Date: April 29, 2016

Planning Division Application for change of use to child care

A 9,087 sq. ft. space on the ground floor
of Gables Grand building at 320 Giralda Avenue, Coral Gables

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City of Coral Gables Planning Division Application

305.460.5211 planning@coralgables.com www.coralgables.com

Application request

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

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

General information

Street address of the subject property: Building address: 320 Giralda Avenue, Coral Gables, FL 33134

Property/project name: Coral Gables Child Care

Legal description: Lot(s) Folio 03-4108-006-3351

Block(s)_____ Section (s)_____

Property owner(s): SCG Atlas Gables Grand Plaza LLC

Property owner(s) mailing address: 400 Galleria Parkway, Suite 1450, Atlanta, GA 30339

Telephone: Business 770-563-1100 Fax 770-541-7341

Other _____ Email jkane @ starwood.com

City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Preschool Developers LLC /Sarat Dayal

Applicant(s)/agent(s) mailing address: 19200 SW 57th Court, Southwest Ranches, FL 33332

Telephone: Business 954-817-6438 Fax _____

Other _____ Email anandi92 @ yahoo.com

Property information

Current land use classification(s): Commercial Mid Rise Intensity

Current zoning classification(s): Commercial District (c)

Proposed land use classification(s) (if applicable): _____

Proposed zoning classification(s) (if applicable): _____

Supporting information (to be completed by Planning Staff)

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

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

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

Application submittal requirements

1. Hard copies. The number of application binders to be submitted shall be determined by Staff at the preapplication meeting. The application shall include all the items identified in the preappplication meeting.
2. Digital media copies. Two (2) compact discs (CD ROMs) of the entire application including all the items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 Mb. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

Applicant/agent/property owner affirmation and consent

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

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

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

Property owner(s) signature(s):	Property owner(s) print name: James Kane
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address: 400 Galleria Parkway, Suite 1450, Atlanta, GA 30339	

Telephone: 770.563.1100	Fax: 770.541.7341	Email: jkane@starwood.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 4th day of April by James Kane

(Signature of Notary Public - State of Florida)

MELLANY WILLIAMSON
NOTARY PUBLIC
COBB COUNTY, GEORGIA
Commission Expires
MARCH 18, 2020

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

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

Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:
Address:		
Telephone:	Fax:	Email:

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____ day of _____ by _____
(Signature of Notary Public - State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Applicant(s)/Agent(s) Signature: Sarat Dayal		Applicant(s)/Agent(s) Print Name: SARAT DAYAL
Address: 19200 SW 57th Court Southwest Ranches, FL 33332		
Telephone: 954-817-6438	Fax:	Email: anandi92@yahoo.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF BROWARD
The foregoing instrument was acknowledged before me this 19th day of April 2016 by SARAT DAYAL
(Signature of Notary Public - State of Florida) Shamina S. Haider

NOTARY PUBLIC
SHAMINA S. HAIDER
Notary Public, State of Florida
Commission# FF 140691
My comm. expires July 10, 2018

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☑ Produced Identification; Type of Identification Produced FDL D400 770 52 2520

September 2014

STARWOOD
ASSET MANAGEMENT

January 28, 2016

City of Coral Gables
405 Biltmore Way
Coral Gables, FL 33134

Re: Deban Investments, Inc. d/b/a Coral Gables Preschool
Application for change in use and building permit

Dear Sir or Madam:

As the owner of 353 Aragon Avenue, Coral Gables, FL and landlord of the space proposed for child care use, we hereby authorize the tenant, Deban Investments, Inc. and Sarat Dayal to pursue child care use approval and related interior build-out. By way of clarification, the space for the child care tenant is at 320 Giralda Avenue, Coral Gables, FL which is the north section of the 353 Aragon Avenue building.

Sincerely,

James Kane
Senior Vice President

400 Galleria Parkway
Suite 1450
Atlanta, GA 30339

Telephone 770.563.1100
Facsimile 770.541.7341
www.starwoodcapital.com

PRESCHOOL DEVELOPERS LLC
19200 SW 57th Court
Southwest Ranches, FL 33332
954-817-6438 anandi92@yahoo.com

February 1, 2016

Development Review Committee
City of Coral Gables
427 Biltmore Way, 2nd Floor
Coral Gables, FL 33134

Statetement of Use for seeking use approval for a child care center in a commercial, mixed-use building
Name of the proposed child care center
Coral Gables Child Care, owned by Deban Investments, Inc.

Location of the proposed child care center:
On the 1st floor, designated the commercial floor, of 320 Giralda Ave, which is the north section of the building at 353 Aragon Ave, Coral Gables, FL 33134
The child care center will occupy 9,087 sq. ft. of the 33,711 sq. ft. commercial floor

The need for more child care centers in Coral Gables:
The Coral Gables community is terribly underserved in the area of child care. Within a three-mile radius of this location, the latest census figures indicate 12,404 preschool age children in residence, whereas there are only 19 licensed child care centers with a combined capacity of only 1,837 to accommodate them. Evidently parents of Coral Gables are forced to drive to child care providers outside of Coral Gables and must also rely on unlicensed, unregulated providers that care for children in their homes.

Therefore, the proposed center will be a welcome addition to the amenities and quality of life available in the City of Coral Gables.

Furthermore, due to its unique location in the central business district, the child care center will also be able to meet the needs of the growing residential and working population literally within walking distance of its location at 320 Giralda Avenue. In fact, over 200 families live in the same building, and hundreds more in the adjacent blocks. Similarly, the people who commute to the Central Business District to work will enjoy the convenience of a child care center that they can visit their children during their lunch hour.

Description of the work to be performed:
No exterior construction or modification is required. The project entails only an interior build-out of the combined 9,087 sq. ft. to create five to six class rooms, an office, a pantry and an indoor play area that the Department of Children & Families accepts by its own code in lieu of an outdoor playground in areas considered urban.

Description of the child care center:
Called CORAL GABLES CHILD CARE, the center will be duly licensed and monitored by the Department of Children & Families. It will have a capacity of approximately 172 children ranging from 3 months to 4 years, ages that typically attend preschools while parents go to work. The center will be open from 6:30 AM until 6:30 PM Monday to Friday, and demand permitting, later hours on Fridays and Saturdays to accommodate parents requiring babysitting while they patronize the restaurants and other entertainment in the area.

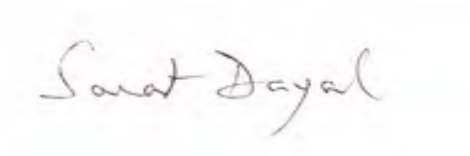
Ages of children:

Infants- large room	28
1-year olds	30
2-year olds	33
3-year olds	37
4-year olds incl. VPK	46
TOTAL	**174 children**

Theme and focus of the child care center:
Taking advantage of the imposing Mediterranean facade of the building, the child care center will use the classic architectural motifs from Coral Gables to create a unique atmosphere inside the center. Fountains, balustrades, ornamental grills and even tiled roofs for classrooms, though inside the building, will be incorporated in the construction plans to evoke the Coral Gables Mediterranean look and feel. Indeed the center has been named after the city itself - CORAL GABLES CHILD CARE (PRESCHOOL).

About the owners and operators:
The Pluchino family, long time residents of Coral Gables, are the owners of the proposed center through their company, Deban Investments, Inc. Mrs. Pluchino has prior experience in Early Childhood Learning and is currently enrolled in classes to obtain her Child Care Director's credential. The family has also retained the services of Preschool Developers to build, launch and help manage the new child care center. Preschool Developers and its principal, the undersigned, have built, opened and managed over 26 child care centers in South Florida and have four new centers slated for 2016. With the combination of the Pluchino family's dedication and teaching experience and Preschool Developer's expertise in child care, the new venture is destined to become a leading service provider to the families of Coral Gables.

Sincerely,



Sarat Dayal
CEO
Preschool Developers LLC
representing Coral Gables Child Care
and its corporate owner, Deban Investments, Inc.

PRESCHOOL DEVELOPERS LLC
19200 SW 57th Court
Southwest Ranches, FL 33332
954-817-6438 anandi92@yahoo.com

Planning Board
City of Coral Gables
427 Biltmore Way, 2nd Floor
Coral Gables, FL 33134

OPERATION INFORMATION: CORAL GABLES CHILD CARE (Preschool)

Location of the proposed child care center:
320 Giralda Avenue, Coral Gables. The child care center will occupy 9,087 sq. ft on the first floor of the north side of the building. The entire first floor is designated a retail floor in this building.

Operational Details:

		Children 3 months – 4 years	Employees based on Dept of Children & Families child-teacher ratios
Projected capacity:	Infants 3 months to 11 months	28	7
	12 months to 23 months	30	5
	24 months to 35 months	33	3
	36 months to 47 months	37	3
	48 months to 59 months	46	3
			2 Office staff
	TOTAL	174	23

Number of staff members: 23 when the preschool is at full capacity. Employee calculations based on the number of children in each age group divided by child-teacher ratios enforced by Child Care Licensing division of Dept. of Children & Families.

Hours: 6:30AM to 6:30 PM, Monday to Friday

Drop-off/Pick-up
Since this is a child care facility (preschool) and not a school that opens and closes at exact times, parents will drop children off over three hours spanning 7AM to 10AM and a similar three-hour period from 3:30PM to 6:30PM. There are only a few random drop-offs and pick-ups throughout the day as some children are placed in care only part-time. The drop-off/pick-up plan included in this application indicates six parking spaces dedicated for this purpose inside the garage and all six located adjacent to the rear entry of the child care facility. The 6 spaces assigned for drop-off/pick-up exceed the 5 spaces specified for child care centers with capacity of over 60 children by Miami-Dade County's auto

stacking code for child care, Sec.33-151.18 (c) Auto Stacking. The reference to Miami-Dade's code is merely to prove that 6 spaces provided exceed the norms of drop-off/pick-up parking in the child care business.

Traffic Impact Study

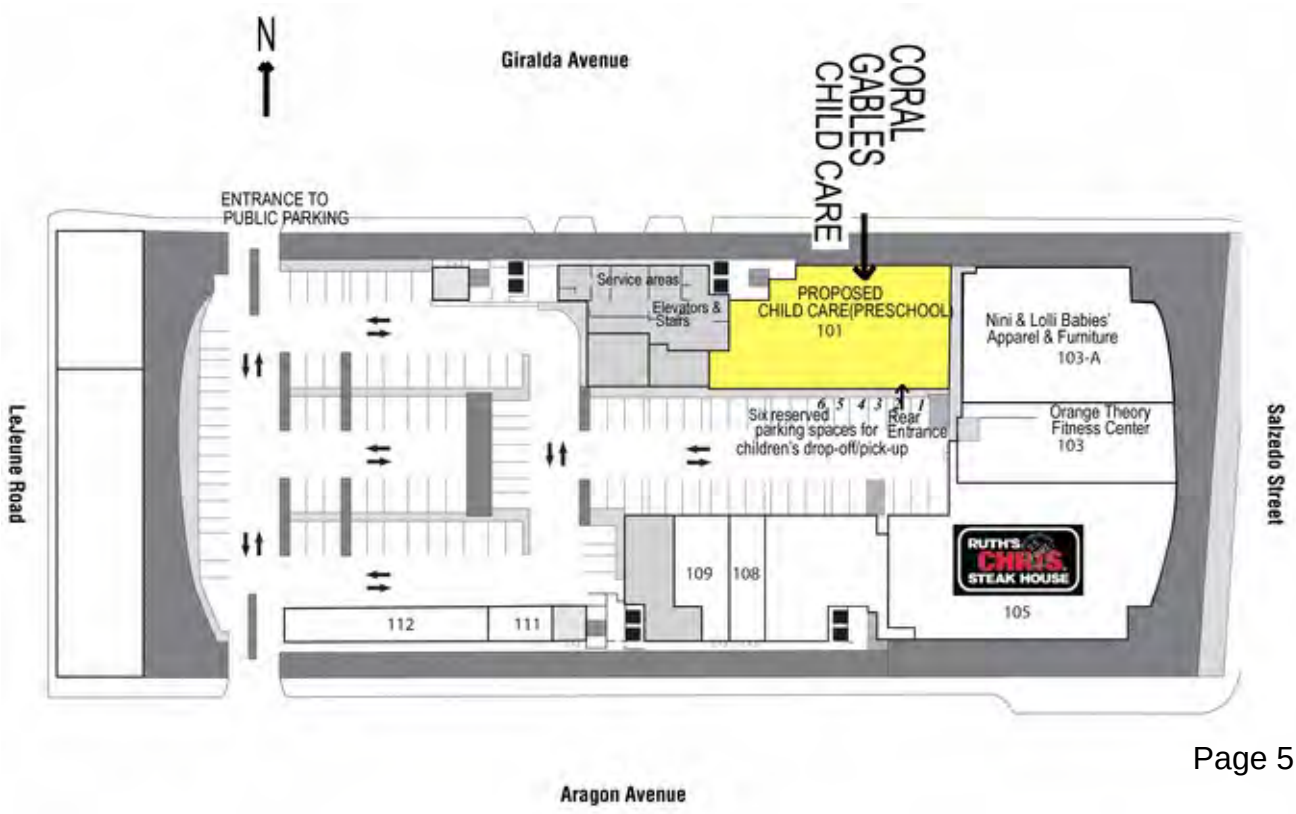
As requested by Yamilet Senespleda of Public Works, a Traffic Impact Study has been initiated with a completion date of March 1, 2016.

Parking

Adequate parking exists in the building itself to comply with Coral Gable's code for child care requiring 1 space per 100 sq. ft. A Parking Calculation will be submitted in the next phase.

Sarat Dayal

Sarat Dayal
CEO
Preschool Developers LLC
Representing Coral Gables Child Care
and its owner, Deban Investments, Inc.

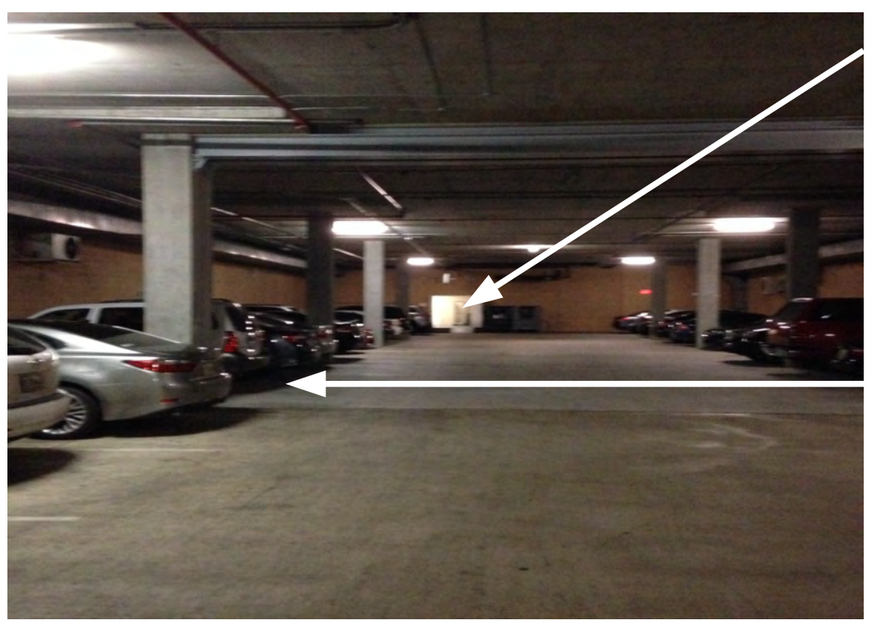


CHILD DROP-OFF / PICK-UP PARKING PLAN – Pg 1of 2

Proposed Coral Gables Child Care

Entrance to parking garage for drop-off/pick-up

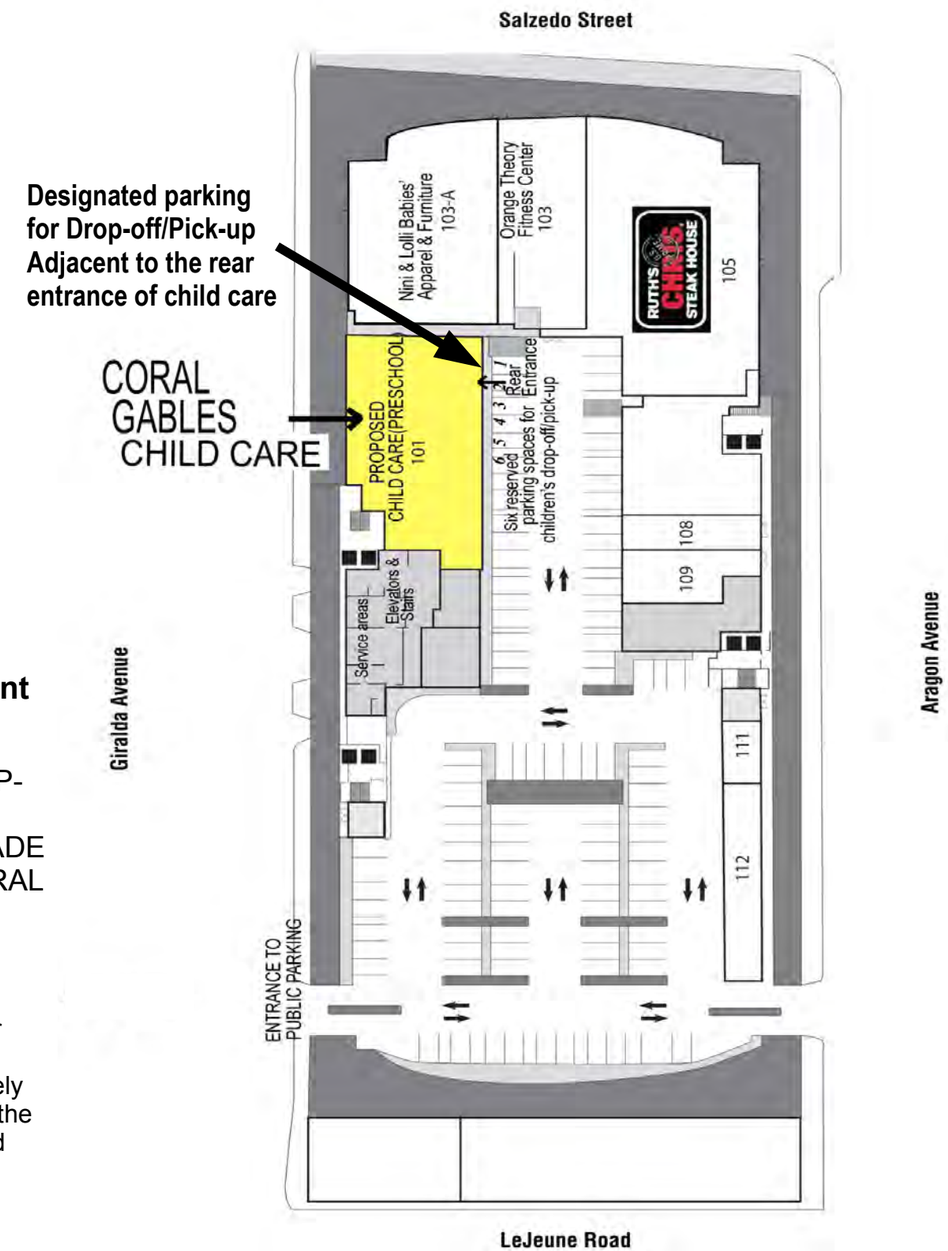
FIRST FLOOR OF A SIX-STORY PUBLIC PARKING GARAGE



Rear entrance to child care. Adjacent To the drop-off/pick-up parking

SIX RESERVED SPACES FOR DROP-OFF & PICK-UP.
DEEMED SUFFICIENT BY MIAMI-DADE CHILD CARE CODE TO WHICH CORAL GABLES SUBSCRIBES.

The 6 spaces assigned for drop-off/pick-up exceed the 5 spaces specified for child care centers with capacity of over 60 children by Miami-Dade County's auto stacking code for child care, Sec.33-151.18 (c) Auto Stacking. The reference to Miami-Dade's code is merely to prove that the 6 spaces provided exceed the norms of drop-off/pick-up parking in the child care business.



CHILD DROP-OFF / PICK-UP PARKING PLAN – Pg 2 of 2

1. **Traffic Circulation**: See parking garage plan on lower right. The width between aisles is a minimum of 22 feet to allow two-way traffic as per Coral Gables code Section 5-1402.
2. **Stacking Analysis**: Addressed in the Traffic Study report by Trident Engineering and submitted herewith
3. **Schedule for drop-off:** 7AM to 10AM (Child care/preschools do not start or end with the ring of a bell, hence traffic is dispersed over a 3-hour period)
4. **Schedule for pick-up:** 3PM to 6:30PM
5. **No change** in drop-off/pick-up times for different age groups. Timing dependent on parents' work schedules and needs.

Child Care Parking Codes of other municipalities cited below to demonstrate that the 6 designated spaces allocated for drop-off/pick-up are consistent with the requirements developed by other municipalities and particularly Miami-Dade whose overall child care standards are followed by Coral Gables.

Miami-Dade County child care codes (followed also by Coral Gables in general, not specifically parking. Coral Gables Code Article 5, Section 5-903). According to Miami-Dade parking codes, 23 parking spaces plus 5 drop-off/pick-up spaces required for 174-child child care/preschool in a 9,046 sq ft facility, same as the proposed child care/preschool.)
CODE: Section 33-124(l) For off-street parking
CODE: Sec 22-151-18 (c) for drop-off/pick-up

South Miami, FL - 30 parking spaces (including drop-off spaces) required for 174-child child care/preschool in a 9,046 sq ft facility, same as the proposed child care/preschool.
CODE: South Miami Section 20-3.4(B)(23)

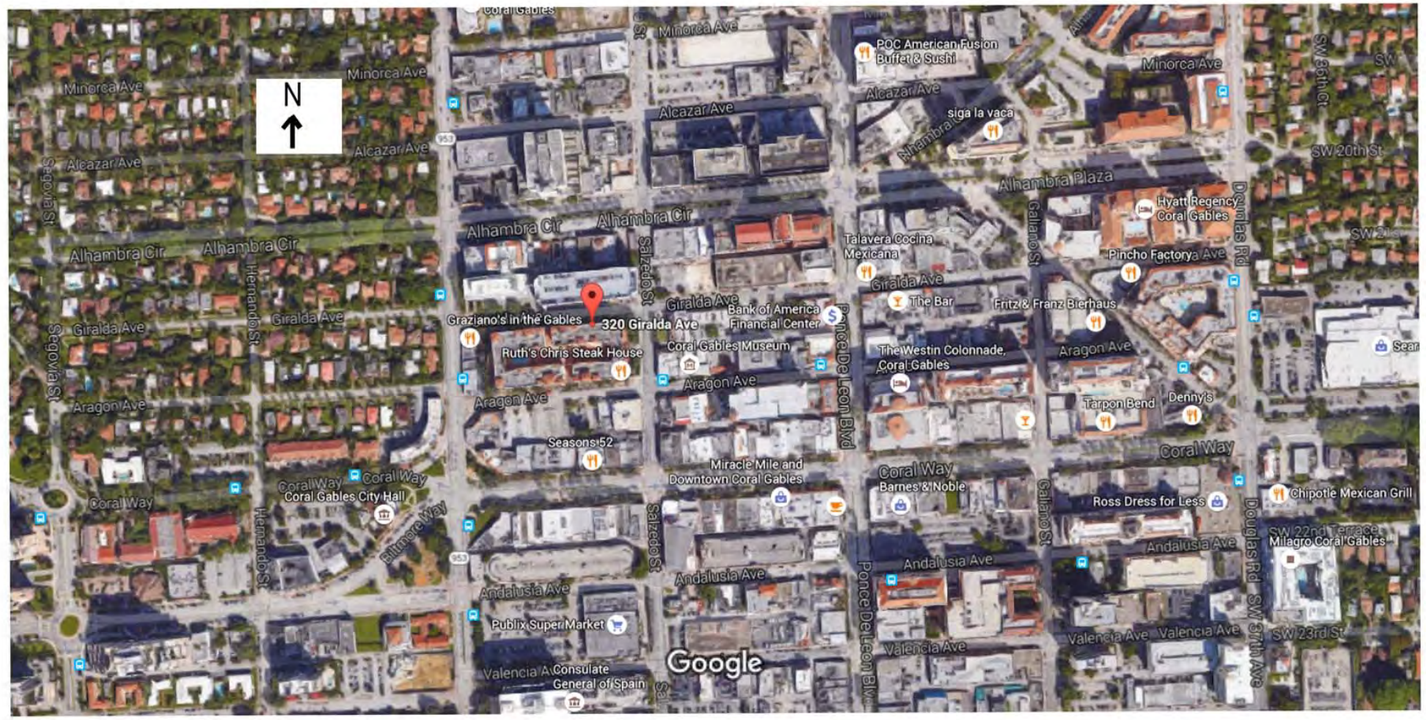
Doral, FL - 23 parking spaces plus 5 drop-off spaces required for 174-child child care/preschool in a 9,046 sq ft facility, same as the proposed child care/preschool.)
CODE: Doral Sec. 77-139. - Required off-street parking spaces.

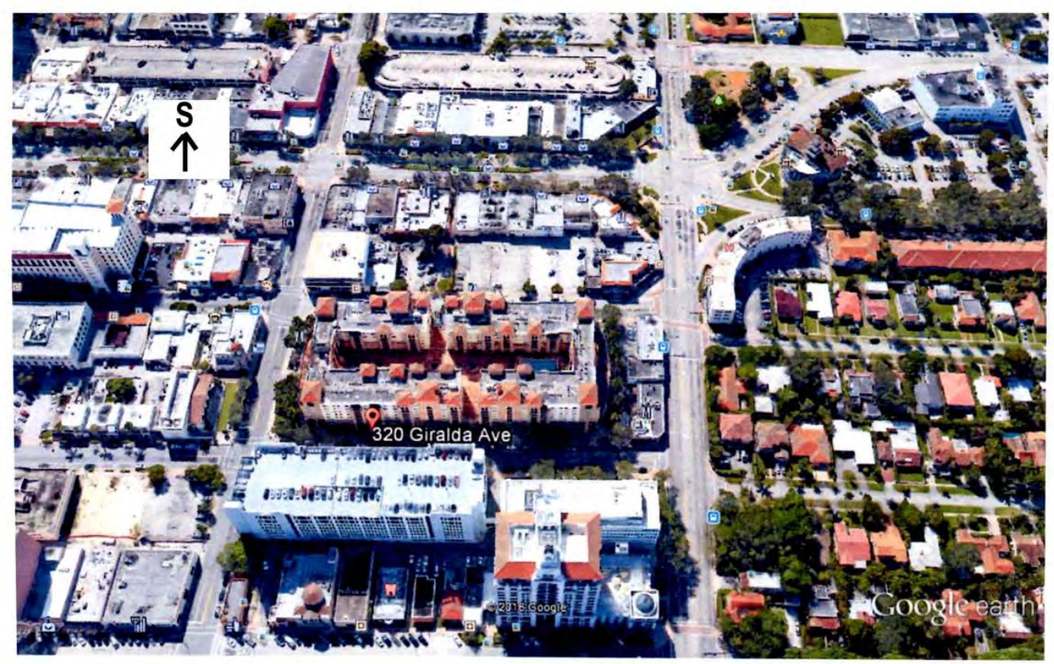
Boca Raton, FL - 35 parking spaces plus 6 drop-off spaces required for 174-child child care/preschool in a 9,046 sq ft facility, same as the proposed child care/preschool.)
CODE: Boca Raton Sec. 28-1655

Rear entrance to child care. Adjacent To the drop-off/pick-up parking

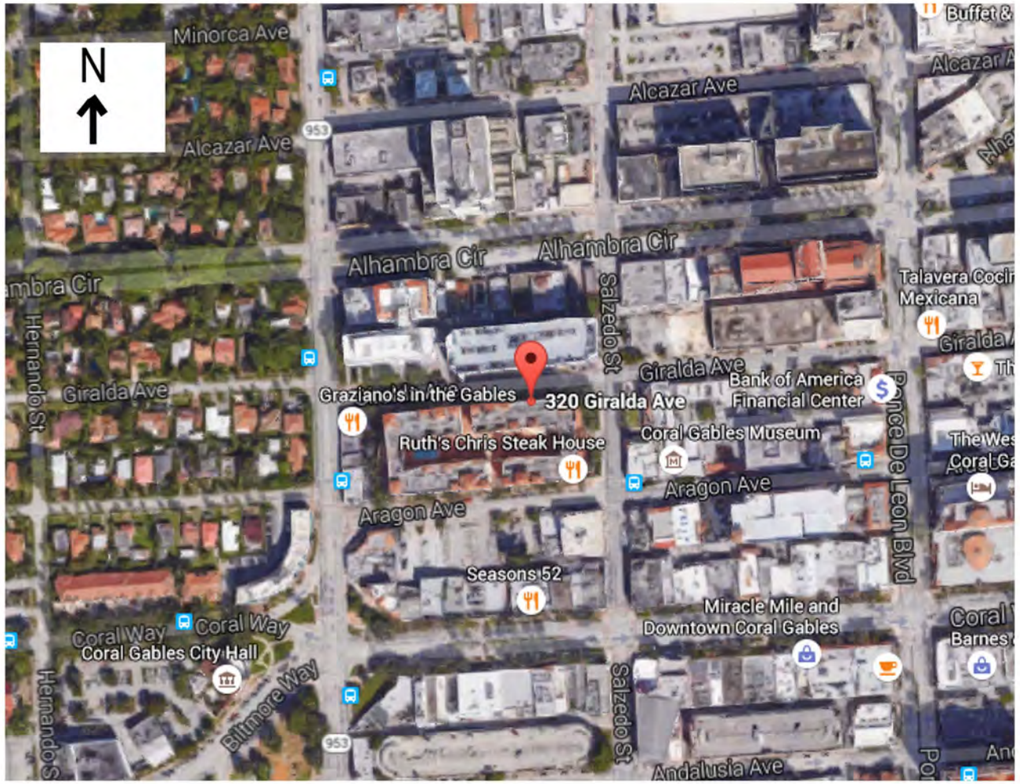
SIX RESERVED SPACES FOR DROP-OFF & PICK-UP.
DEEMED SUFFICIENT BY MIAMI-DADE CHILD CARE CODE TO WHICH CORAL GABLES ALSO SUBSCRIBES IN GENERAL.

AERIAL VIEWS
320 GIRALDA AVE

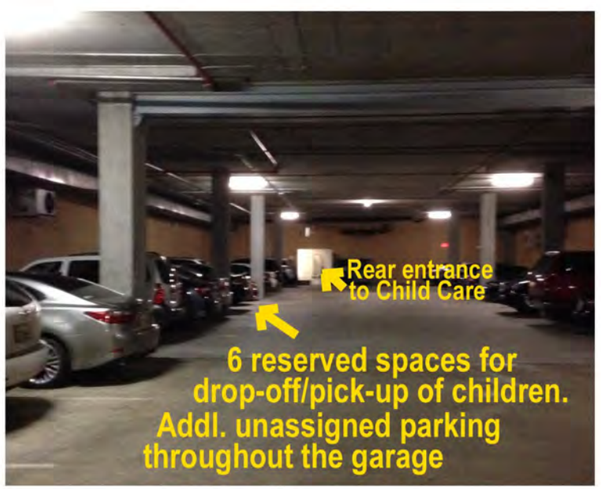




PHOTOS OF PROPERTY, ADJACENT USES, STREETSCAPE



Adjacent uses



LEGAL DESCRIPTION OF PROPERTY:

THE EASTERNMOST 12.64 FEET OF LOT 3, AND ALL OF LOTS 4 THROUGH 45, INCLUSIVE, OF BLOCK 35, OF "CORAL GABLES SECTION 'K'", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 8 AT PAGE 33 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; TOGETHER WITH THE 20-FOOT WIDE ALLEY IN SAID BLOCK 35 THAT LIES BETWEEN THE ABOVE DESCRIBED LOTS, AS SHOWN ON SAID PLAT.

CONTAINS 117,077 SQUARE FEET OF LAND, OR 2.6877 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

(1) ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM, MEAN SEA LEVEL, ALSO KNOWN AS N.G.V.D.

(2) FEDERAL FLOOD INSURANCE INFORMATION AS FOLLOWS: COMMUNITY NO. 120639, PANEL 0190, SUFFIX "J", FIRM MAP DATE: 3-02-94, ZONE "X" INDICATES THE AREA IS OUTSIDE THE 500-YR. FLOOD PLAIN.

(3) SURVEY DATA LEGEND:

M.H.	INDICATES MANHOLE	C.B.	INDICATES CATCH BASIN
I.P.	INDICATES IRON PIPE	F.H.	INDICATES FIRE HYDRANT
W.V.	INDICATES WATER VALVE	P	INDICATES PLANTER
SAN.	INDICATES SANITARY	WD.	INDICATES WOOD
F.P.L.	INDICATES FLORIDA POWER & LIGHT	LT.	INDICATES LIGHT
		CONC.	INDICATES CONCRETE

ORDER NO. 13371: REVISED THIS 24TH DAY OF DECEMBER, 2003 TO BRING THIS SURVEY UP TO DATE AND TO RECERTIFY TO THE FOLLOWING:
(1) ERP OPERATING LIMITED PARTNERSHIP
(2) LAWYERS TITLE INSURANCE CORPORATION

COMMITMENT NO. T-032203

THIS IS TO CERTIFY THAT WE HAVE REVIEWED THE TITLE COMMITMENT AND ITS DOCUMENTS AND THAT THE SURVEY ACCURATELY DEPICTS THOSE TITLE EXCEPTIONS IN THE TITLE COMMITMENT WHICH ARE PLOTTABLE

THE ZONING CLASSIFICATION OF THE PARCEL IS LISTED AS "CB" AND "CC", FOR APARTMENTS, APARTMENT-HOTELS AND HOTELS

AS-BUILT SURVEY OF "GABLES GRAND PLAZA"

2320 SALZEDO STREET
CORAL GABLES, FLORIDA 33134

PREPARED BY
A.R. TOUSSAINT & ASSOCIATES, INC.
LAND SURVEYORS
620 N.E. 126th ST. NORTH MIAMI, FL. 33161
PHONE (305) 891-7340

ORDER NO. 11955 DATE JUNE, 1998
F.B. 454 PGS. 76-80 SCALE AS SHOWN

SURVEYOR'S CERTIFICATE

TO: THE PRUDENTIAL INSURANCE COMPANY OF AMERICA (THE "PURCHASER"), MERRICK CENTER, LTD., LAWYER'S TITLE INSURANCE COMPANY AND CITY OF CORAL GABLES, FLORIDA.

