

North Ponce de Leon Boulevard Median Evaluation

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> November 2002 DPA Project #02168

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EXECUTIVE SUMMARY

The City of Coral Gables is considering the construction of a raised, landscaped median on Ponce de Leon Boulevard between Alcazar Avenue and SW 8 Street. The City has requested a feasibility study to assess the effects of constructing such a median. Construction of the median will cause smoother traffic flow, the creation of turn lanes, improved signalization, fewer accidents, better aesthetics for the corridor, and a safer and friendlier pedestrian environment. This traffic study is a continuation of the median evaluation done for the south section of Ponce de Leon between Alhambra Circle and Almeria Avenue.

Ponce de Leon Boulevard within the study is a two-way, four-lane roadway from Navarre Avenue to SW 8 Street. Just south of Minorca Avenue, Ponce de Leon Boulevard is a six-lane roadway. Ponce de Leon Boulevard is presently operating with numerous undesirable features. The lack of exclusive left turn lanes results in many left turn, rear end, and angle accidents, as well as reduced roadway capacity. The roadway capacity is greatly affected by the disruption of traffic flow caused by the lack of left turn lanes.

The lane group capacity along Ponce de Leon Boulevard increases 18 percent with the proposed median concept. The increase in capacity is due to a combination of features. Implementing left turn lanes at signalized intersections (existing and proposed) provides storage for vehicles waiting to turn left -- so there will be more efficient use of the through lanes. By implementing median closures at some intersections, through traffic will flow smoother and left-turn and angle collisions can be controlled. Not only will the landscaped median provide better aesthetics, it will promote a safer pedestrian environment by providing a protected waiting area and a limited storage capacity for left turns at unsignalized intersections.

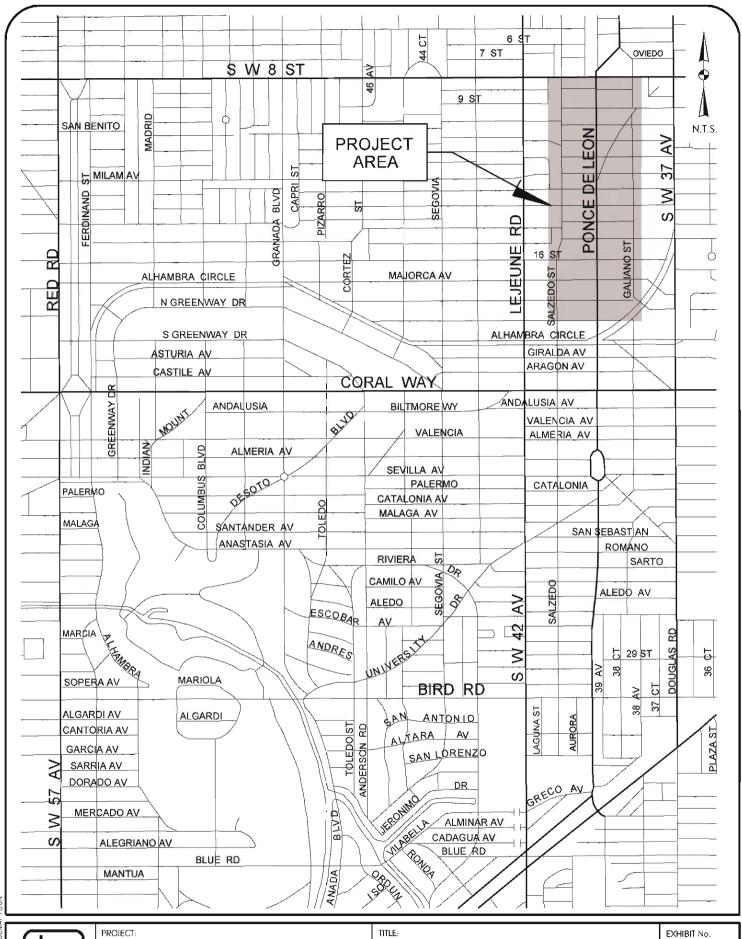
1.0 INTRODUCTION

The City of Coral Gables is considering the construction of a raised, landscaped median on Ponce de Leon Boulevard between Alcazar Avenue and SW 8 Street. The City has requested a feasibility study to assess the effects of constructing such a median. Construction of the median will cause smoother traffic flow, the creation of turn lanes, improved signalization, fewer accidents, better aesthetics for the corridor, and a safer and friendlier pedestrian environment. This traffic study is a continuation of the median evaluation done for the south section of Ponce de Leon between Alhambra Circle and Almeria Avenue. That study showed a 12 percent increase in lane group capacity with the recommendation of the proposed median.

1.1 Study Area

For traffic analysis purposes, the study area has been defined as SW 8 Street to the north, Galiano Street to the east, Alcazar Avenue to the south, and Salzedo Street to the west (see Exhibit 1). Capacity analysis was performed for Ponce de Leon Boulevard. The analysis was performed for the following intersections:

- Ponce de Leon Boulevard / Alcazar Avenue
- Ponce de Leon Boulevard / Navarre Avenue
- Ponce de Leon Boulevard / Madeira Avenue
- Ponce de Leon Boulevard / Mendoza Avenue
- Ponce de Leon Boulevard / Salamanca Avenue
- Ponce de Leon Boulevard / Sidonia Avenue
- Ponce de Leon Boulevard / Phoenetia Avenue
- Ponce de Leon Boulevard / Calabria Avenue
- Ponce de Leon Boulevard / Antiquera Avenue
- Ponce de Leon Boulevard / SW 8 Street



LOCATION MAP

1.2 Study Objective

This study addresses the feasibility of constructing a raised median on Ponce de Leon Boulevard focusing on the traffic flow, capacity, safety, impact on parking and the need for pedestrian improvements on Ponce de Leon Boulevard. This study also considers the effects associated with the constructing of this median on Ponce de Leon will have on the two parallel corridors, Salzedo Street and Galiano Street.

2.0 EXISTING TRAFFIC CONDITIONS

2.1 Data Collection

Data collection for this study included roadway characteristics, intersection data, 24-hour directional machine counts, two-hour afternoon peak period turning movement counts, pedestrian counts, signal phasing/timing, pedestrian crossing inventory, and on-street parking inventory. The data collection effort is described in detail in the following sections.

2.1.1 Roadway Characteristics

Ponce de Leon Boulevard

Ponce de Leon Boulevard is a minor arterial that provides north/south access throughout the City of Coral Gables Central Business District (CBD). Between SW 8 Street and Minorca Avenue, Ponce de Leon Boulevard is a two-way, four-lane, undivided roadway. Just south of Minorca Avenue, Ponce de Leon Boulevard turns into a six-lane roadway. Exclusive turn lanes are not provided at any of the intersections. Between Alcazar Avenue and Minorca Avenue there is onstreet, metered, parallel parking provided on both sides of Ponce de Leon Boulevard. North of Minorca Avenue to Calabria Avenue, on-street, metered, angled parking is provided on both sides of the street. Between Calabria Avenue and SW 8 Street, on-street, metered, parallel parking is provided on the east side of Ponce de Leon Boulevard, while on the west side on-street parking is metered and angled. The posted speed limit is 30 mph.

Salzedo Street

Salzedo Street is a local roadway that provides north/south access throughout the Coral Gables CBD. Between Alcazar Avenue and SW 8 Street, Salzedo Street is a two-way, two-lane, undivided roadway. On-street parallel parking is provided on the both sides of the street. The posted speed limit is 30 mph.

Galiano Street

Galiano Street is a local two-way, two-lane, undivided roadway that provides north/south access throughout the Coral Gables CBD. On-street parallel parking is provided on the both sides of the street from Alcazar Avenue to SW 8 Street. The posted speed limit is 30 mph.

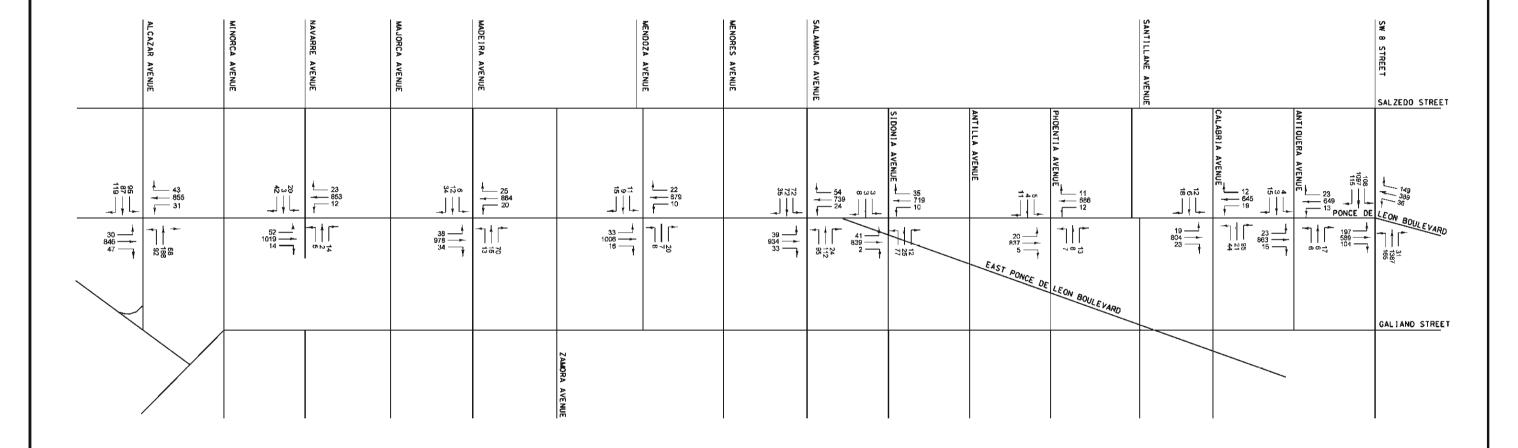
2.1.2 Traffic Counts

Twenty-four hour, directional, machine counts were taken along the segments under study. Additionally, two-hour afternoon peak period vehicle turning movement and pedestrian counts were collected at the intersections under study. Seasonal adjustment factors were obtained from the Florida Department of Transportation (FDOT) to adjust the raw traffic counts to annual average conditions. Appendix A provides a summary of traffic volumes at the locations counted for this study. Exhibit 2 shows the adjusted 2002 PM peak hour traffic volumes at the intersections.

2.1.3 Intersection and Roadway Data

A field survey was conducted to determine the roadway and intersection geometrics for the locations under study. Existing signal timing data was obtained from Miami-Dade County for the intersections to be analyzed. This information provided the signal phasing and timing used in the intersection capacity analysis. Exhibit 3 shows the existing lane configurations for the intersections and roadways studied. The location and type of intersection/mid-block pedestrian crossings were inventoried, as well as the on-street parking along the Ponce de Leon Boulevard corridor.





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MEDIAN EVALUATION



| AL CAZAR AVENUE | MI NORCA AVENUE | NAVARRE AVENUE | MAJORCA AVENUE | MADE (RA AVENUE | MENDOZA AVENUE | MENORES AVENUE | SALAMANCA AVENUE | | | | SANTILLANE AVENUE | | | SW 8 STREET SALZEDO STREET |
|-----------------|-----------------|----------------|----------------|------------------|---|----------------|------------------|----------------|----------------|------------------------|-------------------|---------------|---------------------------|----------------------------|
| | - | = + | + | - 4 | | - - | - | SIDONIA AVENUE | ANTILLA AVENUE | PHOENTIA AVENUE | - | LABRIA AVENUE | ANTIQUERA AVENUE PONCE DE | Lea |
| + | 1 | | - | + | + | <u>+</u> | + | + | EAST p | ONCE DE LEON BOULEVARD | + | ++ ++ | + - | LEON BOULEVARD |
| | | | | ZAMORA AVENUE | N 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | | | | | | | | |

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NORTH PONCE DE LEON BOULEVARD
MEDIAN EVALUATION

EXISTING LANE ASSIGNMENTS

EXHIBIT No.

2.2 Existing Capacity Analysis

Vehicle capacity is the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic, and control conditions. There are many conditions that affect capacity. These conditions include, but are not limited to, traffic signal timing/phasing, lane widths, and the presence of on-street parking, physical medians and exclusive turn lanes.

The intersection capacity analysis was performed using the Highway Capacity Software (HCS), based on the procedures of the 2000 <u>Highway Capacity Manual</u> (HCM). The analysis is based on the existing lane configurations, traffic signal timing/phasing, and field data collected. The summary of existing lane group capacity for roadway segments in the study area is shown in Exhibit 4. HCS analysis worksheets for existing conditions are included in Appendix B.

Exhibit 4
Existing (2002) Lane Group Capacity
Weekday PM Peak Hour Conditions

| Intersection | NB | SB | | | | |
|--|--------|--------|--|--|--|--|
| Ponce de Leon Blvd / Alcazar Avenue | 2,168 | 2,165 | | | | |
| Ponce de Leon Blvd / Navarre Avenue | 2,045 | 1,946 | | | | |
| Ponce de Leon Blvd / Madeira Avenue | 1,984 | 1,940 | | | | |
| Ponce de Leon Blvd / Mendoza Avenue | 1,993 | 1,926 | | | | |
| Ponce de Leon Blvd / Salamanca Avenue | 1,620 | 1,640 | | | | |
| Ponce de Leon Blvd / Sidonia Avenue | 2,089 | 2,024 | | | | |
| Ponce de Leon Blvd / Phoentia Avenue | 2,119 | 2,022 | | | | |
| Ponce de Leon Blvd / Calabria Avenue | 2,185 | 2,062 | | | | |
| Ponce de Leon Blvd / Antiquera Avenue | 2,097 | 2,012 | | | | |
| Ponce de Leon Blvd / SW 8 Street | 727 | 762 | | | | |
| Total | 19,024 | 18,495 | | | | |

Source: DPA

2.3 Crash Analysis

An evaluation of existing corridor safety issues was conducted. Three years of traffic accident data for the study area along Ponce de Leon Boulevard was obtained from the City of Coral Gables Police Department. This information was reviewed to establish the most crash-prone locations and the most common types of accidents. Particular attention was given to left turn and side swipe crashes caused by the absence of left turn bays along the corridor. Additionally, accidents involving pedestrians were also carefully reviewed.

In accordance with the Manual on Uniform Traffic Studies (MUTS), the crash information was tabulated for each year. The crash data provided shows a total of 199 documented crashes between January 1999 and December 2001, of which 20 occurred in 1999, 87 occurred in 2000, and 92 occurred in 2001. Of the three-year total, there were no fatalities and 20 injuries. Exhibit 5 summarizes the types of crashes that occurred within the study area during the three analysis years. The most common types of crashes were: angle collisions (38%), left turn crashes (13%), sideswipe collisions (12%) and rear end crashes (12%). During the analysis period there were 17 (9%) collisions with parked vehicles and 2 (1%) collisions with pedestrians. A detailed summary of the three-year crash data for each road segment of the corridor is shown in Appendix C.

Based on the preliminary analysis of crash types and field observations, the following could be probable causes and their general countermeasures, for the crashes attributed to the study segment:

 Signal timing and phasing – Angle and left-turn crashes may be influenced by inadequate signal timing along the corridor. Adjustments to the signal timing and/or phasing for the peak periods were proposed along the corridor to mitigate this problem. Road geometry – Left-turn, angle, sideswipe, and rear end collisions may generally
be attributed to the absence of a left-turn bay. The proposed design provides
exclusive left-turn bays at the cross streets of Alcazar Avenue, Madeira Avenue,
Salamanca Avenue, and Calabria Avenue.

Additionally, by providing a median, the design promotes a safer pedestrian environment, by allowing a staged crossing. Pedestrians currently crossing Ponce de Leon Boulevard cross half-way, stop in the middle of the roadway where there is no pedestrian refuge, and cross the other half when there is a gap. This situation combined with high vehicle speeds, lends itself to many near misses. Incidentally, the crash data revealed a pedestrian seriously injured while crossing Ponce de Leon between Majorca Avenue and Madeira Avenue.

- Road Closures By implementing access management techniques (i.e. median closures) at some intersections, left-turn and angle collisions can be controlled.
 Access management can improve safety by having less unexpected events caused by vehicles entering and leaving the traffic stream at slower speeds, resulting in less interference with through traffic.
- New Signals The addition of new signals reduces possible conflict points by assigning the right of way to different traffic streams at different times. In addition to minimizing the probability of an accident, by implementing signals at the intersections of Madeira Avenue and Calabria Avenue, signals promote pedestrian crossing at the intersection, rather than mid-block crossings. Thus, the signal at Madeira Avenue allows the removal of the existing mid-block crossing between Zamora Avenue and Mendoza Avenue.

