GABLES POINTE

Traffic Study

TRANSPORTATION
CIVIL
STRUCTURAL
ENVIRONMENTAL

GABLES POINTE

Traffic Study

Prepared by	Prepared for	Prepared in	Job Number
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TABLE OF CONTENTS

Page

List of Exhibits ii

EXECUTIVE SUMMARY iii

1.0 INTRODUCTION 1
- 1.1 Project Background 1
- 1.2 Study Objective 1
- 1.3 Study Area and Methodology 1
- 1.4 Project Site Information 4

2.0 DATA COLLECTION 5
- 2.1 Roadway Characteristics 5
- 2.2 Traffic Counts 6
- 2.3 Intersection Data 6
- 2.4 Walking / Other Modes of Transportation 6
- 2.5 Roadway Capacity Analysis 9
- 2.6 Intersection Capacity Analysis 10

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS 12

4.0 FUTURE TRAFFIC CONDITIONS 13
- 4.1 Background Traffic And Committed Developments 13
- 4.2 Future Without Project Roadway Capacity Analysis 15
- 4.3 Future Without Project Intersection Capacity Analysis 15
- 4.4 Project Trip Generation 16
- 4.5 Project Trip Assignment 17
- 4.6 Future With Project Roadway Capacity Analysis 20
- 4.7 Future With Project Intersection Capacity Analysis 20

5.0 PEDESTRIAN ISSUES 23

6.0 CONCLUSIONS 24

Appendix A: Methodology and Site Plan
Appendix B: Data Collection
Appendix C: Intersection Capacity Analysis Worksheets
Appendix D: Committed Development Information
Appendix E: Pedestrian Crossing Assessment

LIST OF EXHIBITS

Exhibit Page

1 Location Map 2
2 Existing Traffic Volumes 7
3 Existing Lane Configurations 8
4 Existing Roadway Capacity Analysis 9
5 Existing Intersection Capacity Analysis 10
6 AM and PM Peak Hour Committed Developments Trip Generation 13
7 Future without Project Traffic Volumes 14
8 Future without Project Roadway Capacity Analysis 15
9 Future without Project Intersection Capacity Analysis 16
10 Project Trip Generation 18
11 Cardinal Distribution Project 17
12 Project Trip Distribution 19
13 Future with Project Roadway Capacity Analysis 20
14 Future with Project Traffic Volumes 21
15 Future with Project Intersection Capacity Analysis 22

EXECUTIVE SUMMARY

The proposed Gables Pointe project will be located on the northeast corner of the US-1 (South Dixie Highway) / Grand Avenue intersection in Coral Gables, Florida. The proposed development program consists of approximately 6,000 square feet of restaurant with 129 indoor seats and 146 outdoor seats and 2,500 square feet of office. The anticipated build-out year for the project will be 2014. The traffic study is consistent with the methodology previously discussed and agreed to by the City of Coral Gables Public Works Department.

An assessment of the traffic impacts associated with Gables Pointe 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 segments and intersections that were analyzed within the study area. All the segments and intersections under study meet the city's LOS standards.

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

1.0 INTRODUCTION

1.1 Project Background

The proposed Gables Pointe project will be located on the northeast corner of the US-1 (South Dixie Highway) / Grand Avenue intersection in Coral Gables, Florida (See Exhibit 1). The proposed development program consists of approximately 6,000 square feet of restaurant with 129 indoor seat and 146 outdoor seats and 2,500 square feet of office. The anticipated build-out year for the project will be 2014. The traffic study is consistent with the methodology previously discussed 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 signalized intersection analyses, as well as pedestrian and site circulation issues.

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 and is described as follows (see Appendix A):

- Traffic Counts (Intersections). Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
    - US-1 / Grand Avenue
    - US-1 / Florida Avenue
    - Grand Avenue / Jefferson Street
    - Florida Avenue / Jefferson Street

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Exhibit 1: Location Map

- Traffic Counts (Segments). 24-hour machine counts, summarized at 15-minute intervals, were taken during a typical weekday (Tuesday through Thursday only) at the following roadway segments:
    - US-1 south of Grand Avenue
    - US-1 north of Grand Avenue
    - Grand Avenue between US-1 and Jefferson Street
    - Florida Avenue between US-1 and Jefferson Street
    - Jefferson Street between Grand and Florida Avenues

- 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 *Metro-Dade Long Range Transportation Plan Update*, 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.

1.4 Project Site Information

The proposed Gables Pointe will be located on the northeast corner of the US-1 (South Dixie Highway) / Grand Avenue intersection. The proposed development program consists of approximately approximately 6,000 square feet of restaurant with 129 indoor seats and 146 outdoor seats and 2,500 square feet of office. Access to the parking areas is proposed via a full access driveway and a right-in/right-out driveway along Grand Avenue, as well as one full access driveway accessing Florida Avenue. The site plan is provided in Appendix B.

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

US 1 (South Dixie Highway/SR 5)

US 1 (South Dixie Highway/SR 5) is a major state arterial that provides northeast/southwest access throughout the city of Coral Gables. Within the project area, US 1 is a two-way, six-lane, divided roadway. On-street parking is not provided along this route. The posted speed limit is 45 mph. The state of Florida operates and maintains US 1.

Jefferson Street

Jefferson Street is a local roadway that provides north/south access. Jefferson Avenue is a two-way, two-lane, undivided roadway. On-street parking is not provided along this route. The city of Coral Gables operates and maintains Jefferson Avenue.

Grand Avenue

Grand Avenue is a collector that provides east/west access between Coconut Grove on the east and US 1 on the west. Within the project area, Grand Avenue is a two-lane, divided roadway. On-street, parallel parking is provided on both sides of Grand Avenue. The posted speed limit is 30 mph. The city of Coral Gables operates and maintains the portion of Grand Avenue within the city.

Florida Avenue

Florida Avenue is a local roadway that provides east/west access. Florida Avenue is a two-way, two-lane, undivided roadway. On-street parking is not provided along this route. The city of Coral Gables operates and maintains Florida Avenue.

2.2 Traffic Counts

Twenty-four hour traffic machine counts were collected on February 14, 2013 at S Dixie Highway (US 1), Grand Avenue, Florida Avenue and Jefferson Street. Vehicle turning movement counts were taken at the study intersections during the AM and 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. Weekly volume adjustment factors (for Miami-Dade County South) corresponding to the dates of the counts were. Traffic counts are provided in Appendix B. Existing turning movement volumes for the morning and afternoon peak hour at the segments and intersections analyzed are shown in Exhibit 2.

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 conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 3 shows the existing lane configuration at the analyzed intersections. The signal timings are also provided in Appendix B.

2.4 Walking / Other Modes of Transportation

Pedestrian activity is an essential element within this area of Coral Gables. The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The project site is also in an area served by bus routes from Miami-Dade Transit and is within walking distance to the Coral Gables trolley and the Douglas Road Metrorail Station.

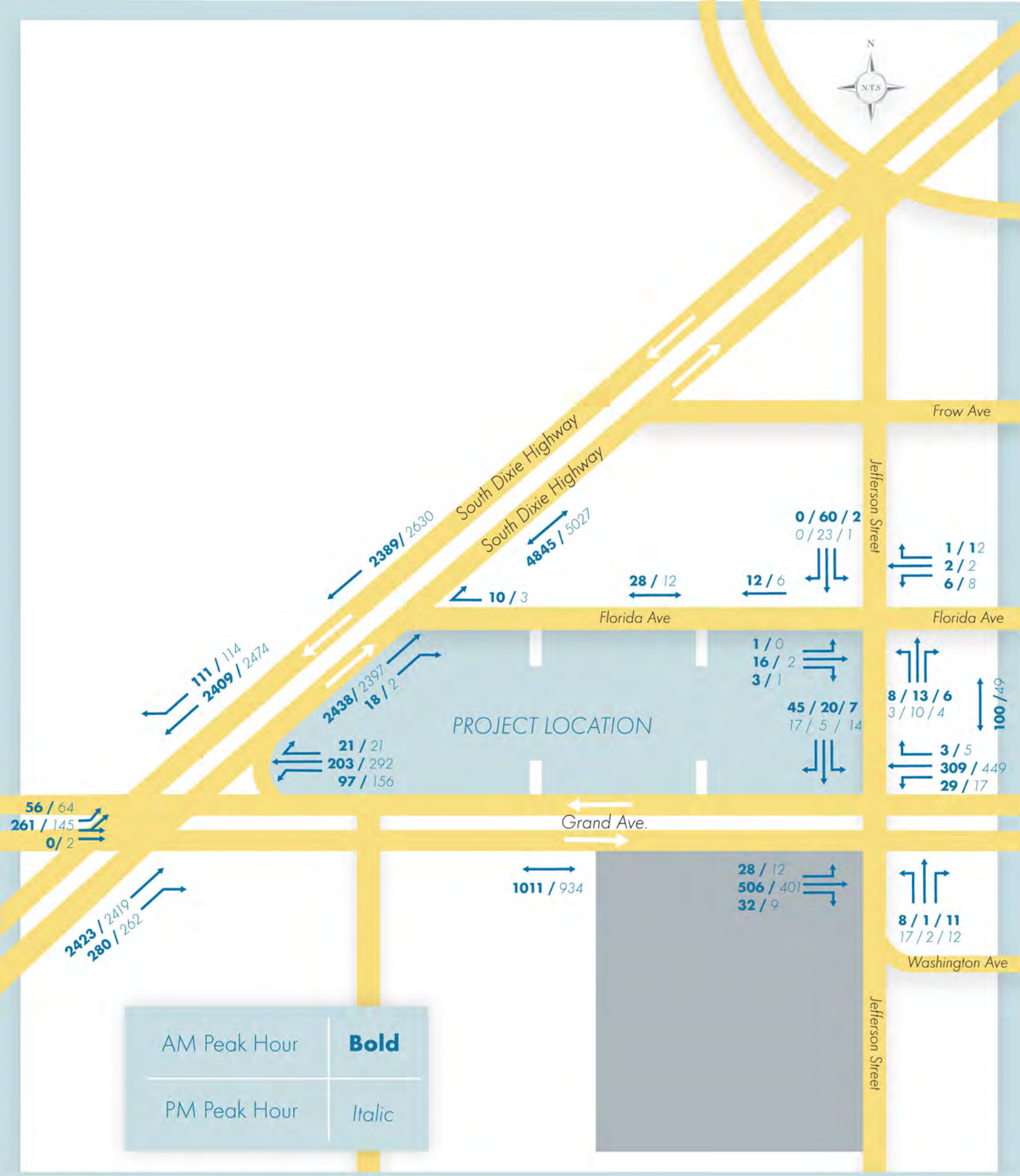

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Exhibit 2: Existing Traffic Volumes

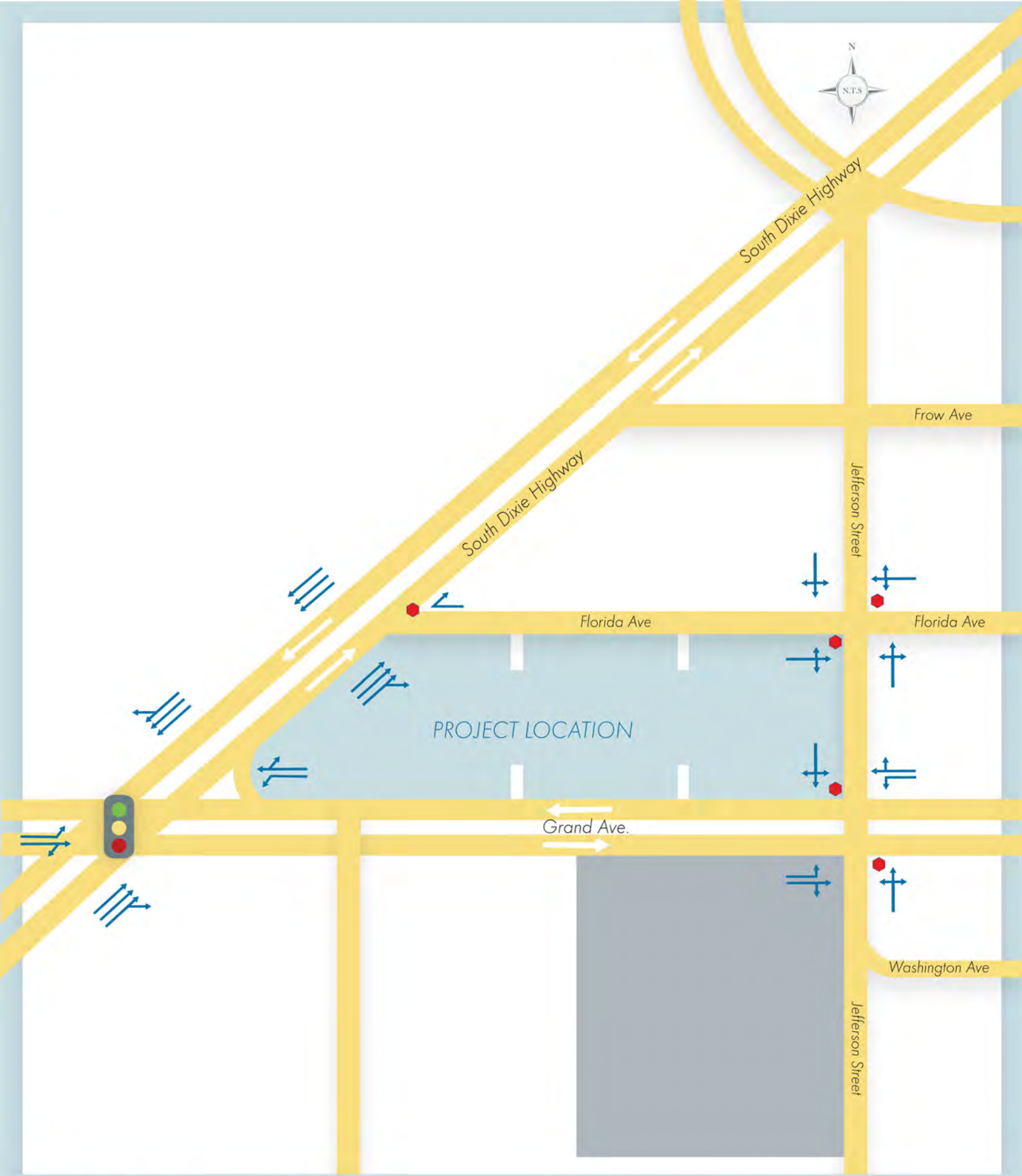

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Exhibit 3: Existing Lane Configurations

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 Hour Conditions

Roadway	Limits	Time Period	Number of Lanes	Two-way Volume (vph)	LOS	LOS Standard	Service Volume (vph) [1]	Meet LOS?
S Dixie Hwy (US1)	LeJeune Road to Grand Avenue	AM	6LD	4,845	D	E+50%	8,085	Yes
		PM		5,027	D			Yes
Grand Avenue	US1 to Jefferson Street	AM	2LD	1,011	D	E	1,330	Yes
		PM		934	D			Yes
Florida Avenue	US1 to Jefferson Street	AM	2LU	28	C	E	1,060	Yes
		PM		12	C			Yes
Jefferson Street	Grand Avenue to Florida Avenue	AM	2LU	100	C	E	1,060	Yes
		PM		49	C			Yes

Source: David Plummer & Associates

[1] Based FDOT's *Quality/LOS Handbook* Generalized Tables: For US 1: Class I State Signalized Arterial, For Grand Avenue, Class II 2-lane Roadway (1,410) + 5% for Divided Roadway * 0.9 for Non-State Roadway (1,410 * 1.05 * 0.9 = 1,330 vph); for other Local Roads, Class II 2-lane Roadway (1,410) - 20% for Undivided Roadway without LT lanes * 0.9 for Non-State Roadway (1,410 * 0.80 * 0.90 = 1,060 vph).

vph – vehicles per hour

2.6 Intersection Capacity Analysis

The Highway Capacity Software (HCS), based on procedures of the *2000 Highway Capacity Manual*, was used to perform intersection capacity analysis at the analyzed intersections. Exhibit 5 shows the resulting LOS for existing conditions for morning and afternoon peak conditions.

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

Intersection	Traffic Control	Direction	LOS	
			AM	PM
US 1/Grand Avenue	Signal	NB	B	B[1]
		SB	B	B[1]
		EB	E	E[1]
		WB	E	E[1]
		Overall	***B***	***B[1]***
US 1/Florida Avenue	Stop	WB	C	C
		Overall	***NA***	***NA***
Grand Avenue/Jefferson Street	Stop	NB	C	C
		SB	C	C
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***
Jefferson Street/Florida Avenue	Stop	NB	A	A
		SB	A	A
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***

Source: David Plummer and Associates

Notes: [1] with Signal Timing Improvements

Analysis of the US 1/Florida Avenue intersection was adjusted to account for the fact that the software used for the analysis only allows for analysis of unsignalized intersections where the main street has a maximum of 2 directional lanes. US 1 is a 6 lane divided facility (3 lanes in each direction). The analysis of the full volume on US 1 based on 4 lanes would grossly overestimate the

quality of operations. Therefore, the through traffic analyzed on US 1 was reduced by one third to more accurately portray field conditions.

All the intersections operate within the city's LOS standards (LOS E) with signal timing adjustments during the PM peak hour at the US 1/Grand Avenue intersection. Analysis worksheets are included in Appendix C.

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

The *2014 Miami-Dade County Transportation Improvement Program (TIP)* and the *2035 Metro-Dade Transportation Plan Long Range 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 0.5% annual growth rate was used for this study.

The city was consulted to determine any committed development in the vicinity of the project site. Two committed developments were considered for estimating future traffic volumes in this study: Gables Station and Gables Residential. Exhibit 6 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. Project information is included in Appendix D. Exhibit 7 shows the projected turning movements for future without project traffic.

Exhibit 6
AM and PM Peak Hour Committed Developments
Net New Trip Generation

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips[1]			PM Peak Hour Vehicle Trips[1]		
			In	Out	Total	In	Out	Total
Gables Station *(US 1 bet Ponce & Grand)*	Retail *Land Use 814*	294,429 SF	160	103	263	643	669	1312
Gables Residential *(NE corner of LeJeunue Road and Ponce de Leon Boulevard)*	Apartment *Land Use 220*	230 DUs	21	84	105	147	87	234
	Specialty Retail *Land Use 814*	31,500 SF						
	Quality Restaurant *Land Use 931*	12,000 SF						

[1]Source: Traffic Study

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Exhibit 7: Future Without Project Traffic Volumes

4.2 Future without Project Roadway Capacity Analysis

Future without project conditions were obtained by adding background traffic with committed development trips. Exhibit 8 shows the future without project AM and PM peak hour traffic at each roadway segment.

Exhibit 8
Future without Project
AM and PM Peak Roadway Capacity Analysis

Roadway	Limits	Time Period	Number of Lanes	Two-way Volume (vph)	LOS	LOS Standard	Service Volume (vph) [1]	Meet LOS?
S Dixie Hwy (US1)	LeJeune Road to Grand Avenue	AM	6LD	4,918	D	E+50%	8,085	Yes
		PM		5,151	D			Yes
Grand Avenue	US1 to Jefferson Street	AM	2LD	1,021	D	E	1,330	Yes
		PM		943	D			Yes
Florida Avenue	US1 to Jefferson Street	AM	2LU	28	C	E	1,060	Yes
		PM		12	C			Yes
Jefferson Street	Grand Avenue to Florida Avenue	AM	2LU	101	C	E	1,060	Yes
		PM		49	C			Yes

Source: David Plummer & Associates

[1] Based FDOT's *Quality/LOS Handbook* Generalized Tables: For US 1: Class I State Signalized Arterial, For Grand Avenue, Class II 2-lane Roadway (1,410) + 5% for Divided Roadway * 0.9 for Non-State Roadway (1,410 * 1.05 * 0.9 = 1,330 vph); for other Local Roads, Class II 2-lane Roadway (1,410) - 20% for Undivided Roadway without LT lanes * 0.9 for Non-State Roadway (1,410 * 0.80 * 0.90 = 1,060 vph).

vph – vehicles per hour

4.3 Future without Project Intersection Capacity Analysis

Future without project traffic established for link analysis was also used to obtain future without project traffic at the analyzed intersections. Exhibit 9 shows the resulting LOS for morning and afternoon peak 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 Hour Conditions

Intersection	Traffic Control	Direction	LOS	
			AM	PM
US 1/Grand Avenue	Signal	NB	B	B[1]
		SB	B	B[1]
		EB	E	E[1]
		WB	E	E[1]
		Overall	***B***	***B[1]***
US 1/Florida Avenue	Stop	WB	C	C
		Overall	***NA***	***NA***
Grand Avenue/Jefferson Street	Stop	NB	C	C
		SB	C	C
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***
Jefferson Street/Florida Avenue	Stop	NB	A	A
		SB	A	A
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***

Source: David Plummer and Associates

Notes: [1] with Signal Timing Improvements

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using 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.

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.

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 also in an area served by bus routes from Miami-Dade Transit and is within walking distance to the Coral Gables trolley and the Douglas Road Metrorail Station. A 10% 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.