RE: PURCHASE AND SALE (THE "PURCHASE AND SALE") FROM MERRICK CENTER, LTD. ("SELLER") TO PURCHASER, OF PROPERTY LOCATED IN DADE COUNTY, FLORIDA.

GENTLEMEN:

I, HOWARD C. GAMBLE, A REGISTERED LAND SURVEYOR, DO HEREBY CERTIFY TO PURCHASER AND LAWYER'S TITLE INSURANCE COMPANY, THAT:

1. THE PLAT OF SURVEY, ORDER NO. 11955 ATTACHED HERETO (THE "PLAT"), REPRESENTS A TRUE AND ACCURATE REPRESENTATION OF THE ACTUAL FIELD SURVEY OF THE PROPERTY MADE BY ME OR UNDER MY DIRECTION ON JULY 24th, 1998, LAST REVISED ON JULY 24th, 1998, OF THE PROPERTY DESCRIBED ON EXHIBIT "A" ATTACHED HERETO (THE "PROPERTY").

2. THE PLAT CORRECTLY SHOWS THE COURSES AND MEASURED DISTANCES OF EXTERIOR PROPERTY LINES OF THE PROPERTY AND ANY EASEMENTS LOCATED ON OR AFFECTING THE PROPERTY.

3. ALL RIGHT-OF-WAY AND EASEMENTS ON, OVER AND ACROSS THE PROPERTY ARE SHOWN ON THE PLAT, TOGETHER WITH THE RECORDING INFORMATION WITH RESPECT TO ALL RECORDED RIGHT-OF-WAY AND EASEMENTS, AND THAT, EXCEPT AS SHOWN BY REFERENCE TO RECORDED INSTRUMENT, THERE ARE NO VISIBLE OR RECORDED EASEMENTS OR RIGHTS-OF-WAY ACROSS SAID PROPERTY, OR ANY OTHER EASEMENTS OR RIGHTS-OF-WAY OF WHICH THE UNDERSIGNED IS AWARE OR HAS BEEN ADVISED.

4. THE PLAT CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF ALL IMPROVEMENTS AT GROUND SURFACE LEVEL AND THE DISTANCE THEREFROM TO THE NEAREST FACING EXTERIOR PROPERTY LINES OF THE PROPERTY.

5. THE PLAT CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE PROPERTY.

6. EXCEPT AS SHOWN ON THE PLAT, THERE ARE NO ENCROACHMENTS BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS EITHER ONTO THE PROPERTY FROM ADJACENT LANDS OR ONTO ADJACENT LANDS FROM THE PROPERTY.

7. THERE ARE NO ENCROACHMENTS BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS FROM THE PROPERTY ONTO EASEMENTS, STREETS OR ALLEYS, AND THERE ARE NO PARTY WALLS BETWEEN BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY AND THOSE LOCATED ON ADJACENT LANDS.

8. INGRESS AND EGRESS TO THE PROPERTY ARE BY DEDICATED AND PUBLICLY MAINTAINED STREETS, AS SHOWN ON THE PLAT.

9. THE PLAT DOES NOT SHOW THE PARKING LEVELS IN THE PARKING GARAGE WITHIN THE BUILDING. THERE ARE 549 PARKING SPACES WITHIN THE PARKING GARAGE, WHICH INCLUDES 12 HANDICAP PARKING SPACES. THE TOTAL SQUARE FEET OF THIS PROPERTY IS 117,077 SQUARE FEET OR 2.688 ACRES OF LAND, MORE OR LESS.

10. THE PROPERTY DOES NOT SERVE ADJOINING PROPERTY FOR DRAINAGE OR INGRESS OR EGRESS OR ANY OTHER PURPOSE EXCEPT AS SHOWN ON THE PLAT.

11. THE PLAT MEETS THE MINIMUM STANDARDS SET FORTH BY THE AMERICAN LAND TITLE ASSOCIATION AND THE MINIMUM STANDARDS AND SPECIFICATIONS PRESCRIBED BY LAW FOR THE FILING AND RECORDING OF THE PLAT IN THE RECORDING OFFICE OF THE COUNTY IN WHICH THE PROPERTY IS LOCATED. IN ADDITION, THE PLAT IS MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1997, AND INCLUDES ITEMS 1, 3, 4, 6, 7(a), 7(b)(1), 8, 10, 13 AND 16 OF TABLE "A" THEREOF, AND PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION) OF AN URBAN SURVEY.

12. THE PLAT CORRECTLY SHOWS THE SCALE, THE NORTH DIRECTION, THE BEGINNING POINT, THE DISTANCE OF THE NEAREST INTERSECTING STREET AND POINT OF REFERENCE FROM WHICH THE PROPERTY IS MEASURED, THE WIDTH OF THE STREET OR STREETS ON WHICH THE PROPERTY ABUTS, AND THE LOT AND BLOCK NUMBER SHOWN ON ANY FIELD MAP TO WHICH REFERENCE IS MADE IN THE LEGAL DESCRIPTION OF THE PROPERTY TOGETHER WITH THE FILING DATE OF SUCH MAP.

13. ALL STREETS ABUTTING THE SAID PROPERTY AND ALL MEANS OF INGRESS AND EGRESS FOR THE SAID PROPERTY HAVE BEEN COMPLETED, DEDICATED AND ACCEPTED FOR PUBLIC MAINTENANCE BY THE CITY OF CORAL GABLES, FLORIDA.

14. EXCEPT AS SHOWN ON THE PLAT, THERE ARE NO BUILDING SETBACK LINES IMPOSED BY ZONING ORDINANCE, RESTRICTIVE COVENANT OR OTHERWISE.

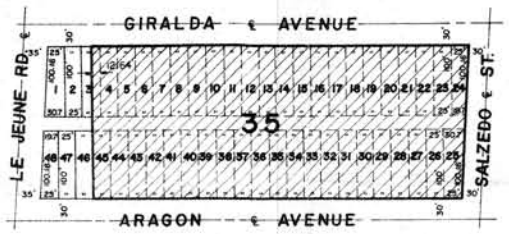
15. THE PROPERTY IS LOCATED IN "X" OF THE FLOOD PLAIN MAP FOR SUCH PROPERTY, AND EXCEPT AS SHOWN ON THE PLAT, THE PROPERTY IS NOT LOCATED WITHIN A FLOOD PLAIN AREA OR AN AREA HAVING SPECIAL FLOOD HAZARDS.

A. R. TOUSSAINT & ASSOCIATES, INC.
LAND SURVEYORS
620 N.E. 126th ST. NORTH MIAMI, FL. 33161
PH. 305-891-7340

SIGNED: V. PRES.
HOWARD C. GAMBLE
REGISTERED LAND SURVEYOR NO. 1681
STATE OF FLORIDA

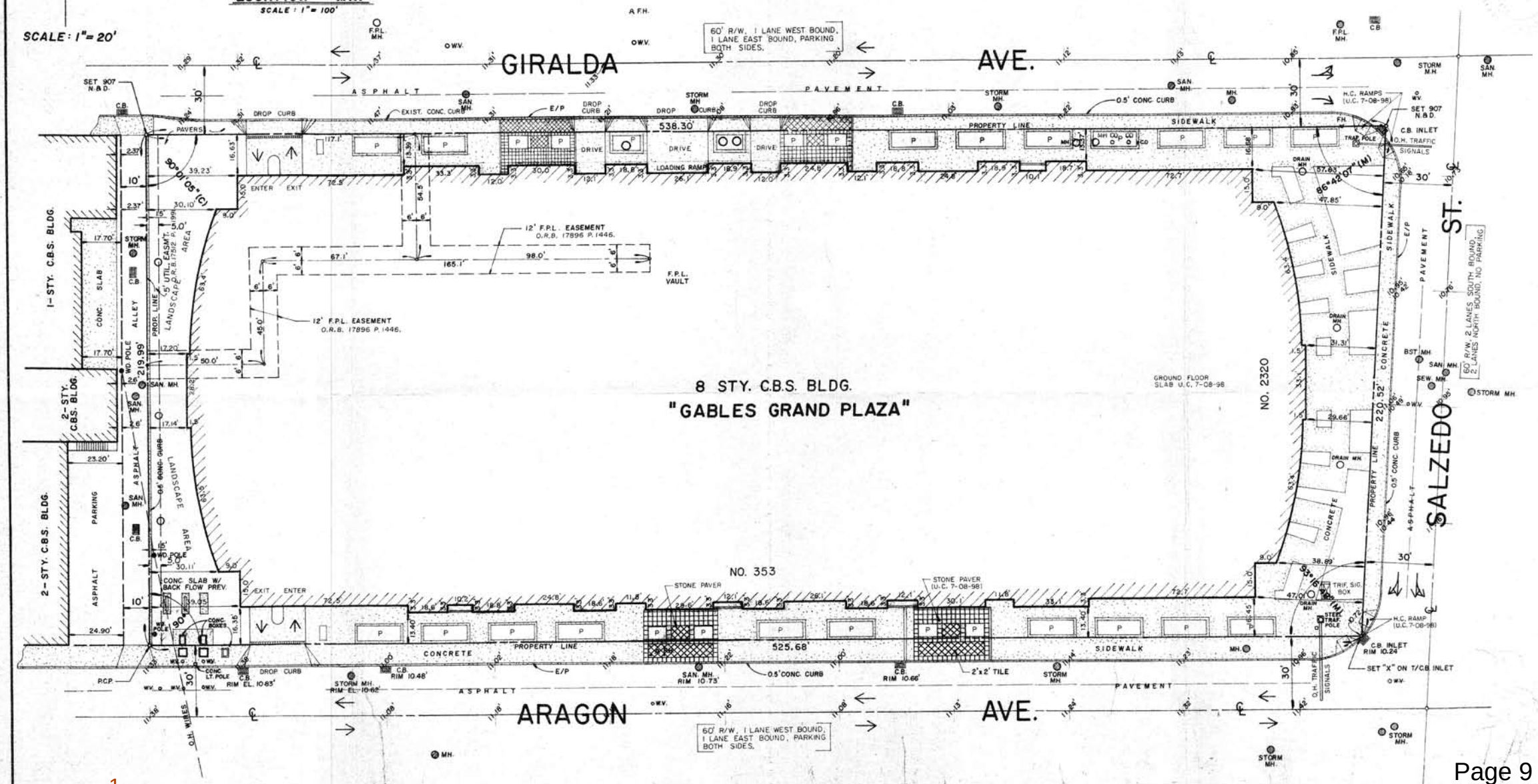
DATE SIGNED: SEPTEMBER 17, 1998

BY: PRES.
ALBERT R. TOUSSAINT
REGISTERED ENGINEER NO. 3939
REGISTERED SURVEYOR AND MAPPER NO. 607
STATE OF FLORIDA
FLORIDA CERTIFICATE OF AUTHORIZATION LB-277



LOCATION MAP
SCALE: 1"= 100'

SCALE: 1"= 20'



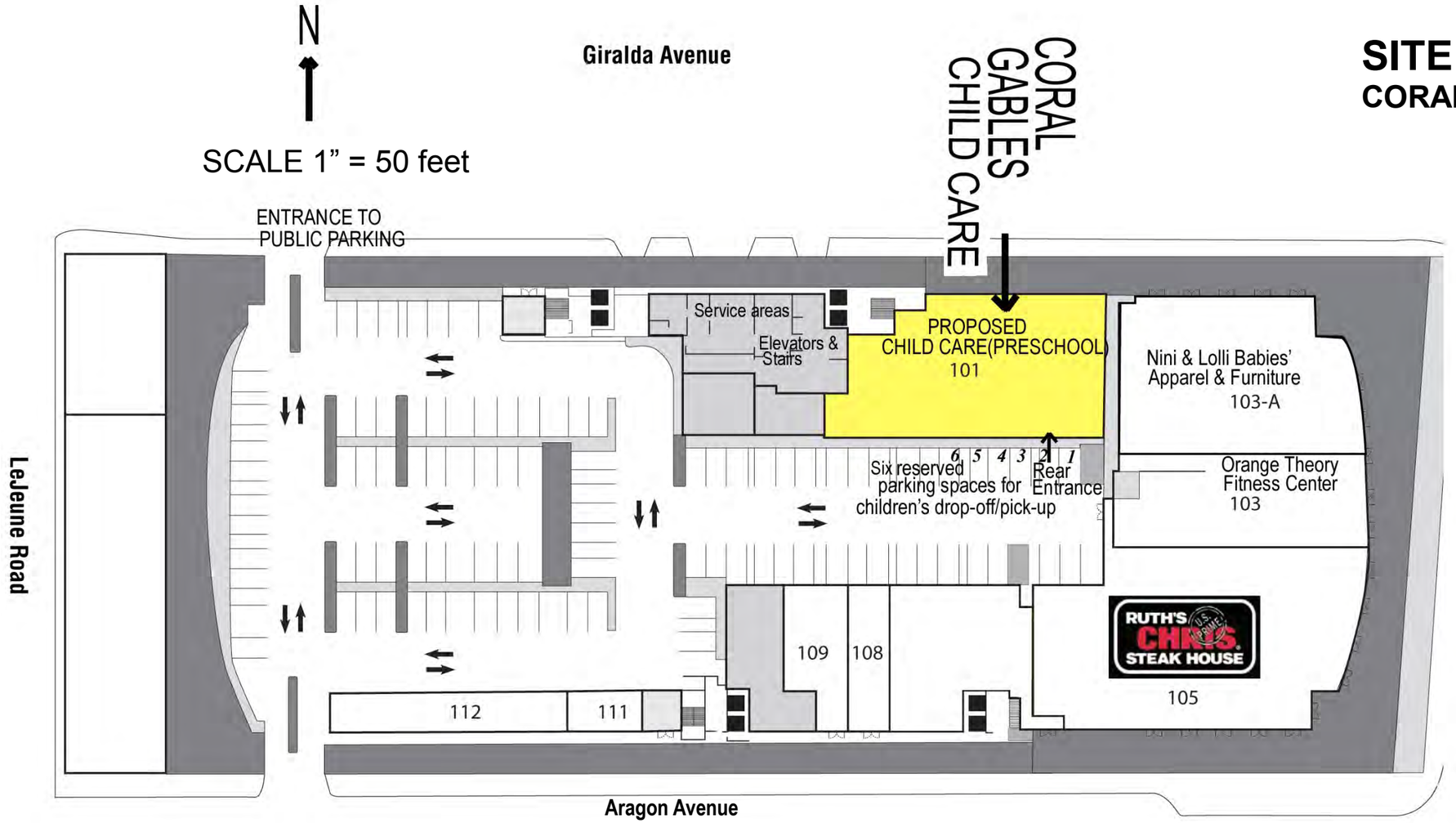
REVISED & UPDATED: SEPT. 17, 1998

11955

SITE PLAN

CORAL GABLES CHILD CARE (Preschool)

Address: **320 Giralda Avenue,**
Coral Gables, FL 33134
(The building's formal address is
2320 Salzedo Street, Coral Gables, FL)



NOTE: Located within the city of Coral Gables Redevelopment and Infill District (GRID), designated by the City as a Transportation Concurrency Area meant to promote development within its boundaries. City ordinance establishes that roadways within the geographical area of the GRID are exempt from the citywide traffic LOS Standards.

Details: **Proposed Coral Gables Child Care (Preschool)**
Owners: Deban Investments, Inc.
Space: 9,087 sq. ft. of space on the first floor of the north side of an 8-story building called Gables Grand Plaza
Children's pick-up/drop-off: 6 designated spaces inside the parking garage and adjacent to the rear door of the child care space
General parking for child care: In the parking building with 300 spaces for public use on a paid basis
Projected number of children: 174
Hours: 6:30AM to 6:30PM Monday-Friday
Ages of children:

Infants- large room	28
1-year olds	30
2-year olds	33
3-year olds	37
4-year olds incl. VPK	46
TOTAL	**174 children**

AERIAL VIEW OF PROPOSED CHILD CARE

STREET VIEW OF PROPOSED CHILD CARE
View from Giralda Avenue

Aragon Avenue

Visitor's Entrance to Child Care Center (Parents' entrance through rear door in the parking garage)

Entrance to parking garage and designated parking for children's drop-off/pick-up

Legal Description of site: Folio 03-4108-006-3351

Building data:
Zoning: Commercial District C, Mixed Use (currently a mix of retail on the first floor and apartments on floors above)
Land use classification: Commercial Mid Rise Intensity
Square footage of retail floor (first floor): 33,711 sq ft
Proposed Child Care: 9,087 sq ft of 33,711 sq ft
Exempt from traffic LOS standards due to its location within Transportation Concurrency Area.

Summary Parking Calculation (see details on separate page)

Total parking space all 6 floors of garage:	568 spaces
Reserved for residents on 5th & 6th floors:	263 spaces
Total **available** for public use Floors 1 - 4	305 spaces
Total **required** for proposed child care and existing restaurant and retail:	182 spaces

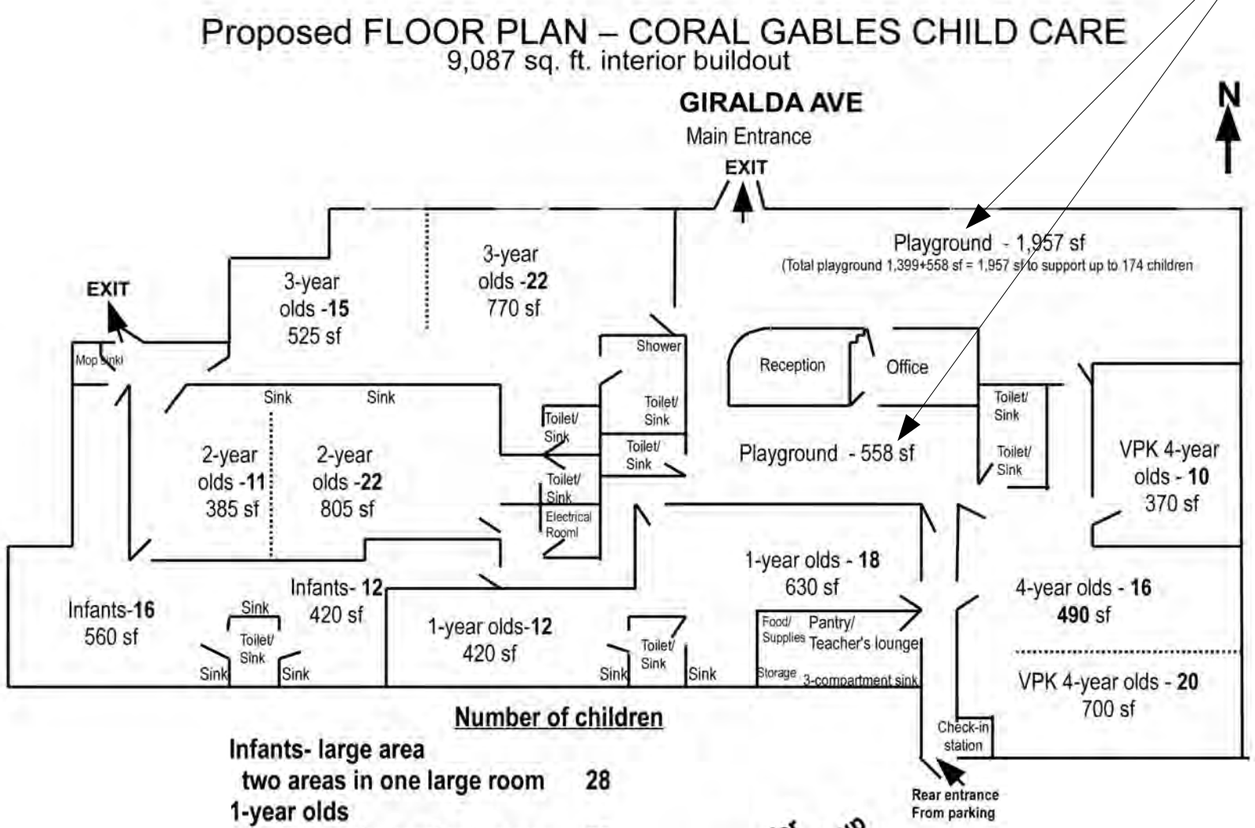
Off-street Parking Analysis
320 Giralda Avenue, Gables Grand building

Total parking spaces on all 6 floors combined:	568 spaces
Reserved for residents on 5th and 6th floors:	-263 spaces
Total available for public use Floors 1 - 4:	305 spaces

Business name	Use	Square footage	Parking required by code	
Ruth's Christ Steakhouse	Restaurant	9,707 sf	12 spaces/1,000 sf	=116.4 spaces
Nini & Oli Boutique	Retail	4,612 sf	1 space/250 sf	= 18.4
Orange Theory Fitness	Retail	2,985 sf	1 space/250 sf	= 11.9
Red Carpet Salon	Retail	1,505 sf	1 space/250 sf	= 6.02
Awards & Trophy	Retail	644 sf	1 space/250 sf	= 2.57
Sheikh Oriental Rugs	Retail	1,421 sf	1 space/250 sf	= 5.68
Required for proposed child care	Child Care	6,090 sf of classrooms and play areas permitted for children's use by DCF Licensing	1 space/300 sf per Zoning Code Section 4-201.G.5	= 20.30

TOTAL REQUIRED	= 181.27 or 182
TOTAL AVAILABLE	= 305 spaces

COMPLIANT WITH MIAMI-DADE CHAPTER 33 151.18 “PHYSICAL STANDARDS FOR CHILD CARE”



1. Indoor Playground

Due to the proposed child care center's urban location, the outdoor playground can be replaced by an indoor playground as described in both Miami-Dade County's Urban Centers code as well as the Child Care Licensing Codes followed by Miami-Dade County. Both codes require the same size of indoor playground - a size of 22.5 per sf per child for 50% the center's capacity (or expressed in Licensing Code as 45 per sf per child for 25% of the center's capacity).

The proposed center provides the required 1,957 sq. ft. of indoor playground.
Required for 174-child capacity:
25%X 174 children = 43.5 children X 45 sf = 1,957 sq. ft.

Excerpt from Miami-Dade Code Standard Urban Centers Article XXXIII(k) 33-284-86 (D) (2) Recreation Area

2. Recreation Areas
Educational and child care facilities located within an Urban Center District shall be exempt from the outdoor recreation area requirements of Section 33-151.18(a) of this chapter and shall be required to provide indoor and/or outdoor recreation areas subject to the following requirements:

Categories Required Recreation Area (**)

Child care/day nursery/kindergarten and preschool and after-school care
22.5 square feet per child calculated in terms of half of the proposed maximum number of children for attendance at the school at one (1) time.

Excerpt from Child Care Ordinance followed by Miami-Dade's Child Care Licensing, a division of DCF. Ordinance titled: Chapter 65C-22, Florida Administrative Code, Child Care Standards
65C-22.002 Physical Environment (4)4(g)
For the purposes of a licensed urban child care facility, an additional minimum of 45 square feet of usable indoor play space for 25% of the licensed capacity shall be substituted for outdoor play space. The urban child care facility must provide this additional indoor space with equipment that provides physical activities appropriate for the age of the children.

2. Class Sizes

The square footage of each classroom allows 35 sf per child of usable space as required under the Physical Standards section of Miami-Dade County Code Chapter 33-151.18. The square footage of each

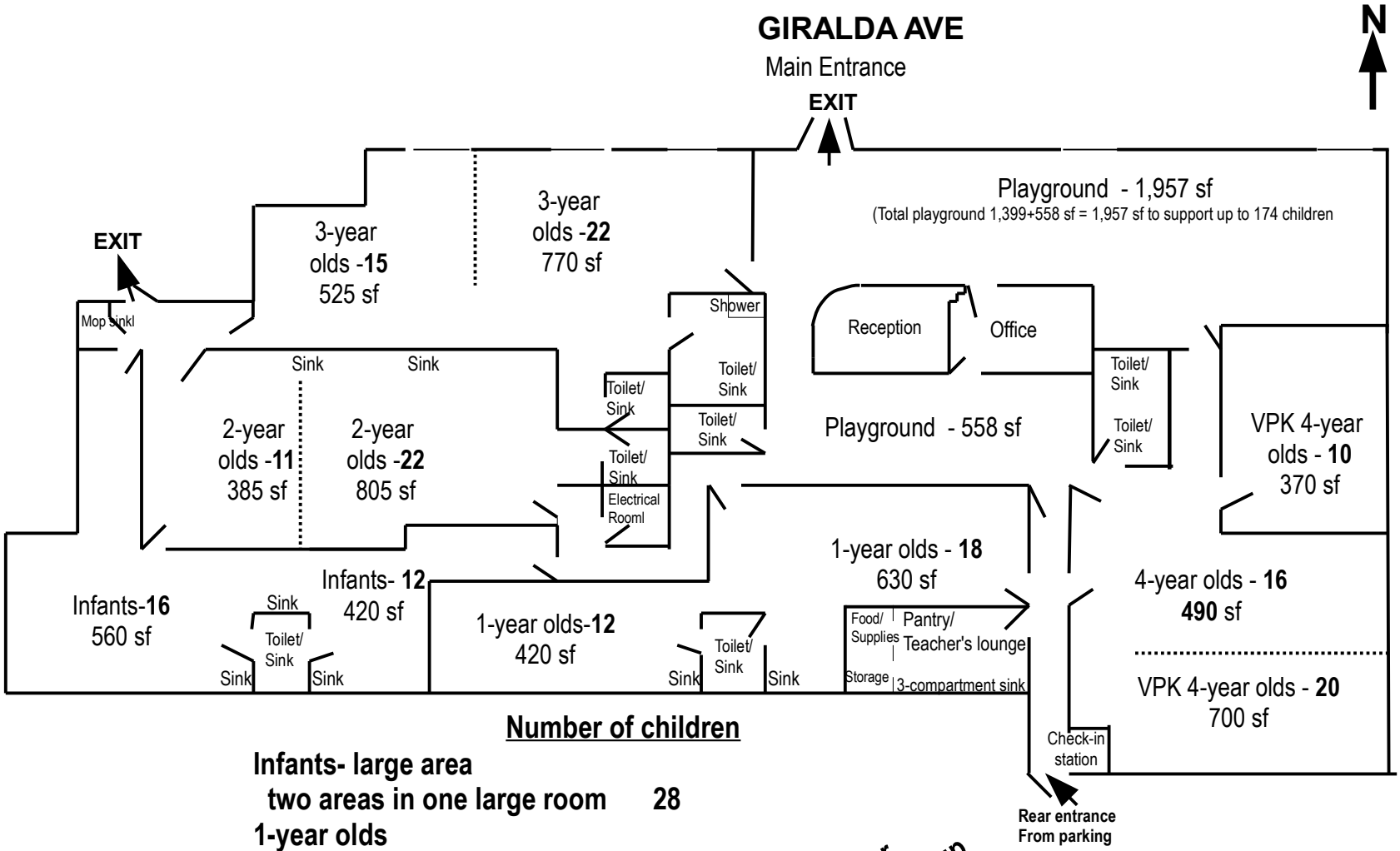
3. Parking & Drop-off/Pick-up

The proposed center has the 23 parking spaces, one for each personnel, in the parking garage to comply with Miami-Dade code as well as the 5 spaces required for drop-off/pick-up.

Excerpt from Miami-Dade Section 33-124(I) For off-street parking
Day nurseries, kindergarten and elementary schools: Total parking spaces shall equal the combined total of personnel and transportation vehicles.
Excerpt from Miami-Dade Sec 22-151-18 (c) for drop-off/pick-up
Auto stacking. Stacking space, defined as that space in which pickup and delivery of children can take place, shall be provided for a minimum of two (2) automobiles for schools with twenty (20) to forty (40) children; schools with forty (40) to sixty (60) [children] shall provide four (4) spaces; thereafter there shall be provided a space sufficient to stack five (5) automobiles.

Proposed FLOOR PLAN – CORAL GABLES CHILD CARE

9,087 sq. ft. interior buildout



Number of children

Infants- large area	
two areas in one large room	**28**
1-year olds	
two areas in one large room	**30**
2-year olds -	
two partitioned areas	**33**
3-year olds -	
two partitioned areas	**37**
4-year olds -	
three areas	**46**
TOTAL	**174 children**

Approx. Scale: 1”=20 feet

SIGNAGE PLAN

Sign above the main door.
Two lines of text 30” high X approx. 9 feet wide
Internally illuminated flush mounted LED channel letters
Deep maroon color

1998 NOV -7 AM 9:14 98R535663

OFF REC 18334 PG 4226

DECLARATION OF RESTRICTIVE COVENANT

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, the MERRICK CENTER, LTD., is the Owner of the ground lease of the following described property, situate and being in the City of Coral Gables, Dade County, Florida:

> Lots 1 through 48, including the 20 ft. Alley of Block 35, Coral Gables Section "K", as recorded in Plat Book 8 at Page 33, the Public Records of Dade County, Florida

WHEREAS, the City Commission of the City of Coral Gables, on the 14th day of July, 1998, passed and adopted Resolution No. 29552 which authorized the following encroachments over public right-of-way at Gables Grand Plaza situated at 340-380 Giralda Avenue and 333-383 Aragon Avenue, consisting of 2'-0" x 3/4" thick imitation keystone pavers on the sidewalk at Gables Grand Plaza, subject to the following conditions: (1) that the proposed sidewalk maintains a coefficient of friction equal to or greater than the coefficient of friction of the City standard sidewalk, under all weather conditions; (2) that the Owner shall, at Owner's expense, maintain the encroachments in good repair at all times; (3) that the City reserves the right to remove, add, maintain, or have the Owner remove at Owner's expense any of the improvements within the right-of-way; (4) that the Owner shall replace, at Owner's expense, any such portion of the encroachments affected in the event that Public Works must issue a permit for a utility cut in the area; and (5) that the Owner furnish the City with a policy or certificate of insurance coverage in the minimum limits of $300,000 each person and $300,000 each occurrence for bodily injury, and $250,000 each occurrence on property damage, or $300,000 single limit coverage, and naming the City as co-insured under such policy.

NOW, THEREFORE, for good and valuable consideration, the undersigned does hereby declare that it will not convey or cause to be conveyed the title to the above property without requiring the successors in title to abide by all the terms and conditions set forth herein.

FURTHER, the undersigned declares that this covenant is intended and shall constitute a restrictive covenant concerning the use, enjoyment and title to the above property and shall be binding upon the undersigned, its successors and assigns.

10/16/98 04:51 FAX 3054605284 CITY ATTORNEY 002

Description: Dade,FL Document-Book.Page 18334.4226 Page: 1 of 2
Order: 40188158 Comment:

IN WITNESS WHEREOF, the undersigned has caused his seal to be affixed hereto on this 19th day of OCTOBER, 1998.

MERRICK CENTER, LTD.

Witness:

Print Name: Jennifer Hayes

ROBERTO S. ROCHA,
Senior Vice President

Print Name: Calda Fair

RECORDED IN OFFICIAL RECORDS BOOK OF DADE COUNTY, FLORIDA
RECORD VERIFIED
HARVEY RUVIN
CLERK CIRCUIT COURT

STATE OF FLORIDA)
SS.
COUNTY OF DADE)

The foregoing instrument was acknowledged before me this 19th day of OCTOBER, 1998, by Roberto S. Rocha, Senior Vice President of Merrick Center, Ltd., who is personally known to me, or who has produced _____ (type of identification) as identification.

Sworn and subscribed before me this 19th day of OCTOBER, 1998.

OFFICIAL NOTARY SEAL
ELIZABETH ZEVALLOS
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC667087
MY COMMISSION EXP. SEPT 2,2001

NOTARY PUBLIC

My Commission Expires:

APPROVED AS TO FORM AND CONTENT:

ELIZABETH M. HERNANDEZ,
City Attorney

PREPARED BY: ELIZABETH M. HERNANDEZ, CITY ATTORNEY
City Hall - 405 Biltmore Way, Coral Gables, Florida 33134

10/16/98 04:31 FAX 3054905364 CITY ATTORNEY 003

Description: Dade,FL Document-Book.Page 18334.4226 Page: 2 of 2
Order: 40188158 Comment:

This instrument Prepared by and Return to

Howard J. Vogel, Esq.
BERMAN WOLFF & HENRIENT, P.A.
International Place - 35th Floor
100 Southeast Second Street
Miami, Florida 33131-1101
(305) 577-4174

97R042320 1997 JAN 30 16:27

MEMORANDUM OF LEASE

THIS MEMORANDUM OF LEASE is made and entered into this 30th day of December, 1996 by and between **THE CITY OF CORAL GABLES, FLORIDA**, a municipal corporation (hereinafter "Lessor"), and **MERRICK CENTER, LTD.**, a Florida limited partnership (hereinafter "Lessee")

WITNESETH:

WHEREAS, Lessor and Lessee did entered into a Lease and Development Agreement (hereinafter the "Lease") dated October 22, 1991, as amended and restated as of December 31, 1996, pertaining to certain property situated in the City of Coral Gables, Florida (hereinafter the "Leased Premises"), as more particularly described as follows:

PARCEL 1:

The Easternmost 12.64 feet of Lot 7 and all of Lots 8 through 41, inclusive, and a 20-foot alley lying between, Block 35, CORAL GABLES SECTION "K", according to the Plat thereof, recorded in Plat Book 8, Page 33, of the Public Records of Dade County, Florida.

