

TECHNICAL MEMORANDUM

DATE: April 9th, 2012

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

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
13117 NW 107th Avenue, Unit # 4
Hialeah Gardens, Florida 33018

SUBJECT: 4535 Gables Ponce II (Responses to Traffic Comments)

We have reviewed the traffic comments dated April 5th, 2012 for the referenced project and are providing the following responses.

- 1. Remove the intersection at LeJeune Road and Greco Avenue from SYNCHRO traffic network and update all the corresponding figures. This intersection is not included in the analysis and no traffic counts were performed for this intersection. Consequently, the traffic volumes shown at this intersection do not correspond with adjacent intersection at Granello Avenue.**

RGA Response: The intersection of LeJeune and Greco Avenue was removed from the traffic model, as indicated in Attachment A to this memo, but there was no change to any of the resulting analysis since this intersection operates in free flow condition for the North-South directions. Please note the intersection was included for illustrative purposes only and its removal does not affect the results of the intersections analyzed.

- 2. It is unclear how the traffic from committed projects within the study area was combined with the background traffic and project site traffic to obtain the future traffic volumes. Please include a summary of the data analysis showing the existing turning movement volumes, the background traffic (includes committed developments), projected traffic growth, and project trips and total future volumes (shown in Figures 15 and 16) for each of the intersections analyzed.**

RGA Response: Appendix D of the Traffic Study contains tables for the AM and PM peak hour analysis (i.e. Table A5 and Table A6, respectively) with the existing volumes and the calculations of the proposed volumes including background growth, committed traffic and project site traffic in separate columns. These columns can be easily reviewed and summed to obtain the proposed condition traffic volume for each intersection, movement and approach. Lastly, we have included the tables in Attachment B provided herewith for ease of review.

- 3. It is recommended to restripe the southwest approach at the LeJeune Rd & Granello Avenue intersection to provide an exclusive right turn lane and a shared thru-left lane. This will improve the LOS and reduce the delays for this approach. There is enough pavement width to accommodate this**

improvement.