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1079 shown in Exhibit 11. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. 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 assignment for the proposed project is shown on Exhibit 12.

Exhibit 11
Cardinal Distribution (TAZ 1079)

Direction	Distribution	Direction	Distribution
NNE	14.59%	SSW	15.8%
ENE	11.86%	WSW	17.88%
ESE	9.28%	WNW	6.8%
SSE	5.95%	NNW	17.83%
Total	100.00%		

Source: *Miami Urban Area Transportation Study*

Exhibit 10
Project Trip Generation Summary
Gables Pointe

Land Use	Intensity	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
High Turnover Sit-Down Restaurant *(LUC 932)*	275 Seats *Rate*	66	63	129	63	50	113
Office *(LUC 710)*	2,500 SF *Rate*	3	0	3	1	3	4
Sub-Total Gross Trips		***69***	***63***	***132***	***64***	***53***	***117***
Pass-by Trips High Turnover (Sit-Down) Restaurant *(40%)*		-26	-28	-54	-25	-20	-45
Sub-Total External Trips		***43***	***39***	***78***	***39***	***33***	***72***
Transit *(10%)*		-4	-4	-8	-4	-3	-7
Net New External Trips		***39***	***35***	***70***	***35***	***30***	***65***

Source: ITE Trip Generation, 9th Edition

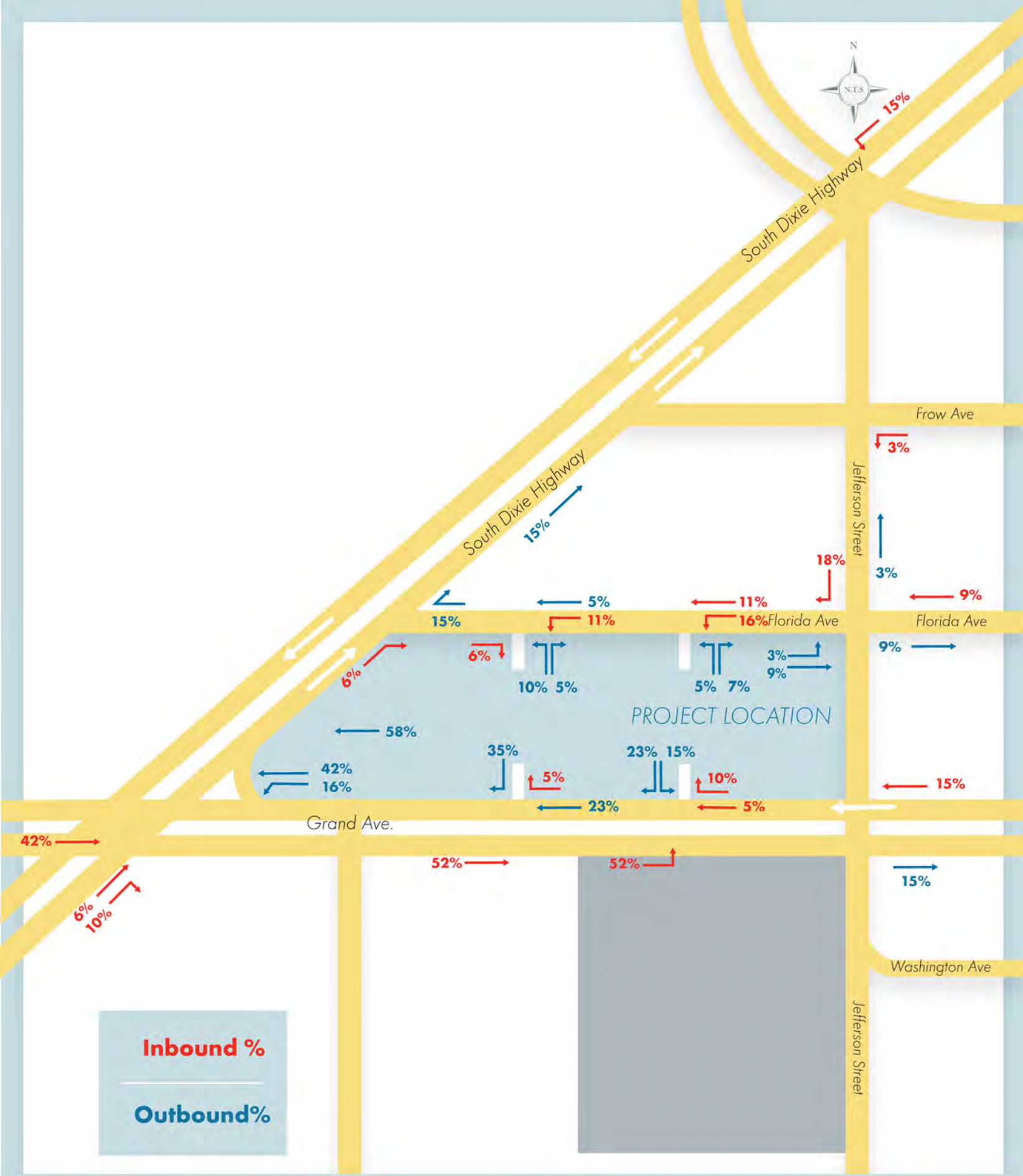

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Exhibit 12: Project Trip Distribution

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 hour for each roadway segment. All the segments under study meet the city's LOS standards (LOS E). Exhibit 14 shows the projected turning movements volumes.

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

Roadway	Limits	Time Period	Number of Lanes	Two-way Volume (vph)	LOS	LOS Standard	Service Volume (vph) [1]	Meet LOS?
S Dixie Hwy (US1)	LeJeune Road to Grand Avenue	AM	6LD	4,947	D	E+50%	8,085	Yes
		PM		5,177	D			Yes
Grand Avenue	US1 to Jefferson Street	AM	2LD	1,057	D	E	1,330	Yes
		PM		975	D			Yes
Florida Avenue	US1 to Jefferson Street	AM	2LU	53	C	E	1,060	Yes
		PM		33	C			Yes
Jefferson Street	Grand Avenue to Florida Avenue	AM	2LU	104	C	E	1,060	Yes
		PM		52	C			Yes

Source: David Plummer & Associates

[1] Based FDOT's *Quality/LOS Handbook* Generalized Tables: For US 1: Class I State Signalized Arterial, For Grand Avenue, Class II 2-lane Roadway (1,410) + 5% for Divided Roadway * 0.9 for Non-State Roadway (1,410 * 1.05 * 0.9 = 1,330 vph); for other Local Roads, Class II 2-lane Roadway (1,410) - 20% for Undivided Roadway without LT lanes * 0.9 for Non-State Roadway (1,410 * 0.80 * 0.90 = 1,060 vph).

vph – vehicles per hour

4.7 Future with Project Intersection Capacity Analysis

The trip assignments in the previous sections, traffic projections for the project, committed developments and background growths were combined to obtain future traffic with project at the analyzed intersections. Exhibit 15 shows the resulting LOS for morning and afternoon peak conditions for future with project. All the analyzed intersections meet the city's LOS standards. Capacity worksheets are included in Appendix C.

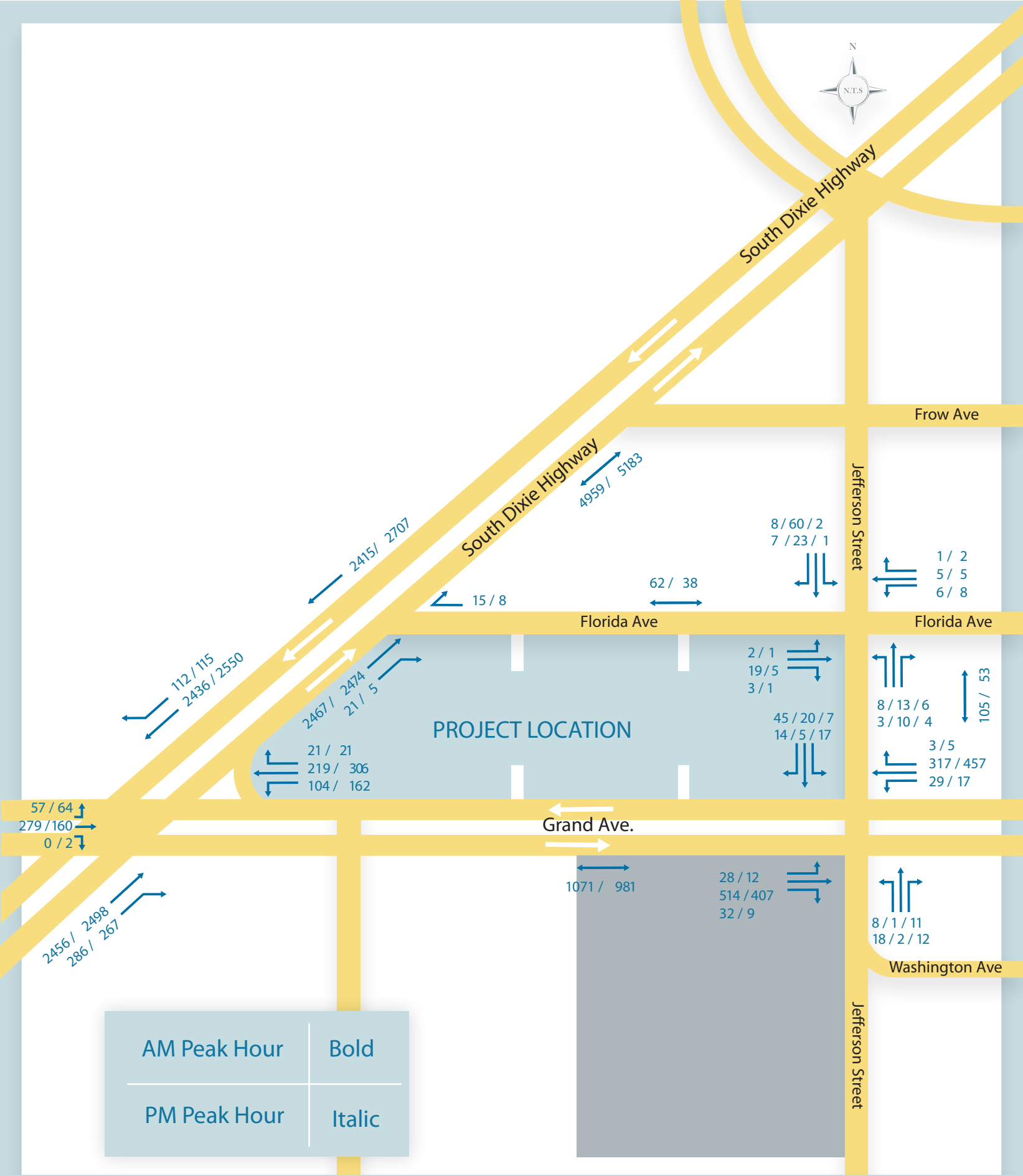

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Exhibit 14: Future with Project Traffic Volumes

Exhibit 15

Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Traffic Control	Direction	LOS	
			AM	PM
US 1/Grand Avenue	Signal	NB	B[1]	B[1]
		SB	B[1]	B[1]
		EB	E[1]	E[1]
		WB	E[1]	E[1]
		Overall	***B[1]***	***B[1]***
US 1/Florida Avenue	Stop	WB	C	C
		Overall	***NA***	***NA***
Grand Avenue/Jefferson Street	Stop	NB	C	C
		SB	C	C
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***
Jefferson Street/Florida Avenue	Stop	NB	A	A
		SB	A	A
		EB	A	A
		WB	A	A
		Overall	***NA***	***NA***
Grand Avenue/E Driveway	Stop	SB	C	C
		EBL	A	A
Florida Avenue/W	Stop	NB	A	B
Florida Avenue/ Driveway	Stop	NB	A	A
		WB	A	A

Source: David Plummer and Associates

Notes: [1] with Signal Timing Improvements

5.0 PEDESTRIAN ISSUES

The existing and future 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 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.

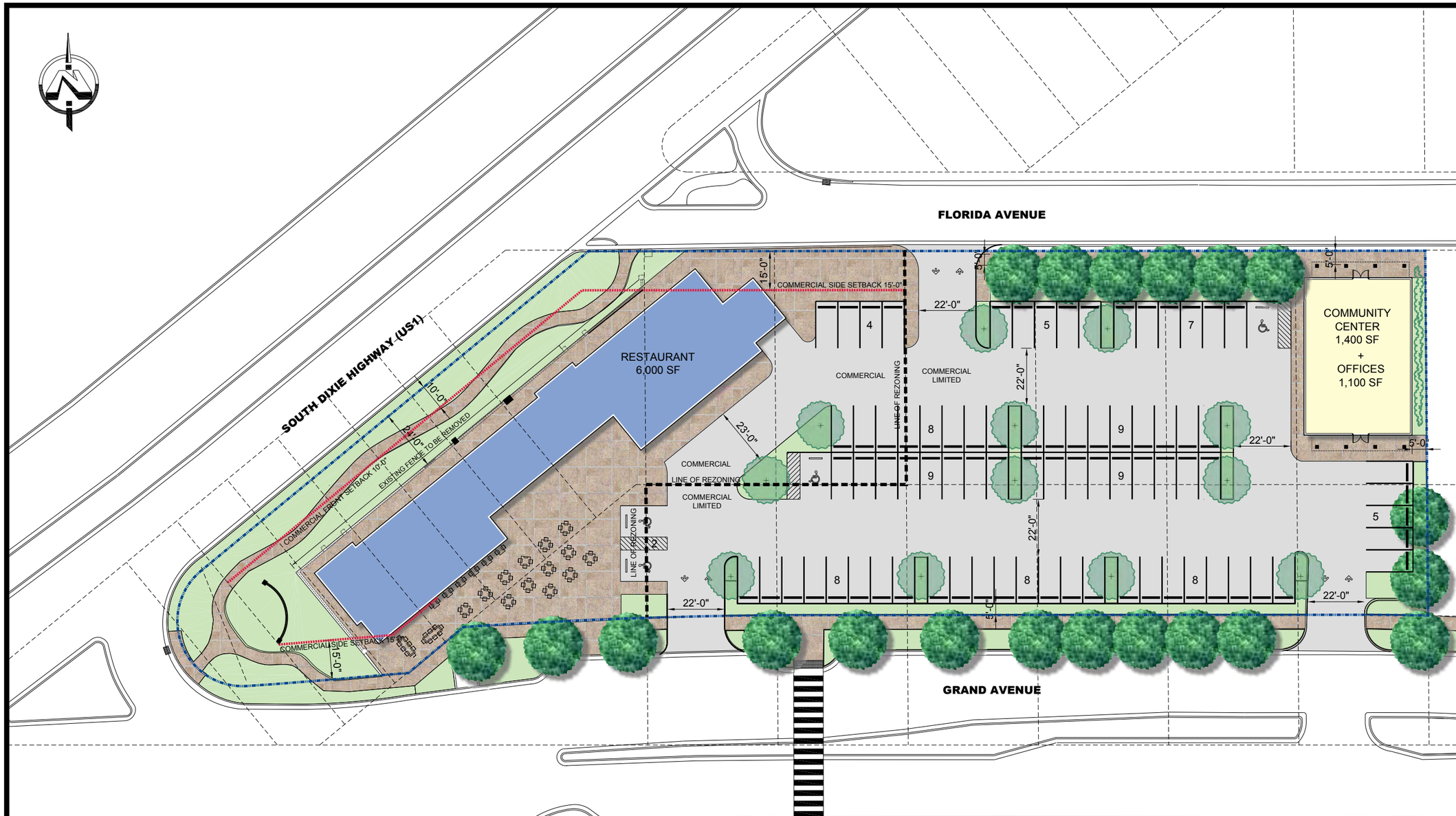
6.0 CONCLUSIONS

An assessment of the traffic impacts associated with Gables Pointe 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 segments and intersections that were analyzed within the study area. All the segments and intersections under study meet the city's LOS standards.

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

Appendix A

Study Methodology
Site Plan



STUDIO X ARCHITECTS

GABLES POINTE

BAHAMIAN VILLAGE LLC
280 SOUTH DIXIE HIGHWAY
CORAL GABLES, FLORIDA

SITE PLAN

SCALE: 1" = 40'-0"

A-0.2

PARKING REQUIREMENTS

	RESTAURANT	1,000 SF / 12 SPACES = 6 x 12	72 SPACES
	OFFICE	(1:300) = 1,100 SF / 300	4 SPACES
	COMMUNITY	(1:250) = 1,400 SF / 250	6 SPACES
		REQUIRED	82 SPACES
		PROVIDED	82 SPACES

Commercial District (C) Minimum Setbacks

a. Front: i. Up to 15 feet in height: None.
ii. The portion of a building above 15 feet shall be set back 10 feet from the property line at the lower of:
a) a cornice line above 15 feet;
b) the top of a parking pedestal; or
c) 40 feet.

b. Side: i. Interior side: Up to 45 feet in height – 0 feet,
ii. Side street: 15 feet.

c. Rear: i. Abutting a dedicated alley or street: None.
ii. Not abutting dedicated alley or street: 10 feet.

Commercial Limited (CL) District Minimum Setbacks

a. Front: None

b. Side: i. Interior side: None.
ii. Side street: None.

c. Rear: i. Where there is a dedicated alley in the rear: 5 feet.
ii. Where there is no dedicated alley in the rear: 10 feet.

10' 20' 30' 40'

Gables Pointe
Traffic Impact Analysis Methodology

February 12, 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 proposed Gables Point project will be located on the northeast corner of the US-1 (South Dixie Highway) / Grand Avenue intersection in Coral Gables, FL. The proposed development program consist of approximately 6,857 SF of restaurant, 1,162 SF of retail and 2,673 SF of office. The anticipated build-out year for the project will be 2014.

The methodology is outlined below:

1. Study Roadway Segments and Intersections

The following intersections will be analyzed:

- US-1 / Grand Avenue
- US-1 / Florida Avenue
- Grand Avenue / Jefferson Street
- Florida Avenue / Jefferson Street

The following roadway segments will be analyzed:

- US-1 north of Grand Avenue
- Grand Avenue between US-1 and Jefferson Street
- Florida Avenue between US-1 and Jefferson Street
- Jefferson Street between Grand and Florida Avenues

2. Traffic Counts

- 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 study intersections.
- 24-hour machine counts, summarized at 15-minute intervals, will be taken during a typical weekday (Tuesday through Thursday only) at the study roadway segments.

3. Signal Phasing and Timing

- Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County. Pedestrian walk-times in the traffic signal plans will be evaluated. Enhancements, where appropriate, will be recommended.

4. Trip Generation

- The Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, will be used. Pass-by trips and internalization, per ITE, will be used for the proposed conditions. A 10% deduction will be used for transit and pedestrian trips for the proposed plans. The impact of the net new external vehicular trips will be analyzed for the future condition with project.

5. Trip Distribution / 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*. Existing traffic patterns will also be considered when assigning project trips to the roadway network.

6. Background Traffic

- Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts from the past three to five years 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.

7. Future Transportation Projects

- The 2011 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.

8. Committed Developments

- As discussed with city staff, the following projects will be added as committed developments:
    - Gables Station
    - Gables Residential

9. Intersection Analysis

- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2000 Highway Capacity Manual (HCM).

10. Roadway Segment Analysis

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

11. Access and Circulation

- Data and analyses used in determining appropriate access and circulation patterns for the parking lot will be included in the report.

12. Queuing Analysis

- A queuing analysis for the proposed drive-thru will be prepared. The queuing will be calculated based on the peak hour traffic published by ITE's Trip

Generation, Ninth Edition. The project trip generation for the PM peak hour (the critical hour) will be used for the analysis. A processing rate of 1 minute per vehicle will be used. Arrival flow rate from the traffic distribution will be converted to a random distribution using the Poisson formula (if applicable). The queuing analysis will be based on the ITE's Transportation and Land Development publication – using Poisson arrivals and negative exponential service time.