PARCEL 2:

The Easternmost 12.64 feet of Lot 3, and all of Lot 4, and a 20-foot alley adjacent thereto on the South, Lots 5, 6 and the Westernmost 12.36 feet of Lot 7, and a 20-foot alley adjacent thereto on the South, and Lots 42 to 45, inclusive, Block 35, CORAL GABLES SECTION "K" according to the Plat thereof, as recorded in Plat Book 8 page 33 in the Public Records of Dade County, Florida

WHEREAS Lessor and Lessee desire to execute this Memorandum of Lease to confirm certain terms and conditions in the Lease and the matters set forth herein

NOW, THEREFORE, Lessor and Lessee do hereby acknowledge and confirm the following

1 That the foregoing recitals are true and are incorporated herein by referenced

Description: Dade,FL Document-Book.Page 17512.1986 Page: 1 of 5
Order: 40188158 Comment:

2 The Lease is for a term of thirty (30) years commencing on December 31, 1996 Subject to the terms and conditions of Section 2.1(b) of the Lease, the Lessee has a right to extend the Lease on exactly the same terms and conditions, for up to two (2) additional terms of thirty (30) years each, and for a third additional term of nine (9) years, for a total possible maximum term of ninety-nine (99) years.

3 Pursuant to Florida Statutes Section 713.10, any and all liens or lien rights shall extend to and only to the right, title and interest of the Lessee in the Developer Improvements and the right, title and interest of the Lessor in the Leased Premises shall not be subject to liens or claims of liens for improvements made by the Lessee Nothing contained in the Lease shall be deemed or construed to constitute the consent or request of the Lessor express or implied, by implication or otherwise, to any contractor, subcontractor, laborer or materialman for the performance of any labor or the furnishing of any materials for any specific improvement of, alteration to, or repair of, the Leased Property or Developer Improvements or any part thereof, nor as giving Lessee, any Lender, Subtenant, lessee, or sublessee any right, power or authority to contract for, or permit the rendering of, any services or the furnishing of materials that would give rise to the filing of any lien, mortgage or other encumbrance against Lessor's interest in the Leased Property or any part thereof or against assets of the Lessor, or Lessor's interest in any Rental as defined in the Lease. Notice is hereby given, and Lessee shall cause all construction agreements to provide that Lessor shall not be liable for any work performed or to be performed at the Leased Property or Developer Improvements or any part thereof for Lessee any Lender Subtenant, lessee, or sublessee or for any materials furnished or to be furnished to the Leased Property or Developer Improvements or any part thereof for any of the foregoing, and no mechanic's, laborer's, vendor's, materialman's or other similar statutory lien for such work or materials shall be attached to or affect Lessor's interest in the Leased Property or any part thereof or any assets of Lessor, or Lessor's interest in any Rental Additionally, the Lessor's fee interest in and ownership of the Leased Premises shall not be subject or subordinate to any financing for the Project or lien or encumbrances affecting Lessee's interest in the Lease or the Developer Improvements or by any action or conduct of Lessee or by any Lender, Subtenant, lessee or sublessee. In this regard, the Fixed Base Rent and the Percentage Base Rent, as defined in the Lease, then payable at any point in time during the term of the Lease shall be paid by the Lessee to the Lessor and shall be superior in right to all claims or rights described in the Lease or herein, including, but not limited to all Project operating expenses, the payment of debt service, and any distributions of profit to the Lessee or any of its partners

4. Any future mortgage encumbering Lessor's fee interest in the Leased Property, which does not also encumber the Lease, shall be subject to the Lease and to the rights of any leasehold mortgagee.

5. Lessor and Lessee specifically acknowledge and agree that this Memorandum of Lease shall terminate and be of no further force and effect, and shall

Description: Dade,FL Document-Book.Page 17512.1986 Page: 2 of 5
Order: 40188158 Comment:

terminate any record interest that Lessee may have in the Leased Premises herein

CITY OF CORAL GABLES, a Florida municipal corporation

By: _____
H.C. Eads Jr., City Manager

Attest

_____ for Virginia Paal
City Clerk

Approved as to Form and Sufficiency:

By: _____
Elizabeth Hernandez, City Attorney

STATE OF FLORIDA)
) ss
COUNTY OF DADE)

The foregoing instrument was acknowledged before me this 11TH day of December, 1996, by ARMANDO CODINA as President of Codina Gables Grand, Inc. as General Partner of Gables Grand, Ltd., as General Partner of MERRICK CENTER, LTD., a Florida limited partnership, on behalf of the limited partnership. He is personally known to me or has produced _____ as identification.

OFFICIAL NOTARY SEAL
LOURDES REYES
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC381536
MY COMMISSION EXP. NOV. 6,1997

My Commission Expires

Printed Name: Lourdes Reyes
Serial No.: _____
Notary Public in and for said County and State

STATE OF FLORIDA)
) ss
COUNTY OF DADE)

The foregoing instrument was acknowledged before me this 12th day of December, 1996, by Roberto S. Rocha as Vice President of TRG Coral Gables, Inc., a Florida corporation, as General Partner of TRG Coral Gables, Ltd., a Florida limited partnership, as Managing General Partner of MERRICK CENTER, LTD., a Florida limited partnership on behalf of the limited partnership. He is personally known to me or has produced _____ as identification.

OFFICIAL NOTARY SEAL
ANDREW GARCIA
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC449482
MY COMMISSION EXP. MAR. 29,1999

My Commission Expires

Printed Name: ANDREW GARCIA
Serial No.: CC449482
Notary Public in and for said County and State

4

Description: Dade,FL Document-Book.Page 17512.1986 Page: 4 of 5
Order: 40188158 Comment:

STATE OF FLORIDA)
) ss.
COUNTY OF DADE)

The foregoing instrument was acknowledged before me this 20th day of December, 1996 by H.C. Eads, Jr., as City Manager of THE CITY OF CORAL GABLES, a Florida municipal corporation, on behalf of the corporation. He is personally known to me or has produced _____ as identification.

Printed Name: Mirta Conley Francomano
Serial No. CC 299711
Notary Public in and for said County and State

My Commission Expires

3 HJV CCDINA GABLES GR MEMOF_BA 7 wpd

RECORDED IN OFFICIAL RECORDS BOOK
OF DADE COUNTY, FLORIDA
RECORD VERIFIED
HARVEY RUVIN
CLERK CIRCUIT COURT

Description: Dade,FL Document-Book Page 17512.1996 Page: 5 of 5
Order: 40188158 Comment:

CONTACT LIST

Please direct all correspondence to the following:

Applicant's Agent and Consultant
Preschool Developers LLC
19200 SW 57th Court
Southwest Ranches, FL 33332
Sarat Dayal
954-817-6438

Property Owners
SCG Atlas Gables Grand Plaza LLC
c/o Starwood Asset Management
400 Galleria Parkway
Suite 1450
Atlanta, Georgia 30339
James Kane, Sr. Vice President
770-563-1100

Applicant and Owner of Coral Gables Child Care (Preschool)
Deban Investments Inc
363 Aragon Ave, Unit 612W
Coral Gables, FL 33134
Marisa Pluchino
786-344-2852

4/28/16

Preschool Experience of the Applicants

Deban Investments has retained the services of Preschool Developers LLC to build, open and help manage the preschool. The latter brings a wealth of industry experience to the project and its collaboration with the owners of Deban will provide the residents of Coral Gables with one of the finest preschools in South Florida.

Prime locations where we have built and operated preschools:

1. Two preschools in high rises directly on Brickell Avenue in the financial district, Miami
2. The largest preschool in downtown Miami in the Roads neighborhood
3. Coconut Grove
4. Boca Raton
5. Coral Springs (3 preschools)

A Partial List of Preschools developed from site selection to grand opening and operator training (also managed several of these preschools for clients)

1. **Tiniciti, 1221 Brickell Ave, Miami –** July 2012
2. **Brickell International Academy, 1101 Brickell Ave, Miami**
3. **Growing Days, 5969 151st Street, Miami Lakes, FL –** Dec 2009
4. **Bright Minds International Academy, 7150 W. McNab, Tamarac FL -** Aug 2007
5. **Aunt D's Child Care, 6609 Woolbright Rd, Boynton Beach –** March 2013
6. **Aunt D's Child Care, 1827 Pine Island Rd, Plantation –** Dec 2001
7. **Little Grown-ups, 6883 Stirling Rd, Davie, FL –** May 2004
8. **World of Learning, 4129 North Pine Island Road, Sunrise, FL –** Nov 2005
9. **Edwards Preschool, 11735 SW 147 Ave, Miami, FL –** Jan 2010
10. **iPlanet Academy, 10601 Wiles Rd, Coral Springs, FL –** Aug 2011
11. **Wee Kids Academy, 11800 Lakeview Drive, Coral Springs, FL –** Jan 2013
12. **Little Children's Learning Academy, 1917 West 60th Street, Hialeah, FL -** Aug 2009
13. **Little Genius, 2122 SW 68th St, Hialeah, FL –** Aug 2009
14. **New Horizons Preschool II, 2419 SW 147th Ave, Miami, FL –** Oct 2011
15. **Imagination Learning Zone, 602 Anderson Circle, Deerfield Beach, FL –** March 2013
16. **Puzzle Preschools, 15725 SW 72nd Street, Miami, FL –** Opened on October 6, 2014.
17. **Tiniciti II – 2500 SW 3rd Avenue, Miami, FL – Feb 2015**
18. **Tiniciti III – 3111 SW 27th Avenue, Miami, FL -** Jan 2016
19. **EcoKids – 10387 Royal Palm Blvd, Coral Springs, FL -** May 2015
20. **Coconut Creek Preschool– 5331 Lyons Rd, Coconut Creek -** Jan 2016
21. **Boca Raton Preschool – 4800 T-Rex Ave, Boca Raton, FL -** April 2015

UNDER DEVELOPMENT, OPENING IN 2016

22. **Coral Gables Preschool – 320 Giralda, Coral Gables, FL -** a preschool with a capacity of 165 children
23. **Puzzle Preschool II – Boca Valley Plaza, Boca Raton -** a preschool with a capacity of 140 children
24. **Preschool in Kendall Altis -** a preschool with a capacity of 88 children to open September 2016
25. **Boynton Beach Preschool – -** a preschool with a capacity of 99 children to open Aug 2016
26. **Sunrise Academy – -** a preschool with a capacity of 160 children in Sunrise, FL to open Aug, 2016
27. **Kendall Preschool** – a preschool with capacity of 95 to open August, 2016

Coral Gables Child Care

300 Giralda Avenue
Coral Gables

Traffic Study

Prepared for
Bande Investments LLC.

City of Coral Gables – Miami-Dade County

March 2016

PROJECT # 2016-0078

Prepared by

TRIDENT ENGINEERING
62 Gables Blvd., Weston, Florida, 33326

Coral Gables Child Care

300 Giralda Avenue
Coral Gables

Traffic Study

Prepared for
Bande Investments LLC.

City of Coral Gables – Miami-Dade County

March 2016

I, Rajendran Shanmugam, PE # 39626, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the Civil and Traffic Engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT # 2015-0037

Prepared by

RAJENDRAN "RAJ" SHANMUGAM P.E.
License #: 39626

TRIDENT ENGINEERING
62 Gables Blvd., Weston, Florida, 33326

3/8/2016

RAJENDRAN SHANMUGAM
NO. 39626
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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1.0 Introduction

Preschool Developers, LLC is in the process of converting a portion of 1st Floor of the north side of the building at ***300 Giralda Avenue*** to a day care facility on behalf of **Pluchino Family (Bande Investments, LLC.)**. The 1st Floor of the building is designated as retail; the proposed day care center will occupy Unit # 101, measuring 9,087 sq. ft. No exterior construction or modification is required. The project entails only an interior build-out to create class rooms, office spaces, and an indoor play area that the Department of Children & Families accepts in lieu of an outdoor playground in urban areas. It will have a capacity of 161 children ranging from 3 months to 5 years, ages that typically attend preschools while parents go to work. The center will be open from 6:30 AM until 6:30 PM Monday to Friday.

A location map is included as **Exhibit 1** and the ground floor schematic plan for the building is included as **Exhibit 2**. The 300 Giralda building is located within the Gables Redevelopment Infill District (GRID), which is considered the city's concurrency exception area.

The analysis undertaken follows the study methodology previously approved by the City of Coral Gables Public Works Department and is included in **Appendix A**. The methodology is consistent with the Institute of Transportation Engineer's (ITE) Trip Generation, and Traffic Impact Studies Manual. This report consists of the following:

- ✓ Trip Generation
- ✓ Traffic Counts
- ✓ Committed Developments
- ✓ Existing Level of Service
- ✓ Proposed Level of Service
- ✓ Conclusion

Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on Wednesday January, 27th at the following intersections:

1. LeJeune Rd. @ Miracle Mile – Signalized
2. LeJeune Rd. @ Aragon Ave. – Signalized
3. LeJeune Rd. @ Giralda Ave. – Unsignalized
4. LeJeune Rd. @ Alhambra Cir. – Signalized
5. Salzedo St. @ Aragon Ave. - Signalized
6. Salzedo St. @ Giralda Ave. - Signalized
7. Salzedo St. @ Alhambra Cir. – Signalized

Exhibit 1: Project Location

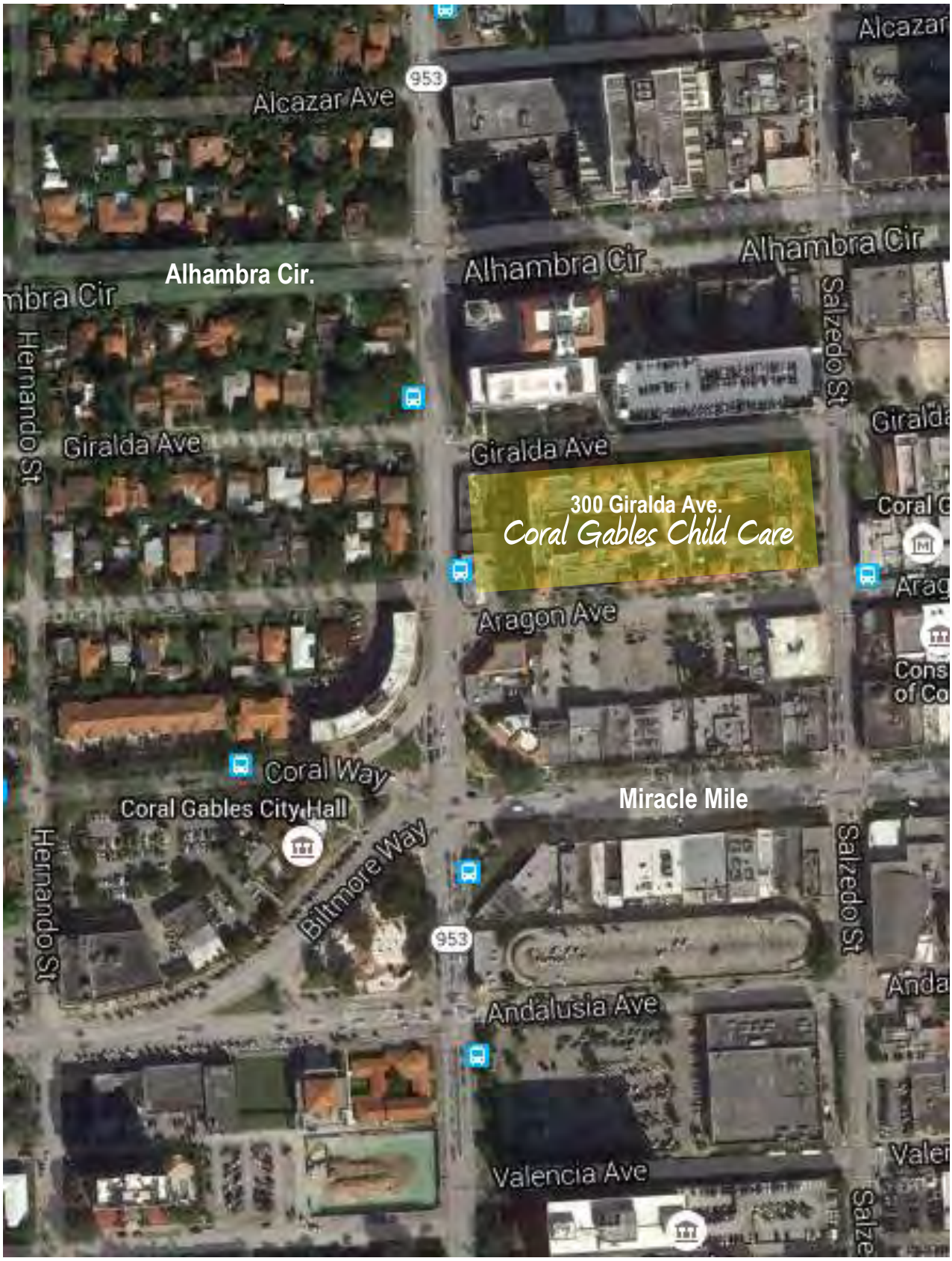
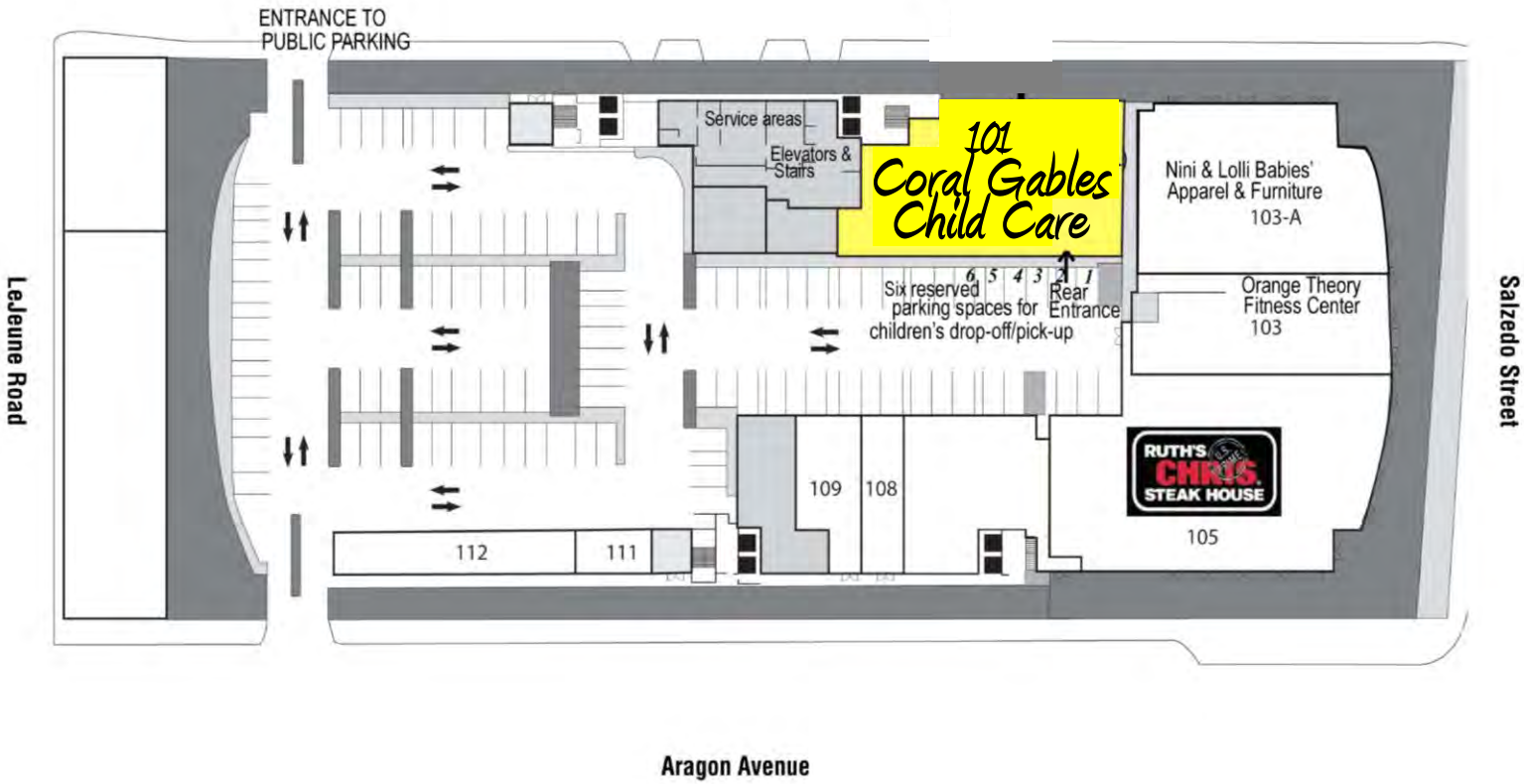


Exhibit 2


Giralda Avenue
ENTRANCE TO
PUBLIC PARKING
Service areas
Elevators &
Stairs
101
Coral Gables
Child Care
Nini & Lolli Babies'
Apparel & Furniture
103-A
Orange Theory
Fitness Center
103
Six reserved
parking spaces for
children's drop-off/pick-up
6 5 4 3 2 1
Rear
Entrance
LeJeune Road
Salzedo Street
109
108
112
111
105
RUTH'S
CHRIS
STEAK HOUSE
Aragon Avenue

2.0 Existing Conditions

2.1 Roadways

The roadways within the immediate vicinity of the site include Lejeune Road (SR 953), Salzedo Street, Giralda Avenue, Aragon Avenue, Alhambra Circle, and Miracle Mile. Lejeune Road is a four-lane, undivided (in the vicinity of the project), state maintained north-south arterial; it is located immediately west of the 300 Giralda Avenue building. Salzedo Street is also a four-lane, undivided, and is a city collector roadway; it is located immediately east of the 300 Giralda Avenue building. Alhambra Circle and Miracle Mile are four-lane, divided, major city collectors with on-street parking. Giralda Avenue and Aragon Avenue are local two-lane collectors with on street parking; they abut north and south sides of the 300 Giralda Avenue building, respectively. The Coral Gables Child Care facility 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. This ordinance establishes that roadways within the geographical area of the GRID are exempt from the citywide traffic LOS Standards.

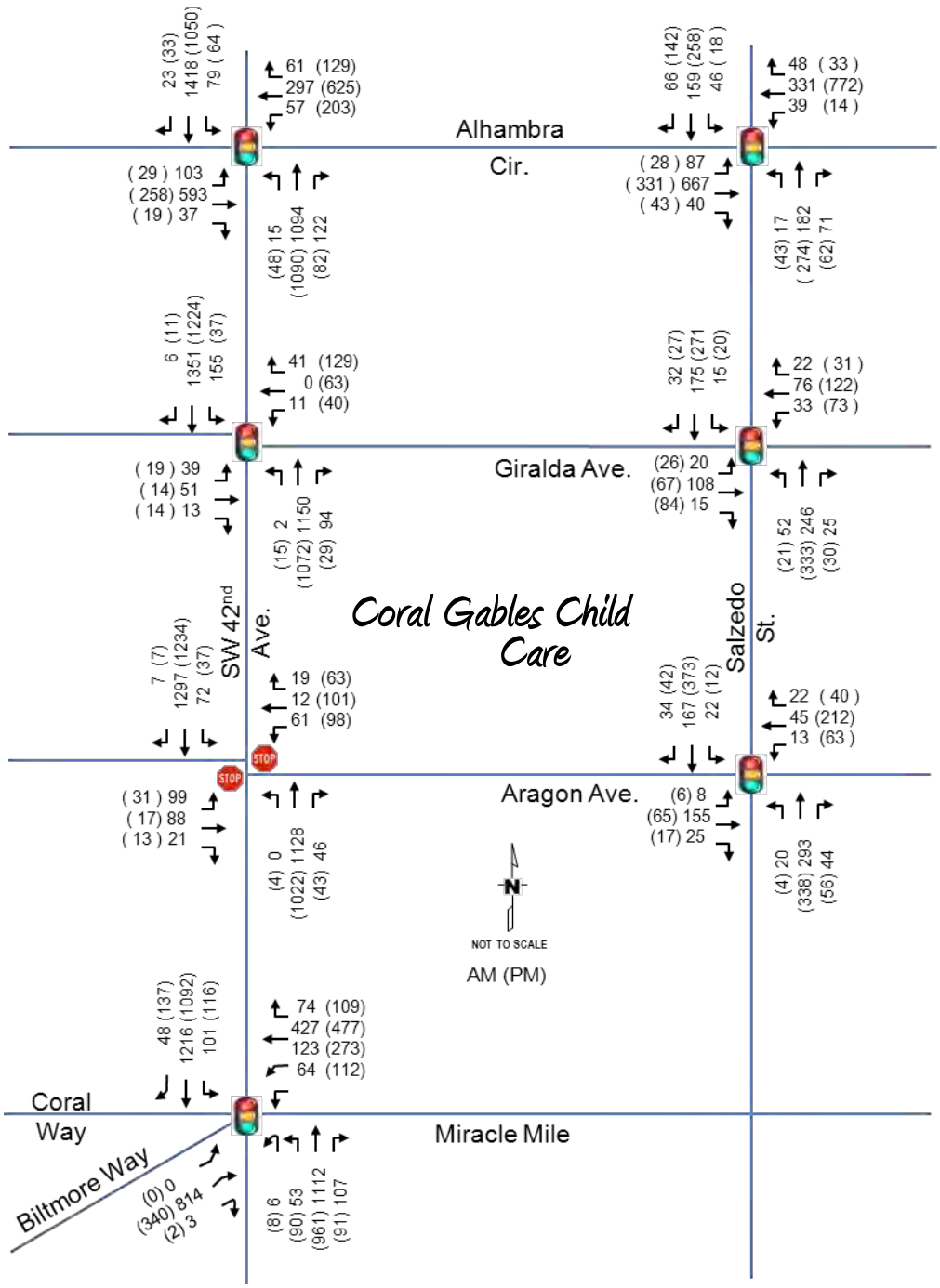
2.2 Transit Services

The project site is located in an area where pedestrian activity is common between existing land uses and the transportation facilities, as depicted in the traffic data presented later in this report. The City of Coral Gables trolley service traverses the Ponce de Leon Boulevard corridor, which is located a block east of the project site; it provides frequent services to the area and connects with the Douglas Road Metrorail Station. MDT Route #'s 24, 42, 42A, and 56 traverses through the project area and connects to far-reaches of Miami-Dade County.

2.3 Traffic Data

Turning movement data was collected at the seven intersections during the week of January 25, 2016 and is included in **Appendix B**. The Coral Gables Child Care facility is anticipated to be completed by the end of year 2016. Therefore, no growth rates were applied to the raw data; however, the data was increased by 1% (seasonal factor of 1.01) for seasonal variation. The highest hourly turning movements during the morning and evening peak hours for each intersection were selected to perform the operational analysis; the turning movement volumes used for the analysis are presented in **Exhibit 3**.

Exhibit 3
Seasonally Adjusted Existing (2016) Peak Hour Turning Movement Volumes



3.0 Trip Generation and Distribution

The Institute of Transportation Engineers (ITE) - 9th edition of the Trip Generation Manual is used to estimate daily and peak hour trips for the project site. The ITE land use codes 565 – Day Care Center is considered to be the appropriate land use for the proposed development. The projected trips for the project site are presented in **Exhibit 4**.

Exhibit 4: Trip Generation

Land use	ITE Code	Variable	Daily Primary Trips	AM Peak				PM Peak			
			Rate = 74.06 per 1000 sf.	Rate	IN	OUT	TOTAL	Rate	IN	OUT	TOTAL
Proposed Development:											
Day Care Center	**565**	**9,087 sf.**	**673 Trips**	12.18	**59**	**52**	**111**	12.34	**53**	**59**	**112**
					53%	47%			47%	53%	

The project trips are distributed and assigned to the study area roadways using the Cardinal Distribution for Traffic Analysis Zone (TAZ) 1033 included in **Appendix C**. The Cardinal Distribution is a generalized distribution of trips to and 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, roadways available to travel in the desired direction and the ease of access to a specific roadway. Project trip assignment for the proposed project is shown on **Exhibit 5**.

The proposed day care center is projected to generate 673 daily trips, which are primary trips. A large proportion of the primary trips could be reduced to account for internalization (existing trips from other uses of 300 Giralda building, which is a multi-use residential, commercial, and retail facility), passer-by trips (shared existing trips with other uses), and trips by transit/other modes (walking). In order to present a conservative assessment of the traffic impact, no trip reductions are applied to the primary trips – the primary trips are considered NET new trips for the purpose of traffic analysis. The projected traffic conditions are shown on **Exhibit 6**.

Following three committed developments in the vicinity of the project site were identified by the city staff to have potential traffic impact within the study area:

- ✓ 2020 Salzedo - under construction
- ✓ Columbus Center and Ground Floor Hotel - Plans Review Stage
- ✓ 2222 Ponce de Leon Blvd. - under construction

Only the 2020 Salzedo development traffic is included as the committed traffic and to have any traffic impact within the study area; there is no traffic data available for the 2222 Ponce development, and the Columbus Center traffic impact is outside the influence area – relevant pages are included in **Appendix D**.

Exhibit 5
Project and Committed Development Trip Distribution

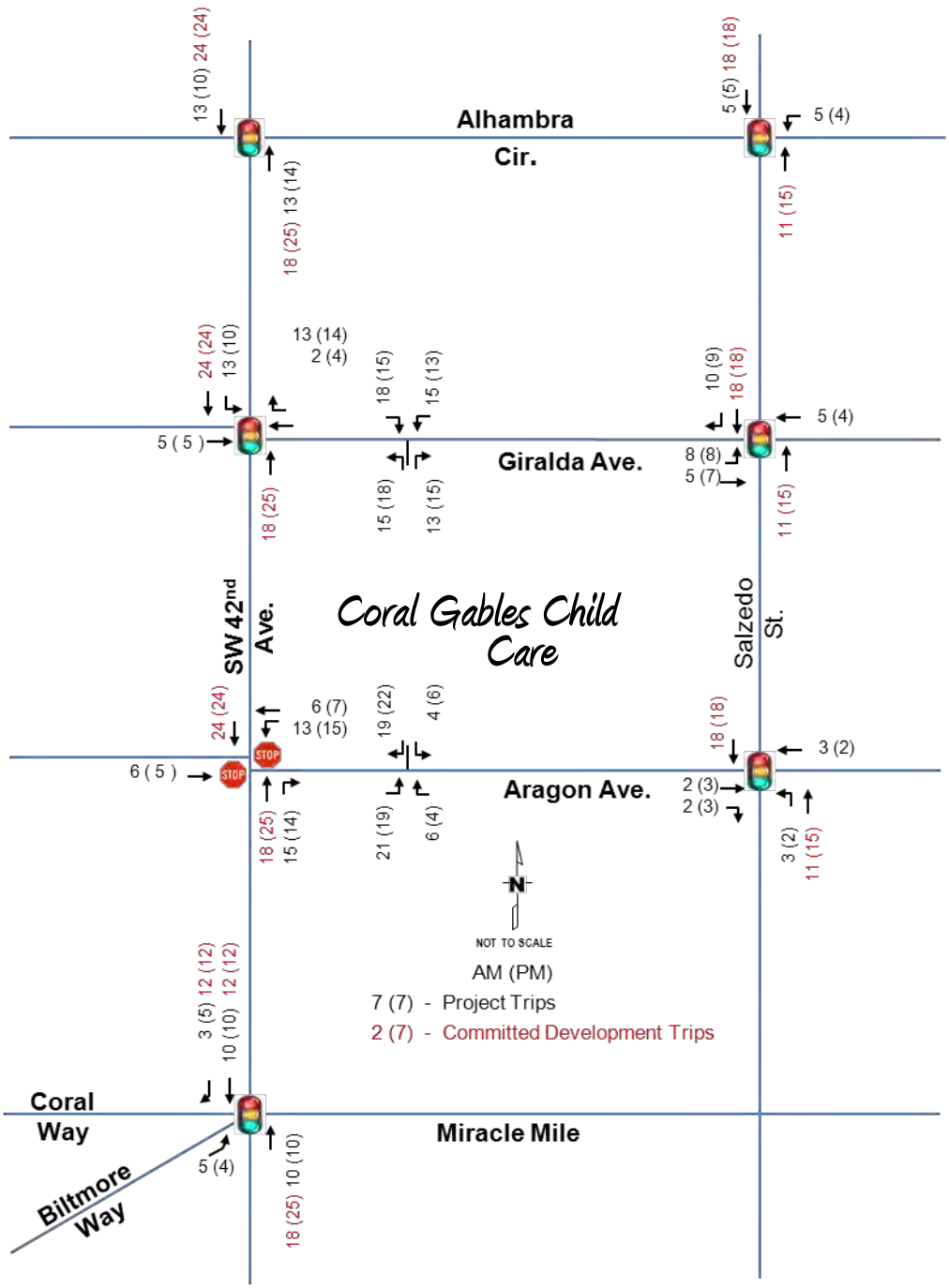
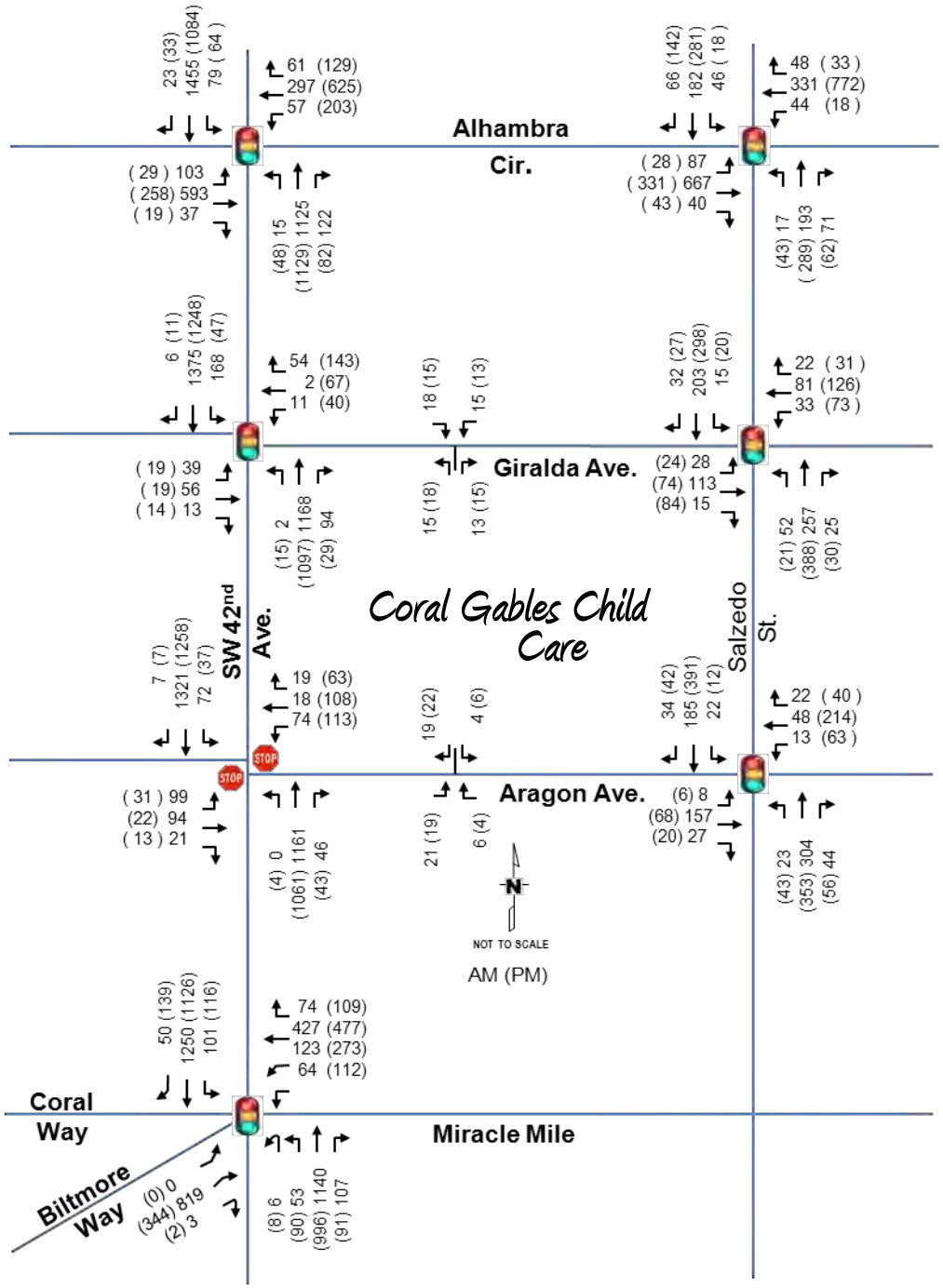


Exhibit 6
Projected (Existing + Committed + Project)
Peak Hour Turning Movement Volumes



4.0 Evaluation

The intersection operational conditions with and without the project traffic were analyzed for the peak season conditions at the seven intersections using the current version of Synchro/ SimTraffic software. These analyses were performed using the 2010 Highway Capacity Manual methodology for the AM and PM peak condition. The operational analysis results for existing conditions traffic are presented in **Exhibit 7**, and with the project traffic are presented in **Exhibit 8**; the Synchro 8 output is included in **Appendix E**.

