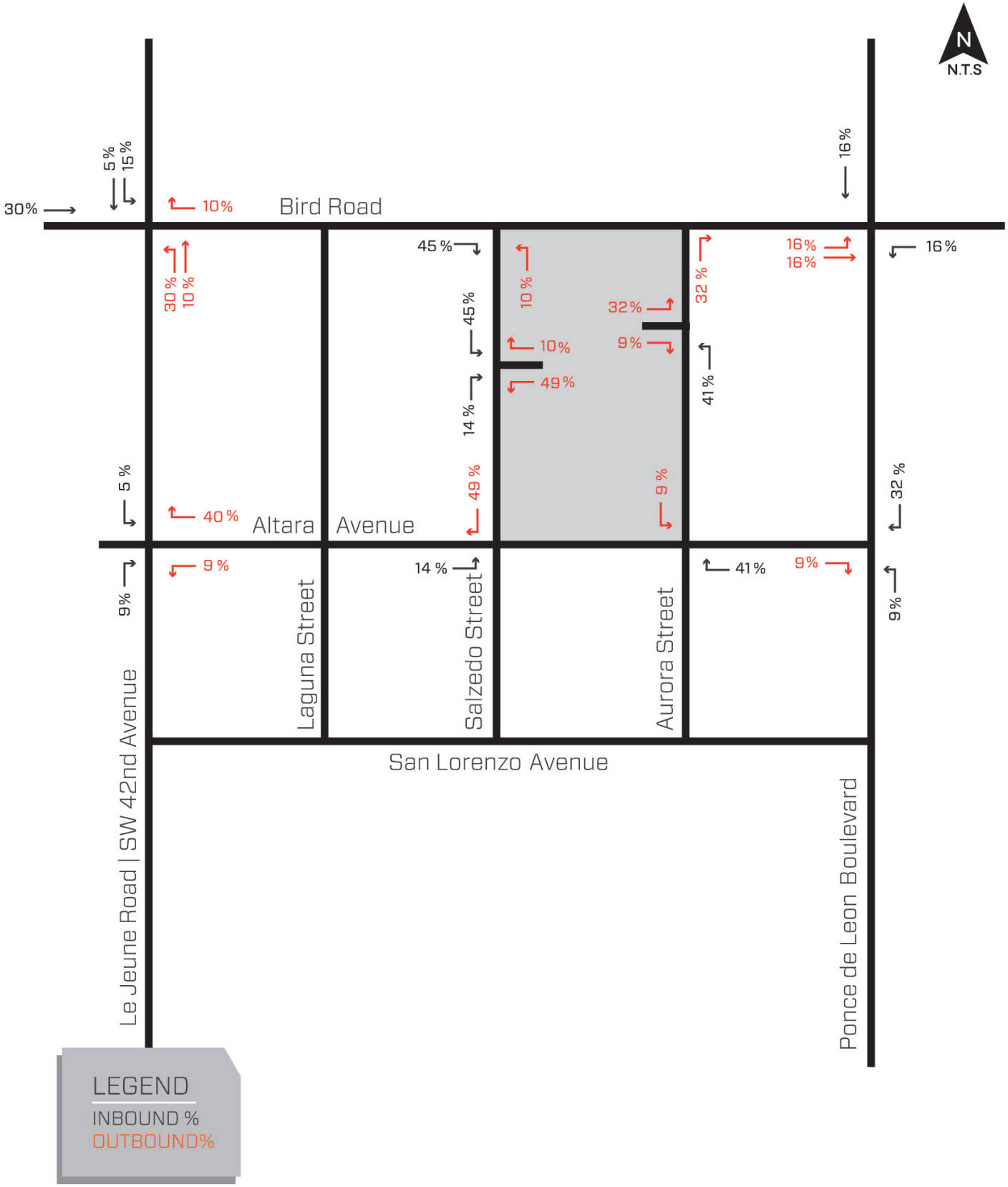

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EXHIBIT 12 | Project Trip Distribution

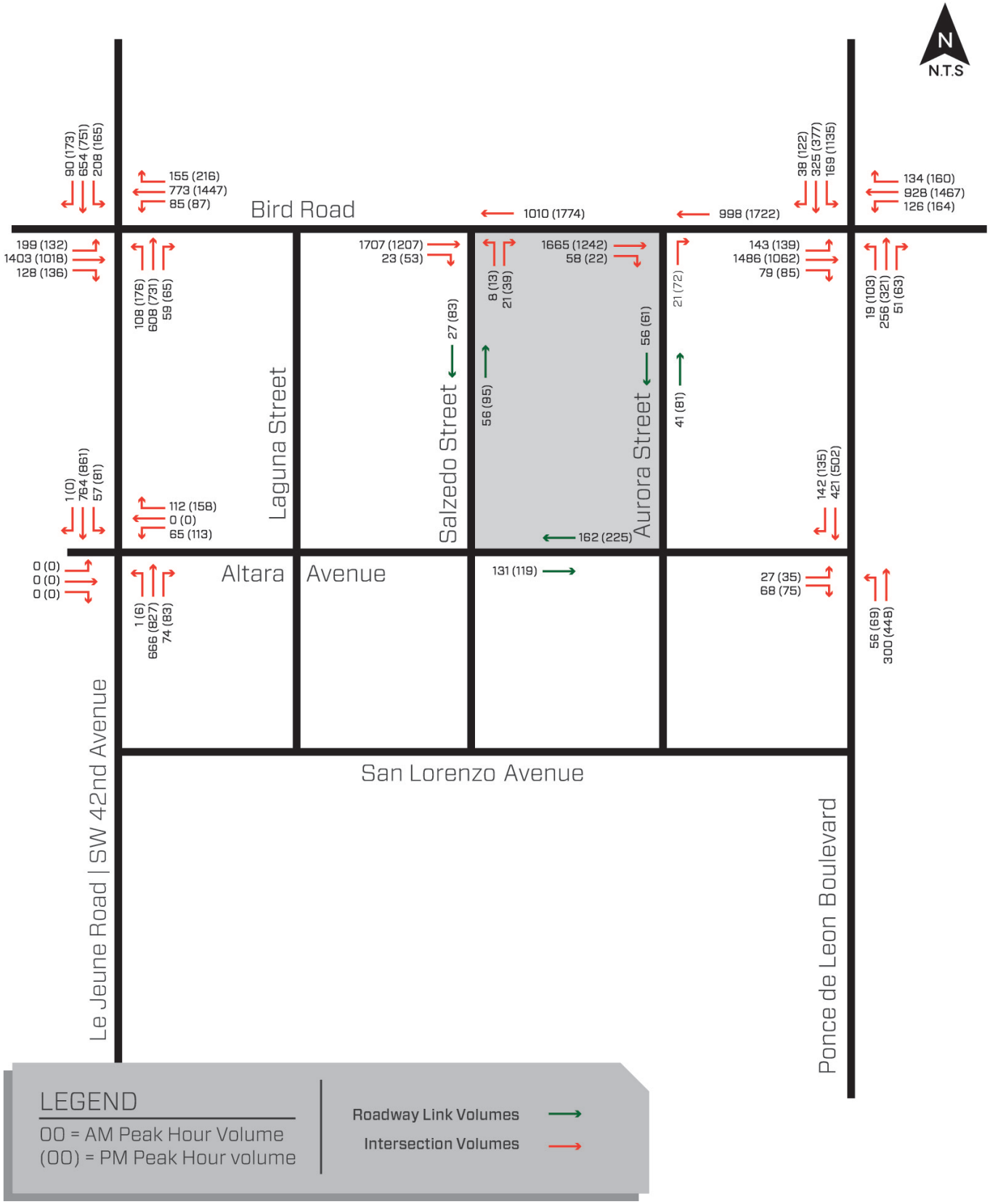
4.6 Future With Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for the future with project during the AM and PM peak period for each roadway segment. All the segments under study meet the city's LOS standards (LOS E). Exhibit 14 shows the projected AM and PM roadway volumes.

Exhibit 13
Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
Aurora Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	41	81	E	575	Yes
	SB	1LU	56	61	E	575	Yes
Salzedo Street between SW 40th Street (Bird Road) and Altara Avenue	NB	1LU	56	95	E	575	Yes
	SB	1LU	27	84	E	575	Yes
Altara Avenue between LeJeune Road and Ponce de Leon Boulevard	EB	1LU	131	119	E	575	Yes
	WB	1LU	162	225	E	575	Yes

[1] SV for Class II Arterial -10% for Non-State Road +5% for Divided Segment.



THE
COLLECTION RESIDENCES
TRAFFIC STUDY

EXHIBIT 14 | Future With Project Traffic Volumes
(AM & PM Peak Period)

4.7 Future With Project Intersection Capacity Analysis

The trip assignments in the previous section, traffic projections for the project, committed developments and background growth were combined to obtain future traffic with project at the analyzed intersections. Exhibit 15 shows the resulting LOS for the morning and afternoon peak conditions for future with project. Capacity worksheets are included in Appendix C. Exhibit 14 also shows the projected turning movement volumes for future with project.

As with the future without project conditions, the minor approach of LeJeune Road and Altara Avenue intersection experiences a slightly higher delay during the afternoon peak period. To mitigate this delay, minor signal timing improvement is needed for future conditions with and without the project. With this improvement in place, all intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

Exhibit 15
Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
SW 40th Street (Bird Road) / Ponce de Leon Boulevard	S	NB	E	E	E + 20
		SB	E	E	E + 20
		EB	D	C	E + 20
		WB	D	C	E + 20
		Overall	***D***	***D***	***E + 20***
SW 40th Street (Bird Road) / LeJeune Road	S	NB	E	E	E + 20
		SB	E	E	E + 20
		EB	D	C	E + 20
		WB	D	D	E + 20
		Overall	***D***	***D***	***E + 20***
LeJeune Road / Altara Avenue*	S	NB	B	B	E + 20
		SB	B	B	E + 20
		WB	E	E	E
		Overall	***B***	***C***	***NA***
SW 40th Street (Bird Road) / Aurora Street	U	NB	C	B	E
SW 40th Street (Bird Road) / Salzedo Street	U	NB	D	C	E
Ponce de Leon Boulevard / Altara Avenue	U	NB	A	A	E + 20
		EB	B	B	E
Aurora Street / N Project Driveway	U	NB	A	A	E
		EB	-	A	NA
Aurora Street / S Project Driveway	U	NB	A	A	E
		EB	-	A	NA
Salzedo Street / N Project Driveway	U	SB	A	A	E
		WB	-	A	NA
Salzedo Street / S Project Driveway	U	SB	A	A	E
		WB	-	A	NA

* PM Peak LOS with signal timing improvements

5.0 PEDESTRIAN ISSUES

The signal phasing and timing plans were assessed for suitability of pedestrian crossings. This assessment was done consistent with the recommendations published in the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), by the U.S. Department of Transportation. Appendix E contains the analysis performed for the signalized intersections under study. The assessment sheet shows the following information:

1. Signal phasing and timing plan
2. Total roadway width as measured in the field
3. Normal walking speed obtained from the MUTCD
4. The total time required to cross the street based on items 2 and 3 above
5. The minimum time required for the flashing "*Don't Walk*" indication calculated based on the MUTCD recommendations.
6. The minimum required "Walk" Indication, which is the difference between the total time required to cross the street and the "*Don't Walk*" indication or 4 to 7 seconds as required by the MUTCD, which ever is longer.
7. The Yellow and All Red which is provided for the appropriate signal phase.

The analysis shows that the available time for pedestrians to cross the analyzed intersections are adequate to cross the street. Therefore, pedestrians will be adequately served by the existing signal phasing and timing plan at signalized intersections.

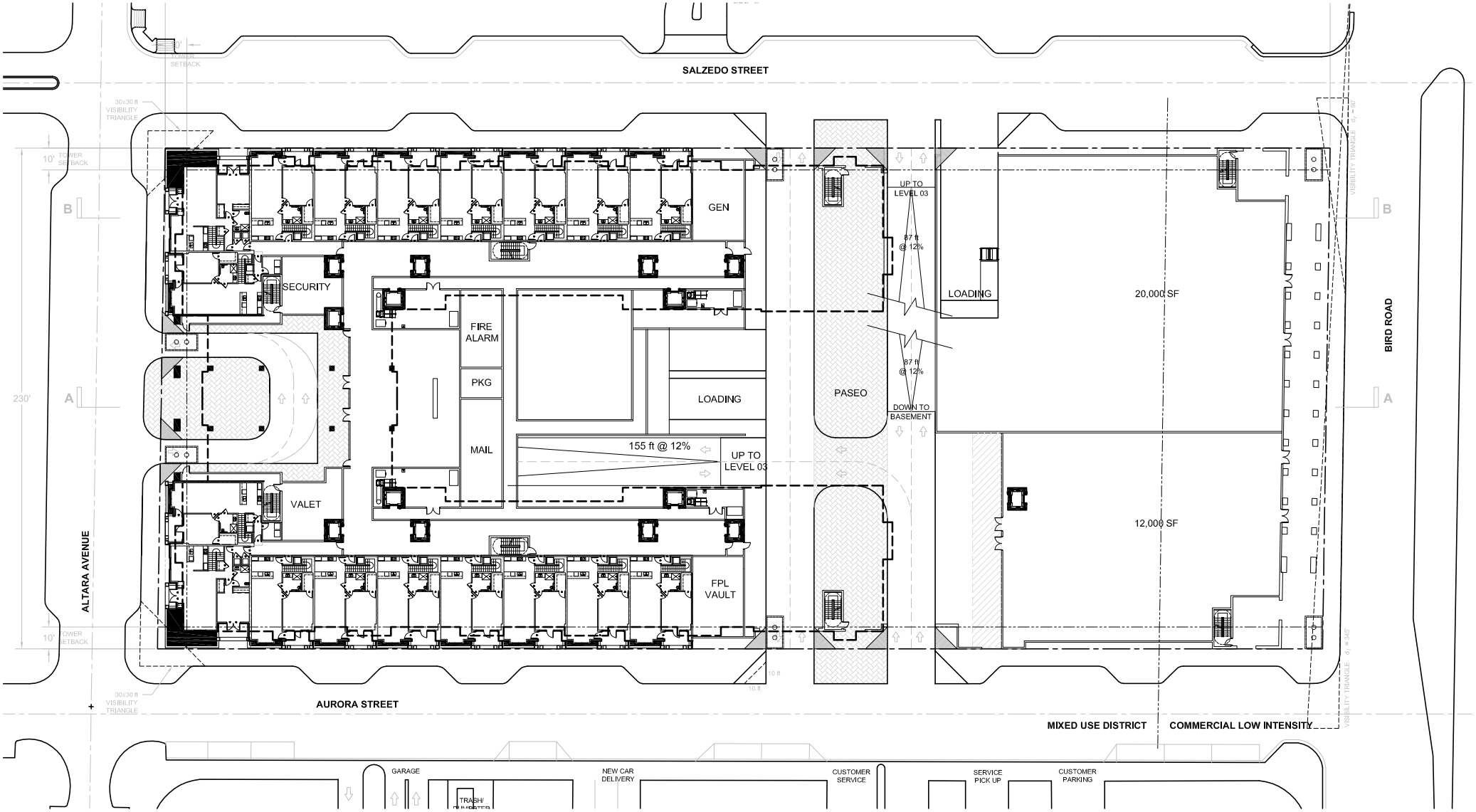
6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the roadway links and intersections that were analyzed within the study area.

The suitability to accommodate pedestrians at the study intersection was also tested. The signal timing at the analyzed intersection was found to be adequate for pedestrian movements. Pedestrian mobility, within and around the site, is encouraged by providing pedestrian amenities, and minimizing conflicts with vehicular traffic.

Report _revised Sept 2014

Appendix A
Site Plan and Methodology


SALZEDO STREET
AURORA STREET
ALTARA AVENUE
BIRD ROAD
MIXED USE DISTRICT
COMMERCIAL LOW INTENSITY
30x30 ft VISIBILITY TRIANGLE
10' TOWER SETBACK
230'
GEN
SECURITY
FIRE ALARM
PKG
MAIL
VALET
FPL VAULT
LOADING
PASEO
UP TO LEVEL 03
87 ft @ 12%
DOWN TO BASEMENT
155 ft @ 12%
20,000 SF
12,000 SF
GARAGE
TRASH/
NEW CAR DELIVERY
CUSTOMER SERVICE
SERVICE PICK UP
CUSTOMER PARKING

DAVID PLUMMER & ASSOCIATES
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

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305 447-0900 • FAX: 305 444-4986 • EMAIL: DPA@DPLUMMER.COM

Bird Road at Aurora Street
Traffic Analysis Methodology

November 20, 2013

DPA will undertake a Traffic Impact Analysis as required by the City of Coral Gables. The analyses are for the existing conditions, future conditions with committed development, and the future conditions with project and committed developments.

The site is located on the south Side of Bird Road between Salzedo and Aurora Streets in Coral Gables, FL.

Existing Site: Office and commercial uses

Proposed Plan: 288 residential units
39,000 SF of retail space

The methodology is outlined below:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
  - Ponce de Leon Boulevard / SW 40th Street (Bird Road) (S)
  - LeJeune Road / SW 40th Street (Bird Road) (S)
  - LeJeune Road / Altara Avenue (S)
  - SW 40th Street (Bird Road) / Aurora Street (U)
  - SW 40th Street (Bird Road) / Salzedo Street (U)
  - Ponce de Leon Boulevard / Altara Avenue (U)

  S= Signalized
  U=Un-signalized

- Traffic Counts (Segments) - 48-hour machine counts, summarized at 15-minute intervals, will be taken during a typical weekday (Tuesday through Thursday only) at the following roadway segments:
  - Aurora Street between SW 40th Street (Bird Road) and Altara Avenue
  - Salzedo Street between SW 40th Street (Bird Road) and Altara Avenue
  - Altara Avenue between LeJeune Road and Ponce de Leon Boulevard

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County.

- Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the *Metro-Dade Long Range Transportation Plan Update,* published by the *Metropolitan Planning Organization*. Normal traffic patterns will also be considered when assigning project trips.

- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic

- Future Transportation Projects – The 2013 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.

- Committed Developments – the city will be consulted to determine any committed development within a ½ -mile radius of the project site.

- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operation analysis at driveways providing access to/from the site will also be conducted.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual, or other acceptable equivalent.

w:\13\13211\methodology.doc

Appendix B
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
FDOT Seasonal Factor

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: LeJeune & Altara Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/16/2014
Day of Week: Thursday

TIME INTERVAL		LeJeune Street								Altara Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	100	21	122	13	171	0	184	0	0	0	0	27	0	33	60	366
07:15 AM	07:30 AM	0	124	16	140	5	154	0	159	0	0	0	0	16	0	29	45	344
07:30 AM	07:45 AM	1	114	9	124	5	165	0	170	0	0	0	0	9	0	11	20	314
07:45 AM	08:00 AM	0	162	11	173	17	190	0	207	0	0	0	0	17	0	11	28	408
08:00 AM	08:15 AM	0	186	12	198	14	222	0	236	0	0	0	0	5	0	11	16	450
08:15 AM	08:30 AM	0	198	18	216	13	221	0	234	0	0	0	0	10	0	9	19	469
08:30 AM	08:45 AM	0	212	14	226	17	173	1	191	0	0	0	0	15	0	11	26	443
08:45 AM	09:00 AM	0	208	16	224	13	201	0	214	0	0	0	0	9	0	13	22	460

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		LeJeune Street								Altara Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	1	652	59	712	49	749	1	798	0	0	0	0	54	0	64	118	1,573
PEAK HOUR FACTOR					0.96				0.93				NA				0.80	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: LeJeune & Altara Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		LeJeune Street								Altara Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	1	196	15	212	8	210	0	218	0	0	0	0	20	0	32	52	482
04:15 PM	04:30 PM	1	179	17	197	12	202	0	214	0	0	0	0	23	0	15	38	449
04:30 PM	04:45 PM	1	205	15	221	7	199	0	206	0	0	0	0	37	0	19	56	483
04:45 PM	05:00 PM	1	201	15	217	11	218	0	229	0	0	0	0	13	0	31	44	490
05:00 PM	05:15 PM	1	228	15	244	4	226	0	230	0	0	0	0	35	0	36	71	545
05:15 PM	05:30 PM	0	210	9	219	10	221	0	231	0	0	0	0	28	0	35	63	513
05:30 PM	05:45 PM	4	200	20	224	9	232	0	241	0	0	0	0	25	0	37	62	527
05:45 PM	06:00 PM	3	198	13	214	11	179	0	190	0	0	0	0	31	0	33	64	468

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		LeJeune Street								Altara Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	6	809	60	874	36	844	0	880	0	0	0	0	106	0	119	225	1,873
PEAK HOUR FACTOR					0.93				0.97				NA				0.85	0.95

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: Altara Avenue & Ponce De Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	36	52	0	88	0	61	76	137	18	1	26	45	0	0	0	0	270
07:15 AM	07:30 AM	16	49	0	65	0	90	41	131	7	0	21	28	0	0	0	0	224
07:30 AM	07:45 AM	6	69	1	76	1	91	22	114	8	0	6	14	0	0	0	0	204
07:45 AM	08:00 AM	11	68	1	80	0	101	28	129	3	0	7	10	0	0	2	2	221
08:00 AM	08:15 AM	7	71	0	78	0	113	17	130	2	0	14	16	0	0	2	2	226
08:15 AM	08:30 AM	5	71	0	76	1	116	17	134	5	0	16	21	0	0	1	1	232
08:30 AM	08:45 AM	7	90	0	97	0	117	24	141	5	0	14	19	0	0	1	1	258
08:45 AM	09:00 AM	15	96	1	112	1	137	45	183	4	0	13	17	0	1	3	4	316

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	52	283	2	336	2	413	135	550	26	1	59	85	0	1	5	5	975
PEAK HOUR FACTOR					0.81				0.80				0.87				0.50	0.82

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: Altara Avenue & Ponce De Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	9	94	0	103	0	109	25	134	4	0	18	22	0	0	1	1	260
04:15 PM	04:30 PM	9	93	2	104	0	118	19	137	12	0	14	26	0	0	1	1	268
04:30 PM	04:45 PM	6	90	0	96	0	123	27	150	11	0	18	29	0	0	1	1	276
04:45 PM	05:00 PM	14	96	0	110	2	109	23	134	9	0	23	32	0	0	1	1	277
05:00 PM	05:15 PM	12	141	0	153	2	125	29	156	10	0	11	21	0	0	1	1	331
05:15 PM	05:30 PM	19	114	0	133	1	131	32	164	7	0	21	28	0	0	0	0	325
05:30 PM	05:45 PM	16	115	0	131	5	134	26	165	10	0	16	26	0	1	0	1	323
05:45 PM	06:00 PM	12	129	0	141	3	134	27	164	4	0	15	19	2	0	2	4	328

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	49	436	1	486	7	492	104	602	34	0	68	102	1	1	4	5	1,193
PEAK HOUR FACTOR					0.91				0.98				0.84				0.38	0.99

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street& Aurora Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Aurora Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	6	6	0	0	0	0	0	340	3	343	0	224	0	224	573
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	346	12	358	0	206	0	206	564
07:30 AM	07:45 AM	0	0	4	4	0	0	0	0	0	348	16	364	0	232	0	232	600
07:45 AM	08:00 AM	0	0	6	6	0	0	0	0	0	374	15	389	0	205	0	205	600
08:00 AM	08:15 AM	0	0	4	4	0	0	0	0	0	387	20	407	0	238	0	238	649
08:15 AM	08:30 AM	0	0	6	6	0	0	0	0	0	399	12	411	0	255	0	255	672
08:30 AM	08:45 AM	0	0	3	3	0	0	0	0	0	376	18	394	0	290	0	290	687
08:45 AM	09:00 AM	0	0	12	12	0	0	0	0	0	382	18	400	0	245	0	245	657

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Aurora Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	0	0	21	21	0	0	0	0	0	1476	57	1533	0	948	0	948	1,554
PEAK HOUR FACTOR					0.52				NA				0.98				0.89	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street& Aurora Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Aurora Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	12	12	0	0	0	0	0	304	8	312	0	376	0	376	700
04:15 PM	04:30 PM	0	0	15	15	0	0	0	0	0	297	7	304	0	380	0	380	699
04:30 PM	04:45 PM	0	0	14	14	0	0	0	0	0	298	6	304	0	375	0	375	693
04:45 PM	05:00 PM	0	0	21	21	0	0	0	0	0	262	13	275	0	388	0	388	684
05:00 PM	05:15 PM	0	0	24	24	0	0	0	0	0	294	6	300	0	429	0	429	753
05:15 PM	05:30 PM	0	0	23	23	0	0	0	0	0	299	0	299	0	441	0	441	763
05:30 PM	05:45 PM	0	0	14	14	0	0	0	0	0	290	8	298	0	435	0	435	747
05:45 PM	06:00 PM	0	0	25	25	0	0	0	0	0	283	6	289	0	384	0	384	698

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Aurora Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	0	0	74	74	0	0	0	0	0	1164	27	1191	0	1604	0	1604	1,265
PEAK HOUR FACTOR					0.86				NA				0.99				0.96	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street & LeJeune
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		LeJeune Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	13	117	22	152	33	137	39	209	32	214	37	283	30	146	54	230	874
07:15 AM	07:30 AM	16	97	22	135	39	132	25	196	43	258	32	333	29	158	34	221	885
07:30 AM	07:45 AM	14	93	9	116	42	136	14	192	34	306	10	350	12	190	34	236	894
07:45 AM	08:00 AM	15	116	5	136	52	166	25	243	41	331	19	391	16	160	26	202	972
08:00 AM	08:15 AM	27	168	10	205	34	148	15	197	48	372	46	466	14	202	31	247	1,115
08:15 AM	08:30 AM	30	159	5	194	39	186	12	237	60	368	28	456	16	202	39	257	1,144
08:30 AM	08:45 AM	30	190	8	228	40	177	20	237	72	345	29	446	20	205	34	259	1,170
08:45 AM	09:00 AM	26	189	7	222	40	185	27	252	61	360	41	462	30	209	35	274	1,210

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		LeJeune Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	86	565	44	694	160	634	89	882	196	1277	121	1594	84	736	144	963	3,313
PEAK HOUR FACTOR					0.93				0.92				0.98				0.95	0.96

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street & LeJeune
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		LeJeune Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	28	166	17	211	41	180	40	261	38	244	25	307	17	315	29	361	1,140
04:15 PM	04:30 PM	41	137	14	192	43	166	40	249	36	235	34	305	15	320	49	384	1,130
04:30 PM	04:45 PM	42	175	12	229	35	165	45	245	29	240	22	291	19	318	36	373	1,138
04:45 PM	05:00 PM	44	170	10	224	30	180	42	252	32	222	31	285	21	314	42	377	1,138
05:00 PM	05:15 PM	36	195	22	253	28	179	48	255	29	236	28	293	26	368	44	438	1,239
05:15 PM	05:30 PM	39	190	17	246	31	181	53	265	33	253	30	316	22	362	53	437	1,264
05:30 PM	05:45 PM	39	181	13	233	35	185	38	258	26	241	25	292	28	375	56	459	1,242
05:45 PM	06:00 PM	33	157	15	205	19	149	34	202	35	240	30	305	21	317	41	379	1,091

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		LeJeune Street								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	151	686	60	897	131	693	170	994	129	956	113	1197	85	1345	175	1604	3,262
PEAK HOUR FACTOR					0.94				0.97				0.94				0.93	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street& Ponce De Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	54	18	73	49	77	15	141	21	290	10	321	44	206	19	269	804
07:15 AM	07:30 AM	3	44	12	59	62	84	9	155	17	328	11	356	32	196	11	239	809
07:30 AM	07:45 AM	6	59	12	77	40	67	11	118	13	323	16	352	19	214	23	256	803
07:45 AM	08:00 AM	8	55	7	70	38	69	6	113	23	328	26	377	23	189	37	249	809
08:00 AM	08:15 AM	5	61	7	73	25	79	9	113	34	346	16	396	25	217	32	274	856
08:15 AM	08:30 AM	5	59	12	76	35	76	8	119	26	352	20	398	28	238	34	300	893
08:30 AM	08:45 AM	7	74	4	85	36	86	6	128	35	319	25	379	20	270	37	327	919
08:45 AM	09:00 AM	2	95	5	102	46	100	11	157	38	319	26	383	46	225	51	322	964

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	19	251	39	308	166	319	38	522	104	1303	75	1481	119	878	122	1118	2,433
PEAK HOUR FACTOR					0.82				0.82				0.98				0.94	0.94

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street& Ponce De Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	20	66	18	104	34	75	24	133	33	263	20	316	48	307	31	386	939
04:15 PM	04:30 PM	26	69	15	110	34	80	27	141	38	248	17	303	25	318	35	378	932
04:30 PM	04:45 PM	18	66	11	95	32	89	28	149	42	230	29	301	30	315	34	379	924
04:45 PM	05:00 PM	26	66	9	101	30	77	28	135	39	220	22	281	33	324	38	395	912
05:00 PM	05:15 PM	34	80	15	129	35	91	37	163	33	243	27	303	28	352	27	407	1,002
05:15 PM	05:30 PM	32	96	20	148	34	101	30	165	35	264	21	320	28	364	25	417	1,050
05:30 PM	05:45 PM	19	99	10	128	30	106	33	169	33	251	18	302	31	364	35	430	1,029
05:45 PM	06:00 PM	27	87	20	134	34	99	33	166	31	268	11	310	31	328	24	383	993

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce De Leon Boulevard								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	101	315	59	475	132	359	120	611	142	994	83	1218	127	1336	125	1588	2,428
PEAK HOUR FACTOR					0.91				0.98				0.96				0.95	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street & Salzedo Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		SalzedoStreet								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	2	0	11	13	0	0	0	0	0	339	3	342	0	234	0	234	589
07:15 AM	07:30 AM	4	0	6	10	0	0	0	0	0	339	1	340	1	205	0	206	556
07:30 AM	07:45 AM	2	0	3	5	0	0	0	0	0	359	1	360	0	234	0	234	599
07:45 AM	08:00 AM	0	0	2	2	0	0	0	0	0	396	4	400	0	208	0	208	610
08:00 AM	08:15 AM	1	0	4	5	0	0	0	0	0	407	8	415	0	244	0	244	664
08:15 AM	08:30 AM	1	0	1	2	0	0	0	0	2	410	7	419	0	257	0	257	678
08:30 AM	08:45 AM	1	0	7	8	0	0	0	0	0	386	8	394	0	294	0	294	696
08:45 AM	09:00 AM	4	0	7	11	0	0	0	0	1	398	13	412	1	242	0	243	666

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SalzedoStreet								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	8	0	21	28	0	0	0	0	2	1517	23	1541	1	959	0	960	1,569
PEAK HOUR FACTOR					0.59				NA				0.98				0.88	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Collection Residences
Location: SW 40th Street & Salzedo Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 13211
Count Date: 1/15/2014
Day of Week: Wednesday

TIME INTERVAL		SalzedoStreet								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	2	0	9	11	0	0	0	0	0	307	7	314	0	380	0	380	705
04:15 PM	04:30 PM	4	0	4	8	0	0	0	0	0	300	3	303	0	384	0	384	695
04:30 PM	04:45 PM	7	0	9	16	0	0	0	0	0	288	4	292	0	380	0	380	688
04:45 PM	05:00 PM	2	0	3	5	0	0	0	0	0	268	4	272	0	391	0	391	668
05:00 PM	05:15 PM	10	0	7	17	0	0	0	0	0	291	2	293	0	437	0	437	747
05:15 PM	05:30 PM	4	0	6	10	0	0	0	0	1	298	5	304	0	447	0	447	761
05:30 PM	05:45 PM	6	0	6	12	0	0	0	0	0	288	3	291	1	454	0	455	758
05:45 PM	06:00 PM	2	0	6	8	0	0	0	0	0	286	0	286	1	397	0	398	692

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SalzedoStreet								SW 40th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	19	0	25	44	0	0	0	0	1	1163	14	1178	1	1635	0	1636	1,221
PEAK HOUR FACTOR					0.69				NA				0.97				0.95	0.97

Note: 2012 FDOT Seasonal Weekly Volume Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Salzedo Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: AVERAGE

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	7	6	6	3	21
01:00 AM	1	1	2	2	4
02:00 AM	2	2	1	3	7
03:00 AM	2	1	0	1	4
04:00 AM	0	1	0	1	2
05:00 AM	0	0	0	1	1
06:00 AM	1	2	2	6	10
07:00 AM	16	8	3	8	34
08:00 AM	11	4	15	18	47
09:00 AM	17	19	15	11	61
10:00 AM	9	7	6	13	34
11:00 AM	12	12	13	19	56
12:00 PM	15	14	15	12	56
01:00 PM	12	16	22	10	60
02:00 PM	12	19	19	17	67
03:00 PM	25	10	14	10	59
04:00 PM	16	11	11	12	50
05:00 PM	21	18	17	14	69
06:00 PM	14	13	10	8	45
07:00 PM	13	7	10	11	40
08:00 PM	10	7	8	3	27
09:00 PM	10	7	7	3	26
10:00 PM	5	12	8	7	31
11:00 PM	6	2	3	2	12
			24-HOUR TOTAL		816

BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	3	1	2	1	6	26
01:00 AM	2	0	0	0	2	6
02:00 AM	0	1	0	1	2	8
03:00 AM	0	0	0	1	1	4
04:00 AM	1	0	0	1	2	3
05:00 AM	0	1	1	1	3	3
06:00 AM	0	2	2	2	5	14
07:00 AM	2	2	3	4	10	44
08:00 AM	4	3	7	14	28	75
09:00 AM	14	8	7	7	35	95
10:00 AM	5	4	6	7	21	55
11:00 AM	5	5	4	11	24	79
12:00 PM	8	7	8	5	28	83
01:00 PM	9	10	9	6	34	93
02:00 PM	13	9	11	6	38	105
03:00 PM	11	7	5	7	29	87
04:00 PM	11	6	7	4	28	78
05:00 PM	5	7	9	11	30	99
06:00 PM	10	9	6	7	32	76
07:00 PM	3	7	5	4	18	58
08:00 PM	6	6	6	3	20	47
09:00 PM	4	3	3	1	11	36
10:00 PM	1	4	1	4	9	40
11:00 PM	1	1	4	1	6	18
			24-HOUR TOTAL		414	1,230

TRAFFIC COUNT SUMMARY

2012 FDOT Seasonal Weekly Volume Factor = 1.00

	NORTHBOUND	SOUTHBOUND	TWO-WAY
MIDDAY Peak Hour:	Volume: 60	Volume: 34	Volume: 93
PM Peak Hour:	Volume: 50	Volume: 28	Volume: 78

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Altara Between Salzedo and Aurora
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: AVERAGE

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	3	1	2	3	8	12:00 AM	7	4	7	2	19	26
01:00 AM	0	1	0	0	1	01:00 AM	2	3	1	1	6	7
02:00 AM	0	1	1	1	2	02:00 AM	0	1	2	3	6	8
03:00 AM	1	2	0	0	3	03:00 AM	1	1	0	1	3	5
04:00 AM	1	1	1	0	3	04:00 AM	0	1	1	2	3	6
05:00 AM	1	2	4	4	9	05:00 AM	1	2	4	5	11	20
06:00 AM	2	6	6	23	36	06:00 AM	4	5	16	49	74	110
07:00 AM	55	34	19	23	130	07:00 AM	96	40	17	11	164	294
08:00 AM	23	21	28	29	100	08:00 AM	19	14	23	33	89	188
09:00 AM	38	29	23	22	112	09:00 AM	26	31	20	24	100	212
10:00 AM	18	20	14	15	66	10:00 AM	26	24	23	23	96	162
11:00 AM	23	12	26	19	80	11:00 AM	22	31	23	39	114	193
12:00 PM	29	25	26	26	106	12:00 PM	40	40	41	31	151	257
01:00 PM	28	28	28	23	106	01:00 PM	37	27	37	30	130	236
02:00 PM	26	39	45	33	143	02:00 PM	33	61	42	32	167	309
03:00 PM	26	18	17	23	83	03:00 PM	40	32	35	30	136	218
04:00 PM	20	24	23	21	88	04:00 PM	33	31	42	32	137	224
05:00 PM	25	16	24	15	78	05:00 PM	65	62	54	50	230	308
06:00 PM	20	18	21	20	78	06:00 PM	44	43	37	25	148	226
07:00 PM	20	18	19	22	78	07:00 PM	25	30	22	15	91	169
08:00 PM	14	11	15	6	45	08:00 PM	27	9	13	10	59	103
09:00 PM	10	11	10	6	36	09:00 PM	16	12	9	4	40	76
10:00 PM	6	4	3	5	16	10:00 PM	11	9	11	12	42	58
11:00 PM	7	7	4	1	18	11:00 PM	9	11	6	4	28	46
			24-HOUR TOTAL		1,419				24-HOUR TOTAL		2,037	3,455