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Appendix B

Data Collection

Traffic Volumes
Signal Timings

Traffic Counts

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

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2011 - 01/01/2011	1.01	1.04
2	01/02/2011 - 01/08/2011	1.01	1.04
3	01/09/2011 - 01/15/2011	1.01	1.04
4	01/16/2011 - 01/22/2011	1.00	1.03
5	01/23/2011 - 01/29/2011	0.99	1.02
* 6	01/30/2011 - 02/05/2011	0.98	1.01
* 7	02/06/2011 - 02/12/2011	0.98	1.01
* 8	02/13/2011 - 02/19/2011	0.97	1.00
* 9	02/20/2011 - 02/26/2011	0.97	1.00
*10	02/27/2011 - 03/05/2011	0.97	1.00
*11	03/06/2011 - 03/12/2011	0.97	1.00
*12	03/13/2011 - 03/19/2011	0.97	1.00
*13	03/20/2011 - 03/26/2011	0.97	1.00
*14	03/27/2011 - 04/02/2011	0.97	1.00
*15	04/03/2011 - 04/09/2011	0.97	1.00
*16	04/10/2011 - 04/16/2011	0.98	1.01
*17	04/17/2011 - 04/23/2011	0.98	1.01
*18	04/24/2011 - 04/30/2011	0.98	1.01
19	05/01/2011 - 05/07/2011	0.99	1.02
20	05/08/2011 - 05/14/2011	0.99	1.02
21	05/15/2011 - 05/21/2011	1.00	1.03
22	05/22/2011 - 05/28/2011	1.00	1.03
23	05/29/2011 - 06/04/2011	1.00	1.03
24	06/05/2011 - 06/11/2011	0.99	1.02
25	06/12/2011 - 06/18/2011	0.99	1.02
26	06/19/2011 - 06/25/2011	1.00	1.03
27	06/26/2011 - 07/02/2011	1.01	1.04
28	07/03/2011 - 07/09/2011	1.01	1.04
29	07/10/2011 - 07/16/2011	1.02	1.05
30	07/17/2011 - 07/23/2011	1.02	1.05
31	07/24/2011 - 07/30/2011	1.02	1.05
32	07/31/2011 - 08/06/2011	1.02	1.05
33	08/07/2011 - 08/13/2011	1.02	1.05
34	08/14/2011 - 08/20/2011	1.02	1.05
35	08/21/2011 - 08/27/2011	1.02	1.05
36	08/28/2011 - 09/03/2011	1.01	1.04
37	09/04/2011 - 09/10/2011	1.01	1.04
38	09/11/2011 - 09/17/2011	1.01	1.04
39	09/18/2011 - 09/24/2011	1.01	1.04
40	09/25/2011 - 10/01/2011	1.02	1.05
41	10/02/2011 - 10/08/2011	1.02	1.05
42	10/09/2011 - 10/15/2011	1.02	1.05
43	10/16/2011 - 10/22/2011	1.02	1.05
44	10/23/2011 - 10/29/2011	1.02	1.05
45	10/30/2011 - 11/05/2011	1.01	1.04
46	11/06/2011 - 11/12/2011	1.01	1.04
47	11/13/2011 - 11/19/2011	1.01	1.04
48	11/20/2011 - 11/26/2011	1.01	1.04
49	11/27/2011 - 12/03/2011	1.01	1.04
50	12/04/2011 - 12/10/2011	1.01	1.04
51	12/11/2011 - 12/17/2011	1.01	1.04
52	12/18/2011 - 12/24/2011	1.01	1.04
53	12/25/2011 - 12/31/2011	1.01	1.04

* PEAK SEASON

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: Jefferson Street / Florida Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Friday

TIME INTERVAL		Jefferson Street								Florida 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	0	1	0	1	2	9	0	11	0	0	0	0	1	1	0	2	14
07:15 AM	07:30 AM	0	1	1	2	0	17	0	17	0	2	0	2	1	0	0	1	22
07:30 AM	07:45 AM	1	3	2	6	0	12	0	12	0	6	0	6	1	0	0	1	25
07:45 AM	08:00 AM	4	2	1	7	2	16	0	18	0	2	1	3	1	0	0	1	29
08:00 AM	08:15 AM	2	4	0	6	0	23	1	24	2	5	1	8	2	1	1	4	42
08:15 AM	08:30 AM	2	4	0	6	1	20	0	21	0	8	2	10	1	0	0	1	38
08:30 AM	08:45 AM	3	6	1	10	0	14	0	14	0	5	1	6	3	1	0	4	34
08:45 AM	09:00 AM	5	5	8	18	0	13	0	13	0	5	1	6	2	1	1	4	41

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Jefferson Street								Florida 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	8	13	6	27	2	60	0	63	1	16	3	20	6	2	1	9	150
PEAK HOUR FACTOR					0.56				NA				NA				0.81	0.92

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: Jefferson Street / Florida Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Thursday

TIME INTERVAL		Jefferson Street								Florida 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	2	3	1	6	1	4	0	5	0	1	1	2	1	1	1	3	16
04:15 PM	04:30 PM	1	2	0	3	1	9	0	10	0	1	1	2	1	0	0	1	16
04:30 PM	04:45 PM	1	2	0	3	0	7	0	7	0	1	0	1	0	1	2	3	14
04:45 PM	05:00 PM	0	4	1	5	0	3	0	3	0	1	0	1	2	0	0	2	11
05:00 PM	05:15 PM	2	0	1	3	0	2	0	2	0	0	1	1	1	0	1	2	8
05:15 PM	05:30 PM	0	7	1	8	1	7	0	8	0	0	0	0	3	0	0	3	19
05:30 PM	05:45 PM	1	2	1	4	0	5	0	5	0	0	0	0	6	1	0	7	16
05:45 PM	06:00 PM	0	1	3	4	0	10	1	11	1	0	0	1	2	1	0	3	19

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Jefferson Street								Florida 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	06:00 PM	3	10	4	17	1	23	0	25	0	2	1	4	8	2	2	12	60
PEAK HOUR FACTOR					0.59				NA				NA				0.54	0.82

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: Jefferson Street / Grand Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Friday

TIME INTERVAL		Jefferson Street								Grand 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	3	0	1	4	3	5	2	10	1	117	7	125	3	55	0	58	197
07:15 AM	07:30 AM	1	0	1	2	4	9	5	18	2	141	8	151	2	70	0	72	243
07:30 AM	07:45 AM	0	1	0	1	3	2	7	12	6	128	7	141	0	82	0	82	236
07:45 AM	08:00 AM	1	0	3	4	2	8	8	18	5	128	8	141	8	93	2	103	266
08:00 AM	08:15 AM	2	0	5	7	2	6	21	29	8	109	8	125	16	82	1	99	260
08:15 AM	08:30 AM	4	1	11	16	0	3	21	24	6	119	10	135	14	94	3	111	286
08:30 AM	08:45 AM	4	0	1	5	1	5	16	22	12	150	10	172	13	74	0	87	286
08:45 AM	09:00 AM	1	0	0	1	0	3	12	15	18	152	8	178	3	88	1	92	286

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Jefferson Street								Grand 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	8	1	11	19	7	20	45	72	28	506	32	566	29	309	3	341	1,084
PEAK HOUR FACTOR					0.45				NA				NA				0.88	0.98

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: Jefferson Street / Grand Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Thursday

TIME INTERVAL		Jefferson Street								Grand 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	4	0	1	5	1	0	4	5	3	86	2	91	5	100	2	107	208
04:15 PM	04:30 PM	3	0	3	6	5	2	4	11	2	88	5	95	2	111	1	114	226
04:30 PM	04:45 PM	10	4	4	18	6	1	1	8	0	113	2	115	0	117	0	117	258
04:45 PM	05:00 PM	5	1	5	11	1	0	3	4	2	99	4	105	4	118	2	124	244
05:00 PM	05:15 PM	5	0	5	10	3	0	4	7	1	99	0	100	4	128	3	135	252
05:15 PM	05:30 PM	3	0	3	6	3	2	7	12	9	105	2	116	5	111	0	116	250
05:30 PM	05:45 PM	2	0	2	4	4	2	5	11	3	129	3	135	12	130	2	144	294
05:45 PM	06:00 PM	4	0	2	6	5	3	7	15	4	107	1	112	3	111	0	114	247

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Jefferson Street								Grand 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	06:00 PM	17	2	12	32	14	5	17	35	12	401	9	421	17	449	5	471	1,012
PEAK HOUR FACTOR					0.65				NA				NA				0.88	0.89

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: US-1 / Florida Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Friday

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Florida Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	07:45 AM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	1	5
07:45 AM	08:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	4	7
08:00 AM	08:15 AM	0	0	7	7	0	0	0	0	0	0	0	0	0	0	2	2	9
08:15 AM	08:30 AM	0	0	10	10	0	0	0	0	0	0	0	0	0	0	3	3	13
08:30 AM	08:45 AM	0	0	7	7	0	0	0	0	0	0	0	0	0	0	4	4	11
08:45 AM	09:00 AM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	5	9

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Florida Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	0	0	18	18	0	0	0	0	0	0	0	0	0	0	10	10	41
PEAK HOUR FACTOR					0.70				NA				NA				0.70	0.81

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: US-1 / Florida Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Thursday

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Florida Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
04:15 PM	04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
05:15 PM	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

pM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Florida Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	8
PEAK HOUR FACTOR					0.50				NA				NA				0.50	0.67

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: US-1 / Grand Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Friday

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Grand Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	814	76	890	0	461	35	496	20	48	0	68	28	22	4	54	1,508
07:15 AM	07:30 AM	0	674	79	753	0	564	20	584	14	72	0	86	25	36	6	67	1,490
07:30 AM	07:45 AM	0	637	80	717	0	593	24	617	21	58	0	79	26	47	3	76	1,489
07:45 AM	08:00 AM	1	660	62	723	0	672	27	699	13	69	0	82	24	62	2	88	1,592
08:00 AM	08:15 AM	0	600	76	676	0	711	30	741	14	65	0	79	28	61	4	93	1,589
08:15 AM	08:30 AM	0	523	59	582	0	674	29	703	11	78	0	89	20	65	8	93	1,467
08:30 AM	08:45 AM	0	528	65	593	0	662	28	690	9	72	1	82	26	65	12	103	1,468
08:45 AM	09:00 AM	0	559	81	640	0	631	36	667	14	76	0	90	24	61	4	89	1,486

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Grand Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	08:15 AM	0	2423	280	2703	0	2409	111	2521	56	261	0	318	97	203	21	322	5,975
PEAK HOUR FACTOR					0.95				NA				NA				0.87	0.97

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Gables Pointe
Location: US-1 / Grand Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 13104
Count Date: 2/14/2013
Day of Week: Thursday

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Grand Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	577	46	623	0	654	35	689	12	32	0	44	41	64	4	109	1,465
04:15 PM	04:30 PM	0	622	65	687	0	658	33	691	19	39	0	58	47	61	10	118	1,554
04:30 PM	04:45 PM	0	587	81	668	0	712	32	744	17	34	1	52	40	83	4	127	1,591
04:45 PM	05:00 PM	0	603	68	671	0	702	21	723	20	31	0	51	38	78	4	120	1,565
05:00 PM	05:15 PM	0	615	69	684	0	693	29	722	11	24	1	36	43	78	5	126	1,568
05:15 PM	05:30 PM	0	673	60	733	0	585	25	610	17	50	2	69	32	81	4	117	1,529
05:30 PM	05:45 PM	0	653	83	736	0	492	39	531	13	46	1	60	42	81	3	126	1,453
05:45 PM	06:00 PM	0	657	69	726	0	605	22	627	23	42	0	65	39	76	10	125	1,543

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US-1 NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Grand Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	05:15 PM	0	2419	262	2681	0	2474	114	2588	64	145	2	211	156	292	21	469	6,090
PEAK HOUR FACTOR					0.99				NA				NA				0.97	0.99

Note: 2011 FDOT Seasonal Weekly Volume Factor = 0.97

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Gables Pointe
Location: Florida Avenue between US1 & Jefferson
Observer: Traffic Survey Specialists, Inc.

Project No.: 13104
Count Date: 2/14/13
Day of Week: Thursday

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	0	0	0	0	0	12:00 AM	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	01:00 AM	0	0	1	0	1	1
02:00 AM	0	0	0	0	0	02:00 AM	0	0	1	1	2	2
03:00 AM	0	0	0	0	0	03:00 AM	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	04:00 AM	0	0	0	0	0	0
05:00 AM	0	0	1	0	1	05:00 AM	0	0	0	0	0	1
06:00 AM	0	0	0	0	0	06:00 AM	0	0	0	0	0	0
07:00 AM	0	1	6	3	10	07:00 AM	1	0	1	4	6	16
08:00 AM	7	10	7	4	28	08:00 AM	3	2	2	7	14	42
09:00 AM	5	3	1	1	10	09:00 AM	4	1	0	0	5	15
10:00 AM	5	2	0	1	8	10:00 AM	0	1	0	1	2	10
11:00 AM	0	1	1	3	5	11:00 AM	0	2	0	2	4	9
12:00 PM	0	0	0	1	1	12:00 PM	0	3	1	0	4	5
01:00 PM	1	1	1	1	4	01:00 PM	1	0	1	1	3	7
02:00 PM	0	1	0	0	1	02:00 PM	0	2	0	1	3	4
03:00 PM	3	1	1	0	5	03:00 PM	0	5	7	0	12	17
04:00 PM	0	2	1	1	4	04:00 PM	2	1	1	0	4	8
05:00 PM	1	0	0	0	1	05:00 PM	2	0	2	0	4	5
06:00 PM	2	0	2	0	4	06:00 PM	6	0	0	1	7	11
07:00 PM	1	0	1	0	2	07:00 PM	0	0	2	0	2	4
08:00 PM	0	0	0	0	0	08:00 PM	1	0	0	0	1	1
09:00 PM	0	0	0	2	2	09:00 PM	1	2	0	0	3	5
10:00 PM	0	1	2	0	3	10:00 PM	0	0	0	2	2	5
11:00 PM	1	1	0	0	2	11:00 PM	0	0	0	1	1	3
			24-HOUR TOTAL		91				24-HOUR TOTAL		80	171

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 0.97

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	18	10	28
PM Peak Hour:	Volume:	4	8	12

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Gables Pointe
Location: Grand Avenue between Lincoln and Jefferson
Observer: Traffic Survey Specialists, Inc.

Project No.: 13104
Count Date: 2/14/13
Day of Week: Thursday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	26	23	16	7	72	30	22	31	19	102	174
01:00 AM	11	12	14	13	50	22	18	27	24	91	141
02:00 AM	4	38	30	29	101	26	24	26	22	98	199
03:00 AM	29	2	2	1	34	23	30	10	12	75	109
04:00 AM	2	2	2	2	8	10	8	5	8	31	39
05:00 AM	5	12	9	20	46	5	7	9	13	34	80
06:00 AM	21	40	58	84	203	17	30	20	50	117	320
07:00 AM	128	153	143	141	565	60	78	91	120	349	914
08:00 AM	138	157	191	193	679	116	127	138	110	491	1,170
09:00 AM	142	151	125	133	551	94	79	82	78	333	884
10:00 AM	103	70	74	74	321	77	62	82	68	289	610
11:00 AM	82	71	77	69	299	101	87	89	82	359	658
12:00 PM	91	81	71	97	340	123	106	92	88	409	749
01:00 PM	83	117	118	99	417	109	114	139	111	473	890
02:00 PM	80	82	89	109	360	105	100	102	127	434	794
03:00 PM	119	108	109	97	433	122	123	114	123	482	915
04:00 PM	99	98	111	113	421	117	119	138	122	496	917
05:00 PM	101	118	136	112	467	146	135	139	121	541	1,008
06:00 PM	109	77	108	84	378	136	125	108	116	485	863
07:00 PM	76	98	85	77	336	91	85	88	63	327	663
08:00 PM	68	67	70	55	260	66	52	81	71	270	530
09:00 PM	45	49	44	32	170	78	63	61	53	255	425
10:00 PM	38	35	34	27	134	54	68	59	52	233	367
11:00 PM	29	30	25	31	115	75	71	50	40	236	351
			24-HOUR TOTAL		6,760			24-HOUR TOTAL		7,010	13,770

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 0.97

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	604	407	1,011
PM Peak Hour:	Volume:	431	503	934

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Gables Pointe
Location: Jefferson Street between Grand & Florida Avenues
Observer: Traffic Survey Specialists, Inc.

Project No.: 13104
Count Date: 2/14/13
Day of Week: Thursday

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	0	0	0	0	0	12:00 AM	1	1	1	0	3	3
01:00 AM	0	3	1	0	4	01:00 AM	3	0	1	0	4	8
02:00 AM	0	13	13	8	34	02:00 AM	1	0	1	0	2	36
03:00 AM	13	1	0	0	14	03:00 AM	1	0	0	0	1	15
04:00 AM	0	0	0	0	0	04:00 AM	0	1	0	0	1	1
05:00 AM	0	0	0	0	0	05:00 AM	1	0	0	0	1	1
06:00 AM	0	0	1	1	2	06:00 AM	3	3	1	3	10	12
07:00 AM	1	5	6	7	19	07:00 AM	13	17	11	19	60	79
08:00 AM	6	7	10	21	44	08:00 AM	25	24	24	11	84	128
09:00 AM	8	3	2	1	14	09:00 AM	7	4	9	10	30	44
10:00 AM	1	1	0	0	2	10:00 AM	10	2	2	7	21	23
11:00 AM	3	4	0	2	9	11:00 AM	2	4	1	4	11	20
12:00 PM	4	3	0	3	10	12:00 PM	9	6	5	3	23	33
01:00 PM	2	3	3	3	11	01:00 PM	5	12	11	15	43	54
02:00 PM	5	4	0	2	11	02:00 PM	4	6	7	8	25	36
03:00 PM	0	10	8	3	21	03:00 PM	9	3	0	8	20	41
04:00 PM	3	3	5	5	16	04:00 PM	6	13	4	5	28	44
05:00 PM	3	5	5	4	17	05:00 PM	7	11	11	11	40	57
06:00 PM	6	4	2	0	12	06:00 PM	7	6	7	3	23	35
07:00 PM	0	2	3	2	7	07:00 PM	6	1	4	2	13	20
08:00 PM	1	1	2	1	5	08:00 PM	6	2	6	5	19	24
09:00 PM	2	1	1	2	6	09:00 PM	4	3	3	3	13	19
10:00 PM	1	1	0	2	4	10:00 PM	1	2	2	4	9	13
11:00 PM	1	1	0	1	3	11:00 PM	0	1	2	0	3	6
			24-HOUR TOTAL		265				24-HOUR TOTAL		487	752

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 0.97

		NORTHBOUND	SOUTHBOUND	TWO-WAY
AM Peak Hour:	Volume:	30	70	100
PM Peak Hour:	Volume:	16	33	49

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Gables Pointe
Location: US1 north of Florida Avenue
Observer: Traffic Survey Specialists, Inc.

Project No.: 13104
Count Date: 2/14/13
Day of Week: Thursday

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	140	128	89	75	432	12:00 AM	152	142	126	103	523	955
01:00 AM	61	52	44	35	192	01:00 AM	102	85	73	64	324	516
02:00 AM	41	4	3	1	49	02:00 AM	48	66	51	31	196	245
03:00 AM	10	26	30	27	93	03:00 AM	49	46	38	40	173	266
04:00 AM	32	42	66	80	220	04:00 AM	39	35	53	61	188	408
05:00 AM	91	156	218	276	741	05:00 AM	60	80	127	177	444	1,185
06:00 AM	383	523	709	753	2,368	06:00 AM	184	260	362	405	1,211	3,579
07:00 AM	774	656	650	685	2,765	07:00 AM	479	544	590	657	2,270	5,035
08:00 AM	612	533	566	587	2,298	08:00 AM	712	668	669	607	2,656	4,954
09:00 AM	646	660	748	649	2,703	09:00 AM	627	568	508	516	2,219	4,922
10:00 AM	645	588	536	507	2,276	10:00 AM	475	541	580	545	2,141	4,417
11:00 AM	512	535	530	545	2,122	11:00 AM	541	541	496	625	2,203	4,325
12:00 PM	513	504	534	570	2,121	12:00 PM	548	584	617	582	2,331	4,452
01:00 PM	551	544	612	535	2,242	01:00 PM	589	575	596	595	2,355	4,597
02:00 PM	579	575	584	569	2,307	02:00 PM	647	624	635	664	2,570	4,877
03:00 PM	528	616	555	632	2,331	03:00 PM	596	665	648	616	2,525	4,856
04:00 PM	573	619	587	605	2,384	04:00 PM	695	692	727	756	2,870	5,254
05:00 PM	606	657	630	666	2,559	05:00 PM	696	615	584	657	2,552	5,111
06:00 PM	588	552	615	533	2,288	06:00 PM	676	705	687	670	2,738	5,026
07:00 PM	514	488	480	511	1,993	07:00 PM	633	664	646	528	2,471	4,464
08:00 PM	453	417	441	361	1,672	08:00 PM	542	486	404	376	1,808	3,480
09:00 PM	407	387	381	332	1,507	09:00 PM	354	355	346	348	1,403	2,910
10:00 PM	337	342	306	238	1,223	10:00 PM	348	318	349	273	1,288	2,511
11:00 PM	213	234	226	190	863	11:00 PM	273	287	260	251	1,071	1,934
			24-HOUR TOTAL		39,749				24-HOUR TOTAL		40,530	80,279

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 0.97

		NORTHBOUND	SOUTHBOUND	TWO-WAY
AM Peak Hour:	Volume:	2,456	2,389	4,845
PM Peak Hour:	Volume:	2,397	2,630	5,027

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

****

Data File : D0214010.PRN
Station : 000000021304
Identification : 000110252076
Start date : Feb 14, 13
Stop date : Feb 14, 13
City/Town : Coral Gables, FL
Location : US1 North of Florida Avenue