Exhibit 7
Operational Analysis Results – Existing Traffic

2016 AM Peak - Existing Traffic

Intersection	East Approach		West Approach		North Approach		South Approach		Overall Intersection	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 953/Le Jeune Road & Biltmore Way/Miracle Mile/Coral Way	71.9	E	57.0	E	29.1	C	42.7	D	46.6	D
SR 953/Le Jeune Road & Aragon Avenue	91.9	F	96.7	F	7.9	A	8.5	A	17.2	B
SR 953/Le Jeune Road & Giralda Avenue	681.4	F	-	F	10.3	B	13.0	B	-	F
SR 953/Le Jeune Road & Alhambra Circle	42.0	D	9.9	A	37.3	D	45.0	D	38.3	D
Salzedo Street & Aragon Avenue	86.2	F	69.2	E	4.3	A	0.1	A	27.5	C
Salzedo Street & Giralda Avenue	6.7	A	6.7	A	82.9	F	46.3	D	47.5	D
Salzedo Street & Alhambra Circle	0.3	A	4.9	A	54.5	D	73.8	E	21.1	C

2016 PM Peak - Existing Traffic

Intersection	East Approach		West Approach		North Approach		South Approach		Overall Intersection	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 953/Le Jeune Road & Biltmore Way/Miracle Mile/Coral Way	54.0	D	60.5	E	30.5	C	55.5	E	49.1	D
SR 953/Le Jeune Road & Aragon Avenue	86.5	F	48.6	D	9.2	A	4.4	A	12.5	B
SR 953/Le Jeune Road & Giralda Avenue	-	F	310.8	F	10.5	B	10.7	B	-	F
SR 953/Le Jeune Road & Alhambra Circle	35.9	D	34.8	C	64.4	E	36.7	D	45.5	D
Salzedo Street & Aragon Avenue	69.8	E	72.7	E	7.4	A	0.5	A	25.7	C
Salzedo Street & Giralda Avenue	5.2	A	5.4	A	83.2	F	55	D	46.7	D
Salzedo Street & Alhambra Circle	0.2	A	8.6	A	47.0	D	63.4	E	25.5	C

Exhibit 8
Operational Analysis Results – Existing + Committed + Project Traffic
2016 AM Peak - Future Traffic

Intersection	East Approach		West Approach		North Approach		South Approach		Overall Intersection	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 953/Le Jeune Road & Biltmore Way/Miracle Mile/Coral Way	74.2	E	58.5	E	29.2	C	41.2	D	46.7	D
SR 953/Le Jeune Road & Aragon Avenue	92.0	F	94.7	F	8.0	A	10.9	B	18.8	B
SR 953/Le Jeune Road & Giralda Avenue	848.6	F	-	F	10.4	B	13.3	B	-	F
SR 953/Le Jeune Road & Alhambra Circle	43.9	D	11.3	B	36.6	D	44.6	D	38.5	D
Salzedo Street & Aragon Avenue	86.0	F	68.8	E	4.5	A	0.1	A	27.0	C
Salzedo Street & Giralda Avenue	7.1	A	7.00	A	82.4	F	44.4	D	46.4	D
Salzedo Street & Alhambra Circle	0.3	A	5.3	A	52.7	A	73.1	E	21.6	C

2016 PM Peak - Future Traffic

Intersection	East Approach		West Approach		North Approach		South Approach		Overall Intersection	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 953/Le Jeune Road & Biltmore Way/Miracle Mile/Coral Way	53.5	D	60.2	E	31.1	C	56.9	E	49.6	D
SR 953/Le Jeune Road & Aragon Avenue	87.1	F	49.3	D	11.6	B	5.5	A	14.4	B
SR 953/Le Jeune Road & Giralda Avenue	-	F	391.6	F	10.6	B	10.9	B	-	F
SR 953/Le Jeune Road & Alhambra Circle	38.4	D	37.8	D	63.9	E	35.6	D	46.0	D
Salzedo Street & Aragon Avenue	69.9	E	72.5	E	7.6	A	0.6	A	25.4	C
Salzedo Street & Giralda Avenue	5.7	A	5.9	A	82.4	F	53.3	D	46.1	D
Salzedo Street & Alhambra Circle	0.3	A	9.2	A	45.3	D	62.4	E	25.7	C

Overall, the six signalized intersections operate at LOS D or better with and without the project traffic. At the unsignalized intersection of Le Jeune Road and Giralda Avenue the major street (Le Jeune Road) functions at LOS B, whereas the minor street (Giralda Avenue) approaches operate at LOS F with and without the project traffic. Hence, the overall intersection LOS is F, which is the same as without project trips. The minor street poor operating conditions are typically expected at the stop controlled approaches of an unsignalized intersection during peak periods when there is high traffic volume, free-flowing on the major street.

5.0 Multi-Modal Consideration

Pedestrian movement and public transportation are two essential multi-modal considerations within the study area. The project is located in an area where pedestrian activity is common between the project site and the surrounding properties. The pedestrian crossings are facilitated by several signalized crosswalks within the study area. As for the public transportation element, the City of Coral Gables trolley service traverses the Ponce de Leon Boulevard corridor, which is located a block east of the project site; it provides frequent services to the area and connects with the Douglas Road Metrorail Station. MDT Route #'s 24, 42, 42A, and 56 traverses through the project area and connects to far-reaches of Miami-Dade County. Therefore, the project site is well served by public transportation and pedestrian facilities to encourage the use of alternative modes of transportation.

6.0 CONCLUSION

Based upon the results of the analysis performed for the Coral Gables Child Care, the proposed project will have little or no effect on the operating characteristics of surrounding street network and mobility. The traffic analysis was performed conservatively, without any trip reduction credits for internalization, pass-by trips, and most impotently the use of other modes of transportation, the project site is well served by multi-modal facilities, appropriately facilitating walking and the use of public transportation.

All signalized intersections analyzed are projected to operate within the city's LOS standards (E + 20% on Le Jeune Road, Salzado Street, Alhambra Circle, and Miracle Mile; E on Aragon Avenue) during the morning and afternoon peak periods. The Le Jeune Road at Giralda Avenue unsignalized intersection is the only exception; the major street (Le Jeune Road) functions at LOS B, whereas the minor street (Giralda Avenue) approaches operate at LOS F with and without the project traffic. Hence, the overall intersection LOS is F, which is the same as without project trips. The minor street poor operating conditions are typically expected at the stop controlled approaches of an unsignalized intersection during peak periods when there is high traffic volume, free-flowing on the major street. Further, the traffic study conducted ten years ago (year 2006) for the 2222 Ponce development concluded that the Le Jeune Road and Giralda Avenue intersection should be signalized to improve the minor street operating conditions, which remains the same with the current traffic conditions.

Appendix A

Study Methodology

Memorandum

Date: January 5, 2016

To: Yamilet A. Senespleda, P.E. – City Engineer, City of Coral Gables

From: Raj Shanmugam, P.E.

Subject: ***Proposed Traffic Impact Analysis Methodology***
Coral Gables Child Care - 320 Giralda Avenue, Coral Gables

This memorandum summarizes the TRIDENT Engineering, LLC (TRIDENT) proposed methodology to conduct a Traffic Impact Analysis (TIA) as required by the City of Coral Gables. The analyses are for the existing conditions traffic, future conditions with committed development traffic, and the future conditions with project and committed developments traffic.

Location: The Day Care facility will be located within an existing commercial building located at 320 Giralda Avenue, Coral Gables, FL – northeast corner of LeJeune Rd. and Aragon Ave.

Proposed Plan: The Coral Gables Child Care center will be located within the 1st floor of the building. The center will occupy a 9,087 sq. ft. facility.

Four-hour turning movement counts will be collected at the following intersections for the 7-9 AM and 4-6 PM hours on a typical weekday:

1. LeJeune Rd. @ Miracle Mile – Signalized
2. LeJeune Rd. @ Aragon Ave. – Signalized
3. LeJeune Rd. @ Giralda Ave. – Unsignalized
4. LeJeune Rd. @ Alhambra Cr. – Signalized
5. Salzedo St. @ Aragon Ave. - Signalized
6. Salzedo St. @ Giralda Ave. - Signalized
7. Salzedo St. @ Alhambra Cr. – Signalized

Bi-directional machine counts for 24 Hrs. will be collected on LeJeune Road in front of the 320 Giralda Avenue building.

Signal timing and phasing data for the signalized intersection will be obtained from Miami-Dade County.

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

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

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

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

Committed Developments information will be gathered from the city of Coral Gables.

Intersection analysis will be performed using Synchro or the Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operational analysis at the driveway providing access to/from the site will also be conducted.

TRIDENT Engineering, LLC
62 Gables Blvd.,
Fort Lauderdale, FL 33326
Tel: 954.815.3265
Email: TridentEngRajS@gmail.com

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

A multimodal analysis will be performed to ensure that the site can be accessed safely through various modes and that adequate transportation facilities are in place OR will be proposed to support the subject development without detriment to the overall transportation system.

The entrance to parking will be analyzed for queuing. The potential queue will be calculated based on the peak hour traffic published by ITE's Trip Generation, 9th Edition. The project trip generation for the PM peak hour (the critical inbound hour) will be used for the analysis. The processing time will be determined based on existing site specific data. Data collected and processing time calculation will be included in the study.

Appendix B

Traffic Data

TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Alhambra Cir. Westbound				SW 42 Ave. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	7	341	2	0	10	33	5	0	0	265	12	0	19	81	12	787
07:15 AM	0	15	269	7	0	7	48	6	0	1	279	16	0	29	100	11	788
07:30 AM	0	10	310	6	0	3	53	13	0	6	262	20	0	31	110	7	831
07:45 AM	0	16	326	5	0	7	45	13	0	3	274	15	0	37	136	12	889
Total	0	48	1246	20	0	27	179	37	0	10	1080	63	0	116	427	42	3295
08:00 AM	0	18	362	6	0	13	63	13	0	2	289	31	0	23	135	9	964
08:15 AM	0	23	361	5	0	10	78	14	0	3	289	26	0	26	153	10	998
08:30 AM	0	18	337	5	0	19	85	13	0	5	252	25	0	30	158	8	955
08:45 AM	0	19	344	7	0	14	68	20	0	5	253	39	0	23	141	10	943
Total	0	78	1404	23	0	56	294	60	0	15	1083	121	0	102	587	37	3860
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	15	221	8	0	44	136	24	0	4	322	10	0	8	79	3	874
04:15 PM	0	15	253	9	0	48	142	19	0	11	293	17	0	9	76	1	893
04:30 PM	0	19	248	8	0	51	177	16	0	8	265	20	0	9	56	2	879
04:45 PM	0	17	253	7	0	51	128	26	0	7	251	22	0	7	75	7	851
Total	0	66	975	32	0	194	583	85	0	30	1131	69	0	33	286	13	3497
05:00 PM	0	14	230	8	0	51	180	29	0	12	285	15	0	8	70	8	910
05:15 PM	0	18	239	11	0	50	143	42	0	10	272	19	0	7	65	5	881
05:30 PM	0	12	284	8	0	44	159	28	0	17	267	30	0	6	56	4	915
05:45 PM	0	19	287	6	0	56	137	29	0	9	255	17	0	8	64	2	889
Total	0	63	1040	33	0	201	619	128	0	48	1079	81	0	29	255	19	3595
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

.IENT: PreSchool Dev.
JOB No: 2016-00077
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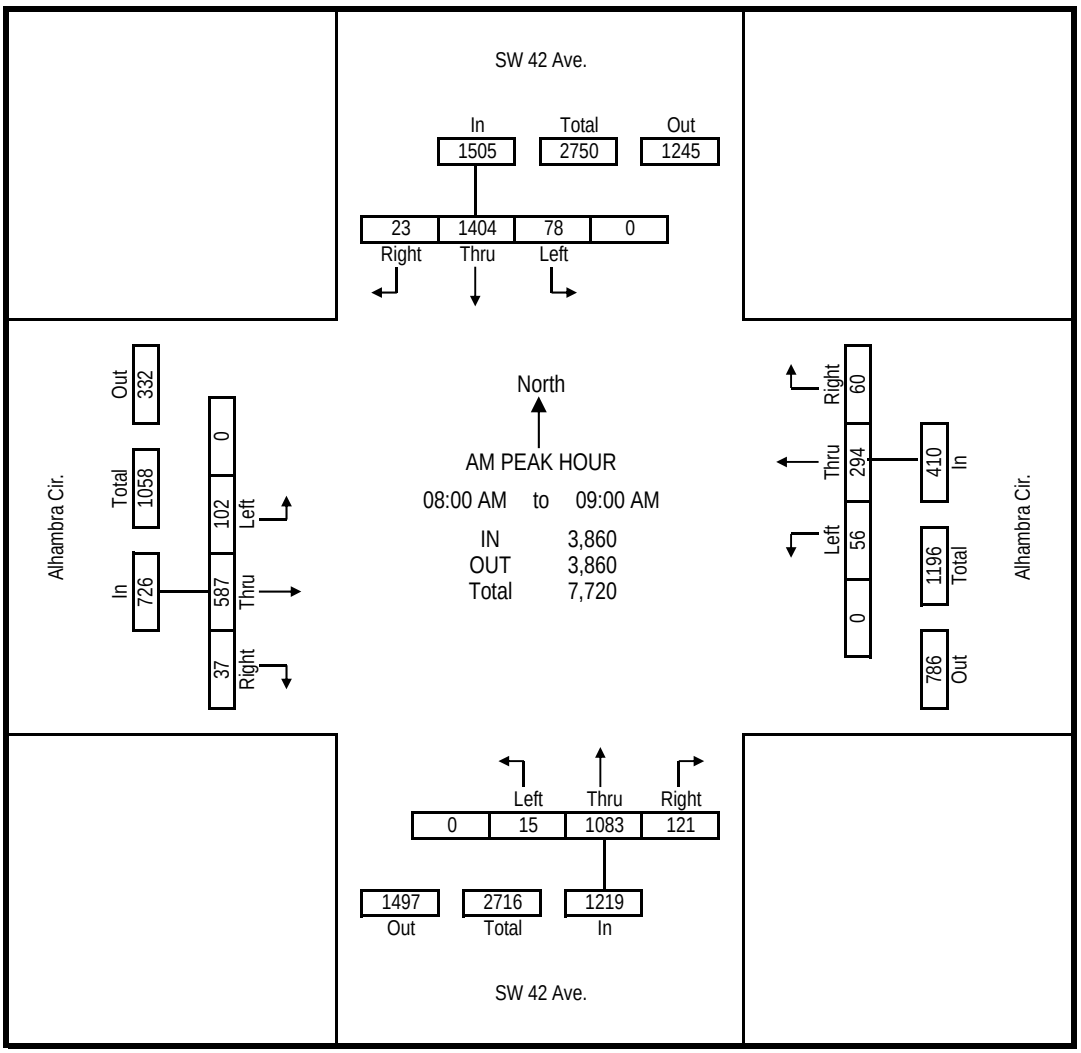
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Alhambra Cir. Westbound				SW 42 Ave. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	18	362	6	0	13	63	13	0	2	289	31	0	23	135	9	964
08:15 AM	0	23	361	5	0	10	78	14	0	3	289	26	0	26	153	10	998
08:30 AM	0	18	337	5	0	19	85	13	0	5	252	25	0	30	158	8	955
08:45 AM	0	19	344	7	0	14	68	20	0	5	253	39	0	23	141	10	943
Total	0	78	1404	23	0	56	294	60	0	15	1083	121	0	102	587	37	3860
PHF	0.000	0.848	0.970	0.821	0.000	0.737	0.865	0.750	0.000	0.750	0.937	0.776	0.000	0.850	0.929	0.925	0.97
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	5%	93%	2%	0%	14%	72%	15%	0%	1%	89%	10%	0%	14%	81%	5%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

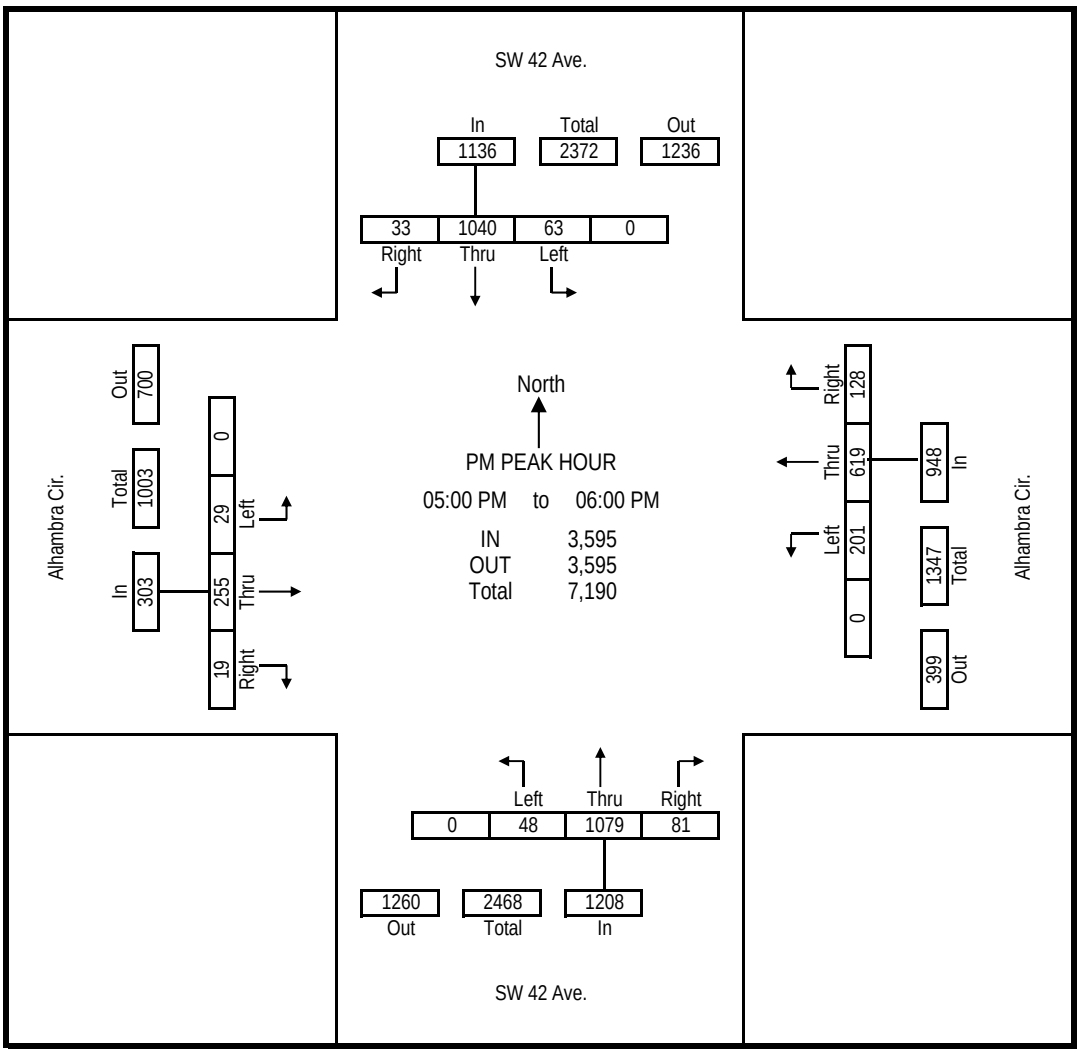
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)
Page No: 3 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Alhambra Cir. Westbound				SW 42 Ave. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	14	230	8	0	51	180	29	0	12	285	15	0	8	70	8	910
05:15 PM	0	18	239	11	0	50	143	42	0	10	272	19	0	7	65	5	881
05:30 PM	0	12	284	8	0	44	159	28	0	17	267	30	0	6	56	4	915
05:45 PM	0	19	287	6	0	56	137	29	0	9	255	17	0	8	64	2	889
Total	0	63	1040	33	0	201	619	128	0	48	1079	81	0	29	255	19	3595
PHF	0.000	0.829	0.906	0.750	0.000	0.897	0.860	0.762	0.000	0.706	0.946	0.675	0.000	0.906	0.911	0.594	0.98
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	6%	92%	3%	0%	21%	65%	14%	0%	4%	89%	7%	0%	10%	84%	6%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Giralda Ave. Westbound				SW 42 Ave. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	21	341	1	0	0	0	5	0	0	268	4	0	4	1	1	646
07:15 AM	0	10	275	2	0	1	0	3	0	0	292	8	0	1	3	2	597
07:30 AM	0	16	303	1	0	4	1	7	0	0	278	9	0	3	2	4	628
07:45 AM	0	24	321	0	0	1	0	14	0	0	272	18	0	6	6	4	666
Total	0	71	1240	4	0	6	1	29	0	0	1110	39	0	14	12	11	2537
08:00 AM	0	35	347	2	0	2	0	11	0	0	303	17	0	8	6	3	734
08:15 AM	0	37	344	0	0	2	0	7	0	1	304	21	0	7	9	2	734
08:30 AM	0	43	319	2	0	3	0	8	0	0	263	25	0	11	10	6	690
08:45 AM	0	38	328	2	0	4	0	15	0	1	269	30	0	13	25	2	727
Total	0	153	1338	6	0	11	0	41	0	2	1139	93	0	39	50	13	2885
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
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Total																	
01:00 PM																	
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01:30 PM																	
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Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	5	261	2	0	13	6	31	0	2	303	5	0	2	1	2	633
04:15 PM	0	9	290	3	0	8	6	24	0	1	294	7	0	3	1	2	648
04:30 PM	0	10	284	7	0	17	16	24	0	5	266	9	0	3	2	4	647
04:45 PM	0	14	295	2	0	4	11	33	0	2	241	13	0	6	3	1	625
Total	0	38	1130	14	0	42	39	112	0	10	1104	34	0	14	7	9	2553
05:00 PM	0	11	276	2	0	12	15	30	0	2	279	13	0	3	3	4	650
05:15 PM	0	3	288	3	0	12	13	33	0	5	262	2	0	6	3	6	636
05:30 PM	0	11	318	3	0	7	17	30	0	7	277	8	0	7	4	3	692
05:45 PM	0	12	330	3	0	9	17	35	0	1	243	6	0	3	4	1	664
Total	0	37	1212	11	0	40	62	128	0	15	1061	29	0	19	14	14	2642
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

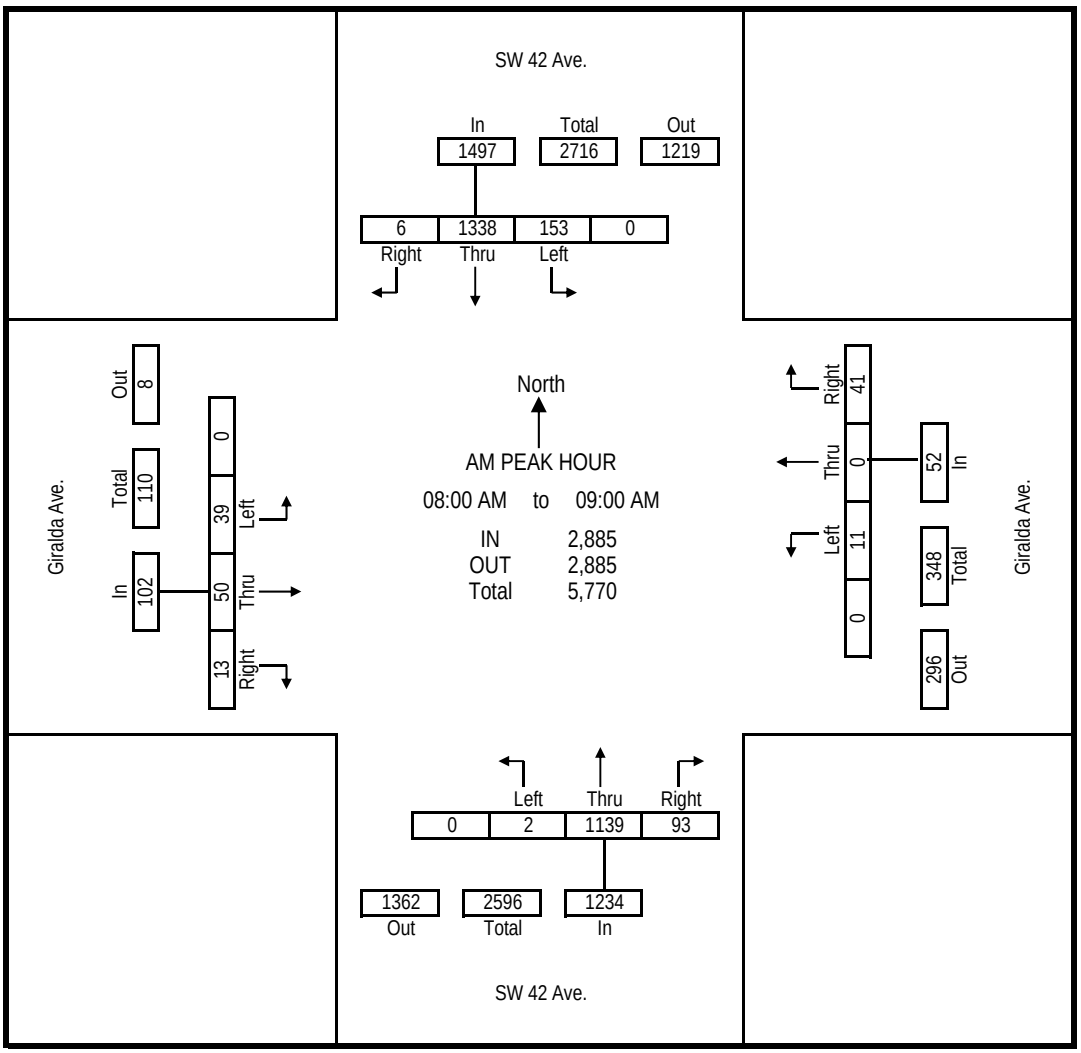
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Giralda Ave. Westbound				SW 42 Ave. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	35	347	2	0	2	0	11	0	0	303	17	0	8	6	3	734
08:15 AM	0	37	344	0	0	2	0	7	0	1	304	21	0	7	9	2	734
08:30 AM	0	43	319	2	0	3	0	8	0	0	263	25	0	11	10	6	690
08:45 AM	0	38	328	2	0	4	0	15	0	1	269	30	0	13	25	2	727
Total	0	153	1338	6	0	11	0	41	0	2	1139	93	0	39	50	13	2885
PHF	0.000	0.890	0.964	0.750	0.000	0.688	0.000	0.683	0.000	0.500	0.937	0.775	0.000	0.750	0.500	0.542	0.98
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	10%	89%	0%	0%	21%	0%	79%	0%	0%	92%	8%	0%	38%	49%	13%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

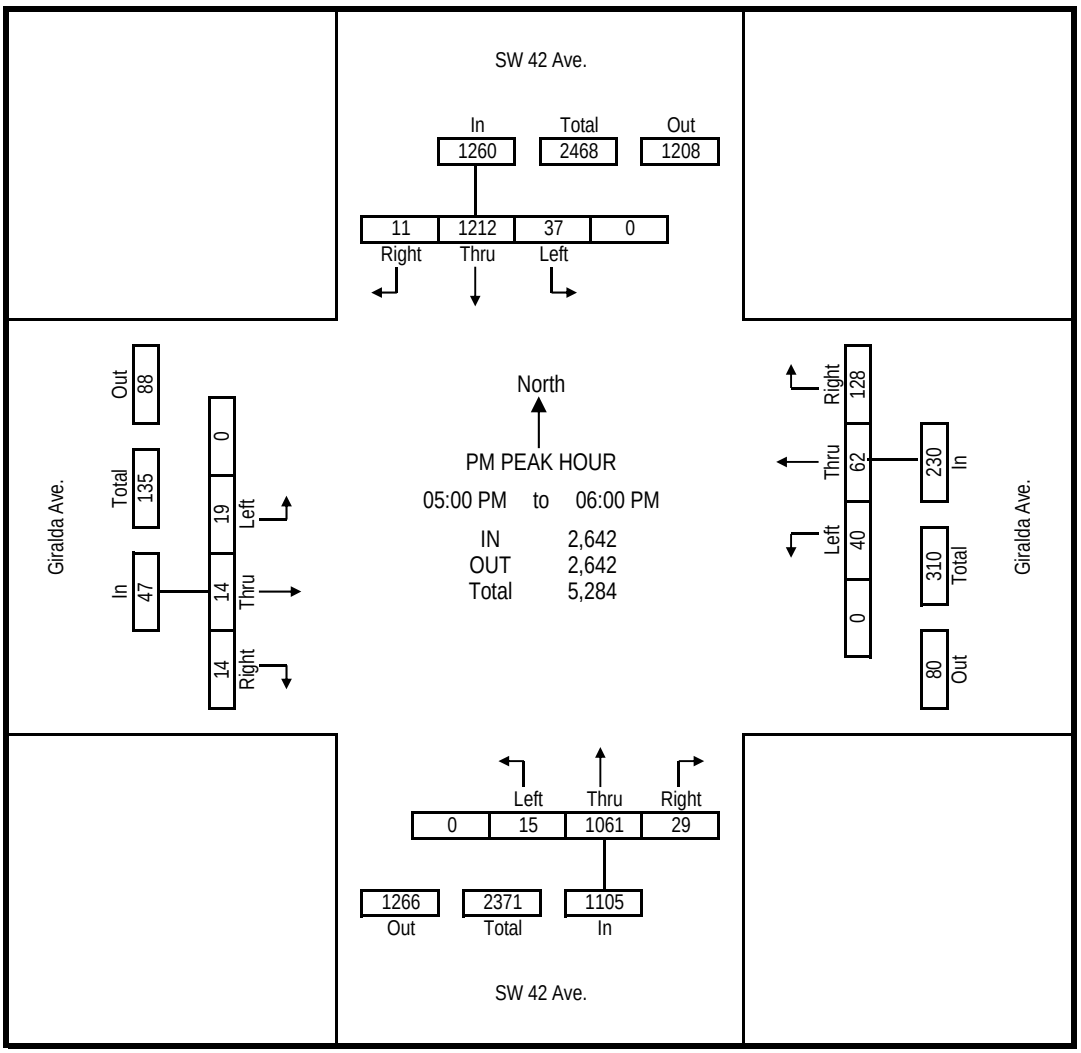
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)
Page No: 3 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Giralda Ave. Westbound				SW 42 Ave. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	11	276	2	0	12	15	30	0	2	279	13	0	3	3	4	650
05:15 PM	0	3	288	3	0	12	13	33	0	5	262	2	0	6	3	6	636
05:30 PM	0	11	318	3	0	7	17	30	0	7	277	8	0	7	4	3	692
05:45 PM	0	12	330	3	0	9	17	35	0	1	243	6	0	3	4	1	664
Total	0	37	1212	11	0	40	62	128	0	15	1061	29	0	19	14	14	2642
PHF	0.000	0.771	0.918	0.917	0.000	0.833	0.912	0.914	0.000	0.536	0.951	0.558	0.000	0.679	0.875	0.583	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	3%	96%	1%	0%	17%	27%	56%	0%	1%	96%	3%	0%	40%	30%	30%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Aragon Ave. Westbound				SW 42 Ave. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	8	334	0	0	5	1	4	0	0	267	5	0	1	0	0	625
07:15 AM	0	3	275	0	0	10	3	8	0	0	287	5	0	5	11	0	607
07:30 AM	0	17	293	1	0	8	1	4	0	0	271	9	0	12	10	3	629
07:45 AM	0	13	312	1	0	9	1	7	0	0	274	9	0	9	13	1	649
Total	0	41	1214	2	0	32	6	23	0	0	1099	28	0	27	34	4	2510
08:00 AM	0	9	343	0	0	13	2	4	0	0	302	11	0	14	13	3	714
08:15 AM	0	15	330	3	0	13	2	7	0	0	296	12	0	23	25	5	731
08:30 AM	0	26	299	3	0	17	6	4	0	0	258	14	0	26	27	7	687
08:45 AM	0	21	312	1	0	17	2	4	0	0	261	9	0	35	22	6	690
Total	0	71	1284	7	0	60	12	19	0	0	1117	46	0	98	87	21	2822
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
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10:30 AM	********** BREAK **********																
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Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	11	264	1	0	15	8	13	0	1	291	11	0	6	5	2	628
04:15 PM	0	9	291	0	0	31	5	18	0	3	282	12	0	2	0	0	653
04:30 PM	0	6	295	4	0	23	18	12	0	2	259	7	0	9	7	2	644
04:45 PM	0	11	284	5	0	22	15	14	0	0	231	10	0	11	5	3	611
Total	0	37	1134	10	0	91	46	57	0	6	1063	40	0	28	17	7	2536
05:00 PM	0	9	281	2	0	24	27	13	0	2	269	10	0	12	4	3	656
05:15 PM	0	10	295	1	0	26	20	15	0	1	249	9	0	5	6	4	641
05:30 PM	0	7	320	1	0	25	32	15	0	0	268	14	0	9	4	2	697
05:45 PM	0	11	326	3	0	22	21	19	0	1	226	10	0	5	3	4	651
Total	0	37	1222	7	0	97	100	62	0	4	1012	43	0	31	17	13	2645
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