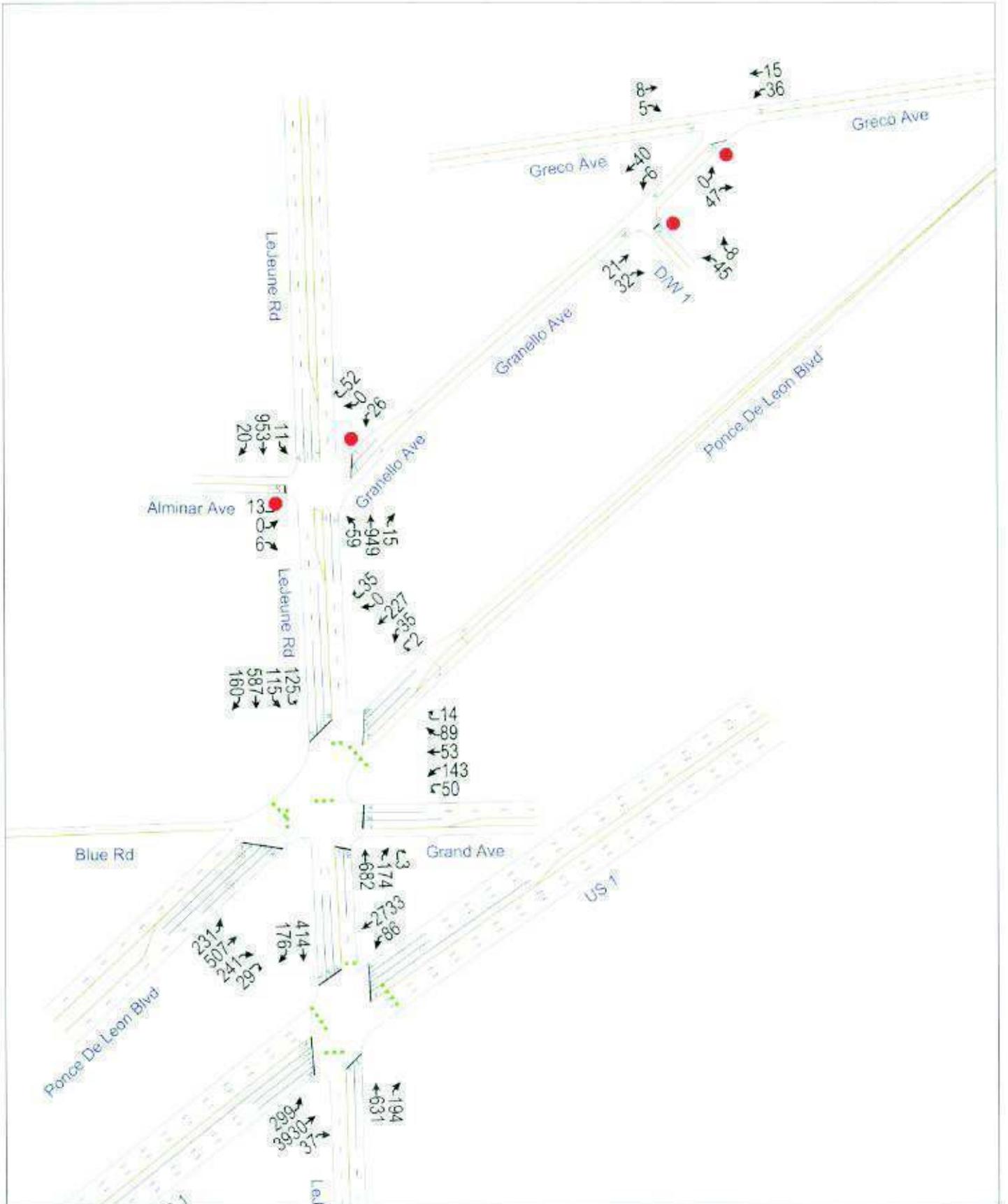
RGA Response: Based on the above recommendation, we have revised the proposed condition analysis with project traffic to include an exclusive right turn lane and a through lane with shared left at the southwest approach. As a result, the analysis yielded the same LOS letter for all the approaches as previously documented. However, the suggested improvement reduced the average vehicle delay for the southwest approach by 3.7 and 8.2 seconds for the proposed AM and PM peak hour condition, respectively. Please see Attachment C for the supporting documentation.