TRAFFIC COUNT SUMMARY

2012 FDOT Seasonal Weekly Volume Factor = 1.00

	EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume: 115	Volume: 130	Volume: 244
PM Peak Hour:	Volume: 88	Volume: 137	Volume: 224

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Aurora Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: AVERAGE

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	1	2	1	1	5
01:00 AM	2	1	0	0	3
02:00 AM	0	1	0	1	2
03:00 AM	2	1	0	0	3
04:00 AM	0	0	1	1	1
05:00 AM	0	1	0	0	1
06:00 AM	1	1	1	7	10
07:00 AM	11	7	7	13	37
08:00 AM	8	10	11	17	45
09:00 AM	12	18	12	23	65
10:00 AM	27	20	22	19	86
11:00 AM	17	27	27	30	100
12:00 PM	27	28	28	19	101
01:00 PM	20	25	28	27	100
02:00 PM	24	24	32	27	106
03:00 PM	23	22	17	17	78
04:00 PM	22	17	21	23	83
05:00 PM	23	28	18	25	93
06:00 PM	20	19	13	13	64
07:00 PM	8	11	8	7	33
08:00 PM	12	6	4	7	27
09:00 PM	7	5	5	3	19
10:00 PM	4	4	7	4	18
11:00 PM	4	2	2	3	11
			24-HOUR TOTAL		1,084

BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	1	1	1	1	3	8
01:00 AM	2	1	0	0	2	5
02:00 AM	1	0	1	0	1	3
03:00 AM	1	0	0	0	1	3
04:00 AM	0	0	0	0	0	1
05:00 AM	0	0	2	1	3	3
06:00 AM	1	1	2	3	7	17
07:00 AM	3	9	12	13	36	72
08:00 AM	20	18	18	17	73	117
09:00 AM	24	18	19	21	81	146
10:00 AM	18	18	16	18	69	155
11:00 AM	14	22	16	18	69	169
12:00 PM	18	17	9	16	60	160
01:00 PM	12	15	16	19	61	161
02:00 PM	13	15	18	19	64	170
03:00 PM	15	15	19	12	61	139
04:00 PM	18	12	15	11	55	138
05:00 PM	16	12	12	17	57	150
06:00 PM	11	12	7	13	42	106
07:00 PM	11	5	8	6	30	62
08:00 PM	6	5	3	3	16	43
09:00 PM	2	3	0	3	7	25
10:00 PM	3	1	2	1	7	25
11:00 PM	1	2	0	1	3	13
			24-HOUR TOTAL		802	1,885

TRAFFIC COUNT SUMMARY

2012 FDOT Seasonal Weekly Volume Factor = 1.00

	NORTHBOUND	SOUTHBOUND	TWO-WAY
MIDDAY Peak Hour:	Volume: 100	Volume: 61	Volume: 161
PM Peak Hour:	Volume: 83	Volume: 55	Volume: 138

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Altara Between Salzedo and Aurora
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/14/14
Day of Week: Tuesday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	3	0	1	0	4	12:00 AM	3	1	1	0	5	9
01:00 AM	0	1	0	0	1	01:00 AM	1	4	0	1	6	7
02:00 AM	0	0	0	0	0	02:00 AM	0	1	0	0	1	1
03:00 AM	0	1	0	0	1	03:00 AM	1	1	0	1	3	4
04:00 AM	0	0	1	0	1	04:00 AM	0	0	1	1	2	3
05:00 AM	0	2	3	3	8	05:00 AM	2	2	3	4	11	19
06:00 AM	1	4	5	22	32	06:00 AM	5	5	16	51	77	109
07:00 AM	53	31	19	23	126	07:00 AM	91	32	17	8	148	274
08:00 AM	16	19	21	31	87	08:00 AM	15	15	26	38	94	181
09:00 AM	36	31	19	22	108	09:00 AM	23	32	20	29	104	212
10:00 AM	15	21	12	14	62	10:00 AM	28	23	25	20	96	158
11:00 AM	25	14	25	20	84	11:00 AM	19	31	24	37	111	195
12:00 PM	29	30	26	27	112	12:00 PM	42	42	39	26	149	261
01:00 PM	23	29	29	23	104	01:00 PM	36	17	36	33	122	226
02:00 PM	28	37	37	38	140	02:00 PM	22	67	37	27	153	293
03:00 PM	23	19	18	19	79	03:00 PM	38	31	36	25	130	209
04:00 PM	21	19	19	17	76	04:00 PM	33	28	34	36	131	207
05:00 PM	25	20	25	16	86	05:00 PM	61	55	52	48	216	302
06:00 PM	21	18	19	16	74	06:00 PM	43	38	36	26	143	217
07:00 PM	17	14	19	21	71	07:00 PM	26	30	21	13	90	161
08:00 PM	12	16	19	3	50	08:00 PM	28	9	23	6	66	116
09:00 PM	9	13	10	5	37	09:00 PM	19	13	9	6	47	84
10:00 PM	5	5	4	6	20	10:00 PM	15	12	9	14	50	70
11:00 PM	6	10	4	0	20	11:00 PM	9	7	6	3	25	45
			24-HOUR TOTAL		1,383				24-HOUR TOTAL		1,980	3,363

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.00

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	107	121	228
PM Peak Hour:	Volume:	81	174	255

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Altara Between Salzedo and Aurora
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/15/14
Day of Week: Tuesday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	3	1	2	5	11	12:00 AM	10	7	12	3	32	43
01:00 AM	0	1	0	0	1	01:00 AM	2	1	1	1	5	6
02:00 AM	0	2	1	1	4	02:00 AM	0	1	3	6	10	14
03:00 AM	2	2	0	0	4	03:00 AM	1	1	0	0	2	6
04:00 AM	2	1	1	0	4	04:00 AM	0	1	0	3	4	8
05:00 AM	1	1	4	4	10	05:00 AM	0	2	4	5	11	21
06:00 AM	3	7	6	24	40	06:00 AM	3	4	16	47	70	110
07:00 AM	56	36	19	22	133	07:00 AM	101	48	17	14	180	313
08:00 AM	29	23	34	26	112	08:00 AM	23	13	20	27	83	195
09:00 AM	40	26	27	22	115	09:00 AM	29	30	19	18	96	211
10:00 AM	20	19	15	16	70	10:00 AM	24	24	21	26	95	165
11:00 AM	21	10	27	17	75	11:00 AM	24	30	21	41	116	191
12:00 PM	29	20	26	24	99	12:00 PM	38	37	43	35	153	252
01:00 PM	33	27	26	22	108	01:00 PM	37	36	38	26	137	245
02:00 PM	23	41	53	28	145	02:00 PM	43	54	46	37	180	325
03:00 PM	28	17	15	26	86	03:00 PM	41	33	33	34	141	227
04:00 PM	19	28	27	25	99	04:00 PM	32	34	49	27	142	241
05:00 PM	24	11	22	13	70	05:00 PM	68	68	56	52	244	314
06:00 PM	19	18	22	23	82	06:00 PM	45	48	37	23	153	235
07:00 PM	22	21	19	23	85	07:00 PM	24	29	22	16	91	176
08:00 PM	15	5	11	8	39	08:00 PM	26	8	3	14	51	90
09:00 PM	10	8	9	7	34	09:00 PM	13	11	8	1	33	67
10:00 PM	6	2	1	3	12	10:00 PM	6	5	13	9	33	45
11:00 PM	7	4	4	1	16	11:00 PM	8	14	5	4	31	47
			24-HOUR TOTAL		1,454				24-HOUR TOTAL		2,093	3,547

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.00

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	122	132	254
PM Peak Hour:	Volume:	85	193	278

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Aurora Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/14/14
Day of Week: Tuesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	1	0	0	1	2	12:00 AM	0	0	0	1	1	3
01:00 AM	0	1	0	0	1	01:00 AM	2	1	0	0	3	4
02:00 AM	0	1	0	0	1	02:00 AM	1	0	0	0	1	2
03:00 AM	2	2	0	0	4	03:00 AM	1	0	0	0	1	5
04:00 AM	0	0	1	0	1	04:00 AM	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	05:00 AM	0	0	2	0	2	2
06:00 AM	1	1	1	8	11	06:00 AM	1	2	2	4	9	20
07:00 AM	12	9	3	16	40	07:00 AM	3	10	12	14	39	79
08:00 AM	8	14	14	19	55	08:00 AM	20	21	19	20	80	135
09:00 AM	13	20	19	22	74	09:00 AM	20	20	28	23	91	165
10:00 AM	23	16	28	14	81	10:00 AM	20	15	17	23	75	156
11:00 AM	16	34	22	28	100	11:00 AM	16	22	19	17	74	174
12:00 PM	31	33	23	19	106	12:00 PM	24	17	7	15	63	169
01:00 PM	18	24	37	29	108	01:00 PM	10	21	17	16	64	172
02:00 PM	25	24	36	29	114	02:00 PM	13	20	18	25	76	190
03:00 PM	25	21	16	20	82	03:00 PM	12	12	23	15	62	144
04:00 PM	25	16	21	18	80	04:00 PM	20	11	15	9	55	135
05:00 PM	22	32	18	23	95	05:00 PM	10	17	15	19	61	156
06:00 PM	19	21	11	10	61	06:00 PM	12	9	7	17	45	106
07:00 PM	7	7	8	4	26	07:00 PM	8	5	7	6	26	52
08:00 PM	14	8	4	5	31	08:00 PM	4	6	5	2	17	48
09:00 PM	8	1	3	4	16	09:00 PM	0	2	0	2	4	20
10:00 PM	2	3	4	4	13	10:00 PM	4	0	1	1	6	19
11:00 PM	4	3	3	3	13	11:00 PM	0	0	0	0	0	13
			24-HOUR TOTAL		1,115				24-HOUR TOTAL		855	1,970

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.00

		NORTHBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	47	60	107
PM Peak Hour:	Volume:	88	58	146

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Aurora Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/15/14
Day of Week: Tuesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	1	3	2	1	7
01:00 AM	3	1	0	0	4
02:00 AM	0	0	0	2	2
03:00 AM	1	0	0	0	1
04:00 AM	0	0	0	1	1
05:00 AM	0	1	0	0	1
06:00 AM	0	1	1	6	8
07:00 AM	9	4	10	10	33
08:00 AM	7	5	7	15	34
09:00 AM	11	16	5	23	55
10:00 AM	30	23	15	23	91
11:00 AM	18	20	31	31	100
12:00 PM	23	22	32	18	95
01:00 PM	22	26	19	24	91
02:00 PM	23	23	27	25	98
03:00 PM	20	23	18	13	74
04:00 PM	18	18	21	28	85
05:00 PM	24	23	17	27	91
06:00 PM	21	17	14	15	67
07:00 PM	9	14	7	9	39
08:00 PM	9	3	3	8	23
09:00 PM	5	8	6	2	21
10:00 PM	5	5	9	4	23
11:00 PM	4	1	1	2	8
			24-HOUR TOTAL		1,052

BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	1	2	2	0	5	12
01:00 AM	1	0	0	0	1	5
02:00 AM	0	0	1	0	1	3
03:00 AM	0	0	0	0	0	1
04:00 AM	0	0	0	0	0	1
05:00 AM	0	0	1	2	3	4
06:00 AM	1	0	2	2	5	13
07:00 AM	2	8	11	11	32	65
08:00 AM	20	14	17	14	65	99
09:00 AM	28	15	9	19	71	126
10:00 AM	16	20	14	12	62	153
11:00 AM	12	21	13	18	64	164
12:00 PM	12	17	11	16	56	151
01:00 PM	14	8	15	21	58	149
02:00 PM	12	10	17	13	52	150
03:00 PM	18	17	15	9	59	133
04:00 PM	15	12	15	13	55	140
05:00 PM	21	7	9	15	52	143
06:00 PM	10	14	6	8	38	105
07:00 PM	13	5	9	6	33	72
08:00 PM	8	3	1	3	15	38
09:00 PM	3	3	0	3	9	30
10:00 PM	1	2	3	1	7	30
11:00 PM	1	3	0	1	5	13
			24-HOUR TOTAL		748	1,800

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.00

		NORTHBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	33	49	82
PM Peak Hour:	Volume:	88	54	142

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Salzedo Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/14/14
Day of Week: Tuesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	1	2	2	1	6
01:00 AM	0	0	0	1	1
02:00 AM	0	2	0	0	2
03:00 AM	1	0	0	2	3
04:00 AM	0	0	0	1	1
05:00 AM	0	0	0	1	1
06:00 AM	1	1	2	5	9
07:00 AM	18	7	3	10	38
08:00 AM	11	4	16	18	49
09:00 AM	15	17	14	15	61
10:00 AM	7	9	8	13	37
11:00 AM	12	13	21	19	65
12:00 PM	17	17	17	12	63
01:00 PM	16	17	17	13	63
02:00 PM	9	22	19	16	66
03:00 PM	22	12	11	9	54
04:00 PM	15	12	6	15	48
05:00 PM	22	19	17	12	70
06:00 PM	13	15	6	9	43
07:00 PM	13	11	11	14	49
08:00 PM	9	5	10	3	27
09:00 PM	9	8	5	2	24
10:00 PM	5	9	6	10	30
11:00 PM	6	0	2	2	10
			24-HOUR TOTAL		820

BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	1	0	0	0	1	7
01:00 AM	1	0	0	0	1	2
02:00 AM	0	0	0	0	0	2
03:00 AM	0	0	0	0	0	3
04:00 AM	0	0	0	1	1	2
05:00 AM	0	2	1	1	4	5
06:00 AM	0	2	0	2	4	13
07:00 AM	3	0	5	5	13	51
08:00 AM	2	2	7	14	25	74
09:00 AM	13	6	8	6	33	94
10:00 AM	8	1	5	7	21	58
11:00 AM	5	7	4	13	29	94
12:00 PM	9	7	7	5	28	91
01:00 PM	10	10	12	8	40	103
02:00 PM	13	7	10	5	35	101
03:00 PM	9	7	7	6	29	83
04:00 PM	10	6	6	4	26	74
05:00 PM	4	4	10	14	32	102
06:00 PM	8	11	8	8	35	78
07:00 PM	5	5	7	5	22	71
08:00 PM	3	7	3	5	18	45
09:00 PM	6	2	4	1	13	37
10:00 PM	1	6	1	4	12	42
11:00 PM	1	1	4	0	6	16
			24-HOUR TOTAL		428	1,248

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.00

		NORTHBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	44	19	63
PM Peak Hour:	Volume:	59	29	88

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: The Collection Residences
Location: Salzedo Between Bird and Altara
Observer: Traffic Survey Specialists, Inc.

Project No.: 13211
Count Date: 1/15/14
Day of Week: Tuesday

BEGIN TIME	NORTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	SOUTHBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	13	9	9	4	35	12:00 AM	5	1	3	1	10	45
01:00 AM	1	1	3	2	7	01:00 AM	2	0	0	0	2	9
02:00 AM	3	2	1	5	11	02:00 AM	0	1	0	2	3	14
03:00 AM	2	2	0	0	4	03:00 AM	0	0	0	1	1	5
04:00 AM	0	1	0	1	2	04:00 AM	2	0	0	0	2	4
05:00 AM	0	0	0	0	0	05:00 AM	0	0	1	0	1	1
06:00 AM	0	2	1	7	10	06:00 AM	0	1	3	1	5	15
07:00 AM	13	8	3	5	29	07:00 AM	1	3	0	3	7	36
08:00 AM	11	4	13	17	45	08:00 AM	6	4	6	14	30	75
09:00 AM	18	20	16	6	60	09:00 AM	14	10	5	7	36	96
10:00 AM	10	5	3	13	31	10:00 AM	2	6	7	6	21	52
11:00 AM	11	11	5	19	46	11:00 AM	4	3	3	8	18	64
12:00 PM	13	11	13	11	48	12:00 PM	7	6	9	5	27	75
01:00 PM	8	15	27	6	56	01:00 PM	8	9	6	4	27	83
02:00 PM	15	16	19	18	68	02:00 PM	12	10	12	7	41	109
03:00 PM	27	8	17	11	63	03:00 PM	12	6	3	7	28	91
04:00 PM	17	10	16	9	52	04:00 PM	12	5	8	4	29	81
05:00 PM	19	17	16	16	68	05:00 PM	5	9	7	7	28	96
06:00 PM	15	11	14	6	46	06:00 PM	12	6	4	6	28	74
07:00 PM	12	3	8	8	31	07:00 PM	0	8	2	3	13	44
08:00 PM	10	9	5	3	27	08:00 PM	8	5	8	1	22	49
09:00 PM	11	5	8	3	27	09:00 PM	2	3	2	1	8	35
10:00 PM	5	14	9	4	32	10:00 PM	0	2	0	4	6	38
11:00 PM	5	3	4	2	14	11:00 PM	1	1	3	1	6	20
			24-HOUR TOTAL		812				24-HOUR TOTAL		399	1,211

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1

		NORTHBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	37	19	56
PM Peak Hour:	Volume:	60	29	89

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

SW 40TH STREET & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: A. QUINONES & A. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SW 40TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
07:00	3	46	77	15	0	44	206	19	0	1	54	18	0	21	290	10	804
07:15	0	62	84	9	0	32	196	11	0	3	44	12	0	17	328	11	809
07:30	1	39	67	11	0	19	214	23	1	5	59	12	0	13	323	16	803
07:45	2	36	69	6	0	23	189	37	0	8	55	7	0	23	328	26	809
Hr Total	6	183	297	41	0	118	805	90	1	17	212	49	0	74	1269	63	3225
08:00	2	23	79	9	0	25	217	32	0	5	61	7	0	34	346	16	856
08:15	3	32	76	8	0	28	238	34	0	5	59	12	1	25	352	20	893
08:30	2	34	86	6	0	20	270	37	0	7	74	4	0	35	319	25	919
08:45	1	45	100	11	0	46	225	51	0	2	95	5	0	38	319	26	964
Hr Total	8	134	341	34	0	119	950	154	0	19	289	28	1	132	1336	87	3632
* BREAK *																	
16:00	3	31	75	24	0	48	307	31	0	20	66	18	0	33	263	20	939
16:15	0	34	80	27	0	25	318	35	0	26	69	15	0	38	248	17	932
16:30	0	32	89	28	0	30	315	34	0	18	66	11	0	42	230	29	924
16:45	1	29	77	28	0	33	324	38	1	25	66	9	0	39	220	22	912
Hr Total	4	126	321	107	0	136	1264	138	1	89	267	53	0	152	961	88	3707
17:00	0	35	91	37	0	28	352	27	0	34	80	15	0	33	243	27	1002
17:15	1	33	101	30	0	28	364	25	0	32	96	20	0	35	264	21	1050
17:30	1	29	106	33	0	31	364	35	0	19	99	10	0	33	251	18	1029
17:45	1	33	99	33	0	31	328	24	0	27	87	20	0	31	268	11	993
Hr Total	3	130	397	133	0	118	1408	111	0	112	362	65	0	132	1026	77	4074
TOTAL	21	573	1356	315	0	491	4427	493	2	237	1130	195	1	490	4592	315	14638

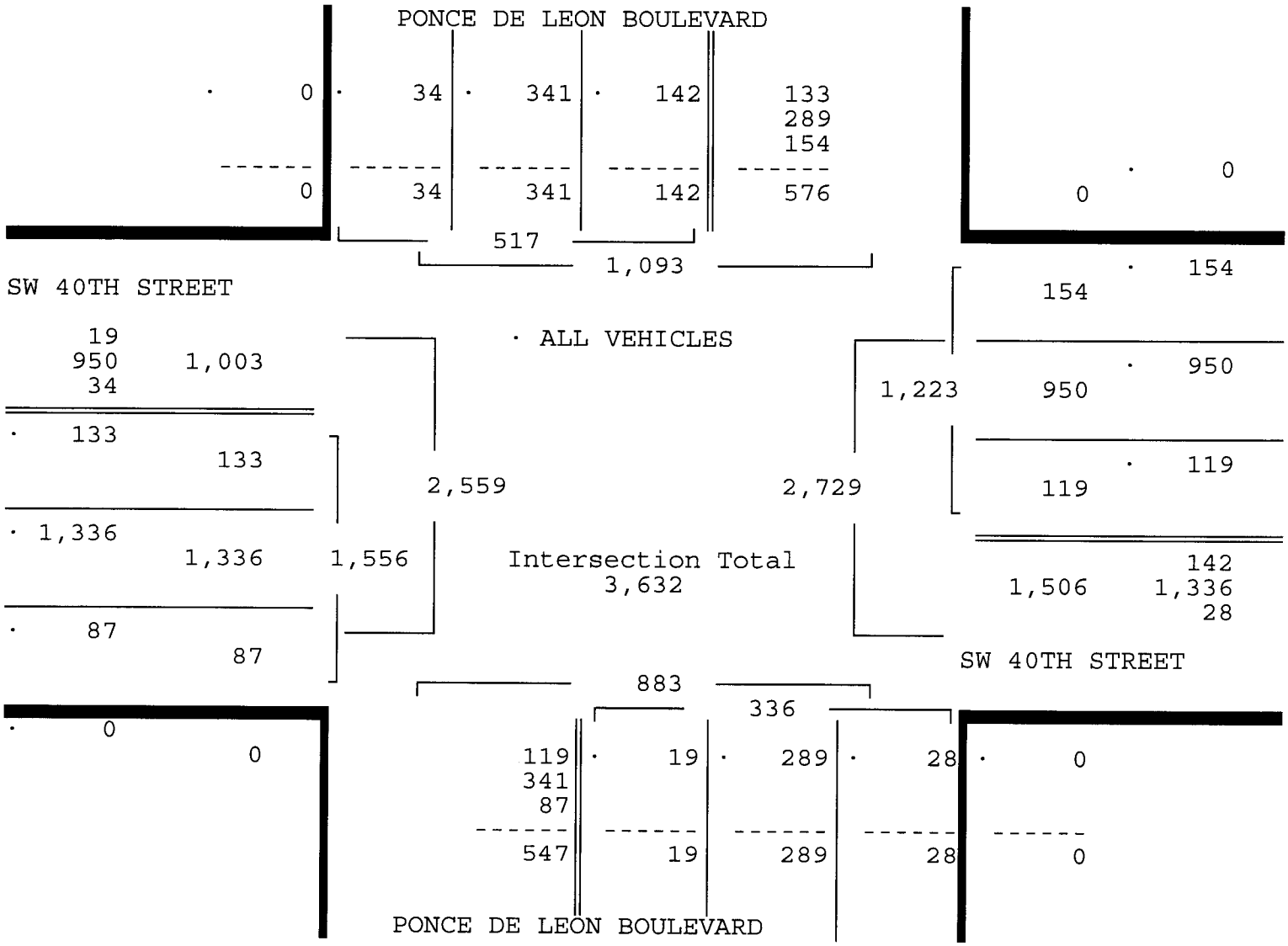
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SW 40TH STREET & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: A. QUINONES & A. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SW 40TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/15/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	8	134	341	34	0	119	950	154	0	19	289	28	1	132	1336	87	
Percent	2%	26%	66%	7%	0%	10%	78%	13%	0%	6%	86%	8%	0%	8%	86%	6%	
Pk total	517				1223				336				1556				
Highest	08:45				08:30				08:45				08:15				
Volume	1	45	100	11	0	20	270	37	0	2	95	5	1	25	352	20	
Hi total	157				327				102				398				
PHF	.82				.94				.82				.98				



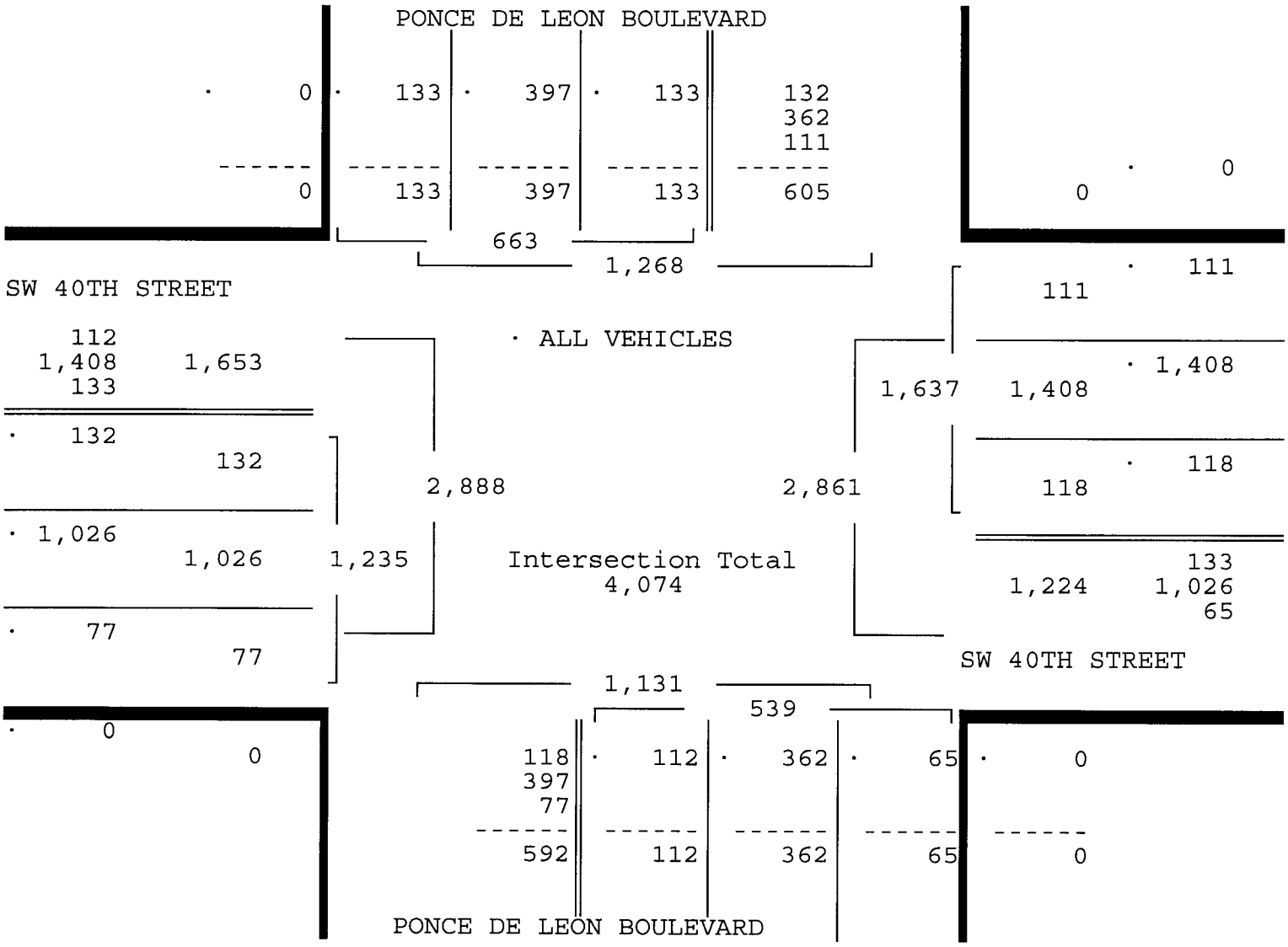
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SW 40TH STREET & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: A. QUINONES & A. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SW 40TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	3	130	397	133	0	118	1408	111	0	112	362	65	0	132	1026	77	
Percent	0%	20%	60%	20%	0%	7%	86%	7%	0%	21%	67%	12%	0%	11%	83%	6%	
Pk total	663				1637				539				1235				
Highest	17:30				17:30				17:15				17:15				
Volume	1	29	106	33	0	31	364	35	0	32	96	20	0	35	264	21	
Hi total	169				430				148				320				
PHF	.98				.95				.91				.96				



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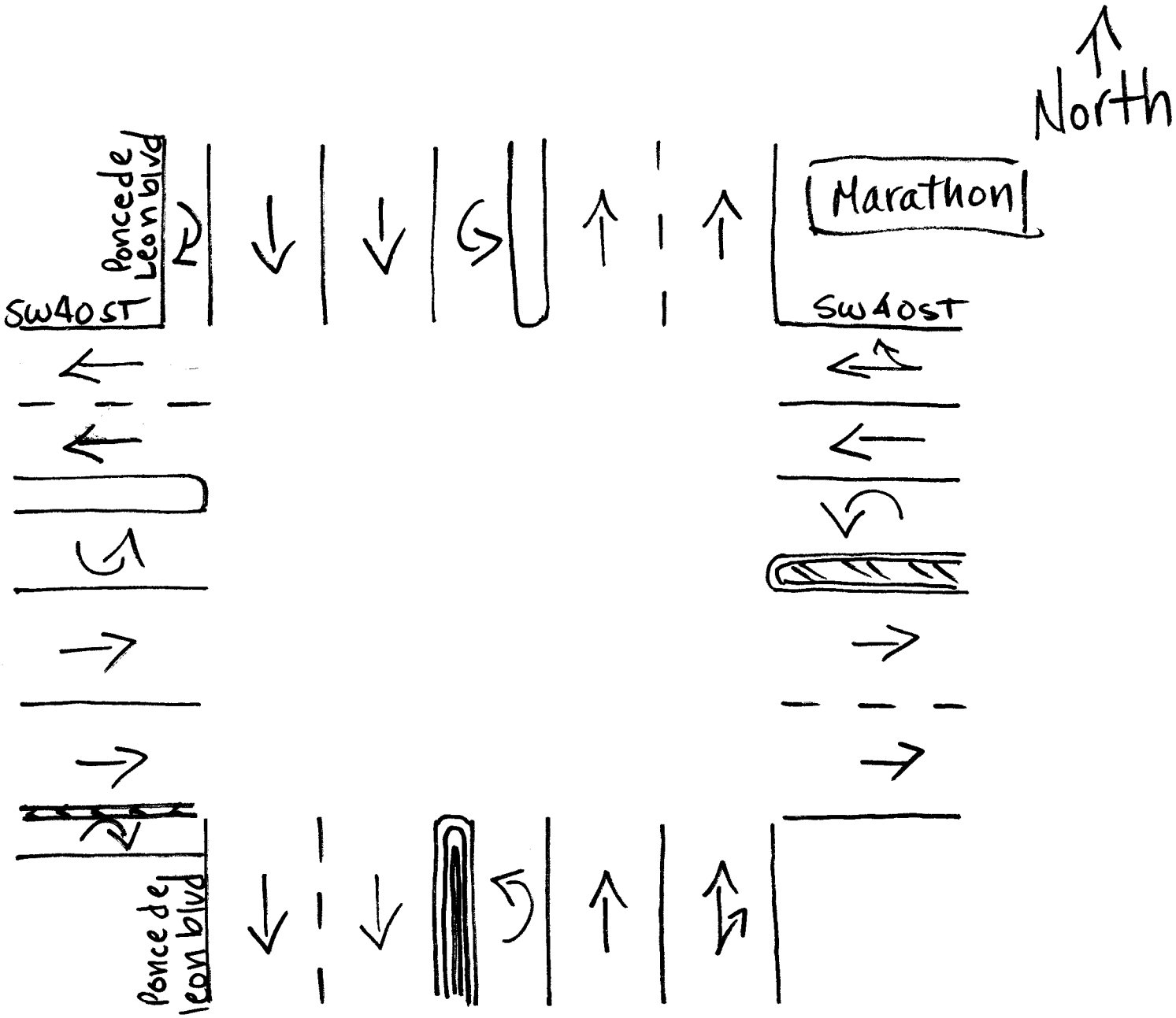
SW 40TH STREET & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: A. QUINONES & A. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				SW 40TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 40TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
07:00	0	0	0	7	0	0	0	2	0	0	0	1	0	0	0	0	10
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
Hr Total	0	0	0	8	0	0	0	2	0	0	0	2	0	0	0	7	19
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	6
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
08:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	4
Hr Total	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	8	14
* BREAK *																	
16:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	6	9
16:15	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	1	12
16:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	4
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
Hr Total	0	0	0	1	0	0	0	11	0	0	0	6	0	0	0	11	29
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	4	11
TOTAL	0	0	0	12	0	0	0	20	0	0	0	11	0	0	0	30	73



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
Signalized

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

SW 40TH STREET & AURORA STREET
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STAURO
Page : 1

ALL VEHICLES

	----- From North				SW 40TH STREET From East				AURORA STREET From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
07:00	0	0	0	0	0	0	224	0	0	0	0	6	0	0	340	3	573
07:15	0	0	0	0	0	0	206	0	0	0	0	0	0	0	346	12	564
07:30	0	0	0	0	0	0	232	0	0	0	0	4	0	0	348	16	600
07:45	0	0	0	0	0	0	205	0	0	0	0	6	0	0	374	15	600
Hr Total	0	0	0	0	0	0	867	0	0	0	0	16	0	0	1408	46	2337
08:00	0	0	0	0	0	0	238	0	0	0	0	4	0	0	387	20	649
08:15	0	0	0	0	0	0	255	0	0	0	0	6	0	0	399	12	672
08:30	0	0	0	0	0	0	290	0	0	0	0	3	0	0	376	18	687
08:45	0	0	0	0	0	0	245	0	0	0	0	12	0	0	382	18	657
Hr Total	0	0	0	0	0	0	1028	0	0	0	0	25	0	0	1544	68	2665
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	376	0	0	0	0	12	0	0	304	8	700
16:15	0	0	0	0	0	0	380	0	0	0	0	15	0	0	297	7	699
16:30	0	0	0	0	0	0	375	0	0	0	0	14	0	0	298	6	693
16:45	0	0	0	0	0	0	388	0	0	0	0	21	0	0	262	13	684
Hr Total	0	0	0	0	0	0	1519	0	0	0	0	62	0	0	1161	34	2776
17:00	0	0	0	0	0	0	429	0	0	0	0	24	0	0	294	6	753
17:15	0	0	0	0	0	0	441	0	0	0	0	23	0	0	299	0	763
17:30	0	0	0	0	0	0	435	0	0	0	0	14	0	0	290	8	747
17:45	0	0	0	0	0	0	384	0	0	0	0	25	0	0	283	6	698
Hr Total	0	0	0	0	0	0	1689	0	0	0	0	86	0	0	1166	20	2961
TOTAL	0	0	0	0	0	0	5103	0	0	0	0	189	0	0	5279	168	10739