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

****

Feb 14 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	140	61	41	10	32	91	383	774	612	646	645	512
30	128	52	4	26	42	156	523	656	533	660	588	535
45	89	44	3	30	66	218	709	650	566	748	536	530
00	75	35	1	27	80	276	753	685	587	649	507	545
Hr Total	432	192	49	93	220	741	2368	2765	2298	2703	2276	2122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	513	551	579	528	573	606	588	514	453	407	337	213
30	504	544	575	616	619	657	552	488	417	387	342	234
45	534	612	584	555	587	630	615	480	441	381	306	226
00	570	535	569	632	605	666	533	511	361	332	238	190
Hr Total	2121	2242	2307	2331	2384	2559	2288	1993	1672	1507	1223	863

24 Hour Total : 39749
AM peak hour begins : 06:30 AM peak volume : 2892 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 2559 Peak hour factor : 0.96

****

Feb 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	152	102	48	49	39	60	184	479	712	627	475	541
30	142	85	66	46	35	80	260	544	668	568	541	541
45	126	73	51	38	53	127	362	590	669	508	580	496
00	103	64	31	40	61	177	405	657	607	516	545	625
Hr Total	523	324	196	173	188	444	1211	2270	2656	2219	2141	2203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	548	589	647	596	695	696	676	633	542	354	348	273
30	584	575	624	665	692	615	705	664	486	355	318	287
45	617	596	635	648	727	584	687	646	404	346	349	260
00	582	595	664	616	756	657	670	528	376	348	273	251
Hr Total	2331	2355	2570	2525	2870	2552	2738	2471	1808	1403	1288	1071

24 Hour Total : 40530
AM peak hour begins : 07:45 AM peak volume : 2706 Peak hour factor : 0.95
PM peak hour begins : 16:15 PM peak volume : 2871 Peak hour factor : 0.95

****

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

****

Data File : D0214010.PRN
Station : 000000021304
Identification : 000110252076 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : US1 North of Florida Avenue

****

Feb 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	292	163	89	59	71	151	567	1253	1324	1273	1120	1053
30	270	137	70	72	77	236	783	1200	1201	1228	1129	1076
45	215	117	54	68	119	345	1071	1240	1235	1256	1116	1026
00	178	99	32	67	141	453	1158	1342	1194	1165	1052	1170
Hr Total	955	516	245	266	408	1185	3579	5035	4954	4922	4417	4325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1061	1140	1226	1124	1268	1302	1264	1147	995	761	685	486
30	1088	1119	1199	1281	1311	1272	1257	1152	903	742	660	521
45	1151	1208	1219	1203	1314	1214	1302	1126	845	727	655	486
00	1152	1130	1233	1248	1361	1323	1203	1039	737	680	511	441
Hr Total	4452	4597	4877	4856	5254	5111	5026	4464	3480	2910	2511	1934

24 Hour Total : 80279
AM peak hour begins : 07:30 AM peak volume : 5107 Peak hour factor : 0.95
PM peak hour begins : 16:15 PM peak volume : 5288 Peak hour factor : 0.97

****

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

****

Data File : D0214011.PRN
Station : 000000021301
Identification : 000210321024 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Grand Avenue Between Lincoln & Jefferson

****

Feb 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	4	29	2	5	21	128	138	142	103	82
30	23	12	38	2	2	12	40	153	157	151	70	71
45	16	14	30	2	2	9	58	143	191	125	74	77
00	7	13	29	1	2	20	84	141	193	133	74	69
Hr Total	72	50	101	34	8	46	203	565	679	551	321	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	83	80	119	99	101	109	76	68	45	38	29
30	81	117	82	108	98	118	77	98	67	49	35	30
45	71	118	89	109	111	136	108	85	70	44	34	25
00	97	99	109	97	113	112	84	77	55	32	27	31
Hr Total	340	417	360	433	421	467	378	336	260	170	134	115

24 Hour Total : 6760
AM peak hour begins : 08:15 AM peak volume : 683 Peak hour factor : 0.88
PM peak hour begins : 17:15 PM peak volume : 475 Peak hour factor : 0.87

****

Feb 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	22	26	23	10	5	17	60	116	94	77	101
30	22	18	24	30	8	7	30	78	127	79	62	87
45	31	27	26	10	5	9	20	91	138	82	82	89
00	19	24	22	12	8	13	50	120	110	78	68	82
Hr Total	102	91	98	75	31	34	117	349	491	333	289	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	109	105	122	117	146	136	91	66	78	54	75
30	106	114	100	123	119	135	125	85	52	63	68	71
45	92	139	102	114	138	139	108	88	81	61	59	50
00	88	111	127	123	122	121	116	63	71	53	52	40
Hr Total	409	473	434	482	496	541	485	327	270	255	233	236

24 Hour Total : 7010
AM peak hour begins : 07:45 AM peak volume : 501 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 542 Peak hour factor : 0.93

****

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

****

Data File : D0214011.PRN
Station : 000000021301
Identification : 000210321024 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Grand Avenue Between Lincoln & Jefferson

****

Feb 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	33	30	52	12	10	38	188	254	236	180	183
30	45	30	62	32	10	19	70	231	284	230	132	158
45	47	41	56	12	7	18	78	234	329	207	156	166
00	26	37	51	13	10	33	134	261	303	211	142	151
Hr Total	174	141	199	109	39	80	320	914	1170	884	610	658

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	192	185	241	216	247	245	167	134	123	92	104
30	187	231	182	231	217	253	202	183	119	112	103	101
45	163	257	191	223	249	275	216	173	151	105	93	75
00	185	210	236	220	235	233	200	140	126	85	79	71
Hr Total	749	890	794	915	917	1008	863	663	530	425	367	351

24 Hour Total : 13770
AM peak hour begins : 08:00 AM peak volume : 1170 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 1010 Peak hour factor : 0.92

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

****

Data File : D0214009.PRN
Station : 000000021303
Identification : 009602620018 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Florida Avenue Between US1 & Jefferson

****

Feb 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	7	5	5	0
30	0	0	0	0	0	0	0	1	10	3	2	1
45	0	0	0	0	0	1	0	6	7	1	0	1
00	0	0	0	0	0	0	0	3	4	1	1	3
Hr Total	0	0	0	0	0	1	0	10	28	10	8	5

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	1	0	3	0	1	2	1	0	0	0	1
30	0	1	1	1	2	0	0	0	0	0	1	1
45	0	1	0	1	1	0	2	1	0	0	2	0
00	1	1	0	0	1	0	0	0	0	2	0	0
Hr Total	1	4	1	5	4	1	4	2	0	2	3	2

24 Hour Total : 91
AM peak hour begins : 08:00 AM peak volume : 28 Peak hour factor : 0.70
PM peak hour begins : 14:45 PM peak volume : 5 Peak hour factor : 0.42

****

Feb 14 Westbound Volume for Lane 2

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	1	0	0	2	2	6	0	1	1	0	0
30	3	0	2	5	1	0	0	0	0	2	0	0
45	1	1	0	7	1	2	0	2	0	0	0	0
00	0	1	1	0	0	0	1	0	0	0	2	1
Hr Total	4	3	3	12	4	4	7	2	1	3	2	1

24 Hour Total : 80
AM peak hour begins : 08:15 AM peak volume : 15 Peak hour factor : 0.54
PM peak hour begins : 15:15 PM peak volume : 14 Peak hour factor : 0.50

****

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

****

Data File : D0214009.PRN
Station : 000000021303
Identification : 009602620018 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Florida Avenue Between US1 & Jefferson

****

Feb 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	10	9	5	0
30	0	0	0	0	0	0	0	1	12	4	3	3
45	0	1	1	0	0	1	0	7	9	1	0	1
00	0	0	1	0	0	0	0	7	11	1	2	5
Hr Total	0	1	2	0	0	1	0	16	42	15	10	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	2	0	3	2	3	8	1	1	1	0	1
30	3	1	3	6	3	0	0	0	0	2	1	1
45	1	2	0	8	2	2	2	3	0	0	2	0
00	1	2	1	0	1	0	1	0	0	2	2	1
Hr Total	5	7	4	17	8	5	11	4	1	5	5	3

24 Hour Total : 171
AM peak hour begins : 08:00 AM peak volume : 42 Peak hour factor : 0.88
PM peak hour begins : 14:45 PM peak volume : 18 Peak hour factor : 0.56

****

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

****

Data File : D0214012.PRN
Station : 000000021302
Identification : 004117430002
Start date : Feb 14, 13
Stop date : Feb 14, 13
City/Town : Coral Gables, FL
Location : Jefferson Street Between Grand & Florida

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

****

Feb 14 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	13	0	0	0	1	6	8	1	3
30	0	3	13	1	0	0	0	5	7	3	1	4
45	0	1	13	0	0	0	1	6	10	2	0	0
00	0	0	8	0	0	0	1	7	21	1	0	2
Hr Total	0	4	34	14	0	0	2	19	44	14	2	9

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

24 Hour Total : 265
AM peak hour begins : 02:15 AM peak volume : 47 Peak hour factor : 0.90
PM peak hour begins : 15:15 PM peak volume : 24 Peak hour factor : 0.60

****

Feb 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	1	0	1	3	13	25	7	10	2
30	1	0	0	0	1	0	3	17	24	4	2	4
45	1	1	1	0	0	0	1	11	24	9	2	1
00	0	0	0	0	0	0	3	19	11	10	7	4
Hr Total	3	4	2	1	1	1	10	60	84	30	21	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	5	4	9	6	7	7	6	6	4	1	0
30	6	12	6	3	13	11	6	1	2	3	2	1
45	5	11	7	0	4	11	7	4	6	3	2	2
00	3	15	8	8	5	11	3	2	5	3	4	0
Hr Total	23	43	25	20	28	40	23	13	19	13	9	3

24 Hour Total : 487
AM peak hour begins : 07:45 AM peak volume : 92 Peak hour factor : 0.92
PM peak hour begins : 13:00 PM peak volume : 43 Peak hour factor : 0.72

****

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

****

Data File : D0214012.PRN
Station : 000000021302
Identification : 004117430002 Interval : 15 minutes
Start date : Feb 14, 13 Start time : 00:00
Stop date : Feb 14, 13 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Jefferson Street Between Grand & Florida

****

Feb 14 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	14	0	1	3	14	31	15	11	5
30	1	3	13	1	1	0	3	22	31	7	3	8
45	1	2	14	0	0	0	2	17	34	11	2	1
00	0	0	8	0	0	0	4	26	32	11	7	6
Hr Total	3	8	36	15	1	1	12	79	128	44	23	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	7	9	9	9	10	13	6	7	6	2	1
30	9	15	10	13	16	16	10	3	3	4	3	2
45	5	14	7	8	9	16	9	7	8	4	2	2
00	6	18	10	11	10	15	3	4	6	5	6	1
Hr Total	33	54	36	41	44	57	35	20	24	19	13	6

24 Hour Total : 752
AM peak hour begins : 08:00 AM peak volume : 128 Peak hour factor : 0.94
PM peak hour begins : 17:15 PM peak volume : 60 Peak hour factor : 0.94

****

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

FLORIDA AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED, FLORIDA AVENUE ONLY

Site Code : 00130020
Start Date: 02/14/13
File I.D. : FLOR_US1
Page : 1

FLORIDA AVENUE ONLY

	US1 From North				FLORIDA AVENUE From East				US1 From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:30	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
07:45	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	0	7
Hr Total	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	16
08:00	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	0	9
08:15	0	0	0	0	0	0	0	3	0	0	0	10	0	0	0	0	13
08:30	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	11
08:45	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	9
Hr Total	0	0	0	0	0	0	0	14	0	0	0	28	0	0	0	0	42
* BREAK *																	
16:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
16:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
16:30	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	9
17:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
TOTAL	0	0	0	0	1	0	0	27	0	0	0	43	0	0	0	0	71

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

FLORIDA AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED, FLORIDA AVENUE ONLY

Site Code : 00130020
Start Date: 02/14/13
File I.D. : FLOR_US1
Page : 1

PEDESTRIANS

	US1 From North				FLORIDA AVENUE From East				US1 From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 02/14/13																	
* BREAK *																	
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
* BREAK *																	
TOTAL	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

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

GRAND AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: W. ASSAM & A. PALOMINO
SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRAN_US1
Page : 1

ALL VEHICLES

	US1 From North				GRAND AVENUE From East				US1 From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
07:00	0	0	461	35	0	28	22	4	0	0	814	76	0	20	48	0	1508
07:15	0	0	564	20	0	25	36	6	0	0	674	79	0	14	72	0	1490
07:30	0	0	593	24	0	26	47	3	0	0	637	80	0	21	58	0	1489
07:45	0	0	672	27	0	24	62	2	0	1	660	62	0	13	69	0	1592
Hr Total	0	0	2290	106	0	103	167	15	0	1	2785	297	0	68	247	0	6079
08:00	0	0	711	30	0	28	61	4	0	0	600	76	0	14	65	0	1589
08:15	0	0	674	29	0	20	65	8	0	0	523	59	0	11	78	0	1467
08:30	0	0	662	28	0	26	65	12	0	0	528	65	0	9	72	1	1468
08:45	0	0	631	36	0	24	61	4	0	0	559	81	0	14	76	0	1486
Hr Total	0	0	2678	123	0	98	252	28	0	0	2210	281	0	48	291	1	6010
* BREAK *																	
16:00	0	0	654	35	0	41	64	4	0	0	577	46	0	12	32	0	1465
16:15	0	0	658	33	0	47	61	10	0	0	622	65	0	19	39	0	1554
16:30	0	0	712	23	0	40	83	4	0	0	587	81	0	17	34	1	1582
16:45	0	0	702	21	0	38	78	4	0	0	603	68	0	20	31	0	1565
Hr Total	0	0	2726	112	0	166	286	22	0	0	2389	260	0	68	136	1	6166
17:00	0	0	693	29	0	43	78	5	0	0	615	69	0	11	24	1	1568
17:15	0	0	585	25	0	32	81	4	0	0	673	60	0	17	50	2	1529
17:30	0	0	492	39	0	42	81	3	0	0	653	83	0	13	46	1	1453
17:45	0	0	605	22	0	39	76	10	0	0	657	69	0	23	42	0	1543
Hr Total	0	0	2375	115	0	156	316	22	0	0	2598	281	0	64	162	4	6093
TOTAL	0	0	10069	456	0	523	1021	87	0	1	9982	1119	0	248	836	6	24348

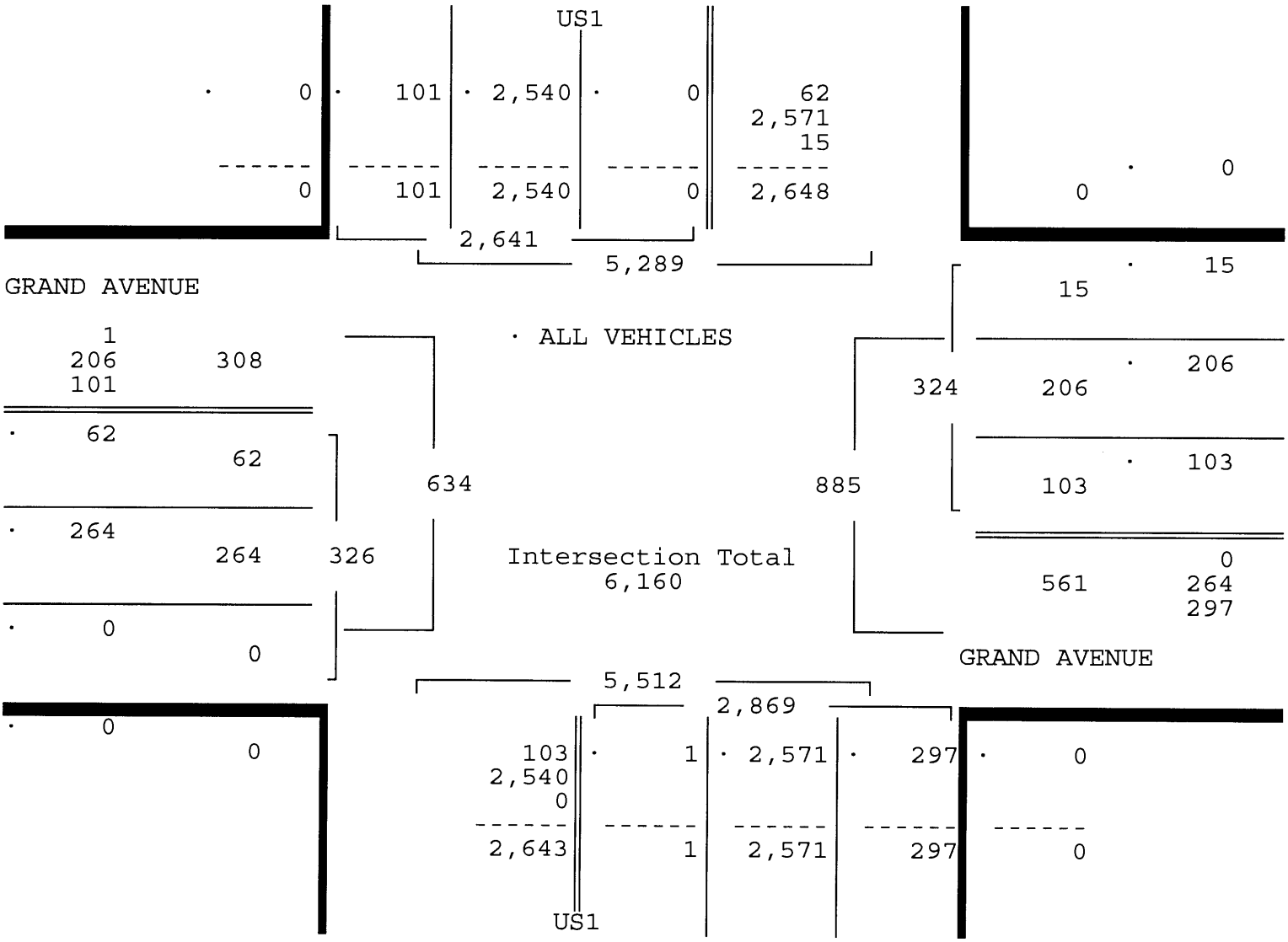
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

GRAND AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: W. ASSAM & A. PALOMINO
SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRAN_US1
Page : 2

ALL VEHICLES

	US1 From North				GRAND AVENUE From East				US1 From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/14/13																	
Peak start 07:15					07:15				07:15				07:15				
Volume	0	0	2540	101	0	103	206	15	0	1	2571	297	0	62	264	0	
Percent	0%	0%	96%	4%	0%	32%	64%	5%	0%	0%	90%	10%	0%	19%	81%	0%	
Pk total	2641				324				2869				326				
Highest	08:00				08:00				07:15				07:15				
Volume	0	0	711	30	0	28	61	4	0	0	674	79	0	14	72	0	
Hi total	741				93				753				86				
PHF	.89				.87				.95				.95				



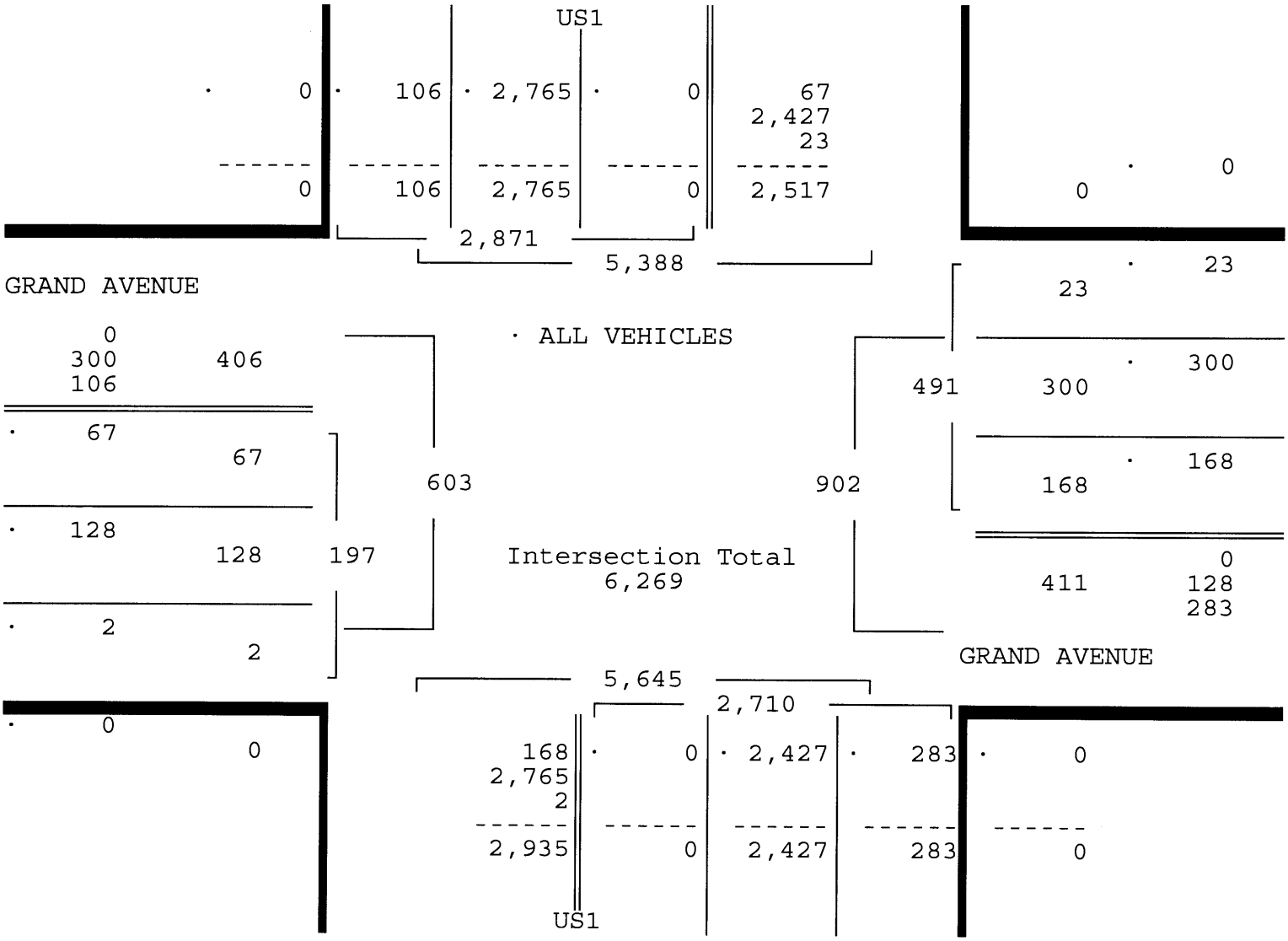
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