Exhibit 5 Ponce de Leon Boulevard **Crash Summary**

| Category | To | tal ¹ | | |
|--|--------|------------------|--|--|
| Category | Number | Percent | | |
| Total Crashes | 199 | 100.0% | | |
| Rear End | 24 | 12.1% | | |
| Head On | 0 | 0.0% | | |
| Sideswipe | 24 | 12.1% | | |
| Overturned | 0 | 0.0% | | |
| Left Turn | 26 | 13.1% | | |
| Right Turn | 4 | 2.0% | | |
| Angle | 75 | 37.7% | | |
| Backed Into | 12 | 6.0% | | |
| Collision with Pedestrian | 2 | 1.0% | | |
| Collision with Bicycle | 0 | 0.0% | | |
| Collision with Parked Vehicle | 17 | 8.5% | | |
| Hit with Traffic Gate | 0 | 0.0% | | |
| Hit Utility/Light Pole | 0 | 0.0% | | |
| Hit Guardrail | 0 | 0.0% | | |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | | |
| Hit Tree/Shrubbery | 0 | 0.0% | | |
| Collision with Movable Object | 0 | 0.0% | | |
| Collision with Fixed Object above Ground | 2 | 1.0% | | |
| Others | 13 | 6.5% | | |
| Number of Fatalities | 0 | | | |
| Number of Injuries | 20 | | | |

Source: City of Coral Gables Police Department

Total number of crashes from January 1999 to December 2001

3.0 PROPOSED TRAFFIC CONDITIONS

3.1 Ponce de Leon Boulevard / Median Concept

A concept for constructing a raised, landscaped median was developed for the segment of Ponce de Leon Boulevard from Alcazar Avenue to SW 8 Street. This concept implements exclusive left turn lanes at the intersections of Alcazar Avenue, Madeira Avenue, Salamanca Avenue, and Calabria Avenue. For access management control, the median concept calls for access closures at the intersections of Navarre Avenue, Mendoza Avenue, Sidonia Avenue, and Antiquera Avenue. Additionally, traffic signals are recommended at the intersections of Madeira Avenue and Calabria Avenue to promote pedestrian crossing.

The construction of the median along Ponce de Leon Boulevard between Alcazar Avenue and SW 8 Street will necessitate geometric and operational improvements. Operational improvements would include traffic signal modifications such as additional phases or timing changes and signage. Geometric improvements would include constructing turn lanes, the redesigning of the on-street parking, and the addition of traffic signals.

General improvements along this segment of Ponce de Leon Boulevard include the conversion of existing on-street, angled parking spaces into parallel parking spaces. The existing on-street parking spaces have a vehicular projection (distance from the face of the curb to the edge of the parking stall) of 14 feet wide. The proposed parallel parking spaces will be 8 feet wide. The additional space within the right-of-way will allow the implementation of the conceptual median. Segments with exclusive left turns will have 10 feet wide turning lanes, 11 feet wide center and outside lanes, and a 6 feet wide median. The other segments, which not have exclusive left turn lanes, will have 11 feet wide lanes and a 16 feet wide median. Exhibits 6A to 6F show the proposed plan. The typical cross-sections for existing and proposed conditions are shown in Exhibit 7.



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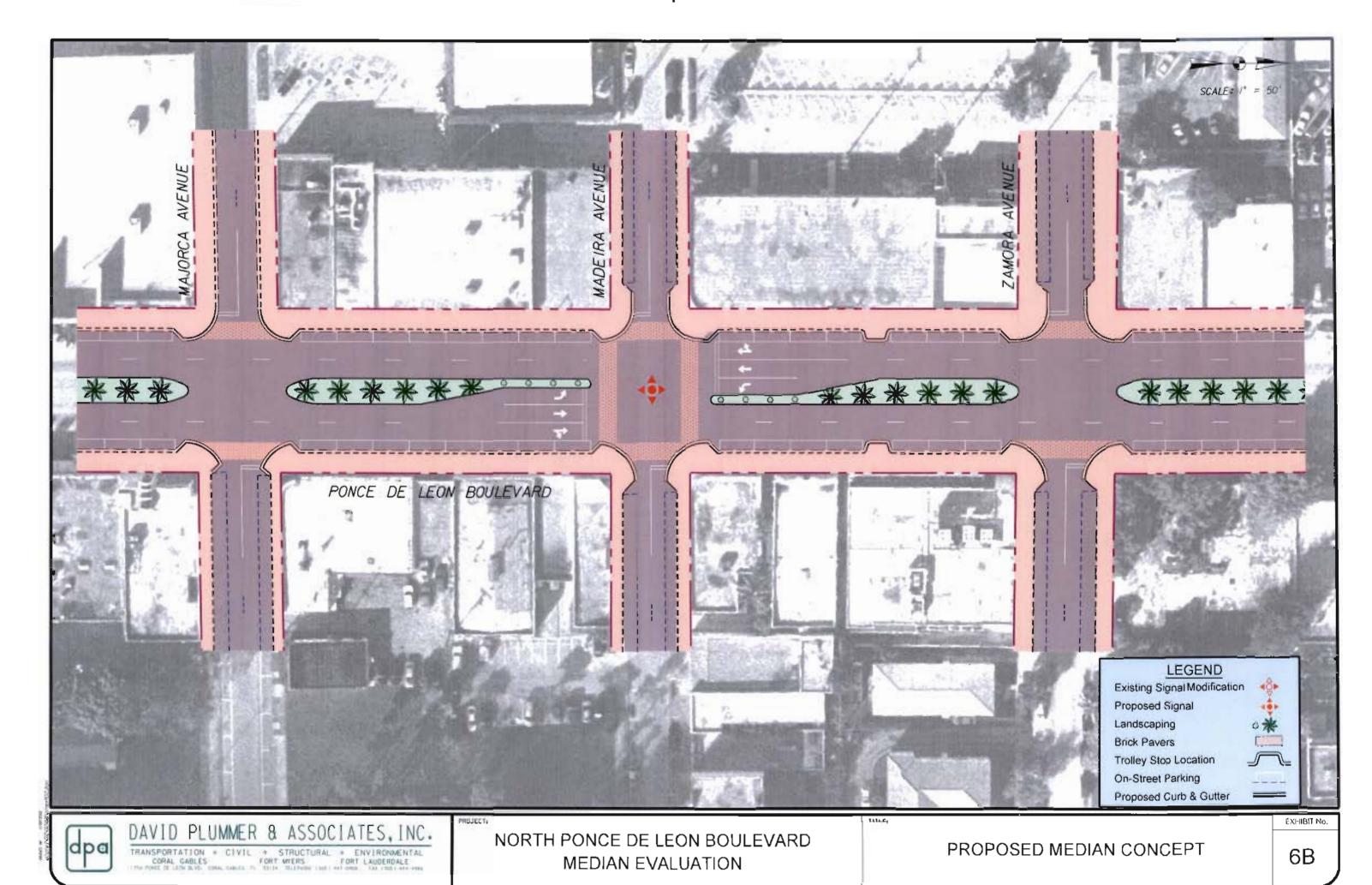
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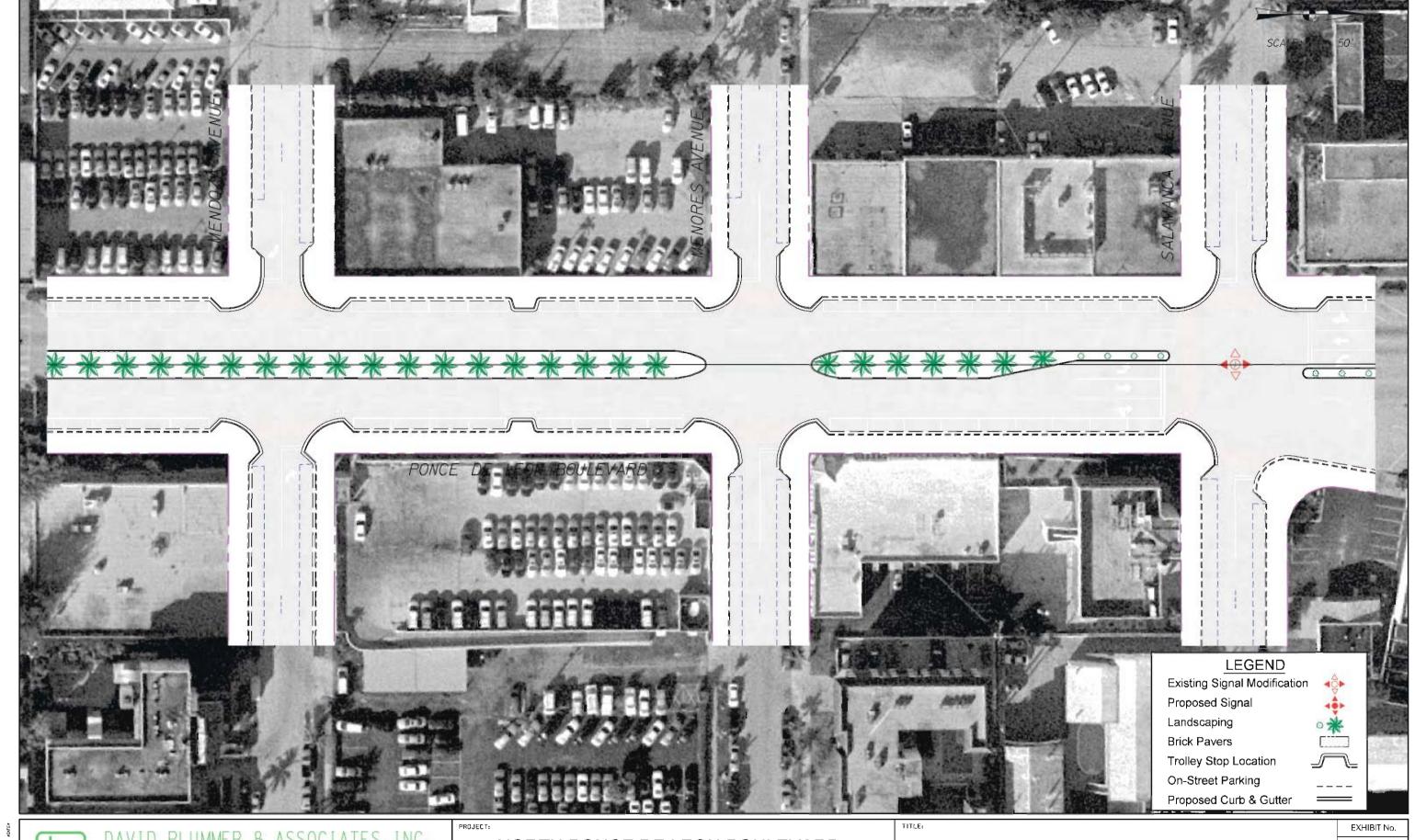
NORTH PONCE DE LEON BOULEVARD MEDIAN EVALUATION

PROPOSED MEDIAN CONCEPT

6A



Page 15



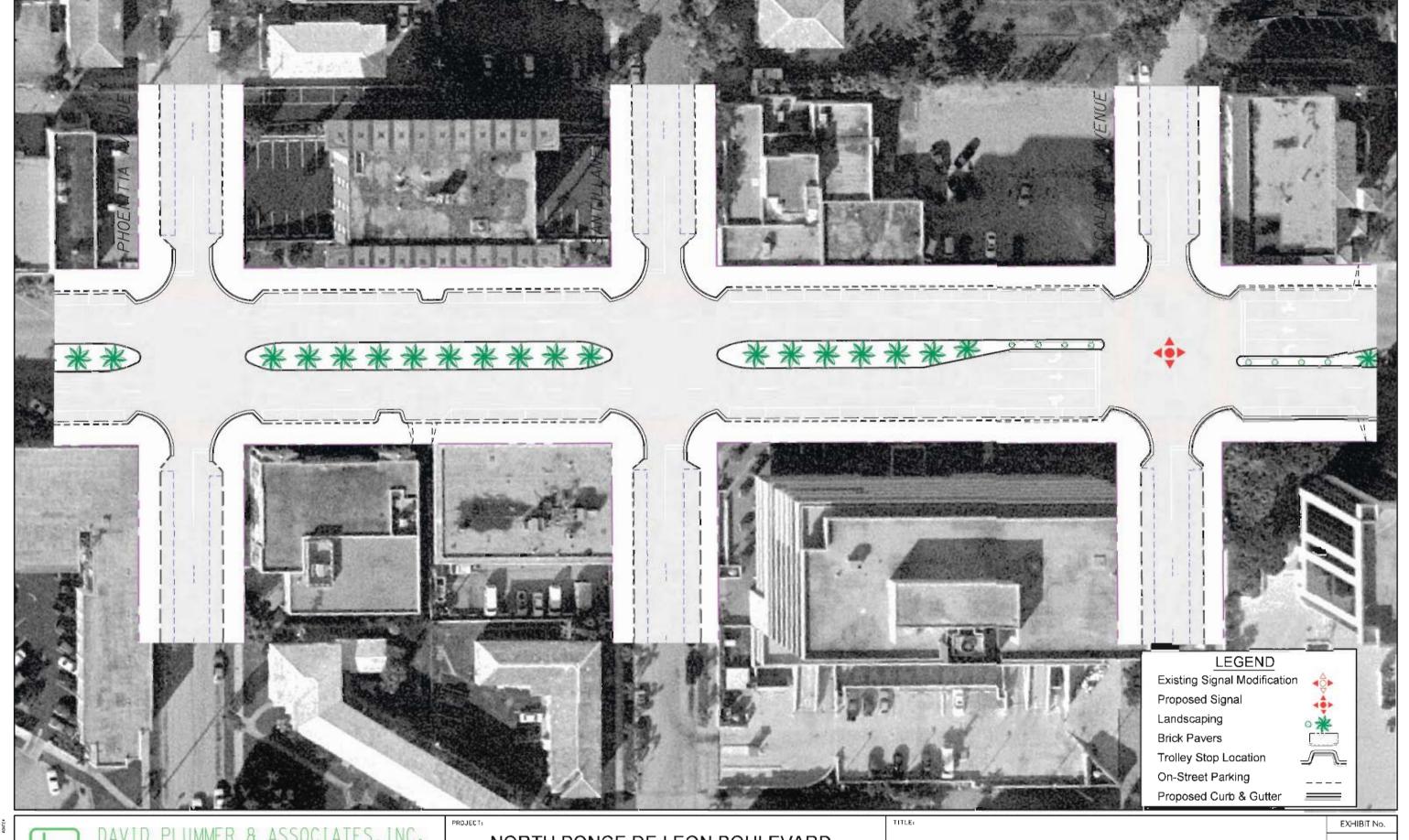
PROPOSED MEDIAN CONCEPT

6C



PROPOSED MEDIAN CONCEPT

6D



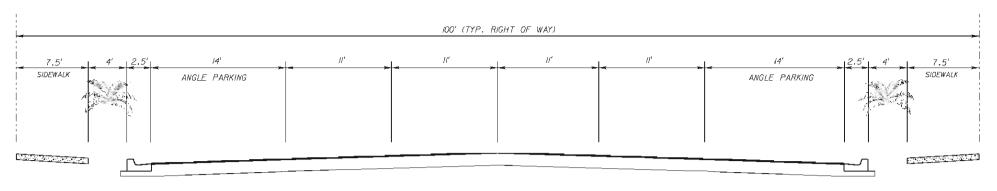
PROPOSED MEDIAN CONCEPT

6E

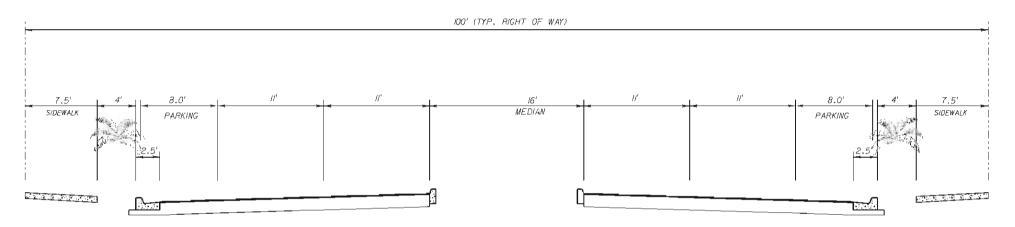


PROPOSED MEDIAN CONCEPT

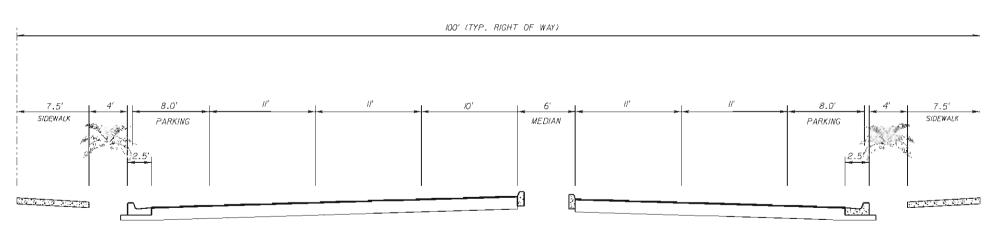
6F



EXISTING TYPTICAL SECTION



PROPOSED TYPICAL SECTION



PROPOSED TYPICAL SECTION W/LEFT TURN LANE

3.2 Concept Evaluation

Capacity analysis was performed for the concept of constructing a raised, landscaped median for Ponce de Leon Boulevard from Alcazar Avenue to SW 8 Street. The analysis is based on existing traffic volumes with diversions for the proposed scenario. The only traffic volume changes made were those directly caused by the median concept. Future traffic growth and roadway improvements by others were not included.