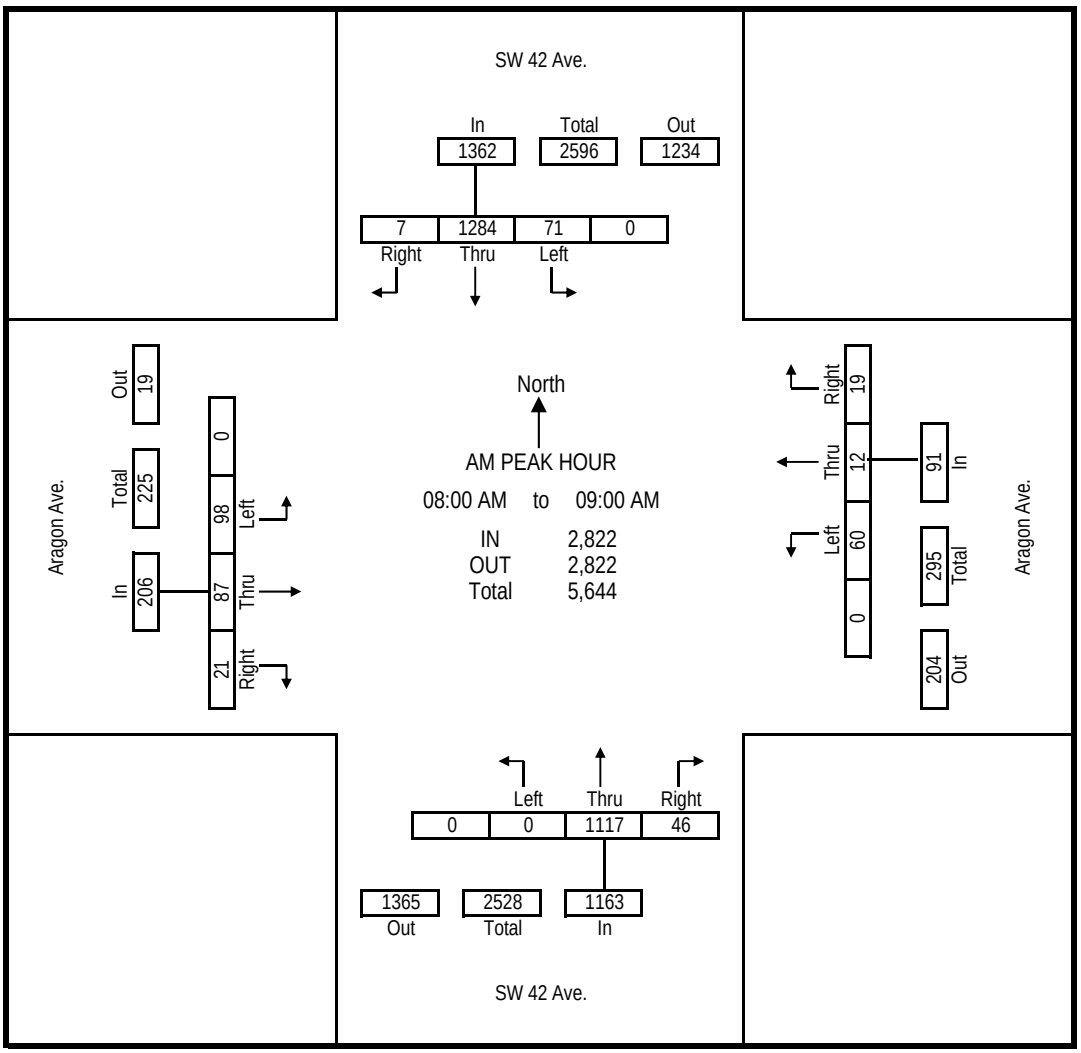
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Aragon Ave. Westbound				SW 42 Ave. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	9	343	0	0	13	2	4	0	0	302	11	0	14	13	3	714
08:15 AM	0	15	330	3	0	13	2	7	0	0	296	12	0	23	25	5	731
08:30 AM	0	26	299	3	0	17	6	4	0	0	258	14	0	26	27	7	687
08:45 AM	0	21	312	1	0	17	2	4	0	0	261	9	0	35	22	6	690
Total	0	71	1284	7	0	60	12	19	0	0	1117	46	0	98	87	21	2822
PHF	0.000	0.683	0.936	0.583	0.000	0.882	0.500	0.679	0.000	0.000	0.925	0.821	0.000	0.700	0.806	0.750	0.97
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	5%	94%	1%	0%	66%	13%	21%	0%	0%	96%	4%	0%	48%	42%	10%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

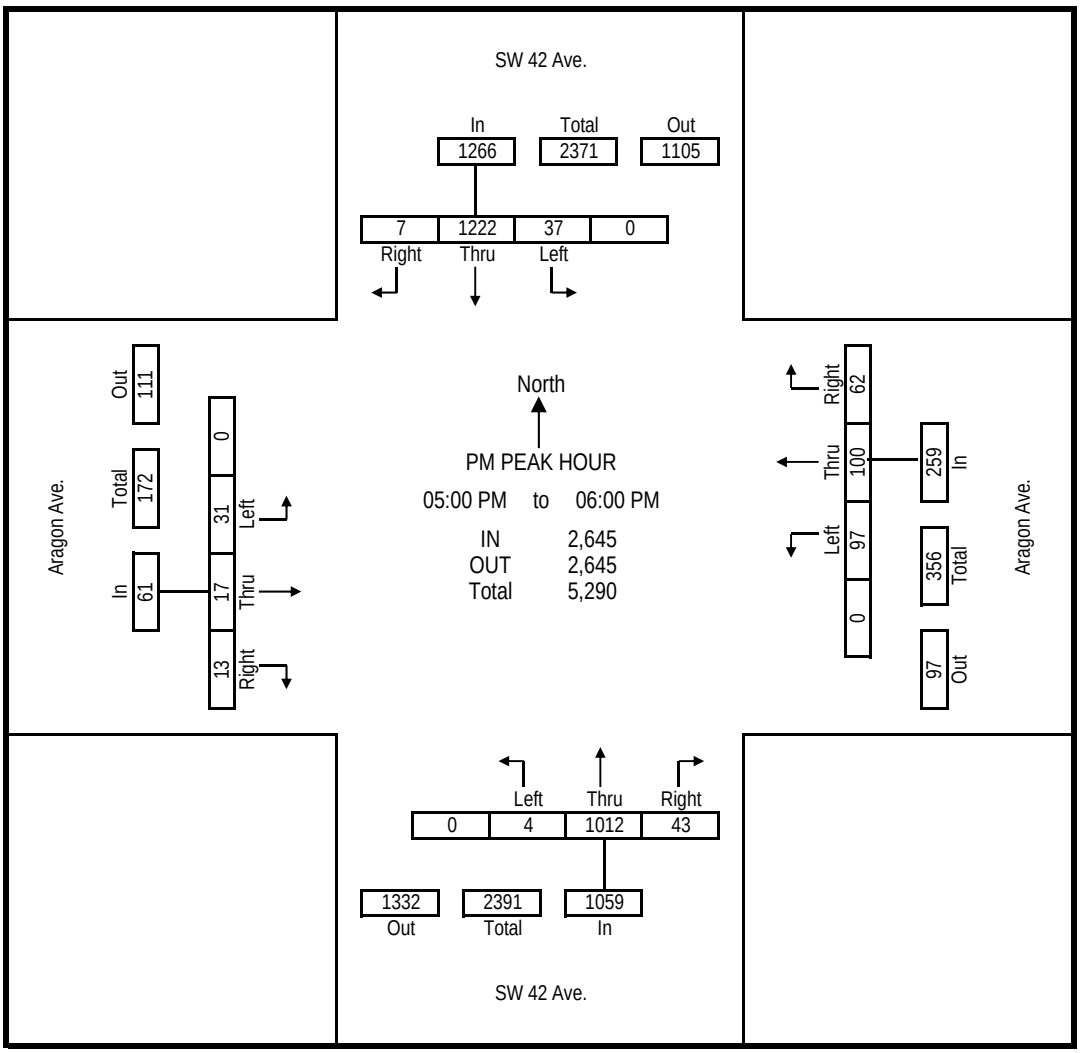
.IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)
Page No: 3 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Aragon Ave. Westbound				SW 42 Ave. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	9	281	2	0	24	27	13	0	2	269	10	0	12	4	3	656
05:15 PM	0	10	295	1	0	26	20	15	0	1	249	9	0	5	6	4	641
05:30 PM	0	7	320	1	0	25	32	15	0	0	268	14	0	9	4	2	697
05:45 PM	0	11	326	3	0	22	21	19	0	1	226	10	0	5	3	4	651
Total	0	37	1222	7	0	97	100	62	0	4	1012	43	0	31	17	13	2645
PHF	0.000	0.841	0.937	0.583	0.000	0.933	0.781	0.816	0.000	0.500	0.941	0.768	0.000	0.646	0.708	0.813	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	3%	97%	1%	0%	37%	39%	24%	0%	0%	96%	4%	0%	51%	28%	21%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Miracle Mile Westbound				SW 42 Ave. Northbound				Biltmore Way/ Coral Way Eastbound				
Start Time	-	Left	Thru	Right	L-Left	Left	Thru	Right	L-Left	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	26	305	8	22	20	76	13	1	7	259	10	0	0	178	0	925
07:15 AM	0	26	249	10	11	32	84	14	1	10	278	29	0	0	191	0	935
07:30 AM	0	32	264	8	15	47	95	18	3	3	262	30	0	0	190	1	968
07:45 AM	0	28	286	8	13	40	90	17	2	6	265	25	0	1	209	0	990
Total	0	112	1104	34	61	139	345	62	7	26	1064	94	0	1	768	1	3818
08:00 AM	0	28	318	13	14	20	108	18	1	16	294	20	0	1	187	1	1039
08:15 AM	0	20	315	13	17	29	108	22	0	16	286	30	0	0	221	1	1078
08:30 AM	0	24	285	14	19	33	117	16	3	14	256	31	0	0	189	1	1002
08:45 AM	0	22	302	11	23	35	100	24	3	14	246	21	0	0	170	0	971
Total	0	94	1220	51	73	117	433	80	7	60	1082	102	0	1	767	3	4090
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
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Total																	
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12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
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Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	24	239	18	32	51	119	18	3	14	285	13	0	0	91	1	908
04:15 PM	0	29	270	23	27	58	142	29	6	10	268	24	0	0	96	0	982
04:30 PM	0	30	261	29	27	42	148	39	2	21	229	28	0	0	89	1	946
04:45 PM	0	31	243	35	32	58	130	20	2	13	220	22	0	1	93	0	900
Total	0	114	1013	105	118	209	539	106	13	58	1002	87	0	1	369	2	3736
05:00 PM	0	23	256	29	24	63	119	31	2	20	250	15	0	0	99	1	932
05:15 PM	0	32	260	33	33	66	114	24	1	23	235	23	0	0	67	0	911
05:30 PM	0	28	283	36	28	68	132	23	2	22	259	27	0	0	84	1	993
05:45 PM	0	32	282	38	26	73	107	30	3	24	207	25	0	0	87	0	934
Total	0	115	1081	136	111	270	472	108	8	89	951	90	0	0	337	2	3770
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

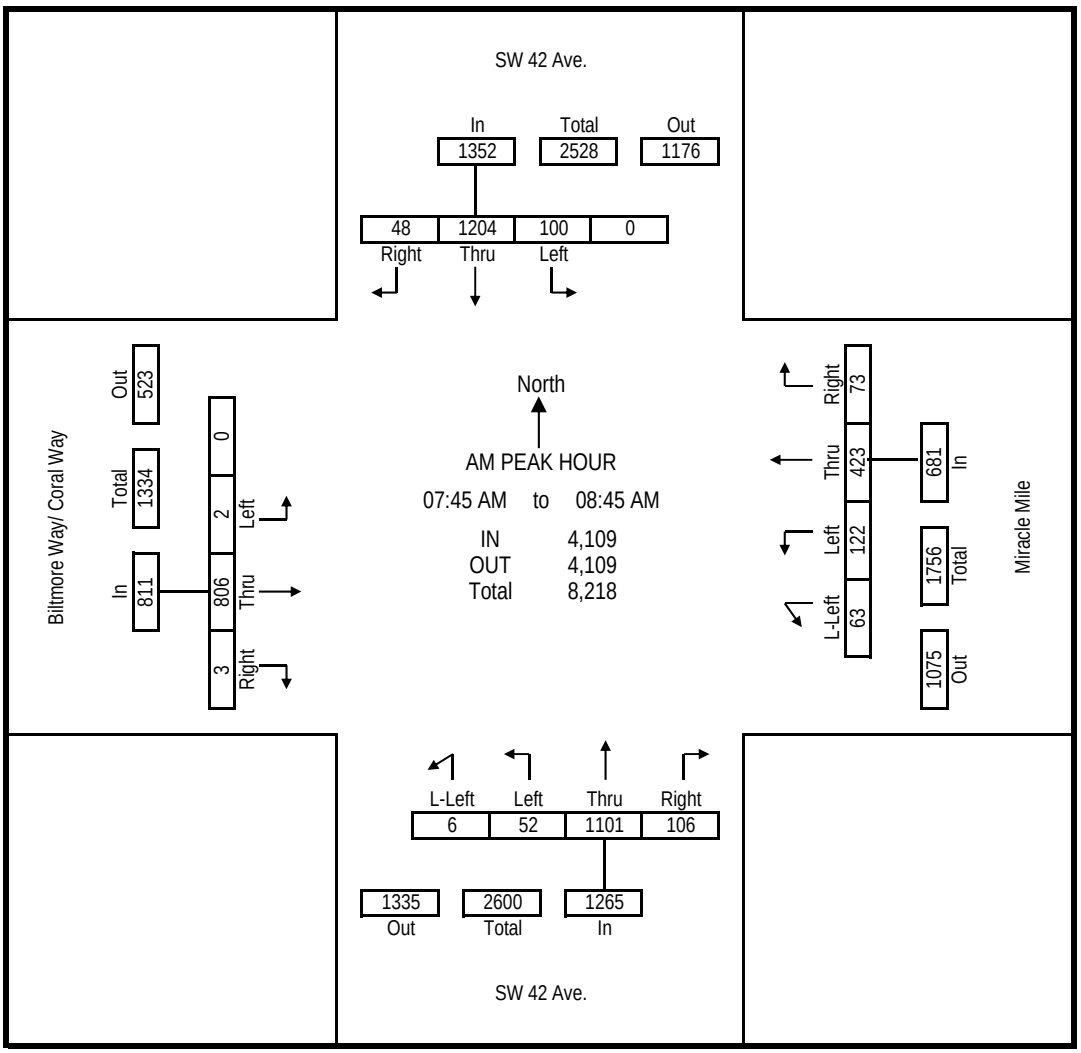
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Miracle Mile Westbound				SW 42 Ave. Northbound				Biltmore Way/ Coral Way Eastbound				
Start Time	-	Left	Thru	Right	L-Left	Left	Thru	Right	L-Left	Left	Thru	Right	-	Left	Thru	Right	Int Total
07:45 AM	0	28	286	8	13	40	90	17	2	6	265	25	0	1	209	0	990
08:00 AM	0	28	318	13	14	20	108	18	1	16	294	20	0	1	187	1	1039
08:15 AM	0	20	315	13	17	29	108	22	0	16	286	30	0	0	221	1	1078
08:30 AM	0	24	285	14	19	33	117	16	3	14	256	31	0	0	189	1	1002
Total	0	100	1204	48	63	122	423	73	6	52	1101	106	0	2	806	3	4109
PHF	0.000	0.893	0.947	0.857	0.829	0.763	0.904	0.830	0.500	0.813	0.936	0.855	0.000	0.500	0.912	0.750	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	7%	89%	4%	9%	18%	62%	11%	0%	4%	87%	8%	0%	0%	99%	0%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

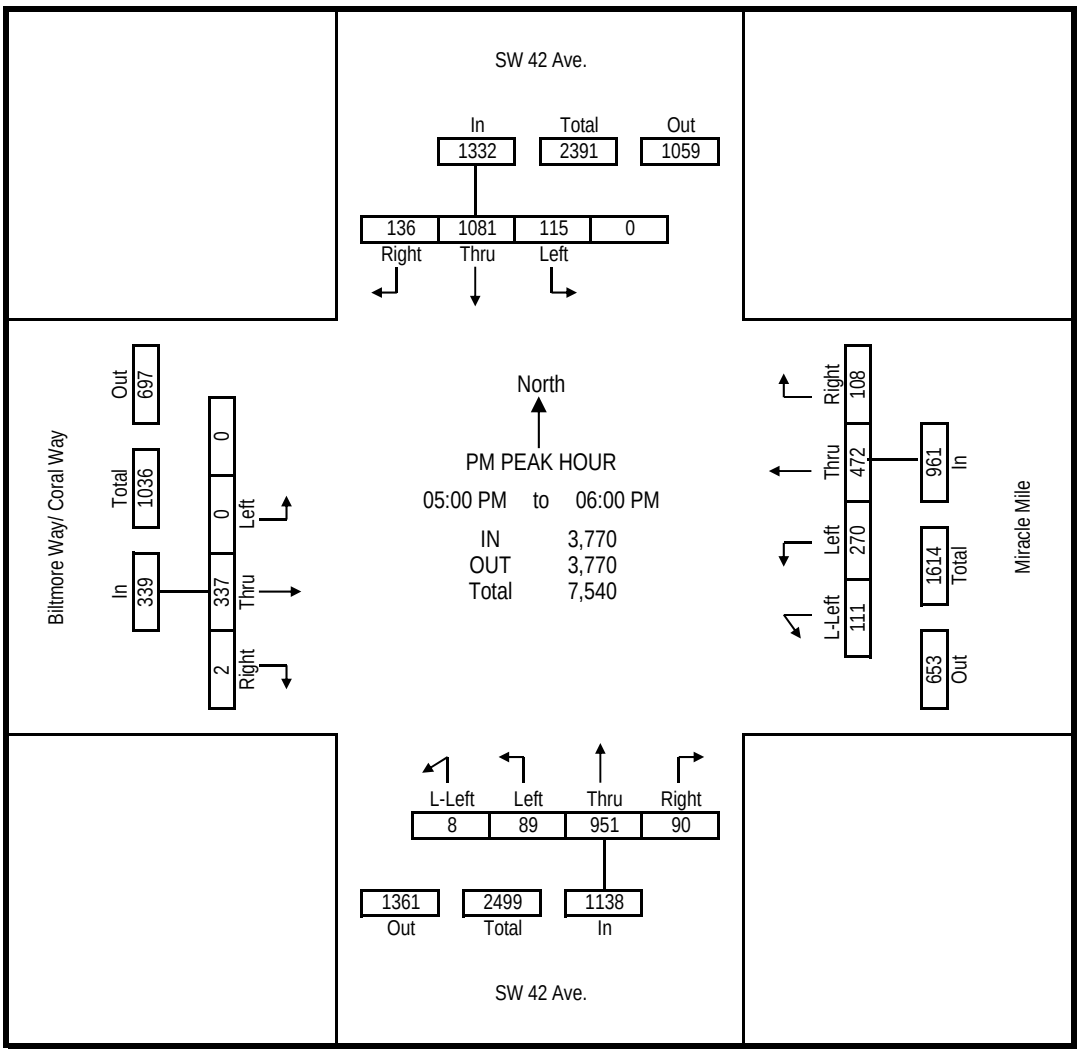
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)
Page No: 3 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 42 Ave. Southbound				Miracle Mile Westbound				SW 42 Ave. Northbound				Biltmore Way/ Coral Way Eastbound				
Start Time	-	Left	Thru	Right	L-Left	Left	Thru	Right	L-Left	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	23	256	29	24	63	119	31	2	20	250	15	0	0	99	1	932
05:15 PM	0	32	260	33	33	66	114	24	1	23	235	23	0	0	67	0	911
05:30 PM	0	28	283	36	28	68	132	23	2	22	259	27	0	0	84	1	993
05:45 PM	0	32	282	38	26	73	107	30	3	24	207	25	0	0	87	0	934
Total	0	115	1081	136	111	270	472	108	8	89	951	90	0	0	337	2	3770
PHF	0.000	0.898	0.955	0.895	0.841	0.925	0.894	0.871	0.667	0.927	0.918	0.833	0.000	0.000	0.851	0.500	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	9%	81%	10%	12%	28%	49%	11%	1%	8%	84%	8%	0%	0%	99%	1%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Alhambra Cir. Westbound				Salzedo St. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	0	12	12	0	2	34	3	0	2	9	4	0	12	85	3	178
07:15 AM	0	6	16	10	0	3	49	3	0	2	17	8	0	13	114	4	245
07:30 AM	0	2	24	8	0	4	59	7	0	2	15	11	0	16	121	3	272
07:45 AM	0	6	37	9	0	2	52	18	0	4	26	8	0	15	141	11	329
Total	0	14	89	39	0	11	194	31	0	10	67	31	0	56	461	21	1024
08:00 AM	0	4	28	17	0	4	72	10	0	0	37	12	0	18	156	10	368
08:15 AM	0	7	38	17	0	9	79	11	0	6	30	9	0	24	172	6	408
08:30 AM	0	18	47	20	0	12	92	16	0	5	54	20	0	24	167	10	485
08:45 AM	0	17	44	11	0	14	85	11	0	6	59	29	0	20	165	14	475
Total	0	46	157	65	0	39	328	48	0	17	180	70	0	86	660	40	1736
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	3	28	25	0	4	167	17	0	12	52	17	0	11	82	11	429
04:15 PM	0	4	45	23	0	1	172	19	0	14	54	18	0	7	86	15	458
04:30 PM	0	3	40	41	0	1	197	26	0	6	46	7	0	6	81	8	462
04:45 PM	0	1	41	33	0	1	167	7	0	5	41	15	0	11	91	12	425
Total	0	11	154	122	0	7	703	69	0	37	193	57	0	35	340	46	1774
05:00 PM	0	2	63	40	0	1	207	9	0	13	82	13	0	10	84	5	529
05:15 PM	0	4	56	31	0	2	192	11	0	12	72	14	0	5	85	12	496
05:30 PM	0	8	67	37	0	4	182	4	0	12	64	16	0	7	75	16	492
05:45 PM	0	4	69	33	0	7	183	9	0	6	53	18	0	6	84	10	482
Total	0	18	255	141	0	14	764	33	0	43	271	61	0	28	328	43	1999
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

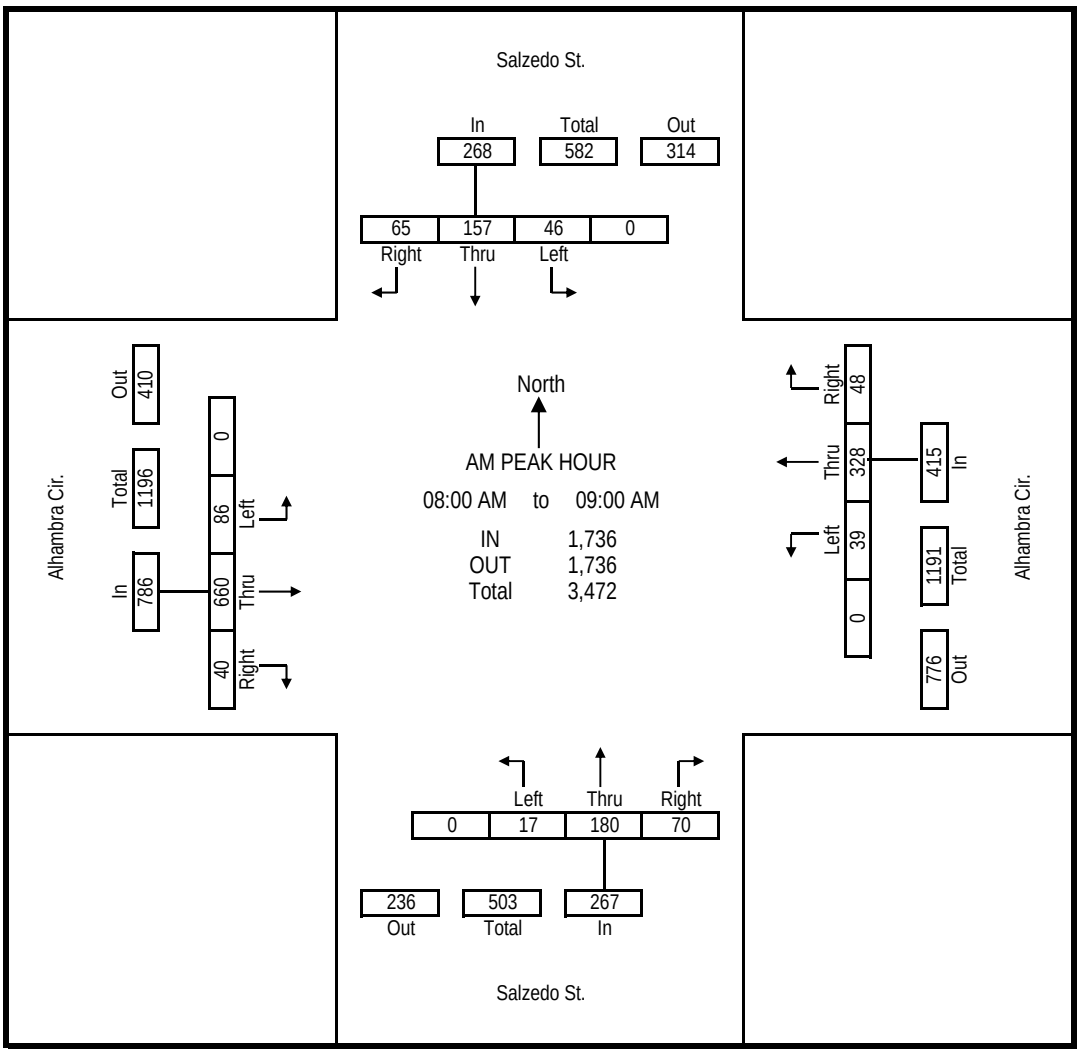
.IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Alhambra Cir. Westbound				Salzedo St. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	4	28	17	0	4	72	10	0	0	37	12	0	18	156	10	368
08:15 AM	0	7	38	17	0	9	79	11	0	6	30	9	0	24	172	6	408
08:30 AM	0	18	47	20	0	12	92	16	0	5	54	20	0	24	167	10	485
08:45 AM	0	17	44	11	0	14	85	11	0	6	59	29	0	20	165	14	475
Total	0	46	157	65	0	39	328	48	0	17	180	70	0	86	660	40	1736
PHF	0.000	0.639	0.835	0.813	0.000	0.696	0.891	0.750	0.000	0.708	0.763	0.603	0.000	0.896	0.959	0.714	0.89
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	17%	59%	24%	0%	9%	79%	12%	0%	6%	67%	26%	0%	11%	84%	5%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

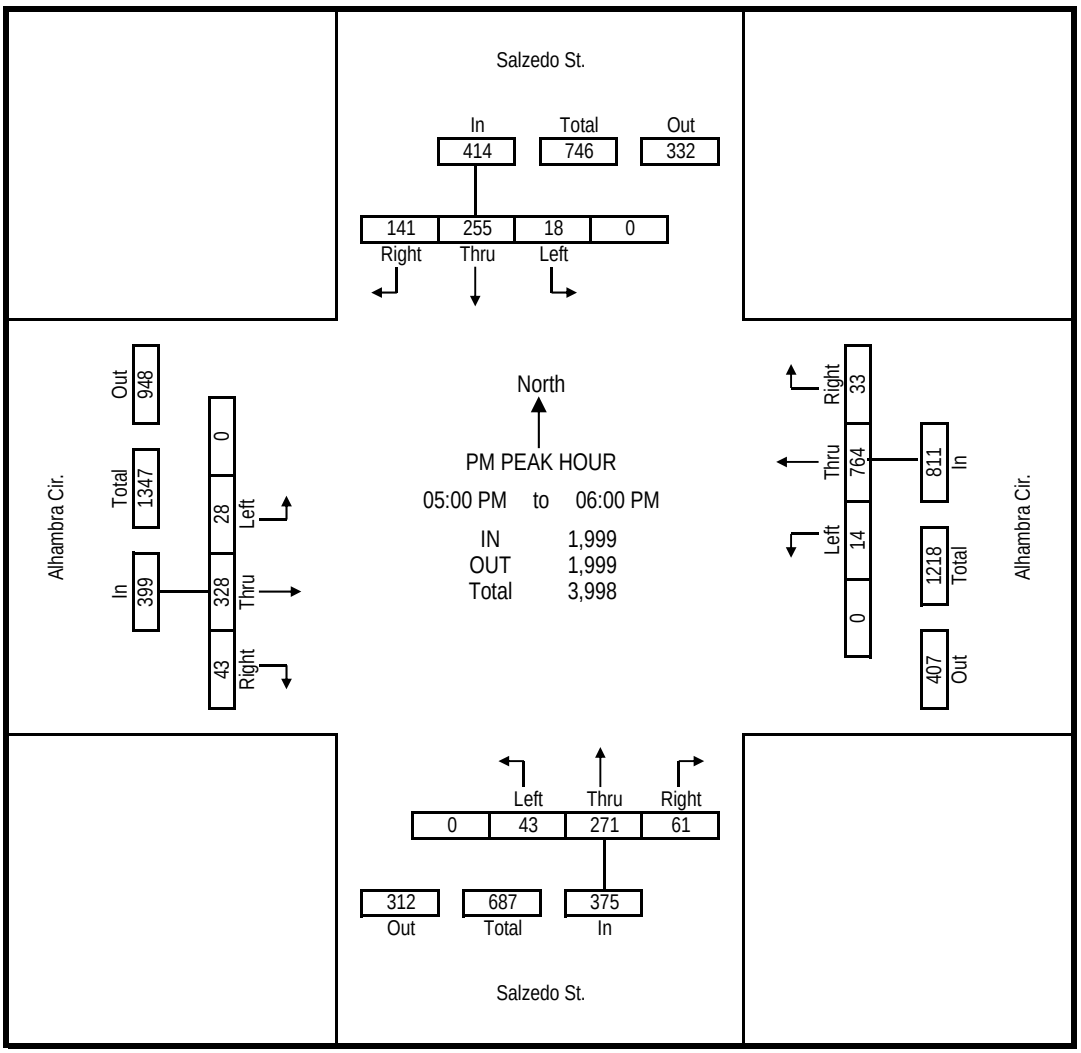
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Alhambra Cir. Westbound				Salzedo St. Northbound				Alhambra Cir. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	2	63	40	0	1	207	9	0	13	82	13	0	10	84	5	529
05:15 PM	0	4	56	31	0	2	192	11	0	12	72	14	0	5	85	12	496
05:30 PM	0	8	67	37	0	4	182	4	0	12	64	16	0	7	75	16	492
05:45 PM	0	4	69	33	0	7	183	9	0	6	53	18	0	6	84	10	482
Total	0	18	255	141	0	14	764	33	0	43	271	61	0	28	328	43	1999
PHF	0.000	0.563	0.924	0.881	0.000	0.500	0.923	0.750	0.000	0.827	0.826	0.847	0.000	0.700	0.965	0.672	0.94
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	4%	62%	34%	0%	2%	94%	4%	0%	11%	72%	16%	0%	7%	82%	11%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Giralda Ave. Westbound				Salzedo St. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	2	21	1	0	1	4	2	0	1	15	2	0	2	12	2	65
07:15 AM	0	1	20	1	0	0	8	4	0	3	27	2	0	1	8	0	75
07:30 AM	0	3	26	5	0	3	14	6	0	6	18	5	0	2	15	4	107
07:45 AM	0	2	26	4	0	3	6	4	0	10	26	5	0	3	32	7	128
Total	0	8	93	11	0	7	32	16	0	20	86	14	0	8	67	13	375
08:00 AM	0	3	30	5	0	7	18	2	0	6	54	4	0	9	22	3	163
08:15 AM	0	3	45	4	0	4	22	5	0	8	36	5	0	5	25	4	166
08:30 AM	0	3	48	6	0	8	16	7	0	17	74	6	0	3	27	2	217
08:45 AM	0	6	50	17	0	14	19	8	0	20	80	10	0	3	33	6	266
Total	0	15	173	32	0	33	75	22	0	51	244	25	0	20	107	15	812
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	3	47	4	0	7	23	3	0	11	70	8	0	3	15	9	203
04:15 PM	0	4	35	6	0	13	20	8	0	11	67	9	0	1	13	17	204
04:30 PM	0	2	35	7	0	18	24	3	0	2	53	3	0	3	13	8	171
04:45 PM	0	2	55	10	0	10	23	5	0	7	50	7	0	3	15	7	194
Total	0	11	172	27	0	48	90	19	0	31	240	27	0	10	56	41	772
05:00 PM	0	1	62	6	0	27	33	14	0	1	97	6	0	5	20	17	289
05:15 PM	0	8	54	6	0	13	28	5	0	12	88	10	0	6	14	23	267
05:30 PM	0	4	78	7	0	16	26	8	0	4	78	4	0	7	16	22	270
05:45 PM	0	7	74	8	0	16	34	4	0	4	67	10	0	8	16	21	269
Total	0	20	268	27	0	72	121	31	0	21	330	30	0	26	66	83	1095
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