GRAND AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: W. ASSAM & A. PALOMINO
SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRAN_US1
Page : 3

ALL VEHICLES

	US1 From North				GRAND AVENUE From East				US1 From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/14/13																	
Peak start 16:15					16:15				16:15				16:15				
Volume	0	0	2765	106	0	168	300	23	0	0	2427	283	0	67	128	2	
Percent	0%	0%	96%	4%	0%	34%	61%	5%	0%	0%	90%	10%	0%	34%	65%	1%	
Pk total	2871				491				2710				197				
Highest	16:30				16:30				16:15				16:15				
Volume	0	0	712	23	0	40	83	4	0	0	622	65	0	19	39	0	
Hi total	735				127				687				58				
PHF	.98				.97				.99				.85				



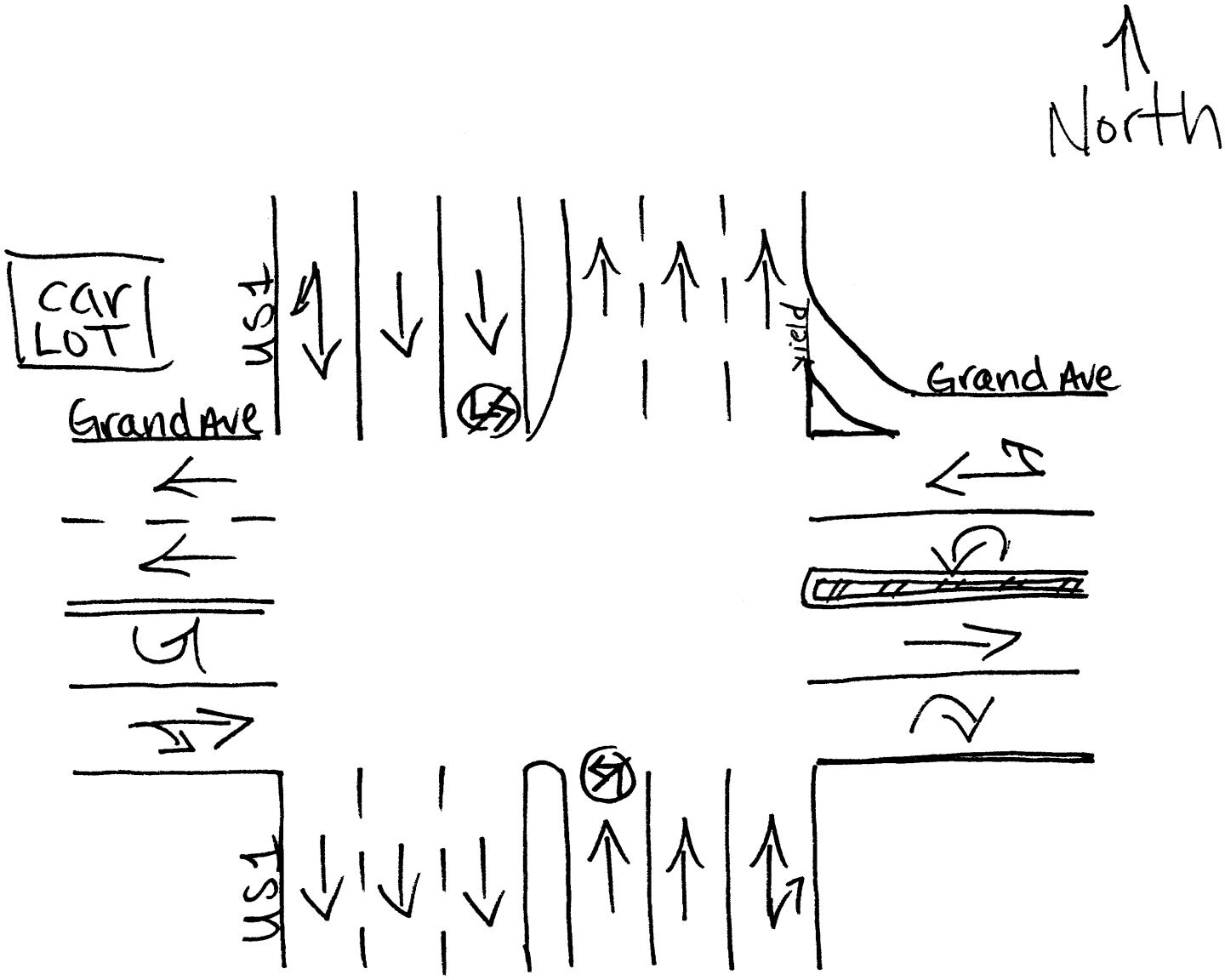
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

GRAND AVENUE & US1
CORAL GABLES, FLORIDA
COUNTED BY: W. ASSAM & A. PALOMINO
SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRAN_US1
Page : 1

PEDESTRIANS

	US1 From North				GRAND AVENUE From East				US1 From South				GRAND AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 02/14/13																	
* BREAK *																	
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
* BREAK *																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
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	4	0	0	0	3	0	0	0	0	7
TOTAL	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	12



Coral Gables, Florida
February 14, 2013
drawn by: Luis Palomino
signalized

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

GRAND AVENUE & JEFFERSON STREET
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
NOT SIGNALIZED, N/S STOP

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRANJEFF
Page : 1

ALL VEHICLES

	JEFFERSON STREET From North				GRAND AVENUE From East				JEFFERSON STREET From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
07:00	0	3	5	2	0	3	55	0	0	3	0	1	2	1	117	7	199
07:15	0	4	9	5	1	2	70	0	0	1	0	1	1	2	141	8	245
07:30	0	3	2	7	1	0	82	0	0	0	1	0	1	6	128	7	238
07:45	0	2	8	8	0	8	93	2	0	1	0	3	4	5	128	8	270
Hr Total	0	12	24	22	2	13	300	2	0	5	1	5	8	14	514	30	952
08:00	0	2	6	21	2	16	82	1	0	2	0	5	11	8	109	8	273
08:15	0	0	3	21	0	14	94	3	0	4	1	11	12	6	119	10	298
08:30	0	1	5	16	0	13	74	0	0	4	0	1	19	12	150	10	305
08:45	0	0	3	12	1	3	88	1	0	1	0	0	12	18	152	8	299
Hr Total	0	3	17	70	3	46	338	5	0	11	1	17	54	44	530	36	1175
* BREAK *																	
16:00	0	1	0	4	3	5	100	2	0	4	0	1	8	3	86	2	219
16:15	0	5	2	4	0	2	111	1	0	3	0	3	1	2	88	5	227
16:30	0	6	1	1	0	0	117	0	0	10	4	4	1	0	113	2	259
16:45	0	1	0	3	1	4	118	2	0	5	1	5	2	2	99	4	247
Hr Total	0	13	3	12	4	11	446	5	0	22	5	13	12	7	386	13	952
17:00	0	3	0	4	0	4	128	3	0	5	0	5	1	1	99	0	253
17:15	0	3	2	7	1	5	111	0	0	3	0	3	2	9	105	2	253
17:30	0	4	2	5	0	12	130	2	0	2	0	2	0	3	129	3	294
17:45	0	5	3	7	0	3	111	0	0	4	0	2	1	4	107	1	248
Hr Total	0	15	7	23	1	24	480	5	0	14	0	12	4	17	440	6	1048
TOTAL	0	43	51	127	10	94	1564	17	0	52	7	47	78	82	1870	85	4127

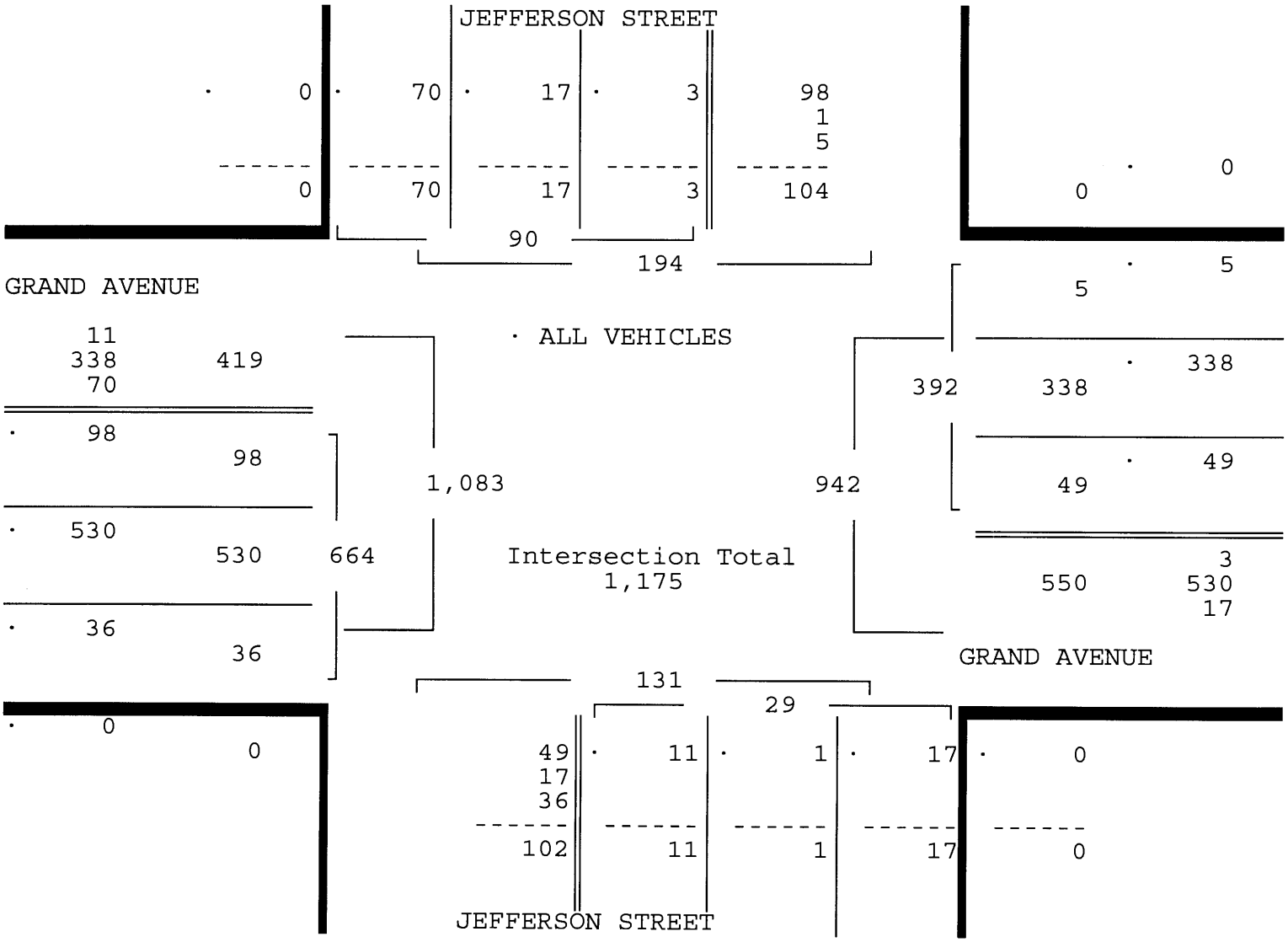
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

GRAND AVENUE & JEFFERSON STREET
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
NOT SIGNALIZED, N/S STOP

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRANJEFF
Page : 2

ALL VEHICLES

	JEFFERSON STREET From North				GRAND AVENUE From East				JEFFERSON STREET From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/14/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	3	17	70	3	46	338	5	0	11	1	17	54	44	530	36	
Percent	0%	3%	19%	78%	1%	12%	86%	1%	0%	38%	3%	59%	8%	7%	80%	5%	
Pk total	90				392				29				664				
Highest	08:00				08:15				08:15				08:30				
Volume	0	2	6	21	0	14	94	3	0	4	1	11	19	12	150	10	
Hi total	29				111				16				191				
PHF	.78				.88				.45				.87				



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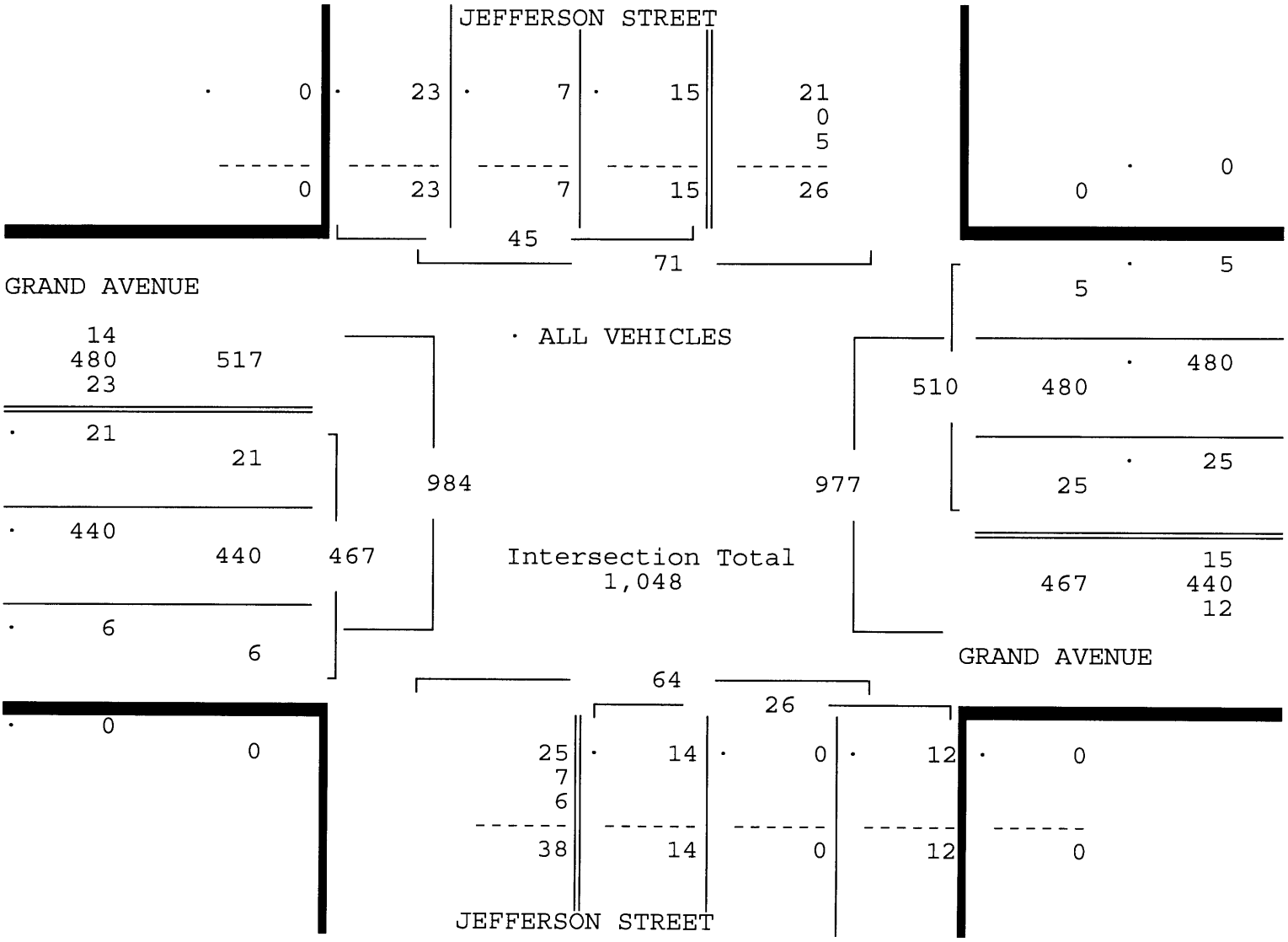
GRAND AVENUE & JEFFERSON STREET
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
NOT SIGNALIZED, N/S STOP

Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRANJEFF
Page : 3

ALL VEHICLES

	JEFFERSON STREET From North				GRAND AVENUE From East				JEFFERSON STREET From South				GRAND AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/14/13																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	15	7	23	1	24	480	5	0	14	0	12	4	17	440	6	
Percent	0%	33%	16%	51%	0%	5%	94%	1%	0%	54%	0%	46%	1%	4%	94%	1%	
Pk total	45				510				26				467				
Highest	17:45				17:30				17:00				17:30				
Volume	0	5	3	7	0	12	130	2	0	5	0	5	0	3	129	3	
Hi total	15				144				10				135				
PHF	.75				.89				.65				.86				



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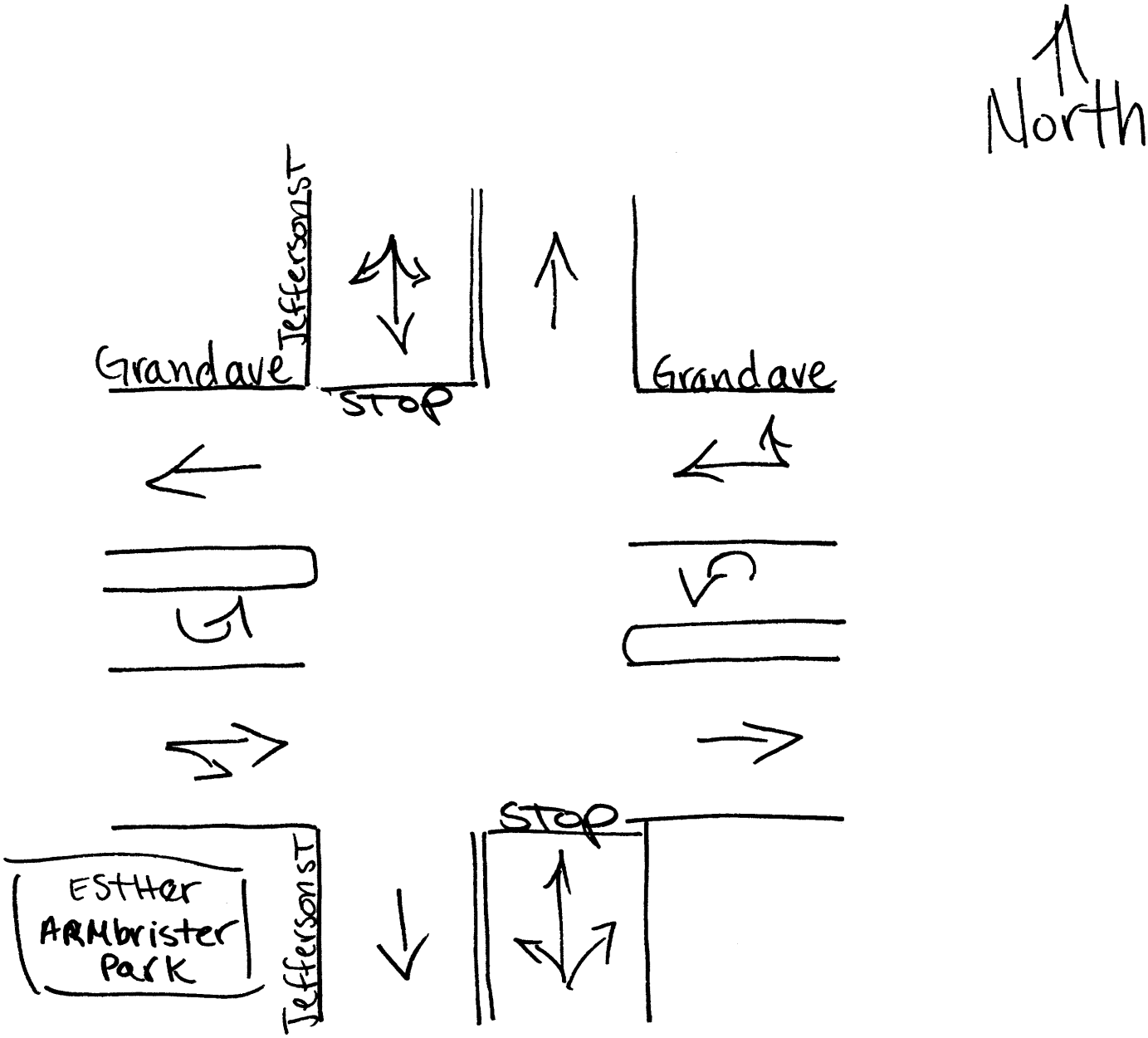
Site Code : 00130020
Start Date: 02/14/13
File I.D. : GRANJEFF
Page : 1