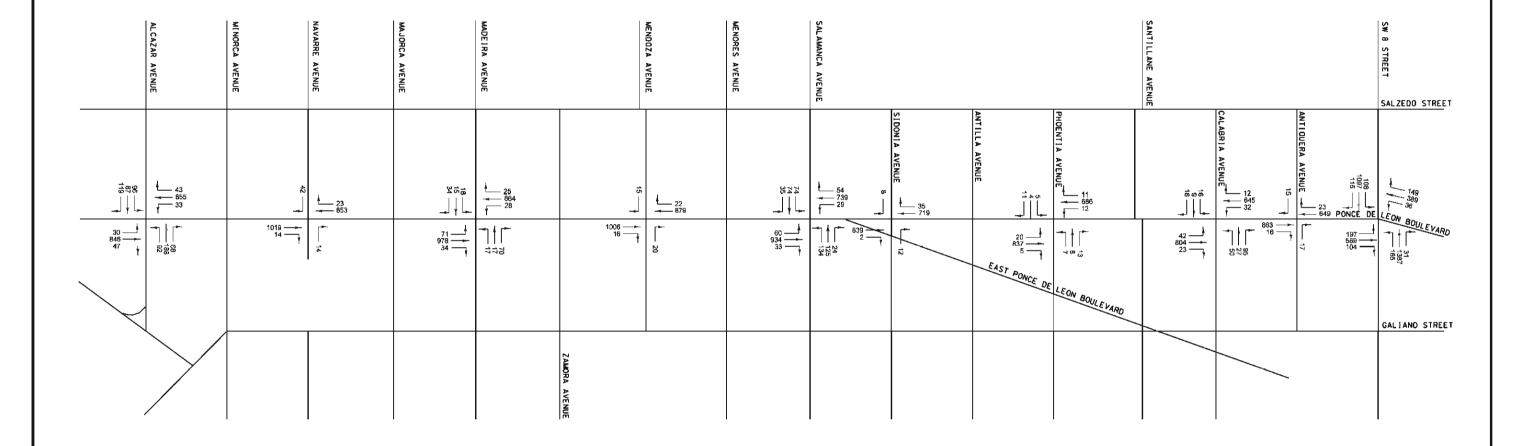
3.2.1 Traffic Diversions

Due to median closures at the intersections of Navarre Avenue, Mendoza Avenue, Sidonia Avenue, and Antiquera Avenue, traffic diversions were applied based on the most convenient and efficient alternate routes along Ponce de Leon Boulevard. Exhibit 8 shows the proposed PM peak hour volumes, considering these potential diversions.

3.2.2 Ponce de Leon Boulevard Capacity Analysis

The capacity analysis was performed using HCS, taking into consideration the geometric changes such as the raised median, lane assignments, and lane widths. Exhibit 9 shows the resulting lane group capacity for existing and proposed conditions at the intersections under study. The total lane group capacity along Ponce de Leon Boulevard increases by 18 percent with the geometric and operational changes recommended. Analysis worksheets are included in Appendix B.





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Exhibit 9 Ponce de Leon Boulevard Proposed Lane Group Capacity Weekday PM Peak Hour Conditions

| | Exis | sting | Proposed | | | | |
|--|--------|--------|----------|--------|--|--|--|
| Intersection | NB | SB | NB | SB | | | |
| Ponce de Leon Blvd / Alcazar Avenue | 2,168 | 2,165 | 1,724 | 1,726 | | | |
| Ponce de Leon Blvd / Navarre Avenue | 2,045 | 1,946 | 2,842 | 2,837 | | | |
| Ponce de Leon Blvd / Madeira Avenue | 1,984 | 1,940 | 2,105 | 2,063 | | | |
| Ponce de Leon Blvd / Mendoza Avenue | 1,993 | 1,926 | 2,842 | 2,838 | | | |
| Ponce de Leon Blvd / Salamanca Avenue | 1,620 | 1,640 | 1,822 | 1,755 | | | |
| Ponce de Leon Blvd / Sidonia Avenue | 2,089 | 2,024 | 2,847 | 2,829 | | | |
| Ponce de Leon Blvd / Phoentia Avenue | 2,119 | 2,022 | 2,050 | 1,953 | | | |
| Ponce de Leon Blvd / Calabria Avenue | 2,185 | 2,062 | 2,206 | 2,134 | | | |
| Ponce de Leon Blvd / Antiquera Avenue | 2,097 | 2,012 | 2,841 | 2,834 | | | |
| Ponce de Leon Blvd / SW 8 Street | 727 | 762 | 1,197 | 779 | | | |
| Subtotal | 19,024 | 18,495 | 22,476 | 21,748 | | | |
| Percent change | | | 18% | 18% | | | |
| Total | 37, | 519 | 44,224 | | | | |
| Total Percent change | | | 18% | | | | |

Source: DPA

The median concept implements exclusive left turn lanes at the cross-streets of Alcazar Avenue, Madeira Avenue, Salamanca Avenue, and Calabria Avenue. For access management control, the median concept calls for access closures at the intersections of Navarre Avenue, Mendoza Avenue, Sidonia Avenue, and Antiquera Avenue.

With the potential diversions from the median closures and to provide additional pedestrian crossing, it is recommended that the intersections of Madeira Avenue and Calabria Avenue be signalized. For analysis purposes, cycle lengths were kept consistent with other signals along the corridor. A signal warrant study must be performed to determine if a signal is warranted at the intersections of Madeira Avenue and Calabria Avenue. At the intersection of Ponce de Leon Boulevard / SW 8 Street, signal phasing and timing modifications were made, but the cycle length was kept constant. While maintaining existing signal phasing, signal timing modifications were made at the intersections of Alcazar Avenue and Salamanca Avenue.

The storage lengths required for each of the left turn lanes implemented along Ponce de Leon Boulevard were verified against the intersection capacity analysis results. As recommended in the Florida Department of Transportation Design Manual, the 90th percentile, back of queue results were used as a guideline. The queue length calculation worksheet is included in Appendix D.

3.2.3 Parallel Corridors Roadway Capacity Analysis

Roadway capacity is the maximum number of vehicles that can pass through a given point during a specific time period under prevailing roadway and traffic control device conditions. The FDOTs generalized service volume tables provide the maximum flow rate for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition.

In accordance with the City of Coral Gables, the analysis of existing traffic conditions was performed for PM peak hour conditions. Additionally, an analysis of the proposed conditions showed that the City's adopted roadway level of service standard will be maintained on the parallel corridors under study even with a 25 percent increase in volume. Exhibit 10 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour directional service volume tables.

Exhibit 10
Parallel Corridors
Roadway Capacity Analysis
Weekday PM Peak Hour Conditions

| Roadway | Limits | Direction | Number of | PM Pea | k Volume | Peak Direction Service Volume | LOS | | | |
|-------------------|---------------------------------|-----------|--------------|------------|------------|----------------------------------|----------|----------|--|--|
| | Limits | Direction | Lanes | Existing | Proposed | (LOS E) ¹ | Existing | Proposed | | |
| Salzedo Street | South of Salamanca Avenue | NB SB | 1LU 1LU | 240 238 | 300 297 | 660 660 | C C | D D | | |
| Galiano Street | South of Salamanca Avenue | NB SB | 1LU 1LU | 174 114 | 218 143 | 660 660 | C C | C C | | |
| Galiano Street | South of SW 8 Street | NB SB | 1LU 1LU | 299 140 | 374 175 | 660 660 | C C | D C | | |

Source: David Plummer & Associates

¹Based on FDOT's Quality/LOS Handbook Generalized Tables.

3.2.4 On-Street Parking

As previously mentioned, the proposed improvements include the conversion of existing onstreet, angled parking spaces into parallel parking spaces. This conversion results the in loss of one directional parking space per block. By adding bulb-outs to accommodate the proposed trolley, one additional directional parking space will be lost at selected locations. According to the City of Coral Gables <u>Parking Study Report</u> from March 8, 2000, throughout the day, onstreet parking is less than 40% utilized along this section of Ponce de Leon Boulevard. Thus the proposed median will not adversely affect on-street parking demand.

4.0 COST ESTIMATE

A preliminary cost estimate has been prepared for the recommended improvements to the corridor. The cost estimate was developed using unit costs from recently completed construction projects within the city. The cost to construct the recommended improvements is estimated at \$1.8 - \$1.95 million. Exhibit 11 shows the preliminary cost estimate.

Exhibit 11 Preliminary Cost Estimate

| Description | Units | Quantity | Cost |
|--|-------|---------------|-------------------------------------|
| Mobilization | LS | 1 | \$60,000 |
| Maintenance of Traffic | LS | 1 | \$45,000 |
| Clearing & Grubbing | LS | 1 | \$55,000 |
| Milling Existing Pavement | SY | 27,050 | \$162,400 |
| Asphalt Concrete Type S-III | SY | 27,050 | \$74,400 |
| Precast Concrete Pavers | SF | 14,500 | \$114,300 |
| Drainage Modifications and Adjustments | LS | 1 | \$270,000 |
| Type 'D' Curb | LF | 7,500 | \$161,300 |
| Curb and Gutter | LF | 3,250 | \$65,700 |
| Concrete Sidewalk | SF | 33,000 | \$156,800 |
| Signs and Pavement Markings | LS | 1 | \$24,000 |
| Two New Signals and One Signal Removal | LS | 1 | \$210,000 |
| One Signal Modification | EA | 1 | \$10,000 |
| Landscaping & Irrigation | LS | 1 | TBD ¹ |
| Subtotal | | | \$1,408,900 |
| Contingencies Engineering & Coordination Meetings Construction, Engineering & Inspection | 15% | | \$211,335 \$162,000 \$104,000 |
| ESTIMATED RANGE | | \$1.8 - \$1.9 | 5 million ² |

Note:

¹ To be determined by City's Landscape Consultant.

² This estimate does not include any costs associated for utility adjustments and/or environmental remediation. These costs are based on 2002 prices.

5.0 CONCLUSIONS

An assessment of the lane capacity associated with the construction of a raised, landscaped median on Ponce de Leon Boulevard between Alcazar Avenue and SW 8 Street was performed at the request of the City of Coral Gables. Ponce de Leon Boulevard is currently a two-way, four-lane roadway within the study area. With the proposed geometric changes, smoother traffic flow, the creation of turn lanes, improved signalization, fewer accidents, better aesthetics, and a safer and friendlier pedestrian environment will be created.

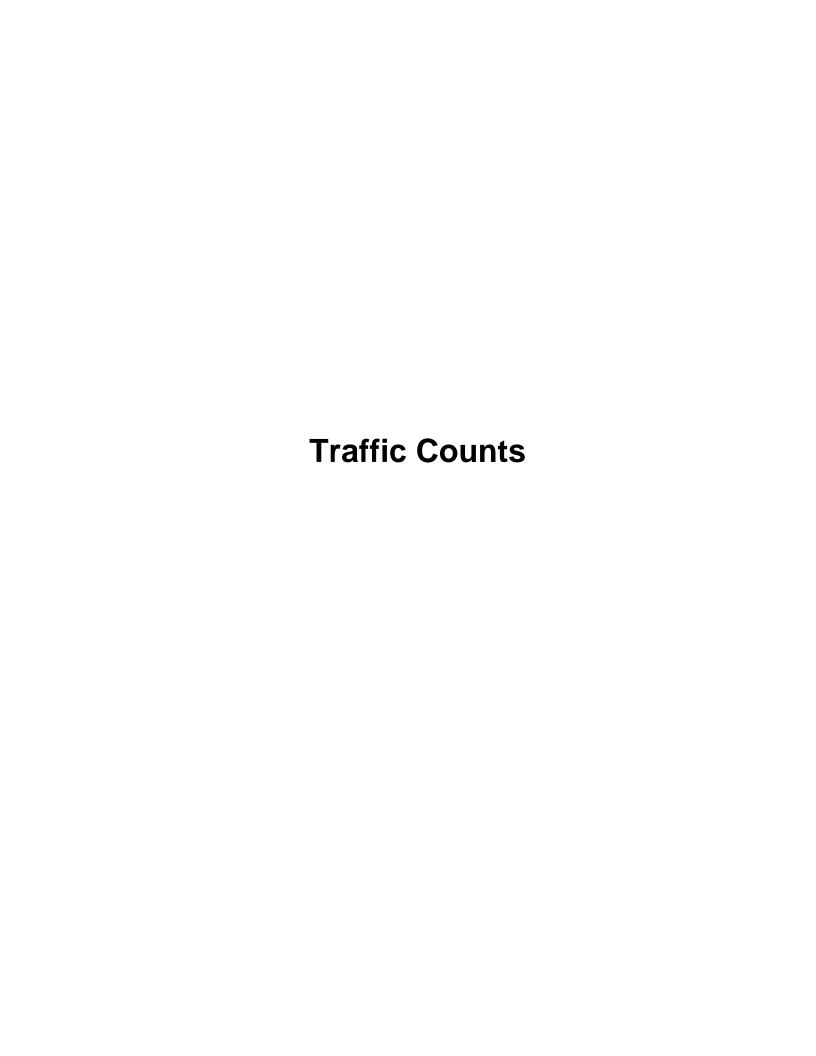
Ponce de Leon Boulevard is presently operating with numerous undesirable features. The lack of exclusive left-turn lanes results in many left turn, rear end, and angle accidents, as well as reduced roadway capacity. The roadway capacity is greatly affected by the disruption of traffic flow caused by the lack of left turn lanes. Pedestrians cross Ponce de Leon Boulevard today in an unsafe manner without a protected pedestrian refuge.

Results of the capacity analysis show an 18 percent increase in lane group capacity along Ponce de Leon Boulevard. The increase in capacity is due to the combination of features. Implementing left turn lanes provides storage for vehicles waiting to turn left -- so there will be more efficient use of the through lanes. By implementing access management tools (i.e. median closures) at some intersections, through traffic will flow smoother and left-turn and angle collisions can be controlled. To promote pedestrian crossing it is recommended that the intersections of Madeira Avenue and Calabria Avenue be signalized, but a signal warrant study must be performed to determine if a signal is warranted at these intersections. Not only will the landscaped median provide an aesthetic and pleasant surrounding, but it also will promote a comfortable pedestrian environment by providing a protected waiting area.

report_111202.doc

Appendix A

Traffic Counts
Signal Timing Data
Field Observations



DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Alcazar AvenueCount Date:10/9/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Wednesday

| | | | Pon | ce de Le | on Bou | ılevard | | | Alcazar Avenue | | | | | | | | |
|-------------------|---------------|------|-------|----------|------------|---------|-------|-----|----------------|----|-------|----|-----------|----|-------|-------|-------|
| TIME | | NORT | HBOUN | D | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | GRAND |
| INTERVAL | AL L T R TOTA | | TOTAL | L | Т | R | TOTAL | L | L T R TOTAL | | TOTAL | L | Т | R | TOTAL | TOTAL | |
| 04:00 PM 04:15 PI | л 11 | 202 | 9 | 222 | 6 | 171 | 7 | 184 | 15 | 8 | 12 | 35 | 8 | 24 | 6 | 38 | 479 |
| 04:15 PM 04:30 PI | л 8 | 179 | 8 | 195 | 5 | 160 | 11 | 176 | 8 | 9 | 25 | 42 | 11 | 14 | 12 | 37 | 450 |
| 04:30 PM 04:45 PI | л 9 | 169 | 8 | 186 | 5 | 164 | 6 | 175 | 8 | 12 | 22 | 42 | 13 | 15 | 10 | 38 | 441 |
| 04:45 PM 05:00 PI | л 11 | 205 | 6 | 222 | 6 | 178 | 12 | 196 | 13 | 12 | 17 | 42 | 14 | 30 | 9 | 53 | 513 |
| 05:00 PM 05:15 PI | л <u>8</u> | 246 | 4 | 258 | 7 | 217 | 8 | 232 | 17 | 18 | 25 | 60 | 28 | 43 | 18 | 89 | 639 |
| 05:15 PM 05:30 PI | л 8 | 239 | 12 | 259 | 9 | 177 | 13 | 199 | 36 | 20 | 34 | 90 | 16 | 50 | 11 | 77 | 625 |
| 05:30 PM 05:45 PI | л 8 | 187 | 12 | 207 | 6 | 215 | 11 | 232 | 27 | 21 | 29 | 77 | 25 | 46 | 22 | 93 | 609 |
| 05:45 PM 06:00 PI | И 6 | 166 | 19 | 191 | 9 | 238 | 11 | 258 | 14 | 27 | 30 | 71 | 22 | 47 | 16 | 85 | 605 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| Ponce de Leon Boulevard | | | | | | | | | | | Alcazar Avenue | | | | | | | |
|-------------------------|----------|----|-------|--------|-------|------------|-----|----|-------|-----------|----------------|-----|-------|-----------|-----|----|-------|-------|
| TIME INTERVAL | | | NORTI | HBOUNI | D | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | GRAND |
| | | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 0 | 06:00 PM | 30 | 846 | 47 | 924 | 31 | 855 | 43 | 930 | 95 | 87 | 119 | 301 | 92 | 188 | 68 | 347 | 2,503 |
| PEAK HOUR FACTOR | | | | | 0.88 | | | | 0.89 | | | | 0.83 | | | | 0.92 | 0.97 |