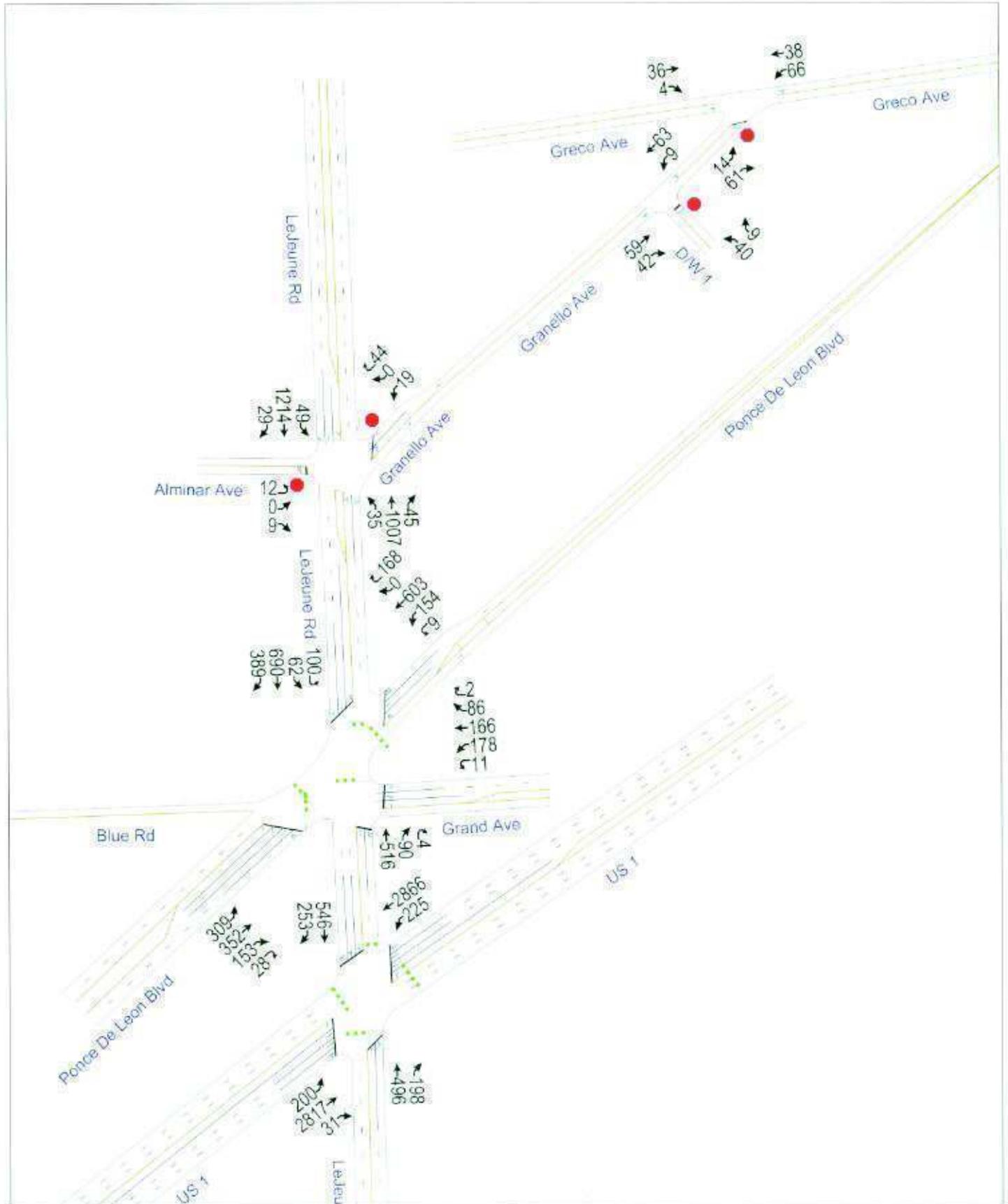
4. **The traffic volume between the driveway along Granello Avenue and the Granello Avenue/Greco Avenue intersection do not balance. For example, the volumes from the driveway shown in figure (red circles) should equal the volume approaching the Granello Avenue/Greco Avenue intersection volume (orange circle). Please check the remaining intersections and update the LOS analysis at the intersections accordingly.**

RGA Response: The unbalanced traffic volume between the driveway along Granello Avenue and the intersection of Granello Avenue/Greco Avenue is caused by the ingress and egress trips from the adjacent property driveway located on the southeast corner of the intersection. The adjacent property driveway provides access to a surface parking lot. The figure below depicts the driveway location. Please note the traffic data collection was performed by RGA and a reasonableness checked was conducted for quality control. As such, the remaining intersections were also checked for unbalanced traffic volumes but given the mid-block nodes, such as driveways and minor streets, we find the traffic volumes valid and representative of the field conditions.



**Attachment A:
Synchro Model**





**Attachment B:
Intersection Volumes**

TABLE: A5
4535 Gables Ponce II

AM PEAK INTERSECTION APPROACH VOLUMES

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

Notes:

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

TABLE: A5-2
4535 Gables Ponce II
PM PEAK INTERSECTION APPROACH VOLUMES

| INTERSECTION | INTERSECTION NAME | APPROACH | MOVEMENT | PM PEAK HR COUNT | DATE OF COUNT | PHF | SF | PM PEAK SEASONALLY ADJUSTED (EXISTING) (2012) | BACKGROUND GROWTH @ 1.00% FOR 3 YEARS | COMMITTED DEVELOPMENT | | NET TRAFFIC W/O PROJECT | SITE TRAFFIC (VPH) | TOTAL TRAFFIC (VPH) (PROPOSED) (2015) | | | | |
|--------------|---|--------------------------------|--------------------------|------------------------|-----------------------------|-------------|-----------------------------|---|---------------------------------------|-----------------------|----------------|-------------------------|--------------------|---------------------------------------|-------------|-------------|----|------|
| | | | | | | | | | | OTHER | GABLES STATION | | | | | | | |
| 1 | LeJeune Rd & Grand Av / Ponce de Leon Blvd. | SOUTHBOUND | SBR | 361 | Wednesday, January 25, 2012 | 0.956 | 1.04 | 375 | 11 | 0 | 0 | 387 | 2 | 389 | | | | |
| | | | SBT | 625 | | | 1.04 | 650 | 20 | 18 | 0 | 688 | 2 | 690 | | | | |
| | | | SBHL | 4 | | | 1.04 | 4 | 0 | 0 | 96 | 100 | 0 | 100 | | | | |
| | | | SBL | 58 | | | 1.04 | 60 | 2 | 0 | 0 | 62 | 0 | 62 | | | | |
| | | | TOTAL | 1048 | | | | 1090 | 33 | 18 | 96 | 1237 | 4 | 1241 | | | | |
| | | SOUTHWESTBOUND (Ponce de Leon) | SWBR | 5 | | | 1.04 | 5 | 0 | 163 | 168 | 0 | 168 | | | | | |
| | | | SWBT | 524 | | | 1.04 | 545 | 17 | 5 | 37 | 603 | 0 | 603 | | | | |
| | | | SWL | 66 | | | 1.04 | 69 | 2 | 5 | 78 | 154 | 0 | 154 | | | | |
| | | | SWHL | 8 | | | 1.04 | 8 | 0 | 0 | 9 | 0 | 9 | | | | | |
| | | | TOTAL | 595 | | | | 619 | 19 | 10 | 278 | 926 | 0 | 926 | | | | |
| | | NORTHBOUND | NBHR | 4 | | | 1.04 | 4 | 0 | 0 | 4 | 0 | 4 | | | | | |
| | | | NBR | 33 | | | 1.04 | 34 | 1 | 9 | 46 | 90 | 0 | 90 | | | | |
| | | | NBT | 434 | | | 1.04 | 451 | 14 | 41 | 0 | 506 | 10 | 516 | | | | |
| | | | NBL | 0 | | | 1.04 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | TOTAL | 471 | | | | 490 | 15 | 50 | 46 | 601 | 10 | 611 | | | | |
| | | NORTHEASTBOUND (Ponce de Leon) | NEHR | 26 | | | 1.04 | 27 | 1 | 0 | 28 | 0 | 28 | | | | | |
| | | | NEBR | 143 | | | 1.04 | 149 | 5 | 0 | 153 | 0 | 153 | | | | | |
| | | | NEBT | 300 | | | 1.04 | 312 | 9 | 9 | 22 | 352 | 0 | 352 | | | | |
| | | | NEBL | 279 | | | 1.04 | 290 | 9 | 0 | 299 | 10 | 309 | | | | | |
| | | | TOTAL | 748 | | | | 778 | 24 | 9 | 22 | 832 | 10 | 842 | | | | |
| | | WESTBOUND (Grand Av) | WBR | 80 | | | 1.04 | 83 | 3 | 0 | 86 | 0 | 86 | | | | | |
| | | | WBHR | 2 | | | 1.04 | 2 | 0 | 0 | 2 | 0 | 2 | | | | | |
| | | | WBT | 155 | | | 1.04 | 161 | 5 | 0 | 166 | 0 | 166 | | | | | |
| | | | WBL | 166 | | | 1.04 | 173 | 5 | 0 | 178 | 0 | 178 | | | | | |
| | | | TOTAL | 413 | | | | 419 | 13 | 0 | 0 | 432 | 0 | 432 | | | | |
| | | TOTAL | | | | | 2680 | | | 2777 | 84 | 77 | 164 | 3102 | 24 | 3126 | | |
| | | 2 | LeJeune Rd & Granello Av | SOUTHBOUND | | | SBR | 27 | Wednesday, January 25, 2012 | 0.942 | 1.04 | 28 | 1 | 0 | 29 | 0 | 29 | |
| | | | | | | | SBT | 1031 | | | 1.04 | 1072 | 32 | 13 | 96 | 1214 | 0 | 1214 |
| SBL | 7 | | | | 1.04 | 7 | 0 | 26 | | | 0 | 34 | 15 | 49 | | | | |
| TOTAL | 1065 | | | | | 1108 | 34 | 39 | | | 96 | 1276 | 15 | 1291 | | | | |
| WESTBOUND | WBR | | | 19 | 1.04 | 20 | 1 | 15 | | | 0 | 35 | 9 | 44 | | | | |
| | WBT | | | 0 | 1.04 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | | | |
| | WBL | | | 9 | 1.04 | 9 | 0 | 5 | | | 0 | 15 | 4 | 19 | | | | |
| | TOTAL | | | 28 | | 29 | 1 | 20 | | | 0 | 50 | 13 | 63 | | | | |
| NORTHBOUND | NBR | | | 15 | 1.04 | 16 | 0 | 9 | | | 0 | 25 | 20 | 45 | | | | |
| | NBT | | | 758 | 1.04 | 788 | 24 | 32 | | | 163 | 1007 | 0 | 1007 | | | | |
| | NBL | | | 33 | 1.04 | 34 | 1 | 0 | | | 0 | 35 | 0 | 35 | | | | |
| | TOTAL | | | 806 | | 838 | 25 | 41 | | | 163 | 1068 | 20 | 1088 | | | | |
| EASTBOUND | EBR | | | 8 | 1.04 | 8 | 0 | 0 | | | 9 | 0 | 9 | | | | | |
| | EBT | | | 0 | 1.04 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | | | |
| | EBL | | | 11 | 1.04 | 11 | 0 | 0 | | | 12 | 0 | 12 | | | | | |
| | TOTAL | | | 19 | | 20 | 1 | 0 | | | 0 | 20 | 0 | 20 | | | | |
| TOTAL | | | | 1918 | | | 1995 | 60 | | | 100 | 259 | 2414 | 48 | 2462 | | | |
| 3 | Granello Av & Greco Av | | | SOUTHWESTBOUND (Greco) | SBR | 0 | Wednesday, January 25, 2012 | 0.862 | | | 1.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | SBT | 0 | | | | | 1.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | SBL | 0 | | | | | 1.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | TOTAL | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | WESTBOUND | WBR | 0 | 1.04 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | | WBT | 35 | 1.04 | 36 | | | 1 | 0 | 0 | 38 | 0 | 38 | | | | |
| | | | WBL | 27 | 1.04 | 28 | | | 1 | 30 | 0 | 59 | 7 | 66 | | | | |
| | | | TOTAL | 62 | | 64 | | | 2 | 30 | 0 | 96 | 7 | 103 | | | | |
| | | NORTHEASTBOUND (Granello) | NEBR | 37 | 1.04 | 38 | | | 1 | 18 | 0 | 58 | 3 | 61 | | | | |
| | | | NEBT | 0 | 1.04 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | NEBL | 0 | 1.04 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | TOTAL | 13 | | 14 | | | 0 | 0 | 0 | 14 | 0 | 14 | | | | |
| | | EASTBOUND | EBR | 4 | 1.04 | 4 | | | 0 | 0 | 0 | 4 | 0 | 4 | | | | |
| | | | EBT | 34 | 1.04 | 35 | | | 1 | 0 | 0 | 36 | 0 | 36 | | | | |
| | | | EBL | 0 | 1.04 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | TOTAL | 38 | | 40 | | | 1 | 0 | 0 | 41 | 0 | 41 | | | | |
| TOTAL | | | | 150 | | | 156 | 5 | 48 | 0 | 209 | 10 | 219 | | | | | |
| 4 | US 1/SR 5 & LeJeune Rd * | SOUTHBOUND | SBR | 0 | Wednesday, January 25, 2012 | 0.950 | 1.01 | 0 | 0 | 0 | 0 | 252 | 1 | 253 | | | | |
| | | | SBT | 0 | | | 1.01 | 0 | 0 | 0 | 545 | 1 | 546 | | | | | |
| | | | SBL | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | TOTAL | 0 | | | | 0 | 0 | 0 | 0 | 797 | 2 | 799 | | | | |
| | | SOUTHWESTBOUND | SWBR | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | SWBT | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 2866 | 0 | 2866 | | | | |
| | | | SWL | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 225 | 0 | 225 | | | | |
| | | | TOTAL | 0 | | | | 0 | 0 | 0 | 0 | 3091 | 0 | 3091 | | | | |
| | | NORTHBOUND | NBR | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 198 | 0 | 198 | | | | |
| | | | NBT | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 491 | 5 | 496 | | | | |
| | | | NBL | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | TOTAL | 0 | | | | 0 | 0 | 0 | 0 | 689 | 5 | 694 | | | | |
| | | NORTHEASTBOUND | NEBR | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 31 | 0 | 31 | | | | |
| | | | NEBT | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 2817 | 0 | 2817 | | | | |
| | | | NEBL | 0 | | | 1.01 | 0 | 0 | 0 | 0 | 195 | 5 | 200 | | | | |
| | | | TOTAL | 0 | | | | 0 | 0 | 0 | 0 | 3043 | 5 | 3048 | | | | |
| TOTAL | | | | 0 | | | 0 | 0 | 0 | 0 | 7620 | 12 | 7632 | | | | | |