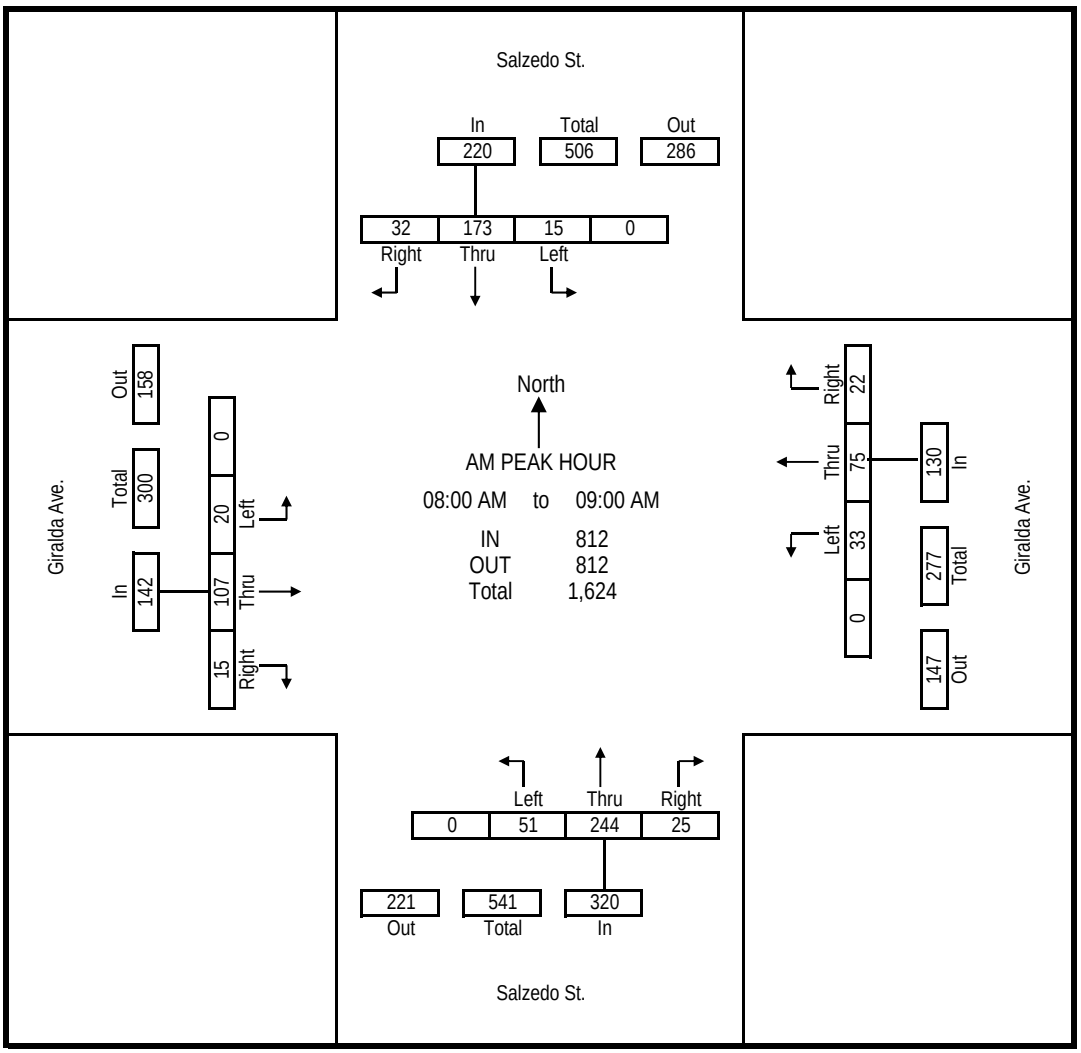
.IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Giralda Ave. Westbound				Salzedo St. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	3	30	5	0	7	18	2	0	6	54	4	0	9	22	3	163
08:15 AM	0	3	45	4	0	4	22	5	0	8	36	5	0	5	25	4	166
08:30 AM	0	3	48	6	0	8	16	7	0	17	74	6	0	3	27	2	217
08:45 AM	0	6	50	17	0	14	19	8	0	20	80	10	0	3	33	6	266
Total	0	15	173	32	0	33	75	22	0	51	244	25	0	20	107	15	812
PHF	0.000	0.625	0.865	0.471	0.000	0.589	0.852	0.688	0.000	0.638	0.763	0.625	0.000	0.556	0.811	0.625	0.76
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	7%	79%	15%	0%	25%	58%	17%	0%	16%	76%	8%	0%	14%	75%	11%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
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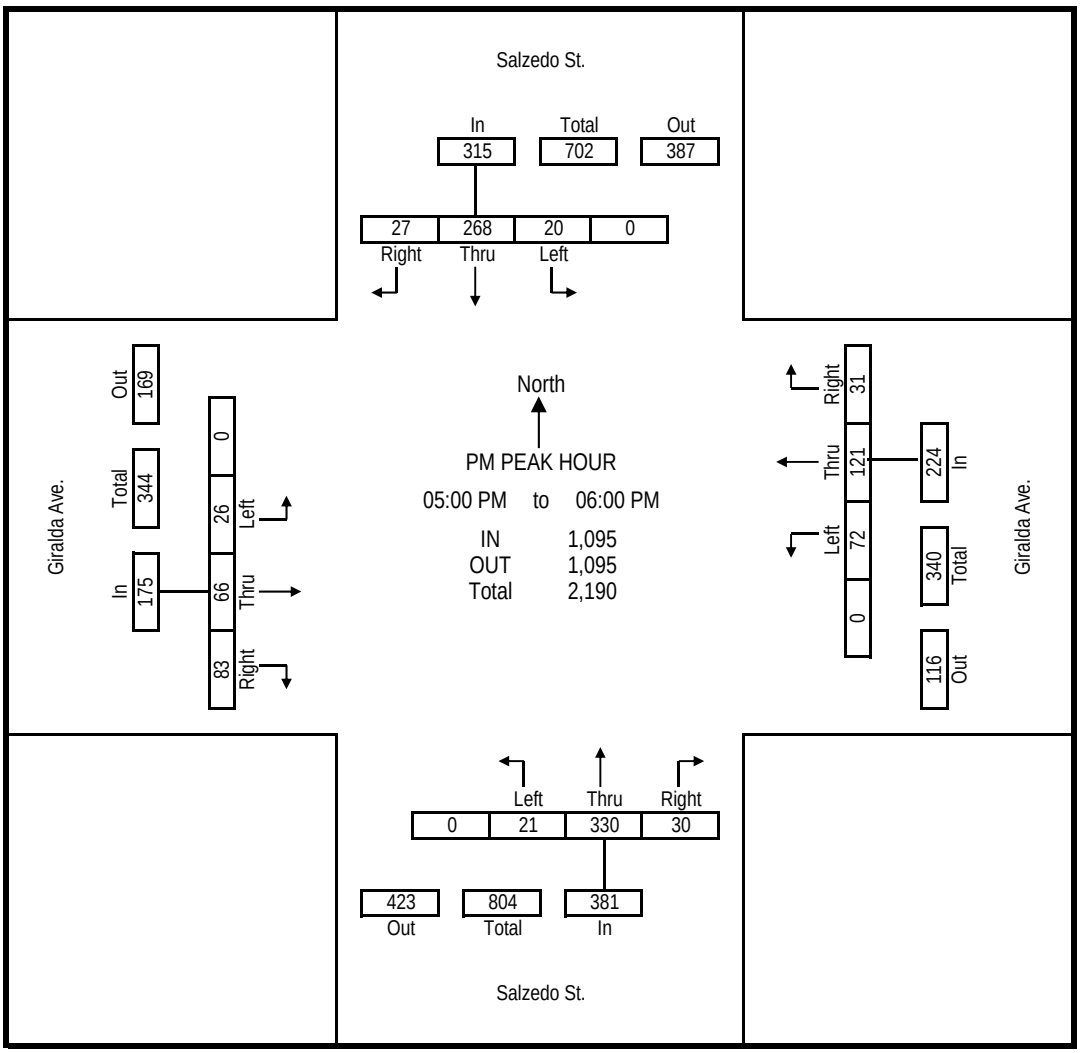
IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Giralda Ave. Westbound				Salzedo St. Northbound				Giralda Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	1	62	6	0	27	33	14	0	1	97	6	0	5	20	17	289
05:15 PM	0	8	54	6	0	13	28	5	0	12	88	10	0	6	14	23	267
05:30 PM	0	4	78	7	0	16	26	8	0	4	78	4	0	7	16	22	270
05:45 PM	0	7	74	8	0	16	34	4	0	4	67	10	0	8	16	21	269
Total	0	20	268	27	0	72	121	31	0	21	330	30	0	26	66	83	1095
PHF	0.000	0.625	0.859	0.844	0.000	0.667	0.890	0.554	0.000	0.438	0.851	0.750	0.000	0.813	0.825	0.902	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	6%	85%	9%	0%	32%	54%	14%	0%	6%	87%	8%	0%	15%	38%	47%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



TRIDENT Engineering

CLIENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

62 Gables Boulevard
Fort Lauderdale, FL 33326
TEL: 954-815-3265

File Name: 20160127 TMC VD
Site Code: -
Count Date: 01/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Aragon Ave. Westbound				Salzedo St. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	3	21	0	0	1	5	4	0	0	12	4	0	2	9	0	61
07:15 AM	0	3	16	1	0	2	11	1	0	2	31	2	0	0	12	2	83
07:30 AM	0	5	23	5	0	5	6	3	0	3	26	8	0	0	23	4	111
07:45 AM	0	3	27	6	0	4	15	3	0	6	37	8	0	1	27	8	145
Total	0	14	87	12	0	12	37	11	0	11	106	22	0	3	71	14	400
08:00 AM	0	8	26	6	0	0	5	2	0	6	62	9	0	0	30	7	161
08:15 AM	0	3	40	10	0	4	13	4	0	3	42	8	0	3	33	11	174
08:30 AM	0	3	48	7	0	8	11	7	0	8	88	12	0	2	40	3	237
08:45 AM	0	8	51	11	0	1	16	9	0	3	98	15	0	3	50	4	269
Total	0	22	165	34	0	13	45	22	0	20	290	44	0	8	153	25	841
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total	********** BREAK **********																
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	1	57	5	0	5	34	8	0	7	76	15	0	5	14	7	234
04:15 PM	0	6	44	15	0	16	60	10	0	9	76	14	0	1	10	6	267
04:30 PM	0	3	48	10	0	13	28	8	0	5	47	13	0	3	13	4	195
04:45 PM	0	1	53	18	0	16	49	6	0	3	54	17	0	4	17	6	244
Total	0	11	202	48	0	50	171	32	0	24	253	59	0	13	54	23	940
05:00 PM	0	3	93	10	0	13	63	12	0	12	89	14	0	3	13	7	332
05:15 PM	0	1	81	8	0	11	38	11	0	7	99	10	0	0	22	1	289
05:30 PM	0	4	100	12	0	16	60	10	0	9	75	15	0	1	13	5	320
05:45 PM	0	4	95	12	0	22	49	7	0	13	72	16	0	2	16	4	312
Total	0	12	369	42	0	62	210	40	0	41	335	55	0	6	64	17	1253
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

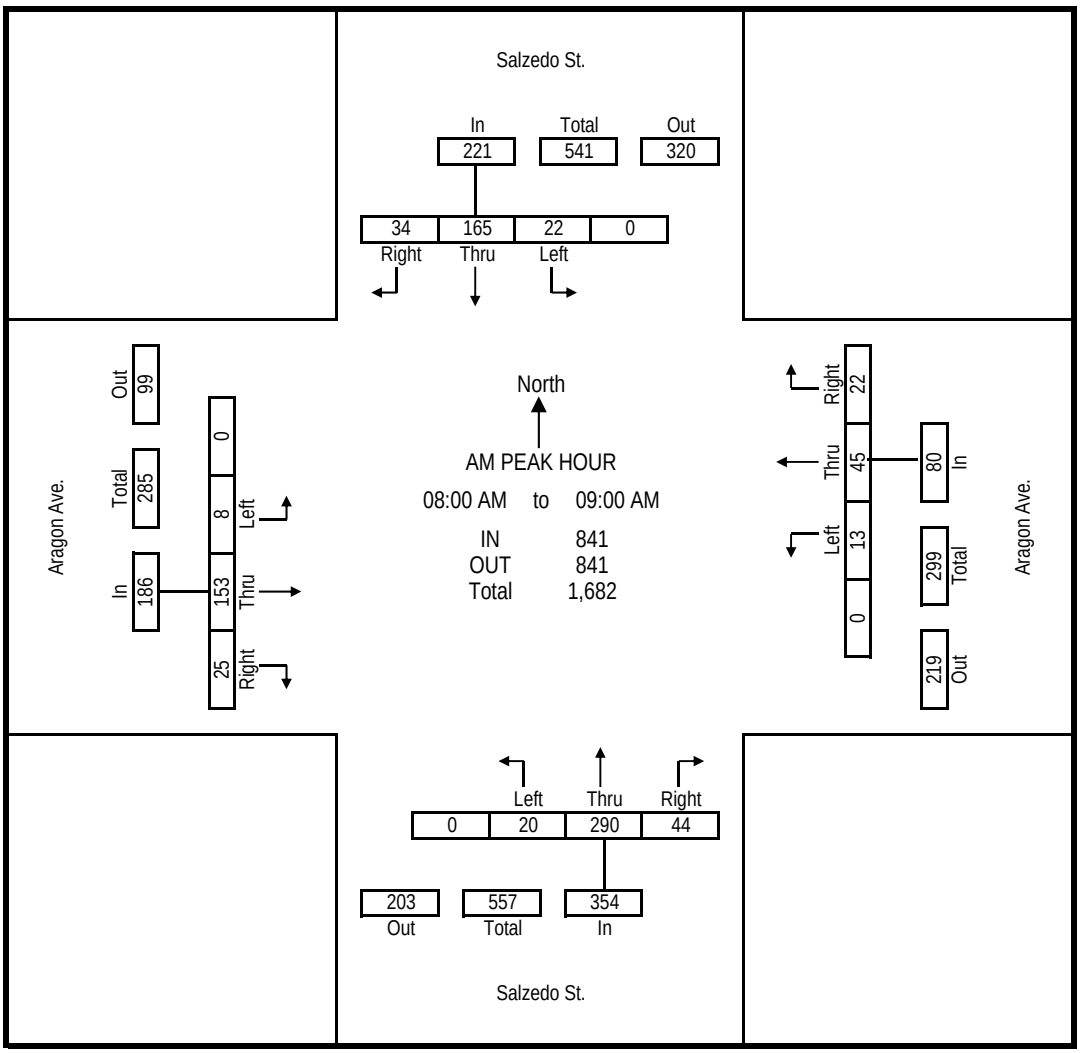
.IENT: PreSchool Dev.
JOB No: 2016-00077
PROJECT: TMC
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Aragon Ave. Westbound				Salzedo St. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
08:00 AM	0	8	26	6	0	0	5	2	0	6	62	9	0	0	30	7	161
08:15 AM	0	3	40	10	0	4	13	4	0	3	42	8	0	3	33	11	174
08:30 AM	0	3	48	7	0	8	11	7	0	8	88	12	0	2	40	3	237
08:45 AM	0	8	51	11	0	1	16	9	0	3	98	15	0	3	50	4	269
Total	0	22	165	34	0	13	45	22	0	20	290	44	0	8	153	25	841
PHF	0.000	0.688	0.809	0.773	0.000	0.406	0.703	0.611	0.000	0.625	0.740	0.733	0.000	0.667	0.765	0.568	0.78
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	10%	75%	15%	0%	16%	56%	28%	0%	6%	82%	12%	0%	4%	82%	13%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
62 Gables Boulevard
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.IENT: PreSchool Dev.
JOB No: 2016-00077
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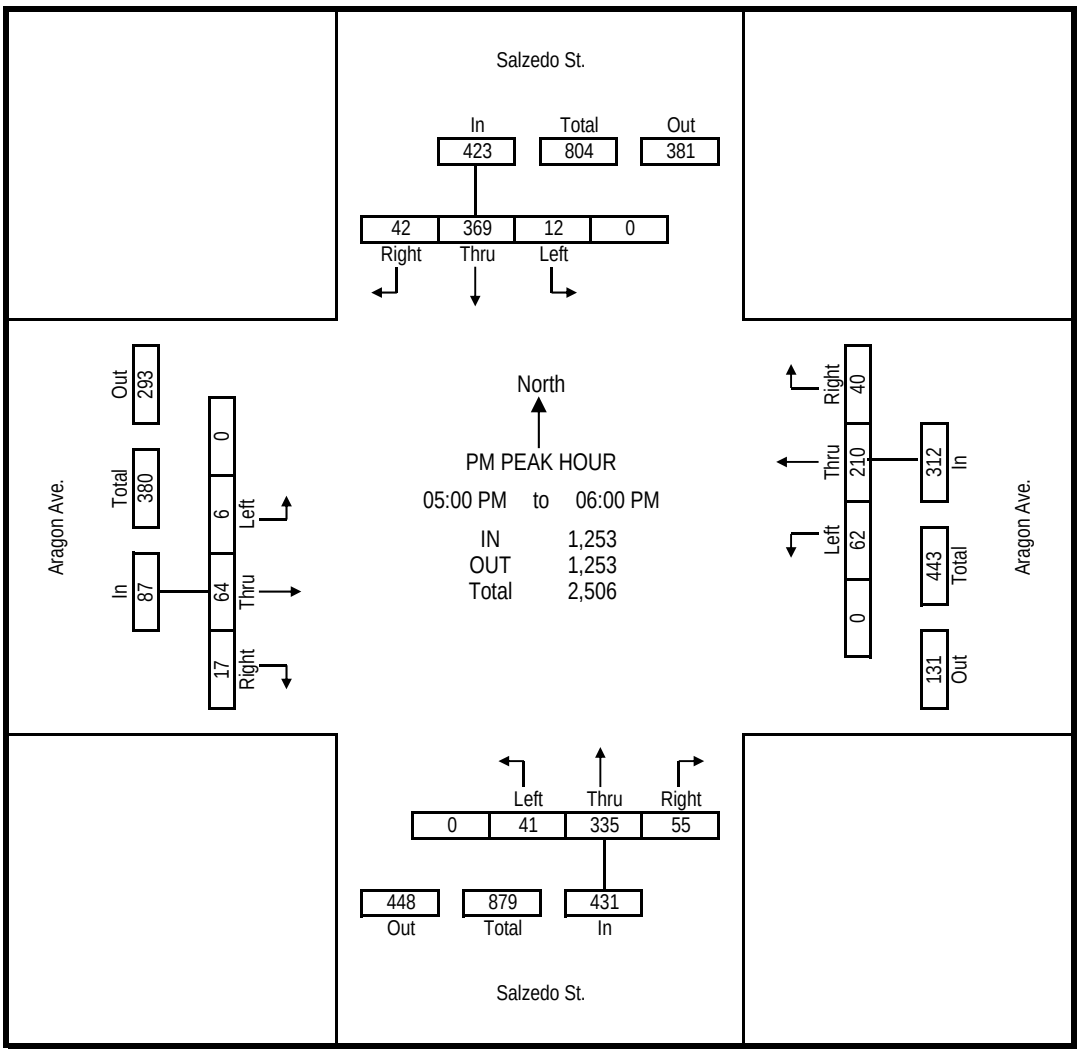
COUNTY: MIAMI-DADE

File Name: 20160127 TMC VD
Site Code: -
Count Date: 1/27/2016 (Wed.)
Page No: 3 of 3

Groups Printed: Automobiles & Heavy Vehicles

	Salzedo St. Southbound				Aragon Ave. Westbound				Salzedo St. Northbound				Aragon Ave. Eastbound				
Start Time	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	-	Left	Thru	Right	Int Total
05:00 PM	0	3	93	10	0	13	63	12	0	12	89	14	0	3	13	7	332
05:15 PM	0	1	81	8	0	11	38	11	0	7	99	10	0	0	22	1	289
05:30 PM	0	4	100	12	0	16	60	10	0	9	75	15	0	1	13	5	320
05:45 PM	0	4	95	12	0	22	49	7	0	13	72	16	0	2	16	4	312
Total	0	12	369	42	0	62	210	40	0	41	335	55	0	6	64	17	1253
PHF	0.000	0.750	0.923	0.875	0.000	0.705	0.833	0.833	0.000	0.788	0.846	0.859	0.000	0.500	0.727	0.607	0.94
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	3%	87%	10%	0%	20%	67%	13%	0%	10%	78%	13%	0%	7%	74%	20%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



Appendix C

Traffic Analysis Zone (TAZ)

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	13.98	14.21	4.35	7.05	17.85	18.48	9.79	14.3	
1009	3709	TRIPS	56	66	17	24	66	106	72	68	475
		PERCENT	11.79	13.89	3.58	5.05	13.89	22.32	15.16	14.32	
1010	3710	TRIPS	867	935	428	477	886	787	480	870	5,730
		PERCENT	15.13	16.32	7.47	8.32	15.46	13.73	8.38	15.18	
1011	3711	TRIPS	300	351	166	158	182	173	156	291	1,777
		PERCENT	16.88	19.75	9.34	8.89	10.24	9.74	8.78	16.38	
1012	3712	TRIPS	526	617	351	247	510	544	375	713	3,883
		PERCENT	13.55	15.89	9.04	6.36	13.13	14.01	9.66	18.36	
1013	3713	TRIPS	398	516	250	195	321	401	183	410	2,674
		PERCENT	14.88	19.3	9.35	7.29	12	15	6.84	15.33	
1014	3714	TRIPS	599	851	410	362	464	470	272	806	4,234
		PERCENT	14.15	20.1	9.68	8.55	10.96	11.1	6.42	19.04	
1015	3715	TRIPS	474	649	358	360	654	652	367	607	4,121
		PERCENT	11.5	15.75	8.69	8.74	15.87	15.82	8.91	14.73	
1016	3716	TRIPS	1114	1497	1095	612	1256	987	723	1662	8,946
		PERCENT	12.45	16.73	12.24	6.84	14.04	11.03	8.08	18.58	
1017	3717	TRIPS	900	828	353	532	1086	1057	684	899	6,339
		PERCENT	14.2	13.06	5.57	8.39	17.13	16.67	10.79	14.18	
1018	3718	TRIPS	552	777	290	315	434	397	242	666	3,673
		PERCENT	15.03	21.15	7.9	8.58	11.82	10.81	6.59	18.13	
1019	3719	TRIPS	270	434	200	174	222	273	185	370	2,128
		PERCENT	12.69	20.39	9.4	8.18	10.43	12.83	8.69	17.39	
1020	3720	TRIPS	301	476	124	220	340	402	260	389	2,512
		PERCENT	11.98	18.95	4.94	8.76	13.54	16	10.35	15.49	
1021	3721	TRIPS	1890	2416	659	819	1935	2079	1523	1913	13,234
		PERCENT	14.28	18.26	4.98	6.19	14.62	15.71	11.51	14.46	
1022	3722	TRIPS	780	1436	310	533	567	423	689	1047	5,785
		PERCENT	13.48	24.82	5.36	9.21	9.8	7.31	11.91	18.1	
1023	3723	TRIPS	362	567	320	338	305	382	275	535	3,084
		PERCENT	11.74	18.39	10.38	10.96	9.89	12.39	8.92	17.35	
1024	3724	TRIPS	514	805	498	412	475	663	445	728	4,540
		PERCENT	11.32	17.73	10.97	9.07	10.46	14.6	9.8	16.04	
1025	3725	TRIPS	401	577	449	228	567	420	336	428	3,406
		PERCENT	11.77	16.94	13.18	6.69	16.65	12.33	9.86	12.57	
1026	3726	TRIPS	538	652	460	277	437	398	363	583	3,708
		PERCENT	14.51	17.58	12.41	7.47	11.79	10.73	9.79	15.72	
1027	3727	TRIPS	929	1176	759	455	783	622	787	948	6,459
		PERCENT	14.38	18.21	11.75	7.04	12.12	9.63	12.18	14.68	
1028	3728	TRIPS	187	315	230	122	141	165	192	185	1,537
		PERCENT	12.17	20.49	14.96	7.94	9.17	10.74	12.49	12.04	
1029	3729	TRIPS	126	290	188	91	81	107	127	145	1,155
		PERCENT	10.91	25.11	16.28	7.88	7.01	9.26	11	12.55	
1030	3730	TRIPS	266	523	286	287	206	183	269	314	2,334
		PERCENT	11.4	22.41	12.25	12.3	8.83	7.84	11.53	13.45	
1031	3731	TRIPS	341	614	197	387	297	250	306	405	2,797
		PERCENT	12.19	21.95	7.04	13.84	10.62	8.94	10.94	14.48	
1032	3732	TRIPS	88	161	88	38	96	105	90	111	777
		PERCENT	11.33	20.72	11.33	4.89	12.36	13.51	11.58	14.29	
1033	3733	TRIPS	834	947	360	415	876	1134	699	1077	6,342
		PERCENT	13.15	14.93	5.68	6.54	13.81	17.88	11.02	16.98	
1034	3734	TRIPS	2050	1905	665	858	2362	2953	1821	2513	15,127
		PERCENT	13.55	12.59	4.4	5.67	15.61	19.52	12.04	16.61	
1035	3735	TRIPS	1166	1323	309	765	1467	1790	1112	1525	9,457
		PERCENT	12.33	13.99	3.27	8.09	15.51	18.93	11.76	16.13	
1036	3736	TRIPS	1572	1831	587	990	1663	2117	1376	1969	12,105
		PERCENT	12.99	15.13	4.85	8.18	13.74	17.49	11.37	16.27	
1037	3737	TRIPS	562	913	271	583	499	594	535	730	4,687
		PERCENT	11.99	19.48	5.78	12.44	10.65	12.67	11.41	15.57	
1038	3738	TRIPS	1677	2198	667	1151	1971	2001	1700	1973	13,338
		PERCENT	12.57	16.48	5	8.63	14.78	15	12.75	14.79	
1039	3739	TRIPS	660	1172	241	391	998	796	824	961	6,043
		PERCENT	10.92	19.39	3.99	6.47	16.51	13.17	13.64	15.9	
1040	3740	TRIPS	686	810	212	346	703	849	589	925	5,120
		PERCENT	13.4	15.82	4.14	6.76	13.73	16.58	11.5	18.07	

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

Appendix D

Committed Development Data

Figure 7: AM Peak Hour Site Traffic

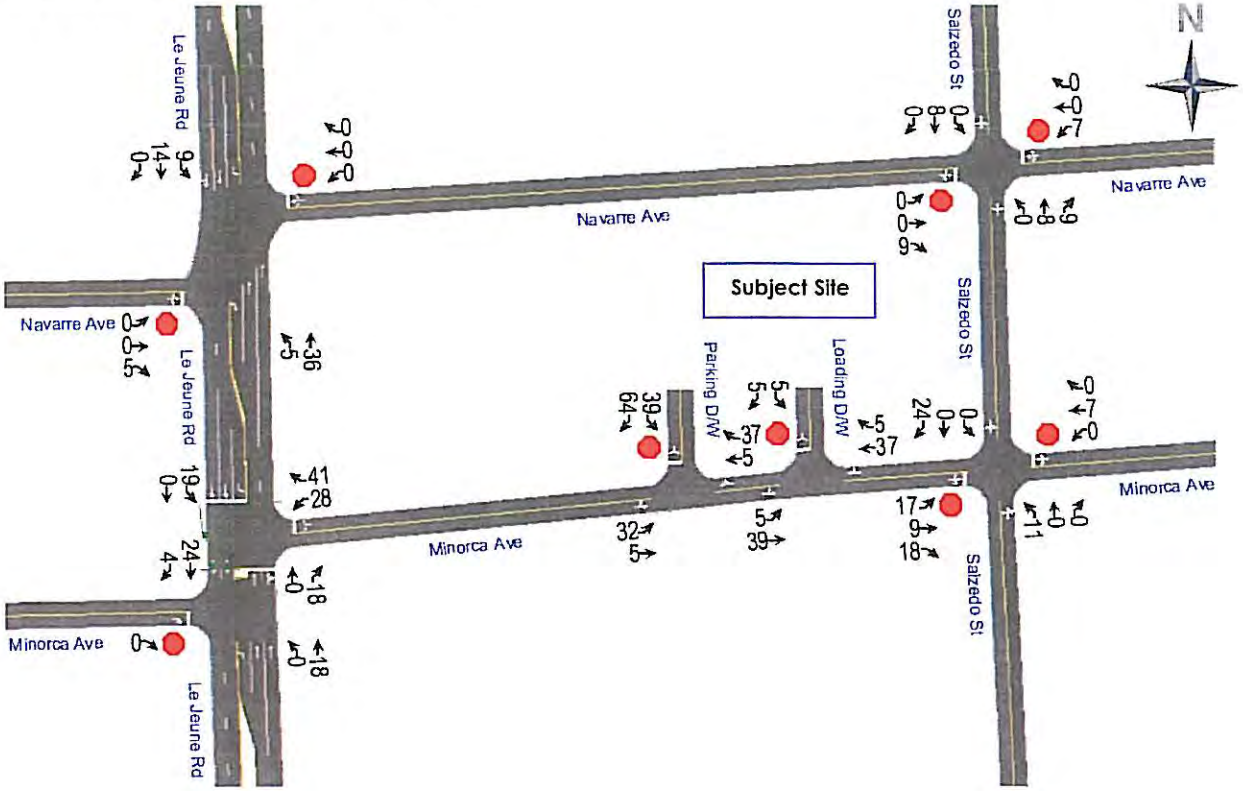
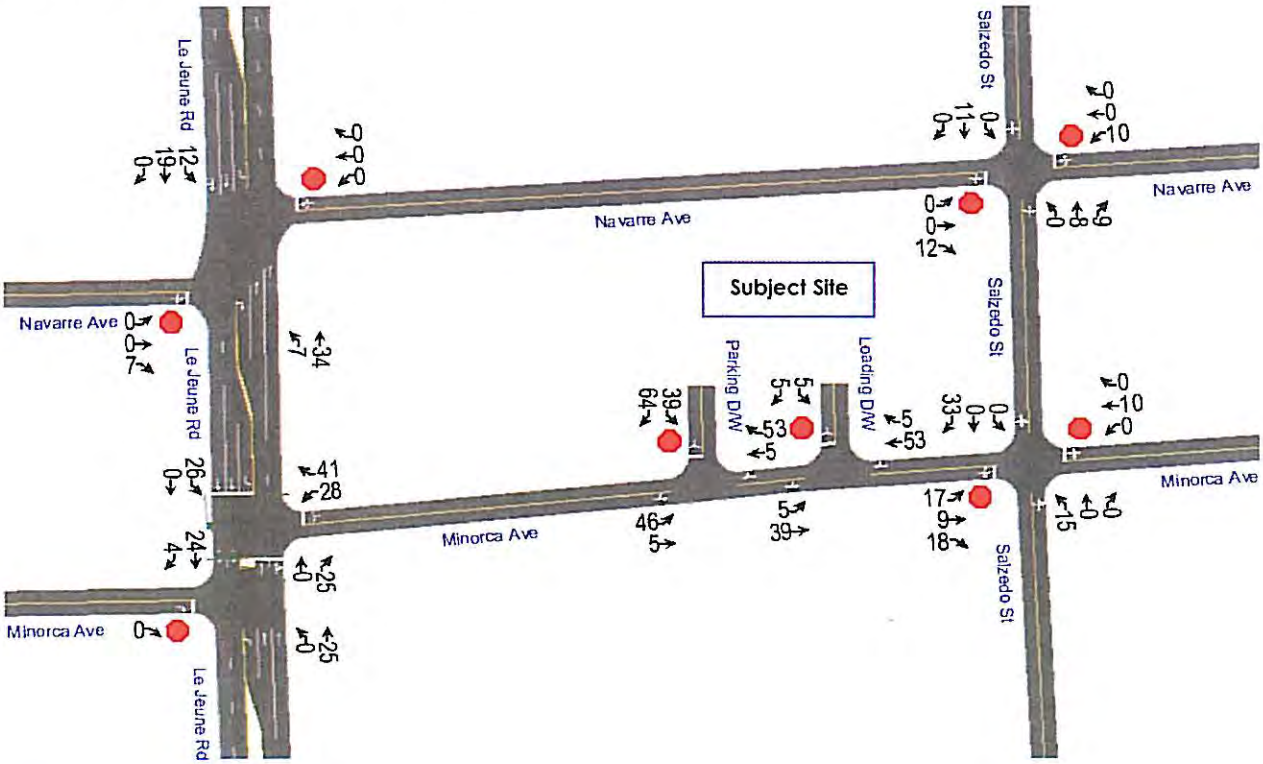


Figure 8: PM Peak Hour Site Traffic



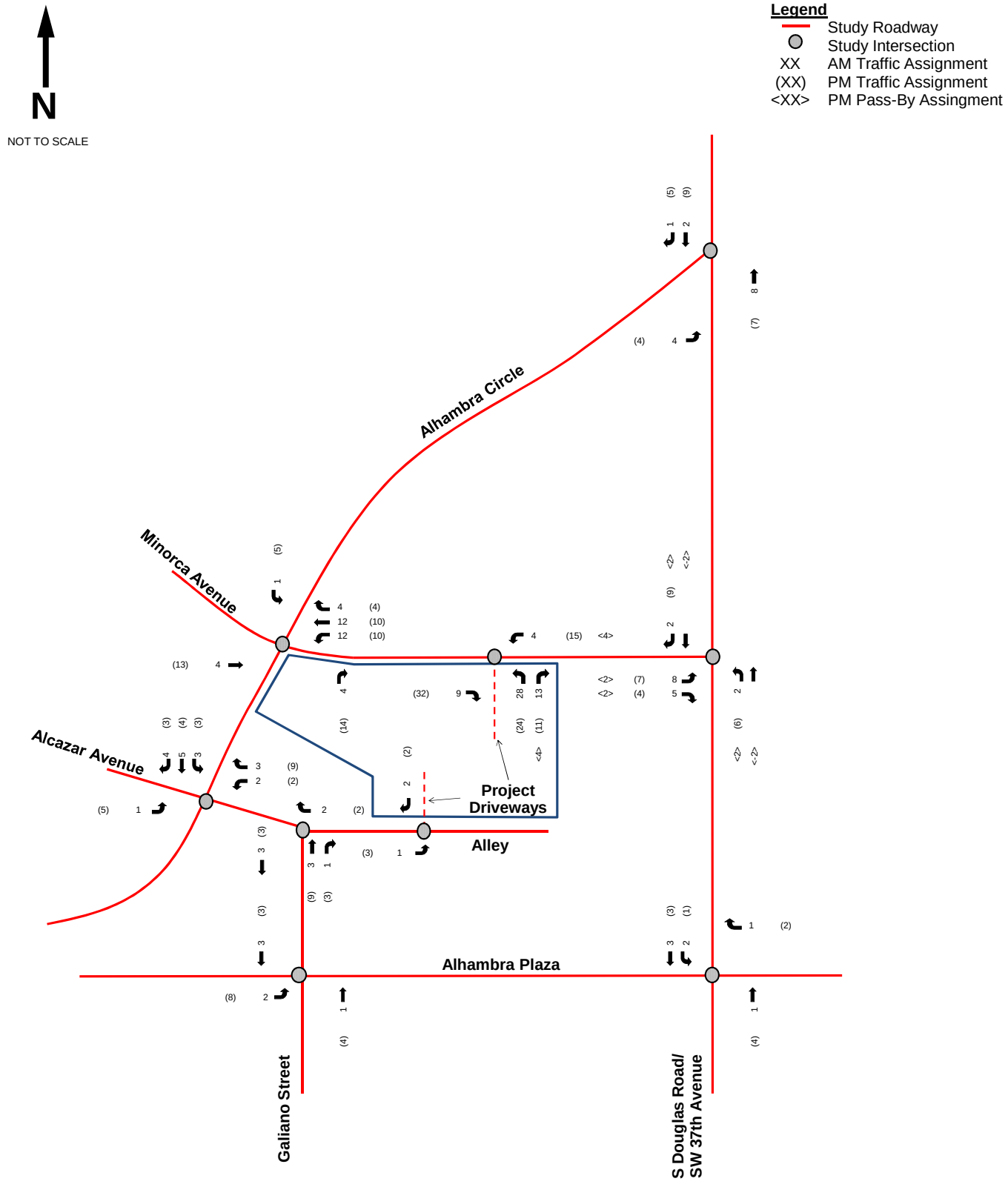


Figure 4
Peak Hour Project Trip and Pass-By Assignment
100 Alhambra Circle
Coral Gables, Florida

Kimley-Horn and Associates, Inc.