Note: 2001 FDOT Seasonal Weekly Volume Factor = 1.01

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Navarre AvenueCount Date:10/9/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Wednesday

| | | | | Pon | ce de Le | on Bou | ulevard | | | | | | Navarre | Avenu | ıe | | | |
|---------------|--------|----|-------|-------|----------|--------|---------|-------|-------|---|------|-------|---------|-------|------|-------|-------|-------|
| TIME | | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVA | AL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM 04: | :15 PM | 15 | 198 | 3 | 216 | 1 | 172 | 8 | 181 | 4 | 0 | 10 | 14 | 1 | 0 | 1 | 2 | 413 |
| 04:15 PM 04:3 | :30 PM | 6 | 207 | 0 | 213 | 6 | 156 | 4 | 166 | 4 | 0 | 8 | 12 | 2 | 0 | 2 | 4 | 395 |
| 04:30 PM 04:4 | :45 PM | 7 | 179 | 0 | 186 | 2 | 155 | 1 | 158 | 4 | 0 | 6 | 10 | 2 | 1 | 2 | 5 | 359 |
| 04:45 PM 05:0 | :00 PM | 8 | 218 | 5 | 231 | 1 | 186 | 6 | 193 | 2 | 0 | 6 | 8 | 2 | 1 | 2 | 5 | 437 |
| 05:00 PM 05: | :15 PM | 20 | 269 | 6 | 295 | 4 | 208 | 4 | 216 | 4 | 1 | 12 | 17 | 2 | 0 | 4 | 6 | 534 |
| 05:15 PM 05:3 | :30 PM | 11 | 300 | 4 | 315 | 3 | 179 | 6 | 188 | 8 | 0 | 11 | 19 | 0 | 1 | 1 | 2 | 524 |
| 05:30 PM 05:4 | :45 PM | 6 | 234 | 1 | 241 | 3 | 220 | 5 | 228 | 3 | 1 | 7 | 11 | 1 | 0 | 5 | 6 | 486 |
| 05:45 PM 06:0 | :00 PM | 14 | 206 | 3 | 223 | 2 | 238 | 8 | 248 | 5 | 1 | 12 | 18 | 2 | 1 | 4 | 7 | 496 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Le | on Bou | llevard | | | | | | Navarre | Avenu | ıe | | | |
|-------------|---|----|------|-----|----------|--------|---------|-------|-------|----|------|-------|---------|-------|------|-------|-------|-------|
| TIME | TIME NORTHBOUND | | | | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | | L | Т | R | TOTAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 06 | 6:00 PM | 52 | 1019 | 14 | 1,085 | 12 | 853 | 23 | 889 | 20 | 3 | 42 | 66 | 5 | 2 | 14 | 21 | 2,060 |
| PEAK HOUR F | 00 PM 06:00 PM 52 1019 14 AK HOUR FACTOR | | | | 0.85 | | | | 0.89 | | | | 0.86 | | | | 0.75 | 0.96 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Madeira AvenueCount Date:10/9/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Wednesday

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Madeira | Avenu | ıe | | | |
|----------|----------|----|-------|-------|----------|--------|---------|-------|-------|---|------|-------|---------|-------|------|---------------|-------|-------|
| TI | ME | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTE | RVAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | T | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 7 | 188 | 3 | 198 | 2 | 183 | 3 | 188 | 1 | 0 | 3 | 4 | 3 | 2 | 12 | 17 | 407 |
| 04:15 PM | 04:30 PM | 11 | 191 | 9 | 211 | 10 | 157 | 2 | 169 | 0 | 5 | 5 | 10 | 0 | 5 | 6 | 11 | 401 |
| 04:30 PM | 04:45 PM | 9 | 166 | 8 | 183 | 1 | 165 | 4 | 170 | 3 | 0 | 3 | 6 | 3 | 5 | 12 | 20 | 379 |
| 04:45 PM | 05:00 PM | 9 | 211 | 3 | 223 | 2 | 181 | 6 | 189 | 1 | 1 | 8 | 10 | 2 | 3 | 11 | 16 | 438 |
| 05:00 PM | 05:15 PM | 10 | 267 | 8 | 285 | 8 | 214 | 6 | 228 | 3 | 1 | 7 | 11 | 3 | 10 | 16 | 29 | 553 |
| 05:15 PM | 05:30 PM | 9 | 278 | 9 | 296 | 4 | 187 | 7 | 198 | 1 | 5 | 6 | 12 | 3 | 2 | 19 | 24 | 530 |
| 05:30 PM | 05:45 PM | 14 | 223 | 13 | 250 | 3 | 221 | 6 | 230 | 0 | 3 | 11 | 14 | 3 | 2 | 22 | 27 | 521 |
| 05:45 PM | 06:00 PM | 5 | 200 | 4 | 209 | 5 | 233 | 6 | 244 | 2 | 3 | 10 | 15 | 4 | 1 | 12 | 17 | 485 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Madeira | Avenu | ıe | | | |
|-----------|--|----|-----|-----|----------|--------|---------|-------|-------|---|------|-------|---------|-------|------|-------|-------|-------|
| TIM | TIME NORTHBOUND | | | | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM | 06:00 PM | 38 | 978 | 34 | 1,050 | 20 | 864 | 25 | 909 | 6 | 12 | 34 | 53 | 13 | 15 | 70 | 98 | 2,110 |
| PEAK HOUR | 5:00 PM 06:00 PM 38 978 EAK HOUR FACTOR | | | | 0.88 | | | | 0.92 | | | | 0.87 | | | | 0.84 | 0.94 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Mendoza AvenueCount Date:10/9/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Wednesday

| | | | Pon | ce de Le | on Bou | ılevard | | | | | | Mendoza | a Aven | ue | | | |
|-------------------|----------|------|-------|----------|--------|---------|-------|-------|---|------|-------|---------|--------|------|---------------|-------|-------|
| TIME | | NORT | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTERVAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM 04:15 PM | 7 | 196 | 5 | 208 | 5 | 178 | 1 | 184 | 3 | 1 | 4 | 8 | 1 | 0 | 7 | 8 | 408 |
| 04:15 PM 04:30 PM | 1 9 | 182 | 6 | 197 | 7 | 146 | 3 | 156 | 2 | 5 | 6 | 13 | 7 | 0 | 8 | 15 | 381 |
| 04:30 PM 04:45 PM | 4 | 174 | 7 | 185 | 4 | 160 | 3 | 167 | 1 | 1 | 3 | 5 | 2 | 2 | 3 | 7 | 364 |
| 04:45 PM 05:00 PM | 8 | 214 | 0 | 222 | 3 | 192 | 3 | 198 | 0 | 2 | 4 | 6 | 3 | 1 | 1 | 5 | 431 |
| 05:00 PM 05:15 PM | 1 5 | 284 | 1 | 290 | 2 | 228 | 6 | 236 | 3 | 2 | 3 | 8 | 1 | 3 | 3 | 7 | 541 |
| 05:15 PM 05:30 PM | 13 | 274 | 7 | 294 | 2 | 185 | 3 | 190 | 1 | 2 | 3 | 6 | 4 | 2 | 2 | 8 | 498 |
| 05:30 PM 05:45 PM | 8 | 233 | 2 | 243 | 2 | 221 | 8 | 231 | 1 | 2 | 3 | 6 | 2 | 2 | 7 | 11 | 491 |
| 05:45 PM 06:00 PM | 1 7 | 205 | 6 | 218 | 4 | 236 | 5 | 245 | 6 | 3 | 6 | 15 | 1 | 0 | 8 | 9 | 487 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Mendoza | a Aven | ue | | | |
|------------|---|----|------|-----|----------|--------|---------|-------|-------|----|------|-------|---------|--------|------|-------|-------|-------|
| TIME | TIME NORTHBOUND | | | | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 0 | 6:00 PM | 33 | 1006 | 16 | 1,055 | 10 | 879 | 22 | 911 | 11 | 9 | 15 | 35 | 8 | 7 | 20 | 35 | 2,037 |
| PEAK HOUR | 00 PM 06:00 PM 33 1006 16 AK HOUR FACTOR | | | | 0.89 | | | | 0.92 | | | | 0.58 | | | | 0.80 | 0.93 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02175Location:Ponce de Leon Boulevard / Salamanca AvenueCount Date:9/10/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Tuesday

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | Ç | Salamano | a Ave | nue | | | |
|----------|----------|----|-------|-------|----------|--------|---------|-------|-------|----|------|-------|----------|-------|------|---------------|-------|-------|
| TI | ME | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTE | RVAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 11 | 191 | 7 | 209 | 2 | 167 | 2 | 171 | 12 | 18 | 11 | 41 | 9 | 12 | 5 | 26 | 447 |
| 04:15 PM | 04:30 PM | 7 | 186 | 9 | 202 | 1 | 155 | 5 | 161 | 19 | 19 | 12 | 50 | 4 | 13 | 2 | 19 | 432 |
| 04:30 PM | 04:45 PM | 6 | 184 | 6 | 196 | 3 | 139 | 6 | 148 | 17 | 12 | 6 | 35 | 12 | 30 | 4 | 46 | 425 |
| 04:45 PM | 05:00 PM | 9 | 175 | 5 | 189 | 5 | 154 | 14 | 173 | 17 | 14 | 10 | 41 | 10 | 18 | 6 | 34 | 437 |
| 05:00 PM | 05:15 PM | 13 | 251 | 10 | 274 | 5 | 195 | 9 | 209 | 11 | 16 | 11 | 38 | 26 | 30 | 6 | 62 | 583 |
| 05:15 PM | 05:30 PM | 8 | 236 | 11 | 255 | 5 | 176 | 15 | 196 | 16 | 17 | 8 | 41 | 20 | 24 | 6 | 50 | 542 |
| 05:30 PM | 05:45 PM | 8 | 219 | 2 | 229 | 5 | 190 | 8 | 203 | 23 | 21 | 9 | 53 | 25 | 28 | 5 | 58 | 543 |
| 05:45 PM | 06:00 PM | 9 | 201 | 9 | 219 | 8 | 156 | 20 | 184 | 20 | 16 | 6 | 42 | 21 | 27 | 6 | 54 | 499 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | Ş | Salamano | a Aver | nue | | | |
|-----------|-----------------|----|-----|-----|----------|--------|---------|-------|-------|----|------|-------|----------|--------|------|-------|-------|-------|
| TIM | TIME NORTHBOUND | | | | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM | 06:00 PM | 39 | 934 | 33 | 1,006 | 24 | 739 | 54 | 816 | 72 | 72 | 35 | 179 | 95 | 112 | 24 | 231 | 2,232 |
| PEAK HOUR | RFACTOR | | | | 0.89 | | | | 0.95 | | | | 0.82 | | | | 0.90 | 0.93 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Sidonia AvenueCount Date:10/9/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Wednesday

| | | | Pon | ce de Lec | on Bou | ılevard | | | | | | Sidonia | Avenu | ıe | | | |
|-------------------|----|-------|-------|-----------|--------|---------|-------|-------|---|------|-------|---------|-------|------|---------------|-------|-------|
| TIME | | NORTI | HBOUN | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTERVAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | TOTAL |
| 04:00 PM 04:15 PM | 3 | 185 | 0 | 188 | 0 | 159 | 3 | 162 | 0 | 3 | 1 | 4 | 11 | 6 | 4 | 21 | 375 |
| 04:15 PM 04:30 PM | 4 | 172 | 0 | 176 | 3 | 137 | 5 | 145 | 1 | 1 | 0 | 2 | 14 | 5 | 1 | 20 | 343 |
| 04:30 PM 04:45 PM | 6 | 141 | 0 | 147 | 0 | 144 | 6 | 150 | 3 | 0 | 7 | 10 | 7 | 3 | 3 | 13 | 320 |
| 04:45 PM 05:00 PM | 3 | 177 | 0 | 180 | 2 | 163 | 2 | 167 | 0 | 0 | 2 | 2 | 13 | 1 | 2 | 16 | 365 |
| 05:00 PM 05:15 PM | 18 | 235 | 2 | 255 | 3 | 190 | 10 | 203 | 1 | 0 | 5 | 6 | 19 | 8 | 1 | 28 | 492 |
| 05:15 PM 05:30 PM | 8 | 234 | 0 | 242 | 3 | 154 | 13 | 170 | 0 | 0 | 0 | 0 | 9 | 4 | 1 | 14 | 426 |
| 05:30 PM 05:45 PM | 5 | 190 | 0 | 195 | 1 | 172 | 3 | 176 | 2 | 1 | 3 | 6 | 32 | 9 | 5 | 46 | 423 |
| 05:45 PM 06:00 PM | 10 | 172 | 0 | 182 | 3 | 196 | 9 | 208 | 0 | 2 | 0 | 2 | 16 | 4 | 5 | 25 | 417 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | Pon | ce de Le | on Bou | llevard | | | | | | Sidonia | Avenu | ie | | | |
|-------------------|-------------------------|-----|-----|----------|--------|---------|-------|-------|---|------|-------|---------|-------|------|-------|-------|-------|
| TIME | | | | | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | L | Т | R | TOTAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 06:00 PM | 41 | 839 | 2 | 883 | 10 | 719 | 35 | 765 | 3 | 3 | 8 | 14 | 77 | 25 | 12 | 114 | 1,776 |
| PEAK HOUR FACTOR | 00 PM 06:00 PM 41 839 2 | | | | | | | 0.91 | | | | 0.58 | | | | 0.61 | 0.89 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Phoenetia AvenueCount Date:10/8/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Tuesday

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Phoeneti | a Aver | nue | | | |
|----------|----------|---|-------|-------|----------|--------|---------|-------|-------|---|------|-------|----------|--------|------|---------------|-------|-------|
| TI | ME | | NORTI | HBOUN | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTE | RVAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 3 | 166 | 2 | 171 | 2 | 169 | 3 | 174 | 5 | 0 | 4 | 9 | 1 | 1 | 13 | 15 | 369 |
| 04:15 PM | 04:30 PM | 2 | 169 | 2 | 173 | 3 | 154 | 3 | 160 | 0 | 0 | 4 | 4 | 1 | 1 | 6 | 8 | 345 |
| 04:30 PM | 04:45 PM | 0 | 168 | 0 | 168 | 7 | 143 | 1 | 151 | 2 | 1 | 5 | 8 | 2 | 0 | 4 | 6 | 333 |
| 04:45 PM | 05:00 PM | 6 | 178 | 1 | 185 | 3 | 154 | 2 | 159 | 2 | 2 | 5 | 9 | 2 | 2 | 3 | 7 | 360 |
| 05:00 PM | 05:15 PM | 6 | 224 | 1 | 231 | 4 | 151 | 1 | 156 | 2 | 1 | 4 | 7 | 2 | 3 | 2 | 7 | 401 |
| 05:15 PM | 05:30 PM | 3 | 250 | 1 | 254 | 7 | 174 | 4 | 185 | 1 | 1 | 2 | 4 | 1 | 2 | 3 | 6 | 449 |
| 05:30 PM | 05:45 PM | 5 | 194 | 2 | 201 | 0 | 178 | 3 | 181 | 0 | 1 | 3 | 4 | 2 | 1 | 1 | 4 | 390 |
| 05:45 PM | 06:00 PM | 6 | 161 | 1 | 168 | 1 | 176 | 3 | 180 | 2 | 1 | 2 | 5 | 2 | 2 | 7 | 11 | 364 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Phoeneti | a Aver | ue | | | |
|-----------|---|----|-----|-----|----------|--------|---------|-------|-------|---|------|-------|----------|--------|------|-------|-------|-------|
| TIM | TIME NORTHBOUND | | | | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WES1 | BOUND |) | GRAND |
| INTERVAL | | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM | 06:00 PM | 20 | 837 | 5 | 863 | 12 | 686 | 11 | 709 | 5 | 4 | 11 | 20 | 7 | 8 | 13 | 28 | 1,620 |
| PEAK HOUR | 5:00 PM 06:00 PM 20 837 PEAK HOUR FACTOR | | | | 0.84 | | | | 0.95 | | | | 0.71 | | | | 0.64 | 0.89 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Calabria AvenueCount Date:10/8/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Tuesday