Notes:

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

**Attachment C:
Revised LOS**

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

Proposed PM Peak Hour w/ Project
4535 Gables Ponce II

| Movement | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 0 | 9 | 35 | 1007 | 45 | 49 | 1214 | 29 | 19 | 0 | 44 |
| Sign Control | | Stop | | | Free | | | Free | | Stop | | |
| Grade | | 0% | | | 0% | | | 0% | | 0% | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 13 | 0 | 10 | 37 | 1071 | 48 | 52 | 1291 | 31 | 20 | 0 | 47 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | None | | | None | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 421 | | | | | | | |
| pX, platoon unblocked | 0.86 | 0.86 | | | | | 0.86 | | | 0.86 | 0.86 | 0.86 |
| vC, conflicting volume | 2068 | 2605 | 661 | 1322 | | | 1119 | | | 1929 | 2596 | 560 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1914 | 2539 | 661 | 1322 | | | 808 | | | 1752 | 2529 | 156 |
| tC, single (s) | *6.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | 100 | 98 | 93 | | | 93 | | | 50 | 100 | 94 |
| cM capacity (veh/h) | 51 | 20 | 405 | 518 | | | 698 | | | 41 | 20 | 740 |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 | SB 3 | SW 1 | SW 2 | | | | |
| Volume Total | 22 | 573 | 584 | 52 | 861 | 461 | 36 | 31 | | | | |
| Volume Left | 13 | 37 | 0 | 52 | 0 | 0 | 20 | 0 | | | | |
| Volume Right | 10 | 0 | 48 | 0 | 0 | 31 | 16 | 31 | | | | |
| cSH | 82 | 518 | 1700 | 698 | 1700 | 1700 | 69 | 740 | | | | |
| Volume to Capacity | 0.27 | 0.07 | 0.34 | 0.07 | 0.51 | 0.27 | 0.52 | 0.04 | | | | |
| Queue Length 95th (ft) | 25 | 6 | 0 | 6 | 0 | 0 | 53 | 3 | | | | |
| Control Delay (s) | 64.8 | 2.0 | 0.0 | 10.6 | 0.0 | 0.0 | 103.2 | 10.1 | | | | |
| Lane LOS | F | A | | B | | | F | B | | | | |
| Approach Delay (s) | 64.8 | 1.0 | | 0.4 | | | 59.8 | | | | | |
| Approach LOS | F | | | | | | F | | | | | |

Intersection Summary

| | | | | | | | | | | | | |
|-----------------------------------|--|-------|--|----------------------|--|--|--|--|--|---|--|--|
| Average Delay | | 2.7 | | | | | | | | | | |
| Intersection Capacity Utilization | | 71.5% | | ICU Level of Service | | | | | | C | | |
| Analysis Period (min) | | 15 | | | | | | | | | | |

* User Entered Value