Traffic Survey Specialists, Inc.
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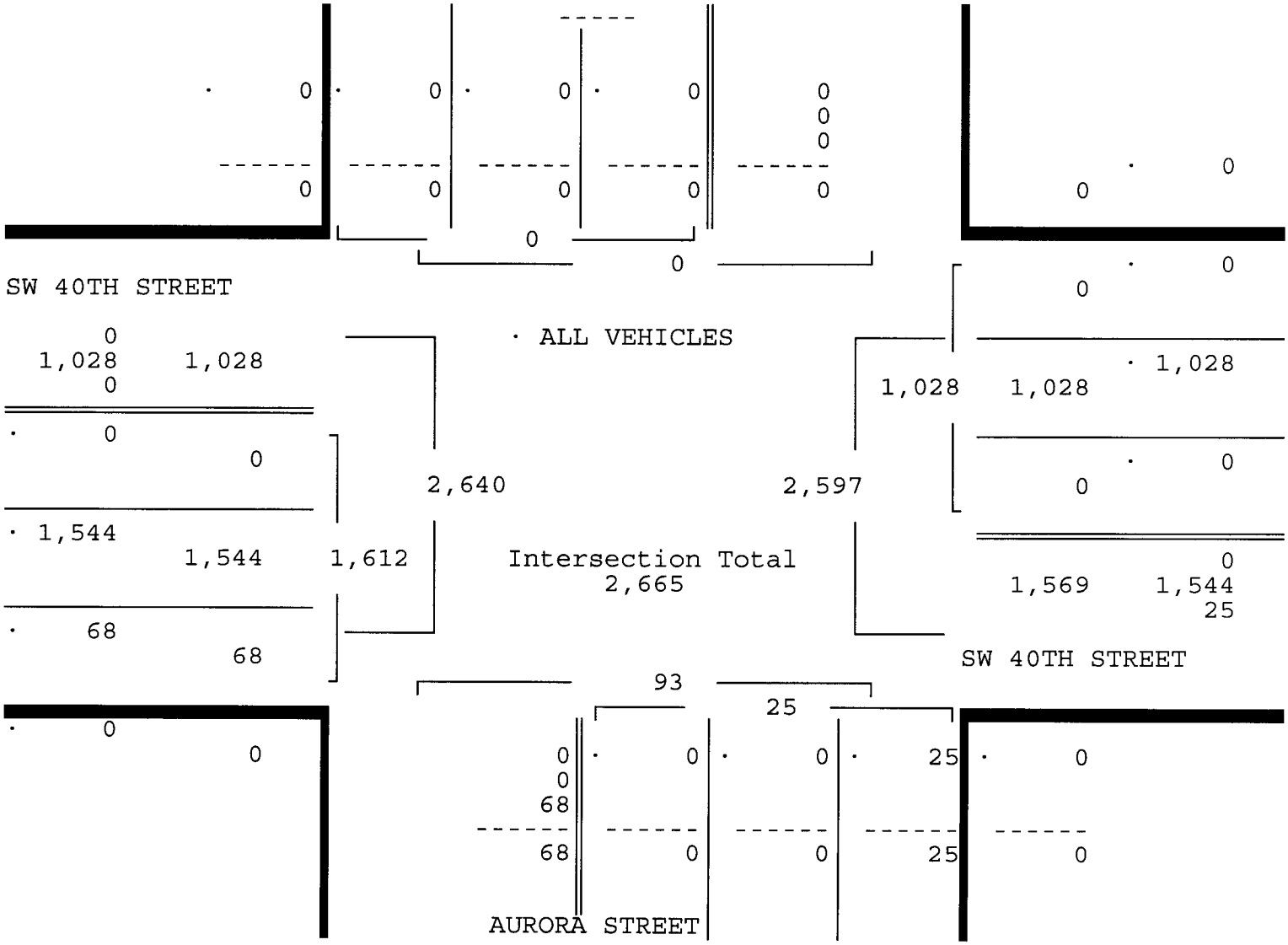
SW 40TH STREET & AURORA STREET
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STAURO
Page : 2

ALL VEHICLES

	----- From North				SW 40TH STREET From East				AURORA STREET From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/15/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	0	1028	0	0	0	0	25	0	0	1544	68	
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	96%	4%	
Pk total	0				1028				25				1612				
Highest	07:00				08:30				08:45				08:15				
Volume	0	0	0	0	0	0	290	0	0	0	0	12	0	0	399	12	
Hi total	0				290				12				411				
PHF	.0				.89				.52				.98				



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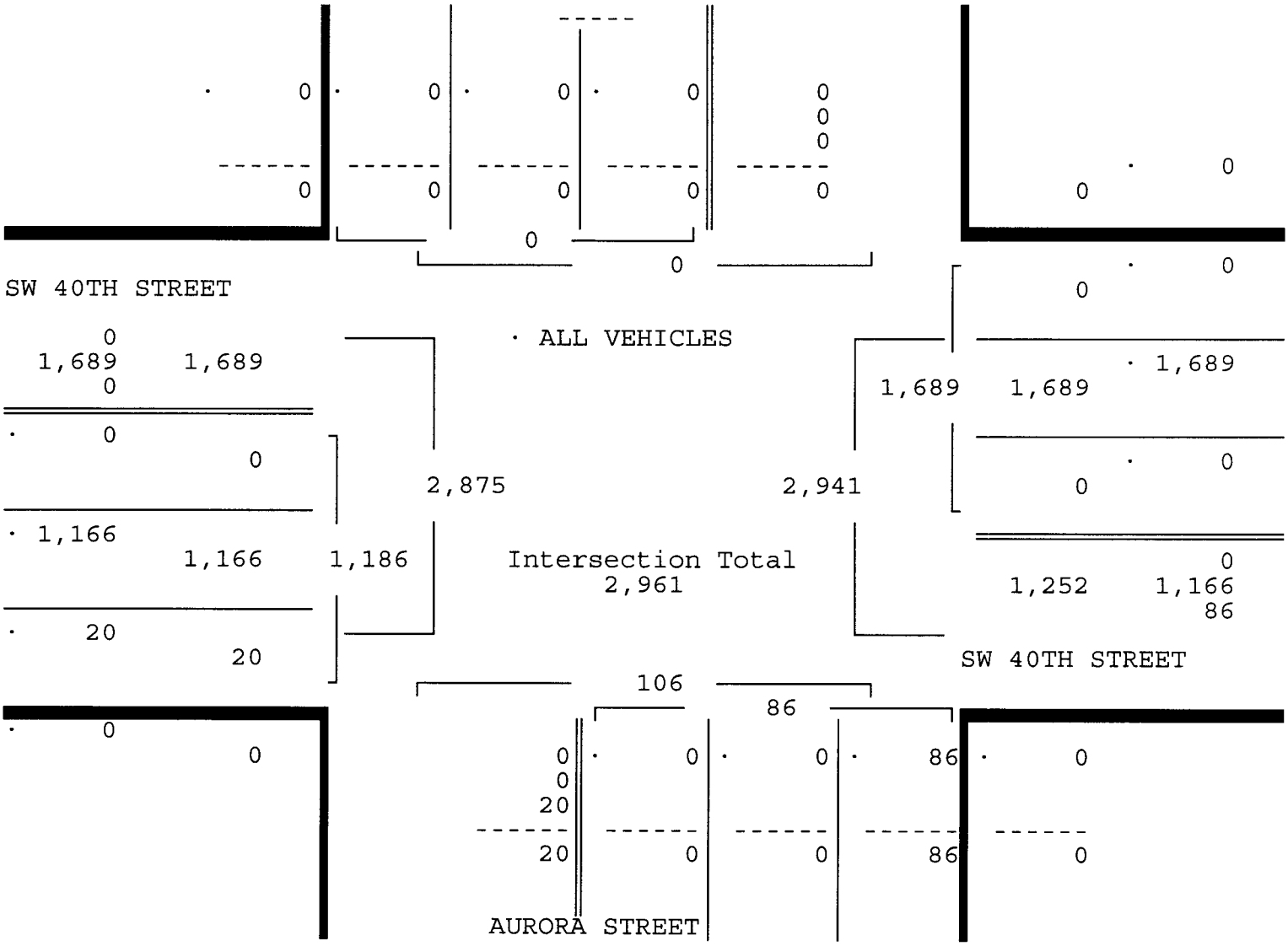
SW 40TH STREET & AURORA STREET
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STAURO
Page : 3

ALL VEHICLES

----- From North				SW 40TH STREET From East				AURORA STREET From South				SW 40TH STREET From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																
Peak start 17:00				17:00				17:00				17:00				
Volume 0	0	0	0	0	0	1689	0	0	0	0	86	0	0	1166	20	
Percent 0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	98%	2%	
Pk total 0				1689				86				1186				
Highest 07:00				17:15				17:45				17:00				
Volume 0	0	0	0	0	0	441	0	0	0	0	25	0	0	294	6	
Hi total 0				441				25				300				
PHF .0				.96				.86				.99				



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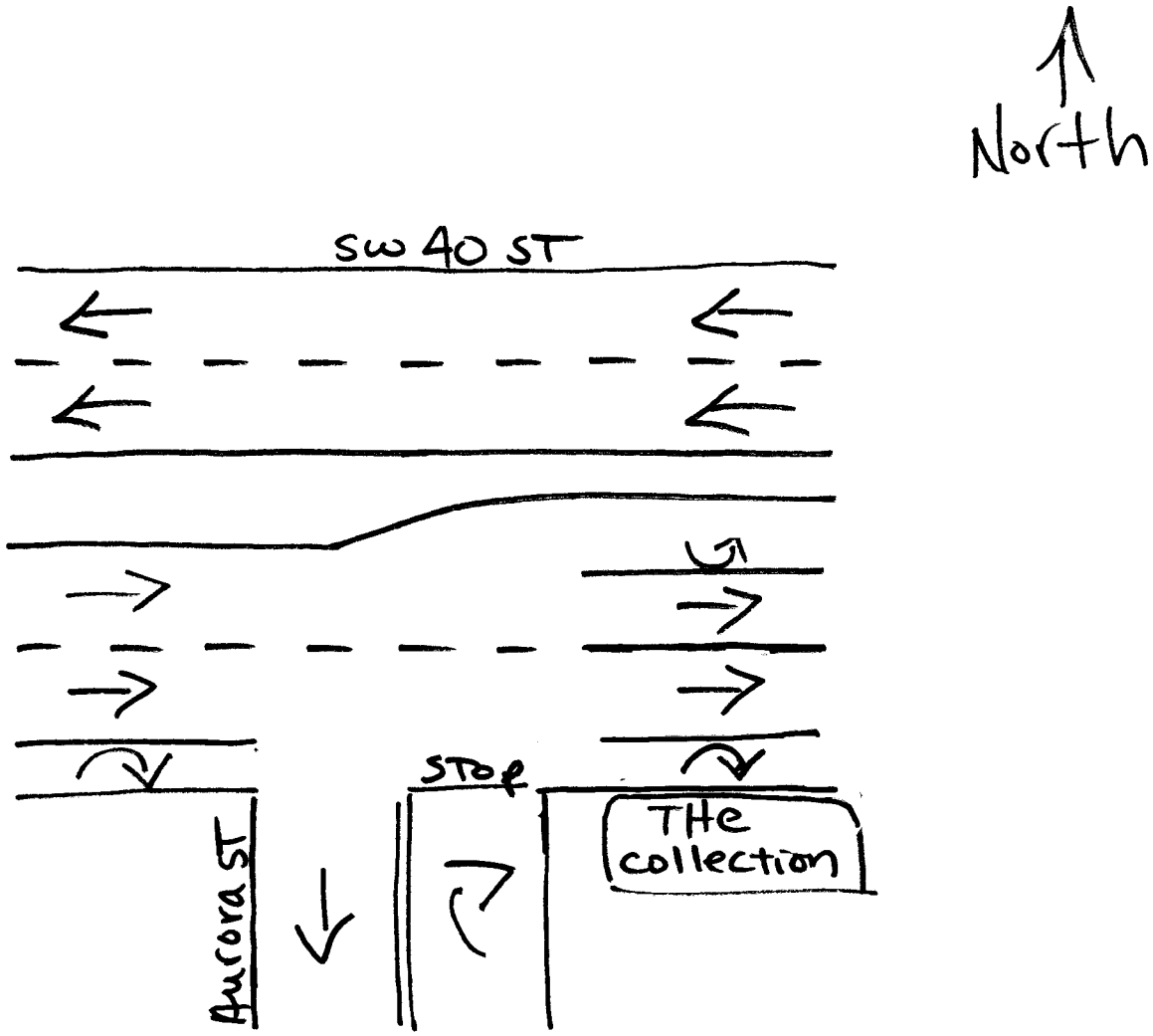
SW 40TH STREET & AURORA STREET
CORAL GABLES, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STAURO
Page : 1

PEDESTRIANS

	----- From North				SW 40TH STREET From East				AURORA STREET From South				SW 40TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
07:00	0	0	0	2	0	0	0	0	0	0	0	13	0	0	0	1	16
07:15	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	4	0	0	0	1	0	0	0	19	0	0	0	1	25
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	0	8
08:45	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	8
Hr Total	0	0	0	5	0	0	0	3	0	0	0	10	0	0	0	0	18
---------- * BREAK * ----------																	
16:00	0	0	0	2	0	0	0	0	0	0	0	12	0	0	0	0	14
16:15	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:45	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
Hr Total	0	0	0	5	0	0	0	0	0	0	0	22	0	0	0	0	27
17:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:15	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	6
17:30	0	0	0	1	0	0	0	0	0	0	0	10	0	0	0	0	11
17:45	0	0	0	2	0	0	0	2	0	0	0	7	0	0	0	0	11
Hr Total	0	0	0	6	0	0	0	2	0	0	0	23	0	0	0	0	31
TOTAL	0	0	0	20	0	0	0	6	0	0	0	74	0	0	0	1	101



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
NOT Signalized

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SW 40TH STREET & SALZEDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STSALZ
Page : 1

ALL VEHICLES

	----- From North				SW 40TH STREET From East				SALZEDO STREET From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
07:00	0	0	0	0	0	0	234	0	0	2	0	11	0	0	339	3	589
07:15	0	0	0	0	1	0	205	0	1	3	0	6	0	0	339	1	556
07:30	0	0	0	0	0	0	234	0	0	2	0	3	0	0	359	1	599
07:45	0	0	0	0	0	0	208	0	0	0	0	2	0	0	396	4	610
Hr Total	0	0	0	0	1	0	881	0	1	7	0	22	0	0	1433	9	2354
08:00	0	0	0	0	0	0	244	0	0	1	0	4	0	0	407	8	664
08:15	0	0	0	0	0	0	257	0	0	1	0	1	2	0	410	7	678
08:30	0	0	0	0	0	0	294	0	0	1	0	7	0	0	386	8	696
08:45	0	0	0	0	0	1	242	0	0	4	0	7	1	0	398	13	666
Hr Total	0	0	0	0	0	1	1037	0	0	7	0	19	3	0	1601	36	2704
* BREAK *																	
16:00	0	0	0	0	0	0	380	0	0	2	0	9	0	0	307	7	705
16:15	0	0	0	0	0	0	384	0	0	4	0	4	0	0	300	3	695
16:30	0	0	0	0	0	0	380	0	0	7	0	9	0	0	288	4	688
16:45	0	0	0	0	0	0	391	0	0	2	0	3	0	0	268	4	668
Hr Total	0	0	0	0	0	0	1535	0	0	15	0	25	0	0	1163	18	2756
17:00	0	0	0	0	0	0	437	0	0	10	0	7	0	0	291	2	747
17:15	0	0	0	0	0	0	447	0	0	4	0	6	1	0	298	5	761
17:30	0	0	0	0	1	0	454	0	0	6	0	6	0	0	288	3	758
17:45	0	0	0	0	1	0	397	0	0	2	0	6	0	0	286	0	692
Hr Total	0	0	0	0	2	0	1735	0	0	22	0	25	1	0	1163	10	2958
TOTAL	0	0	0	0	3	1	5188	0	1	51	0	91	4	0	5360	73	10772

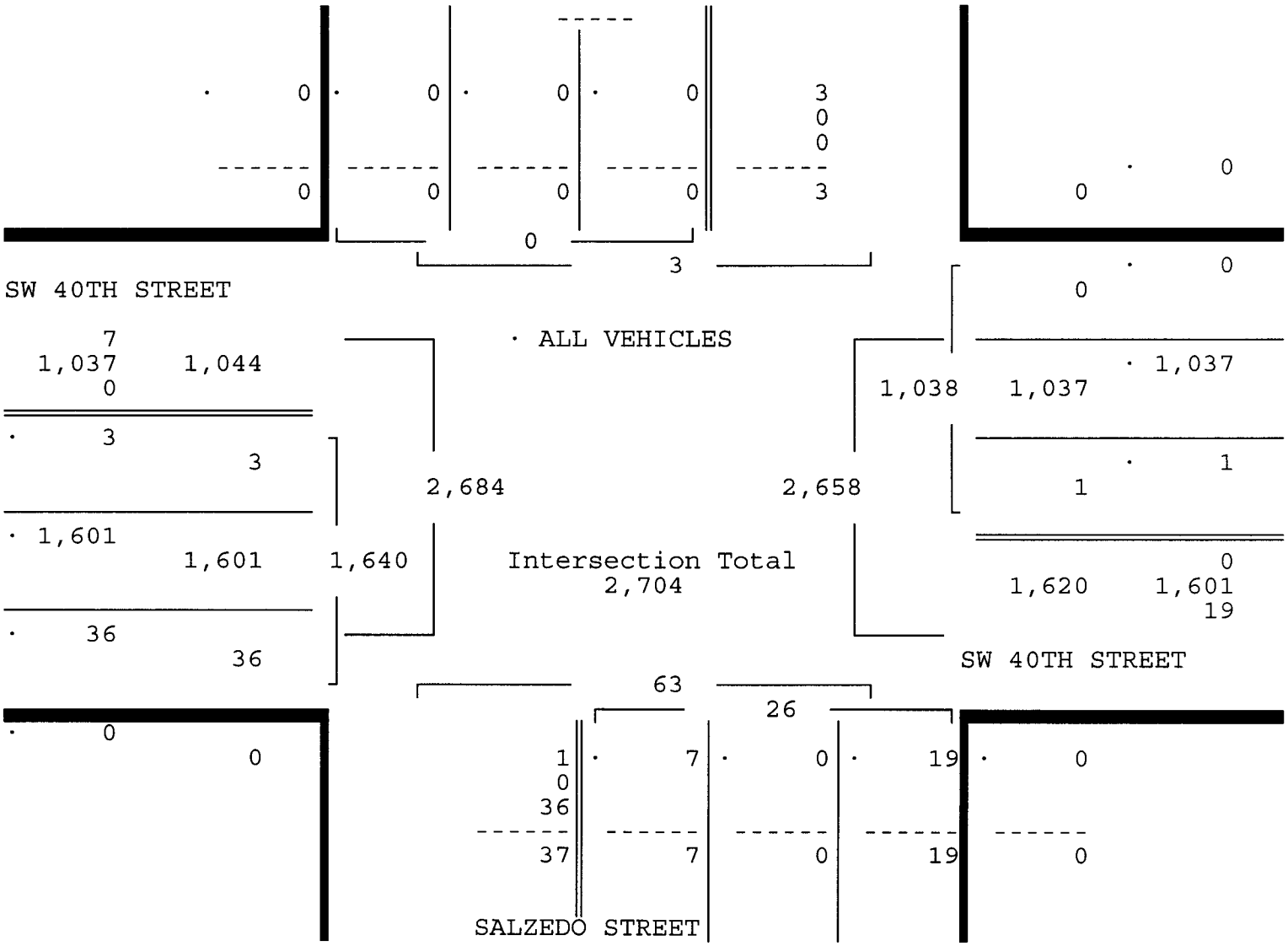
SW 40TH STREET & SALZEDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STSALZ
Page : 2

ALL VEHICLES

----- From North				SW 40TH STREET From East				SALZEDO STREET From South				SW 40TH STREET From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/15/14																
Peak start 08:00				08:00				08:00				08:00				
Volume 0	0	0	0	0	1	1037	0	0	7	0	19	3	0	1601	36	
Percent 0%	0%	0%	0%	0%	0%	100%	0%	0%	27%	0%	73%	0%	0%	98%	2%	
Pk total 0				1038				26				1640				
Highest 07:00				08:30				08:45				08:15				
Volume 0	0	0	0	0	0	294	0	0	4	0	7	2	0	410	7	
Hi total 0				294				11				419				
PHF .0				.88				.59				.98				



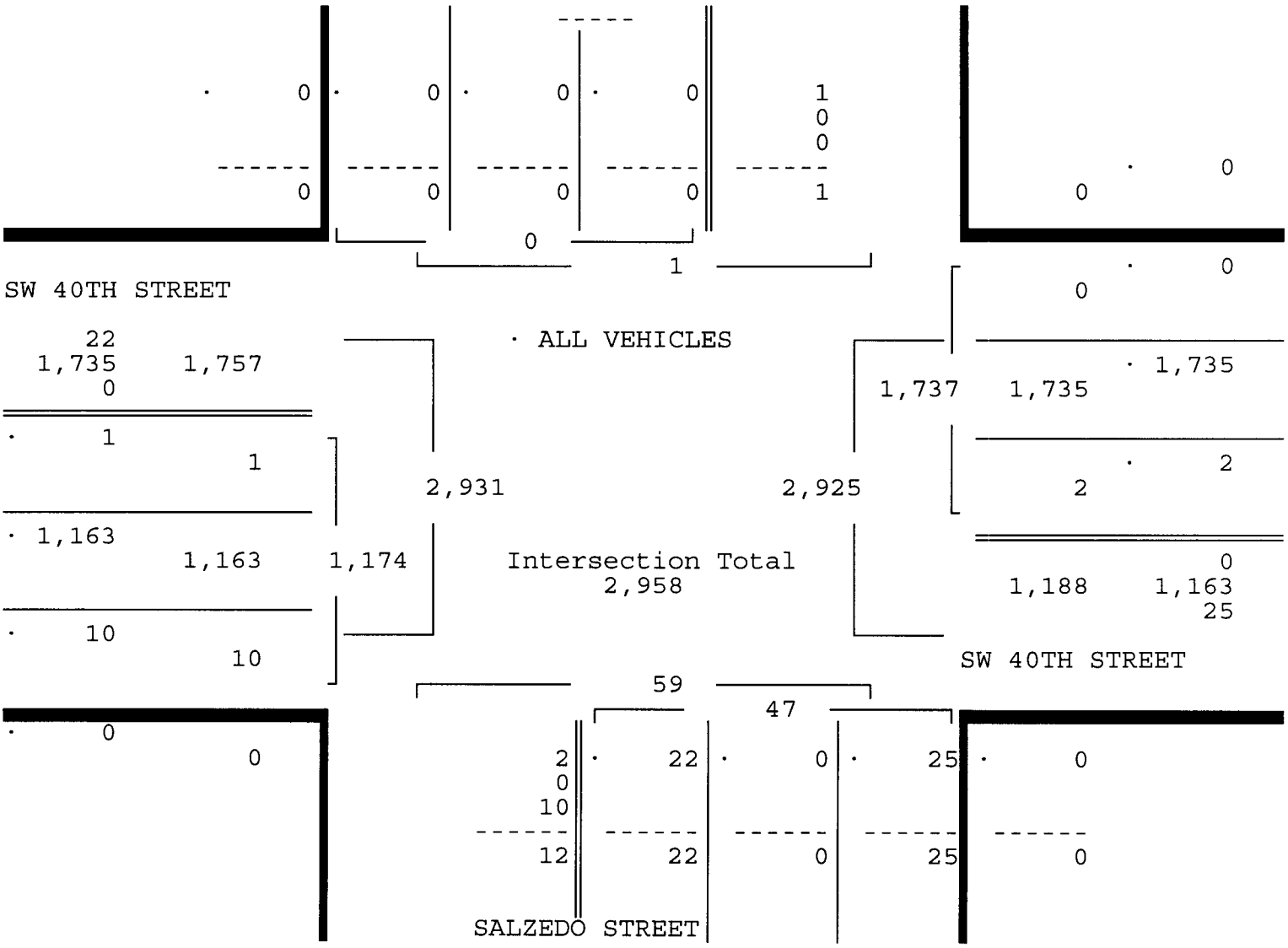
SW 40TH STREET & SALZEDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STSALZ
Page : 3

ALL VEHICLES

----- From North				SW 40TH STREET From East				SALZEDO STREET From South				SW 40TH STREET From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																
Peak start 17:00				17:00				17:00				17:00				
Volume 0	0	0	0	2	0	1735	0	0	22	0	25	1	0	1163	10	
Percent 0%	0%	0%	0%	0%	0%	100%	0%	0%	47%	0%	53%	0%	0%	99%	1%	
Pk total 0				1737				47				1174				
Highest 07:00				17:30				17:00				17:15				
Volume 0	0	0	0	1	0	454	0	0	10	0	7	1	0	298	5	
Hi total 0				455				17				304				
PHF .0				.95				.69				.97				



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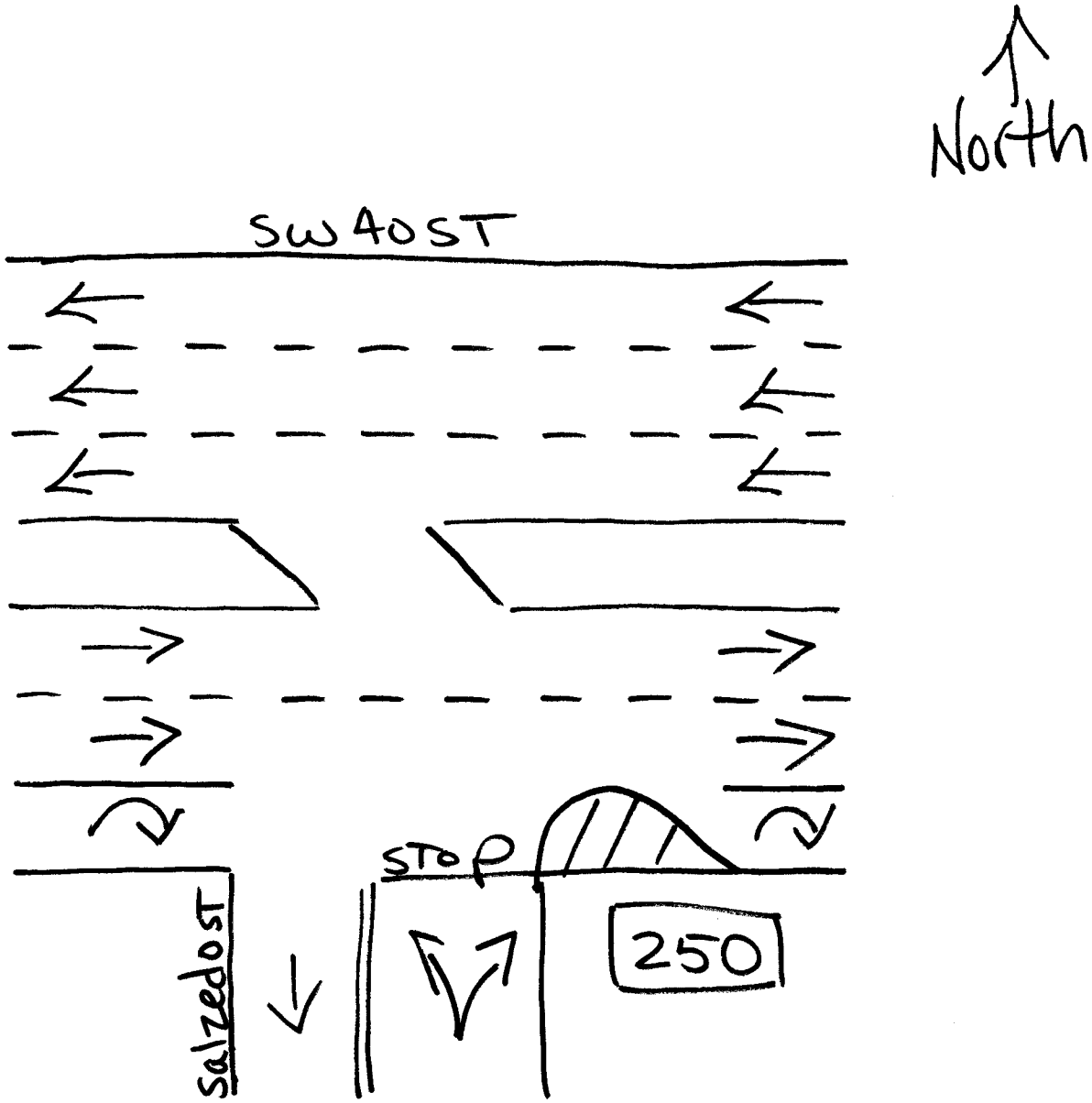
SW 40TH STREET & SALZEDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40STSALZ
Page : 1

PEDESTRIANS

	----- From North				SW 40TH STREET From East				SALZEDO STREET From South				SW 40TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	1	17
07:15	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	5
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4
Hr Total	0	0	0	0	0	0	0	3	0	0	0	22	0	0	0	3	28
08:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	2	0	0	0	8	0	0	0	3	13
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	1	0	0	0	9	0	0	0	0	10
16:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
16:30	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3	7
16:45	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	2	9
Hr Total	0	0	0	0	0	0	0	4	0	0	0	19	0	0	0	7	30
17:00	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	8	14
17:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4
17:30	0	0	0	0	0	0	0	1	0	0	0	12	0	0	0	0	13
17:45	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	8
Hr Total	0	0	0	0	0	0	0	4	0	0	0	26	0	0	0	9	39
TOTAL	0	0	0	0	0	0	0	13	0	0	0	75	0	0	0	22	110



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
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SW 40TH STREET & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_LEJ
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				SW 40TH STREET From East				LEJEUNE ROAD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
07:00	0	33	137	39	9	21	146	54	0	13	117	22	1	31	214	37	874
07:15	0	39	132	25	9	20	158	34	0	16	97	22	3	40	258	32	885
07:30	0	42	136	14	1	11	190	34	0	14	93	9	0	34	306	10	894
07:45	0	55	166	25	1	15	160	26	0	15	116	5	0	41	331	19	975
Hr Total	0	169	571	103	20	67	654	148	0	58	423	58	4	146	1109	98	3628
08:00	0	34	148	15	2	12	202	31	1	26	168	10	0	48	372	46	1115
08:15	0	39	186	12	0	16	202	39	0	30	159	5	0	60	368	28	1144
08:30	0	40	177	20	2	18	205	34	0	30	190	8	0	72	345	29	1170
08:45	0	40	185	27	4	26	209	35	0	26	189	7	0	61	360	41	1210
Hr Total	0	153	696	74	8	72	818	139	1	112	706	30	0	241	1445	144	4639
* BREAK *																	
16:00	0	41	180	40	3	14	315	29	0	28	166	17	2	36	244	25	1140
16:15	0	43	166	40	3	12	320	49	0	41	137	14	0	36	235	34	1130
16:30	0	35	165	45	1	18	318	36	0	42	175	12	0	29	240	22	1138
16:45	0	30	180	42	4	17	314	42	0	44	170	10	0	32	222	31	1138
Hr Total	0	149	691	167	11	61	1267	156	0	155	648	53	2	133	941	112	4546
17:00	0	28	179	48	1	25	368	44	0	36	195	22	0	29	236	28	1239
17:15	0	31	181	53	1	21	362	53	0	39	190	17	0	33	253	30	1264
17:30	0	35	185	38	3	25	375	56	0	39	181	13	0	26	241	25	1242
17:45	0	19	149	34	1	20	317	41	0	33	157	15	0	35	240	30	1091
Hr Total	0	113	694	173	6	91	1422	194	0	147	723	67	0	123	970	113	4836
TOTAL	0	584	2652	517	45	291	4161	637	1	472	2500	208	6	643	4465	467	17649

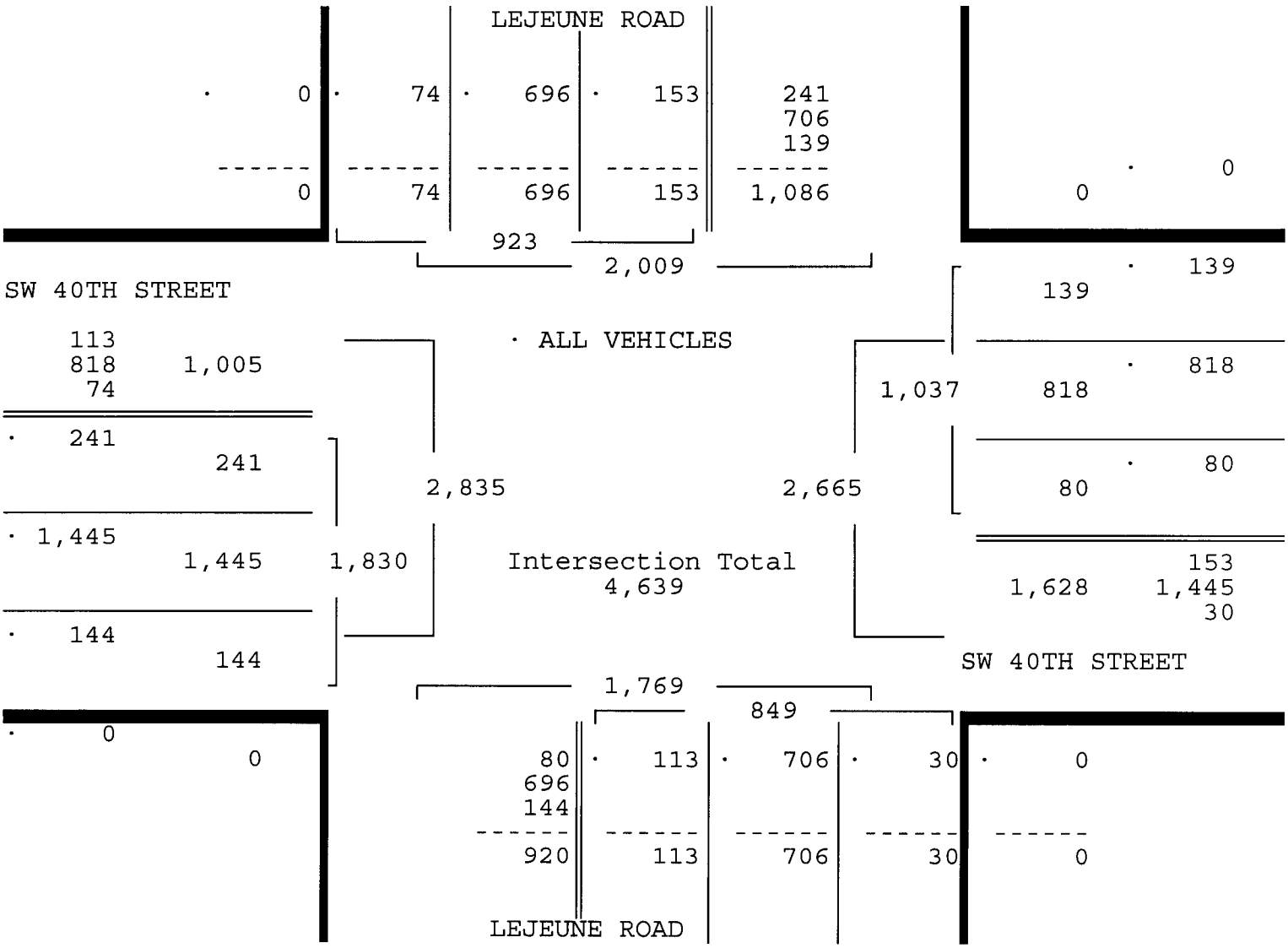
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SW 40TH STREET & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_LEJ
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				SW 40TH STREET From East				LEJEUNE ROAD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	153	696	74	8	72	818	139	1	112	706	30	0	241	1445	144	
Percent	0%	17%	75%	8%	1%	7%	79%	13%	0%	13%	83%	4%	0%	13%	79%	8%	
Pk total	923				1037				849				1830				
Highest	08:45				08:45				08:30				08:00				
Volume	0	40	185	27	4	26	209	35	0	30	190	8	0	48	372	46	
Hi total	252				274				228				466				
PHF	.92				.95				.93				.98				