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | Calabria | Aven | ue | | | |
|----------|----------|---|-------|-------|----------|--------|---------|-------|-------|---|------|-------|----------|------|------|---------------|-------|-------|
| TII | ME | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | TBOUND |) | GRAND |
| INTE | RVAL | L | T | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 6 | 178 | 14 | 198 | 5 | 153 | 3 | 161 | 3 | 3 | 5 | 11 | 13 | 4 | 14 | 31 | 401 |
| 04:15 PM | 04:30 PM | 1 | 173 | 8 | 182 | 5 | 148 | 0 | 153 | 3 | 1 | 3 | 7 | 8 | 2 | 13 | 23 | 365 |
| 04:30 PM | 04:45 PM | 2 | 178 | 3 | 183 | 5 | 149 | 2 | 156 | 2 | 2 | 4 | 8 | 5 | 2 | 17 | 24 | 371 |
| 04:45 PM | 05:00 PM | 2 | 170 | 4 | 176 | 8 | 148 | 2 | 158 | 1 | 0 | 5 | 6 | 7 | 3 | 11 | 21 | 361 |
| 05:00 PM | 05:15 PM | 3 | 224 | 8 | 235 | 1 | 141 | 2 | 144 | 4 | 2 | 3 | 9 | 15 | 9 | 28 | 52 | 440 |
| 05:15 PM | 05:30 PM | 3 | 230 | 7 | 240 | 10 | 169 | 1 | 180 | 3 | 2 | 6 | 11 | 3 | 1 | 17 | 21 | 452 |
| 05:30 PM | 05:45 PM | 6 | 184 | 3 | 193 | 6 | 160 | 4 | 170 | 3 | 0 | 5 | 8 | 15 | 6 | 30 | 51 | 422 |
| 05:45 PM | 06:00 PM | 7 | 158 | 5 | 170 | 2 | 169 | 5 | 176 | 2 | 2 | 4 | 8 | 11 | 5 | 19 | 35 | 389 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | Pon | ce de Le | on Bou | llevard | | | | | | Calabria | Avenu | ıe | | | |
|-------------------|----|-------|--------|----------|--------|---------|-------|-------|----|------|-------|----------|-------|------|-------|-------|-------|
| TIME | | NORTI | HBOUNI | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | T | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 06:00 PM | 19 | 804 | 23 | 846 | 19 | 645 | 12 | 677 | 12 | 6 | 18 | 36 | 44 | 21 | 95 | 161 | 1,720 |
| PEAK HOUR FACTOR | | | | 0.87 | | | | 0.93 | | | | 0.82 | | | | 0.76 | 0.94 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / Antiqeura AvenueCount Date:10/8/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Tuesday

| | | | | Pon | ce de Lec | on Bou | ılevard | | | | | | Antiquer | a Aver | ue | | | |
|----------------|----|---|-------|-------|-----------|--------|---------|-------|-------|---|------|-------|----------|--------|------|-------|-------|-------|
| TIME | | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTERVAL | | L | T | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 04:00 PM 04:15 | PM | 1 | 186 | 2 | 189 | 9 | 150 | 5 | 164 | 2 | 1 | 5 | 8 | 1 | 1 | 7 | 9 | 370 |
| 04:15 PM 04:30 | PM | 4 | 185 | 3 | 192 | 3 | 148 | 5 | 156 | 1 | 1 | 3 | 5 | 0 | 0 | 1 | 1 | 354 |
| 04:30 PM 04:45 | РМ | 6 | 179 | 3 | 188 | 5 | 133 | 1 | 139 | 3 | 1 | 8 | 12 | 4 | 3 | 8 | 15 | 354 |
| 04:45 PM 05:00 | PM | 6 | 179 | 6 | 191 | 7 | 140 | 3 | 150 | 1 | 0 | 6 | 7 | 4 | 2 | 3 | 9 | 357 |
| 05:00 PM 05:15 | PM | 5 | 240 | 1 | 246 | 6 | 141 | 5 | 152 | 1 | 1 | 2 | 4 | 0 | 2 | 6 | 8 | 410 |
| 05:15 PM 05:30 | PM | 7 | 237 | 7 | 251 | 1 | 167 | 7 | 175 | 2 | 0 | 8 | 10 | 2 | 1 | 1 | 4 | 440 |
| 05:30 PM 05:45 | РМ | 6 | 203 | 4 | 213 | 3 | 163 | 3 | 169 | 1 | 1 | 4 | 6 | 4 | 1 | 6 | 11 | 399 |
| 05:45 PM 06:00 | PM | 5 | 174 | 4 | 183 | 3 | 172 | 8 | 183 | 0 | 1 | 1 | 2 | 0 | 2 | 4 | 6 | 374 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | | Pon | ce de Lec | on Bou | ılevard | | | | | | Antiquer | a Aven | ue | | | |
|-------------|--------|----|-------|-------|-----------|--------|---------|-------|-------|---|------|-------|----------|--------|------|-------|-------|-------|
| TIME | | | NORTI | HBOUN | D | | SOUTI | HBOUN | D | | EAST | BOUND |) | | WES1 | BOUND |) | GRAND |
| INTERV | AL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 06 | :00 PM | 23 | 863 | 16 | 902 | 13 | 649 | 23 | 686 | 4 | 3 | 15 | 22 | 6 | 6 | 17 | 29 | 1,639 |
| PEAK HOUR F | ACTOR | | | | 0.89 | | | | 0.93 | | | | 0.55 | | | | 0.66 | 0.92 |

TURNING MOVEMENT COUNTS

Project Name:Ponce North MedianProject Number:02168Location:Ponce de Leon Boulevard / SW 8 StreetCount Date:10/8/2002Observer:Traffic Survey Specialists, Inc.Day of Week:Tuesday

| | | | | Pon | ce de Le | on Bou | ılevard | | | | | | SW 8 | Street | | | | |
|----------|----------|----|-------|-------|----------|--------|---------|-------|-------|----|------|-------|-------|--------|------|-------|-------|-------|
| TI | ME | | NORTI | HBOUN | D | | SOUT | HBOUN | D | | EAST | BOUND |) | | WEST | BOUND |) | GRAND |
| INTE | RVAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 44 | 95 | 30 | 169 | 9 | 85 | 29 | 123 | 24 | 281 | 35 | 340 | 38 | 323 | 11 | 372 | 1,004 |
| 04:15 PM | 04:30 PM | 53 | 103 | 39 | 195 | 13 | 87 | 36 | 136 | 22 | 246 | 27 | 295 | 33 | 283 | 8 | 324 | 950 |
| 04:30 PM | 04:45 PM | 40 | 106 | 26 | 172 | 8 | 89 | 25 | 122 | 21 | 257 | 31 | 309 | 16 | 319 | 7 | 342 | 945 |
| 04:45 PM | 05:00 PM | 48 | 120 | 21 | 189 | 11 | 96 | 23 | 130 | 22 | 256 | 28 | 306 | 25 | 327 | 8 | 360 | 985 |
| 05:00 PM | 05:15 PM | 55 | 152 | 24 | 231 | 2 | 77 | 34 | 113 | 29 | 291 | 27 | 347 | 37 | 328 | 7 | 372 | 1,063 |
| 05:15 PM | 05:30 PM | 40 | 185 | 26 | 251 | 13 | 105 | 38 | 156 | 27 | 256 | 28 | 311 | 37 | 360 | 7 | 404 | 1,122 |
| 05:30 PM | 05:45 PM | 46 | 140 | 23 | 209 | 8 | 99 | 44 | 151 | 24 | 286 | 26 | 336 | 44 | 358 | 9 | 411 | 1,107 |
| 05:45 PM | 06:00 PM | 54 | 106 | 30 | 190 | 13 | 104 | 32 | 149 | 27 | 253 | 33 | 313 | 45 | 327 | 8 | 380 | 1,032 |

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | | Pon | ce de Le | on Bou | ılevard | | | | | | SW 8 | Street | | | | |
|-------------------|-----|------|-------|----------|--------|---------|-------|-------|-----|------|-------|-------|--------|------|-------|-------|-------|
| TIME | | NORT | нвоим | 0 | | SOUTI | HBOUN | D | | EAST | BOUND | | | WEST | BOUND |) | GRAND |
| INTERVAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | L | Т | R | TOTAL | TOTAL |
| 05:00 PM 06:00 PM | 197 | 589 | 104 | 890 | 36 | 389 | 149 | 575 | 108 | 1097 | 115 | 1,320 | 165 | 1387 | 31 | 1,583 | 4,367 |
| PEAK HOUR FACTOR | | | | 0.88 | | | | 0.91 | | | | 0.94 | | | | 0.95 | 0.96 |

24-HOUR COUNTS

Project Name: Ponce de Leon North Median Project No.: 02168 9/24/2002 Location: Ponce de Leon Boulevard South of Salamanca Avenue **Count Date:**

Observer: Joe Rice

| BEGIN | | NO | RTHBOU | ND | |
|----------|---------|---------|---------|---------|--------|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL |
| 12:00 AM | 22 | 21 | 9 | 6 | 58 |
| 01:00 AM | 2 | 5 | 5 | 4 | 16 |
| 02:00 AM | 3 | 4 | 8 | 0 | 15 |
| 03:00 AM | 5 | 1 | 3 | 1 | 10 |
| 04:00 AM | 5 | 8 | 3 | 7 | 23 |
| 05:00 AM | 5 | 8 | 10 | 16 | 39 |
| 06:00 AM | 14 | 27 | 39 | 54 | 134 |
| 07:00 AM | 127 | 158 | 143 | 150 | 578 |
| 08:00 AM | 180 | 255 | 205 | 212 | 852 |
| 09:00 AM | 217 | 192 | 173 | 180 | 762 |
| 10:00 AM | 183 | 200 | 160 | 218 | 761 |
| 11:00 AM | 204 | 216 | 203 | 217 | 840 |
| 12:00 PM | 219 | 203 | 197 | 215 | 834 |
| 01:00 PM | 218 | 206 | 224 | 238 | 886 |
| 02:00 PM | 235 | 191 | 219 | 233 | 878 |
| 03:00 PM | 182 | 253 | 248 | 243 | 926 |
| 04:00 PM | 231 | 201 | 252 | 212 | 896 |
| 05:00 PM | 314 | 304 | 237 | 250 | 1,105 |
| 06:00 PM | 257 | 160 | 152 | 155 | 724 |
| 07:00 PM | 170 | 133 | 130 | 87 | 520 |
| 08:00 PM | 109 | 88 | 61 | 80 | 338 |
| 09:00 PM | 75 | 52 | 47 | 48 | 222 |
| 10:00 PM | 50 | 34 | 32 | 37 | 153 |
| 11:00 PM | 26 | 33 | 34 | 25 | 118 |
| | | | 24-HOU | R TOTAL | 11.688 |

| BEGIN | | SO | <u>UTHBOU</u> | ND | |
|----------|---------|---------|---------------|---------|--------|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL |
| 12:00 AM | 17 | 6 | 11 | 7 | 41 |
| 01:00 AM | 10 | 3 | 5 | 8 | 26 |
| 02:00 AM | 10 | 3 | 1 | 0 | 14 |
| 03:00 AM | 2 | 4 | 1 | 1 | 8 |
| 04:00 AM | 4 | 3 | 5 | 2 | 14 |
| 05:00 AM | 4 | 7 | 11 | 14 | 36 |
| 06:00 AM | 21 | 30 | 52 | 59 | 162 |
| 07:00 AM | 109 | 117 | 131 | 146 | 503 |
| 08:00 AM | 189 | 200 | 217 | 215 | 821 |
| 09:00 AM | 187 | 158 | 163 | 168 | 676 |
| 10:00 AM | 183 | 186 | 153 | 176 | 698 |
| 11:00 AM | 178 | 176 | 180 | 196 | 730 |
| 12:00 PM | 208 | 189 | 190 | 221 | 808 |
| 01:00 PM | 221 | 198 | 215 | 199 | 833 |
| 02:00 PM | 189 | 201 | 161 | 170 | 721 |
| 03:00 PM | 156 | 182 | 163 | 161 | 662 |
| 04:00 PM | 201 | 166 | 176 | 194 | 737 |
| 05:00 PM | 203 | 242 | 225 | 218 | 888 |
| 06:00 PM | 221 | 163 | 175 | 159 | 718 |
| 07:00 PM | 142 | 108 | 95 | 84 | 429 |
| 08:00 PM | 80 | 68 | 87 | 58 | 293 |
| 09:00 PM | 43 | 36 | 42 | 36 | 157 |
| 10:00 PM | 45 | 53 | 29 | 24 | 151 |
| 11:00 PM | 24 | 17 | 29 | 7 | 77 |
| | | | 24-HOUI | R TOTAL | 10,203 |

| TWO-WAY |
|---------|
| TOTAL |
| 99 |
| 42 |
| 29 |
| 18 |
| 37 |
| 75 |
| 296 |
| 1,081 |
| 1,673 |
| 1,438 |
| 1,459 |
| 1,570 |
| 1,642 |
| 1,719 |
| 1,599 |
| 1,588 |
| 1,633 |
| 1,993 |
| 1,442 |
| 949 |
| 631 |
| 379 |
| 304 |
| 195 |
| 21,891 |

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND SOUTHBOUND

AM Peak Hour: Time: 08:15 AM Volume: AM Peak Hour: Time: 08:00 AM 821 889 Volume: MIDDAY Peak Hour: Time: 03:15 PM Volume: 975 MIDDAY Peak Hour: Time: 12:45 PM Volume: 855 PM Peak Hour: Time: 05:00 PM Volume: 1,105 PM Peak Hour: Time: 05:15 PM 906

NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 08:15 AM Volume: 1,708 K-factor: 7.8% PHF: 0.94 D-factor: 52.0% NB MIDDAY Peak Hour: Time: 01:00 PM Volume: 1,719

7.9% 0.98 K-factor: PHF: D-factor: 51.5% NB

PM Peak Hour: 1,993 05:00 PM Time: Volume: K-factor: 9.1% PHF: 0.91 55.4% NB

D-factor:

24-HOUR COUNTS

Project Name: Ponce de Leon North Median Project No.: 02168
Location: Ponce de Leon Boulevard South of SW 8 Street Count Date: 9/24/2002

Observer: Joe Rice

| BEGIN | | NC | RTHBOU | ND | |
|----------|---------|---------|---------|---------|-------|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL |
| 12:00 AM | 20 | 14 | 8 | 5 | 47 |
| 01:00 AM | 4 | 7 | 5 | 9 | 25 |
| 02:00 AM | 1 | 5 | 5 | 3 | 14 |
| 03:00 AM | 2 | 3 | 5 | 0 | 10 |
| 04:00 AM | 4 | 8 | 5 | 7 | 24 |
| 05:00 AM | 5 | 7 | 12 | 17 | 41 |
| 06:00 AM | 19 | 24 | 49 | 42 | 134 |
| 07:00 AM | 98 | 123 | 114 | 113 | 448 |
| 08:00 AM | 137 | 163 | 146 | 146 | 592 |
| 09:00 AM | 134 | 155 | 133 | 127 | 549 |
| 10:00 AM | 126 | 9 | 151 | 189 | 475 |
| 11:00 AM | 169 | 210 | 195 | 188 | 762 |
| 12:00 PM | 184 | 158 | 176 | 178 | 696 |
| 01:00 PM | 192 | 169 | 171 | 153 | 685 |
| 02:00 PM | 173 | 151 | 176 | 199 | 699 |
| 03:00 PM | 180 | 221 | 225 | 212 | 838 |
| 04:00 PM | 197 | 211 | 215 | 218 | 841 |
| 05:00 PM | 351 | 300 | 234 | 235 | 1,120 |
| 06:00 PM | 204 | 155 | 125 | 126 | 610 |
| 07:00 PM | 132 | 98 | 87 | 66 | 383 |
| 08:00 PM | 74 | 75 | 51 | 56 | 256 |
| 09:00 PM | 55 | 48 | 45 | 44 | 192 |
| 10:00 PM | 49 | 27 | 24 | 31 | 131 |
| 11:00 PM | 17 | 32 | 25 | 18 | 92 |
| | | | 24-HOU | R TOTAL | 9.664 |

| BEGIN | | | UTHBOU | | |
|----------|---------|---------|---------|---------|-------|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL |
| 12:00 AM | 10 | 5 | 10 | 4 | 29 |
| 01:00 AM | 5 | 6 | 5 | 5 | 21 |
| 02:00 AM | 5 | 1 | 1 | 0 | 7 |
| 03:00 AM | 3 | 3 | 2 | 2 | 10 |
| 04:00 AM | 4 | 4 | 6 | 3 | 17 |
| 05:00 AM | 5 | 16 | 9 | 16 | 46 |
| 06:00 AM | 21 | 32 | 53 | 75 | 181 |
| 07:00 AM | 91 | 108 | 130 | 145 | 474 |
| 08:00 AM | 190 | 188 | 229 | 217 | 824 |
| 09:00 AM | 166 | 153 | 156 | 162 | 637 |
| 10:00 AM | 174 | 151 | 130 | 144 | 599 |
| 11:00 AM | 84 | 0 | 12 | 154 | 250 |
| 12:00 PM | 168 | 86 | 115 | 183 | 552 |
| 01:00 PM | 152 | 144 | 148 | 140 | 584 |
| 02:00 PM | 159 | 158 | 133 | 155 | 605 |
| 03:00 PM | 124 | 143 | 132 | 124 | 523 |
| 04:00 PM | 151 | 136 | 153 | 165 | 605 |
| 05:00 PM | 164 | 171 | 141 | 151 | 627 |
| 06:00 PM | 159 | 131 | 143 | 129 | 562 |
| 07:00 PM | 115 | 87 | 63 | 58 | 323 |
| 08:00 PM | 70 | 54 | 41 | 43 | 208 |
| 09:00 PM | 29 | 28 | 36 | 24 | 117 |
| 10:00 PM | 36 | 26 | 24 | 20 | 106 |
| 11:00 PM | 21 | 28 | 23 | 8 | 80 |
| | | _ | 24-HOUI | R TOTAL | 7,987 |

| 76 46 21 20 41 87 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | |
|--|--------|
| 21 20 41 87 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 76 |
| 21 20 41 87 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 46 |
| 41 87 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 21 |
| 87 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 20 |
| 315 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 41 |
| 922 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 87 |
| 1,416 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 315 |
| 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 922 |
| 1,186 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,416 |
| 1,074 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,186 |
| 1,012 1,248 1,269 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,074 |
| 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,012 |
| 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,248 |
| 1,304 1,361 1,446 1,747 1,172 706 464 309 237 172 | 1,269 |
| 1,446 1,747 1,172 706 464 309 237 172 | 1,304 |
| 1,747 1,172 706 464 309 237 172 | |
| 1,172 706 464 309 237 172 | |
| 706 464 309 237 172 | 1,747 |
| 464 309 237 172 | 1,172 |
| 309 237 172 | |
| 237 172 | |
| 172 | 309 |
| | |
| 17,651 | |
| | 17,651 |
| | |

TWO-WAY TOTAL

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND SOUTHBOUND

AM Peak Hour: Time: 10:30 AM Volume: 719 AM Peak Hour: Time: 08:00 AM 824 Volume: MIDDAY Peak Hour: Time: 03:15 PM Volume: 855 MIDDAY Peak Hour: Time: 12:45 PM Volume: 627 PM Peak Hour: Time: 05:00 PM Volume: 1,120 PM Peak Hour: Time: 04:30 PM Volume: 653