PEDESTRIANS

	JEFFERSON STREET From North				GRAND AVENUE From East				JEFFERSON STREET From South				GRAND AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 02/14/13																	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
07:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
07:30	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	2	8
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
Hr Total	0	0	0	2	0	0	0	5	0	0	0	6	0	0	0	8	21
08:00	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	3	11
08:15	0	0	0	3	0	0	0	4	0	0	0	6	0	0	0	10	23
08:30	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	3	10
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	5	0	0	0	6	0	0	0	17	0	0	0	16	44
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2	6
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	6	9
16:45	0	0	0	7	0	0	0	1	0	0	0	3	0	0	0	5	16
Hr Total	0	0	0	10	0	0	0	1	0	0	0	10	0	0	0	13	34
17:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
17:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10
Hr Total	0	0	0	3	0	0	0	3	0	0	0	10	0	0	0	6	22
TOTAL	0	0	0	20	0	0	0	15	0	0	0	43	0	0	0	43	121



Coral Gables, Florida
February 14, 2013
drawn by: Luis Palomino
NOT signalized

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FLORIDA AVENUE & JEFFERSON STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : FLORJEFF
Page : 1

ALL VEHICLES

	JEFFERSON STREET From North				FLORIDA AVENUE From East				JEFFERSON STREET From South				FLORIDA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
07:00	0	2	9	0	0	1	1	0	0	0	1	0	0	0	0	0	14
07:15	0	0	17	0	0	1	0	0	0	0	1	1	0	0	2	0	22
07:30	0	0	12	0	0	1	0	0	0	1	3	2	0	0	6	0	25
07:45	0	2	16	0	0	1	0	0	1	4	2	1	0	0	2	1	30
Hr Total	0	4	54	0	0	4	1	0	1	5	7	4	0	0	10	1	91
08:00	0	0	23	1	0	2	1	1	1	2	4	0	0	2	5	1	43
08:15	0	1	20	0	0	1	0	0	0	2	4	0	0	0	8	2	38
08:30	0	0	14	0	0	3	1	0	0	3	6	1	0	0	5	1	34
08:45	0	0	13	0	0	2	1	1	0	5	5	8	0	0	5	1	41
Hr Total	0	1	70	1	0	8	3	2	1	12	19	9	0	2	23	5	156
* BREAK *																	
16:00	0	1	4	0	0	1	1	1	0	2	3	1	0	0	1	1	16
16:15	0	1	9	0	0	1	0	0	0	1	2	0	0	0	1	1	16
16:30	0	0	7	0	0	0	1	2	0	1	2	0	0	0	1	0	14
16:45	0	0	3	0	0	2	0	0	0	0	4	1	0	0	1	0	11
Hr Total	0	2	23	0	0	4	2	3	0	4	11	2	0	0	4	2	57
17:00	0	0	2	0	0	1	0	1	0	2	0	1	0	0	0	1	8
17:15	0	1	7	0	0	3	0	0	0	0	7	1	0	0	0	0	19
17:30	0	0	5	0	0	6	1	0	0	1	2	1	0	0	0	0	16
17:45	0	0	10	1	0	2	1	0	0	0	1	3	0	1	0	0	19
Hr Total	0	1	24	1	0	12	2	1	0	3	10	6	0	1	0	1	62
TOTAL	0	8	171	2	0	28	8	6	2	24	47	21	0	3	37	9	366

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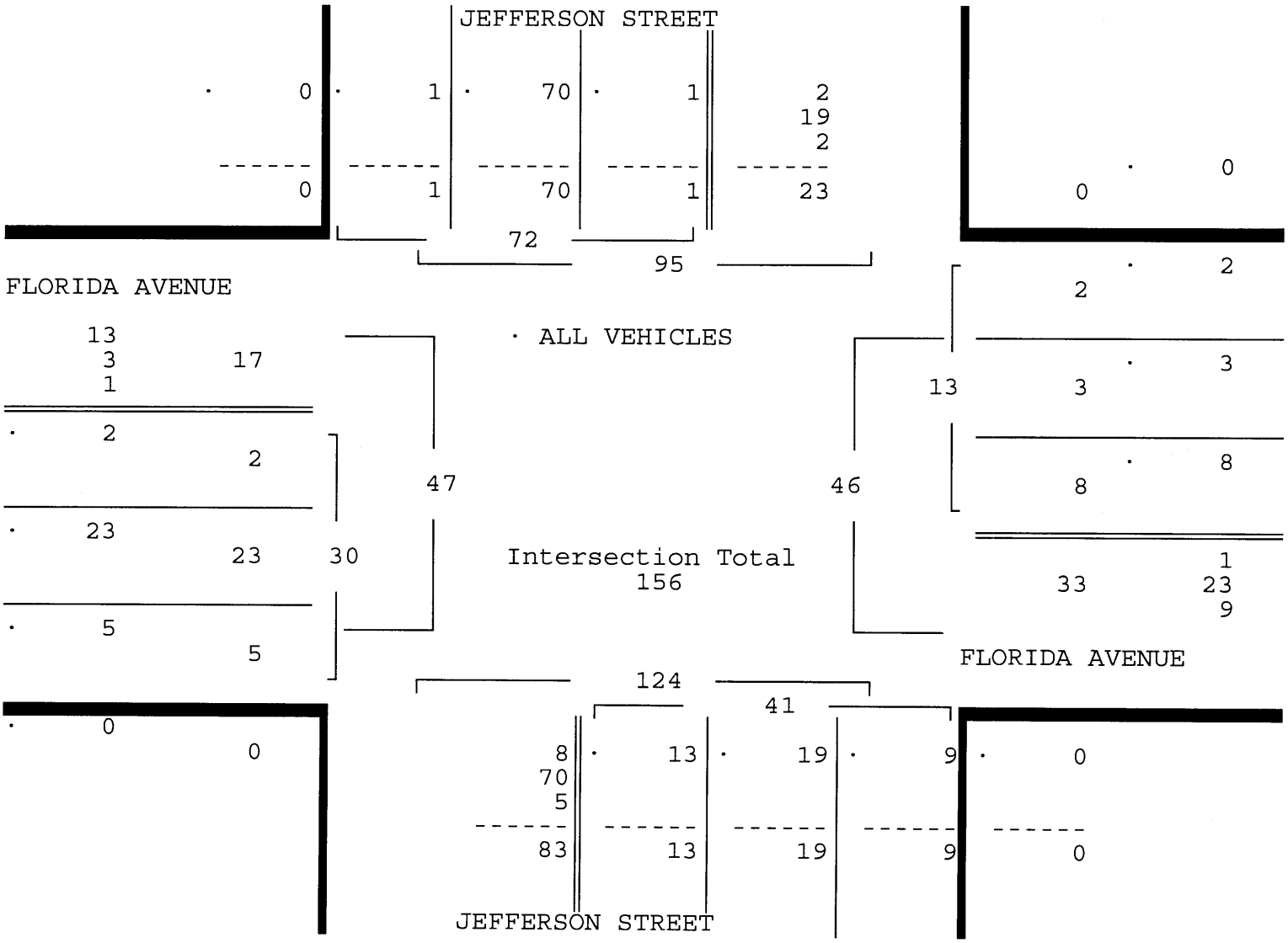
NOT SIGNALIZED

Site Code : 00130020
Start Date: 02/14/13
File I.D. : FLORJEFF
Page : 2

ALL VEHICLES

	JEFFERSON STREET From North				FLORIDA AVENUE From East				JEFFERSON STREET From South				FLORIDA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/14/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	1	70	1	0	8	3	2	1	12	19	9	0	2	23	5	
Percent	0%	1%	97%	1%	0%	62%	23%	15%	2%	29%	46%	22%	0%	7%	77%	17%	
Pk total	72				13				41				30				
Highest	08:00				08:00				08:45				08:15				
Volume	0	0	23	1	0	2	1	1	0	5	5	8	0	0	8	2	
Hi total	24				4				18				10				
PHF	.75				.81				.57				.75				



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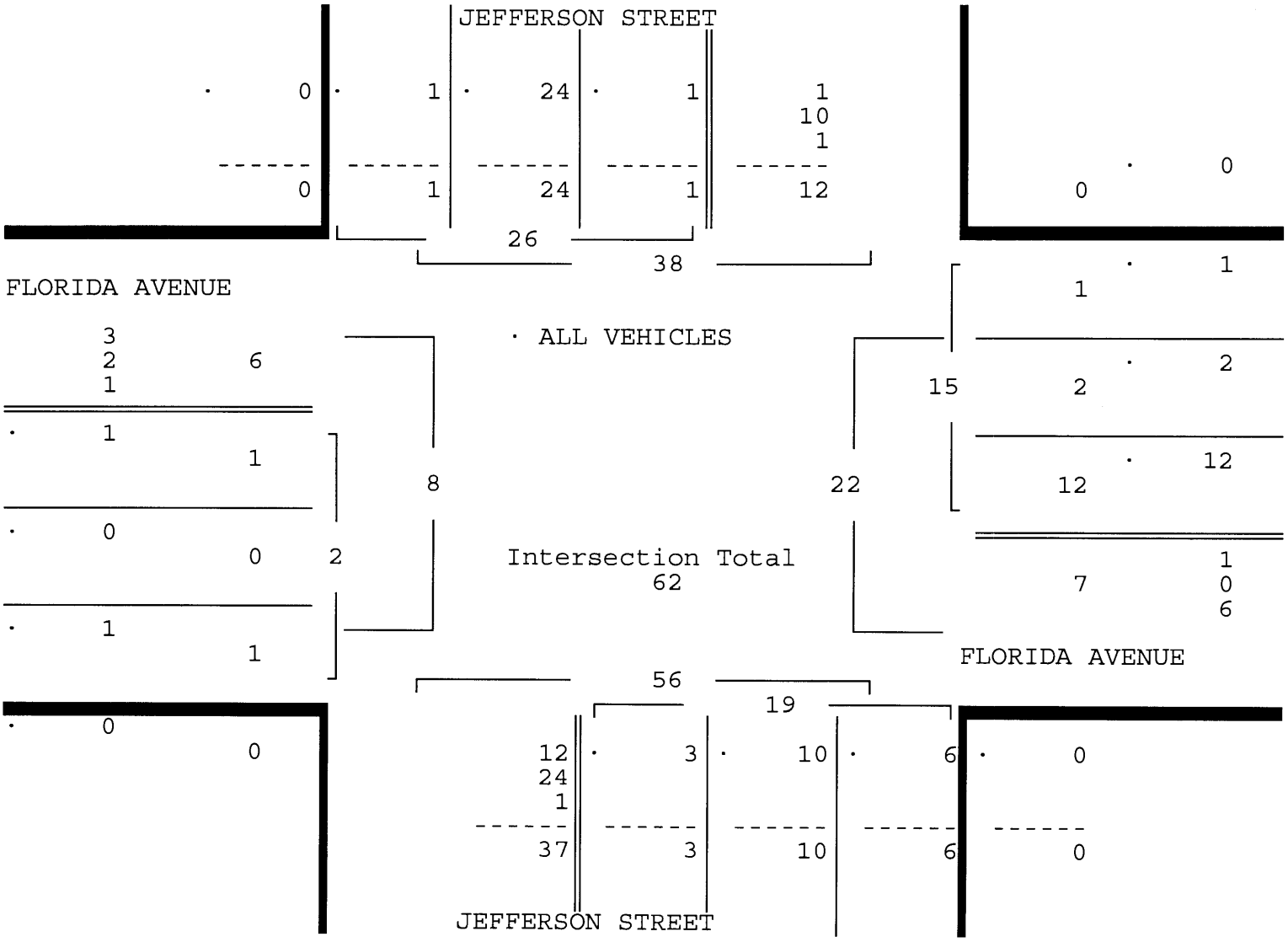
Site Code : 00130020
Start Date: 02/14/13
File I.D. : FLORJEFF
Page : 3

ALL VEHICLES

	JEFFERSON STREET From North				FLORIDA AVENUE From East				JEFFERSON STREET From South				FLORIDA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/14/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	1	24	1	0	12	2	1	0	3	10	6	0	1	0	1	
Percent	0%	4%	92%	4%	0%	80%	13%	7%	0%	16%	53%	32%	0%	50%	0%	50%	
Pk total	26				15				19				2				
Highest	17:45				17:30				17:15				17:00				
Volume	0	0	10	1	0	6	1	0	0	0	7	1	0	0	0	1	
Hi total	11				7				8				1				
PHF	.59				.54				.59				.50				



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Site Code : 00130020
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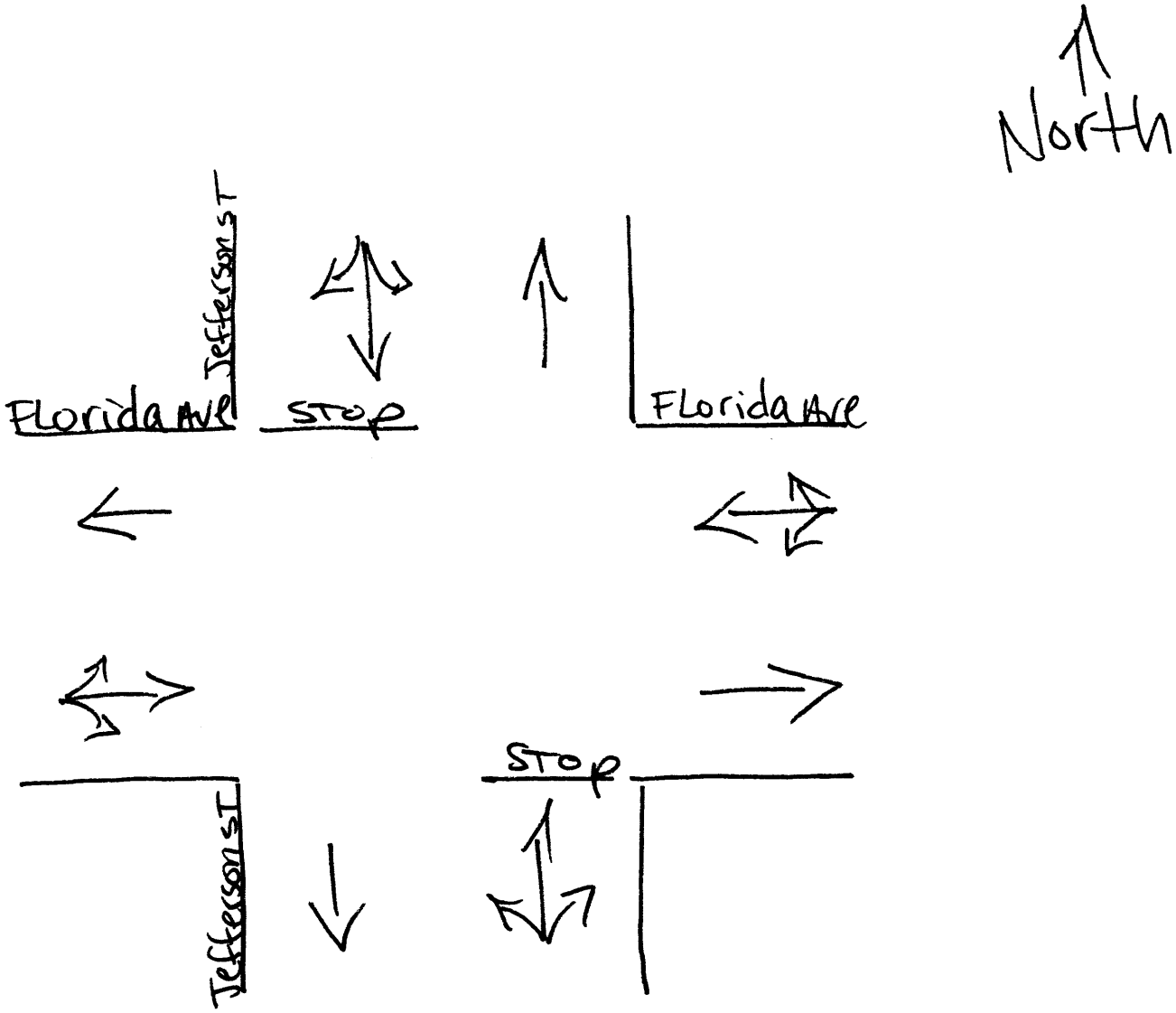
File I.D. : FLORJEFF
Page : 1

PEDESTRIANS

	JEFFERSON STREET From North				FLORIDA AVENUE From East				JEFFERSON STREET From South				FLORIDA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 02/14/13																	
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
07:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
Hr Total	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	1	12
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5
08:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	16	21
* BREAK *																	
16:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6
Hr Total	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	4	12
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	9
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	13	16
TOTAL	0	0	0	5	0	0	0	22	0	0	0	0	0	0	0	34	61



Coral Gables, Florida
February 14, 2013
drawn by: Luis Palomino
not Signalized

Signal Timings

TOD Schedule Report
for 2620: Grand Av&US 1

Print Date: 2/6/2013

Print Time: 9:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2620	Grand Av&US 1	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SWT	-	WBT	-	NET	-	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	SWT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	70 - 70 - 70	0 - 0 - 0	4.3	1.1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	2 - 2 - 2	27 - 27 - 27	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	36 - 36 - 36	4	1.9
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NET	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	70 - 70 - 70	0 - 0 - 0	4.3	1.1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	36 - 36 - 36	4	1.9

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 SWT	3 -	4 WBT	5 -	6 NET	7 -	8 EBT	Ring Offset	Offset
	1	130	0	87	0	32	0	87	0	32	0	57
	2	100	0	66	0	23	0	66	0	23	0	72
	3	150	0	108	0	31	0	108	0	31	0	62
	4	140	0	105	0	24	0	105	0	24	0	62
	5	95	0	65	0	19	0	65	0	19	0	30
	6	140	0	105	0	24	0	105	0	24	0	65
	7	90	0	60	0	19	0	60	0	19	0	17
	8	140	0	110	0	19	0	110	0	19	0	59
	9	100	0	55	0	34	0	55	0	34	0	73
	10	110	0	65	0	34	0	65	0	34	0	44
	11	150	0	108	0	31	0	108	0	31	0	45
	12	120	0	90	0	19	0	90	0	19	0	113
	13	80	0	50	0	19	0	50	0	19	0	57
	14	150	0	103	0	36	0	103	0	36	0	93
	15	115	0	81	0	23	0	81	0	23	0	17
	16	115	0	81	0	23	0	81	0	23	0	27
	17	120	0	87	0	22	0	87	0	22	0	66
	18	130	0	85	0	34	0	85	0	34	0	104
	19	140	0	95	0	34	0	95	0	34	0	129
	20	150	0	105	0	34	0	105	0	34	0	134
	21	130	0	85	0	34	0	85	0	34	0	23
	22	130	0	85	0	34	0	85	0	34	0	35
	23	140	0	101	0	28	0	101	0	28	0	85

Local TOD Schedule

Time	Plan	DOW
0000	10	M T W Th F
0000	9	Su S
0600	10	Su S
0600	11	M T W Th F
0830	18	Su S
0930	6	M T W Th F
1030	23	M T W Th F
1100	19	Su S
1400	20	Su S
1530	3	M T W Th F
1830	8	M T W Th F
1900	1	M T W Th F
2000	2	M T W Th F
2000	21	Su S
2200	22	Su S
2200	7	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

*** Settings**

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

No Calendar Defined/Enabled

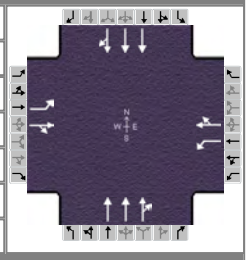
Appendix C

Intersection Capacity Analysis Worksheets

US 1/Grand Avenue

HCS 2010 Signalized Intersection Results Summary

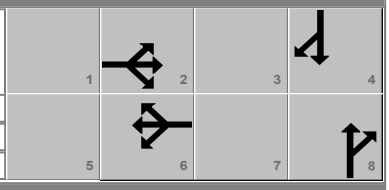
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.97
Intersection	US 1/Grand Avenue	Analysis Year	Existing (2013)	Analysis Period	1> 7:00
File Name	US1_Grand_Existing AM.xhs.xus				
Project 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	56	261	0	97	203	21		2423	280		2409	111

Signal Information			
Cycle, s	150.0	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	31.0	108.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		36.0		36.0		114.0		114.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						46.3		38.3
Green Extension Time *(g_e)*, s		0.0		0.0		40.9		44.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.61		0.57