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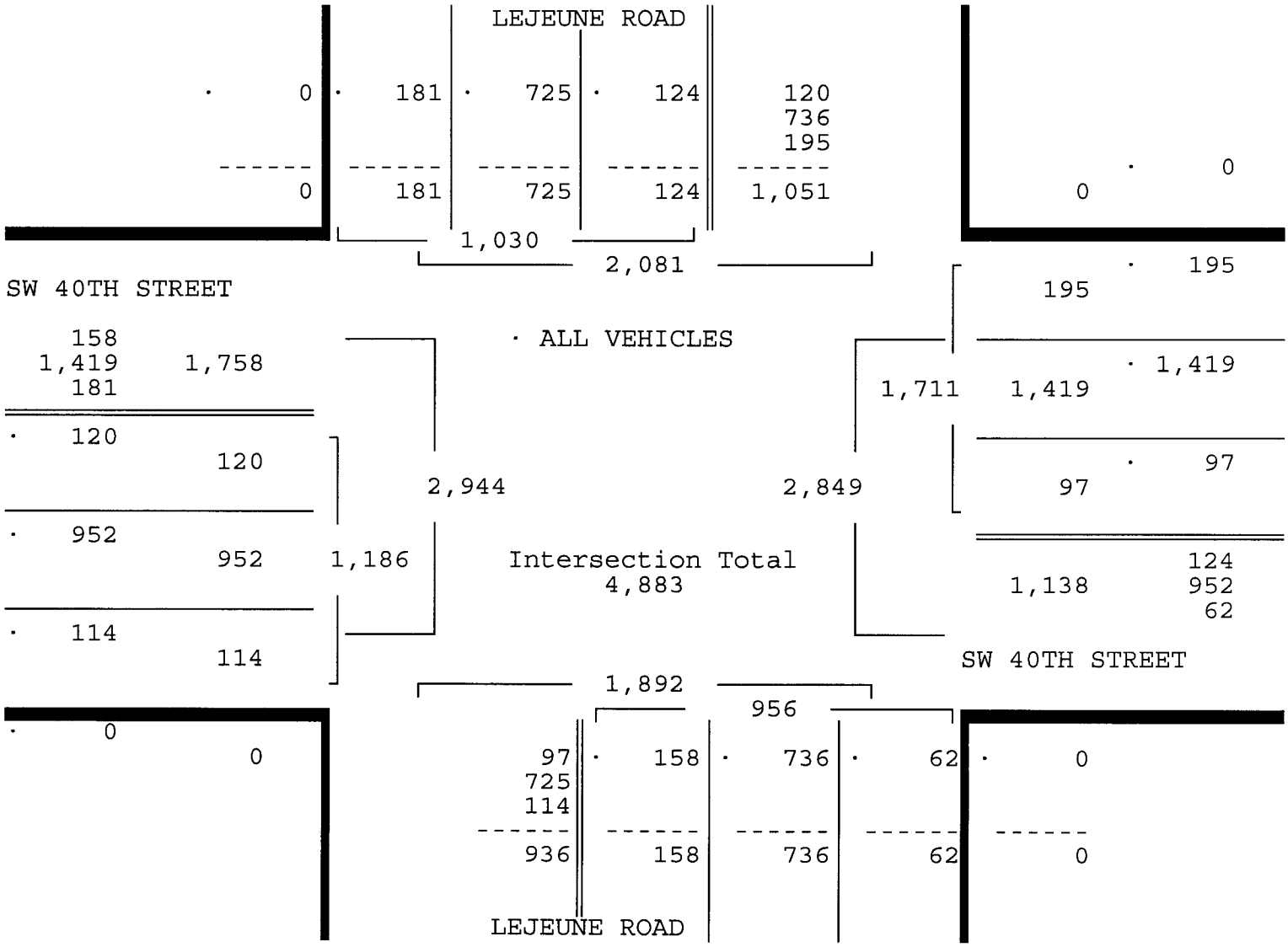
SW 40TH STREET & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_LEJ
Page : 3

ALL VEHICLES

	LEJEUNE ROAD From North				SW 40TH STREET From East				LEJEUNE ROAD From South				SW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	124	725	181	9	88	1419	195	0	158	736	62	0	120	952	114	
Percent	0%	12%	70%	18%	1%	5%	83%	11%	0%	17%	77%	6%	0%	10%	80%	10%	
Pk total	1030				1711				956				1186				
Highest	17:15				17:30				17:00				17:15				
Volume	0	31	181	53	3	25	375	56	0	36	195	22	0	33	253	30	
Hi total	265				459				253				316				
PHF	.97				.93				.94				.94				



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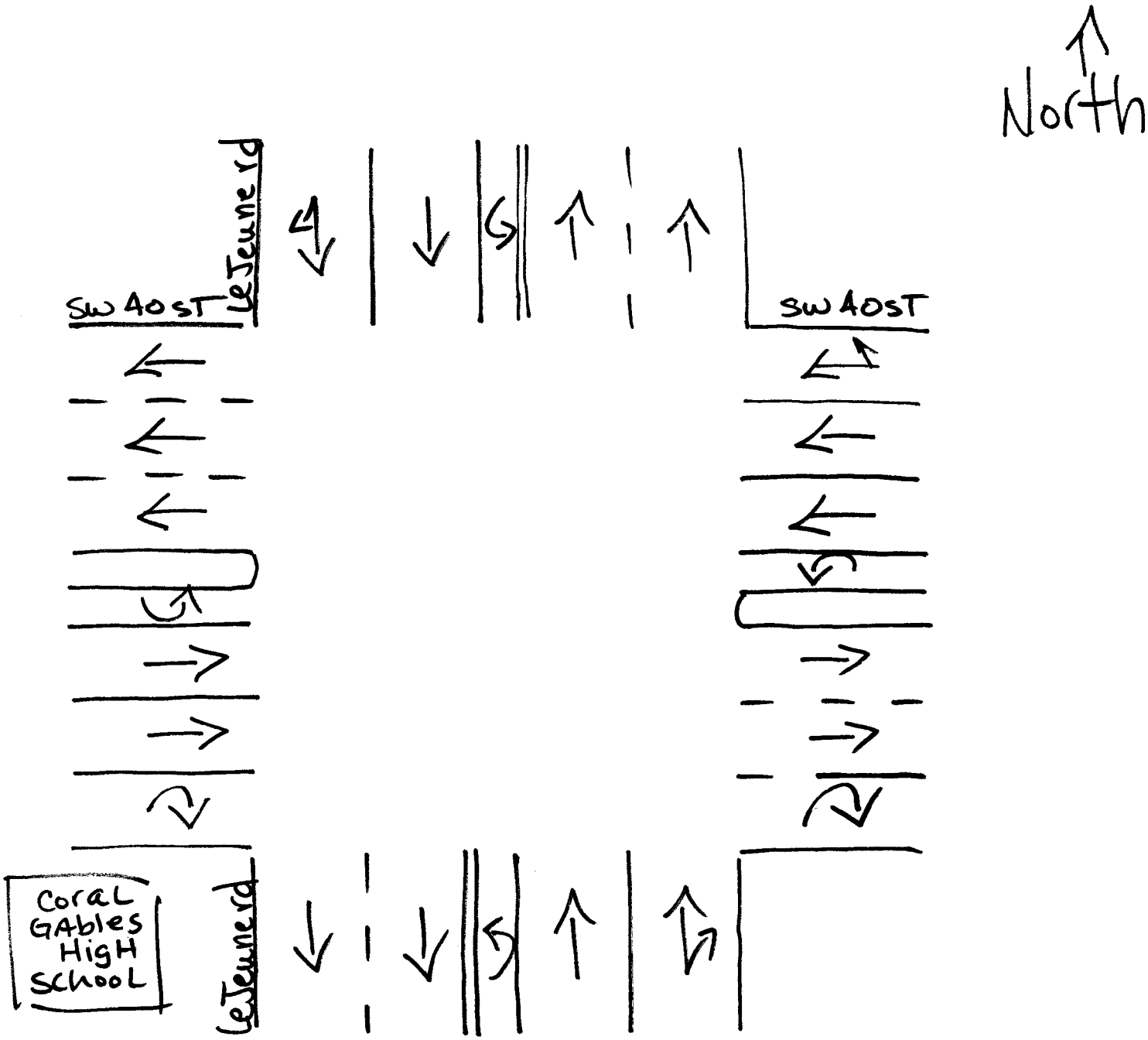
SW 40TH STREET & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : 40ST_LEJ
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				SW 40TH STREET From East				LEJEUNE ROAD From South				SW 40TH STREET From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
07:00	0	0	0	21	0	0	0	23	0	0	0	92	0	0	0	46	182
07:15	0	0	0	1	0	0	0	13	0	0	0	27	0	0	0	25	66
07:30	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
07:45	0	0	0	3	0	0	0	1	0	0	0	6	0	0	0	0	10
Hr Total	0	0	0	25	0	0	0	38	0	0	0	128	0	0	0	71	262
08:00	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	0	7
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:30	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	0	6
08:45	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	3	12
Hr Total	0	0	0	9	0	0	0	5	0	0	0	10	0	0	0	3	27
* BREAK *																	
16:00	0	0	0	1	0	0	0	2	0	0	0	15	0	0	0	1	19
16:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	3	0	0	0	4	0	0	0	18	0	0	0	1	26
17:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	5
17:15	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	0	8
17:30	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	5
17:45	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	6
Hr Total	0	0	0	3	0	0	0	12	0	0	0	6	0	0	0	3	24
TOTAL	0	0	0	40	0	0	0	59	0	0	0	162	0	0	0	78	339



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
Signalized

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

Site Code : 00140002
Start Date: 01/16/14
File I.D. : ALTLEJ_A
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/16/14																	
07:00	0	13	171	0	0	27	0	33	1	0	100	21	0	0	0	0	366
07:15	0	5	154	0	0	16	0	29	0	0	124	16	0	0	0	0	344
07:30	0	5	165	0	0	9	0	11	1	0	114	9	0	0	0	0	314
07:45	0	17	190	0	0	17	0	11	0	0	162	11	0	0	0	0	408
Hr Total	0	40	680	0	0	69	0	84	2	0	500	57	0	0	0	0	1432
08:00	0	14	222	0	0	5	0	11	0	0	186	12	0	0	0	0	450
08:15	0	13	221	0	0	10	0	9	0	0	198	18	0	0	0	0	469
08:30	0	17	173	1	0	15	0	11	0	0	212	14	0	0	0	0	443
08:45	0	13	201	0	0	9	0	13	0	0	208	16	0	0	0	0	460
Hr Total	0	57	817	1	0	39	0	44	0	0	804	60	0	0	0	0	1822
TOTAL	0	97	1497	1	0	108	0	128	2	0	1304	117	0	0	0	0	3254

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

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624 Gardenia Terrace
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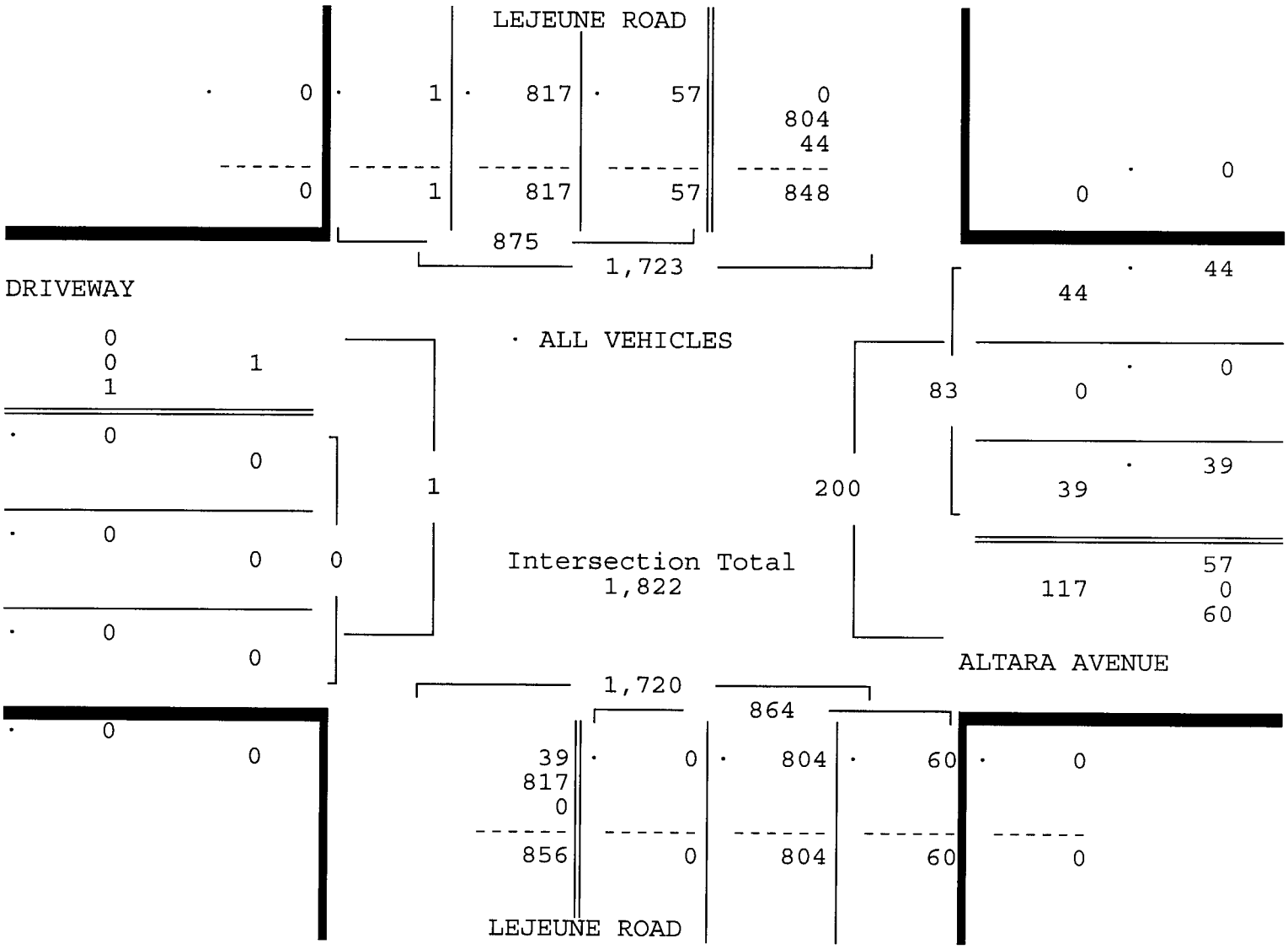
Site Code : 00140002
Start Date: 01/16/14
File I.D. : ALTLEJ_A
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/16/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/16/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	57	817	1	0	39	0	44	0	0	804	60	0	0	0	0	
Percent	0%	7%	93%	0%	0%	47%	0%	53%	0%	0%	93%	7%	0%	0%	0%	0%	
Pk total	875				83				864				0				
Highest	08:00				08:30				08:30				07:00				
Volume	0	14	222	0	0	15	0	11	0	0	212	14	0	0	0	0	
Hi total	236				26				226				0				
PHF	.93				.80				.96				.0				



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

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Site Code : 00140002
Start Date: 01/16/14
File I.D. : ALTLEJ_A
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/16/14																	
07:00	0	0	0	118	0	0	0	3	0	0	0	116	0	0	0	0	237
07:15	0	0	0	56	0	0	0	0	0	0	0	54	0	0	0	0	110
07:30	0	0	0	11	0	0	0	1	0	0	0	15	0	0	0	0	27
07:45	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	12
Hr Total	0	0	0	190	0	0	0	4	0	0	0	192	0	0	0	0	386
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hr Total	0	0	0	1	0	0	0	0	0	0	0	12	0	0	0	0	13
TOTAL	0	0	0	191	0	0	0	4	0	0	0	204	0	0	0	0	399

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

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTLEJ_P
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
16:00	0	8	210	0	0	20	0	32	1	0	196	15	0	0	0	0	482
16:15	0	12	202	0	0	23	0	15	1	0	179	17	0	0	0	0	449
16:30	0	7	199	0	0	37	0	19	1	0	205	15	0	0	0	0	483
16:45	0	11	218	0	0	13	0	31	1	0	201	15	0	0	0	0	490
Hr Total	0	38	829	0	0	93	0	97	4	0	781	62	0	0	0	0	1904
17:00	0	4	226	0	0	35	0	36	1	0	228	15	0	0	0	0	545
17:15	0	10	221	0	0	28	0	35	0	0	210	9	0	0	0	0	513
17:30	0	9	232	0	0	25	0	37	4	0	200	20	0	0	0	0	527
17:45	0	11	179	0	0	31	0	33	3	0	198	13	0	0	0	0	468
Hr Total	0	34	858	0	0	119	0	141	8	0	836	57	0	0	0	0	2053
TOTAL	0	72	1687	0	0	212	0	238	12	0	1617	119	0	0	0	0	3957

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

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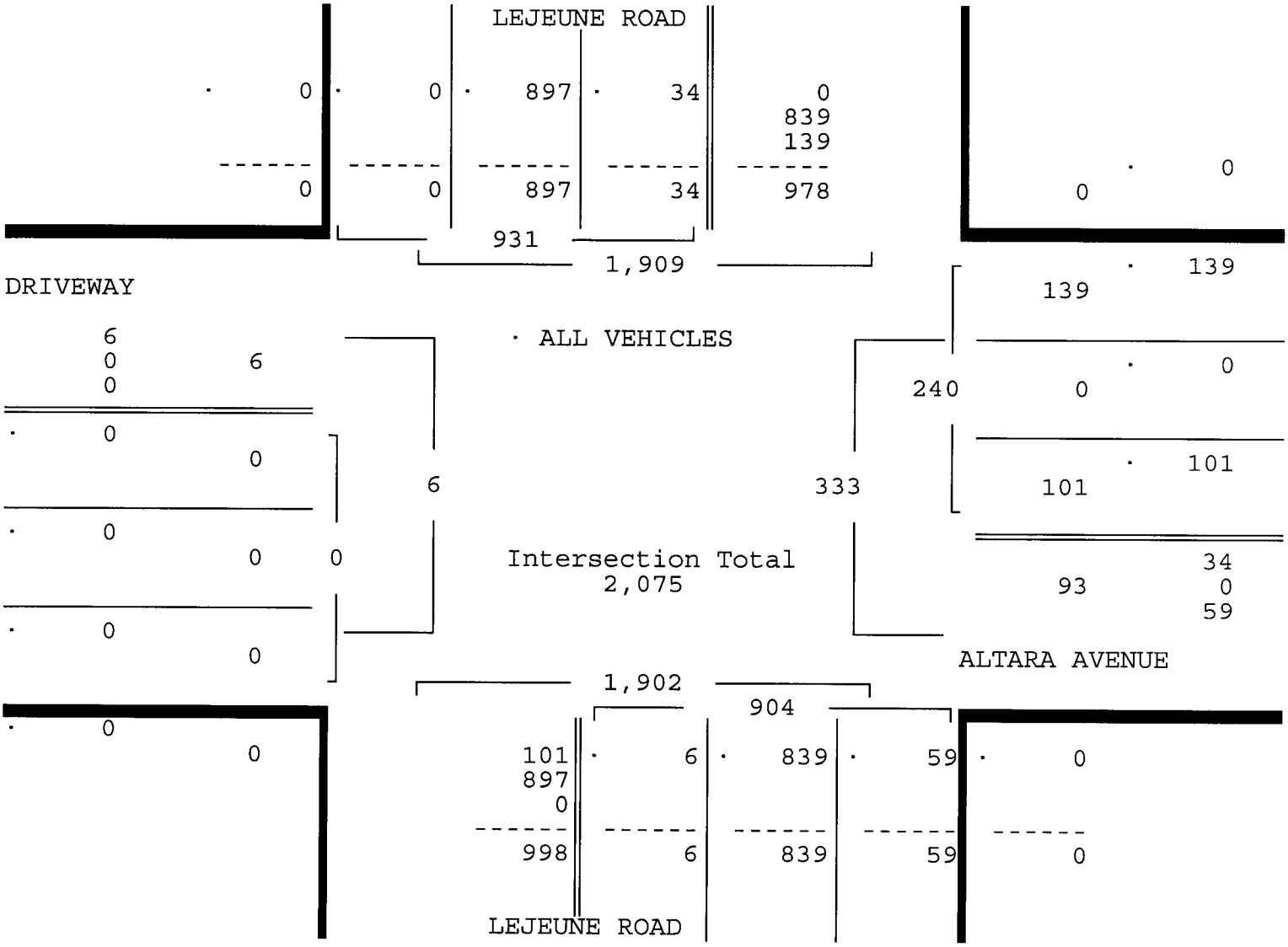
Phone (561) 272-3255

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTLEJ_P
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	34	897	0	0	101	0	139	6	0	839	59	0	0	0	0	
Percent	0%	4%	96%	0%	0%	42%	0%	58%	1%	0%	93%	7%	0%	0%	0%	0%	
Pk total	931				240				904				0				
Highest	17:30				17:00				17:00				16:00				
Volume	0	9	232	0	0	35	0	36	1	0	228	15	0	0	0	0	
Hi total	241				71				244				0				
PHF	.97				.85				.93				.0				



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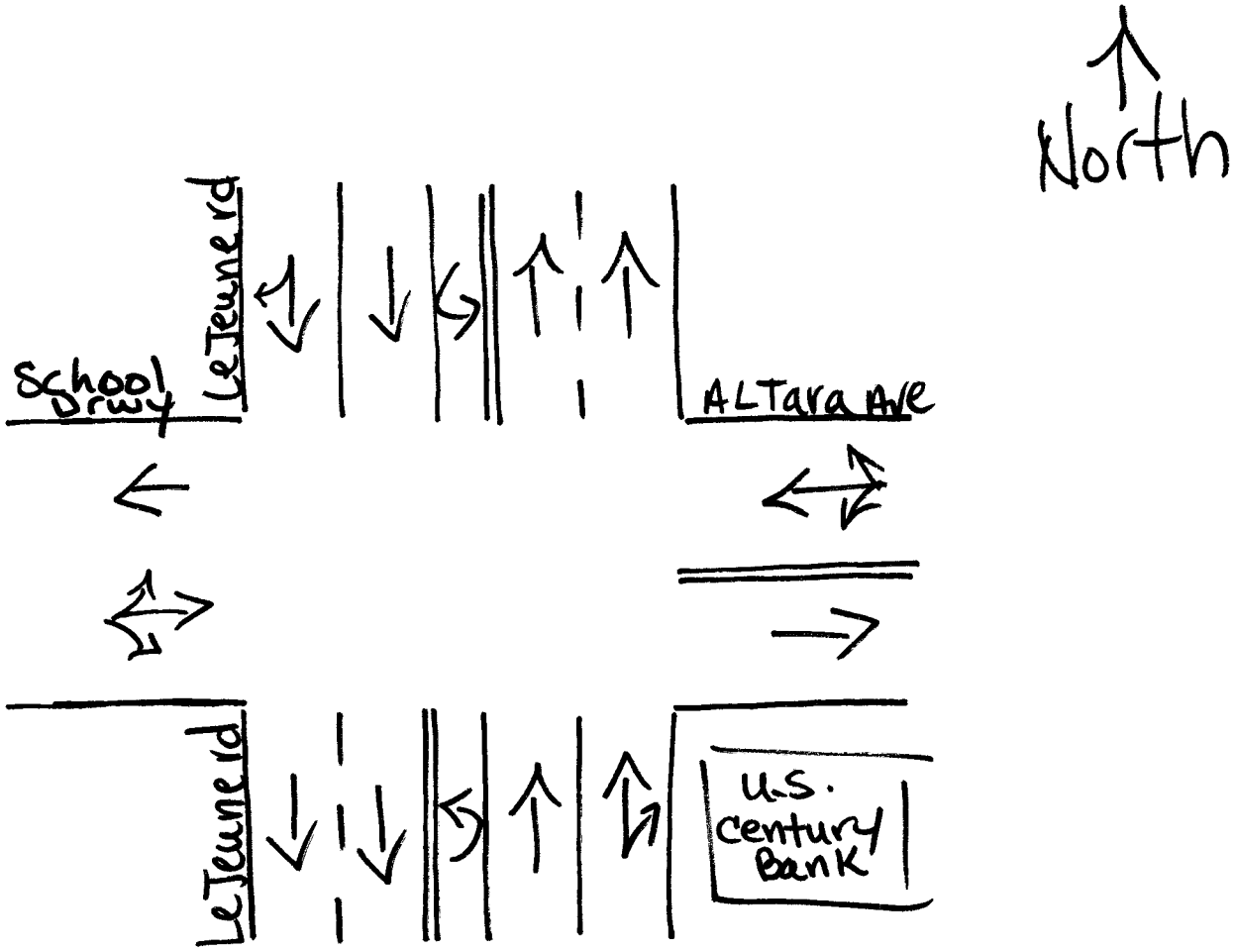
ALTARA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTLEJ_P
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				ALTARA AVENUE From East				LEJEUNE ROAD From South				DRIVEWAY From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
16:00	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
16:15	0	0	0	0	0	0	0	1	0	0	0	24	0	0	0	0	25
16:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
16:45	0	0	0	3	0	0	0	2	0	0	0	13	0	0	0	0	18
Hr Total	0	0	0	3	0	0	0	3	0	0	0	71	0	0	0	0	77
17:00	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
17:15	0	0	0	0	0	0	0	3	0	0	0	15	0	0	0	0	18
17:30	0	0	0	1	0	0	0	0	0	0	0	37	0	0	0	0	38
17:45	0	0	0	3	0	0	0	0	0	0	0	16	0	0	0	0	19
Hr Total	0	0	0	4	0	0	0	3	0	0	0	90	0	0	0	0	97
TOTAL	0	0	0	7	0	0	0	6	0	0	0	161	0	0	0	0	174



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
signalized

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Delray Beach, Florida 33444
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ALTARA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: DAWN KINGSBURY
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTAPONC
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				ALTARA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
07:00	0	0	61	76	0	0	0	0	0	36	52	0	0	18	1	26	270
07:15	0	0	90	41	0	0	0	0	0	16	49	0	0	7	0	21	224
07:30	1	0	91	22	0	0	0	0	1	5	69	1	0	8	0	6	204
07:45	0	0	101	28	0	0	0	2	0	11	68	1	0	3	0	7	221
Hr Total	1	0	343	167	0	0	0	2	1	68	238	2	0	36	1	60	919
08:00	0	0	113	17	0	0	0	2	0	7	71	0	0	2	0	14	226
08:15	0	1	116	17	0	0	0	1	0	5	71	0	0	5	0	16	232
08:30	0	0	117	24	0	0	0	1	0	7	90	0	0	5	0	14	258
08:45	0	1	137	45	0	0	1	3	0	15	96	1	0	4	0	13	316
Hr Total	0	2	483	103	0	0	1	7	0	34	328	1	0	16	0	57	1032
* BREAK *																	
16:00	0	0	109	25	0	0	0	1	0	9	94	0	0	4	0	18	260
16:15	0	0	118	19	0	0	0	1	0	9	93	2	0	12	0	14	268
16:30	0	0	123	27	0	0	0	1	0	6	90	0	0	11	0	18	276
16:45	1	1	109	23	0	0	0	1	1	13	96	0	0	9	0	23	277
Hr Total	1	1	459	94	0	0	0	4	1	37	373	2	0	36	0	73	1081
17:00	2	0	125	29	0	0	0	1	0	12	141	0	0	10	0	11	331
17:15	0	1	131	32	0	0	0	0	0	19	114	0	0	7	0	21	325
17:30	1	4	134	26	0	0	1	0	1	15	115	0	0	10	0	16	323
17:45	2	1	134	27	0	2	0	2	0	12	129	0	0	4	0	15	328
Hr Total	5	6	524	114	0	2	1	3	1	58	499	0	0	31	0	63	1307
TOTAL	7	9	1809	478	0	2	2	16	3	197	1438	5	0	119	1	253	4339

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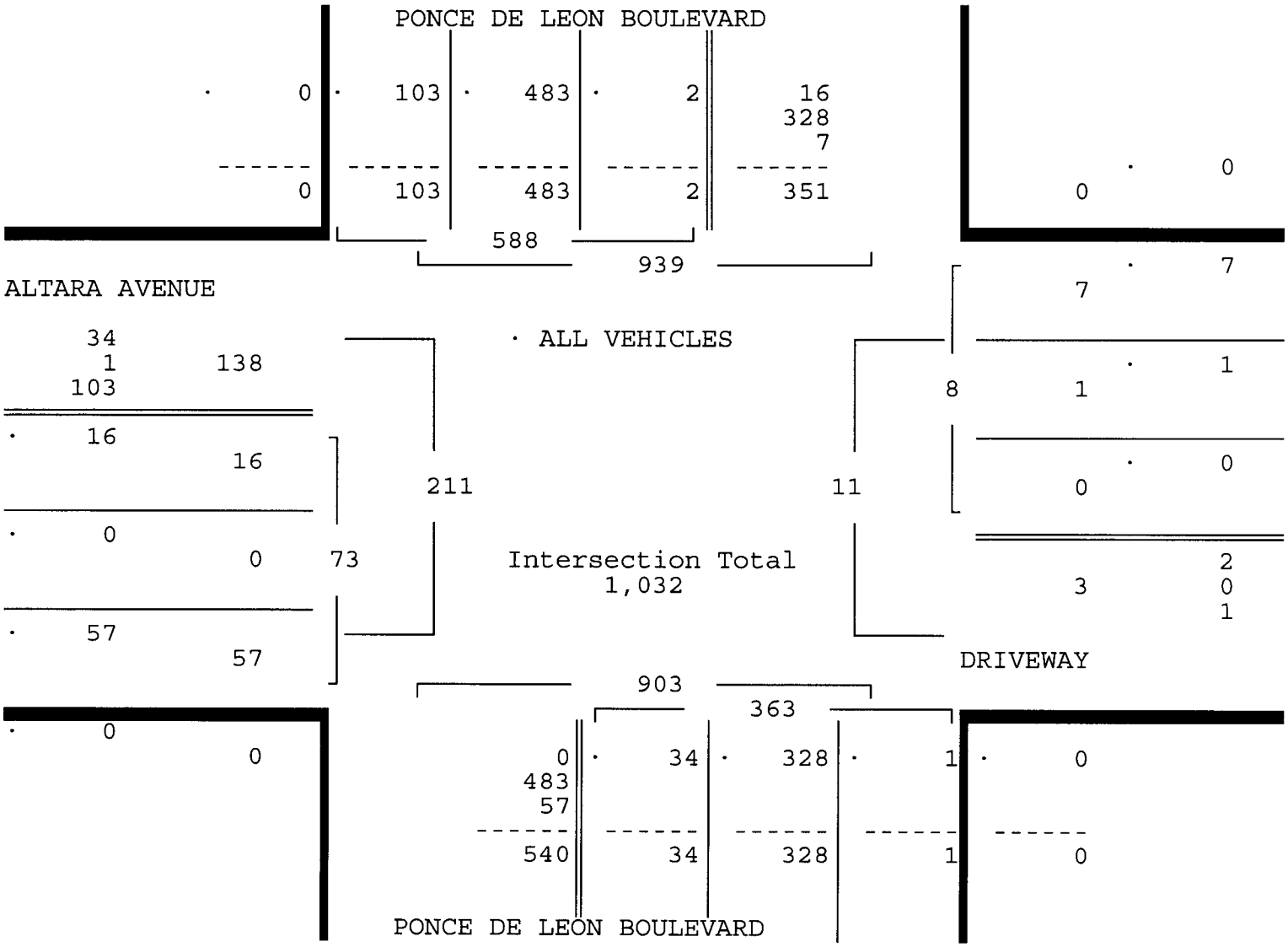
ALTARA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: DAWN KINGSBURY
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTAPONC
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				ALTARA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	2	483	103	0	0	1	7	0	34	328	1	0	16	0	57	
Percent	0%	0%	82%	18%	0%	0%	12%	88%	0%	9%	90%	0%	0%	22%	0%	78%	
Pk total	588				8				363				73				
Highest	08:45				08:45				08:45				08:15				
Volume	0	1	137	45	0	0	1	3	0	15	96	1	0	5	0	16	
Hi total	183				4				112				21				
PHF	.80				.50				.81				.87				



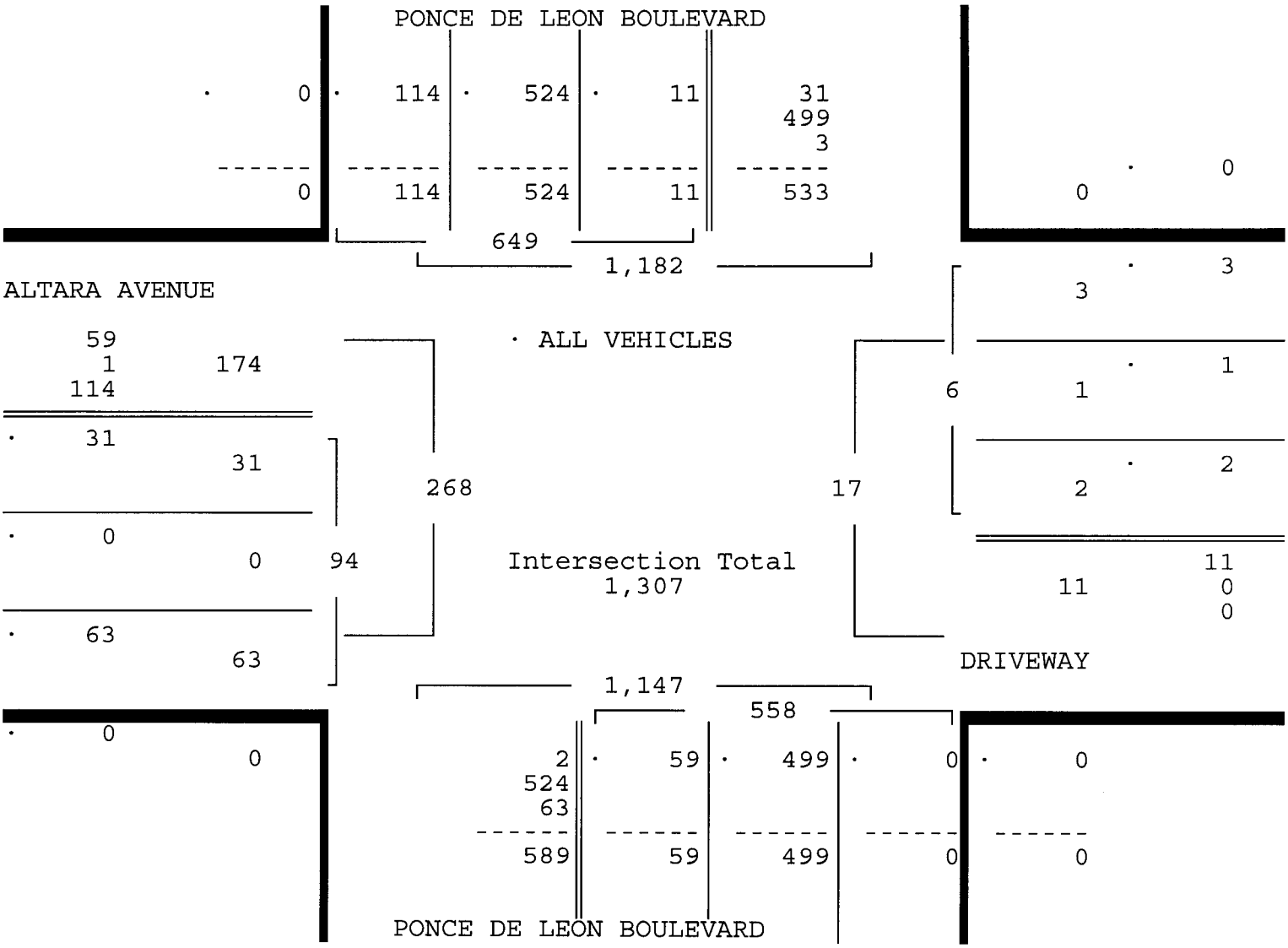
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALTARA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: DAWN KINGSBURY
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTAPONC
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				ALTARA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	5	6	524	114	0	2	1	3	1	58	499	0	0	31	0	63	
Percent	1%	1%	81%	18%	0%	33%	17%	50%	0%	10%	89%	0%	0%	33%	0%	67%	
Pk total	649				6				558				94				
Highest	17:30				17:45				17:00				17:15				
Volume	1	4	134	26	0	2	0	2	0	12	141	0	0	7	0	21	
Hi total	165				4				153				28				
PHF	.98				.38				.91				.84				