NORTHBOUND AND SOUTHBOUND

 AM Peak Hour:
 Time:
 08:00 AM
 Volume:
 1,416

 K-factor:
 8.0%
 PHF:
 0.94

 D-factor:
 58.2% SB

 MIDDAY Peak Hour:
 Time:
 03:15 PM
 Volume:
 1,405

 K-factor:
 8.0%
 PHF:
 0.96

D-factor: 60.9% NB

PM Peak Hour: 7ime: 05:00 PM Volume: 1,747

K-factor: 9.9% PHF: 0.85

D-factor: 64.1% NB

24-HOUR COUNTS

Project Name: Ponce de Leon North Median Project No.: 02168
Location: Salzedo Street South of Salamanca Avenue Count Date: 9/24/2002

Observer: Joe Rice

| BEGIN | NORTHBOUND | | | | | | | | |
|----------|---------------|---------|---------|---------|-------|--|--|--|--|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL | | | | |
| 12:00 AM | 3 | 6 | 1 | 3 | 13 | | | | |
| 01:00 AM | 4 | 6 | 4 | 1 | 15 | | | | |
| 02:00 AM | 0 | 0 | 1 | 0 | 1 | | | | |
| 03:00 AM | 0 | 1 | 1 | 1 | 3 | | | | |
| 04:00 AM | 0 | 1 | 0 | 0 | 1 | | | | |
| 05:00 AM | 2 | 2 | 1 | 1 | 6 | | | | |
| 06:00 AM | 1 | 6 | 2 | 8 | 17 | | | | |
| 07:00 AM | 11 | 12 | 19 | 38 | 80 | | | | |
| 08:00 AM | 26 | 52 | 57 | 62 | 197 | | | | |
| 09:00 AM | 48 | 43 | 41 | 33 | 165 | | | | |
| 10:00 AM | 33 | 33 | 28 | 37 | 131 | | | | |
| 11:00 AM | 37 | 22 | 37 | 37 | 133 | | | | |
| 12:00 PM | 42 | 37 | 48 | 34 | 161 | | | | |
| 01:00 PM | 38 | 54 | 55 | 38 | 185 | | | | |
| 02:00 PM | 30 | 34 | 58 | 28 | 150 | | | | |
| 03:00 PM | 54 | 31 | 47 | 40 | 172 | | | | |
| 04:00 PM | 38 | 37 | 31 | 70 | 176 | | | | |
| 05:00 PM | 54 | 62 | 49 | 40 | 205 | | | | |
| 06:00 PM | 36 | 24 | 38 | 24 | 122 | | | | |
| 07:00 PM | 26 | 14 | 23 | 15 | 78 | | | | |
| 08:00 PM | 15 | 23 | 16 | 17 | 71 | | | | |
| 09:00 PM | 13 | 9 | 15 | 12 | 49 | | | | |
| 10:00 PM | 5 | 8 | 9 | 9 | 31 | | | | |
| 11:00 PM | 3 | 1 | 3 | 9 | 16 | | | | |
| | 24-HOUR TOTAL | | | | | | | | |

| BEGIN | | SO | UTHBOU | ND | | | | |
|---------------|---------|---------|---------|---------|-------|--|--|--|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL | | | |
| 12:00 AM | 1 | 2 | 1 | 3 | 7 | | | |
| 01:00 AM | 2 | 4 | 0 | 2 | 8 | | | |
| 02:00 AM | 0 | 1 | 0 | 0 | 1 | | | |
| 03:00 AM | 0 | 0 | 2 | 2 | 4 | | | |
| 04:00 AM | 0 | 1 | 1 | 1 | 3 | | | |
| 05:00 AM | 1 | 2 | 0 | 4 | 7 | | | |
| 06:00 AM | 4 | 10 | 3 | 10 | 27 | | | |
| 07:00 AM | 20 | 14 | 29 | 32 | 95 | | | |
| 08:00 AM | 34 | 42 | 29 | 48 | 153 | | | |
| 09:00 AM | 40 | 22 | 32 | 18 | 112 | | | |
| 10:00 AM | 26 | 17 | 38 | 18 | 99 | | | |
| 11:00 AM | 36 | 28 | 23 | 38 | 125 | | | |
| 12:00 PM | 32 | 28 | 40 | 39 | 139 | | | |
| 01:00 PM | 57 | 37 | 29 | 44 | 167 | | | |
| 02:00 PM | 37 | 36 | 31 | 38 | 142 | | | |
| 03:00 PM | 29 | 27 | 32 | 21 | 109 | | | |
| 04:00 PM | 34 | 41 | 36 | 41 | 152 | | | |
| 05:00 PM | 57 | 64 | 71 | 60 | 252 | | | |
| 06:00 PM | 51 | 23 | 41 | 30 | 145 | | | |
| 07:00 PM | 25 | 34 | 22 | 23 | 104 | | | |
| 08:00 PM | 11 | 13 | 17 | 18 | 59 | | | |
| 09:00 PM | 10 | 14 | 13 | 4 | 41 | | | |
| 10:00 PM | 10 | 5 | 8 | 6 | 29 | | | |
| 11:00 PM | 5 | 3 | 7 | 3 | 18 | | | |
| 24-HOUR TOTAL | | | | | | | | |

| TWO-WAY |
|---------|
| TOTAL |
| 20 |
| 23 |
| 2 |
| 2 7 |
| 4 |
| 13 |
| 44 |
| 175 |
| 350 |
| 277 |
| 230 |
| 258 |
| 300 |
| 352 |
| 292 |
| 281 |
| 328 |
| 457 |
| 267 |
| 182 |
| 130 |
| 90 |
| 60 |
| 34 |
| 4,176 |

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND SOUTHBOUND

AM Peak Hour: Time: 08:15 AM Volume: 219 AM Peak Hour: Time: 08:15 AM 159 Volume: MIDDAY Peak Hour: Time: 01:00 PM Volume: 185 MIDDAY Peak Hour: Time: 12:30 PM Volume: 173 PM Peak Hour: Time: 04:45 PM Volume: 235 PM Peak Hour: Time: 05:00 PM 252

NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 08:15 AM Volume: 378

K-factor: 9.1% PHF: 0.86

D-factor: 57.9% NB

 MIDDAY Peak Hour:
 Time:
 01:00 PM
 Volume:
 352

 K-factor:
 8.4%
 PHF:
 0.93

D-factor: 52.6% NB

PM Peak Hour: Time: 04:45 PM Volume: 468

 Nume:
 04:45 PM
 Volume:
 468

 K-factor:
 11.2%
 PHF:
 0.93

 D-factor:
 50.2% NB

24-HOUR COUNTS

Project Name: Ponce de Leon North Median Project No.: 02168
Location: Galiano Street South of Salamanca Avenue Count Date: 9/24/2002

Observer: Joe Rice

| BEGIN | | NO | RTHBOUND | | | |
|----------|---------|---------|----------|---------|-------|--|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL | |
| 12:00 AM | 6 | 0 | 0 | 1 | 7 | |
| 01:00 AM | 1 | 0 | 1 | 1 | 3 | |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 04:00 AM | 0 | 0 | 4 | 2 | 6 | |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 06:00 AM | 2 | 7 | 5 | 9 | 23 | |
| 07:00 AM | 12 | 15 | 11 | 18 | 56 | |
| 08:00 AM | 23 | 33 | 35 | 21 | 112 | |
| 09:00 AM | 10 | 17 | 17 | 8 | 52 | |
| 10:00 AM | 10 | 18 | 15 | 18 | 61 | |
| 11:00 AM | 13 | 15 | 19 | 17 | 64 | |
| 12:00 PM | 29 | 14 | 20 | 25 | 88 | |
| 01:00 PM | 28 | 22 | 32 | 26 | 108 | |
| 02:00 PM | 30 | 27 | 25 | 31 | 113 | |
| 03:00 PM | 21 | 34 | 30 | 32 | 117 | |
| 04:00 PM | 18 | 18 | 19 | 25 | 80 | |
| 05:00 PM | 46 | 37 | 45 | 43 | 171 | |
| 06:00 PM | 29 | 29 | 16 | 16 | 90 | |
| 07:00 PM | 16 | 17 | 9 | 7 | 49 | |
| 08:00 PM | 6 | 9 | 9 | 2 | 26 | |
| 09:00 PM | 15 | 7 | 14 | 8 | 44 | |
| 10:00 PM | 2 | 1 | 5 | 4 | 12 | |
| 11:00 PM | 7 | 4 | 7 | 6 | 24 | |
| | | _ | 24-HOU | R TOTAL | 1,306 | |

| | 1 | | | | | |
|----------|---------|---------|---------------|----------|-------|--|
| BEGIN | | SO | <u>UTHBOU</u> | JTHBOUND | | |
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL | |
| 12:00 AM | 3 | 4 | 1 | 0 | 8 | |
| 01:00 AM | 0 | 0 | 2 | 1 | 3 | |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 03:00 AM | 0 | 2 | 0 | 1 | 3 | |
| 04:00 AM | 0 | 0 | 2 | 1 | 3 | |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 06:00 AM | 3 | 4 | 4 | 1 | 12 | |
| 07:00 AM | 5 | 6 | 9 | 11 | 31 | |
| 08:00 AM | 23 | 24 | 17 | 26 | 90 | |
| 09:00 AM | 17 | 21 | 16 | 5 | 59 | |
| 10:00 AM | 9 | 15 | 16 | 13 | 53 | |
| 11:00 AM | 13 | 13 | 21 | 28 | 75 | |
| 12:00 PM | 23 | 21 | 29 | 23 | 96 | |
| 01:00 PM | 40 | 28 | 28 | 32 | 128 | |
| 02:00 PM | 33 | 23 | 17 | 31 | 104 | |
| 03:00 PM | 18 | 21 | 20 | 15 | 74 | |
| 04:00 PM | 17 | 10 | 23 | 27 | 77 | |
| 05:00 PM | 31 | 21 | 26 | 34 | 112 | |
| 06:00 PM | 33 | 25 | 18 | 16 | 92 | |
| 07:00 PM | 17 | 8 | 20 | 9 | 54 | |
| 08:00 PM | 3 | 9 | 9 | 4 | 25 | |
| 09:00 PM | 5 | 8 | 4 | 1 | 18 | |
| 10:00 PM | 6 | 3 | 3 | 4 | 16 | |
| 11:00 PM | 3 | 4 | 8 | 10 | 25 | |
| | 1,158 | | | | | |

| TWO-WAY |
|---------|
| TOTAL |
| 15 |
| 6 |
| 0 |
| 3 |
| 9 |
| 0 |
| 35 |
| 87 |
| 202 |
| 111 |
| 114 |
| 139 |
| 184 |
| 236 |
| 217 |
| 191 |
| 157 |
| 283 |
| 182 |
| 103 |
| 51 |
| 62 |
| 28 |
| 49 |
| 2,464 |

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND SOUTHBOUND

AM Peak Hour: Time: 08:00 AM Volume: 112 AM Peak Hour: Time: 08:00 AM 90 Volume: MIDDAY Peak Hour: Time: 03:00 PM Volume: MIDDAY Peak Hour: Time: 01:00 PM Volume: 128 PM Peak Hour: Time: 05:00 PM Volume: PM Peak Hour: Time: 05:30 PM Volume: 118

NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 08:00 AM Volume: 202

K-factor: 8.2% PHF: 0.89

D-factor: 55.4% NB

 MIDDAY Peak Hour:
 Time:
 01:00 PM
 Volume:
 236

 K-factor:
 9.6%
 PHF:
 0.87

D-factor: 54.2% SB

PM Peak Hour: Time: 05:00 PM Volume: 283

K-factor: 11.5% PHF: 0.92

D-factor: 60.4% NB

24-HOUR COUNTS

Project Name: Ponce de Leon North Median Project No.: 02168
Location: Galiano Street South of SW 8 Street Count Date: 9/24/2002

Observer: Joe Rice

| BEGIN | NORTHBOUND | | | | | | | |
|----------|------------|---------|---------|---------|-------|--|--|--|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL | | | |
| 12:00 AM | 5 | 8 | 4 | 6 | 23 | | | |
| 01:00 AM | 2 | 1 | 1 | 1 | 5 | | | |
| 02:00 AM | 0 | 2 | 2 | 4 | 8 | | | |
| 03:00 AM | 0 | 0 | 0 | 4 | 4 | | | |
| 04:00 AM | 0 | 1 | 2 | 1 | 4 | | | |
| 05:00 AM | 1 | 1 | 3 | 5 | 10 | | | |
| 06:00 AM | 6 | 11 | 13 | 15 | 45 | | | |
| 07:00 AM | 27 | 40 | 32 | 51 | 150 | | | |
| 08:00 AM | 65 | 51 | 47 | 48 | 211 | | | |
| 09:00 AM | 41 | 30 | 39 | 33 | 143 | | | |
| 10:00 AM | 37 | 24 | 22 | 26 | 109 | | | |
| 11:00 AM | 38 | 36 | 36 | 47 | 157 | | | |
| 12:00 PM | 37 | 56 | 39 | 52 | 184 | | | |
| 01:00 PM | 34 | 41 | 27 | 34 | 136 | | | |
| 02:00 PM | 32 | 34 | 35 | 36 | 137 | | | |
| 03:00 PM | 33 | 46 | 47 | 50 | 176 | | | |
| 04:00 PM | 40 | 42 | 36 | 74 | 192 | | | |
| 05:00 PM | 65 | 76 | 78 | 56 | 275 | | | |
| 06:00 PM | 54 | 42 | 38 | 29 | 163 | | | |
| 07:00 PM | 24 | 33 | 26 | 30 | 113 | | | |
| 08:00 PM | 23 | 19 | 19 | 12 | 73 | | | |
| 09:00 PM | 11 | 19 | 16 | 21 | 67 | | | |
| 10:00 PM | 12 | 8 | 8 | 8 | 36 | | | |
| 11:00 PM | 8 | 1 | 10 | 6 | 25 | | | |
| | | | 24-HOUR | R TOTAL | 2,446 | | | |

| BEGIN | | SO | UTHBOU | ND | |
|----------|---------|---------|---------|---------|-------|
| TIME | 1st 1/4 | 2nd 1/4 | 3rd 1/4 | 4th 1/4 | TOTAL |
| 12:00 AM | 3 | 5 | 6 | 3 | 17 |
| 01:00 AM | 0 | 4 | 3 | 2 | 9 |
| 02:00 AM | 0 | 1 | 2 | 1 | 4 |
| 03:00 AM | 1 | 1 | 1 | 1 | 4 |
| 04:00 AM | 1 | 0 | 0 | 3 | 4 |
| 05:00 AM | 0 | 3 | 0 | 4 | 7 |
| 06:00 AM | 6 | 6 | 12 | 9 | 33 |
| 07:00 AM | 19 | 22 | 28 | 40 | 109 |
| 08:00 AM | 51 | 81 | 73 | 80 | 285 |
| 09:00 AM | 59 | 53 | 38 | 42 | 192 |
| 10:00 AM | 34 | 44 | 39 | 33 | 150 |
| 11:00 AM | 22 | 32 | 20 | 36 | 110 |
| 12:00 PM | 29 | 26 | 17 | 53 | 125 |
| 01:00 PM | 47 | 35 | 29 | 37 | 148 |
| 02:00 PM | 31 | 35 | 34 | 35 | 135 |
| 03:00 PM | 33 | 30 | 32 | 32 | 127 |
| 04:00 PM | 36 | 27 | 33 | 35 | 131 |
| 05:00 PM | 35 | 32 | 35 | 29 | 131 |
| 06:00 PM | 41 | 27 | 27 | 21 | 116 |
| 07:00 PM | 29 | 42 | 24 | 14 | 109 |
| 08:00 PM | 21 | 20 | 12 | 15 | 68 |
| 09:00 PM | 10 | 16 | 26 | 20 | 72 |
| 10:00 PM | 7 | 16 | 9 | 8 | 40 |
| 11:00 PM | 11 | 5 | 9 | 10 | 35 |
| | | | 24-HOUI | R TOTAL | 2,161 |

| T۱ | NO-WAY |
|----|--------|
| | TOTAL |
| | 40 |
| | 14 |
| | 12 |
| | 8 |
| | 8 |
| | 17 |
| | 78 |
| | 259 |
| | 496 |
| | 335 |
| | 259 |
| | 267 |
| | 309 |
| | 284 |
| | 272 |
| | 303 |
| | 323 |
| | 406 |
| | 279 |
| | 222 |
| | 141 |
| | 139 |
| | 76 |
| | 60 |
| | 4,607 |

DAILY TRAFFIC COUNT SUMMARY

NORTHBOUND SOUTHBOUND

AM Peak Hour: Time: 07:45 AM Volume: 214 AM Peak Hour: Time: 08:15 AM 293 Volume: MIDDAY Peak Hour: Time: 12:00 PM Volume: MIDDAY Peak Hour: Time: 12:45 PM Volume: 164 PM Peak Hour: Time: 04:45 PM Volume: 293 PM Peak Hour: Time: 04:45 PM 137

NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 08:00 AM Volume: 496

K-factor: 10.8% PHF: 0.94

D-factor: 57.5% SB

 MIDDAY Peak Hour:
 Time:
 12:15 PM
 Volume:
 324

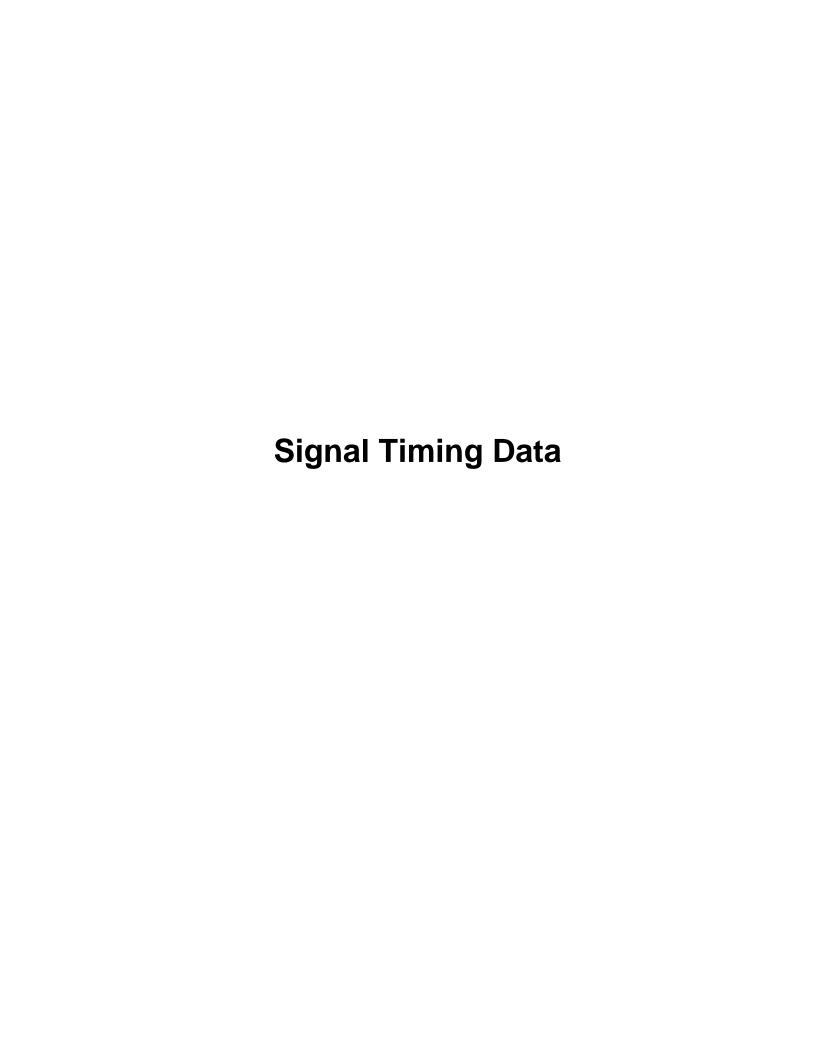
 K-factor:
 7.0%
 PHF:
 0.77

K-factor: 7.0% PHF: 0.77
D-factor: 55.9% NB

 PM Peak Hour:
 Time:
 04:45 PM
 Volume:
 430

 K-factor:
 9.3%
 PHF:
 0.95

 D-factor:
 68.1% NB



Signal Timing - #02168

```
PATTERN SCHEDULE FOR 2625 PONCE & SW 8 ST FOR DAY # 4 (SECTION 77)
TIME PT OFF EWW F Y R NSL Y NSW F G Y R EWL Y S Y M CYC
      MIN: 6 26 5 14 1 5
   0 10 81 20 22 4 2 5 3 7 13 1 4 1 5 3
                                                                                  90NIGHT/WE
                                                                            7 73LATE NIT
  30 9 69 10 22 4 2 5 3 7 6 1 4 1 5 3
30 9 69 10 22 4 2 5 3 7 6 1 4 1 5 3
530 4 24 10 22 4 2 5 3 7 6 1 4 1 5 3
700 5 18 18 22 4 2 7 3 7 13 1 4 1 5 3
800 2 18 18 22 4 2 7 3 7 13 1 4 1 5 3
900 1 81 20 22 4 2 5 3 7 13 1 4 1 5 3
1100 6 96 27 22 4 2 6 3 7 13 1 4 1 7 3
1330 11 96 27 22 4 2 6 3 7 13 1 4 1 7 3
1400 12 81 20 22 4 2 5 3 7 13 1 4 1 5 3
1430 1 81 20 22 4 2 5 3 7 13 1 4 1 5 3
1430 1 81 20 22 4 2 5 3 7 13 1 4 1 5 3
1530 7 60 43 22 4 2 6 3 7 13 1 4 1 5 3
1530 7 60 43 22 4 2 6 3 7 13 5 4 1 7 3
1800 8 54 18 22 4 2 6 3 7 13 1 4 1 6 3
                                                                            7 73PRE AM
                                                                                90AM PEAK
                                                                                90AM PEAK
                                                                                 90AVERAGE
                                                                              100MID DAY
                                                                              100MID DAY
                                                                                 90AVERAGE
                                                                                90AVERAGE
                                                                              120PM PEAK
1800 8 54 18 22 4 2 6 3 7 13 1 4 1 6 3
                                                                                90POST PM
2000 10 81 20 22 4 2 5 3 7 13 1 4 1 5 3
                                                                                90NIGHT/WE
PATTERN SCHEDULE FOR 4107 PONCE & SALAMANCA FOR DAY # 4 (SECTION 63)
TIME PT OFF NSG G Y EWW F G Y R
                                                                       S Y M CYC
      MIN: 20
                          20 1
   0 23 30 32 1 4 7 20 1 4 1
                                                                              6 70LATE NIG

    115
    21
    30
    32
    1
    4
    7
    20
    1
    4
    1

    230
    22
    30
    32
    1
    4
    7
    20
    1
    4
    1

    600
    20
    28
    38
    1
    4
    7
    20
    1
    4
    1

    700
    5
    58
    52
    1
    4
    7
    20
    1
    4
    1

                                                                              6 70LATE NIG
                                                                                 70LATE NIG
                                                                              6 76PRE-AM &
                                                                                  90AM PEAK
 745 1 58 52 1 4 7 20 1 4 1
                                                                                  90AM PEAK
 915 5 58 52 1 4 7 20 1 4 1
                                                                                 90AM PEAK
 930 6 48 52 1 4 7 20 1 4 1
                                                                                 90MTD-DAY
1330 2 48 52 1 4 7 20 1 4 1
                                                                                 90AFT SCH
1600 3 38 62 1 4 7 20 1 4 1
                                                                                100PM PEAK
1615 7 38 62 1 4 7 20 1 4 1
                                                                                100PM PEAK
1700 10 38 62 1 4 7 20 1 4 1
                                                                                100PM PEAK-
1800 7 38 62 1 4 7 20 1 4 1
                                                                               100PM PEAK
1900 8 34 42 1 4 7 20 1 4 1
                                                                                 80POST-PM
2130 \quad 9 \quad 30 \quad 35 \quad 1 \quad 4 \quad 7 \quad 20 \quad 3 \quad 4 \quad 1
                                                                                 75EARLY NI
2200\ 20\ 28\ 38\ 1\ 4\ 7\ 20\ 1\ 4\ 1
                                                                              6 76PRE-AM &
2330 23 30 32 1 4 7 20 1 4
                                                                              6 70LATE NIG
PATTERN SCHEDULE FOR 4417 PONCE & ALCAZAR FOR DAY # 4 (SECTION 63)
TIME PT OFF NSW F Y EWW F G Y R
                                                                         S Y M CYC
   MIN: 12 8
                      16 1
Enter command (CAPITAL LETTERS, MM = Main Menu)
 115 21 0 29 8 4 7 16 1 4 1
                                                                              6 70LATE NIG
 230 22 0 29 8 4 7 16 1 4 1
                                                                              6 70LATE NIG
 600 20 66 32 8 4 7 16 3 4 1
                                                                                 75PRE-AM &
 700 5 6 49 8 4 7 16 1 4 1
                                                                                 90AM PEAK
 745 1 6 49 8 4 7 16 1 4 1
                                                                                 90AM PEAK
 915 5 6 49 8 4 7 16 1 4 1
                                                                                 90AM PEAK
 930 6 4 45 8 4 7 16 5 4 1
                                                                                 90MTD-DAY
1330 2 4 45 8 4 7 16 5 4 1
1600 3 95 51 8 4 7 16 9 4 1
1615 7 95 51 8 4 7 16 9 4 1
                                                                                 90AFT SCH
                                                                                100PM PEAK
                                                                                100PM PEAK
1700 10 95 51 8 4 7 16 9 4
1800 7 95 51 8 4 7 16 9 4
                                                                                100PM PEAK-
                                         1
                                                                                100PM PEAK
1900 8 78 33 8 4 7 16 7 4
                                         1
                                                                                 80POST-PM
2130 9 0 32 8 4 7 16 3 4 1
                                                                                 75EARLY NT
2200 20 66 32 8 4 7 16 3 4 1
                                                                                 75PRE-AM &
6 70LATE NIG
```



Ponce de Leon Boulevard North Median Evaluation On-Street Parking Inventory

| Segment | West Side | | East | Side | Total | | |
|--|-----------|---|------|------|-------|---|--|
| | R | Н | R | Н | R | Н | |
| Alcazar Avenue to Minorca Avenue | 8 P | 0 | 8 P | 0 | 16 | 0 | |
| Minorca Avenue to Navarre Avenue | 6 | 1 | 5 | 1 | 11 | 2 | |
| Navarre Avenue to Majorca Avenue | 9 | 1 | 8 | 0 | 17 | 1 | |
| Majorca Avenue to Madeira Avenue | 8 | 1 | 10 | 0 | 18 | 1 | |
| Madeira Avenue to Zamora Avenue | 9 | 0 | 8 | 1 | 17 | 1 | |
| Zamora Avenue to Mendoza Avenue | 12 | 0 | 9 | 0 | 21 | 0 | |
| Mendoza Avenue to Menores Avenue | 10 | 0 | 11 | 0 | 21 | 0 | |
| Menores Avenue to Salamanca Avenue | 9 | 1 | 6 | 1 | 15 | 2 | |
| Salamanca Avenue to Sidonia Avenue | 10 | 0 | 9 | 0 | 19 | 0 | |
| Sidonia Avenue to Antilla Avenue | 7 | 0 | 7 | 2 | 14 | 2 | |
| Antilla Avenue to Phoenetia Avenue | 8 | 1 | 11 | 0 | 19 | 1 | |
| Phoenetia Avenue to Santillane Avenue | 10 | 0 | 10 | 0 | 20 | 0 | |
| Santillane Avenue to Calabria Avenue | 11 | 0 | 12 | 0 | 23 | 0 | |
| Calabria Avenue to Antiquera Avenue | 9 | 0 | 6 P | 0 | 15 | 0 | |
| Antiquera Avenue to SW 8 Street | 6 | 0 | 3 P | 0 | 9 | 0 | |

Note:

R: Regular Parking Space

H: Handicapped Parking Space

P: Parallel Parking

#02168 parking.xls

Appendix B Capacity Analysis Worksheets



Analyst: DPA

Inter.: Ponce de Leon/Alcazar Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL

Date: 10/14/2002

Period: Existing PM Peak

Year : 2002

Project ID: Ponce North Median

T/W St: Alcazar Avenue

N/S St: Ponce de Leon Boulevard

| Q | | | | D INTERSI | | | | | | |
|--|-----------|---|----------|----------------------------|-------|--------------------------------------|--------------|--------------|--------------------|--------------|
| 9 | Eas L | stbound T R | | bound T R | L | thbou: T | nd R | South L T | abound R | |
| Yo. Lanes LGConfig Yolume Yane Width RTOR Vol | 95 | 1 0 LTR 87 119 11.0 | 92 18 | 1 0 LTR 88 68 1.0 | 30 | 11.0 | 0 47 0 | 81 85 | 3 0 TTR 5 43 | |
| Duration | 0.25 | 7,000 | Trme. Ci | BD or Sim | · | | · | | | . |
| | | 7555 | | al Operat | | | | | | |
| hase Combons TB Left Thru Right Peds WB Left Thru Right Peds B Right SB Right Green Tellow All Red | | A A A A A 32.0 4.0 1.0 | | 4 NB SB EB WB | | A A 59.0 4.0 0.0 Cyc] | 6 Le Leng | | 0.0 se | ecs |
| Lane Gr | ne oup | Adj Sat Flow Rate | | | Lane | | | oach ——— | | |
| rp Ca | pacity | (s) | V/C | g/C | Delay | LOS | Delay | LOS | | |
| castbound | | | | | | | | | | |
| Tr 2 | 93 | 916 | 1.06 | 0.32 | 103.7 | F | 103.7 | F | | |
| estbound | | | | | | | | | | |
| LTR 3 | 33 | 1042 | 1.08 | 0.32 | 105.7 | F | 105.7 | F | | |
| Northbound | | | | | | | | | | |
| TR 2 | 168 | 3674 | 0.44 | 0.59 | 11.5 | В | 11.5 | В | | |
| southbound | | | | | | | | | | |
| T.TR 2 | 165 | 3669 | 0.44 | 0.59 | 11.5 | В | 11.5 | В | | |
| O I: | ntersec | tion Delay | = 35.7 | (sec/ve | h) Ir | nterse | ction | Los = I |) | |

| TV | VO-WAY STO | P CONTR | OL SUM | MARY | | | |
|---------------------------|---|--|-------------|-------------|---|---|--------------|
| | | Site I | nformati | on | | | |
| DPA | | Interse | ection | | Ponce de Leon/Navarre Ave | | |
| #02168 | 8. | A CAMPAGA CAMPAGA | 1,90,000,00 | | Coral Gables, FL | | |
| | | | | | | | |
| Existing P | M Peak | Projec | t łD | | Ponce North Median | | |
| Avenue | | North/S | South Stree | et: Ponce o | le Leon Boul | evard | |
| lorth-South | | Study f | Period (hrs |): 0.25 | | | |
| Adjustment | ts | | | | | | |
| 1 | Northbound | | | | Southbo | und | |
| 1 | 2 | 3 | | 4 | 5 | | 6 |
| L | T | _ | | L | | | R |
| | | | | | | | 23 |
| | | | 3 | | | | 0.96 |
| | | _ | | | | | 23 |
| 2 | - | | 11-4/-14 | | | | |
| - | | 1 ^ | Undivide | Ισ | 1 | <u> </u> | |
| | | | | | 1 2 | | 0 |
| | 2 | _ | | | 2 | | TR |
| LI | . 0 | 177 | | LI | 1 | | 18 |
| | | | | | | | |
| 7 | | 1 0 | | 10 | | ina i | 12 |
| | | | | | | | R |
| | | | | | | | 42 |
| | | | | | | | 0.96 |
| | | | | | | | 43 |
| | | | | | | | 0 |
| | | | | | | | |
| | | $\overline{}$ | | | | | |
| | | + | | | | | |
| | | | | | | | 0 |
| 0 | 1 | - | | 0 | 1 | - | 0 |
| U | | | | U | | | - |
| 1 1 - 1 0 1 | | | | | LIN | | |
| Total Total Control Total | | T | Marthana | | Т | Eacthaile | |
| | | | | | | | |
| | | / | | 9 | 10 | _ | 12 |
| | | | | | | _ | |
| and the second | 100.0 | | | | | | |
| 743 | 644 | | 127 | | | 150 | |
| 0.07 | 0.02 | | 0.17 | | | 0.44 | |
| 0.23 | 0.06 | | 0.57 | | | 1.98 | |
| 10.2 | 10.7 | | 38.9 | | | 46.6 | |
| В | В | | Ε | 1 | | E | |
| | | | 38.9 | | + | 46.6 | |
| | | | 38.9 | | 1 | 4D.D | |
| | DPA #02168 10/14/200 Existing F Avenue forth-South Adjustment 1 L 52 0.96 54 2 0 LT 7 L 5 0.96 5 2 0 Level of Serv NB 1 LT 54 743 0.07 0.23 10.2 | DPA | DPA | DPA | #02168 10/14/2002 Existing PM Peak Project ID | DPA Hotelston Ponce de Ponce de | DPA H02168 |