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	58	0		100	231			1864	923		1737	861
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1168	0		1128	1868			1900	1799		1900	1856
Queue Service Time *(g_s)*, s	7.1	0.0		11.4	16.8			41.3	44.3		35.6	36.3
Cycle Queue Clearance Time *(g_c)*, s	23.8	0.0		31.0	16.8			41.3	44.3		35.6	36.3
Capacity *(c)*, veh/h	159			133	386			2736	1295		2736	1336
Volume-to-Capacity Ratio *(X)*	0.364	0.000		0.749	0.598			0.681	0.713		0.635	0.644
Available Capacity *(c_a)*, veh/h	159			133	386			2736	1295		2736	1336
Back of Queue *(Q)*, veh/ln (50th percentile)	2.4			5.0	8.6			15.9	16.8		13.8	14.0
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	64.7			70.1	53.9			11.5	12.1		10.8	11.0
Incremental Delay *(d_2)*, s/veh	6.3	0.0		31.5	6.7			0.6	1.6		0.4	0.8
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	71.0			101.6	60.5			12.1	13.7		11.2	11.8
Level of Service (LOS)	E			F	E			B	B		B	B
Approach Delay, s/veh / LOS	65.5	E		73.0	E		12.6	B		11.4	B	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.0	A	2.0	B	1.9	A

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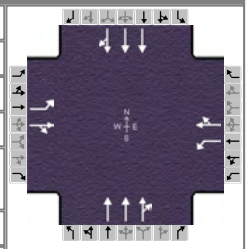
HCS 2010 Signalized Intersection Results Summary

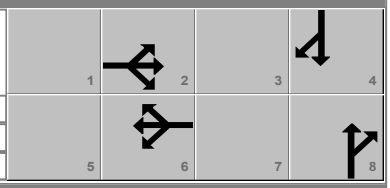
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.97
Intersection	US 1/Grand Avenue	Analysis Year	Existing (2013) w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_Existing w Imps AM.xhs.xus				
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	56	261	0	97	203	21		2423	280		2409	111

Signal Information			
Cycle, s	150.0	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	33.0	106.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		38.0		38.0		112.0		112.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						48.4		40.1
Green Extension Time *(g_e)*, s		0.0		0.0		39.1		42.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.63		0.59

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	58	0		100	231			1864	923		1737	861
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1168	0		1128	1868			1900	1799		1900	1856
Queue Service Time *(g_s)*, s	6.9	0.0		13.3	16.5			43.2	46.4		37.3	38.1
Cycle Queue Clearance Time *(g_c)*, s	23.4	0.0		32.6	16.5			43.2	46.4		37.3	38.1
Capacity *(c)*, veh/h	176			151	411			2685	1271		2685	1311
Volume-to-Capacity Ratio *(X)*	0.327	0.000		0.662	0.562			0.694	0.726		0.647	0.656
Available Capacity *(c_a)*, veh/h	176			151	411			2685	1271		2685	1311
Back of Queue *(Q)*, veh/ln (50th percentile)	2.3			4.7	8.4			16.9	17.9		14.7	15.0
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	62.5			68.0	52.1			12.7	13.3		11.9	12.0
Incremental Delay *(d_2)*, s/veh	4.9	0.0		20.6	5.5			0.7	1.8		0.4	1.0
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	67.4			88.5	57.5			13.3	15.1		12.3	13.0
Level of Service (LOS)	E			F	E			B	B		B	B
Approach Delay, s/veh / LOS	61.8	E		66.9	E		13.9	B		12.5	B	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.0	A	2.0	B	1.9	A

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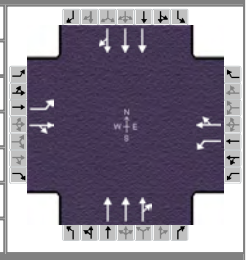
HCS 2010 Signalized Intersection Results Summary

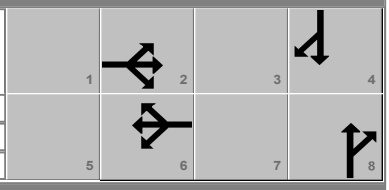
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.99
Intersection	US 1/Grand Avenue	Analysis Year	Existing (2013)	Analysis Period	1> 7:00
File Name	US1_Grand_Existing PM.xhs.xus				
Project 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	64	145	2	156	292	21		2419	262		2474	114

Signal Information			
Cycle, s	140.0	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	19.0	110.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		24.0		24.0		116.0		116.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						31.5		28.3
Green Extension Time *(g_e)*, s		0.0		0.0		45.9		46.8
Phase Call Probability						1.00		1.00
Max Out Probability						0.51		0.49

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	65	148		158	316			1814	894		1748	866
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1080	1895		1259	1877			1900	1804		1900	1856
Queue Service Time *(g_s)*, s	0.0	10.3		8.7	19.0			27.8	29.5		25.7	26.3
Cycle Queue Clearance Time *(g_c)*, s	19.0	10.3		19.0	19.0			27.8	29.5		25.7	26.3
Capacity *(c)*, veh/h	51	257		130	255			2986	1417		2986	1458
Volume-to-Capacity Ratio *(X)*	1.257	0.577		1.214	1.241			0.608	0.631		0.585	0.594
Available Capacity *(c_a)*, veh/h	51	257		130	255			2986	1417		2986	1458
Back of Queue *(Q)*, veh/ln (50th percentile)	4.8	5.6		10.0	18.7			9.2	9.5		8.5	8.7
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	70.0	56.7		67.4	60.5			6.1	6.4		6.0	6.0
Incremental Delay *(d_2)*, s/veh	210.0	9.1		147.7	137.2			0.3	0.7		0.2	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
Control Delay *(d)*, s/veh	280.0	65.9		215.0	197.7			6.4	7.1		6.2	6.5
Level of Service (LOS)	F	E		F	F			A	A		A	A
Approach Delay, s/veh / LOS	130.8	F		203.4	F		6.6	A		6.3	A	
Intersection Delay, s/veh / LOS	26.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.8	A	1.3	A	2.0	A	1.9	A

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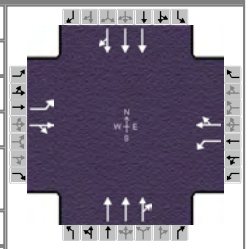
HCS 2010 Signalized Intersection Results Summary

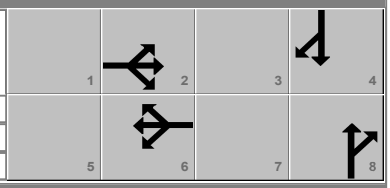
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.99
Intersection	US 1/Grand Avenue	Analysis Year	Existing (2013) w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_Existing w Imps PM.xhs.xus				
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	64	145	2	156	292	21		2419	262		2474	114

Signal Information			
Cycle, s	140.0	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	30.0	99.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		35.0		35.0		105.0		105.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						42.3		37.9
Green Extension Time *(g_e)*, s		0.0		0.0		37.9		39.7
Phase Call Probability						1.00		1.00
Max Out Probability						0.62		0.59

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	65	148		158	316			1814	894		1748	866
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1080	1895		1259	1877			1900	1804		1900	1856
Queue Service Time *(g_s)*, s	7.7	9.4		17.1	22.3			38.1	40.3		35.2	35.9
Cycle Queue Clearance Time *(g_c)*, s	30.0	9.4		26.4	22.3			38.1	40.3		35.2	35.9
Capacity *(c)*, veh/h	111	406		237	402			2687	1276		2687	1312
Volume-to-Capacity Ratio *(X)*	0.582	0.366		0.665	0.786			0.675	0.701		0.650	0.660
Available Capacity *(c_a)*, veh/h	111	406		237	402			2687	1276		2687	1312
Back of Queue *(Q)*, veh/ln (50th percentile)	2.9	4.7		6.3	12.0			14.6	15.2		13.5	13.8
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	66.4	46.9		58.2	52.0			11.5	11.9		11.1	11.3
Incremental Delay *(d_2)*, s/veh	20.4	2.5		13.8	14.3			0.6	1.5		0.4	1.0
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	86.8	49.4		71.9	66.3			12.0	13.4		11.6	12.3
Level of Service (LOS)	F	D		E	E			B	B		B	B
Approach Delay, s/veh / LOS	60.8	E		68.2	E		12.5	B		11.8	B	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.8	A	1.3	A	2.0	A	1.9	A

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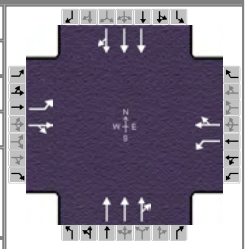
HCS 2010 Signalized Intersection Results Summary

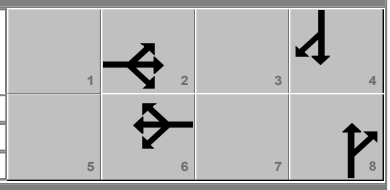
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.97
Intersection	US 1/Grand Avenue	Analysis Year	Future (2014) without Project w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_wo Project w Imps AM.xhs.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	57	262	0	98	204	21		2451	282		2436	112

Signal Information			
Cycle, s	150.0	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	33.0	106.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		38.0		38.0		112.0		112.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						49.5		40.9
Green Extension Time *(g_e)*, s		0.0		0.0		39.3		43.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.65		0.61

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	59	0		101	232			1883	934		1756	871
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1167	0		1127	1869			1900	1799		1900	1856
Queue Service Time *(g_s)*, s	7.1	0.0		13.4	16.6			44.2	47.5		38.1	38.9
Cycle Queue Clearance Time *(g_c)*, s	23.7	0.0		32.8	16.6			44.2	47.5		38.1	38.9
Capacity *(c)*, veh/h	176			150	411			2685	1271		2685	1311
Volume-to-Capacity Ratio *(X)*	0.334	0.000		0.672	0.564			0.701	0.735		0.654	0.664
Available Capacity *(c_a)*, veh/h	176			150	411			2685	1271		2685	1311
Back of Queue *(Q)*, veh/ln (50th percentile)	2.3			4.8	8.4			17.3	18.4		15.0	15.3
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	62.6			68.1	52.1			12.8	13.4		12.0	12.2
Incremental Delay *(d_2)*, s/veh	5.1	0.0		21.5	5.5			0.7	2.0		0.5	1.0
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	67.7			89.6	57.6			13.5	15.4		12.5	13.2
Level of Service (LOS)	E			F	E			B	B		B	B
Approach Delay, s/veh / LOS	62.0	E		67.3	E		14.1	B		12.7	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	1.0	A	2.0	B	1.9	A

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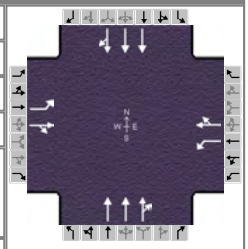
HCS 2010 Signalized Intersection Results Summary

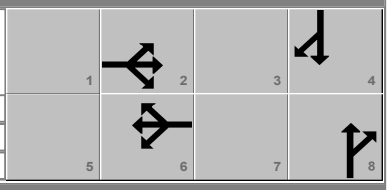
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.99
Intersection	US 1/Grand Avenue	Analysis Year	Future (2014) Without Project w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_wo Project w Imps PM.xhs.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	64	145	2	157	293	21		2495	264		2550	115

Signal Information			
Cycle, s	140.0	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	30.0	99.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		35.0		35.0		105.0		105.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						44.9		40.0
Green Extension Time *(g_e)*, s		0.0		0.0		38.5		40.8
Phase Call Probability						1.00		1.00
Max Out Probability						0.67		0.65

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	65	148		159	317			1863	923		1799	893
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1079	1895		1259	1877			1900	1806		1900	1857
Queue Service Time *(g_s)*, s	7.6	9.4		17.2	22.4			40.2	42.9		37.2	38.0
Cycle Queue Clearance Time *(g_c)*, s	30.0	9.4		26.6	22.4			40.2	42.9		37.2	38.0
Capacity *(c)*, veh/h	110	406		237	402			2687	1277		2687	1313
Volume-to-Capacity Ratio *(X)*	0.586	0.366		0.669	0.788			0.693	0.723		0.669	0.680
Available Capacity *(c_a)*, veh/h	110	406		237	402			2687	1277		2687	1313
Back of Queue *(Q)*, veh/ln (50th percentile)	2.9	4.7		6.4	12.1			15.4	16.3		14.3	14.7
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	66.5	46.9		58.2	52.0			11.8	12.3		11.4	11.6
Incremental Delay *(d_2)*, s/veh	20.8	2.5		14.0	14.5			0.7	1.8		0.5	1.2
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	87.3	49.4		72.2	66.5			12.4	14.1		11.9	12.8
Level of Service (LOS)	F	D		E	E			B	B		B	B
Approach Delay, s/veh / LOS	60.9	E		68.4	E		13.0	B		12.2	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.8	A	1.3	A	2.0	B	2.0	A

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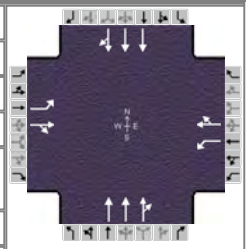
HCS 2010 Signalized Intersection Results Summary

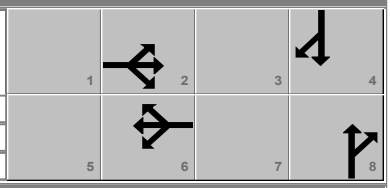
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak Period	PHF	0.97
Intersection	US 1/Grand Avenue	Analysis Year	Future (2014) with Project w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_w Project w Imps AM.xhs.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	57	279	0	104	219	21		2454	286		2436	112

Signal Information			
Cycle, s	150.0	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	33.0	106.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		38.0		38.0		112.0		112.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						49.9		40.9
Green Extension Time *(g_e)*, s		0.0		0.0		39.2		43.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.66		0.61

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	59	0		107	247			1888	937		1756	871
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1150	0		1109	1871			1900	1798		1900	1856
Queue Service Time *(g_s)*, s	7.3	0.0		12.1	17.8			44.4	47.9		38.1	38.9
Cycle Queue Clearance Time *(g_c)*, s	25.1	0.0		33.0	17.8			44.4	47.9		38.1	38.9
Capacity *(c)*, veh/h	164			138	412			2685	1271		2685	1311
Volume-to-Capacity Ratio *(X)*	0.358	0.000		0.779	0.601			0.703	0.738		0.654	0.664
Available Capacity *(c_a)*, veh/h	164			138	412			2685	1271		2685	1311
Back of Queue *(Q)*, veh/ln (50th percentile)	2.4			5.4	9.1			17.3	18.5		15.0	15.3
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	63.9			69.9	52.6			12.8	13.5		12.0	12.2
Incremental Delay *(d_2)*, s/veh	6.0	0.0		34.3	6.4			0.7	2.0		0.5	1.0
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	69.8			104.2	59.0			13.5	15.5		12.5	13.2
Level of Service (LOS)	E			F	E			B	B		B	B
Approach Delay, s/veh / LOS	63.9	E		72.6	E		14.2	B		12.7	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	1.1	A	1.1	A	2.0	B	1.9	A

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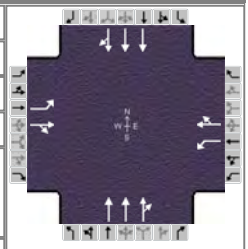
HCS 2010 Signalized Intersection Results Summary

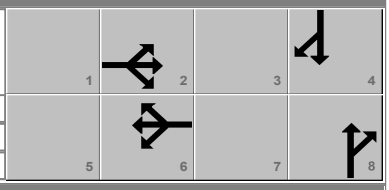
General Information				Intersection Information	
Agency	dpa			Duration, h	0.25
Analyst	es	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak Period	PHF	0.99
Intersection	US 1/Grand Avenue	Analysis Year	Future (2014) With Project w Imps	Analysis Period	1> 7:00
File Name	US1_Grand_w Project w Imps PM.xhs.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	64	160	2	162	306	21		2498	267		2550	115

Signal Information			
Cycle, s	140.0	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	30.0	99.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		35.0		35.0		105.0		105.0
Change Period, *(Y+Rc)*, s		5.0		5.0		6.0		6.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.1		3.1
Queue Clearance Time *(g_s)*, s						45.1		40.0
Green Extension Time *(g_e)*, s		0.0		0.0		38.5		40.9
Phase Call Probability						1.00		1.00
Max Out Probability						0.68		0.65

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16		8	18		4	14
Adjusted Flow Rate *(v)*, veh/h	65	164		164	330			1867	926		1799	893
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1066	1896		1242	1878			1900	1805		1900	1857
Queue Service Time *(g_s)*, s	6.5	10.4		18.3	23.5			40.4	43.1		37.2	38.0
Cycle Queue Clearance Time *(g_c)*, s	30.0	10.4		28.7	23.5			40.4	43.1		37.2	38.0
Capacity *(c)*, veh/h	101	406		225	402			2687	1277		2687	1313
Volume-to-Capacity Ratio *(X)*	0.639	0.403		0.726	0.821			0.695	0.725		0.669	0.680
Available Capacity *(c_a)*, veh/h	101	406		225	402			2687	1277		2687	1313
Back of Queue *(Q)*, veh/ln (50th percentile)	3.1	5.2		6.9	12.9			15.4	16.4		14.3	14.7
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	67.5	47.3		59.6	52.4			11.8	12.3		11.4	11.6
Incremental Delay *(d_2)*, s/veh	27.0	3.0		18.4	16.9			0.7	1.8		0.5	1.2
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	94.5	50.3		78.1	69.4			12.5	14.1		11.9	12.8
Level of Service (LOS)	F	D		E	E			B	B		B	B
Approach Delay, s/veh / LOS	62.8	E		72.2	E		13.0	B		12.2	B	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.2	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.9	A	1.3	A	2.0	B	2.0	A

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US 1/Florida Avenue

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*US 1/Florida Avenue*
Jurisdiction	
Analysis Year	*Existing (2013)*

Project Description

East/West Street: *Florida Avenue* | North/South Street: *US 1*

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)		*1625*	*18*		*1593*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1805*	*20*	*0*	*1770*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*10*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*11*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*11*			
C (m) (veh/h)					*280*			
v/c					*0.04*			
95% queue length					*0.12*			
Control Delay (s/veh)					*18.4*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*18.4*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*US 1/Florida Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Existing (2013)*
Analysis Time Period	*PM Peak Period*		

Project Description	
East/West Street: *Florida Avenue*	North/South Street: *US 1*
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)		*1598*	*2*		*1753*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1775*	*2*	*0*	*1947*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*3*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*3*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*3*			
C (m) (veh/h)					*291*			
v/c					*0.01*			
95% queue length					*0.03*			
Control Delay (s/veh)					*17.5*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*17.5*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*US 1/Florida Avenue*
Jurisdiction	
Analysis Year	*Future (2014) without Project*

Project Description

East/West Street: *Florida Avenue* | North/South Street: *US 1*

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)		*1650*	*19*		*1615*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1833*	*21*	*0*	*1794*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*10*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*11*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*11*			
C (m) (veh/h)					*274*			
v/c					*0.04*			
95% queue length					*0.13*			
Control Delay (s/veh)					*18.7*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*18.7*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*US 1/Florida Avenue*
Jurisdiction	
Analysis Year	*Future (2014) without Project*

Project Description

East/West Street: *Florida Avenue* | North/South Street: *US 1*

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)		*1671*	*2*		*1826*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1856*	*2*	*0*	*2028*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*3*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*3*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*3*			
C (m) (veh/h)					*273*			
v/c					*0.01*			
95% queue length					*0.03*			
Control Delay (s/veh)					*18.3*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*18.3*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*US 1/Florida Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*AM Peak Period*		

Project Description

East/West Street: *Florida Avenue*	North/South Street: *US 1*
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)		*1650*	*21*		*1615*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1833*	*23*	*0*	*1794*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*15*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*16*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*16*			
C (m) (veh/h)					*328*			
v/c					*0.05*			
95% queue length					*0.15*			
Control Delay (s/veh)					*16.5*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*16.5*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*US 1/Florida Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Florida Avenue* | North/South Street: *US 1*

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)		*1671*	*5*		*1826*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*1856*	*5*	*0*	*2028*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
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*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*8*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*8*			
C (m) (veh/h)					*327*			
v/c					*0.02*			
95% queue length					*0.08*			
Control Delay (s/veh)					*16.3*			
LOS					*C*			
Approach Delay (s/veh)	--	--	*16.3*					
Approach LOS	--	--	*C*					

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Grand Avenue/Jefferson Avenue