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Appendix E

Synchro Analysis Results

HCM Signalized Intersection Capacity Analysis
1: Biltmore Way & SR 953/Le Jeune Road & Miracle Mile/Coral Way

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NER
Lane Configurations												
Traffic Volume (vph)	64	123	427	74	6	53	1112	107	101	1216	48	814
Future Volume (vph)	64	123	427	74	6	53	1112	107	101	1216	48	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5			3.0	5.5		3.0	5.5		5.5
Lane Util. Factor	0.91		0.91			1.00	0.91		1.00	0.95		0.88
Frt	1.00		0.98			1.00	0.99		1.00	0.99		0.85
Flt Protected	0.95		0.99			0.95	1.00		0.95	1.00		1.00
Satd. Flow (prot)	1449		2967			1593	4516		1593	3167		2508
Flt Permitted	0.13		0.93			0.10	1.00		0.15	1.00		1.00
Satd. Flow (perm)	191		2797			165	4516		252	3167		2508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	129	449	78	6	56	1171	113	106	1280	51	857
RTOR Reduction (vph)	0	0	6	0	0	0	6	0	0	0	0	34
Lane Group Flow (vph)	60	0	657	0	0	62	1278	0	106	1331	0	826
Turn Type	Perm	Perm	NA		custom	pm+pt	NA		pm+pt	NA		Prot
Protected Phases			4			1	6		5	2		8
Permitted Phases	4	4			1	6			2			
Actuated Green, G (s)	63.8		63.8			102.4	94.4		102.0	94.2		63.8
Effective Green, g (s)	63.8		63.8			102.4	94.4		102.0	94.2		63.8
Actuated g/C Ratio	0.35		0.35			0.57	0.52		0.57	0.52		0.35
Clearance Time (s)	5.5		5.5			3.0	5.5		3.0	5.5		5.5
Vehicle Extension (s)	2.5		2.5			2.0	1.0		2.0	1.0		2.5
Lane Grp Cap (vph)	67		991			157	2368		200	1657		888
v/s Ratio Prot						0.02	0.28		c0.02	c0.42		c0.33
v/s Ratio Perm	0.31		0.23			0.21			0.28			
v/c Ratio	0.90		0.66			0.39	0.54		0.53	0.80		0.93
Uniform Delay, d1	54.9		49.0			25.7	28.4		20.5	35.3		56.0
Progression Factor	1.00		1.00			1.00	1.00		1.06	1.15		1.00
Incremental Delay, d2	73.7		1.5			0.6	0.9		1.2	3.7		16.0
Delay (s)	128.7		50.5			26.3	29.3		23.0	44.2		71.9
Level of Service	F		D			C	C		C	D		E
Approach Delay (s)			57.0				29.1			42.7		
Approach LOS			E				C			D		

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NER2
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 953/Le Jeune Road & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	88	21	61	12	19	0	1128	46	72	1297	7
Future Volume (vph)	99	88	21	61	12	19	0	1128	46	72	1297	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00			0.95		1.00	0.95	
Frt		0.99		1.00	0.91			0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1795		1770	1693			3518		1770	3536	
Flt Permitted		0.98		0.95	1.00			1.00		0.19	1.00	
Satd. Flow (perm)		1795		1770	1693			3518		348	3536	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	103	92	22	64	12	20	0	1175	48	75	1351	7
RTOR Reduction (vph)	0	3	0	0	19	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	214	0	64	14	0	0	1222	0	75	1358	0
Turn Type	Split	NA		Split	NA			NA		Perm	NA	
Protected Phases	8	8		7	7			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		26.3		11.5	11.5			127.5		127.5	127.5	
Effective Green, g (s)		26.3		11.5	11.5			127.5		127.5	127.5	
Actuated g/C Ratio		0.15		0.06	0.06			0.71		0.71	0.71	
Clearance Time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Vehicle Extension (s)		2.5		2.5	2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		262		113	108			2491		246	2504	
v/s Ratio Prot		c0.12		c0.04	0.01			0.35			c0.38	
v/s Ratio Perm										0.22		
v/c Ratio		0.82		0.57	0.13			0.49		0.30	0.54	
Uniform Delay, d1		74.5		81.8	79.5			11.7		9.8	12.4	
Progression Factor		1.00		1.12	1.21			0.62		0.68	0.63	
Incremental Delay, d2		17.3		5.2	0.4			0.6		2.1	0.6	
Delay (s)		91.9		96.7	96.7			7.9		8.8	8.5	
Level of Service		F		F	F			A		A	A	
Approach Delay (s)		91.9			96.7			7.9			8.5	
Approach LOS		F			F			A			A	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: SR 953/Le Jeune Road & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	51	13	11	0	41	2	1150	94	155	1351	6
Future Volume (Veh/h)	39	51	13	11	0	41	2	1150	94	155	1351	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	40	52	13	11	0	42	2	1173	96	158	1379	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								273			318	
pX, platoon unblocked	0.72	0.72	0.64	0.72	0.72	0.84	0.64			0.84		
vC, conflicting volume	2330	2971	692	2270	2926	634	1385			1269		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1104	1991	0	1020	1929	199	494			950		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	55	0	98	0	100	94	100			74		
cM capacity (veh/h)	89	32	699	0	35	683	687			607		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	105	53	2	782	487	158	919	466
Volume Left	40	11	2	0	0	158	0	0
Volume Right	13	42	0	0	96	0	0	6
cSH	50	0	687	1700	1700	607	1700	1700
Volume to Capacity	2.09	Err	0.00	0.46	0.29	0.26	0.54	0.27
Queue Length 95th (ft)	265	Err	0	0	0	26	0	0
Control Delay (s)	681.4	Err	10.3	0.0	0.0	13.0	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	681.4	Err	0.0			1.3		
Approach LOS	F	F						

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM 2010 Signalized Intersection Summary
4: SR 953/Le Jeune Road & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	593	37	57	297	61	15	1094	122	79	1418	23
Future Volume (veh/h)	103	593	37	57	297	61	15	1094	122	79	1418	23
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	611	38	59	306	63	15	1128	126	81	1462	24
Adj No. of Lanes	0	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1102	70	242	809	688	92	1595	178	139	1770	29
Arrive On Green	0.43	0.43	0.43	0.87	0.87	0.87	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	405	2536	161	779	1863	1583	353	3211	358	441	3564	58
Grp Volume(v), veh/h	361	0	394	59	306	63	15	621	633	81	725	761
Grp Sat Flow(s),veh/h/ln	1435	0	1667	779	1863	1583	353	1770	1800	441	1770	1852
Q Serve(g_s), s	30.7	0.0	31.5	7.7	5.8	1.0	6.8	49.0	49.2	31.4	62.9	63.1
Cycle Q Clear(g_c), s	36.5	0.0	31.5	39.2	5.8	1.0	69.9	49.0	49.2	80.6	62.9	63.1
Prop In Lane	0.29		0.10	1.00		1.00	1.00		0.20	1.00		0.03
Lane Grp Cap(c), veh/h	649	0	724	242	809	688	92	879	894	139	879	920
V/C Ratio(X)	0.56	0.00	0.54	0.24	0.38	0.09	0.16	0.71	0.71	0.58	0.83	0.83
Avail Cap(c_a), veh/h	649	0	724	242	809	688	106	950	966	156	950	994
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	37.7	18.2	7.1	6.7	68.5	35.1	35.2	66.5	38.6	38.7
Incr Delay (d2), s/veh	3.4	0.0	2.9	2.4	1.3	0.3	0.3	1.8	1.8	2.1	5.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	0.0	15.1	1.8	3.2	0.5	0.7	24.4	24.9	3.9	31.9	33.6
LnGrp Delay(d),s/veh	43.5	0.0	40.6	20.5	8.4	7.0	68.8	36.9	36.9	68.5	43.8	43.7
LnGrp LOS	D		D	C	A	A	E	D	D	E	D	D
Approach Vol, veh/h		755			428			1269			1567	
Approach Delay, s/veh		42.0			9.9			37.3			45.0	
Approach LOS		D			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		95.8		84.2		95.8		84.2
Change Period (Y+Rc), s		6.4		6.0		6.4		6.0
Max Green Setting (Gmax), s		96.6		71.0		96.6		71.0
Max Q Clear Time (g_c+I1), s		82.6		41.2		71.9		38.5
Green Ext Time (p_c), s		6.8		13.1		8.5		13.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
5: Salzedo Street & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	155	25	13	45	22	20	293	44	22	167	34
Future Volume (veh/h)	8	155	25	13	45	22	20	293	44	22	167	34
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	199	32	17	58	28	26	376	56	28	214	44
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	235	37	46	144	62	157	2238	332	252	1931	405
Arrive On Green	0.05	0.05	0.05	0.15	0.15	0.15	0.80	0.80	0.80	1.00	1.00	1.00
Sat Flow, veh/h	37	1528	240	148	938	405	168	2791	414	284	2408	505
Grp Volume(v), veh/h	241	0	0	103	0	0	238	0	220	146	0	140
Grp Sat Flow(s),veh/h/ln	1805	0	0	1491	0	0	1751	0	1622	1591	0	1606
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	23.8	0.0	0.0	9.4	0.0	0.0	5.2	0.0	5.6	0.0	0.0	0.0
Prop In Lane	0.04		0.13	0.17		0.27	0.11		0.26	0.19		0.31
Lane Grp Cap(c), veh/h	298	0	0	252	0	0	1426	0	1301	1300	0	1288
V/C Ratio(X)	0.81	0.00	0.00	0.41	0.00	0.00	0.17	0.00	0.17	0.11	0.00	0.11
Avail Cap(c_a), veh/h	739	0	0	651	0	0	1426	0	1301	1300	0	1288
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.67	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	83.6	0.0	0.0	68.4	0.0	0.0	4.1	0.0	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	0.0	4.7	0.0	0.0	2.8	0.0	2.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	86.2	0.0	0.0	69.2	0.0	0.0	4.3	0.0	4.4	0.1	0.0	0.1
LnGrp LOS	F			E			A		A	A		A
Approach Vol, veh/h		241			103			458			286	
Approach Delay, s/veh		86.2			69.2			4.3			0.1	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		148.3		31.7		148.3		31.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		100.0		72.0		100.0		72.0
Max Q Clear Time (g_c+I1), s		2.0		11.4		7.6		25.8
Green Ext Time (p_c), s		1.7		1.8		1.7		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
6: Salzedo Street & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	108	15	33	76	22	52	246	25	15	175	32
Future Volume (vph)	20	108	15	33	76	22	52	246	25	15	175	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.3			4.3			4.1			4.1	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.99			0.98			0.99			0.98	
Flt Protected		0.99			0.99			0.99			1.00	
Satd. Flow (prot)		1824			1797			3471			3450	
Flt Permitted		0.94			0.89			0.69			0.79	
Satd. Flow (perm)		1735			1614			2431			2741	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	26	140	19	43	99	29	68	319	32	19	227	42
RTOR Reduction (vph)	0	1	0	0	2	0	0	6	0	0	12	0
Lane Group Flow (vph)	0	184	0	0	169	0	0	413	0	0	276	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		140.9			140.9			30.7			30.7	
Effective Green, g (s)		140.9			140.9			30.7			30.7	
Actuated g/C Ratio		0.78			0.78			0.17			0.17	
Clearance Time (s)		4.3			4.3			4.1			4.1	
Vehicle Extension (s)		2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)		1358			1263			414			467	
v/s Ratio Prot												
v/s Ratio Perm		c0.11			0.10			c0.17			0.10	
v/c Ratio		0.14			0.13			1.00			0.59	
Uniform Delay, d1		4.8			4.7			74.6			68.8	
Progression Factor		0.66			1.00			1.27			0.80	
Incremental Delay, d2		0.2			0.2			43.2			1.3	
Delay (s)		3.3			5.0			137.6			56.6	
Level of Service		A			A			F			E	
Approach Delay (s)		3.3			5.0			137.6			56.6	
Approach LOS		A			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	70.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
7: Salzedo Street & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	667	40	39	331	48	17	182	71	46	159	66
Future Volume (veh/h)	87	667	40	39	331	48	17	182	71	46	159	66
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	97	741	44	43	368	53	19	202	79	51	177	73
Adj No. of Lanes	0	3	0	0	3	0	0	2	0	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	3051	182	299	2771	408	38	344	138	75	262	120
Arrive On Green	1.00	1.00	1.00	0.78	0.78	0.78	0.33	0.33	0.33	0.17	0.17	0.17
Sat Flow, veh/h	474	3899	233	349	3541	521	94	2055	827	284	1563	719
Grp Volume(v), veh/h	278	291	313	148	153	163	152	0	148	142	0	159
Grp Sat Flow(s),veh/h/ln	1410	1543	1654	1265	1543	1603	1427	0	1549	998	0	1568
Q Serve(g_s), s	0.2	0.0	0.0	0.0	4.3	4.4	2.2	0.0	14.1	12.6	0.0	16.9
Cycle Q Clear(g_c), s	4.7	0.0	0.0	3.4	4.3	4.4	19.1	0.0	14.1	26.8	0.0	16.9
Prop In Lane	0.35		0.14	0.29		0.33	0.13		0.53	0.36		0.46
Lane Grp Cap(c), veh/h	1130	1207	1294	1016	1207	1254	261	0	259	194	0	263
V/C Ratio(X)	0.25	0.24	0.24	0.15	0.13	0.13	0.58	0.00	0.57	0.73	0.00	0.61
Avail Cap(c_a), veh/h	1130	1207	1294	1016	1207	1254	824	0	766	680	0	775
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.6	4.7	4.7	54.3	0.0	54.5	75.8	0.0	69.4
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.0	0.1	2.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	1.8	1.9	2.0	6.6	0.0	6.0	7.0	0.0	7.4
LnGrp Delay(d),s/veh	0.3	0.3	0.3	4.9	4.9	5.0	54.4	0.0	54.6	77.8	0.0	70.3
LnGrp LOS	A	A	A	A	A	A	D		D	E		E
Approach Vol, veh/h		882			464			300			301	
Approach Delay, s/veh		0.3			4.9			54.5			73.8	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.1		144.9		35.1		144.9
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0
Max Green Setting (Gmax), s		89.0		82.0		89.0		82.0
Max Q Clear Time (g_c+I1), s		28.8		6.4		21.1		6.7
Green Ext Time (p_c), s		1.4		10.3		1.4		10.3

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
1: Biltmore Way & SR 953/Le Jeune Road & Miracle Mile/Coral Way

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NER
Lane Configurations												
Traffic Volume (vph)	112	273	477	109	8	90	961	91	116	1092	137	340
Future Volume (vph)	112	273	477	109	8	90	961	91	116	1092	137	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.5			3.0	5.5		3.0	5.5		5.5
Lane Util. Factor	0.91		0.91			1.00	0.91		1.00	0.95		0.88
Frt	1.00		0.98			1.00	0.99		1.00	0.98		0.85
Flt Protected	0.95		0.98			0.95	1.00		0.95	1.00		1.00
Satd. Flow (prot)	1449		2946			1593	4517		1593	3132		2508
Flt Permitted	0.38		0.95			0.10	1.00		0.19	1.00		1.00
Satd. Flow (perm)	583		2833			166	4517		316	3132		2508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	287	502	115	8	95	1012	96	122	1149	144	358
RTOR Reduction (vph)	0	0	6	0	0	0	5	0	0	0	0	51
Lane Group Flow (vph)	106	0	910	0	0	103	1103	0	122	1293	0	309
Turn Type	pm+pt	Perm	NA		custom	pm+pt	NA		pm+pt	NA		Prot
Protected Phases	7		4			1	6		5	2		8
Permitted Phases	4	4			1	6			2			
Actuated Green, G (s)	65.5		65.5			100.1	90.3		100.9	90.7		49.9
Effective Green, g (s)	65.5		65.5			100.1	90.3		100.9	90.7		49.9
Actuated g/C Ratio	0.36		0.36			0.56	0.50		0.56	0.50		0.28
Clearance Time (s)	3.0		5.5			3.0	5.5		3.0	5.5		5.5
Vehicle Extension (s)	3.0		2.5			2.0	1.0		2.0	1.0		2.5
Lane Grp Cap (vph)	272		1030			170	2266		249	1578		695
v/s Ratio Prot	0.03					c0.03	0.24		0.03	c0.41		0.12
v/s Ratio Perm	0.11		c0.32			0.30			0.25			
v/c Ratio	0.39		0.88			0.61	0.49		0.49	0.82		0.45
Uniform Delay, d1	39.9		53.7			28.1	29.6		20.6	37.7		53.6
Progression Factor	1.00		1.00			1.00	1.00		1.33	1.42		1.00
Incremental Delay, d2	0.9		9.1			4.1	0.8		0.5	4.4		0.3
Delay (s)	40.9		62.7			32.2	30.3		27.9	58.1		54.0
Level of Service	D		E			C	C		C	E		D
Approach Delay (s)			60.5				30.5			55.5		
Approach LOS			E				C			E		

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NER2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 953/Le Jeune Road & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	17	13	98	101	63	4	1022	43	37	1234	7
Future Volume (vph)	31	17	13	98	101	63	4	1022	43	37	1234	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00			0.95		1.00	0.95	
Frt		0.97		1.00	0.94			0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1764		1770	1755			3517		1770	3536	
Flt Permitted		0.98		0.95	1.00			0.95		0.22	1.00	
Satd. Flow (perm)		1764		1770	1755			3343		403	3536	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	33	18	14	104	107	67	4	1087	46	39	1313	7
RTOR Reduction (vph)	0	7	0	0	13	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	58	0	104	161	0	0	1136	0	39	1320	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		7	7			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		11.0		21.3	21.3			133.0		133.0	133.0	
Effective Green, g (s)		11.0		21.3	21.3			133.0		133.0	133.0	
Actuated g/C Ratio		0.06		0.12	0.12			0.74		0.74	0.74	
Clearance Time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Vehicle Extension (s)		2.5		2.5	2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		107		209	207			2470		297	2612	
v/s Ratio Prot		c0.03		0.06	c0.09						c0.37	
v/s Ratio Perm								0.34		0.10		
v/c Ratio		0.55		0.50	0.78			0.46		0.13	0.51	
Uniform Delay, d1		82.1		74.3	77.0			9.3		6.8	9.8	
Progression Factor		1.00		0.53	0.49			0.93		0.33	0.39	
Incremental Delay, d2		4.4		1.3	15.3			0.6		0.8	0.6	
Delay (s)		86.5		40.6	53.4			9.2		3.0	4.4	
Level of Service		F		D	D			A		A	A	
Approach Delay (s)		86.5			48.6			9.2			4.4	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: SR 953/Le Jeune Road & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	14	14	40	63	129	15	1072	29	37	1224	11
Future Volume (Veh/h)	19	14	14	40	63	129	15	1072	29	37	1224	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	20	15	15	42	66	134	16	1117	30	39	1275	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								273			318	
pX, platoon unblocked	0.80	0.80	0.73	0.80	0.80	0.88	0.73			0.88		
vC, conflicting volume	2116	2538	643	1902	2528	574	1286			1147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1192	1721	0	923	1709	231	667			886		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	77	98	69	0	80	98			94		
cM capacity (veh/h)	0	65	797	136	66	676	675			666		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	50	242	16	745	402	39	850	436
Volume Left	20	42	16	0	0	39	0	0
Volume Right	15	134	0	0	30	0	0	11
cSH	0	160	675	1700	1700	666	1700	1700
Volume to Capacity	Err	1.51	0.02	0.44	0.24	0.06	0.50	0.26
Queue Length 95th (ft)	Err	398	2	0	0	5	0	0
Control Delay (s)	Err	310.8	10.5	0.0	0.0	10.7	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	Err	310.8	0.1			0.3		
Approach LOS	F	F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

HCM 2010 Signalized Intersection Summary
4: SR 953/Le Jeune Road & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	258	19	203	625	129	48	1090	82	64	1050	33
Future Volume (veh/h)	29	258	19	203	625	129	48	1090	82	64	1050	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	30	263	19	207	638	132	49	1112	84	65	1071	34
Adj No. of Lanes	0	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	920	78	449	824	700	174	1631	123	121	1712	54
Arrive On Green	0.44	0.44	0.44	0.59	0.59	0.59	0.16	0.16	0.16	0.49	0.49	0.49
Sat Flow, veh/h	127	2079	176	1093	1863	1583	508	3336	252	466	3502	111
Grp Volume(v), veh/h	132	0	180	207	638	132	49	590	606	65	541	564
Grp Sat Flow(s),veh/h/ln	718	0	1664	1093	1863	1583	508	1770	1818	466	1770	1843
Q Serve(g_s), s	5.5	0.0	12.2	22.9	46.6	6.9	16.4	56.5	56.6	24.1	40.5	40.6
Cycle Q Clear(g_c), s	52.2	0.0	12.2	35.1	46.6	6.9	56.9	56.5	56.6	80.7	40.5	40.6
Prop In Lane	0.23		0.11	1.00		1.00	1.00		0.14	1.00		0.06
Lane Grp Cap(c), veh/h	342	0	736	449	824	700	174	865	889	121	865	901
V/C Ratio(X)	0.39	0.00	0.24	0.46	0.77	0.19	0.28	0.68	0.68	0.54	0.63	0.63
Avail Cap(c_a), veh/h	342	0	736	449	824	700	195	940	966	141	940	979
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	31.4	32.0	30.3	22.1	81.6	62.3	62.3	71.3	33.9	33.9
Incr Delay (d2), s/veh	3.3	0.0	0.8	3.3	6.9	0.6	0.3	1.4	1.4	1.4	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	5.8	7.3	25.5	3.2	2.3	28.1	28.9	3.2	20.0	20.9
LnGrp Delay(d),s/veh	41.0	0.0	32.2	35.3	37.1	22.7	81.9	63.7	63.7	72.6	34.6	34.6
LnGrp LOS	D		C	D	D	C	F	E	E	E	C	C
Approach Vol, veh/h		312			977			1245			1170	
Approach Delay, s/veh		35.9			34.8			64.4			36.7	
Approach LOS		D			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		94.4		85.6		94.4		85.6
Change Period (Y+Rc), s		6.4		6.0		6.4		6.0
Max Green Setting (Gmax), s		95.6		72.0		95.6		72.0
Max Q Clear Time (g_c+I1), s		82.7		48.6		58.9		54.2
Green Ext Time (p_c), s		5.3		12.2		6.8		10.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
5: Salzedo Street & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	65	17	63	212	40	41	338	56	12	373	42
Future Volume (veh/h)	6	65	17	63	212	40	41	338	56	12	373	42
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	6	69	18	67	226	43	44	360	60	13	397	45
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	293	73	89	256	47	229	1859	312	74	2233	251
Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.74	0.74	0.74	0.98	0.98	0.98
Sat Flow, veh/h	50	1359	338	301	1187	218	277	2514	422	72	3019	339
Grp Volume(v), veh/h	93	0	0	336	0	0	234	0	230	238	0	217
Grp Sat Flow(s),veh/h/ln	1746	0	0	1707	0	0	1593	0	1621	1795	0	1635
Q Serve(g_s), s	0.0	0.0	0.0	25.7	0.0	0.0	0.0	0.0	7.8	0.0	0.0	0.5
Cycle Q Clear(g_c), s	8.8	0.0	0.0	34.5	0.0	0.0	6.7	0.0	7.8	0.5	0.0	0.5
Prop In Lane	0.06		0.19	0.20		0.13	0.19		0.26	0.05		0.21
Lane Grp Cap(c), veh/h	399	0	0	393	0	0	1202	0	1198	1349	0	1209
V/C Ratio(X)	0.23	0.00	0.00	0.86	0.00	0.00	0.19	0.00	0.19	0.18	0.00	0.18
Avail Cap(c_a), veh/h	889	0	0	870	0	0	1202	0	1198	1349	0	1209
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.98	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.39	0.00	0.39
Uniform Delay (d), s/veh	69.6	0.0	0.0	68.6	0.0	0.0	7.0	0.0	7.1	0.4	0.0	0.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.1	0.0	0.0	0.4	0.0	0.4	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	16.8	0.0	0.0	3.6	0.0	3.6	0.2	0.0	0.2
LnGrp Delay(d),s/veh	69.8	0.0	0.0	72.7	0.0	0.0	7.3	0.0	7.5	0.5	0.0	0.5
LnGrp LOS	E			E			A		A	A		A
Approach Vol, veh/h		93			336			464			455	
Approach Delay, s/veh		69.8			72.7			7.4			0.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		137.1		42.9		137.1		42.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		82.0		90.0		82.0		90.0
Max Q Clear Time (g_c+I1), s		2.5		36.5		9.8		10.8
Green Ext Time (p_c), s		2.1		2.4		2.1		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
6: Salzedo Street & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	67	84	73	122	31	21	333	30	20	271	27
Future Volume (vph)	26	67	84	73	122	31	21	333	30	20	271	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.3			4.3			4.1			4.1	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.94			0.98			0.99			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1731			1799			3488			3483	
Flt Permitted		0.93			0.84			0.80			0.73	
Satd. Flow (perm)		1622			1533			2803			2566	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	28	72	90	78	131	33	23	358	32	22	291	29
RTOR Reduction (vph)	0	7	0	0	1	0	0	5	0	0	6	0
Lane Group Flow (vph)	0	183	0	0	241	0	0	408	0	0	336	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		144.2			144.2			27.4			27.4	
Effective Green, g (s)		144.2			144.2			27.4			27.4	
Actuated g/C Ratio		0.80			0.80			0.15			0.15	
Clearance Time (s)		4.3			4.3			4.1			4.1	
Vehicle Extension (s)		2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)		1299			1228			426			390	
v/s Ratio Prot												
v/s Ratio Perm		0.11			c0.16			c0.15			0.13	
v/c Ratio		0.14			0.20			0.96			0.86	
Uniform Delay, d1		4.0			4.2			75.7			74.5	
Progression Factor		0.88			1.00			1.16			1.70	
Incremental Delay, d2		0.2			0.4			31.9			16.6	
Delay (s)		3.8			4.6			120.0			142.8	
Level of Service		A			A			F			F	
Approach Delay (s)		3.8			4.6			120.0			142.8	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	84.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
7: Salzedo Street & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	331	43	14	772	33	43	274	62	18	258	142
Future Volume (veh/h)	28	331	43	14	772	33	43	274	62	18	258	142
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	30	352	46	15	821	35	46	291	66	19	274	151
Adj No. of Lanes	0	3	0	0	3	0	0	2	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	2694	359	65	3447	146	62	427	112	39	449	246
Arrive On Green	1.00	1.00	1.00	0.73	0.73	0.73	0.45	0.45	0.45	0.22	0.22	0.22
Sat Flow, veh/h	263	3712	495	60	4750	201	164	1906	498	78	2003	1097
Grp Volume(v), veh/h	139	140	149	315	267	289	190	0	213	237	0	207
Grp Sat Flow(s),veh/h/ln	1319	1543	1608	1809	1543	1660	962	0	1607	1676	0	1502
Q Serve(g_s), s	0.5	0.0	0.0	0.0	10.3	10.4	14.0	0.0	17.9	6.0	0.0	22.3
Cycle Q Clear(g_c), s	10.9	0.0	0.0	10.1	10.3	10.4	36.3	0.0	17.9	23.8	0.0	22.3
Prop In Lane	0.22		0.31	0.05		0.12	0.24		0.31	0.08		0.73
Lane Grp Cap(c), veh/h	982	1120	1167	1334	1120	1205	240	0	360	397	0	337
V/C Ratio(X)	0.14	0.12	0.13	0.24	0.24	0.24	0.79	0.00	0.59	0.60	0.00	0.61
Avail Cap(c_a), veh/h	982	1120	1167	1334	1120	1205	684	0	830	908	0	776
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	0.19	0.00	0.19	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.1	8.2	8.2	50.4	0.0	43.5	62.7	0.0	62.8
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.4	0.5	0.5	0.4	0.0	0.1	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	5.3	4.5	4.9	9.0	0.0	7.9	10.8	0.0	9.3
LnGrp Delay(d),s/veh	0.3	0.2	0.2	8.6	8.7	8.7	50.9	0.0	43.6	63.3	0.0	63.5
LnGrp LOS	A	A	A	A	A	A	D		D	E		E
Approach Vol, veh/h		428			871			403			444	
Approach Delay, s/veh		0.2			8.6			47.0			63.4	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.4		134.6		45.4		134.6
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0
Max Green Setting (Gmax), s		93.0		78.0		93.0		78.0
Max Q Clear Time (g_c+I1), s		25.8		12.4		38.3		12.9
Green Ext Time (p_c), s		2.0		9.2		2.0		9.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
1: Biltmore Way & SR 953/Le Jeune Road & Miracle Mile/Coral Way