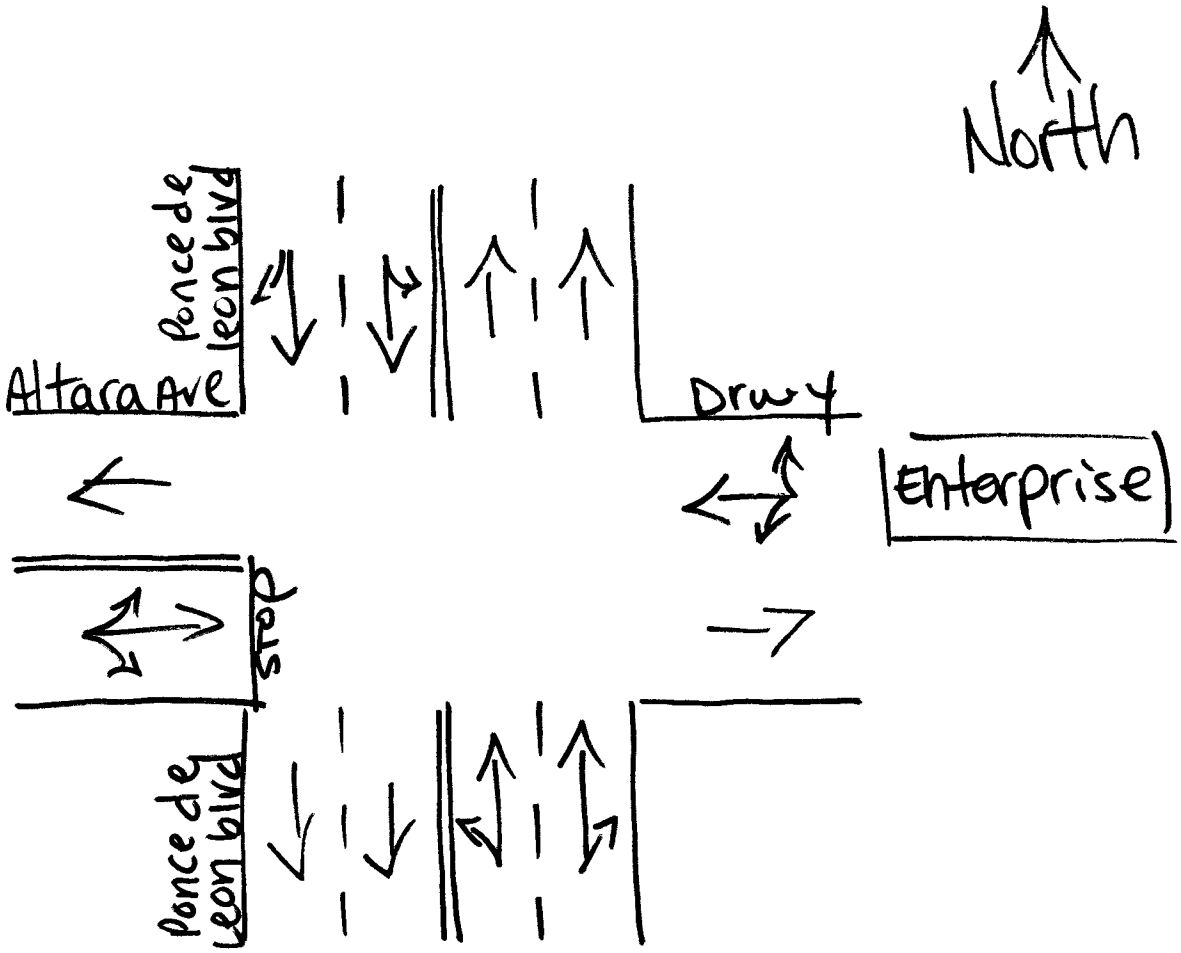
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALTARA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: DAWN KINGSBURY
NOT SIGNALIZED

Site Code : 00140002
Start Date: 01/15/14
File I.D. : ALTAPONC
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				ALTARA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 01/15/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	5	8
07:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	7
07:45	0	0	0	3	0	0	0	1	0	0	0	6	0	0	0	0	10
Hr Total	0	0	0	4	0	0	0	5	0	0	0	8	0	0	0	10	27
08:00	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	8	13
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	4	9
Hr Total	0	0	0	5	0	0	0	2	0	0	0	3	0	0	0	18	28
* BREAK *																	
16:00	0	0	0	0	0	0	0	6	0	0	0	16	0	0	0	8	30
16:15	0	0	0	1	0	0	0	9	0	0	0	13	0	0	0	1	24
16:30	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	9	17
16:45	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	5	12
Hr Total	0	0	0	3	0	0	0	24	0	0	0	33	0	0	0	23	83
17:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	19	25
17:15	0	0	0	3	0	0	0	8	0	0	0	8	0	0	0	6	25
17:30	0	0	0	2	0	0	0	6	0	0	0	6	0	0	0	10	24
17:45	0	0	0	2	0	0	0	7	0	0	0	15	0	0	0	7	31
Hr Total	0	0	0	7	0	0	0	21	0	0	0	35	0	0	0	42	105
TOTAL	0	0	0	19	0	0	0	52	0	0	0	79	0	0	0	93	243



Coral Gables, Florida
January 15, 2014
drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114007.PRN
Station : 000000011304
Identification : 000110252028
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Salzedo St Bet Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	1	18	11	15	7	12
30	2	0	2	0	0	0	1	7	4	17	9	13
45	2	0	0	0	0	0	2	3	16	14	8	21
00	1	1	0	2	1	1	5	10	18	15	13	19
Hr Total	6	1	2	3	1	1	9	38	49	61	37	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	16	9	22	15	22	13	13	9	9	5	6
30	17	17	22	12	12	19	15	11	5	8	9	0
45	17	17	19	11	6	17	6	11	10	5	6	2
00	12	13	16	9	15	12	9	14	3	2	10	2
Hr Total	63	63	66	54	48	70	43	49	27	24	30	10

24 Hour Total : 820
AM peak hour begins : 11:30 AM peak volume : 74 Peak hour factor : 0.88
PM peak hour begins : 14:15 PM peak volume : 79 Peak hour factor : 0.90

****

Jan 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	0	3	2	13	8	5
30	0	0	0	0	0	2	2	0	2	6	1	7
45	0	0	0	0	0	1	0	5	7	8	5	4
00	0	0	0	0	1	1	2	5	14	6	7	13
Hr Total	1	1	0	0	1	4	4	13	25	33	21	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	10	13	9	10	4	8	5	3	6	1	1
30	7	10	7	7	6	4	11	5	7	2	6	1
45	7	12	10	7	6	10	8	7	3	4	1	4
00	5	8	5	6	4	14	8	5	5	1	4	0
Hr Total	28	40	35	29	26	32	35	22	18	13	12	6

24 Hour Total : 428
AM peak hour begins : 08:45 AM peak volume : 41 Peak hour factor : 0.73
PM peak hour begins : 13:15 PM peak volume : 43 Peak hour factor : 0.83

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114007.PRN
Station : 000000011304
Identification : 000110252028
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Salzedo St Bet Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	0	1	21	13	28	15	17
30	2	0	2	0	0	2	3	7	6	23	10	20
45	2	0	0	0	0	1	2	8	23	22	13	25
00	1	1	0	2	2	2	7	15	32	21	20	32
Hr Total	7	2	2	3	2	5	13	51	74	94	58	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	26	22	31	25	26	21	18	12	15	6	7
30	24	27	29	19	18	23	26	16	12	10	15	1
45	24	29	29	18	12	27	14	18	13	9	7	6
00	17	21	21	15	19	26	17	19	8	3	14	2
Hr Total	91	103	101	83	74	102	78	71	45	37	42	16

24 Hour Total : 1248
AM peak hour begins : 11:30 AM peak volume : 107 Peak hour factor : 0.84
PM peak hour begins : 14:15 PM peak volume : 110 Peak hour factor : 0.89

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115004.PRN
Station : 000000011304
Identification : 000110252028
Start date : Jan 15, 14
Stop date : Jan 15, 14
City/Town : Coral Gables, FL
Location : Salzedo St Bet Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 15 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	3	2	0	0	0	13	11	18	10	11
30	9	1	2	2	1	0	2	8	4	20	5	11
45	9	3	1	0	0	0	1	3	13	16	3	5
00	4	2	5	0	1	0	7	5	17	6	13	19
Hr Total	35	7	11	4	2	0	10	29	45	60	31	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	8	15	27	17	19	15	12	10	11	5	5
30	11	15	16	8	10	17	11	3	9	5	14	3
45	13	27	19	17	16	16	14	8	5	8	9	4
00	11	6	18	11	9	16	6	8	3	3	4	2
Hr Total	48	56	68	63	52	68	46	31	27	27	32	14

24 Hour Total : 812
AM peak hour begins : 08:45 AM peak volume : 71 Peak hour factor : 0.89
PM peak hour begins : 14:15 PM peak volume : 80 Peak hour factor : 0.74

****

Jan 15 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	0	2	0	0	1	6	14	2	4
30	1	0	1	0	0	0	1	3	4	10	6	3
45	3	0	0	0	0	1	3	0	6	5	7	3
00	1	0	2	1	0	0	1	3	14	7	6	8
Hr Total	10	2	3	1	2	1	5	7	30	36	21	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	8	12	12	12	5	12	0	8	2	0	1
30	6	9	10	6	5	9	6	8	5	3	2	1
45	9	6	12	3	8	7	4	2	8	2	0	3
00	5	4	7	7	4	7	6	3	1	1	4	1
Hr Total	27	27	41	28	29	28	28	13	22	8	6	6

24 Hour Total : 399
AM peak hour begins : 08:30 AM peak volume : 44 Peak hour factor : 0.79
PM peak hour begins : 14:00 PM peak volume : 41 Peak hour factor : 0.85

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115004.PRN
Station : 000000011304
Identification : 000110252028
Start date : Jan 15, 14
Stop date : Jan 15, 14
City/Town : Coral Gables, FL
Location : Salzedo St Bet Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 15 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	3	3	2	2	0	0	14	17	32	12	15
30	10	1	3	2	1	0	3	11	8	30	11	14
45	12	3	1	0	0	1	4	3	19	21	10	8
00	5	2	7	1	1	0	8	8	31	13	19	27
Hr Total	45	9	14	5	4	1	15	36	75	96	52	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	27	39	29	24	27	12	18	13	5	6
30	17	24	26	14	15	26	17	11	14	8	16	4
45	22	33	31	20	24	23	18	10	13	10	9	7
00	16	10	25	18	13	23	12	11	4	4	8	3
Hr Total	75	83	109	91	81	96	74	44	49	35	38	20

24 Hour Total : 1211
AM peak hour begins : 08:45 AM peak volume : 114 Peak hour factor : 0.89
PM peak hour begins : 14:15 PM peak volume : 121 Peak hour factor : 0.78

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114008.PRN
Station : 000000011305
Identification : 000058410087
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Altara Ave Bet Salzedo St & Aurora St

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	0	1	53	16	36	15	25
30	0	1	0	1	0	2	4	31	19	31	21	14
45	1	0	0	0	1	3	5	19	21	19	12	25
00	0	0	0	0	0	3	22	23	31	22	14	20
Hr Total	4	1	0	1	1	8	32	126	87	108	62	84

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	23	28	23	21	25	21	17	12	9	5	6
30	30	29	37	19	19	20	18	14	16	13	5	10
45	26	29	37	18	19	25	19	19	19	10	4	4
00	27	23	38	19	17	16	16	21	3	5	6	0
Hr Total	112	104	140	79	76	86	74	71	50	37	20	20

24 Hour Total : 1383
AM peak hour begins : 07:00 AM peak volume : 126 Peak hour factor : 0.59
PM peak hour begins : 14:00 PM peak volume : 140 Peak hour factor : 0.92

****

Jan 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	0	2	5	91	15	23	28	19
30	1	4	1	1	0	2	5	32	15	32	23	31
45	1	0	0	0	1	3	16	17	26	20	25	24
00	0	1	0	1	1	4	51	8	38	29	20	37
Hr Total	5	6	1	3	2	11	77	148	94	104	96	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	36	22	38	33	61	43	26	28	19	15	9
30	42	17	67	31	28	55	38	30	9	13	12	7
45	39	36	37	36	34	52	36	21	23	9	9	6
00	26	33	27	25	36	48	26	13	6	6	14	3
Hr Total	149	122	153	130	131	216	143	90	66	47	50	25

24 Hour Total : 1980
AM peak hour begins : 06:45 AM peak volume : 191 Peak hour factor : 0.52
PM peak hour begins : 17:00 PM peak volume : 216 Peak hour factor : 0.89

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114008.PRN
Station : 000000011305
Identification : 000058410087
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Altara Ave Bet Salzedo St & Aurora St

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	1	0	2	6	144	31	59	43	44
30	1	5	1	2	0	4	9	63	34	63	44	45
45	2	0	0	0	2	6	21	36	47	39	37	49
00	0	1	0	1	1	7	73	31	69	51	34	57
Hr Total	9	7	1	4	3	19	109	274	181	212	158	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	59	50	61	54	86	64	43	40	28	20	15
30	72	46	104	50	47	75	56	44	25	26	17	17
45	65	65	74	54	53	77	55	40	42	19	13	10
00	53	56	65	44	53	64	42	34	9	11	20	3
Hr Total	261	226	293	209	207	302	217	161	116	84	70	45

24 Hour Total : 3363
AM peak hour begins : 06:45 AM peak volume : 316 Peak hour factor : 0.55
PM peak hour begins : 14:15 PM peak volume : 304 Peak hour factor : 0.73

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115005.PRN
Station : 000000011305
Identification : 000058410087
Start date : Jan 15, 14
Stop date : Jan 15, 14
City/Town : Coral Gables, FL
Location : Altara Ave Bet Salzedo St & Aurora St

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 15 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	2	1	3	56	29	40	20	21
30	1	1	2	2	1	1	7	36	23	26	19	10
45	2	0	1	0	1	4	6	19	34	27	15	27
00	5	0	1	0	0	4	24	22	26	22	16	17
Hr Total	11	1	4	4	4	10	40	133	112	115	70	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	33	23	28	19	24	19	22	15	10	6	7
30	20	27	41	17	28	11	18	21	5	8	2	4
45	26	26	53	15	27	22	22	19	11	9	1	4
00	24	22	28	26	25	13	23	23	8	7	3	1
Hr Total	99	108	145	86	99	70	82	85	39	34	12	16

24 Hour Total : 1454
AM peak hour begins : 06:45 AM peak volume : 135 Peak hour factor : 0.60
PM peak hour begins : 14:15 PM peak volume : 150 Peak hour factor : 0.71

****

Jan 15 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	2	0	1	0	0	3	101	23	29	24	24
30	7	1	1	1	1	2	4	48	13	30	24	30
45	12	1	3	0	0	4	16	17	20	19	21	21
00	3	1	6	0	3	5	47	14	27	18	26	41
Hr Total	32	5	10	2	4	11	70	180	83	96	95	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	37	43	41	32	68	45	24	26	13	6	8
30	37	36	54	33	34	68	48	29	8	11	5	14
45	43	38	46	33	49	56	37	22	3	8	13	5
00	35	26	37	34	27	52	23	16	14	1	9	4
Hr Total	153	137	180	141	142	244	153	91	51	33	33	31

24 Hour Total : 2093
AM peak hour begins : 06:45 AM peak volume : 213 Peak hour factor : 0.53
PM peak hour begins : 17:00 PM peak volume : 244 Peak hour factor : 0.90

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115005.PRN
Station : 000000011305
Identification : 000058410087 Interval : 15 minutes
Start date : Jan 15, 14 Start time : 00:00
Stop date : Jan 15, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Altara Ave Bet Salzedo St & Aurora St

****

Jan 15 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	2	0	3	2	1	6	157	52	69	44	45
30	8	2	3	3	2	3	11	84	36	56	43	40
45	14	1	4	0	1	8	22	36	54	46	36	48
00	8	1	7	0	3	9	71	36	53	40	42	58
Hr Total	43	6	14	6	8	21	110	313	195	211	165	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	70	66	69	51	92	64	46	41	23	12	15
30	57	63	95	50	62	79	66	50	13	19	7	18
45	69	64	99	48	76	78	59	41	14	17	14	9
00	59	48	65	60	52	65	46	39	22	8	12	5
Hr Total	252	245	325	227	241	314	235	176	90	67	45	47

24 Hour Total : 3547
AM peak hour begins : 06:45 AM peak volume : 348 Peak hour factor : 0.55
PM peak hour begins : 14:15 PM peak volume : 328 Peak hour factor : 0.83

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114009.PRN
Station : 000000011306
Identification : 000411692131
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Aurora St Between Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	0	0	1	12	8	13	23	16
30	0	1	1	2	0	0	1	9	14	20	16	34
45	0	0	0	0	1	0	1	3	14	19	28	22
00	1	0	0	0	0	0	8	16	19	22	14	28
Hr Total	2	1	1	4	1	0	11	40	55	74	81	100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	18	25	25	25	22	19	7	14	8	2	4
30	33	24	24	21	16	32	21	7	8	1	3	3
45	23	37	36	16	21	18	11	8	4	3	4	3
00	19	29	29	20	18	23	10	4	5	4	4	3
Hr Total	106	108	114	82	80	95	61	26	31	16	13	13

24 Hour Total : 1115
AM peak hour begins : 11:15 AM peak volume : 115 Peak hour factor : 0.85
PM peak hour begins : 13:15 PM peak volume : 115 Peak hour factor : 0.78

****

Jan 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	1	1	0	0	1	3	20	20	20	16
30	0	1	0	0	0	0	2	10	21	20	15	22
45	0	0	0	0	0	2	2	12	19	28	17	19
00	1	0	0	0	0	0	4	14	20	23	23	17
Hr Total	1	3	1	1	0	2	9	39	80	91	75	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	10	13	12	20	10	12	8	4	0	4	0
30	17	21	20	12	11	17	9	5	6	2	0	0
45	7	17	18	23	15	15	7	7	5	0	1	0
00	15	16	25	15	9	19	17	6	2	2	1	0
Hr Total	63	64	76	62	55	61	45	26	17	4	6	0

24 Hour Total : 855
AM peak hour begins : 09:00 AM peak volume : 91 Peak hour factor : 0.81
PM peak hour begins : 14:00 PM peak volume : 76 Peak hour factor : 0.76

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0114009.PRN
Station : 000000011306
Identification : 000411692131
Start date : Jan 14, 14
Stop date : Jan 14, 14
City/Town : Coral Gables, FL
Location : Aurora St Between Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	3	0	0	2	15	28	33	43	32
30	0	2	1	2	0	0	3	19	35	40	31	56
45	0	0	0	0	1	2	3	15	33	47	45	41
00	2	0	0	0	0	0	12	30	39	45	37	45
Hr Total	3	4	2	5	1	2	20	79	135	165	156	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	28	38	37	45	32	31	15	18	8	6	4
30	50	45	44	33	27	49	30	12	14	3	3	3
45	30	54	54	39	36	33	18	15	9	3	5	3
00	34	45	54	35	27	42	27	10	7	6	5	3
Hr Total	169	172	190	144	135	156	106	52	48	20	19	13

24 Hour Total : 1970
AM peak hour begins : 11:15 AM peak volume : 197 Peak hour factor : 0.88
PM peak hour begins : 14:00 PM peak volume : 190 Peak hour factor : 0.88

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115006.PRN
Station : 000000011306
Identification : 000411692131
Start date : Jan 15, 14
Stop date : Jan 15, 14
City/Town : Coral Gables, FL
Location : Aurora St Between Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 15 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	1	0	0	0	9	7	11	30	18
30	3	1	0	0	0	1	1	4	5	16	23	20
45	2	0	0	0	0	0	1	10	7	5	15	31
00	1	0	2	0	1	0	6	10	15	23	23	31
Hr Total	7	4	2	1	1	1	8	33	34	55	91	100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	22	23	20	18	24	21	9	9	5	5	4
30	22	26	23	23	18	23	17	14	3	8	5	1
45	32	19	27	18	21	17	14	7	3	6	9	1
00	18	24	25	13	28	27	15	9	8	2	4	2
Hr Total	95	91	98	74	85	91	67	39	23	21	23	8

24 Hour Total : 1052
AM peak hour begins : 11:30 AM peak volume : 107 Peak hour factor : 0.84
PM peak hour begins : 12:30 PM peak volume : 98 Peak hour factor : 0.77

****

Jan 15 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	1	2	20	28	16	12
30	2	0	0	0	0	0	0	8	14	15	20	21
45	2	0	1	0	0	1	2	11	17	9	14	13
00	0	0	0	0	0	2	2	11	14	19	12	18
Hr Total	5	1	1	0	0	3	5	32	65	71	62	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	12	18	15	21	10	13	8	3	1	1
30	17	8	10	17	12	7	14	5	3	3	2	3
45	11	15	17	15	15	9	6	9	1	0	3	0
00	16	21	13	9	13	15	8	6	3	3	1	1
Hr Total	56	58	52	59	55	52	38	33	15	9	7	5

24 Hour Total : 748
AM peak hour begins : 08:30 AM peak volume : 74 Peak hour factor : 0.66
PM peak hour begins : 14:30 PM peak volume : 65 Peak hour factor : 0.90

****

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

****

Data File : D0115006.PRN
Station : 000000011306
Identification : 000411692131
Start date : Jan 15, 14
Stop date : Jan 15, 14
City/Town : Coral Gables, FL
Location : Aurora St Between Bird Rd & Altara Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

****

Jan 15 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	0	1	0	0	1	11	27	39	46	30
30	5	1	0	0	0	1	1	12	19	31	43	41
45	4	0	1	0	0	1	3	21	24	14	29	44
00	1	0	2	0	1	2	8	21	29	42	35	49
Hr Total	12	5	3	1	1	4	13	65	99	126	153	164

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	36	35	38	33	45	31	22	17	8	6	5
30	39	34	33	40	30	30	31	19	6	11	7	4
45	43	34	44	33	36	26	20	16	4	6	12	1
00	34	45	38	22	41	42	23	15	11	5	5	3
Hr Total	151	149	150	133	140	143	105	72	38	30	30	13

24 Hour Total : 1800
AM peak hour begins : 11:15 AM peak volume : 169 Peak hour factor : 0.86
PM peak hour begins : 14:30 PM peak volume : 160 Peak hour factor : 0.91

****

Signal Timings

TOD Schedule Report

for 2595: Bird Rd&LeJeune Rd

Print Date: 8/26/2013

Print Time: 8:53 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2595	Bird Rd&LeJeune 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
EBL	WBT	SBL	NBT	WBL	EBT	NBL	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	3 - 2 - 2	7 - 7 - 7	21 - 10 - 10	3	0
2	WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	0 - 67 - 67	4	0.8
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 10 - 10	3	0
4	NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 26 - 26	63 - 34 - 34	4	1.2
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	3	0
6	EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	28 - 28 - 28	0 - 67 - 67	4	0.8
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	20 - 10 - 10	3	0
8	SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 26 - 26	63 - 34 - 34	4	1.2

Last In Service Date: 12/22/2010 14:33

Permitted Phases

	12345678
Default	12345678
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 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	140	6	68	19	31	6	68	19	31	0	34
	2	100	9	32	20	23	9	32	20	23	0	74
	3	120	6	49	20	29	6	49	20	29	0	34
	4	130	6	58	20	30	6	58	20	30	0	42
	5	140	7	66	7	44	7	66	7	44	0	66
	6	130	6	65	10	33	6	65	10	33	0	16
	7	140	7	70	11	36	7	70	11	36	0	76
	8	120	6	62	10	26	6	62	10	26	0	26
	9	100	6	42	6	30	6	42	6	30	0	7
	10	110	6	52	10	26	6	52	10	26	0	6
	11	180	21	78	12	53	8	91	12	53	0	0
	12	130	6	60	10	38	6	60	10	38	0	74
	13	180	7	87	7	63	7	87	7	63	0	23
	15	140	7	72	11	34	7	72	11	34	0	128
	16	120	7	61	10	26	7	61	10	26	0	14
	17	120	6	64	8	26	6	64	8	26	0	76
	18	110	5	56	7	26	5	56	7	26	0	48
	20	80	5	28	5	26	5	28	5	26	0	52
	21	80	5	28	5	26	5	28	5	26	0	52
	22	80	5	28	5	26	5	28	5	26	0	52
	23	80	5	28	5	26	5	28	5	26	0	52

Local TOD Schedule

Time	Plan	DOW
0000	21	Su S
0000	Free	M T W Th F
0115	Free	Su S
0130	Free	M T W Th F
0230	Free	Su S
0500	Free	M T W Th F
0530	5	M T W Th F
0600	6	Su S
0630	11	M T W Th F
1030	6	M T W Th F
1500	13	M T W Th F
2000	6	M T W Th F
2100	9	M T W Th F
2300	21	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2594: Bird Rd&Ponce De Leon Blvd

Print Date: 8/17/2013

Print Time: 1:37 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2594	Bird Rd&Ponce De Leon Blvd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	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	6 - 6 - 6	22 - 12 - 11	3	0
2	WBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 80 - 80	4	1.6
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	15 - 10 - 9	3	0
4	NBT	5 - 5 - 5	26 - 26 - 26	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	43 - 28 - 28	4	1.6
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	16 - 12 - 11	3	0
6	EBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 80 - 80	4	1.6
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	15 - 10 - 9	3	0
8	SBT	5 - 5 - 5	26 - 26 - 26	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	43 - 28 - 28	4	1.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	1234-678
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	140	11	74	8	29	11	74	8	29	0	38
	2	100	6	44	7	25	6	44	7	25	0	24
	3	120	10	60	7	25	10	60	7	25	0	62
	4	130	10	67	7	28	10	67	7	28	0	38
	5	140	5	89	6	22	5	89	6	22	0	108
	6	130	9	74	10	19	9	74	10	19	0	71
	7	140	8	80	9	25	8	80	9	25	0	58
	8	120	7	67	7	21	7	67	7	21	0	2
	9	100	7	44	10	21	7	44	10	21	0	48
	10	110	6	61	6	19	6	61	6	19	0	76
	11	180	18	88	13	43	14	92	13	43	0	51
	12	130	7	75	8	22	7	75	8	22	0	64
	13	180	6	111	10	35	6	111	6	39	0	12
	15	140	8	80	9	25	8	80	9	25	0	112
	16	120	7	67	7	21	7	67	7	21	0	8
	17	120	5	66	6	25	5	66	6	25	0	92
	18	110	6	60	7	19	6	60	7	19	0	26
	21	80	5	27	5	25	5	27	5	25	0	18

Local TOD Schedule

Time	Plan	DOW
0000	21	Su S
0000	Free	M T W Th F
0115	Free	Su S
0130	Free	M T W Th F
0230	Free	Su S
0500	Free	M T W Th F
0530	5	M T W Th F
0600	6	Su S
0630	11	M T W Th F
1030	6	M T W Th F
1500	13	M T W Th F
2000	6	M T W Th F
2100	9	M T W Th F
2300	21	Su S

Current Time of Day Function

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

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	TOD OUTPUTS	---5---1	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3272: Altara Av&LeJeune Rd

Print Date: 10/26/2013

Print Time: 8:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3272	Altara Av&LeJeune Rd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	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	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	0.1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	20 - 47 - 31	4	0.6
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	0.1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 11 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	20 - 47 - 31	4	0.6

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	140	0	109	0	22	0	109	0	22	0	131
	2	100	0	59	0	32	0	59	0	32	0	31
	3	120	0	89	0	22	0	89	0	22	0	11
	4	130	0	100	0	21	0	100	0	21	0	103
	5	140	0	100	0	31	0	100	0	31	0	5
	6	130	0	93	0	28	0	93	0	28	0	73
	7	140	0	103	0	28	0	103	0	28	0	111
	8	120	0	89	0	22	0	89	0	22	0	103
	9	100	0	69	0	22	0	69	0	22	0	28
	10	110	0	79	0	22	0	79	0	22	0	6
	11	180	0	124	0	47	0	124	0	47	0	103
	12	130	0	99	0	22	0	99	0	22	0	63
	13	180	0	124	0	47	0	124	0	47	0	99
	15	140	0	103	0	28	0	103	0	28	0	130
	16	120	0	85	0	26	0	85	0	26	0	72
	17	120	0	85	0	26	0	85	0	26	0	22
	18	110	0	76	0	25	0	76	0	25	0	109

Local TOD Schedule

Time	Plan	DOW	
0000	Free	Su	S
0000	Free	Su M T W Th F	S
0200	Flash	M T W Th F	
0230	Free	Su	S
0500	Free	M T W Th F	
0530	5	M T W Th F	
0600	Free	Su	S
0630	11	M T W Th F	
1030	6	M T W Th F	
1500	13	M T W Th F	
2000	6	M T W Th F	
2100	9	M T W Th F	

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
0220	TOD OUTPUTS	------2-	M T W ThF
0245	TOD OUTPUTS	--------	M T W ThF
0650	TOD OUTPUTS	------2-	M T W ThF
0720	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

Historic Background Growth

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1053 - SR 953/LEJEUNE RD, 760' N PONCE DE LEON BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	25000 C	N 12000	S 13000	9.00	59.70	2.80
2011	24500 C	N 12000	S 12500	9.00	58.20	2.40
2010	25500 C	N 12500	S 13000	7.87	58.27	2.40
2009	24500 C	N 12000	S 12500	7.98	59.96	2.60
2008	24000 C	N 11500	S 12500	8.07	66.31	6.90
2007	24500 C	N 12000	S 12500	7.90	63.12	6.90
2006	27000 C	N 13000	S 14000	7.39	58.66	14.80
2005	29000 C	N 14000	S 15000	7.70	65.70	3.10
2004	28000 C	N 13500	S 14500	8.20	67.10	3.10
2003	25500 C	N 12500	S 13000	8.10	72.30	4.60
2002	25500 C	N 13000	S 12500	9.20	68.00	4.40
2001	24000 C	N 11500	S 12500	8.20	53.50	7.30
2000	26000 C	N 13500	S 12500	8.20	53.10	3.00
1999	23500 C	N 12000	S 11500	9.10	52.70	3.50
1998	25000 C	N 12000	S 13000	9.30	52.70	6.10
1997	24500 C	N 12000	S 12500	9.10	64.50	4.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1049 - SR 976/BIRD RD, 200' E SW 57 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	40500 C	E 21000	W 19500	9.00	59.70	2.50
2011	42500 C	E 22000	W 20500	9.00	58.20	2.20
2010	43000 C	E 21000	W 22000	7.87	58.27	2.20
2009	45500 C	E 23000	W 22500	7.98	59.96	2.30
2008	40500 C	E 21000	W 19500	8.07	66.31	3.50
2007	48500 C	E 24500	W 24000	7.90	63.12	4.50
2006	50500 C	E 26000	W 24500	7.39	58.66	12.20
2005	49000 C	E 25000	W 24000	7.70	65.70	6.70
2004	49000 C	E 24500	W 24500	8.20	67.10	6.70
2003	41500 C	E 20500	W 21000	8.10	72.30	6.50
2002	50000 C	E 24500	W 25500	9.20	68.00	3.90
2001	47000 C	E 24000	W 23000	8.20	53.50	6.00
2000	50000 C	E 25500	W 24500	8.20	53.10	3.00
1999	45000 C	E 22000	W 23000	9.10	52.70	8.50
1998	44500 C	E 22000	W 22500	9.30	52.70	3.00
1997	41000 C	E 21000	W 20000	9.10	64.50	7.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	45500 C	E 22500	W 23000	9.00	59.70	4.00
2011	36500 C	E 19000	W 17500	9.00	58.20	4.60
2010	37000 C	E 18500	W 18500	7.87	58.27	3.00
2009	34500 C	E 17500	W 17000	7.98	59.96	3.70
2008	35000 C	E 17500	W 17500	8.07	66.31	5.10
2007	39000 C	E 20000	W 19000	7.90	63.12	5.50
2006	38000 C	E 18000	W 20000	7.39	58.66	6.70
2005	39000 C	E 20000	W 19000	7.70	65.70	5.50
2004	42500 C	E 21000	W 21500	8.20	67.10	7.10
2003	42000 C	E 23000	W 19000	8.10	72.30	6.10
2002	44500 C	E 21500	W 23000	9.20	68.00	4.40
2001	45500 C	E 23500	W 22000	8.20	53.50	5.80
2000	44000 C	E 22000	W 22000	8.20	53.10	3.70
1999	44000 C	E 22500	W 21500	9.10	52.70	5.60
1998	41000 C	E 21000	W 20000	9.30	52.70	3.00
1997	37000 C	E 19000	W 18000	9.10	64.50	7.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	45500 C	E 22000	W 23500	9.00	59.70	4.00
2011	38000 C	E 20000	W 18000	9.00	58.20	4.60
2010	40500 C	E 19500	W 21000	7.87	58.27	3.00
2009	40500 C	E 20000	W 20500	7.98	59.96	3.70
2008	38000 C	E 19500	W 18500	8.07	66.31	5.10
2007	40500 C	E 21000	W 19500	7.90	63.12	5.50
2006	41500 C	E 21000	W 20500	7.39	58.66	6.70
2005	51000 F	E 24500	W 26500	7.70	65.70	5.50
2004	43500 C	E 21000	W 22500	8.20	67.10	7.10
2003	40000 C	E 20000	W 20000	8.10	72.30	6.10
2002	45000 C	E 23500	W 21500	9.20	68.00	4.40
2001	47500 C	E 22500	W 25000	8.20	53.50	5.80
2000	44500 C	E 22500	W 22000	8.20	53.10	3.70
1999	47500 C	E 23500	W 24000	9.10	52.70	5.60
1998	43500 C	E 22500	W 21000	9.30	52.70	3.00
1997	37000 C	E 19000	W 18000	9.10	64.50	7.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2552 - SR959/SW57AVE/RED ROAD, 200'S OF BIRD ROAD/SR 976

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	17900 C	N 8900	S 9000	9.00	59.70	5.20
2011	16700 C	N 8300	S 8400	9.00	58.20	4.50
2010	17600 C	N 8700	S 8900	7.87	58.27	3.30
2009	17500 C	N 8700	S 8800	7.98	59.96	5.20
2008	17200 C	N 8900	S 8300	8.07	66.31	5.30
2007	19000 C	N 9200	S 9800	7.90	63.12	4.80
2006	17000 C	N 8100	S 8900	7.39	58.66	7.40
2005	18700 C	N 9300	S 9400	7.70	65.70	2.40
2004	19900 C	N 10000	S 9900	8.20	67.10	8.00
2003	19300 C	N 9600	S 9700	8.10	72.30	3.70
2002	18700 C	N 9300	S 9400	9.20	68.00	3.80
2001	19500 C	N 9700	S 9800	8.20	53.50	3.20

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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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

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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

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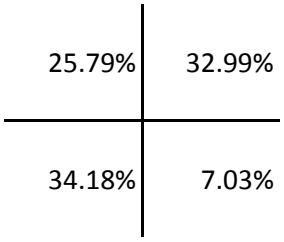
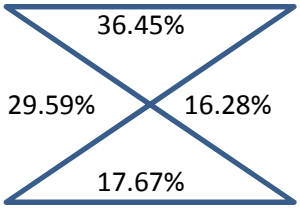
Cardinal Distribution - The Collection Residences

TAZ 1081

DIRECTION	2005	2035	2015
NNE	18.84%	25.33%	21.00%
ENE	10.92%	14.13%	11.99%
ESE	4.04%	4.80%	4.29%
SSE	1.88%	4.44%	2.73%
SSW	13.51%	17.78%	14.93%
WSW	21.55%	14.64%	19.25%
WNW	11.74%	7.55%	10.34%
NNW	17.52%	11.31%	15.45%





MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	33.08	6	0.53	0.75	3.23	12.98	10.95	32.48	
1074	3774	TRIPS	914	118	12	0	127	449	430	986	3,036
		PERCENT	30.11	3.89	0.4	0	4.18	14.79	14.16	32.48	
1075	3775	TRIPS	834	494	13	23	178	439	246	590	2,817
		PERCENT	29.61	17.54	0.46	0.82	6.32	15.58	8.73	20.94	
1076	3776	TRIPS	522	158	8	0	110	272	219	417	1,706
		PERCENT	30.6	9.26	0.47	0	6.45	15.94	12.84	24.44	
1077	3777	TRIPS	919	434	40	0	318	869	509	941	4,030
		PERCENT	22.8	10.77	0.99	0	7.89	21.56	12.63	23.35	
1078	3778	TRIPS	653	575	103	38	221	689	423	836	3,538
		PERCENT	18.46	16.25	2.91	1.07	6.25	19.47	11.96	23.63	
1079	3779	TRIPS	920	983	227	151	519	986	612	1090	5,488
		PERCENT	16.76	17.91	4.14	2.75	9.46	17.97	11.15	19.86	
1080	3780	TRIPS	622	347	148	63	498	854	454	722	3,708
		PERCENT	16.77	9.36	3.99	1.7	13.43	23.03	12.24	19.47	
1081	3781	TRIPS	1647	955	353	164	1181	1884	1026	1532	8,742
		PERCENT	18.84	10.92	4.04	1.88	13.51	21.55	11.74	17.52	
1082	3782	TRIPS	1527	975	236	219	597	547	306	1276	5,683
		PERCENT	26.87	17.16	4.15	3.85	10.51	9.63	5.38	22.45	
1083	3783	TRIPS	996	640	24	37	342	627	352	532	3,550
		PERCENT	28.06	18.03	0.68	1.04	9.63	17.66	9.92	14.99	
1084	3784	TRIPS	136	47	8	4	24	50	48	66	383
		PERCENT	35.51	12.27	2.09	1.04	6.27	13.05	12.53	17.23	
1085	3785	TRIPS	248	79	8	10	53	124	83	156	761
		PERCENT	32.59	10.38	1.05	1.31	6.96	16.29	10.91	20.5	
1086	3786	TRIPS	1960	955	139	196	1237	2168	978	1203	8,836
		PERCENT	22.18	10.81	1.57	2.22	14	24.54	11.07	13.61	
1087	3787	TRIPS	519	235	17	75	129	319	144	367	1,805
		PERCENT	28.75	13.02	0.94	4.16	7.15	17.67	7.98	20.33	
1088	3788	TRIPS	1644	578	66	248	630	1142	584	913	5,805
		PERCENT	28.32	9.96	1.14	4.27	10.85	19.67	10.06	15.73	
1089	3789	TRIPS	985	620	140	254	2049	1777	855	1071	7,751
		PERCENT	12.71	8	1.81	3.28	26.44	22.93	11.03	13.82	
1090	3790	TRIPS	2465	1467	192	265	2495	3244	1787	1843	13,758
		PERCENT	17.92	10.66	1.4	1.93	18.13	23.58	12.99	13.4	
1091	3791	TRIPS	174	109	24	32	226	285	144	147	1,141
		PERCENT	15.25	9.55	2.1	2.8	19.81	24.98	12.62	12.88	
1092	3792	TRIPS	288	261	107	42	153	130	114	280	1,375
		PERCENT	20.95	18.98	7.78	3.05	11.13	9.45	8.29	20.36	
1093	3793	TRIPS	497	502	87	136	220	302	143	318	2,205
		PERCENT	22.54	22.77	3.95	6.17	9.98	13.7	6.49	14.42	
1094	3794	TRIPS	439	779	157	346	509	409	511	622	3,772
		PERCENT	11.64	20.65	4.16	9.17	13.49	10.84	13.55	16.49	
1095	3795	TRIPS	1352	1966	694	608	1184	1205	762	1660	9,431
		PERCENT	14.34	20.85	7.36	6.45	12.55	12.78	8.08	17.6	
1096	3796	TRIPS	674	711	256	336	707	445	444	1290	4,863
		PERCENT	13.86	14.62	5.26	6.91	14.54	9.15	9.13	26.53	
1097	3797	TRIPS	206	291	90	71	112	145	110	276	1,301
		PERCENT	15.83	22.37	6.92	5.46	8.61	11.15	8.46	21.21	
1098	3798	TRIPS	486	497	87	77	350	330	251	509	2,587
		PERCENT	18.79	19.21	3.36	2.98	13.53	12.76	9.7	19.68	
1099	3799	TRIPS	742	604	158	228	479	648	307	411	3,577
		PERCENT	20.74	16.89	4.42	6.37	13.39	18.12	8.58	11.49	
1100	3800	TRIPS	719	703	129	191	717	724	415	830	4,428
		PERCENT	16.24	15.88	2.91	4.31	16.19	16.35	9.37	18.74	
1101	3801	TRIPS	1223	844	81	121	1101	1287	718	917	6,292
		PERCENT	19.44	13.41	1.29	1.92	17.5	20.45	11.41	14.57	
1102	3802	TRIPS	614	375	49	59	617	900	434	484	3,532
		PERCENT	17.38	10.62	1.39	1.67	17.47	25.48	12.29	13.7	
1103	3803	TRIPS	1192	589	140	60	931	1409	670	879	5,870
		PERCENT	20.31	10.03	2.39	1.02	15.86	24	11.41	14.97	
1104	3804	TRIPS	1471	879	124	189	1441	2170	989	1383	8,646
		PERCENT	17.01	10.17	1.43	2.19	16.67	25.1	11.44	16	
1105	3805	TRIPS	312	192	39	46	441	539	303	239	2,111
		PERCENT	14.78	9.1	1.85	2.18	20.89	25.53	14.35	11.32	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	17.2	12.09	0.64	1.72	13.22	21.61	14.39	19.12	
1055	3755	TRIPS	2210	1830	81	253	936	1424	1051	1445	9,230
		PERCENT	23.94	19.83	0.88	2.74	10.14	15.43	11.39	15.66	
1056	3756	TRIPS	1622	1625	203	475	593	1057	870	1114	7,559
		PERCENT	21.46	21.5	2.69	6.28	7.84	13.98	11.51	14.74	
1057	3757	TRIPS	1648	1761	257	575	1266	994	1083	1594	9,178
		PERCENT	17.96	19.19	2.8	6.26	13.79	10.83	11.8	17.37	
1058	3758	TRIPS	2337	2185	755	1163	2296	2156	1049	2603	14,544
		PERCENT	16.07	15.02	5.19	8	15.79	14.82	7.21	17.9	
1059	3759	TRIPS	2686	2755	994	818	2677	2716	1588	2476	16,710
		PERCENT	16.07	16.49	5.95	4.9	16.02	16.25	9.5	14.82	
1060	3760	TRIPS	1356	1033	260	209	1204	1296	902	1324	7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917	908	1168	3818	2973	1915	2115	20,964
		PERCENT	19.8	18.68	4.33	5.57	18.21	14.18	9.13	10.09	
1062	3762	TRIPS	1541	2387	563	612	1321	1133	953	927	9,437
		PERCENT	16.33	25.29	5.97	6.49	14	12.01	10.1	9.82	
1063	3763	TRIPS	662	1376	752	422	305	242	241	460	4,460
		PERCENT	14.84	30.85	16.86	9.46	6.84	5.43	5.4	10.31	
1064	3764	TRIPS	1605	844	274	231	847	816	1029	1142	6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410	207	151	617	384	468	817	3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69	22.15	
1066	3766	TRIPS	673	548	250	141	730	789	542	1200	4,873
		PERCENT	13.81	11.25	5.13	2.89	14.98	16.19	11.12	24.63	
1067	3767	TRIPS	332	316	136	86	354	487	413	669	2,793
		PERCENT	11.89	11.31	4.87	3.08	12.67	17.44	14.79	23.95	
1068	3768	TRIPS	939	754	113	359	927	1323	1340	1157	6,912
		PERCENT	13.59	10.91	1.63	5.19	13.41	19.14	19.39	16.74	
1069	3769	TRIPS	902	415	187	0	325	580	453	1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96	11.68	26.18	
1070	3770	TRIPS	7275	1615	205	0	2303	7044	4924	7089	30,455
		PERCENT	23.89	5.3	0.67	0	7.56	23.13	16.17	23.28	
1071	3771	TRIPS	5307	2706	160	0	1718	3361	2294	4701	20,247
		PERCENT	26.21	13.36	0.79	0	8.49	16.6	11.33	23.22	
1072	3772	TRIPS	1779	128	12	14	268	358	286	676	3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12	19.2	
1073	3773	TRIPS	520	31	4	0	55	128	156	585	1,479
		PERCENT	35.16	2.1	0.27	0	3.72	8.65	10.55	39.55	
1074	3774	TRIPS	850	574	14	38	381	475	242	795	3,369
		PERCENT	25.23	17.04	0.42	1.13	11.31	14.1	7.18	23.6	
1075	3775	TRIPS	767	463	14	0	292	664	331	1203	3,734
		PERCENT	20.54	12.4	0.37	0	7.82	17.78	8.86	32.22	
1076	3776	TRIPS	629	251	57	0	252	328	182	605	2,304
		PERCENT	27.3	10.89	2.47	0	10.94	14.24	7.9	26.26	
1077	3777	TRIPS	800	500	278	199	648	950	602	960	4,937
		PERCENT	16.2	10.13	5.63	4.03	13.13	19.24	12.19	19.45	
1078	3778	TRIPS	930	1020	49	44	301	542	362	1160	4,408
		PERCENT	21.1	23.14	1.11	1	6.83	12.3	8.21	26.32	
1079	3779	TRIPS	1150	935	732	469	1246	1410	536	1406	7,884
		PERCENT	14.59	11.86	9.28	5.95	15.8	17.88	6.8	17.83	
1080	3780	TRIPS	897	597	251	105	739	885	402	780	4,656
		PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63	16.75	
1081	3781	TRIPS	4328	2415	821	760	3038	2502	1290	1933	17,087
		PERCENT	25.33	14.13	4.8	4.45	17.78	14.64	7.55	11.31	
1082	3782	TRIPS	2186	883	33	152	496	698	421	1519	6,388
		PERCENT	34.22	13.82	0.52	2.38	7.76	10.93	6.59	23.78	
1083	3783	TRIPS	1276	466	35	37	304	639	534	818	4,109
		PERCENT	31.05	11.34	0.85	0.9	7.4	15.55	13	19.91	
1084	3784	TRIPS	213	60	2	20	13	30	29	67	434
		PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68	15.44	
1085	3785	TRIPS	305	207	46	28	31	79	24	84	804
		PERCENT	37.94	25.75	5.72	3.48	3.86	9.83	2.99	10.45	
1086	3786	TRIPS	2787	1004	54	445	2360	4765	1999	1683	15,097
		PERCENT	18.46	6.65	0.36	2.95	15.63	31.56	13.24	11.15	
1087	3787	TRIPS	653	281	32	179	224	284	206	228	2,087
		PERCENT	31.29	13.46	1.53	8.58	10.73	13.61	9.87	10.92	
1088	3788	TRIPS	1774	957	199	608	1053	1196	482	703	6,972

FDOT Seasonal Factor

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.02
2	01/08/2012 - 01/14/2012	1.00	1.02
3	01/15/2012 - 01/21/2012	1.00	1.02
* 4	01/22/2012 - 01/28/2012	0.99	1.01
* 5	01/29/2012 - 02/04/2012	0.99	1.01
* 6	02/05/2012 - 02/11/2012	0.98	1.00
* 7	02/12/2012 - 02/18/2012	0.98	1.00
* 8	02/19/2012 - 02/25/2012	0.98	1.00
* 9	02/26/2012 - 03/03/2012	0.98	1.00
*10	03/04/2012 - 03/10/2012	0.97	0.99
*11	03/11/2012 - 03/17/2012	0.97	0.99
*12	03/18/2012 - 03/24/2012	0.98	1.00
*13	03/25/2012 - 03/31/2012	0.98	1.00
*14	04/01/2012 - 04/07/2012	0.98	1.00
*15	04/08/2012 - 04/14/2012	0.98	1.00
*16	04/15/2012 - 04/21/2012	0.99	1.01
17	04/22/2012 - 04/28/2012	0.99	1.01
18	04/29/2012 - 05/05/2012	0.99	1.01
19	05/06/2012 - 05/12/2012	1.00	1.02
20	05/13/2012 - 05/19/2012	1.00	1.02
21	05/20/2012 - 05/26/2012	1.00	1.02
22	05/27/2012 - 06/02/2012	1.00	1.02
23	06/03/2012 - 06/09/2012	1.00	1.02
24	06/10/2012 - 06/16/2012	1.00	1.02
25	06/17/2012 - 06/23/2012	1.00	1.02
26	06/24/2012 - 06/30/2012	1.01	1.03
27	07/01/2012 - 07/07/2012	1.01	1.03
28	07/08/2012 - 07/14/2012	1.02	1.04
29	07/15/2012 - 07/21/2012	1.02	1.04
30	07/22/2012 - 07/28/2012	1.02	1.04
31	07/29/2012 - 08/04/2012	1.02	1.04
32	08/05/2012 - 08/11/2012	1.03	1.05
33	08/12/2012 - 08/18/2012	1.03	1.05
34	08/19/2012 - 08/25/2012	1.02	1.04
35	08/26/2012 - 09/01/2012	1.02	1.04
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.01	1.03
38	09/16/2012 - 09/22/2012	1.00	1.02
39	09/23/2012 - 09/29/2012	1.00	1.02
40	09/30/2012 - 10/06/2012	1.00	1.02
41	10/07/2012 - 10/13/2012	1.00	1.02
42	10/14/2012 - 10/20/2012	1.00	1.02
43	10/21/2012 - 10/27/2012	1.00	1.02
44	10/28/2012 - 11/03/2012	1.00	1.02
45	11/04/2012 - 11/10/2012	1.00	1.02
46	11/11/2012 - 11/17/2012	1.00	1.02
47	11/18/2012 - 11/24/2012	1.00	1.02
48	11/25/2012 - 12/01/2012	1.00	1.02
49	12/02/2012 - 12/08/2012	1.00	1.02
50	12/09/2012 - 12/15/2012	1.00	1.02
51	12/16/2012 - 12/22/2012	1.00	1.02
52	12/23/2012 - 12/29/2012	1.00	1.02
53	12/30/2012 - 12/31/2012	1.00	1.02

* PEAK SEASON

Appendix C
Intersection Capacity Analysis Worksheets

Existing Conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1164*	*27*		*1604*	
Peak-Hour Factor, PHF	*1.00*	*0.96*	*0.96*	*0.97*	*0.96*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1212*	*28*	*0*	*1670*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*74*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.96*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*77*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*77*			
C (m) (veh/h)					*495*			
v/c					*0.16*			
95% queue length					*0.55*			
Control Delay (s/veh)					*13.6*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*13.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1476*	*57*		*948*	
Peak-Hour Factor, PHF	*1.00*	*0.97*	*0.97*	*0.97*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1521*	*58*	*0*	*977*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*21*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.97*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*21*			
C (m) (veh/h)					*404*			
v/c					*0.05*			
95% queue length					*0.16*			
Control Delay (s/veh)					*14.4*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*14.4*					
Approach LOS	--	--	*B*					

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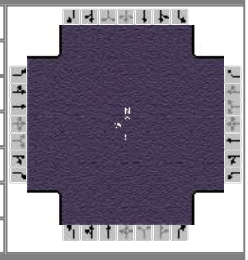
HCS 2010 Signalized Intersection Results Summary

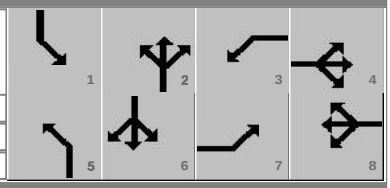
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	CBD
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Existing PM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	142	994	83	127	1336	125	101	315	59	132	359	120

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	4.0	35.0	6.0	111.0	0.0
Yellow	0.0	3.0	4.0	3.0	4.0	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	117.0	9.0	117.0	6.0	41.0	13.0	48.0
Change Period, $(Y+R_c)$, s	3.0	6.0	3.0	6.0	0.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.0	33.7	7.5	58.3	8.0		12.0	
Green Extension Time (g_e), s	0.0	8.4	0.0	8.4	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.00	1.00	0.01	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	146	1025	86	131	761	745	104	196	189	136	370	124
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1629	1628	1449	1629	1710	1658	1629	1710	1617	1629	1628	1449
Queue Service Time (g_s), s	6.0	31.7	4.3	5.5	55.4	56.3	6.0	18.8	19.2	10.0	17.7	12.9
Cycle Queue Clearance Time (g_c), s	6.0	31.7	4.3	5.5	55.4	56.3	6.0	18.8	19.2	10.0	17.7	12.9
Capacity *(c)*, veh/h	191	2008	894	316	1055	1023	219	333	314	210	760	338
Volume-to-Capacity Ratio *(X)*	0.767	0.510	0.096	0.414	0.722	0.728	0.475	0.590	0.602	0.647	0.487	0.366
Available Capacity (c_a), veh/h	191	2008	894	316	1055	1023	219	333	314	210	760	338
Back of Queue *(Q)*, veh/ln (50th percentile)	4.4	12.0	1.5	2.1	22.6	22.4	1.7	8.9	8.7	1.8	7.6	5.0
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	29.7	19.3	14.1	15.8	23.8	24.0	61.5	66.0	66.1	53.8	59.7	57.8
Incremental Delay (d_2), s/veh	15.4	0.1	0.0	0.3	2.1	2.3	0.6	7.5	8.3	5.3	2.2	3.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	45.1	19.4	14.1	16.1	26.0	26.3	62.1	73.5	74.4	59.1	61.9	60.9
Level of Service (LOS)	D	B	B	B	C	C	E	E	E	E	E	E
Approach Delay, s/veh / LOS	22.0	C		25.3	C		71.4	E		61.1	E	
Intersection Delay, s/veh / LOS	35.5						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	1.5	A	1.8	A	0.9	A	1.0	A

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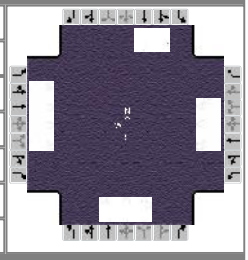
HCS 2010 Signalized Intersection Results Summary

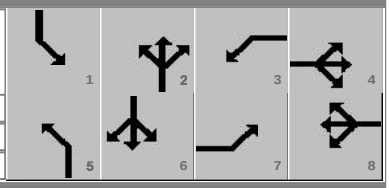
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.94
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Existing AM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	1303	75	119	878	122	19	251	39	166	319	38

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.0	43.0	14.0	4.0	88.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	2.0	0.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	98.0	17.0	94.0	16.0	49.0	16.0	49.0
Change Period, $(Y+R_c)$, s	0.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	6.2	56.7	7.9	38.9	3.4		15.0	
Green Extension Time (g_e), s	0.1	8.0	0.1	8.2	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.04	0.03	0.01	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	111	1386	80	127	543	520	20	156	152	177	339	40
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1818	1810	1900	1811	1810	1809	1610
Queue Service Time (g_s), s	4.2	54.7	4.6	5.9	36.9	36.9	1.4	12.3	12.6	13.0	14.2	3.5
Cycle Queue Clearance Time (g_c), s	4.2	54.7	4.6	5.9	36.9	36.9	1.4	12.3	12.6	13.0	14.2	3.5
Capacity *(c)*, veh/h	404	1849	823	263	929	889	340	454	433	355	864	385
Volume-to-Capacity Ratio *(X)*	0.274	0.750	0.097	0.481	0.585	0.585	0.059	0.344	0.352	0.498	0.393	0.105
Available Capacity (c_a), veh/h	404	1849	823	263	929	889	340	454	433	355	864	385
Back of Queue *(Q)*, veh/ln (50th percentile)	1.8	24.4	1.8	2.6	17.2	16.5	0.6	6.2	6.1	6.2	6.7	1.5
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.9	34.9	22.6	28.6	32.9	32.9	43.8	56.8	56.9	48.2	57.5	53.5
Incremental Delay (d_2), s/veh	0.1	1.6	0.0	0.5	0.6	0.7	0.0	2.1	2.2	0.4	1.3	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	19.1	36.4	22.7	29.2	33.6	33.6	43.8	58.9	59.2	48.6	58.9	54.0
Level of Service (LOS)	B	D	C	C	C	C	D	E	E	D	E	D
Approach Delay, s/veh / LOS	34.5	C		33.1	C		58.1	E		55.3	E	
Intersection Delay, s/veh / LOS	39.3						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	1.8	A	1.5	A	0.8	A	0.9	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing PM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1163*	*14*		*1635*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1224*	*14*	*0*	*1721*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*19*		*25*			
Peak-Hour Factor, PHF	*0.95*	*0.82*	*0.95*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*20*	*0*	*26*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*46*				
C (m) (veh/h)				*252*				
v/c				*0.18*				
95% queue length				*0.65*				
Control Delay (s/veh)				*22.4*				
LOS				*C*				
Approach Delay (s/veh)	--	--	*22.4*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1517*	*23*		*959*	
Peak-Hour Factor, PHF	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1563*	*23*	*0*	*988*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*		*21*			
Peak-Hour Factor, PHF	*0.97*	*0.82*	*0.97*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*29*				
C (m) (veh/h)				*249*				
v/c				*0.12*				
95% queue length				*0.39*				
Control Delay (s/veh)				*21.4*				
LOS				*C*				
Approach Delay (s/veh)	--	--	*21.4*					
Approach LOS	--	--	*C*					

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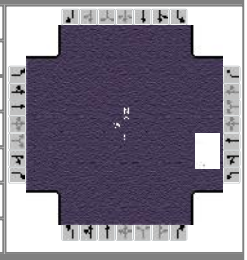
HCS 2010 Signalized Intersection Results Summary

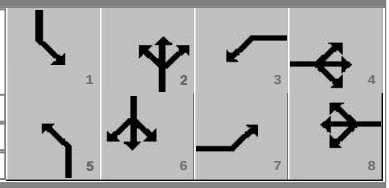
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Existing PM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	956	113	85	1345	175	151	686	60	131	693	170

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	63.0	7.0	87.0	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.0	1.0	0.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	92.0	10.0	92.0	10.0	68.0	10.0	68.0
Change Period, $(Y+R_c)$, s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.8	36.8	6.4	38.3	9.0		9.0	
Green Extension Time (g_e), s	0.0	9.3	0.0	9.2	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.01	1.00	0.02	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	133	986	116	88	1066	501	156	390	379	135	461	429
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1784	1810	1900	1846	1810	1900	1770
Queue Service Time (g_s), s	6.8	34.8	7.3	4.4	36.3	36.3	7.0	30.2	30.3	7.0	37.4	37.5
Cycle Queue Clearance Time (g_c), s	6.8	34.8	7.3	4.4	36.3	36.3	7.0	30.2	30.3	7.0	37.4	37.5
Capacity *(c)*, veh/h	204	1749	778	279	1837	862	200	665	646	240	665	619
Volume-to-Capacity Ratio *(X)*	0.651	0.564	0.150	0.315	0.581	0.581	0.777	0.586	0.587	0.563	0.692	0.693
Available Capacity (c_a), veh/h	204	1749	778	279	1837	862	200	665	646	240	665	619
Back of Queue *(Q)*, veh/ln (50th percentile)	3.3	15.4	2.9	1.9	16.9	16.0	4.4	15.1	14.7	2.1	18.9	17.7
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	28.3	33.0	25.9	25.6	33.4	33.4	52.6	47.8	47.9	44.5	50.2	50.2
Incremental Delay (d_2), s/veh	5.7	0.3	0.0	0.2	0.3	0.7	15.9	3.8	3.9	1.9	5.8	6.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	33.9	33.3	25.9	25.8	33.7	34.1	68.4	51.6	51.7	46.4	56.0	56.5
Level of Service (LOS)	C	C	C	C	C	C	E	D	D	D	E	E
Approach Delay, s/veh / LOS	32.7	C		33.4	C		54.5	D		54.9	D	
Intersection Delay, s/veh / LOS	41.8						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.3	A	1.3	A

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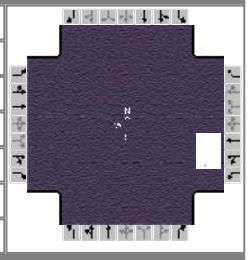
HCS 2010 Signalized Intersection Results Summary

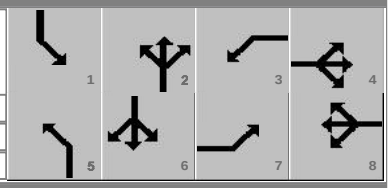
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.96
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Existing AM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	1277	121	84	736	144	86	565	44	160	634	89

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.0	53.0	8.0	13.0	78.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	1.0	0.0	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	24.0	96.0	11.0	83.0	15.0	58.0	15.0	58.0
Change Period, $(Y+R_c)$, s	0.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	10.0	53.8	6.8	22.4	8.0		13.7	
Green Extension Time (g_e), s	0.3	7.7	0.0	7.9	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.02	1.00	0.00	0.29		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	204	1330	126	88	627	290	90	321	314	167	384	369
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1900	1738	1810	1900	1851	1810	1900	1818
Queue Service Time (g_s), s	8.0	51.8	7.6	4.8	20.1	20.4	6.0	25.8	25.9	11.7	32.2	32.3
Cycle Queue Clearance Time (g_c), s	8.0	51.8	7.6	4.8	20.1	20.4	6.0	25.8	25.9	11.7	32.2	32.3
Capacity (*c*), veh/h	479	1829	814	212	1647	753	244	559	545	282	559	535
Volume-to-Capacity Ratio (*X*)	0.426	0.727	0.155	0.413	0.381	0.385	0.368	0.573	0.575	0.591	0.687	0.689
Available Capacity (c_a), veh/h	479	1829	814	212	1647	753	244	559	545	282	559	535
Back of Queue (*Q*), veh/ln (50th percentile)	3.3	23.1	3.0	2.1	9.5	8.8	2.7	13.1	12.8	5.5	16.5	15.9
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.6	34.8	23.9	31.1	34.6	34.7	42.0	53.9	53.9	42.8	56.2	56.2
Incremental Delay (d_2), s/veh	0.2	1.3	0.0	0.5	0.1	0.1	0.3	4.2	4.4	2.3	6.7	7.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.9	36.1	23.9	31.5	34.7	34.8	42.3	58.1	58.3	45.1	62.9	63.3
Level of Service (LOS)	B	D	C	C	C	C	D	E	E	D	E	E
Approach Delay, s/veh / LOS	32.9	C		34.4	C		56.3	E		59.8	E	
Intersection Delay, s/veh / LOS	42.9						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.9	A	1.0	A	1.1	A	1.2	A

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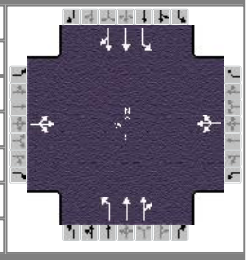
HCS 2010 Signalized Intersection Results Summary

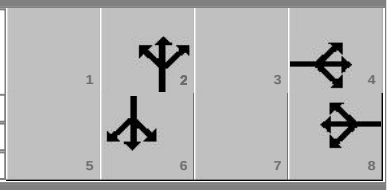
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.95
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Lejeune_Altara Existing PM.xus				
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	106	0	119	6	809	60	36	844	0

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, *(Y+R$_c$)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g$_s$)*, s				37.6				
Green Extension Time *(g$_e$)*, s		0.0		0.3		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			237		6	463	452	38	888	0
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		687			1114		636	1900	1853	620	1900	0
Queue Service Time *(g$_s$)*, s		0.0			33.9		0.7	18.0	18.0	4.8	17.1	0.0
Cycle Queue Clearance Time *(g$_c$)*, s		0.0			35.6		17.8	18.0	18.0	22.9	17.1	0.0
Capacity *(c)*, veh/h					320		418	1309	1277	405	2618	
Volume-to-Capacity Ratio *(X)*		0.000			0.740		0.015	0.354	0.354	0.094	0.339	0.000
Available Capacity *(c$_a$)*, veh/h					320		418	1309	1277	405	2618	
Back of Queue *(Q)*, veh/ln (50th percentile)					10.8		0.1	7.9	7.7	0.8	7.3	
Overflow Queue *(Q$_3$)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh					61.9		15.0	11.5	11.5	16.2	11.4	
Incremental Delay *(d$_2$)*, s/veh		0.0			7.8		0.1	0.8	0.8	0.5	0.4	0.0
Initial Queue Delay *(d$_3$)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					69.7		15.1	12.3	12.3	16.7	11.7	
Level of Service (LOS)					E		B	B	B	B	B	
Approach Delay, s/veh / LOS	0.0			69.7		E	12.3		B	11.9		B
Intersection Delay, s/veh / LOS	18.6						B					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	0.9	A	1.2	A	1.3	A

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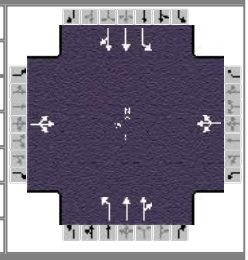
HCS 2010 Signalized Intersection Results Summary

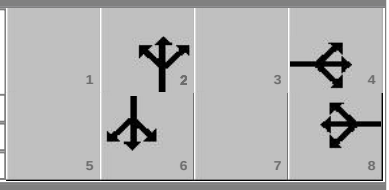
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	AM Peak Hour	PHF	0.97
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Lejeune_Altara Existing AM.xus				
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	54	0	64	1	652	59	49	749	1

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, *(Y+Rc)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g_s)*, s				17.0				
Green Extension Time *(g_e)*, s		0.0		0.2		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			122		1	372	361	51	387	387
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		741			1132		708	1900	1844	735	1900	1899
Queue Service Time *(g_s)*, s		0.0			12.6		0.1	13.6	13.6	5.1	14.3	14.3
Cycle Queue Clearance Time *(g_c)*, s		0.0			15.0		14.4	13.6	13.6	18.8	14.3	14.3
Capacity *(c)*, veh/h					325		471	1309	1270	491	1309	1308
Volume-to-Capacity Ratio *(X)*		0.000			0.375		0.002	0.284	0.284	0.103	0.295	0.295
Available Capacity *(c_a)*, veh/h					325		471	1309	1270	491	1309	1308
Back of Queue *(Q)*, veh/ln (50th percentile)					4.6		0.0	5.9	5.8	0.9	6.2	6.2
Overflow Queue *(Q_3)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh					54.2		13.8	10.8	10.8	14.5	10.9	10.9
Incremental Delay *(d_2)*, s/veh		0.0			0.3		0.0	0.5	0.6	0.4	0.6	0.6
Initial Queue Delay *(d_3)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					54.5		13.8	11.4	11.4	14.9	11.5	11.5
Level of Service (LOS)					D		B	B	B	B	B	B
Approach Delay, s/veh / LOS	0.0			54.5		D	11.4		B	11.7		B
Intersection Delay, s/veh / LOS	14.7						B					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	0.7	A	1.1	A	1.2	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing PM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*49*	*436*			*492*	*104*
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*49*	*440*	*0*	*0*	*496*	*105*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*34*		*68*			
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*34*	*0*	*68*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*49*						*102*	
C (m) (veh/h)	*972*						*575*	
v/c	*0.05*						*0.18*	
95% queue length	*0.16*						*0.64*	
Control Delay (s/veh)	*8.9*						*12.6*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--	*12.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*Existing AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*52*	*283*			*413*	*135*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*63*	*345*	*0*	*0*	*503*	*164*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*26*		*59*			
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*31*	*0*	*71*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*63*						*102*	
C (m) (veh/h)	*919*						*564*	
v/c	*0.07*						*0.18*	
95% queue length	*0.22*						*0.65*	
Control Delay (s/veh)	*9.2*						*12.8*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*12.8*		
Approach LOS	--	--				*B*		

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Future without Project Conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1665*	*58*		*998*	
Peak-Hour Factor, PHF	*1.00*	*0.97*	*0.97*	*0.97*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1716*	*59*	*0*	*1028*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*21*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.97*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*21*			
C (m) (veh/h)					*355*			
v/c					*0.06*			
95% queue length					*0.19*			
Control Delay (s/veh)					*15.8*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*15.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project PM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1242*	*28*		*1741*	
Peak-Hour Factor, PHF	*1.00*	*0.96*	*0.96*	*0.97*	*0.96*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1293*	*29*	*0*	*1813*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*75*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.96*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*78*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*78*			
C (m) (veh/h)					*470*			
v/c					*0.17*			
95% queue length					*0.59*			
Control Delay (s/veh)					*14.2*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*14.2*					
Approach LOS	--	--	*B*					

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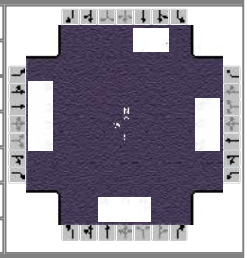
HCS 2010 Signalized Intersection Results Summary

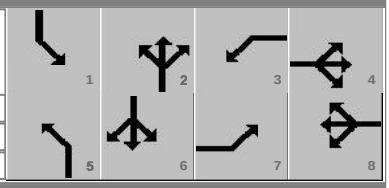
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.94
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project AM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	1486	79	126	928	134	19	256	51	169	325	38

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.0	43.0	14.0	4.0	88.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	2.0	0.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	98.0	17.0	94.0	16.0	49.0	16.0	49.0
Change Period, $(Y+R_c)$, s	0.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.0	70.3	8.2	42.2	3.4		15.0	
Green Extension Time (g_e), s	0.2	8.6	0.1	10.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.24	0.04	0.04	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	152	1581	84	134	577	552	20	166	161	180	346	40
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1816	1810	1900	1791	1810	1809	1610
Queue Service Time (g_s), s	6.0	68.3	4.8	6.2	40.2	40.2	1.4	13.1	13.5	13.0	14.5	3.5
Cycle Queue Clearance Time (g_c), s	6.0	68.3	4.8	6.2	40.2	40.2	1.4	13.1	13.5	13.0	14.5	3.5
Capacity *(c)*, veh/h	385	1849	823	224	929	888	337	454	428	346	864	385
Volume-to-Capacity Ratio *(X)*	0.395	0.855	0.102	0.598	0.622	0.622	0.060	0.366	0.375	0.519	0.400	0.105
Available Capacity (c_a), veh/h	385	1849	823	224	929	888	337	454	428	346	864	385
Back of Queue *(Q)*, veh/ln (50th percentile)	2.5	31.0	1.9	3.1	18.9	18.1	0.6	6.6	6.5	6.3	6.8	1.5
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	21.3	38.2	22.7	35.9	33.8	33.8	43.8	57.1	57.3	48.6	57.6	53.5
Incremental Delay (d_2), s/veh	0.2	4.0	0.0	3.1	1.0	1.0	0.0	2.3	2.5	0.7	1.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	21.5	42.2	22.7	39.0	34.7	34.8	43.8	59.4	59.8	49.2	59.0	54.0
Level of Service (LOS)	C	D	C	D	C	C	D	E	E	D	E	D
Approach Delay, s/veh / LOS	39.5	D		35.2	D		58.7	E		55.6	E	
Intersection Delay, s/veh / LOS	42.1						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	2.0	A	1.5	A	0.8	A	1.0	A

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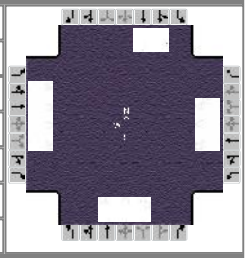
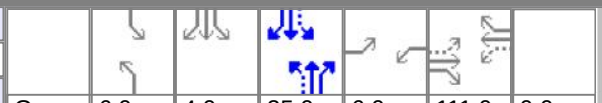
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	CBD
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout project PM.xus				
Project Description					

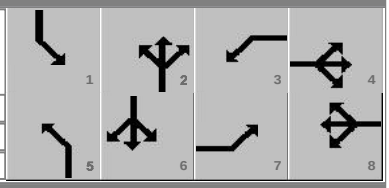


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	1068	85	153	1468	160	103	321	63	135	366	122