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Existing (2013)*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*28*	*506*	*32*	*29*	*309*	*3*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*28*	*516*	*32*	*29*	*315*	*3*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
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*	*1*	*11*	*7*	*20*	*45*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*8*	*1*	*11*	*7*	*20*	*45*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*28*	*29*		*20*			*72*	
C (m) (veh/h)	*1242*	*1021*		*300*			*403*	
v/c	*0.02*	*0.03*		*0.07*			*0.18*	
95% queue length	*0.07*	*0.09*		*0.21*			*0.64*	
Control Delay (s/veh)	*8.0*	*8.6*		*17.9*			*15.9*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*17.9*			*15.9*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Existing (2013)*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*12*	*401*	*9*	*17*	*449*	*5*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*13*	*450*	*10*	*19*	*504*	*5*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*	*2*	*12*	*14*	*5*	*17*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*19*	*2*	*13*	*15*	*5*	*19*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*13*	*19*		*34*			*39*	
C (m) (veh/h)	*1056*	*1101*		*265*			*298*	
v/c	*0.01*	*0.02*		*0.13*			*0.13*	
95% queue length	*0.04*	*0.05*		*0.44*			*0.45*	
Control Delay (s/veh)	*8.5*	*8.3*		*20.6*			*18.9*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*20.6*			*18.9*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) wo Project*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*28*	*509*	*32*	*29*	*311*	*3*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*28*	*519*	*32*	*29*	*317*	*3*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
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*	*1*	*11*	*7*	*20*	*45*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*8*	*1*	*11*	*7*	*20*	*45*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*28*	*29*		*20*			*72*	
C (m) (veh/h)	*1240*	*1019*		*298*			*402*	
v/c	*0.02*	*0.03*		*0.07*			*0.18*	
95% queue length	*0.07*	*0.09*		*0.21*			*0.64*	
Control Delay (s/veh)	*8.0*	*8.6*		*17.9*			*15.9*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*17.9*			*15.9*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) without Project*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*12*	*403*	*9*	*17*	*451*	*5*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*13*	*452*	*10*	*19*	*506*	*5*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*18*	*2*	*12*	*14*	*5*	*17*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*20*	*2*	*13*	*15*	*5*	*19*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*13*	*19*		*35*			*39*	
C (m) (veh/h)	*1054*	*1099*		*261*			*298*	
v/c	*0.01*	*0.02*		*0.13*			*0.13*	
95% queue length	*0.04*	*0.05*		*0.46*			*0.45*	
Control Delay (s/veh)	*8.5*	*8.3*		*20.9*			*18.9*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*20.9*			*18.9*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) with Project*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*28*	*514*	*32*	*29*	*317*	*3*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*28*	*524*	*32*	*29*	*323*	*3*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
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*	*1*	*11*	*7*	*20*	*45*
Peak-Hour Factor, PHF	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*	*0.98*
Hourly Flow Rate, HFR (veh/h)	*8*	*1*	*11*	*7*	*20*	*45*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*28*	*29*		*20*			*72*	
C (m) (veh/h)	*1234*	*1015*		*294*			*397*	
v/c	*0.02*	*0.03*		*0.07*			*0.18*	
95% queue length	*0.07*	*0.09*		*0.22*			*0.65*	
Control Delay (s/veh)	*8.0*	*8.7*		*18.1*			*16.1*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*18.1*			*16.1*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*Grand Aveneu/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) with Project*

Project Description

East/West Street: *Grand Avenue* | North/South Street: *Jefferson Avenue*

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)	*12*	*407*	*9*	*17*	*457*	*5*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*13*	*457*	*10*	*19*	*513*	*5*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*1*	*1*	*0*
Configuration	*L*		*TR*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*18*	*2*	*12*	*14*	*5*	*17*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*20*	*2*	*13*	*15*	*5*	*19*
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*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*13*	*19*		*35*			*39*	
C (m) (veh/h)	*1048*	*1094*		*256*			*292*	
v/c	*0.01*	*0.02*		*0.14*			*0.13*	
95% queue length	*0.04*	*0.05*		*0.47*			*0.46*	
Control Delay (s/veh)	*8.5*	*8.3*		*21.3*			*19.2*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*21.3*			*19.2*		
Approach LOS	--	--	*C*			*C*		

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Florida Avenue/Jefferson Avenue

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Florida Av/Jefferson Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Existing (2013)*
Analysis Time Period	*AM Peak Period*		

Project Description	
East/West Street: *Florida Avenue*	North/South Street: *Jefferson Avenue*
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)	*8*	*13*	*6*	*2*	*60*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*8*	*14*	*6*	*2*	*65*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*16*	*3*	*6*	*2*	*1*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*1*	*17*	*3*	*6*	*2*	*1*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*8*	*2*		*9*			*21*	
C (m) (veh/h)	*1537*	*1596*		*851*			*813*	
v/c	*0.01*	*0.00*		*0.01*			*0.03*	
95% queue length	*0.02*	*0.00*		*0.03*			*0.08*	
Control Delay (s/veh)	*7.4*	*7.3*		*9.3*			*9.5*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.3*			*9.5*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Florida Av/Jefferson Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Existing (2013)*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Florida Avenue*	North/South Street: *Jefferson Avenue*
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)	*3*	*10*	*4*	*1*	*23*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*3*	*11*	*4*	*1*	*25*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
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*	*2*	*1*	*8*	*2*	*2*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*2*	*1*	*8*	*2*	*2*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*3*	*1*		*12*			*3*	
C (m) (veh/h)	*1589*	*1603*		*949*			*906*	
v/c	*0.00*	*0.00*		*0.01*			*0.00*	
95% queue length	*0.01*	*0.00*		*0.04*			*0.01*	
Control Delay (s/veh)	*7.3*	*7.2*		*8.8*			*9.0*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*8.8*			*9.0*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Period*

Site Information

Intersection	*Florida Av/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) wo Project*

Project Description

East/West Street: *Florida Avenue* | North/South Street: *Jefferson Avenue*

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)	*8*	*13*	*6*	*2*	*60*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*8*	*14*	*6*	*2*	*65*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*16*	*3*	*6*	*2*	*1*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*1*	*17*	*3*	*6*	*2*	*1*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*8*	*2*		*9*			*21*	
C (m) (veh/h)	*1537*	*1596*		*851*			*813*	
v/c	*0.01*	*0.00*		*0.01*			*0.03*	
95% queue length	*0.02*	*0.00*		*0.03*			*0.08*	
Control Delay (s/veh)	*7.4*	*7.3*		*9.3*			*9.5*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.3*			*9.5*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*ES*
Agency/Co.	*DPA*
Date Performed	*2/21/2013*
Analysis Time Period	*PM Peak Period*

Site Information

Intersection	*Florida Av/Jefferson Avenue*
Jurisdiction	
Analysis Year	*Future (2014) wo Project*

Project Description

East/West Street: *Florida Avenue* | North/South Street: *Jefferson Avenue*

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)	*3*	*10*	*4*	*1*	*23*	*0*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*3*	*11*	*4*	*1*	*25*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
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*	*2*	*1*	*8*	*2*	*2*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*2*	*1*	*8*	*2*	*2*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*3*	*1*		*12*			*3*	
C (m) (veh/h)	*1589*	*1603*		*949*			*906*	
v/c	*0.00*	*0.00*		*0.01*			*0.00*	
95% queue length	*0.01*	*0.00*		*0.04*			*0.01*	
Control Delay (s/veh)	*7.3*	*7.2*		*8.8*			*9.0*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*8.8*			*9.0*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	5	Intersection	Florida Av/Jefferson Avenue
Agency/Co.	DPA	Jurisdiction	
Date Performed	2/21/2013	Analysis Year	Future (2014) with Project
Analysis Time Period	AM Peak Period		

Project Description

East/West Street: Florida Avenue	North/South Street: Jefferson Avenue
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)	8	13	6	2	60	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	8	14	6	2	65	8
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	19	3	6	5	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	2	20	3	6	5	1
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	8	2		12			25	
C (m) (veh/h)	1527	1596		825			807	
v/c	0.01	0.00		0.01			0.03	
95% queue length	0.02	0.00		0.04			0.10	
Control Delay (s/veh)	7.4	7.3		9.4			9.6	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.4			9.6		
Approach LOS	--	--	A			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Florida Av/Jefferson Avenue*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Florida Avenue*	North/South Street: *Jefferson Avenue*
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)	*3*	*10*	*4*	*1*	*23*	*7*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*3*	*11*	*4*	*1*	*25*	*7*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*5*	*1*	*8*	*5*	*2*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*1*	*5*	*1*	*8*	*5*	*2*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*3*	*1*		*15*			*7*	
C (m) (veh/h)	*1580*	*1603*		*918*			*880*	
v/c	*0.00*	*0.00*		*0.02*			*0.01*	
95% queue length	*0.01*	*0.00*		*0.05*			*0.02*	
Control Delay (s/veh)	*7.3*	*7.2*		*9.0*			*9.1*	
LOS	*A*	*A*		*A*			*A*	
Approach Delay (s/veh)	--	--	*9.0*			*9.1*		
Approach LOS	--	--	*A*			*A*		

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Project Driveways

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Grand Av/W Driveway*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*AM Peak Period*		

Project Description

East/West Street: *Grand Avenue*	North/South Street: *W Driveway*
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)		*604*			*361*	*2*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*671*	*0*	*0*	*401*	*2*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*12*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*13*
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*	*1*
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)								*13*
C (m) (veh/h)								*648*
v/c								*0.02*
95% queue length								*0.06*
Control Delay (s/veh)								*10.7*
LOS								*B*
Approach Delay (s/veh)	--	--				*10.7*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Grand Av/W Driveway*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Grand Avenue*	North/South Street: *W Driveway*
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)		*427*			*478*	*2*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*474*	*0*	*0*	*531*	*2*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*11*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*12*
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*	*1*
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)								*12*
C (m) (veh/h)								*547*
v/c								*0.02*
95% queue length								*0.07*
Control Delay (s/veh)								*11.7*
LOS								*B*
Approach Delay (s/veh)	--	--				*11.7*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*AM Peak Period*		

Project Description

East/West Street: *Grand Avenue*	North/South Street: *E Driveway*
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)	*36*	*562*			*356*	*20*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*40*	*624*	*0*	*0*	*395*	*22*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*25*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*24*	*0*	*27*
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*40*						*51*	
C (m) (veh/h)	*1142*						*342*	
v/c	*0.04*						*0.15*	
95% queue length	*0.11*						*0.52*	
Control Delay (s/veh)	*8.3*						*17.4*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--	*17.4*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Grand Avenue*	North/South Street: *E Driveway*
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)	*33*	*408*			*473*	*19*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*36*	*453*	*0*	*0*	*525*	*21*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*17*		*19*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*18*	*0*	*21*
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*36*						*39*	
C (m) (veh/h)	*1023*						*343*	
v/c	*0.04*						*0.11*	
95% queue length	*0.11*						*0.38*	
Control Delay (s/veh)	*8.6*						*16.8*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*16.8*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Florida Av/E Driveway*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*AM Peak Period*		

Project Description

East/West Street: *Florida Avenue*	North/South Street: *Driveway*
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)		*39*	*7*	*11*	*32*	
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*43*	*7*	*12*	*35*	*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	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*5*		*4*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*5*	*0*	*4*	*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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*12*		*9*				
C (m) (veh/h)		*1557*		*942*				
v/c		*0.01*		*0.01*				
95% queue length		*0.02*		*0.03*				
Control Delay (s/veh)		*7.3*		*8.9*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*8.9*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*ES*	Intersection	*Florida Av/E Driveway*
Agency/Co.	*DPA*	Jurisdiction	
Date Performed	*2/21/2013*	Analysis Year	*Future (2014) with Project*
Analysis Time Period	*PM Peak Period*		

Project Description

East/West Street: *Florida Avenue* | North/South Street: *Driveway*

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)		2	6	9	3	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	2	6	10	3	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	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5		4			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	5	0	4	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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		10		9				
C (m) (veh/h)		1612		1022				
v/c		0.01		0.01				
95% queue length		0.02		0.03				
Control Delay (s/veh)		7.2		8.6				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.6					
Approach LOS	--	--	A					

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Appendix D

Committed Development Information

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation manual, Eighth 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.

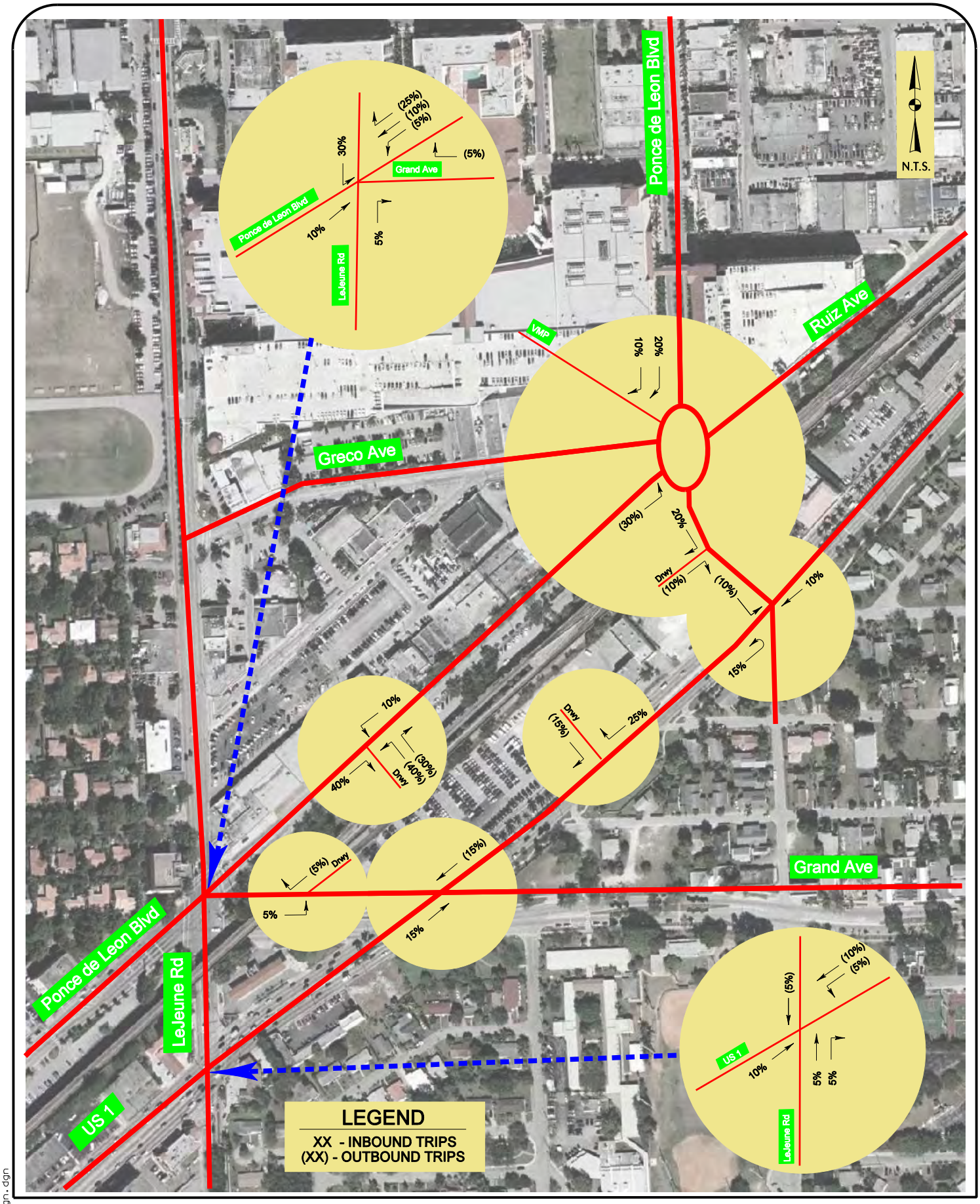
The proposed project is located within the City's Central Business District (CBD). Therefore, pedestrian activity is expected between the site and adjacent residential areas as well as other destinations (retail, restaurants and services). The project site is also in an area served by bus routes from Miami-Dade Transit, the Coral Gables trolley and is adjacent to the Douglas Road Metrorail Station. Therefore, a conservative 10% adjustment was applied to the trip generation.

The Trip Generation Handbook, published by ITE in June 2004 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 has to be adjusted to estimate the new external traffic actually added to the street system. The project trip generation summary is provided in Exhibit 10. Trip generation calculations and background information is included in Appendix D.

Exhibit 10
Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Size/Units	PM Peak Hour		
		In	Out	Total
Retail (Land Use 820)	294,429 GLSF	643	669	1312
Pass-By Trips[2]	34%	-219	-227	-446
Transit/Pedestrian Trips	10%	-42	-44	-86
Net New Trips		**382**	**398**	**780**

[1] Based on ITE Trip Generation manual, 8th Edition. Source: David Plummer & Associates
[2] Based on average Pass-by trip percentage for Shopping Centers - ITE Trip Generation Handbook Table 5.4.



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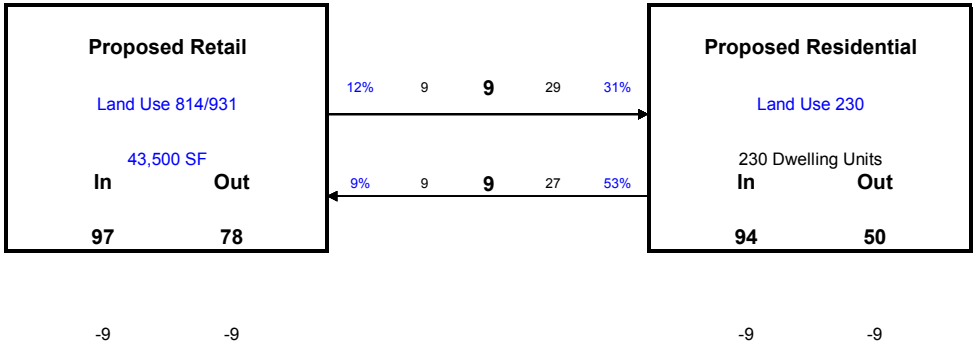
PROJECT:	TITLE:	EXHIBIT No.
GABLES STATION	PROJECT TRIP ASSIGNMENT	12

Gables Residential
Trip Generation
Net New Trips

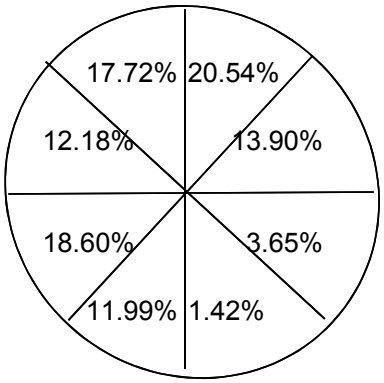
Proposed Land Use	Number of Units	PM Peak		
		In	Out	Total
Residential Apartments (Land Use 220)	230 Dwelling Units	94	50	144
Retail (Land Use 814)	31,500 GLSF	37	48	85
Quality Restaurant (Land Use 931)	12,000 GSF	60	30	90
Subtotal		**191**	**128**	**319**
Internalization	11%	-18	-18	-36
Pass-by Trips (Retail)	34%	-10	-13	-23
Transit/Pedestrian Trips	10%	-16	-10	-26
Total Proposed		**147**	**87**	**234**

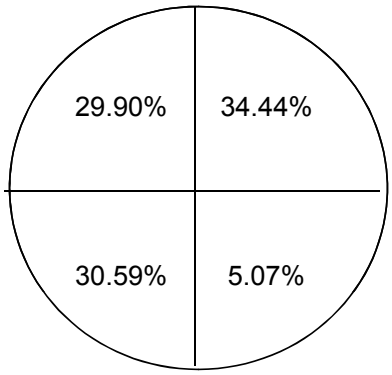
PM Internalization

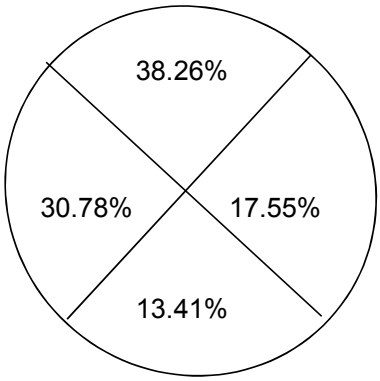


Gables Residential
2010 Cardinal Distribution

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







Appendix E

Pedestrian Assessment

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

US 1 / Grand Avenue

AM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	108	31
yellow + all red	6	5

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Grand Avenue NB and SB	Across US 1 EB and WB
Total roadway width (1)	90 feet	65 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	23 seconds	17 seconds
Distance for Flashing Don't Walk Indication (3)	82 feet	57 feet
Minimum time required for Flashing Don't Walk Indication	21 seconds	15 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	6 seconds	5 seconds
Total Pedestrian Crossing Time	**31 seconds**	**24 seconds**
Available Time	**114 seconds**	**36 seconds**

PM Peak Signal and Timing Plan

	N/S Thru	EW Thru
green	110	19
yellow + all red	6	5

Calculations of Required Pedestrian Crossing Times

Pedestrian Movement	Across Grand Avenue NB and SB	Across US 1 EB and WB
Total roadway width (1)	90 feet	65 feet
Normal walking speed (2)	4 feet/second	4 feet/second
Total time required to cross street	23 seconds	17 seconds
Distance for Flashing Don't Walk Indication (3)	82 feet	57 feet
Minimum time required for Flashing Don't Walk Indication	21 seconds	15 seconds
Minimum Required Walk (4)	4 seconds	4 seconds
Yellow and Red	6 seconds	5 seconds
Total Pedestrian Crossing Time	**31 seconds**	**24 seconds**
Available Time	**116 seconds**	**24 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.

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