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NER
Lane Configurations												
Traffic Volume (vph)	64	123	427	74	6	53	1140	107	101	1250	50	819
Future Volume (vph)	64	123	427	74	6	53	1140	107	101	1250	50	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5			3.0	5.5		3.0	5.5		5.5
Lane Util. Factor	0.91		0.91			1.00	0.91		1.00	0.95		0.88
Frt	1.00		0.98			1.00	0.99		1.00	0.99		0.85
Flt Protected	0.95		0.99			0.95	1.00		0.95	1.00		1.00
Satd. Flow (prot)	1449		2967			1593	4518		1593	3167		2508
Flt Permitted	0.12		0.93			0.09	1.00		0.14	1.00		1.00
Satd. Flow (perm)	185		2780			151	4518		243	3167		2508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	129	449	78	6	56	1200	113	106	1316	53	862
RTOR Reduction (vph)	0	0	6	0	0	0	6	0	0	0	0	34
Lane Group Flow (vph)	60	0	657	0	0	62	1307	0	106	1369	0	831
Turn Type	Perm	Perm	NA		custom	pm+pt	NA		pm+pt	NA		Prot
Protected Phases			4			1	6		5	2		8
Permitted Phases	4	4			1	6			2			
Actuated Green, G (s)	63.4		63.4			102.8	94.8		102.4	94.6		63.4
Effective Green, g (s)	63.4		63.4			102.8	94.8		102.4	94.6		63.4
Actuated g/C Ratio	0.35		0.35			0.57	0.53		0.57	0.53		0.35
Clearance Time (s)	5.5		5.5			3.0	5.5		3.0	5.5		5.5
Vehicle Extension (s)	2.5		2.5			2.0	1.0		2.0	1.0		2.5
Lane Grp Cap (vph)	65		979			150	2379		196	1664		883
v/s Ratio Prot						0.02	0.29		c0.02	c0.43		c0.33
v/s Ratio Perm	0.32		0.24			0.22			0.28			
v/c Ratio	0.92		0.67			0.41	0.55		0.54	0.82		0.94
Uniform Delay, d1	56.0		49.5			26.4	28.4		20.5	35.7		56.5
Progression Factor	1.00		1.00			1.00	1.00		1.02	1.08		1.00
Incremental Delay, d2	84.3		1.7			0.7	0.9		1.4	4.1		17.7
Delay (s)	140.3		51.1			27.0	29.3		22.3	42.7		74.2
Level of Service	F		D			C	C		C	D		E
Approach Delay (s)			58.5				29.2			41.2		
Approach LOS			E				C			D		

Intersection Summary			
HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	109.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NER2
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 953/Le Jeune Road & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	94	21	74	18	19	0	1161	46	72	1321	7
Future Volume (vph)	99	94	21	74	18	19	0	1161	46	72	1321	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00			0.95		1.00	0.95	
Frt		0.99		1.00	0.92			0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1796		1770	1719			3519		1770	3537	
Flt Permitted		0.98		0.95	1.00			1.00		0.18	1.00	
Satd. Flow (perm)		1796		1770	1719			3519		327	3537	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	103	98	22	77	19	20	0	1209	48	75	1376	7
RTOR Reduction (vph)	0	3	0	0	19	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	220	0	77	20	0	0	1256	0	75	1383	0
Turn Type	Split	NA		Split	NA			NA		Perm	NA	
Protected Phases	8	8		7	7			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		26.9		12.7	12.7			125.7		125.7	125.7	
Effective Green, g (s)		26.9		12.7	12.7			125.7		125.7	125.7	
Actuated g/C Ratio		0.15		0.07	0.07			0.70		0.70	0.70	
Clearance Time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Vehicle Extension (s)		2.5		2.5	2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		268		124	121			2457		228	2470	
v/s Ratio Prot		c0.12		c0.04	0.01			0.36			c0.39	
v/s Ratio Perm										0.23		
v/c Ratio		0.82		0.62	0.17			0.51		0.33	0.56	
Uniform Delay, d1		74.2		81.3	78.7			12.7		10.6	13.4	
Progression Factor		1.00		1.10	1.12			0.58		0.79	0.76	
Incremental Delay, d2		17.7		8.0	0.5			0.6		2.5	0.6	
Delay (s)		92.0		97.7	89.0			8.0		10.9	10.9	
Level of Service		F		F	F			A		B	B	
Approach Delay (s)		92.0			94.7			8.0			10.9	
Approach LOS		F			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: SR 953/Le Jeune Road & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	56	13	11	2	54	2	1168	94	168	1375	6
Future Volume (Veh/h)	39	56	13	11	2	54	2	1168	94	168	1375	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	40	57	13	11	2	55	2	1192	96	171	1403	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								273			318	
pX, platoon unblocked	0.73	0.73	0.64	0.73	0.73	0.83	0.64			0.83		
vC, conflicting volume	2404	3040	704	2329	2995	644	1409			1288		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1144	2018	0	1041	1956	170	528			943		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	48	0	98	0	94	92	100			72		
cM capacity (veh/h)	77	30	698	0	33	703	666			602		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	110	68	2	795	493	171	935	474
Volume Left	40	11	2	0	0	171	0	0
Volume Right	13	55	0	0	96	0	0	6
cSH	45	0	666	1700	1700	602	1700	1700
Volume to Capacity	2.44	Err	0.00	0.47	0.29	0.28	0.55	0.28
Queue Length 95th (ft)	291	Err	0	0	0	29	0	0
Control Delay (s)	848.6	Err	10.4	0.0	0.0	13.3	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	848.6	Err	0.0			1.4		
Approach LOS	F	F						

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	66.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	593	37	57	297	61	15	1125	122	79	1455	23
Future Volume (veh/h)	103	593	37	57	297	61	15	1125	122	79	1455	23
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	611	38	59	306	63	15	1160	126	81	1500	24
Adj No. of Lanes	0	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1072	68	233	792	673	90	1630	177	137	1804	29
Arrive On Green	0.43	0.43	0.43	0.85	0.85	0.85	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	400	2521	161	779	1863	1583	341	3221	349	428	3565	57
Grp Volume(v), veh/h	361	0	394	59	306	63	15	636	650	81	744	780
Grp Sat Flow(s),veh/h/ln	1416	0	1667	779	1863	1583	341	1770	1801	428	1770	1853
Q Serve(g_s), s	31.6	0.0	32.0	8.1	6.6	1.2	7.1	49.9	50.2	32.5	64.5	64.7
Cycle Q Clear(g_c), s	38.2	0.0	32.0	40.1	6.6	1.2	71.7	49.9	50.2	82.7	64.5	64.7
Prop In Lane	0.29		0.10	1.00		1.00	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	628	0	708	233	792	673	90	896	911	137	896	938
V/C Ratio(X)	0.58	0.00	0.56	0.25	0.39	0.09	0.17	0.71	0.71	0.59	0.83	0.83
Avail Cap(c_a), veh/h	628	0	708	233	792	673	100	950	967	150	950	994
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	39.0	20.3	8.3	7.8	68.5	34.3	34.3	66.3	37.9	37.9
Incr Delay (d2), s/veh	3.8	0.0	3.1	2.6	1.4	0.3	0.3	1.9	1.9	2.8	5.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	0.0	15.4	1.9	3.5	0.5	0.7	24.9	25.4	4.0	32.8	34.6
LnGrp Delay(d),s/veh	45.8	0.0	42.1	22.9	9.7	8.1	68.9	36.2	36.3	69.1	43.4	43.3
LnGrp LOS	D		D	C	A	A	E	D	D	E	D	D
Approach Vol, veh/h		755			428			1301			1605	
Approach Delay, s/veh		43.9			11.3			36.6			44.6	
Approach LOS		D			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		97.5		82.5		97.5		82.5
Change Period (Y+Rc), s		6.4		6.0		6.4		6.0
Max Green Setting (Gmax), s		96.6		71.0		96.6		71.0
Max Q Clear Time (g_c+I1), s		84.7		42.1		73.7		40.2
Green Ext Time (p_c), s		6.4		12.9		8.7		13.3

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
5: Salzedo Street & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	157	27	13	48	22	23	304	44	22	185	34
Future Volume (veh/h)	8	157	27	13	48	22	23	304	44	22	185	34
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	201	35	17	62	28	29	390	56	28	237	44
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	237	40	45	152	62	167	2221	318	234	1984	374
Arrive On Green	0.05	0.05	0.05	0.16	0.16	0.16	0.80	0.80	0.80	1.00	1.00	1.00
Sat Flow, veh/h	36	1509	256	142	967	393	181	2781	398	264	2484	469
Grp Volume(v), veh/h	246	0	0	107	0	0	246	0	229	158	0	151
Grp Sat Flow(s),veh/h/ln	1802	0	0	1501	0	0	1735	0	1625	1604	0	1612
Q Serve(g_s), s	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.4	0.0	0.0	9.7	0.0	0.0	5.5	0.0	5.9	0.0	0.0	0.0
Prop In Lane	0.04		0.14	0.16		0.26	0.12		0.24	0.18		0.29
Lane Grp Cap(c), veh/h	304	0	0	259	0	0	1408	0	1298	1305	0	1288
V/C Ratio(X)	0.81	0.00	0.00	0.41	0.00	0.00	0.17	0.00	0.18	0.12	0.00	0.12
Avail Cap(c_a), veh/h	738	0	0	653	0	0	1408	0	1298	1305	0	1288
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.65	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.70	0.00	0.70
Uniform Delay (d), s/veh	83.5	0.0	0.0	68.1	0.0	0.0	4.2	0.0	4.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	0.0	4.8	0.0	0.0	2.9	0.0	2.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	86.0	0.0	0.0	68.8	0.0	0.0	4.5	0.0	4.5	0.1	0.0	0.1
LnGrp LOS	F			E			A		A	A		A
Approach Vol, veh/h		246			107			475			309	
Approach Delay, s/veh		86.0			68.8			4.5			0.1	
Approach LOS		F			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		147.8		32.2		147.8		32.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		100.0		72.0		100.0		72.0
Max Q Clear Time (g_c+I1), s		2.0		11.7		7.9		26.4
Green Ext Time (p_c), s		1.8		1.9		1.8		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
6: Salzedo Street & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	113	15	33	81	22	52	257	25	15	203	32
Future Volume (vph)	28	113	15	33	81	22	52	257	25	15	203	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.3			4.3			4.1			4.1	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.99			0.98			0.99			0.98	
Flt Protected		0.99			0.99			0.99			1.00	
Satd. Flow (prot)		1823			1800			3473			3460	
Flt Permitted		0.92			0.89			0.67			0.79	
Satd. Flow (perm)		1696			1614			2345			2753	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	36	147	19	43	105	29	68	334	32	19	264	42
RTOR Reduction (vph)	0	1	0	0	2	0	0	6	0	0	11	0
Lane Group Flow (vph)	0	201	0	0	175	0	0	428	0	0	314	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		140.0			140.0			31.6			31.6	
Effective Green, g (s)		140.0			140.0			31.6			31.6	
Actuated g/C Ratio		0.78			0.78			0.18			0.18	
Clearance Time (s)		4.3			4.3			4.1			4.1	
Vehicle Extension (s)		2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)		1319			1255			411			483	
v/s Ratio Prot												
v/s Ratio Perm		c0.12			0.11			c0.18			0.11	
v/c Ratio		0.15			0.14			1.04			0.65	
Uniform Delay, d1		5.0			5.0			74.2			69.1	
Progression Factor		0.68			1.00			1.25			0.80	
Incremental Delay, d2		0.2			0.2			55.5			2.4	
Delay (s)		3.6			5.2			148.0			57.4	
Level of Service		A			A			F			E	
Approach Delay (s)		3.6			5.2			148.0			57.4	
Approach LOS		A			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	74.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
7: Salzedo Street & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	667	40	44	331	48	17	193	71	46	182	66
Future Volume (veh/h)	87	667	40	44	331	48	17	193	71	46	182	66
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	97	741	44	49	368	53	19	214	79	51	202	73
Adj No. of Lanes	0	3	0	0	3	0	0	2	0	0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	3018	180	324	2678	395	38	366	140	74	292	118
Arrive On Green	1.00	1.00	1.00	0.77	0.77	0.77	0.35	0.35	0.35	0.18	0.18	0.18
Sat Flow, veh/h	474	3897	232	384	3458	510	88	2083	797	269	1666	672
Grp Volume(v), veh/h	278	291	313	147	156	167	158	0	154	155	0	171
Grp Sat Flow(s),veh/h/ln	1406	1543	1654	1204	1543	1605	1413	0	1554	1030	0	1576
Q Serve(g_s), s	0.3	0.0	0.0	0.0	4.6	4.7	1.9	0.0	14.4	13.7	0.0	18.1
Cycle Q Clear(g_c), s	5.0	0.0	0.0	3.5	4.6	4.7	20.0	0.0	14.4	28.1	0.0	18.1
Prop In Lane	0.35		0.14	0.33		0.32	0.12		0.51	0.33		0.43
Lane Grp Cap(c), veh/h	1116	1195	1281	959	1195	1243	270	0	273	207	0	277
V/C Ratio(X)	0.25	0.24	0.24	0.15	0.13	0.13	0.58	0.00	0.56	0.75	0.00	0.62
Avail Cap(c_a), veh/h	1116	1195	1281	959	1195	1243	819	0	769	687	0	779
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.0	5.1	5.1	52.5	0.0	52.8	75.1	0.0	68.6
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.0	0.1	2.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	1.8	2.0	2.2	6.8	0.0	6.2	7.7	0.0	8.0
LnGrp Delay(d),s/veh	0.3	0.3	0.3	5.3	5.3	5.3	52.6	0.0	52.9	77.1	0.0	69.5
LnGrp LOS	A	A	A	A	A	A	D		D	E		E
Approach Vol, veh/h		882			470			312			326	
Approach Delay, s/veh		0.3			5.3			52.7			73.1	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.6		143.4		36.6		143.4
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0
Max Green Setting (Gmax), s		89.0		82.0		89.0		82.0
Max Q Clear Time (g_c+I1), s		30.1		6.7		22.0		7.0
Green Ext Time (p_c), s		1.5		10.4		1.5		10.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
1: Biltmore Way & SR 953/Le Jeune Road & Miracle Mile/Coral Way

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	NER
Lane Configurations												
Traffic Volume (vph)	112	273	477	109	8	90	996	91	116	1126	139	344
Future Volume (vph)	112	273	477	109	8	90	996	91	116	1126	139	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.5			3.0	5.5		3.0	5.5		5.5
Lane Util. Factor	0.91		0.91			1.00	0.91		1.00	0.95		0.88
Frt	1.00		0.98			1.00	0.99		1.00	0.98		0.85
Flt Protected	0.95		0.98			0.95	1.00		0.95	1.00		1.00
Satd. Flow (prot)	1449		2946			1593	4519		1593	3133		2508
Flt Permitted	0.38		0.95			0.09	1.00		0.18	1.00		1.00
Satd. Flow (perm)	582		2833			147	4519		300	3133		2508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	287	502	115	8	95	1048	96	122	1185	146	362
RTOR Reduction (vph)	0	0	6	0	0	0	5	0	0	0	0	50
Lane Group Flow (vph)	106	0	910	0	0	103	1139	0	122	1331	0	314
Turn Type	pm+pt	Perm	NA		custom	pm+pt	NA		pm+pt	NA		Prot
Protected Phases	7		4			1	6		5	2		8
Permitted Phases	4	4			1	6			2			
Actuated Green, G (s)	65.6		65.6			100.4	90.2		100.4	90.2		50.6
Effective Green, g (s)	65.6		65.6			100.4	90.2		100.4	90.2		50.6
Actuated g/C Ratio	0.36		0.36			0.56	0.50		0.56	0.50		0.28
Clearance Time (s)	3.0		5.5			3.0	5.5		3.0	5.5		5.5
Vehicle Extension (s)	3.0		2.5			2.0	1.0		2.0	1.0		2.5
Lane Grp Cap (vph)	269		1032			163	2264		240	1569		705
v/s Ratio Prot	0.03					c0.04	0.25		0.03	c0.42		0.13
v/s Ratio Perm	0.12		c0.32			0.31			0.25			
v/c Ratio	0.39		0.88			0.63	0.50		0.51	0.85		0.44
Uniform Delay, d1	39.9		53.6			29.4	29.9		21.0	39.0		53.2
Progression Factor	1.00		1.00			1.00	1.00		1.27	1.40		1.00
Incremental Delay, d2	1.0		8.9			5.8	0.8		0.5	5.2		0.3
Delay (s)	40.8		62.5			35.2	30.7		27.2	59.6		53.5
Level of Service	D		E			D	C		C	E		D
Approach Delay (s)			60.2				31.1			56.9		
Approach LOS			E				C			E		

Intersection Summary			
HCM 2000 Control Delay	49.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NER2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 953/Le Jeune Road & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	22	13	113	108	63	4	1061	43	37	1258	7
Future Volume (vph)	31	22	13	113	108	63	4	1061	43	37	1258	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Lane Util. Factor		1.00		1.00	1.00			0.95		1.00	0.95	
Frt		0.97		1.00	0.94			0.99		1.00	1.00	
Flt Protected		0.98		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1771		1770	1760			3518		1770	3536	
Flt Permitted		0.98		0.95	1.00			0.95		0.20	1.00	
Satd. Flow (perm)		1771		1770	1760			3343		379	3536	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	33	23	14	120	115	67	4	1129	46	39	1338	7
RTOR Reduction (vph)	0	6	0	0	12	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	64	0	120	170	0	0	1178	0	39	1345	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		7	7			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		11.5		22.1	22.1			131.7		131.7	131.7	
Effective Green, g (s)		11.5		22.1	22.1			131.7		131.7	131.7	
Actuated g/C Ratio		0.06		0.12	0.12			0.73		0.73	0.73	
Clearance Time (s)		4.6		4.6	4.6			5.5		5.5	5.5	
Vehicle Extension (s)		2.5		2.5	2.5			1.0		1.0	1.0	
Lane Grp Cap (vph)		113		217	216			2445		277	2587	
v/s Ratio Prot		c0.04		0.07	c0.10						c0.38	
v/s Ratio Perm								0.35		0.10		
v/c Ratio		0.57		0.55	0.79			0.48		0.14	0.52	
Uniform Delay, d1		81.8		74.3	76.7			10.0		7.2	10.5	
Progression Factor		1.00		0.53	0.50			1.10		0.35	0.47	
Incremental Delay, d2		5.3		2.3	15.7			0.6		0.9	0.6	
Delay (s)		87.1		41.9	54.2			11.6		3.5	5.5	
Level of Service		F		D	D			B		A	A	
Approach Delay (s)		87.1			49.3			11.6			5.5	
Approach LOS		F			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: SR 953/Le Jeune Road & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	19	14	40	67	143	15	1097	29	47	1248	11
Future Volume (Veh/h)	19	19	14	40	67	143	15	1097	29	47	1248	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	20	20	15	42	70	149	16	1143	30	49	1300	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								273			318	
pX, platoon unblocked	0.79	0.79	0.73	0.79	0.79	0.87	0.73			0.87		
vC, conflicting volume	2191	2608	656	1963	2599	586	1311			1173		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1222	1748	0	935	1736	213	678			890		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	67	98	65	0	78	98			93		
cM capacity (veh/h)	0	61	789	119	62	686	662			656		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	261	16	762	411	49	867	444
Volume Left	20	42	16	0	0	49	0	0
Volume Right	15	149	0	0	30	0	0	11
cSH	0	154	662	1700	1700	656	1700	1700
Volume to Capacity	Err	1.70	0.02	0.45	0.24	0.07	0.51	0.26
Queue Length 95th (ft)	Err	466	2	0	0	6	0	0
Control Delay (s)	Err	391.6	10.6	0.0	0.0	10.9	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	Err	391.6	0.1			0.4		
Approach LOS	F	F						

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	61.5%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM 2010 Signalized Intersection Summary
4: SR 953/Le Jeune Road & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	258	19	203	625	129	48	1129	82	64	1084	33
Future Volume (veh/h)	29	258	19	203	625	129	48	1129	82	64	1084	33
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	30	263	19	207	638	132	49	1152	84	65	1106	34
Adj No. of Lanes	0	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	872	74	432	799	679	174	1680	122	120	1760	54
Arrive On Green	0.43	0.43	0.43	0.57	0.57	0.57	0.17	0.17	0.17	0.50	0.50	0.50
Sat Flow, veh/h	115	2034	174	1093	1863	1583	491	3346	244	449	3506	108
Grp Volume(v), veh/h	130	0	182	207	638	132	49	609	627	65	558	582
Grp Sat Flow(s),veh/h/ln	658	0	1664	1093	1863	1583	491	1770	1820	449	1770	1844
Q Serve(g_s), s	6.0	0.0	12.6	23.8	48.6	7.2	16.9	58.3	58.4	25.1	41.3	41.3
Cycle Q Clear(g_c), s	54.6	0.0	12.6	36.5	48.6	7.2	58.2	58.3	58.4	83.5	41.3	41.3
Prop In Lane	0.23		0.10	1.00		1.00	1.00		0.13	1.00		0.06
Lane Grp Cap(c), veh/h	307	0	714	432	799	679	174	889	914	120	889	926
V/C Ratio(X)	0.42	0.00	0.26	0.48	0.80	0.19	0.28	0.69	0.69	0.54	0.63	0.63
Avail Cap(c_a), veh/h	307	0	714	432	799	679	188	940	966	133	940	979
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	32.9	34.3	32.5	23.6	81.1	61.7	61.7	71.2	32.6	32.6
Incr Delay (d2), s/veh	4.2	0.0	0.9	3.7	8.0	0.6	0.3	1.5	1.5	1.4	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	6.0	7.7	26.6	3.3	2.3	29.0	29.9	3.2	20.4	21.2
LnGrp Delay(d),s/veh	44.8	0.0	33.8	38.0	40.5	24.2	81.4	63.2	63.3	72.6	33.5	33.4
LnGrp LOS	D		C	D	D	C	F	E	E	E	C	C
Approach Vol, veh/h		312			977			1285			1205	
Approach Delay, s/veh		38.4			37.8			63.9			35.6	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		96.8		83.2		96.8		83.2
Change Period (Y+Rc), s		6.4		6.0		6.4		6.0
Max Green Setting (Gmax), s		95.6		72.0		95.6		72.0
Max Q Clear Time (g_c+I1), s		85.5		50.6		60.4		56.6
Green Ext Time (p_c), s		4.9		11.6		7.2		9.3

Intersection Summary	
HCM 2010 Ctrl Delay	46.0
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
5: Salzedo Street & Aragon Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	68	20	63	214	40	43	353	56	12	391	42
Future Volume (veh/h)	6	68	20	63	214	40	43	353	56	12	391	42
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	6	72	21	67	228	43	46	376	60	13	416	45
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	291	81	89	259	47	229	1860	299	71	2242	241
Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.74	0.74	0.74	0.98	0.98	0.98
Sat Flow, veh/h	45	1334	371	298	1186	216	278	2522	405	68	3040	326
Grp Volume(v), veh/h	99	0	0	338	0	0	242	0	240	248	0	226
Grp Sat Flow(s),veh/h/ln	1751	0	0	1701	0	0	1582	0	1624	1797	0	1638
Q Serve(g_s), s	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	8.2	0.0	0.0	0.6
Cycle Q Clear(g_c), s	9.4	0.0	0.0	34.8	0.0	0.0	7.0	0.0	8.2	0.6	0.0	0.6
Prop In Lane	0.06		0.21	0.20		0.13	0.19		0.25	0.05		0.20
Lane Grp Cap(c), veh/h	403	0	0	395	0	0	1190	0	1197	1346	0	1208
V/C Ratio(X)	0.25	0.00	0.00	0.86	0.00	0.00	0.20	0.00	0.20	0.18	0.00	0.19
Avail Cap(c_a), veh/h	890	0	0	869	0	0	1190	0	1197	1346	0	1208
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.90	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.30	0.00	0.30
Uniform Delay (d), s/veh	69.7	0.0	0.0	68.5	0.0	0.0	7.1	0.0	7.3	0.5	0.0	0.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.1	0.0	0.0	0.4	0.0	0.4	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	16.9	0.0	0.0	3.8	0.0	3.8	0.3	0.0	0.3
LnGrp Delay(d),s/veh	69.9	0.0	0.0	72.5	0.0	0.0	7.5	0.0	7.7	0.5	0.0	0.6
LnGrp LOS	E			E			A		A	A		A
Approach Vol, veh/h		99			338			482			474	
Approach Delay, s/veh		69.9			72.5			7.6			0.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		136.7		43.3		136.7		43.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		82.0		90.0		82.0		90.0
Max Q Clear Time (g_c+I1), s		2.6		36.8		10.2		11.4
Green Ext Time (p_c), s		2.2		2.4		2.2		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

HCM Signalized Intersection Capacity Analysis
6: Salzedo Street & Giralda Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	74	84	73	126	31	21	348	30	20	298	27
Future Volume (vph)	34	74	84	73	126	31	21	348	30	20	298	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.3			4.3			4.1			4.1	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.94			0.98			0.99			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1738			1800			3490			3487	
Flt Permitted		0.91			0.83			0.79			0.73	
Satd. Flow (perm)		1593			1527			2749			2568	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	80	90	78	135	33	23	374	32	22	320	29
RTOR Reduction (vph)	0	6	0	0	1	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	201	0	0	245	0	0	424	0	0	366	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		143.3			143.3			28.3			28.3	
Effective Green, g (s)		143.3			143.3			28.3			28.3	
Actuated g/C Ratio		0.80			0.80			0.16			0.16	
Clearance Time (s)		4.3			4.3			4.1			4.1	
Vehicle Extension (s)		2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)		1268			1215			432			403	
v/s Ratio Prot												
v/s Ratio Perm		0.13			c0.16			c0.15			0.14	
v/c Ratio		0.16			0.20			0.98			0.91	
Uniform Delay, d1		4.3			4.5			75.6			74.6	
Progression Factor		0.86			1.00			1.17			1.70	
Incremental Delay, d2		0.3			0.4			37.8			22.7	
Delay (s)		3.9			4.8			126.1			149.5	
Level of Service		A			A			F			F	
Approach Delay (s)		3.9			4.8			126.1			149.5	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	89.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
7: Salzedo Street & Alhambra Circle

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	331	43	18	772	33	43	289	62	18	281	142
Future Volume (veh/h)	28	331	43	18	772	33	43	289	62	18	281	142
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	30	352	46	19	821	35	46	307	66	19	299	151
Adj No. of Lanes	0	3	0	0	3	0	0	2	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	2658	354	80	3378	143	61	450	112	39	486	244
Arrive On Green	1.00	1.00	1.00	0.72	0.72	0.72	0.47	0.47	0.47	0.23	0.23	0.23
Sat Flow, veh/h	262	3708	494	81	4711	200	157	1933	481	75	2087	1046
Grp Volume(v), veh/h	138	140	150	315	269	291	198	0	221	251	0	218
Grp Sat Flow(s),veh/h/ln	1313	1543	1608	1790	1543	1660	960	0	1610	1698	0	1510
Q Serve(g_s), s	0.6	0.0	0.0	0.0	10.8	10.8	14.5	0.0	18.2	6.4	0.0	23.3
Cycle Q Clear(g_c), s	11.4	0.0	0.0	10.4	10.8	10.8	37.8	0.0	18.2	24.6	0.0	23.3
Prop In Lane	0.22		0.31	0.06		0.12	0.23		0.30	0.08		0.69
Lane Grp Cap(c), veh/h	966	1106	1153	1304	1106	1190	248	0	375	417	0	352
V/C Ratio(X)	0.14	0.13	0.13	0.24	0.24	0.24	0.80	0.00	0.59	0.60	0.00	0.62
Avail Cap(c_a), veh/h	966	1106	1153	1304	1106	1190	678	0	832	914	0	780
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	0.14	0.00	0.14	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.1	0.0	0.0	8.7	8.7	8.7	48.8	0.0	41.7	61.8	0.0	61.9
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.4	0.5	0.5	0.3	0.0	0.1	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	5.5	4.7	5.1	9.4	0.0	8.0	11.4	0.0	9.8
LnGrp Delay(d),s/veh	0.3	0.2	0.2	9.1	9.3	9.2	49.2	0.0	41.8	62.3	0.0	62.5
LnGrp LOS	A	A	A	A	A	A	D		D	E		E
Approach Vol, veh/h		428			875			419			469	
Approach Delay, s/veh		0.3			9.2			45.3			62.4	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.9		133.1		46.9		133.1
Change Period (Y+Rc), s		5.0		4.0		5.0		4.0
Max Green Setting (Gmax), s		93.0		78.0		93.0		78.0
Max Q Clear Time (g_c+I1), s		26.6		12.8		39.8		13.4
Green Ext Time (p_c), s		2.2		9.3		2.1		9.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Memo

To:	**Yamilet A. Senespleda, P.E., City Engineer, City of Coral Gables**		
From:	**Jack S. Schnettler, P.E.**	**Email:**	Jack.schnettler@atkinsglobal.com
Phone:	305-514-3369	**Date:**	April 29, 2016
Ref:	**Coral Gables Child Care Traffic Impact Study Peer Review**	**cc:**	Paul J. Mannix, P.E., PTOE Wiley Page, AICP
Subject:	**Review of Coral Gables Child Care Traffic Impact Analysis Dated March 2016**		

On behalf of the City of Coral Gables, ATKINS conducted a review of Coral Gables Child Care Traffic Impact Analysis dated March 2016, and has the following comments:

1. Page 2: Last sentence before first bulleted list: What Trip Generation Manual was used?

2. Page 5: The development falls within the city GRID boundaries which makes it exempt from citywide traffic LOS standards for city roadways. However there are State Road facilities within the influence area. Please confirm that no State Roads will be significantly impacted based on State Road standards.

3. Page 5: In Section 2.3, it is advised to include Seasonal Factor documentation in the Appendix.

4. Page 6, Exhibit 3: Street naming convention should be consistent. LeJeune Road is indicated throughout the report as SR-953. Exhibit 3 identifies the same road as SW 42nd Ave. Please use LeJeune Road (SR-953) instead.

5. Page 6, Exhibit 3: Data for the WB approach at SR-953 and Miracle Mile is not aligned with its corresponding movement symbol. Please adjust data to match its movement.

6. Page 6, Exhibit 3: Please confirm the “0” traffic count on WB of the Giralda Ave. at LeJeune Rd for the AM peak.

7. Page 6, Exhibit 3: Giralda Ave at LeJeune Rd is shown as a signalized intersection when in fact it is an unsignalized intersection. Please verify and update the exhibit.

8. Page 6, Exhibit 3: Aragon Ave at LeJeune Rd is shown as an unsignalized intersection when in fact it is a signalized intersection. Please verify and update the exhibit.

9. Page 8, Exhibit 5: Street naming convention should be consistent. Lejeune Road is indicated throughout the report as SR-953. Exhibit 5 identifies the same road as SW 42nd Ave. Please use LeJeune Road (SR-953) instead.

10. Page 8, Exhibit 5: Giralda Ave at LeJeune Rd is shown as a signalized intersection when in fact it is an unsignalized intersection. Please verify and update the exhibit.

11. Page 8, Exhibit 5: Aragon Ave at LeJeune Rd is shown as an unsignalized intersection when in fact it is a signalized intersection. Please verify and update the exhibit.

12. Page 9, Exhibit 6: Street naming convention should be consistent. Lejeune Road is indicated throughout the report as SR-953. Exhibit 6 identifies the same road as SW 42nd Ave. Please use LeJeune Road (SR-953) instead.

13. Page 9, Exhibit 6: Giralda Ave at LeJeune Rd is shown as a signalized intersection when in fact it is an unsignalized intersection. Please verify and update the exhibit.

14. Page 9, Exhibit 6: Aragon Ave at LeJeune Rd is shown as an unsignalized intersection when in fact it is a signalized intersection. Please verify and update the exhibit.

15. Page 10: East approach of SR 953/LeJeune Road and Giralda Avenue shows 681 seconds of delay. This seems extremely high for the volumes shown on the Turning Movement Volumes. With signalized intersections both north and south of the intersections there is likely to be more gaps in north/south traffic that would not be reflected in an isolated intersection SYNCHRO LOS analysis.

16. Page 12: In Section 5.0 Multi-Modal Consideration, pedestrian crossings are mentioned as common in the study area, yet no pedestrian data was collected as part of the turning movement counts. Please explain why pedestrian data was not collected and analyzed in a Synchro model for the signalized intersections.

17. Page 12: In Section 6.0 Conclusion, no information on the operation of existing signals was included. Provide information on how signal timing was evaluated and if there are any recommendations to adjust signal timing.

18. Page 12: In Section 6.0 Conclusion, the intersection of SR-953 and Giralda Avenue is mentioned as operating at LOS F with or without the project, and that the poor operating conditions are expected from a stop controlled intersection. It is also mentioned that a traffic study from 10 years ago concluded that the intersection should be signalized. Please provide your own conclusions regarding the need of a traffic signal at this location, and compare with existing conditions.

19. Appendix A: There are a number of headers on the pages of the appendices that have an incorrect project name. These should be corrected.

20. Appendix A Traffic Impact Analysis Methodology Memorandum: The last paragraph of this memorandum states that the entrance to parking will be analyzed for queuing. The situation at hand is unusual, as the day care facility has six assigned spaces within the public parking on the first level. As indicated in the memorandum, the queuing issued is not addressed in the report as specified, and needs to be.

    In addition, there needs to be some discussion of how the six designated spaces would function for the peak drop-off and pick-up periods. This is significant as only six spaces are available, and are located at the end of a long a “cul-de-sac” parking aisle. Vehicles seeking a short-term parking space for pick-up/drop-off may encounter no available spaces and be forced to back down the aisle to seek other parking, as there is no turn-around space at the end of this aisle. This is less of an issue for longer term parking demand, but could be an issue for the daycare clients.

    The clientele could choose to park elsewhere in the garage, but that would entail a parking fee. They could also utilize on-street curb parking surrounding the building, but these spaces likely would be occupied. A peak period (AM and PM) demand and in effect “queuing” analysis of daycare traffic demand, dwell time for parkers, and circulation in the parking aisle providing access to the designated parking spaces would provide an assessment of this situation.

21. Appendix E Synchro Analysis Results: Please include the Synchro models of all signalized intersections for timings (cycles, splits, offsets) operation.

22. General Comment: This is a development that could impact nearby intersections and this report does not discuss what improvements will be done to help with operations. Update the conclusions as necessary.