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.0	4.0	35.0	6.0	111.0	0.0
Yellow	0.0	3.0	4.0	3.0	4.0	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	117.0	9.0	117.0	6.0	41.0	13.0	48.0
Change Period, $(Y+R_c)$, s	3.0	6.0	3.0	6.0	0.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.0	37.3	8.0	72.1	8.0		12.0	
Green Extension Time (g_e), s	0.0	10.3	0.0	9.9	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.01	1.00	0.09	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	160	1101	88	158	846	832	106	202	194	139	377	126
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1629	1628	1449	1629	1710	1651	1629	1710	1613	1629	1628	1449
Queue Service Time (g_s), s	6.0	35.3	4.4	6.0	67.6	70.1	6.0	19.4	19.8	10.0	18.1	13.1
Cycle Queue Clearance Time (g_c), s	6.0	35.3	4.4	6.0	67.6	70.1	6.0	19.4	19.8	10.0	18.1	13.1
Capacity *(c)*, veh/h	155	2008	894	291	1055	1018	216	333	314	207	760	338
Volume-to-Capacity Ratio *(X)*	1.028	0.548	0.098	0.542	0.802	0.817	0.491	0.607	0.619	0.674	0.497	0.372
Available Capacity (c_a), veh/h	155	2008	894	291	1055	1018	216	333	314	207	760	338
Back of Queue *(Q)*, veh/ln (50th percentile)	8.0	13.4	1.5	2.6	28.1	28.3	1.8	9.2	9.0	2.1	7.8	5.1
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	42.1	20.0	14.1	19.6	26.2	26.7	62.0	66.2	66.4	54.6	59.8	57.9
Incremental Delay (d_2), s/veh	79.7	0.2	0.0	1.1	4.2	5.0	0.6	8.0	8.9	6.9	2.3	3.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	121.9	20.2	14.1	20.7	30.4	31.6	62.6	74.2	75.3	61.5	62.1	61.0
Level of Service (LOS)	F	C	B	C	C	C	E	E	E	E	E	E
Approach Delay, s/veh / LOS	31.8	C		30.1	C		72.2	E		61.8	E	
Intersection Delay, s/veh / LOS	40.2						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	1.6	A	2.0	B	0.9	A	1.0	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project AM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1707*	*23*		*1010*	
Peak-Hour Factor, PHF	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1759*	*23*	*0*	*1041*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*		*21*			
Peak-Hour Factor, PHF	*0.97*	*0.82*	*0.97*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*29*				
C (m) (veh/h)				*207*				
v/c				*0.14*				
95% queue length				*0.48*				
Control Delay (s/veh)				*25.2*				
LOS				*D*				
Approach Delay (s/veh)	--	--	*25.2*					
Approach LOS	--	--	*D*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project PM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1240*	*14*		*1774*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1305*	*14*	*0*	*1867*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*19*		*26*			
Peak-Hour Factor, PHF	*0.95*	*0.82*	*0.95*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*20*	*0*	*27*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*47*				
C (m) (veh/h)				*230*				
v/c				*0.20*				
95% queue length				*0.75*				
Control Delay (s/veh)				*24.6*				
LOS				*C*				
Approach Delay (s/veh)	--	--	*24.6*					
Approach LOS	--	--	*C*					

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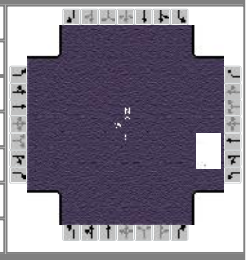
HCS 2010 Signalized Intersection Results Summary

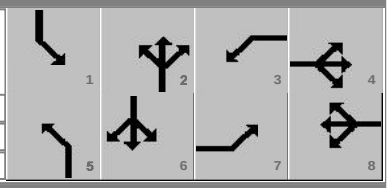
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.96
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project AM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	199	1403	128	85	773	155	108	608	59	208	654	90

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.0	53.0	8.0	13.0	78.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	1.0	0.0	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	24.0	96.0	11.0	83.0	15.0	58.0	15.0	58.0
Change Period, $(Y+R_c)$, s	0.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	10.2	62.3	6.8	23.8	9.6		14.0	
Green Extension Time (g_e), s	0.3	8.5	0.0	9.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.08	1.00	0.01	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	207	1461	133	89	662	305	113	352	342	217	396	379
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1735	1810	1900	1841	1810	1900	1819
Queue Service Time (g_s), s	8.2	60.3	8.0	4.8	21.5	21.8	7.6	28.9	29.0	12.0	33.4	33.5
Cycle Queue Clearance Time (g_c), s	8.2	60.3	8.0	4.8	21.5	21.8	7.6	28.9	29.0	12.0	33.4	33.5
Capacity *(c)*, veh/h	466	1829	814	183	1647	752	237	559	542	262	559	536
Volume-to-Capacity Ratio *(X)*	0.445	0.799	0.164	0.483	0.402	0.406	0.474	0.630	0.632	0.827	0.707	0.708
Available Capacity (c_a), veh/h	466	1829	814	183	1647	752	237	559	542	262	559	536
Back of Queue *(Q)*, veh/ln (50th percentile)	3.4	27.1	3.1	2.2	10.1	9.4	3.5	14.7	14.4	5.1	17.2	16.6
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.2	36.9	24.0	34.0	35.0	35.1	42.9	55.0	55.0	51.6	56.6	56.6
Incremental Delay (d_2), s/veh	0.2	2.4	0.0	0.7	0.1	0.1	0.5	5.3	5.5	18.1	7.4	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	18.5	39.3	24.0	34.7	35.1	35.2	43.4	60.3	60.6	69.7	63.9	64.3
Level of Service (LOS)	B	D	C	C	D	D	D	E	E	E	E	E
Approach Delay, s/veh / LOS	35.8	D		35.1	D		58.1	E		65.3	E	
Intersection Delay, s/veh / LOS	45.8						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	2.0	A	1.1	A	1.2	A	1.3	A

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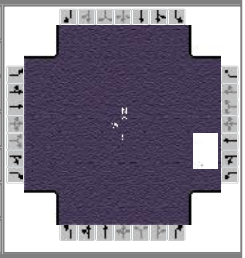
HCS 2010 Signalized Intersection Results Summary

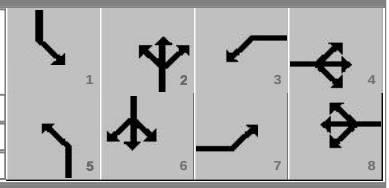
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project PM.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	1009	139	87	1447	208	175	731	65	156	746	173

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	63.0	7.0	87.0	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.0	1.0	0.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	92.0	10.0	92.0	10.0	68.0	10.0	68.0
Change Period, $(Y+R_c)$, s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	9.0	39.5	6.5	43.1	9.0		9.0	
Green Extension Time (g_e), s	0.0	10.8	0.0	10.7	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.03	1.00	0.05	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	136	1040	143	90	1162	544	180	416	404	161	490	458
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1774	1810	1900	1845	1810	1900	1775
Queue Service Time (g_s), s	7.0	37.5	9.1	4.5	41.0	41.1	7.0	32.8	32.8	7.0	40.6	40.6
Cycle Queue Clearance Time (g_c), s	7.0	37.5	9.1	4.5	41.0	41.1	7.0	32.8	32.8	7.0	40.6	40.6
Capacity *(c)*, veh/h	185	1749	778	262	1837	857	185	665	646	224	665	621
Volume-to-Capacity Ratio *(X)*	0.737	0.595	0.184	0.343	0.633	0.634	0.975	0.626	0.626	0.719	0.736	0.736
Available Capacity (c_a), veh/h	185	1749	778	262	1837	857	185	665	646	224	665	621
Back of Queue *(Q)*, veh/ln (50th percentile)	3.7	16.7	3.6	2.0	19.2	18.1	7.9	16.5	16.0	4.1	20.7	19.4
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	31.0	33.7	26.4	26.3	34.6	34.6	59.4	48.7	48.7	50.8	51.2	51.2
Incremental Delay (d_2), s/veh	12.7	0.4	0.0	0.3	0.5	1.2	58.3	4.4	4.5	9.2	7.1	7.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	43.8	34.1	26.4	26.6	35.2	35.8	117.8	53.1	53.2	60.1	58.4	58.8
Level of Service (LOS)	D	C	C	C	D	D	F	D	D	E	E	E
Approach Delay, s/veh / LOS	34.3	C		34.9	C		64.8	E		58.8	E	
Intersection Delay, s/veh / LOS	45.6						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.6	A	1.5	A	1.3	A	1.4	A

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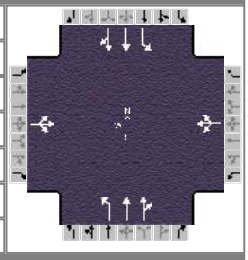
HCS 2010 Signalized Intersection Results Summary

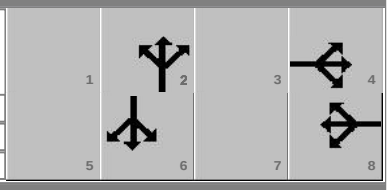
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	AM Peak Hour	PHF	0.97
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project AM.xus				
Project Description	wout Project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	65	0	112	1	666	74	57	764	1

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, *(Y+Rc)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g_s)*, s				24.6				
Green Extension Time *(g_e)*, s		0.0		0.3		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			182		1	388	375	59	394	394
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		712			1213		698	1900	1833	715	1900	1899
Queue Service Time *(g_s)*, s		0.0			19.2		0.1	14.4	14.4	6.3	14.7	14.7
Cycle Queue Clearance Time *(g_c)*, s		0.0			22.6		14.8	14.4	14.4	20.7	14.7	14.7
Capacity *(c)*, veh/h					344		464	1309	1263	475	1309	1308
Volume-to-Capacity Ratio *(X)*		0.000			0.530		0.002	0.296	0.297	0.124	0.301	0.301
Available Capacity *(c_a)*, veh/h					344		464	1309	1263	475	1309	1308
Back of Queue *(Q)*, veh/ln (50th percentile)					7.3		0.0	6.3	6.1	1.1	6.4	6.4
Overflow Queue *(Q_3)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh					57.0		13.9	10.9	11.0	15.0	11.0	11.0
Incremental Delay *(d_2)*, s/veh		0.0			0.8		0.0	0.6	0.6	0.5	0.6	0.6
Initial Queue Delay *(d_3)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					57.8		13.9	11.5	11.6	15.5	11.6	11.6
Level of Service (LOS)					E		B	B	B	B	B	B
Approach Delay, s/veh / LOS	0.0			57.8		E	11.5		B	11.9		B
Intersection Delay, s/veh / LOS	16.4						B					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	0.8	A	1.1	A	1.2	A

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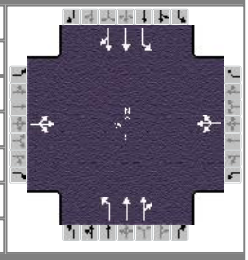
HCS 2010 Signalized Intersection Results Summary

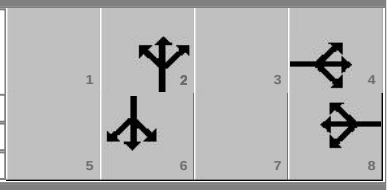
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project PM.xus				
Project Description	wout Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	117	0	158	6	827	77	76	861	0

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, *(Y+R$_c$)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g$_s$)*, s				45.9				
Green Extension Time *(g$_e$)*, s		0.0		0.1		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			284		6	473	459	78	888	0
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		667			1142		636	1900	1843	610	1900	0
Queue Service Time *(g$_s$)*, s		0.0			42.6		0.7	18.6	18.6	11.0	17.1	0.0
Cycle Queue Clearance Time *(g$_c$)*, s		0.0			43.9		17.8	18.6	18.6	29.6	17.1	0.0
Capacity *(c)*, veh/h					327		418	1309	1269	397	2618	
Volume-to-Capacity Ratio *(X)*		0.000			0.868		0.015	0.361	0.361	0.197	0.339	0.000
Available Capacity *(c$_a$)*, veh/h					327		418	1309	1269	397	2618	
Back of Queue *(Q)*, veh/ln (50th percentile)					14.6		0.1	8.1	7.9	1.7	7.3	
Overflow Queue *(Q$_3$)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh					65.0		15.0	11.6	11.6	17.7	11.4	
Incremental Delay *(d$_2$)*, s/veh		0.0			20.4		0.1	0.8	0.8	1.1	0.4	0.0
Initial Queue Delay *(d$_3$)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					85.5		15.0	12.4	12.4	18.8	11.7	
Level of Service (LOS)					F		B	B	B	B	B	
Approach Delay, s/veh / LOS	0.0			85.5		F	12.4		B	12.3		B
Intersection Delay, s/veh / LOS	21.8						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	1.0	A	1.3	A	1.3	A

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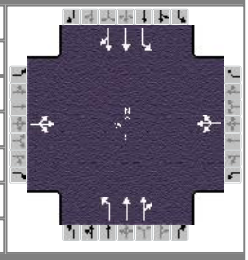
HCS 2010 Signalized Intersection Results Summary

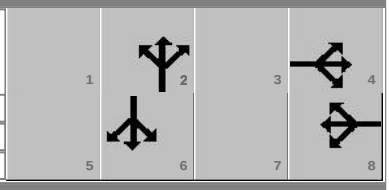
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	wout Project PM with improv.xus				
Project Description	wout Project PM with improv				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	117	0	158	6	827	77	76	861	0

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	118.0	53.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		58.0		58.0		122.0		122.0
Change Period, *(Y+R$_c$)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g$_s$)*, s				43.6				
Green Extension Time *(g$_e$)*, s		0.0		0.4		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.01				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			284		6	473	459	78	888	0
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		667			1144		636	1900	1843	610	1900	0
Queue Service Time *(g$_s$)*, s		0.0			39.9		0.8	20.6	20.6	12.2	18.9	0.0
Cycle Queue Clearance Time *(g$_c$)*, s		0.0			41.6		19.7	20.6	20.6	32.7	18.9	0.0
Capacity *(c)*, veh/h					365		390	1246	1208	370	2491	
Volume-to-Capacity Ratio *(X)*		0.000			0.776		0.016	0.380	0.380	0.212	0.356	0.000
Available Capacity *(c$_a$)*, veh/h					365		390	1246	1208	370	2491	
Back of Queue *(Q)*, veh/ln (50th percentile)					13.0		0.1	9.2	8.9	1.9	8.3	
Overflow Queue *(Q$_3$)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh					59.1		18.4	14.2	14.2	21.7	13.9	
Incremental Delay *(d$_2$)*, s/veh		0.0			9.2		0.1	0.9	0.9	1.3	0.4	0.0
Initial Queue Delay *(d$_3$)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					68.2		18.4	15.1	15.1	23.0	14.3	
Level of Service (LOS)					E		B	B	B	C	B	
Approach Delay, s/veh / LOS	0.0			68.2		E	15.1		B	15.0		B
Intersection Delay, s/veh / LOS	22.0						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	1.0	A	1.3	A	1.3	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project AM*		

Project Description *13211*	
East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*56*	*300*			*421*	*142*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*68*	*365*	*0*	*0*	*513*	*173*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*27*		*68*			
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*32*	*0*	*82*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*68*						*114*	
C (m) (veh/h)	*904*						*561*	
v/c	*0.08*						*0.20*	
95% queue length	*0.24*						*0.75*	
Control Delay (s/veh)	*9.3*						*13.0*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*13.0*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*1/29/2014*	Analysis Year	
Analysis Time Period	*wout Project PM*		

Project Description *13211*

East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*63*	*448*			*502*	*129*
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*63*	*452*	*0*	*0*	*507*	*130*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*35*		*77*			
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*35*	*0*	*77*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*63*						*112*	
C (m) (veh/h)	*943*						*560*	
v/c	*0.07*						*0.20*	
95% queue length	*0.21*						*0.74*	
Control Delay (s/veh)	*9.1*						*13.0*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*13.0*		
Approach LOS	--	--				*B*		

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Future with Project Conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/15/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *13211 With Project AM*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1665*	*58*		*998*	
Peak-Hour Factor, PHF	*1.00*	*0.97*	*0.97*	*0.97*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1716*	*59*	*0*	*1028*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*21*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.97*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*21*			
C (m) (veh/h)					*355*			
v/c					*0.06*			
95% queue length					*0.19*			
Control Delay (s/veh)					*15.8*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*15.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Aurora*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/20/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *13211*

East/West Street: *Bird Road* | North/South Street: *Aurora Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1242*	*22*		*1722*	
Peak-Hour Factor, PHF	*1.00*	*0.96*	*0.96*	*0.97*	*0.96*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1293*	*22*	*0*	*1793*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*72*			
Peak-Hour Factor, PHF	*0.97*	*1.00*	*0.96*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*75*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*75*			
C (m) (veh/h)					*470*			
v/c					*0.16*			
95% queue length					*0.56*			
Control Delay (s/veh)					*14.1*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*14.1*					
Approach LOS	--	--	*B*					

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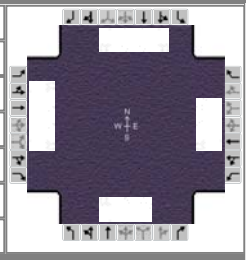
HCS 2010 Signalized Intersection Results Summary

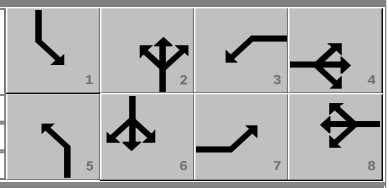
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.94
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project AM.xus				
Project Description	13211 Future with Project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	1486	79	126	928	134	19	256	51	169	325	38

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.0	43.0	14.0	4.0	88.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	2.0	0.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	98.0	17.0	94.0	16.0	49.0	16.0	49.0
Change Period, *(Y+R$_c$)*, s	0.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time *(g$_s$)*, s	8.0	70.3	8.2	42.2	3.4		15.0	
Green Extension Time *(g$_e$)*, s	0.2	8.6	0.1	10.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.24	0.04	0.04	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	152	1581	84	134	577	552	20	166	161	180	346	40
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1816	1810	1900	1791	1810	1809	1610
Queue Service Time *(g$_s$)*, s	6.0	68.3	4.8	6.2	40.2	40.2	1.4	13.1	13.5	13.0	14.5	3.5
Cycle Queue Clearance Time *(g$_c$)*, s	6.0	68.3	4.8	6.2	40.2	40.2	1.4	13.1	13.5	13.0	14.5	3.5
Capacity *(c)*, veh/h	385	1849	823	224	929	888	337	454	428	346	864	385
Volume-to-Capacity Ratio *(X)*	0.395	0.855	0.102	0.598	0.622	0.622	0.060	0.366	0.375	0.519	0.400	0.105
Available Capacity *(c$_a$)*, veh/h	385	1849	823	224	929	888	337	454	428	346	864	385
Back of Queue *(Q)*, veh/ln (50th percentile)	2.5	31.0	1.9	3.1	18.9	18.1	0.6	6.6	6.5	6.3	6.8	1.5
Overflow Queue *(Q$_3$)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh	21.3	38.2	22.7	35.9	33.8	33.8	43.8	57.1	57.3	48.6	57.6	53.5
Incremental Delay *(d$_2$)*, s/veh	0.2	4.0	0.0	3.1	1.0	1.0	0.0	2.3	2.5	0.7	1.4	0.5
Initial Queue Delay *(d$_3$)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	21.5	42.2	22.7	39.0	34.7	34.8	43.8	59.4	59.8	49.2	59.0	54.0
Level of Service (LOS)	C	D	C	D	C	C	D	E	E	D	E	D
Approach Delay, s/veh / LOS	39.5	D		35.2	D		58.7	E		55.6	E	
Intersection Delay, s/veh / LOS	42.1						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	2.0	A	1.5	A	0.8	A	1.0	A

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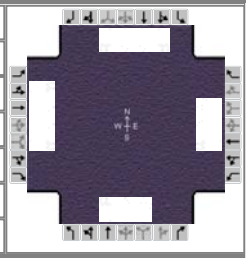
HCS 2010 Signalized Intersection Results Summary

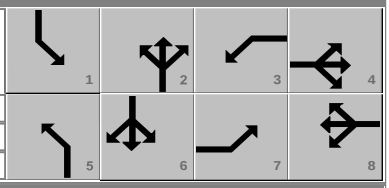
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Aug 20, 2014	Area Type	CBD
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	Bird/ Ponce	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w project PM.xus				
Project Description	With Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	139	1062	85	164	1467	160	103	321	63	135	377	122

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	4.0	35.0	6.0	111.0	0.0
Yellow	0.0	3.0	4.0	3.0	4.0	0.0
Red	0.0	0.0	2.0	0.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.0	117.0	9.0	117.0	6.0	41.0	13.0	48.0
Change Period, *(Y+R$_c$)*, s	3.0	6.0	3.0	6.0	0.0	6.0	3.0	6.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time *(g$_s$)*, s	8.0	37.0	8.0	72.0	8.0		12.0	
Green Extension Time *(g$_e$)*, s	0.0	10.3	0.0	9.9	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.01	1.00	0.08	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	143	1095	88	169	846	832	106	202	194	139	389	126
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1629	1628	1449	1629	1710	1651	1629	1710	1613	1629	1628	1449
Queue Service Time *(g$_s$)*, s	6.0	35.0	4.4	6.0	67.5	70.0	6.0	19.4	19.8	10.0	18.7	13.1
Cycle Queue Clearance Time *(g$_c$)*, s	6.0	35.0	4.4	6.0	67.5	70.0	6.0	19.4	19.8	10.0	18.7	13.1
Capacity *(c)*, veh/h	156	2008	894	293	1055	1018	212	333	314	207	760	338
Volume-to-Capacity Ratio *(X)*	0.921	0.545	0.098	0.577	0.802	0.817	0.501	0.607	0.619	0.674	0.512	0.372
Available Capacity *(c$_a$)*, veh/h	156	2008	894	293	1055	1018	212	333	314	207	760	338
Back of Queue *(Q)*, veh/ln (50th percentile)	6.1	13.3	1.5	2.8	28.1	28.3	1.8	9.2	9.0	2.1	8.0	5.1
Overflow Queue *(Q$_3$)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh	38.0	19.9	14.1	21.1	26.2	26.6	62.2	66.2	66.4	54.6	60.1	57.9
Incremental Delay *(d$_2$)*, s/veh	48.5	0.2	0.0	1.8	4.2	4.9	0.7	8.0	8.9	6.9	2.5	3.1
Initial Queue Delay *(d$_3$)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	86.6	20.1	14.1	23.0	30.4	31.6	62.9	74.2	75.3	61.5	62.5	61.0
Level of Service (LOS)	F	C	B	C	C	C	E	E	E	E	E	E
Approach Delay, s/veh / LOS	26.9	C		30.2	C		72.2	E		62.0	E	
Intersection Delay, s/veh / LOS	38.9						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	2.1	B	2.0	A	2.1	B
Bicycle LOS Score / LOS	1.6	A	2.0	B	0.9	A	1.0	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/15/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *13211 Future with Project AM*

East/West Street:	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1707*	*23*		*1010*	
Peak-Hour Factor, PHF	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1759*	*23*	*0*	*1041*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*		*21*			
Peak-Hour Factor, PHF	*0.97*	*0.82*	*0.97*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*29*				
C (m) (veh/h)				*207*				
v/c				*0.14*				
95% queue length				*0.48*				
Control Delay (s/veh)				*25.2*				
LOS				*D*				
Approach Delay (s/veh)	--	--	*25.2*					
Approach LOS	--	--	*D*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Bird and Salzedo*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/20/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *13211 with Project PM*

East/West Street: *Bird Road* | North/South Street: *Salzedo Street*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1207*	*53*		*1774*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*1270*	*55*	*0*	*1867*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*		*39*			
Peak-Hour Factor, PHF	*0.95*	*0.82*	*0.95*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*13*	*0*	*41*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				*LR*				
v (veh/h)				*54*				
C (m) (veh/h)				*304*				
v/c				*0.18*				
95% queue length				*0.64*				
Control Delay (s/veh)				*19.4*				
LOS				*C*				
Approach Delay (s/veh)	--	--	*19.4*					
Approach LOS	--	--	*C*					

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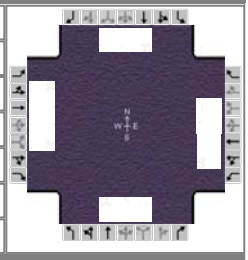
HCS 2010 Signalized Intersection Results Summary

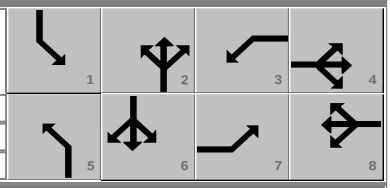
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.96
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project AM.xus				
Project Description	13211 Future with project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	199	1403	128	85	773	155	108	608	59	208	654	90

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.0	53.0	8.0	13.0	78.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	0.0	1.0	0.0	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	24.0	96.0	11.0	83.0	15.0	58.0	15.0	58.0
Change Period, *(Y+R$_c$)*, s	0.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time *(g$_s$)*, s	10.2	62.3	6.8	23.8	9.6		14.0	
Green Extension Time *(g$_e$)*, s	0.3	8.5	0.0	9.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.08	1.00	0.01	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	207	1461	133	89	662	305	113	352	342	217	396	379
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1735	1810	1900	1841	1810	1900	1819
Queue Service Time *(g$_s$)*, s	8.2	60.3	8.0	4.8	21.5	21.8	7.6	28.9	29.0	12.0	33.4	33.5
Cycle Queue Clearance Time *(g$_c$)*, s	8.2	60.3	8.0	4.8	21.5	21.8	7.6	28.9	29.0	12.0	33.4	33.5
Capacity *(c)*, veh/h	466	1829	814	183	1647	752	237	559	542	262	559	536
Volume-to-Capacity Ratio *(X)*	0.445	0.799	0.164	0.483	0.402	0.406	0.474	0.630	0.632	0.827	0.707	0.708
Available Capacity *(c$_a$)*, veh/h	466	1829	814	183	1647	752	237	559	542	262	559	536
Back of Queue *(Q)*, veh/ln (50th percentile)	3.4	27.1	3.1	2.2	10.1	9.4	3.5	14.7	14.4	5.1	17.2	16.6
Overflow Queue *(Q$_3$)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh	18.2	36.9	24.0	34.0	35.0	35.1	42.9	55.0	55.0	51.6	56.6	56.6
Incremental Delay *(d$_2$)*, s/veh	0.2	2.4	0.0	0.7	0.1	0.1	0.5	5.3	5.5	18.1	7.4	7.7
Initial Queue Delay *(d$_3$)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	18.5	39.3	24.0	34.7	35.1	35.2	43.4	60.3	60.6	69.7	63.9	64.3
Level of Service (LOS)	B	D	C	C	D	D	D	E	E	E	E	E
Approach Delay, s/veh / LOS	35.8	D		35.1	D		58.1	E		65.3	E	
Intersection Delay, s/veh / LOS	45.8						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	2.0	A	1.1	A	1.2	A	1.3	A

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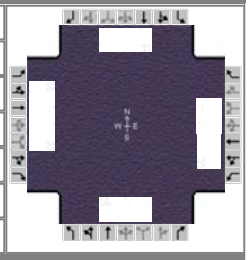
HCS 2010 Signalized Intersection Results Summary

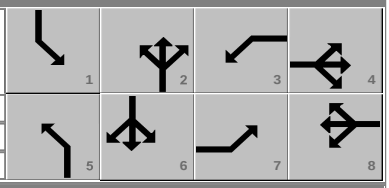
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Aug 20, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.97
Intersection	LeJeune / Bird	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project PM.xus				
Project Description	13211 Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	1018	136	87	1447	216	176	731	65	165	751	173

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	63.0	7.0	87.0	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.0	1.0	0.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.0	92.0	10.0	92.0	10.0	68.0	10.0	68.0
Change Period, *(Y+R$_c$)*, s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Allow Headway *(MAH)*, s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time *(g$_s$)*, s	9.0	40.0	6.5	43.4	9.0		9.0	
Green Extension Time *(g$_e$)*, s	0.0	10.9	0.0	10.8	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.04	1.00	0.05	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h	136	1049	140	90	1169	546	181	416	404	170	492	460
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1809	1610	1810	1900	1770	1810	1900	1845	1810	1900	1776
Queue Service Time *(g$_s$)*, s	7.0	38.0	8.9	4.5	41.3	41.4	7.0	32.8	32.8	7.0	40.9	40.9
Cycle Queue Clearance Time *(g$_c$)*, s	7.0	38.0	8.9	4.5	41.3	41.4	7.0	32.8	32.8	7.0	40.9	40.9
Capacity *(c)*, veh/h	184	1749	778	259	1837	855	184	665	646	224	665	622
Volume-to-Capacity Ratio *(X)*	0.742	0.600	0.180	0.346	0.636	0.638	0.987	0.626	0.626	0.760	0.740	0.740
Available Capacity *(c$_a$)*, veh/h	184	1749	778	259	1837	855	184	665	646	224	665	622
Back of Queue *(Q)*, veh/ln (50th percentile)	3.7	16.9	3.5	2.0	19.3	18.2	8.2	16.5	16.0	4.8	20.9	19.6
Overflow Queue *(Q$_3$)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh	31.2	33.8	26.3	26.4	34.7	34.7	59.7	48.7	48.7	52.6	51.3	51.3
Incremental Delay *(d$_2$)*, s/veh	13.3	0.4	0.0	0.3	0.6	1.2	62.4	4.4	4.5	12.7	7.3	7.7
Initial Queue Delay *(d$_3$)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh	44.5	34.3	26.4	26.7	35.3	36.0	122.2	53.1	53.2	65.4	58.6	59.1
Level of Service (LOS)	D	C	C	C	D	D	F	D	D	E	E	E
Approach Delay, s/veh / LOS	34.5	C		35.0	D		65.7	E		59.8	E	
Intersection Delay, s/veh / LOS	46.0						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.6	A	1.5	A	1.3	A	1.4	A

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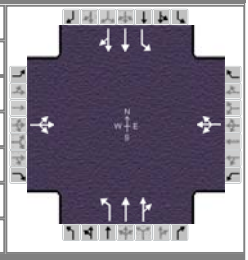
HCS 2010 Signalized Intersection Results Summary

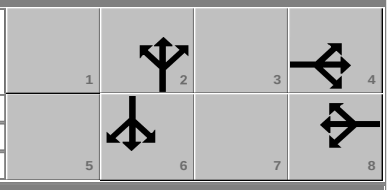
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Aug 15, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	AM Peak Hour	PHF	0.97
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project AM.xus				
Project Description	13211 Future with Project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	65	0	112	1	666	74	57	764	1

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, $(Y+R_c)$, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time (g_s), s				24.6				
Green Extension Time (g_e), s		0.0		0.3		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			182		1	388	375	59	394	394
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		0			1213		698	1900	1833	715	1900	1899
Queue Service Time (g_s), s		0.0			19.2		0.1	14.4	14.4	6.3	14.7	14.7
Cycle Queue Clearance Time (g_c), s		0.0			22.6		14.8	14.4	14.4	20.7	14.7	14.7
Capacity *(c)*, veh/h					344		464	1309	1263	475	1309	1308
Volume-to-Capacity Ratio *(X)*		0.000			0.530		0.002	0.296	0.297	0.124	0.301	0.301
Available Capacity (c_a), veh/h					344		464	1309	1263	475	1309	1308
Back of Queue *(Q)*, veh/ln (50th percentile)					7.3		0.0	6.3	6.1	1.1	6.4	6.4
Overflow Queue (Q_3), veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh					57.0		13.9	10.9	11.0	15.0	11.0	11.0
Incremental Delay (d_2), s/veh		0.0			0.8		0.0	0.6	0.6	0.5	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					57.8		13.9	11.5	11.6	15.5	11.6	11.6
Level of Service (LOS)					E		B	B	B	B	B	B
Approach Delay, s/veh / LOS	0.0			57.8		E	11.5		B	11.9		B
Intersection Delay, s/veh / LOS	16.4						B					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	0.8	A	1.1	A	1.2	A

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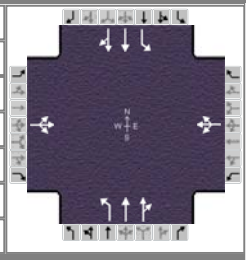
HCS 2010 Signalized Intersection Results Summary

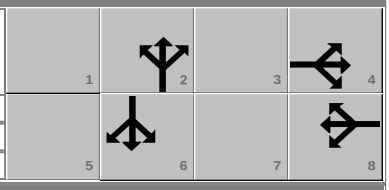
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Jan 23, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.95
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project PM.xus				
Project Description	w Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	113	0	158	6	827	83	81	861	0

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	124.0	47.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		128.0		128.0
Change Period, *(Y+R$_c$)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g$_s$)*, s				45.9				
Green Extension Time *(g$_e$)*, s		0.0		0.1		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			285		6	487	471	85	906	0
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		0			1149		625	1900	1839	595	1900	0
Queue Service Time *(g$_s$)*, s		0.0			42.5		0.8	19.3	19.3	12.6	17.5	0.0
Cycle Queue Clearance Time *(g$_c$)*, s		0.0			43.9		18.3	19.3	19.3	31.9	17.5	0.0
Capacity *(c)*, veh/h					328		410	1309	1267	386	2618	
Volume-to-Capacity Ratio *(X)*		0.000			0.869		0.015	0.372	0.372	0.221	0.346	0.000
Available Capacity *(c$_a$)*, veh/h					328		410	1309	1267	386	2618	
Back of Queue *(Q)*, veh/ln (50th percentile)					14.7		0.1	8.4	8.2	1.9	7.5	
Overflow Queue *(Q$_3$)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d$_1$)*, s/veh					65.0		15.2	11.7	11.7	18.4	11.4	
Incremental Delay *(d$_2$)*, s/veh		0.0			20.4		0.1	0.8	0.8	1.3	0.4	0.0
Initial Queue Delay *(d$_3$)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					85.5		15.2	12.5	12.6	19.7	11.8	
Level of Service (LOS)					F		B	B	B	B	B	
Approach Delay, s/veh / LOS	0.0			85.5		F	12.6		B	12.5		B
Intersection Delay, s/veh / LOS	21.8						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	A	2.0	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	1.0	A	1.3	A	1.3	A

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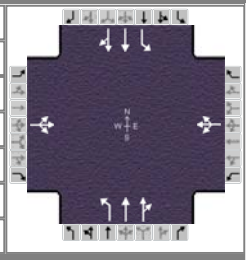
HCS 2010 Signalized Intersection Results Summary

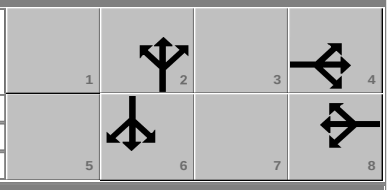
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	dpa	Analysis Date	Aug 15, 2014	Area Type	Other
Jurisdiction	Coral Gables	Time Period	PM Peak Hour	PHF	0.95
Intersection	LeJeune / Altara Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	w Project PM with improv.xus				
Project Description	w Project PM with improvements				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	0	113	0	158	6	827	83	81	861	0

Signal Information			
Cycle, s	180.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	118.0	53.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		58.0		58.0		122.0		122.0
Change Period, *(Y+Rc)*, s		5.0		5.0		4.0		4.0
Max Allow Headway *(MAH)*, s		0.0		3.2		0.0		0.0
Queue Clearance Time *(g_s)*, s				43.5				
Green Extension Time *(g_e)*, s		0.0		0.4		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.01				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		0			285		6	487	471	85	906	0
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		0			1152		625	1900	1839	595	1900	0
Queue Service Time *(g_s)*, s		0.0			39.8		0.8	21.4	21.4	13.9	19.4	0.0
Cycle Queue Clearance Time *(g_c)*, s		0.0			41.5		20.2	21.4	21.4	35.3	19.4	0.0
Capacity *(c)*, veh/h					368		382	1246	1205	360	2491	
Volume-to-Capacity Ratio *(X)*		0.000			0.776		0.017	0.391	0.391	0.237	0.364	0.000
Available Capacity *(c_a)*, veh/h					368		382	1246	1205	360	2491	
Back of Queue *(Q)*, veh/ln (50th percentile)					13.1		0.1	9.5	9.2	2.1	8.5	
Overflow Queue *(Q_3)*, veh/ln		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh					59.1		18.6	14.4	14.4	22.5	14.0	
Incremental Delay *(d_2)*, s/veh		0.0			9.2		0.1	0.9	1.0	1.5	0.4	0.0
Initial Queue Delay *(d_3)*, s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay *(d)*, s/veh					68.2		18.7	15.3	15.3	24.1	14.4	
Level of Service (LOS)					E		B	B	B	C	B	
Approach Delay, s/veh / LOS	0.0			68.2		E	15.3		B	15.3		B
Intersection Delay, s/veh / LOS	22.0						C					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.9	A	1.9	A	1.4	A	1.4	A
Bicycle LOS Score / LOS	0.5	A	1.0	A	1.3	A	1.3	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/15/2014*	Analysis Year	
Analysis Time Period			

Project Description	*13211 Future with Project AM*
East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*56*	*300*			*421*	*142*
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*68*	*365*	*0*	*0*	*513*	*173*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*27*		*68*			
Peak-Hour Factor, PHF	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*32*	*0*	*82*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*68*						*114*	
C (m) (veh/h)	*904*						*561*	
v/c	*0.08*						*0.20*	
95% queue length	*0.24*						*0.75*	
Control Delay (s/veh)	*9.3*						*13.0*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*13.0*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*dpa*	Intersection	*Ponce and Altara*
Agency/Co.	*dpa*	Jurisdiction	
Date Performed	*08/20/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *13211 w Project PM*

East/West Street: *Altara Avenue* | North/South Street: *Ponce de Leon*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*69*	*448*			*502*	*135*
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*69*	*452*	*0*	*0*	*507*	*136*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration	*LT*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*35*		*75*			
Peak-Hour Factor, PHF	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*	*0.99*
Hourly Flow Rate, HFR (veh/h)	*35*	*0*	*75*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*69*						*110*	
C (m) (veh/h)	*938*						*552*	
v/c	*0.07*						*0.20*	
95% queue length	*0.24*						*0.74*	
Control Delay (s/veh)	*9.1*						*13.1*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--	*13.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/15/2014*
Analysis Time Period	

Site Information

Intersection	*Aurora and S Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 w Project AM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*41*			*56*	*0*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.82*	*0.82*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*48*	*0*	*0*	*65*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*0*			
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*0*						*0*	
C (m) (veh/h)	*1537*							
v/c	*0.00*							
95% queue length	*0.00*							
Control Delay (s/veh)	*7.3*							
LOS	*A*							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/20/2014*
Analysis Time Period	

Site Information

Intersection	*Aurora and S Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 with Project PM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*29*	*51*			*56*	*0*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.82*	*0.82*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*34*	*59*	*0*	*0*	*65*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*18*		*5*			
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*21*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*34*						*26*	
C (m) (veh/h)	*1537*						*813*	
v/c	*0.02*						*0.03*	
95% queue length	*0.07*						*0.10*	
Control Delay (s/veh)	*7.4*						*9.6*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/15/2014*
Analysis Time Period	

Site Information

Intersection	*Aurora and N Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 with Project AM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*41*			*56*	*0*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*48*	*0*	*0*	*65*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*		*0*			
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.85*	*0.82*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*0*						*0*	
C (m) (veh/h)	*1537*							
v/c	*0.00*							
95% queue length	*0.00*							
Control Delay (s/veh)	*7.3*							
LOS	*A*							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/20/2014*
Analysis Time Period	

Site Information

Intersection	*Aurora and N Project Driveway*
Jurisdiction	
Analysis Year	

Project Description *13211 with Project PM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*60*			*54*	*0*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.82*	*0.82*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*11*	*70*	*0*	*0*	*63*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*		*2*			
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.82*	*0.82*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*7*	*0*	*2*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*11*						*9*	
C (m) (veh/h)	*1540*						*863*	
v/c	*0.01*						*0.01*	
95% queue length	*0.02*						*0.03*	
Control Delay (s/veh)	*7.4*						*9.2*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--				*9.2*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/15/2014*
Analysis Time Period	

Site Information

Intersection	*Salzedo and N Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 w Project AM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*41*	*0*	*0*	*19*	
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*48*	*0*	*0*	*22*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.85*	*0.82*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1559*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/15/2014*
Analysis Time Period	

Site Information

Intersection	*Salzedo and N Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 with Project PM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*57*	*10*	*44*	*22*	
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*67*	*11*	*51*	*25*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*29*		*15*
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.85*	*0.82*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*34*	*0*	*17*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*51*		*51*				
C (m) (veh/h)		*1520*		*826*				
v/c		*0.03*		*0.06*				
95% queue length		*0.10*		*0.20*				
Control Delay (s/veh)		*7.5*		*9.6*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/15/2014*
Analysis Time Period	

Site Information

Intersection	*Salzedo and S Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 w Project AM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*41*	*0*	*0*	*19*	
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*48*	*0*	*0*	*22*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.85*	*0.82*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1559*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*dpa*
Agency/Co.	*dpa*
Date Performed	*08/20/2014*
Analysis Time Period	

Site Information

Intersection	*Salzedo and S Project Driveway*
Jurisdiction	
Analysis Year	*2014*

Project Description *13211 with Project PM*

East/West Street: | North/South Street:

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*65*	*4*	*14*	*37*	
Peak-Hour Factor, PHF	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*76*	*4*	*16*	*43*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*8*		*2*
Peak-Hour Factor, PHF	*0.85*	*0.82*	*0.85*	*0.85*	*0.82*	*0.85*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*9*	*0*	*2*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*11*				
C (m) (veh/h)		*1518*		*854*				
v/c		*0.01*		*0.01*				
95% queue length		*0.03*		*0.04*				
Control Delay (s/veh)		*7.4*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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Appendix D
Committed Development Information

Project Traffic

This section of the report will cover the project traffic for the existing and proposed land uses. In addition to calculating the trip generation, site traffic internalization as well as vehicle occupancy and transit reduction factors were utilized to determine the future project traffic in the subsequent sections.

Trip Generation

The trip generation characteristics for the subject project were obtained from ITE's Trip Generation Manual, 7th Ed. ITE's Land Use (LU) 310: Hotel, LU 710: General Office, LU 814: Specialty Retail and LU 931: Restaurant were used to determine the trip generation rates for the proposed redevelopment.

The Trip Generation calculations results of the proposed redevelopment are summarized below. The ITE rates and percentages for the PM Peak Hour Trips are included in corresponding tab. Table 6 below summarizes the greatest traffic impact associated with the subject redevelopment, which occurs during the PM peak hour(s).

Lastly, the trip generation was converted to net vehicle trip by utilizing the City's Person Trip Methodology. This methodology uses 16% vehicle occupancy, an 8.0% transit reduction factor and a 5.0 % pedestrian/ bicycle reduction. These factors are consistent with the values used in the City's DRI – Increment II for the SE Overtown.

Table 6: PM Trip Generation Summary (Office + Hotel)

Land Use (LU)	Units	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS IN Trips	OUT Trips	TOTAL TRIPS
Existing						
Specialty Retail	25.750 T.G.S.F	814	2.71	31	39	70
Proposed						
Hotel	262 Rooms	310	0.59	81	73	155
General Office Building	269.510 T.G.S.F	710	1.49	67	334	402
Specialty Retail	3.190 T.G.S.F	814	2.71	4	5	9
Restaurant	3.530 T.G.S.F	931	7.49	18	9	26
Site Trip Generation				**170**	**421**	**591**
Project Internalization @	10.0%	Of Site Trips		**17**	**42**	**59**
Gross Vehicle Trips (w/ Internalization)				**153**	**379**	**532**
Pass-By Trips (Restaurant)	44.44%	Of Site Trips		1	0	1
Gross Vehicle Trips (w/ Internalization & Pass-By Trips)				**152**	**379**	**531**
Vehicle Occupancy Adjustment @	16.0%	Of Gross Trips		24	61	85
Transit Trip Reduction @	8.0%	Of Gross Trips		12	30	42
Pedestrian/Bicycle Trip Reduction @	5.0%	Of Gross Trips		8	19	27
Net Vehicle Trips				**77**	**230**	**307**

Trip Distribution

The Traffic Analysis Zone (TAZ) for the subject redevelopment is TAZ 1080 as assigned by the Metropolitan Planning Organization's (MPO). The County's TAZ are included in the corresponding tab.

The corresponding traffic distribution being assigned to the following directions are outlined in Table 7. The corresponding tab includes a TAZ Map and the corresponding Directional Distribution Summary for this zone utilizing the 2005 Cost Feasible Plan.

Table 7: Cardinal Distribution

DIRECTION	DISTRIBUTION %
NNE	18.95
ENE	11.76
ESE	3.69
SSE	1.29
SSW	11.18
WSW	20.69
WNW	11.84
NNW	20.59
TOTAL	100.00

Traffic Assignment

The peak hour trips from Tables 6 has been distributed and assigned to the existing adjacent roads. As evident from trip generation calculations, the peak hour represents the worse case. Table 8 was developed to depict the PM Peak Hour Assignments.

Table 8: PM Peak Hour Traffic Distribution

Direction	IN	OUT	TOTAL
North	15+16=31	44+47=91	122
East	9+3=12	27+8=35	47
South	1+8=9	3+26=29	38
West	16+9=25	48+27=75	100
TOTAL	**77**	**230**	**307**

Project Description / Location

The subject project is on the Southwest corner of SW 40th Street/Bird Road/SR 976 and Ponce de Leon Boulevard in the City of Miami, Florida. The following land use, as identified by the Institute of Transportation Engineers (ITE), most closely resembles the proposed redevelopment. These land uses are as follows:

- Land Use 310: Hotel with 262 Rooms
- Land Use 710: General Office Building with 269,510 SF
- Land Use 814: Specialty Retail with 3,190 SF
- Land Use 931: Restaurant with 3,530 SF

Figure 1 depicts the site's location map, while Figure 2 is the proposed site plan.

Figure 1: Location Map

TRIP GENERATION

The trip generation for the proposed Merrick Manor mixed-use development was based on information contained in the Institute of Transportation Engineer's (ITE) ***Trip Generation*** manual (8th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the subject project is ITE's Land Use 220 – Apartment, ITE's Land Use 814 – Specialty Retail, and ITE's Land Use 931 – Quality Restaurant.

Table 1 summarizes the trip generation associated with the Merrick Manor development. As indicated in Table 1, the proposed mixed-use development is projected to generate approximately 1,851 new daily trips, approximately 101 new AM peak hour trips (22 inbound and 79 outbound), and approximately 168 new trip during the typical afternoon peak hour (109 inbound and 59 outbound).

TABLE 1
Merrick Manor
Trip Generation Summary

			AM Peak Trips		PM Peak Trips	
Land Use	Size	Daily Trips	Inbound	Outbound	Inbound	Outbound
Apartments	188 units	1,263	19	77	79	42
Retail	1,900 sq.ft.	84	0	0	2	3
Restaurant	5,600 sq.ft.	504	3	2	28	14
Total External Trips		1,851	22	79	109	59

Source: ITE Trip Generation Manual (8th Edition).

The trip generation equations for the Merrick Manor mixed-use project, given by ITE, are:

<u>RESIDENTIAL LAND USE (Land Use 220)</u>

Daily Trips

T = 6.06 (X) + 123.56
Where T = average daily vehicle trip ends
X = number of residential units

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

T = 0.49 (X) + 3.73 (20% inbound and 80% outbound)
Where T = average AM peak hour vehicle trip ends
X = number of residential units

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

T = 0.55 (X) + 17.65 (65% inbound and 35% outbound)
Where T = average PM peak hour vehicle trip ends
X = number of residential units

SPECIALTY RETAIL (Land Use 814)

Daily Trips

T = 44.32 (X)

Where T = average daily vehicle trip ends

X = 1,000 square feet of gross leasable area

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

T = 0

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

T = 2.71 (X) (44% inbound and 56% outbound)

Where T = average PM peak hour vehicle trip ends

X = 1,000 square feet of gross leasable area

QUALITY RESTAURANT (Land Use 931)

Daily Trips

T = 89.95 (X)

Where T = average daily vehicle trip ends

X = 1,000 square feet of gross floor area

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

T = 0.81 (X) (n/a; assumed to be 50% inbound and 50% outbound)

Where T = average AM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

T = 7.49 (X) (67% inbound and 33% outbound)

Where T = average PM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

In order to assess impacts with a conservative approach, no internal capture or passer-by trips were assumed for the subject project.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution was based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 below summarizes the county's cardinal distribution data for traffic zone 1081, which is applicable to the location of the subject project. Appendix C contains the County's cardinal distribution information for traffic zone 1081.

TABLE 2
Project Trip Distribution
Merrick Manor

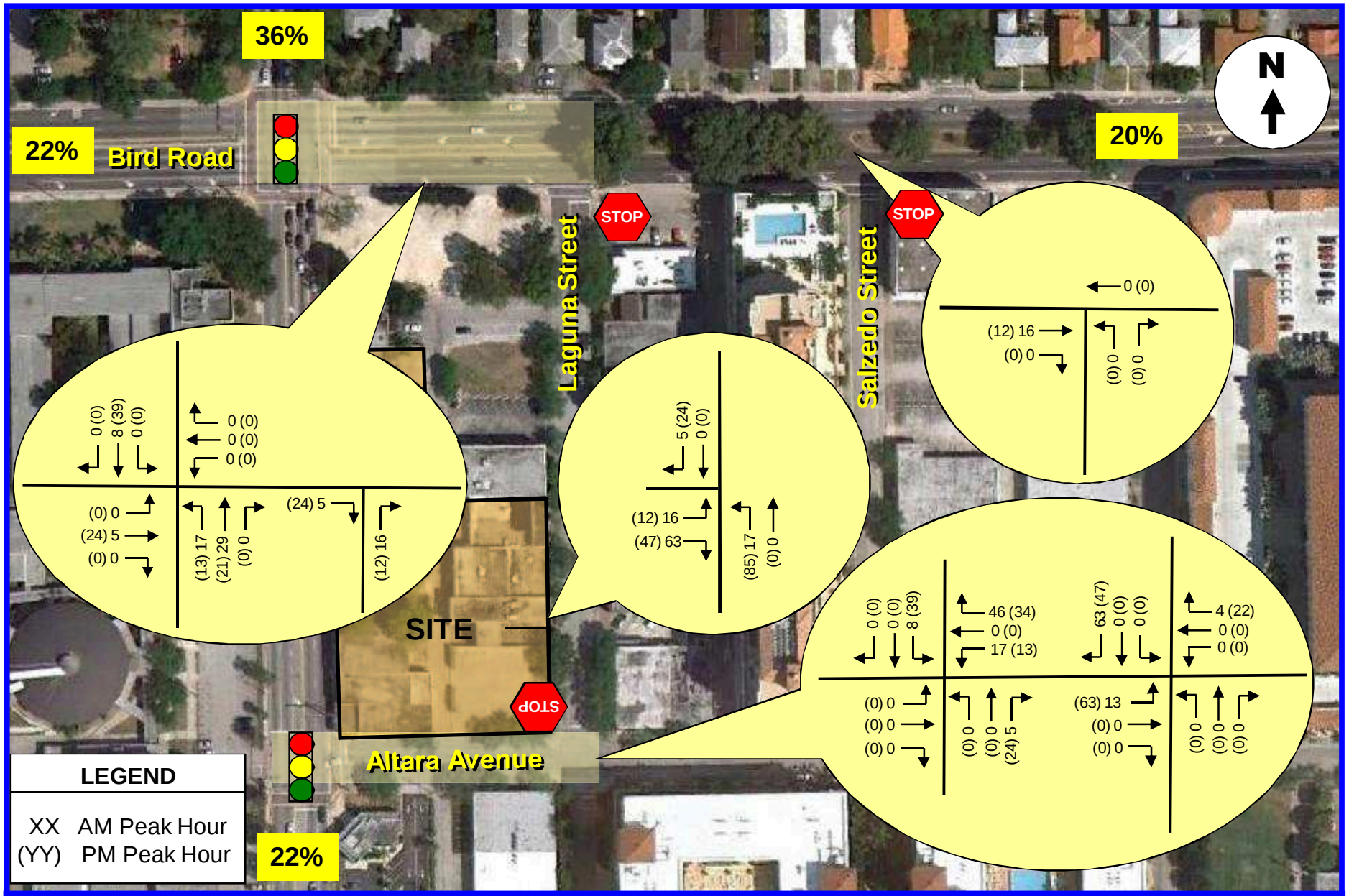
Direction		% of Total Trips
North:	Northwest	11.31%
	Northeast	25.33%
South:	Southwest	17.78%
	Southeast	4.45%
East:	Northeast	14.13%
	Southeast	4.80%
West:	Northwest	7.55%
	Southwest	14.65%
	Total	100.00%

Source: Miami-Dade County

Using the trip distribution documented in Table 2, the traffic assignment assumed for the proposed mixed-use development is as follows:

- 36% to and from the north via Le Jeune Road
- 22% to and from the south via Le Jeune Road
- 20% to and from the east via Bird Road
- 22% to and from the west via Bird Road

The AM and PM peak hour traffic generated by the project was assigned to the project driveway and nearby study intersections using the traffic assignment documented above. The project traffic assignment is summarized in Figure 4.



TrafTech ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4
Merrick Manor
Coral Gables, Florida

Existing Land Uses

The project site currently consists of several one and two story commercial/warehouse buildings and off-street parking.

Proposed Land Uses and Access

The Merrick Manor project will consist of the following land uses and intensities:

- 188 Rental Apartments
- Approximately 1,900 square feet of retail use
- Approximately 5,600 square feet of restaurant use

The access to the project will be provided via Laguna Street which borders the site on the east side.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2013. Appendix A contains a copy of the proposed site plan for the Merrick Manor mixed-use project.

TRIP GENERATION

A trip generation analysis has been conducted for the previous gasoline service station use and the proposed drive-in bank use. The analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation (9th Edition)* report. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the ITE report, the most appropriate "land use" categories for the previous and proposed development are:

GASOLINE / SERVICE STATION WITH CONVENIENCE MARKET (ITE LAND USE #945)

- Weekday Trip Generation Rate: T = PM Peak Trips ÷ 8.3%[1]
- AM Peak Hour Trip Generation Rate: T = 82.13 (X) (51% in / 49% out)
  where T = number of trips and X = 1,000 SF gross floor area
- PM Peak Hour Trip Generation Rate: T = 97.47 (X) (50% in / 50% out)
  - Pass-by = 62%[2]

DRIVE-IN BANK (ITE LAND USE #912)

- Weekday Trip Generation Rate: T = 148.15 (X)
  where T = number of trips and X = 1,000 SF gross floor area
- AM Peak Hour Trip Generation Rate: T = 12.08 (X) (57% in / 43% out)
- PM Peak Hour Trip Generation Rate: T = 24.30 (X) (50% in / 50% out)
  - Pass-by = 47%

Using the above-listed trip generation rates and equations from the referenced ITE document, a trip generation analysis was undertaken for the previous gasoline service station and the proposed drive-in bank. The results of this effort are documented in Table 1 on the following page.

[1] The previous use on this site was a gasoline / service station with convenience market. The size of the convenience market was 3,477 square feet. The number of former fueling positions is unknown. Therefore, the trip generation analysis was based upon the square footage of the convenience store. When the size of the convenience market is utilized as the independent variable, there is no corresponding equation or rate for the weekday trip generation. In order to determine the weekday trip generation rate, the data for this land use based upon fueling positions was utilized. The PM peak hour trip generation rate in this case is 13.51 trips per fueling position. The daily trip generation rate is 162.78 trips per fueling position. Hence, the PM peak hour rate is 8.3% of the daily rate.

[2] According to the ITE *Trip Generation Handbook*, the pass-by rate for Land Use 945 is 62% for the AM peak period and 56% for the PM peak period. In order to present a more conservative (i.e. worst-case scenario with respect to traffic impacts), the 62% pass-by rate was applied to both the AM and PM peak periods for the previous land use.

Table 1 Trip Generation Summary Chase Bank - Coral Gables, Florida								
		Daily	AM Peak Hour Trips			PM Peak Hour Trips		
Land Use	**Size**	**Trips**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Previous								
Gasoline / Service Station with C-Market	3,477 S.F.	4,084	146	140	286	170	169	339
- Pass-By (62%)		*(2,532)*	*(91)*	*(86)*	*(177)*	*(105)*	*(105)*	*(210)*
Total		**1,552**	**55**	**54**	**109**	**65**	**64**	**129**
Proposed								
Drive-In Bank	4,120 S.F.	610	29	21	50	50	50	100
- Pass-By (47%)		*(287)*	*(14)*	*(10)*	*(24)*	*(24)*	*(23)*	*(47)*
Total		**323**	**15**	**11**	**26**	**26**	**27**	**53**
Difference (Proposed - Previous)		(1,229)	(40)	(43)	(83)	(39)	(37)	(76)

Compiled by: Traf Tech Engineering, Inc. (August 2013).
Source: Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) and the Trip Generation Handbook.

As indicated in Table 1 above, the new Chase Bank is anticipated to generate 323 net (after pass-by) daily vehicle trips, 26 net AM peak hour vehicle trips (15 inbound and 11 outbound) and 53 net PM peak hour vehicle trips (26 inbound and 27 outbound). When compared with the previous gasoline / service station with convenience market development on this site, this represents a decrease of 1,229 daily vehicle trips, a decrease of 83 AM peak hour vehicle trips, and a decrease of 76 PM peak hour vehicle trips.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution was based upon the Miami-Dade 2035 Long Range Transportation Plan (LRTP) Directional Distribution Report. Table 2 below summarizes the County's directional distribution data for traffic analysis zone 1081, which is applicable to the location of the subject project. Applicable excerpts from the referenced document are included in Appendix C.

Table 2
Project Trip Distribution
Chase Bank - Coral Gables, Florida

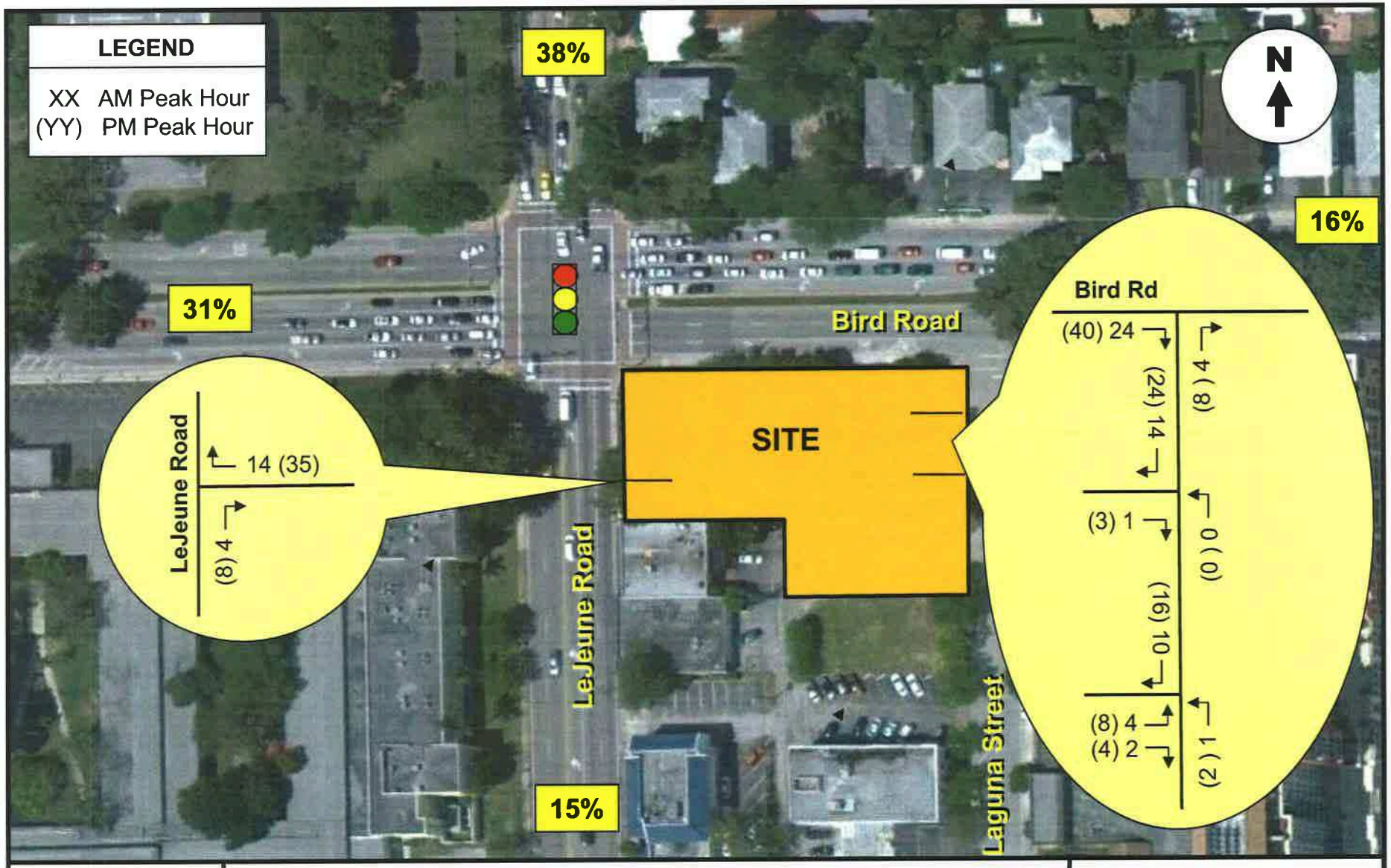
Direction		Percent Distribution
North		
	Northwest	11.31%
	Northeast	25.34%
South		
	Southwest	17.78%
	Southeast	4.45%
East		
	Northeast	14.13%
	Southeast	4.80%
West		
	Northwest	7.55%
	Southwest	14.64%
Total		100.00%

Source: Miami-Dade 2035 LRTP Directional Distribution Report

Utilizing the trip distribution data documented in Table 2, while taking into consideration current traffic volumes / patterns, nearby land uses / destinations, and project driveway locations, the following traffic assignment for the proposed drive-in bank was developed:

- 38% to and from the north via LeJeune Road
- 15% to and from the south via LeJeune Road
- 16% to and from the east via Bird Road
- 31% to and from the west via Bird Road

The AM and PM peak hour traffic generated by the project was assigned to the project driveways using the traffic distribution / assignment documented above. The project traffic assignment is summarized in Figure 2 on the following page.



Traf Tech
ENGINEERING, INC.

Driveway Traffic Assignment

FIGURE 2
Chase Bank
Coral Gables, Florida

INVENTORY

Existing Land Use and Access

The project site was previously developed with a gasoline service station with a 3,477 square foot convenience store. Access to the site was provided via two (2) right-turn in / right-turn out driveways on Bird Road, a full access driveway on LeJeune Road, and another full access driveway on Laguna Street.

Proposed Land Use and Access

The subject site is planned to be redeveloped with a bank building and two (2) remote drive-through lanes. The new branch bank will consist of approximately 4,120 square feet of building area and parking will be provided on the east and south sides of the site. Appendix A contains the currently proposed site plan for the project.

The two (2) driveways on Bird Road will be eliminated and, as such, no vehicular access will be provided on Bird Road. The existing access driveway on LeJeune Road will remain but will be restricted to right-turns in and right-turns out only. Two (2) driveways will be provided on Laguna Street. The northern driveway on Laguna Street, which is to be located approximately 50 feet from Bird Road, will allow for right-turns and left-turns in and right-turns out (i.e. left-turns out will be prohibited due to the proximity to Bird Road). The southern driveway on Laguna Street will be located approximately 90 feet from Bird Road and will be full access (i.e. all movements will be allowed).

Given the low vehicular volumes on Laguna Street (approximately 120 two-way peak hour vehicles as documented in the Merrick Manor traffic study, please see Appendix B), the relatively low number of peak hour project trips on this roadway (see Figure 2), the presence of an eastbound right-turn lane on Bird Road and Laguna Street, and a median separator on Bird Road, the proximity of the northern driveway on Laguna Street to Bird Road appears to be adequate from an operational standpoint. And, as stated previously, left-turns out of this driveway will be prohibited which will further enhance the operating conditions at this location.

Appendix E
Pedestrian Assessment

Assessment of Pedestrian Intervals and Phases
Existing Signal Phasing Plan and Timings

LeJeune Road / Altara

AM & PM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	124	47
yellow + all red	5	4

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Altara NB and SB	Across LeJeune Road EB and WB
Total roadway width (1)	40 feet	60 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	10 seconds	15 seconds
Distance for Flashing Don't Walk Indication (3)	32 feet	52 feet
Minimum time required for Flashing Don't Walk Indication	8 seconds	13 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	5 seconds	5 seconds
Total Pedestrian Crossing Time	**17 seconds**	**22 seconds**
Available Time	**129 seconds**	**51 seconds**

(1) Width of Roadway is measured from face-of-curb to face-of-curb.
(2) Based on normal walking speeds published in The Manual of Uniform Traffic Control Devices (MUTCD).
(3) Based on the MUTCD Requirements, this is the distance from the edge of curb to the center of the farthest travel lane.
(4) MUTCD requires the Walk interval to be at least 4 to 7 seconds.

Assessment of Pedestrian Intervals and Phases
Existing Signal Phasing Plan and Timings

Bird Road / Ponce De Leon Blvd

AM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	43	88
yellow + all red	6	6

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Bird Road NB and SB	Across Ponce De Leon Blvd EB and WB
Total roadway width (1)	65 feet	85 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	17 seconds	22 seconds
Distance for Flashing Don't Walk Indication (3)	57 feet	77 feet
Minimum time required for Flashing Don't Walk Indication	15 seconds	20 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	6 seconds	5 seconds
Total Pedestrian Crossing Time	**25 seconds**	**29 seconds**
Available Time	**49 seconds**	**94 seconds**

PM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	35	111
yellow + all red	6	6

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Bird Road NB and SB	Across Ponce De Leon Blvd EB and WB
Total roadway width (1)	65 feet	85 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	17 seconds	22 seconds
Distance for Flashing Don't Walk Indication (3)	57 feet	77 feet
Minimum time required for Flashing Don't Walk Indication	15 seconds	20 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	6 seconds	6 seconds
Total Pedestrian Crossing Time	**25 seconds**	**30 seconds**
Available Time	**41 seconds**	**117 seconds**

(1) Width of Roadway is measured from face-of-curb to face-of-curb.
(2) Based on normal walking speeds published in The Manual of Uniform Traffic Control Devices (MUTCD).
(3) Based on the MUTCD Requirements, this is the distance from the edge of curb to the center of the farthest travel lane.
(4) MUTCD requires the Walk interval to be at least 4 to 7 seconds.

Assessment of Pedestrian Intervals and Phases
Existing Signal Phasing Plan and Timings

Bird Road / LeJeune Road

AM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	53	78
yellow + all red	4	5

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Bird Road NB and SB	Across LeJeune Road EB and WB
Total roadway width (1)	60 feet	85 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	15 seconds	22 seconds
Distance for Flashing Don't Walk Indication (3)	52 feet	77 feet
Minimum time required for Flashing Don't Walk Indication	13 seconds	20 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	4 seconds	5 seconds
Total Pedestrian Crossing Time	**21 seconds**	**29 seconds**
Available Time	**57 seconds**	**83 seconds**

PM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	63	87
yellow + all red	5	5

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Bird Road NB and SB	Across LeJeune Road EB and WB
Total roadway width (1)	60 feet	85 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	15 seconds	22 seconds
Distance for Flashing Don't Walk Indication (3)	52 feet	77 feet
Minimum time required for Flashing Don't Walk Indication	13 seconds	20 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	5 seconds	5 seconds
Total Pedestrian Crossing Time	**22 seconds**	**29 seconds**
Available Time	**68 seconds**	**92 seconds**

(1) Width of Roadway is measured from face-of-curb to face-of-curb.
(2) Based on normal walking speeds published in The Manual of Uniform Traffic Control Devices (MUTCD).
(3) Based on the MUTCD Requirements, this is the distance from the edge of curb to the center of the farthest travel lane.
(4) MUTCD requires the Walk interval to be at least 4 to 7 seconds.

Appendix F
Project Trip Generation and Internalization

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: The Collection Residences
Phase:

Open Date:
Analysis Date: 08/2014

Description: 13211

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
230: Residential Condominium / Townhouse 130 Dwelling Units [E]	808	11	53	50	25
841: Automobile Sales 12 Th.Sq.Ft. GFA [R]	388	17	6	13	18
850: Supermarket 20 Th.Sq.Ft. GFA [R]	2045	42	26	97	93
Total Driveway Volume	3241	70	85	160	136
Total Peak Hour Pass-By Trips		0	0	35	33
Total Peak Hour Vol. Added to Adjacent Streets		70	85	125	103

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

AM Peak Hour Trip Generation and Internalization

The Collection Residences

Resid Condo Land Use 230 130 Dwelling Units		Auto Sales Land Use 841 12,000 Sq Ft		Supermarket Land Use 850 20,000 Sq Ft			
In	**Out**	**In**	**Out**	**In**	**Out**		
11	**53**	**17**	**6**	**42**	**26**	155	ITE Trips
-1	-3	-1	0	-2	-1	-8	-5.0% Transit & Ped
10	**50**	**16**	**6**	**40**	**25**	147	Vehicle Trips

UNBALANCED INTERNALIZATION

	34%		*5%*		
	17	***1***	*1*		
37%				*7%*	
4		***0***		*0*	
	34%				*5%*
	17			***2***	*2*
37%					*7%*
4				***2***	*2*
				29%	*29%*
				2	***2*** *12*
		29%			*29%*
		5		***5***	*7*

Resid Condo		Auto Sale		Supermarket			
In	**Out**	**In**	**Out**	**In**	**Out**		
10	**50**	**16**	**6**	**40**	**25**	147	Vehicle Trips

BALANCED INTERNALIZATION

	-1		-1			
0				0		
	-2				*-2*	
-2						-2
				-2	*-2*	
		-5				-5

Adjustment Factors

-2	-3	-6	-2	-4	-7	-24	Internal
8	47	10	4	36	18	123	External Trips
	8.3%		*36.4%*		*16.9%*	*16.3%*	% Internal
				-13	-6	*36.0%*	Supermarket Pass-by
8	**47**	**10**	**4**	**23**	**12**	**104**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

The Collection Residences

Resid Condo		Auto Sales		Supermarket		
Land Use 230		Land Use 841		Land Use 850		
130 Dwelling Units		12,000 Sq Ft		20,000 Sq Ft		
In	Out	In	Out	In	Out	
50	**25**	**13**	**18**	**97**	**93**	296 ITE Trips
-3	-1	-1	-1	-5	-5	-16 -5.0% Transit & Ped
47	**24**	**12**	**17**	**92**	**88**	280 Vehicle Trips
UNBALANCED INTERNALIZATION						
	53%		*9%*			
	13	***1***	*1*			
31%				*12%*		
15		***2***		*2*		
	53%				*9%*	
	13			***8***	*8*	
31%						*12%*
15				**11**		*11*
				20%	*20%*	
				3	***3*** *18*	
		20%				*20%*
		2			***2***	*18*
Resid Condo		**ALF**		**Hotel**		
In	**Out**	**In**	**Out**	**In**	**Out**	
47	**24**	**12**	**17**	**92**	**88**	280 Vehicle Trips
BALANCED INTERNALIZATION						
	-1		-1			
-2				*-2*		
	-8				*-8*	Adjustment Factors
-11						-11
				-3	*-3*	
		-2				*-2*
-13	-9	-3	-5	-11	-13	-54 Internal
34	15	9	12	81	75	226 External Trips
	31.0%		*27.6%*		*13.3%*	*19.3%* % Internal
				-29	-27	*36.0%* Supermarket Pass-by
34	**15**	**9**	**12**	**52**	**48**	**170 Net New External Trips**

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