HCS2000TM

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Version 4 1

| General Information | | | Site | Informa | tion | | | |
|---------------------------|------------------|------------------------------|---|--|-------------------|-------------|------------|-----------|
| Analyst | DPA | | | section | | Pance de | e Leon/Mad | diera Ave |
| Agency/Co. | #02168 | | 500000000000000000000000000000000000000 | diction | | Coral Ga | | Diela Ave |
| Date Performed | 10/14/2002 | 2 | | ysis Year | | 2002 | Dico, i L | |
| Analysis Time Period | Existing PI | | Proje | | | | orth Media | n |
| East/West Street: Madeira | | | | | not: Popoo | de Leon Bou | | |
| Intersection Orientation: | | | | Period (hr | | ue Leon Dou | evaiu | _ |
| | | | Joiday | T Chou (III | 3). 0.20 | | | |
| Vehicle Volumes and | Adjustment | S Northbound | | | | Southbo | (10 d | |
| Major Street Movement | 1 | 5.78-2007-2016-2017-200-3111 | 1 , | 3 | 4 | 50011100 | unu | 6 |
| Movement | S = 17.712.7 | 2 T | | 3 | 4 L | 7 T | | R |
| Volume | 38 | 978 | 3. | | 20 | 864 | | 25 |
| Peak-Hour Factor, PHF | 0.94 | 0.94 | 0.5 | | 0.94 | 0.94 | | 0.94 |
| Hourly Flow Rate, HFR | 40 | 1040 | 30 | | 21 | 919 | | 26 |
| Percent Heavy Vehicles | 2 | 7010 | | | 2 | | | |
| Median Type | | | | Undivid | | | | |
| RT Channelized | | | 0 | | | | | 0 |
| Lanes | 0 | 2 | 0 | | 0 | 2 | | 0 |
| Configuration | LT | | TH | | LT | | | TR |
| Upstream Signal | | 0 | N. T. | | | 0 | | |
| Minor Street | | Westbound | <u> </u> | | | Eastbound | | |
| Movement | 7 | 8 | T 9 | | 10 | 11 | <u> </u> | 12 |
| | L | T | F | | L | Т | | R |
| Volume | 13 | 15 | 70 | , | 6 | 12 | | 34 |
| Peak-Hour Factor, PHF | 0.94 | 0.94 | 0.9 | | 0.94 | 0.94 | | 0.94 |
| Hourly Flow Rate, HFR | 13 | 15 | 74 | , | 6 | 12 | | 36 |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 |
| Percent Grade (%) | | 0 | | | | 0 | | |
| Flared Approach | | N | | | | N | | |
| Storage | | 0 | | | | 0 | | |
| RT Channelized | | | 0 |) | | | | 0 |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 |
| Configuration | | LTR | | | | LTR | | |
| Delay, Queue Length, and | Level of Service | | | | | | | |
| Approach | NB | SB | | Westbou | nd | | Eastbound | I |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| | LT | LT | | LTR | | + '0 | LTR | 12 |
| ane Configuration (vph) | | | A the Wilder | The second second second | - | _ | | + |
| (vpii) | 40 | 21 | | 102 | | 1 | 54 | + |
| (m) (vph) | 682 | 638 | | 122 | | 1 | 102 | |
| r/c | 0.06 | 0.03 | L. war | 0.84 | | | 0.53 | |
| 95% queue length | 0.19 | 0.10 | | 5.06 | | | 2.41 | |
| Control Delay | 10.6 | 10.8 | | 109.3 | | | 74.5 | |
| .OS | В | В | | F | | | F | |

**CS2000TM

\pproach Delay \pproach LOS

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109.3

F

Version J. I

74.5

F

| | TW | O-WAY STO | CONTRO | OL SUM | MARY | | | | | | | |
|-----------------------------|------------------------|---------------|--------------------------|---|------------------------------------|----------|-------------|----------|--|--|--|--|
| General Information | | | Site Ir | nform <u>ati</u> | on | | | | | | | |
| Analyst | DPA | | Interse | ction | | Ponce de | e Leon/Mer | doza Ave | | | | |
| Agency/Co. | #02168 | | Jurisdi | ction | | Coral Ga | bles, FL | | | | | |
| Date Performed | 10/14/2002 | | | is Year | | 2002 | | | | | | |
| Analysis Time Period | Existing Plv | 1 Peak | Project | t ID | | Ponce N | orth Mediai | າ | | | | |
| East/West Street: Mendoz | a Avenue | | North/S | South Stree | th Street: Ponce de Leon Boulevard | | | | | | | |
| Intersection Orientation: / | | | Study Period (hrs): 0.25 | | | | | | | | | |
| Vehicle Volumes and | Adjustments | | , , , , , | | | | | | | | | |
| Major Street | 7.0,000.00. <u>100</u> | Northbound | | - | | Southbo | und | | | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | | | |
| | L | T | R | | L | Τ | | Ŕ | | | | |
| Volume | 33 | 1006 | 16 | | 10 | 879 | | 22 | | | | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | | | | |
| Hourly Flow Rate, HFR | 35 | 1081 | 17 | | 10 | 945 | | 23 | | | | |
| Percent Heavy Vehicles | 2 | | | | 2 | | | <u></u> | | | | |
| Median Type | | | | Undivide | ed | _ | | | | | | |
| RT Channelized | la constant | | 0 | | | | | 0 | | | | |
| Lanes | 0 | 2 | 0 | | 0 | 2 | | 0 | | | | |
| Configuration | LT . | | TR | | LT | | | TR | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | | | |
| Minor Street | | Westbound | | | | Eastboo | und | | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | | |
| | L | T | R | | L | Т | | R | | | | |
| Volume | 8 | 7 | 20 | | 11 | 9 | | 15 | | | | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | | | | |
| Hourly Flow Rate, HFR | 8 | 7 | 21 | | 11 | 9 | | 16 | | | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | |
| Flared Approach | | N | | | | N | | | | | | |
| Storage | | 0 | | | | 0 | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | | |
| Lanes | 0 | 1 | 0 | 10 di | 0 | 1 | | 0 | | | | |
| Configuration | | LTR | | | | LTR | | | | | | |
| Delay, Queue Length, and | Level of Servic | e | | | | | | | | | | |
| Approach | NB | SB | | Westboun | d | | Eastbound | | | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | | |
| ane Configuration | LT | LT | | LTR | | | LTR | 1 | | | | |
| (vph) | 35 | 10 | | 36 | | | 36 | \top | | | | |
| C (m) (vph) | 691 | 624 | | 95 | | | 82 | | | | | |
| /c | 0.05 | 0.02 | | 0.38 | _ | + | 0.44 | + | | | | |
| | | 0.02 | | 1.52 | | | 1.79 | + | | | | |
| 95% queue length | 0.16 | | | | - | | | + | | | | |
| Control Delay | 10.5 | 10.9 | | 64.4 | | | 79.5 | ┦ | | | | |
| .os | В | В | | F | | | F | | | | | |
| Approach Delay | • | (| | 64.4 | | <u> </u> | 79.5 | | | | | |
| Approach LOS | - | •• | | F | 1 | F | | | | | | |

Analyst: DPA

RTOR Vol

Inter.: Ponce de Leon/Salamanca Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL

10/14/2002 Date:

Year : 2002

Period: Existing PM Peak

Project ID: Ponce North Median E/W St: Salamanca Avenue

N/S St: Ponce de Leon Boulevard

| | | | SI | GNALI | ZED I | NTERS | ECTIO | N SUMM | IARY | | | | |
|------------|----|---------|----|-------|-----------|-------|-------|------------|------|----|------------|----|--|
| | Ea | stbou | nd | W∈ | Westbound | | | Northbound | | | Southbound | | |
| | L | ${f T}$ | R | L | ${f T}$ | R | L | ${f T}$ | R | L | ${f T}$ | R | |
| | | | | | | | _ - | | | _ | | | |
| No. Lanes | | 1 | 0 | |) 1 | 0 | | 0 2 | 0 | 0 | 2 | 0 | |
| LGConfig | | LTR | | | LTR | | | LTR | | | LTR | } | |
| Tolume | 72 | 72 | 35 | 95 | 112 | 24 | 39 | 934 | 33 | 24 | 739 | 54 | |
| Lane Width | | 11.0 | | | 11.0 | | | 11.0 | • | | 11.0 |) | |

| Dur | ation | 0.25 | Area | | CBD of | | | | | | | |
|-----|----------|-----------|------|---|--------|----|--------|------|---|---|---|--|
| ha | se Comb: | ination 1 | 2 | 3 | 4 | | .10115 | 5 | 6 | 7 | 8 | |
| EB | Left | A | | - | | NB | Left | A | | | | |
| 0 | Thru | A | | | | | Thru | A | | | | |
| | Right | A | | | | | Right | Α | | | | |
| | Peds | | | | |) | Peds | | | | | |
| J/B | Left | A | | | | SB | Left | A | | | | |
| | Thru | A | | | | | Thru | A | | | | |
| | Right | A | | | | | Right | A | | | | |
| 0 | Peds | | | | | | Peds | | | | | |
| "B | Right | | | | | EB | Right | | | | | |
| SB | Right | | | | | WB | Right | | | | | |
| re | en | 28.0 | | | | | | 63.0 | | | | |
| "el | low | 4.0 | | | | | | 4.0 | | | | |
| All | Red | 1.0 | | | | | | 0.0 | | | | |

Cycle Length: 100.0 Intersection Performance Summary_ Adj Sat Appr/ Lane Ratios Lane Group Approach Flow Rate ane Group Capacity (s) V/C g/C Delay LOS Delay LOS rp astbound LTR 284 1013 0.68 0.28 38.2 D 38.2 D "estbound TR 289 1032 0.86 0.28 56.0 56.0 \mathbf{E} E Northbound 0.63 1705 2706 0.63 12.2 В 12.2 TR В Suthbound 1726 0.51 LTR 2740 0.63 10.3 В 10.3 Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

| | | O-WAY STO | | | | | | | | | | |
|---------------------------|------------------------------|------------|--------------------------|------------------|----------|----------------------------|-------------|--|--|--|--|--|
| General Information | | | | <u>Informati</u> | ion | | | | | | | |
| Analyst | DPA | | | ection | | | Leon/Sido | nia Ave | | | | |
| Agency/Co. | #02168 | | | liction | | Coral Gables, FL | | | | | | |
| Date Performed | 10/14/200 | | | sis Year_ | | 2002 Ponce North Median | | | | | | |
| Analysis Time Period | Existing P | M Peak | Projec | ot ID | | Ponce No | orth Mediar | | | | | |
| East/West Street: Sidonia | Avenue | 1000 | | | | de Leon Boul | evard | | | | | |
| Intersection Orientation: | North-South | | Study Period (hrs): 0.25 | | | | | | | | | |
| Vehicle Volumes and | Adjustment | S | | | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | und | | | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | | | |
| | L | T | R | | L | T | | R | | | | |
| Volume | 41 | 839 | 2 | | 10 | 719 | | 35 | | | | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.8 | 9 | 0.89 | 0.89 | | 0.89 | | | | |
| lourly Flow Rate, HFR | 46 | 942 | 2 | | 11 | 807 | | 39 | | | | |
| Percent Heavy Vehicles | 2 | | | | 2 | | | | | | | |
| Median Type | | | | Undivide | ed | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | | |
| | 0 | 2 | 0 | | 0 | 2 | | 0 | | | | |
| Configuration | LT | 4 | TA | · | LT | | | TR | | | | |
| Jpstream Signal | | 0 | | | | 0 | | | | | | |
| Minor Street | | Westbound | | | | Eastbou | ınd | | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | | |
| | L | T | R | | <u>L</u> | T | | R | | | | |
| Volume | 77 | 25 | 12 | | 3 | 3 | | 8 | | | | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.8 | | 0.89 | 0.89 | | 0.89 | | | | |
| Hourly Flow Rate, HFR | 86 | 28 | 13 | | 3 | 3 | | 8 | | | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | | |
| Flared Approach | | N | | | | N | | | | | | |
| Storage | | 0 | | | | 0 | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | | |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 | | | | |
| Configuration | | LTR | | | | LTR | | | | | | |
| Delay, Queue Length, and | Level of Servi | ce | | | | | | | | | | |
| Approach | NB | SB | | Westboun | nd | | Eastbound | | | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | | |
| ane Configuration | LT | LT | | LTR | + - | | LTR | | | | | |
| (vph) | 46 | 11 | | 127 | + | | 14 | 1 | | | | |
| C (m) (vph) | 787 | 722 | | 82 | + | + | 124 | | | | | |
| /c | 0.06 | 0.02 | | 1.55 | | + | 0.11 | + | | | | |
| | and the second second second | 0.02 | | 10,26 | | + | 0.37 | + | | | | |
| 95% queue length | 0.19 | | | | | 1 | | 1 | | | | |
| Control Delay | 9.9 | 10.1 | | 386.5 | | | 37.7 | ├ ── | | | | |
| .OS | A | В | | F | | | Ε | | | | | |
| pproach Delay | - | | | 386.5 | | | 37.7 | | | | | |
| pproach LOS | hLOS | | | F | • | Ε | | | | | | |

| General Information | 1 | | Site I | nformat | tion | | | | | |
|---------------------------|--|------------|-------------|------------------------------|---------------------|----------------------------|-------------|------|--|--|
| Analyst | DPA | W | Interse | ection | | Ponce de Leon/Phoenetia Av | | | | |
| Agency/Co. | #02168 | 200 | Jurisdi | ction | | Coral Gables, FL | | | | |
| Date Performed | 10/14/200 | | | is Year | | 2002 | | | | |
| Analysis Time Period | Existing F | PM Peak | Projec | t ID | | Ponce N | lorth Media | n | | |
| East/West Street: Phoe | | | | | eet: <i>Ponce d</i> | de Leon Bou | ilevard | | | |
| Intersection Orientation: | North-South | | Study F | Period (hr | s): 0.25 | | | | | |
| Vehicle Volumes an | d Adjustmen | ts | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | ound | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | T | R | | L | T | | R | | |
| Volume | 20 | 837 | 5 | | 12 | 686 | | 11 | | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | , | 0.89 | 0.89 | | 0.89 | | |
| Hourly Flow Rate, HFR | 22 | 940 | 5 | | 13 | 770 | | 12 | | |
| Percent Heavy Vehicles | 2 | | ** | | 2 | | | | | |
| Median Type | | _ | | Undivia | led | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 0 | 2 | 0 | | 0 | 2 | | 0 | | |
| Configuration | LT | | TR | | LT | | | TR | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | | Westbound | | | | Eastbo | nuq | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| 7. | L L | T | R | | L | T | | R | | |
| Volume | 7 | 8 | 13 | | 5 | 4 | | 11 | | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | | |
| Hourly Flow Rate, HFR | 7 | 8 | 14 | | 5 | 4 | | 12 | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | Market State | N | 1 | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| AT Channelized | | | 0 | | | <u> </u> | | 0 | | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | | |
| Configuration | | LTR | | | | LTR | | | | |
| Delay, Queue Length, an | | | | Taring of Consumption 11 and | | 1 | | | | |
| Approach | NB | SB | | Westbour | _ | | Eastbound | 1 | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| _ane Configuration | LT | LT | | LTR | | | LTR | | | |
| ' (vph) | 22 | 13 | | 29 | | | 21 | | | |
| | 817 | 720 | | 137 | | | 167 | | | |
| ν/c | 0.03 | 0.02 | | 0.21 | | | 0.13 | | | |
| 95% queue length | 0.08 | 0.06 | | 0.76 | | | 0.42 | | | |
| Control Delay | 9.5 | 10.1 | | 38.2 | | | 29.6 | | | |
| os | A | В | | E | | | D | | | |
| \pproach Delay | | | | 38.2 | | | 29.6 | ı | | |
| Approach LOS | | | | | | D | | | | |

TWO-WAY STOP CONTROL SUMMARY

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Version 4.1

¹⁴CS2000TM

| O a va a va l luada viva adá a va | | | Cita | OL SUN | | | | | | | | |
|-----------------------------------|----------------|------------|--|---|--|--------------|------------|--------------|--|--|--|--|
| General Information | | | | Informat | ion | | | | | | | |
| Analyst | DPA | | 39000000000 | ection | | _ | e Leon/Cal | abria Av | | | | |
| Agency/Co. | #02168 | • | | liction | | _ | ables, FL | | | | | |
| Date Performed | 10/14/200 | | | sis Year | | 2002 | ladh Madia | | | | | |
| Analysis Time Period | Existing P | M Peak | Projec | | Ponce North Median | | | | | | | |
| East/West Street: Calabria | | | | North/South Street: Ponce de Leon Boulevard | | | | | | | | |
| Intersection Orientation: / | North-South | | Study | Period (hr | s): 0.25 | | | | | | | |
| Vehicle Volumes and | Adjustment | | | | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | วนทิด | | | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | | | |
| | L | T | R | | L | Υ 215 | | R | | | | |
| Volume | 19 | 804 | 23 | | 19 | 645 | | 12 | | | | |
| Peak-Hour Factor, PHF | 0.94 | 0.94 | 0.9 | | 0.94 | 0.94 | | 0.94 | | | | |
| Hourly Flow Rate, HFR | 20 | 855 | 24 | | 20 | 686 | | 12 | | | | |
| Percent Heavy Vehicles | 2 | | | 11. 6.1 | 2 | | | | | | | |
| Median Type | ļ | | | Undivid | ed | | | | | | | |
| RT Channelized | | | 0 | | | + | | 0 | | | | |
| anes | 0 | 2 | 0 | | 0 | 2 | | 0 | | | | |
| Configuration | LT | <u> </u> | TR | | LT | | | TR | | | | |
| Jpstream Signal | | 0 | and Advantage | | | 0 | | | | | | |
| Minor Street | | Westbound | | | | Eastboo | nuq | | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | | |
| | L | T | R | | L | Ŧ | | R | | | | |
| Volume | 44 | 21 | 95 | | 12 | 6 | | 18 | | | | |
| Peak-Hour Factor, PHF | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | | | | |
| Hourly Flow Rate, HFR | 46 | 22 | 101 | | 12 | 6 | | 19 | | | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | | | | |
| Percent Grade (%) | | 0 | - | | | 0 | | | | | | |
| Flared Approach | | N | | | | N | | | | | | |
| Storage | | 0 | OF THE | | | 0 | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | | |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 | | | | |
| Configuration | | LTR | | 35 1 | | LTR | | | | | | |
| Delay, Queue Length, and | Level of Servi | ce | | | | | | | | | | |
| Approach | NB | SB | 1997 | Westbour | nd | | Eastbound | } | | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | | |
| ane Configuration | LT | LT | | LTR | + - | 1 | LTR | + | | | | |
| (vph) | 20 | 20 | | 169 | + | | 37 | + | | | | |
| (m) (vph) | 883 | 760 | AND SECTION AND SE | 195 | | + | 157 | + | | | | |
| /c | | | | | | | | | | | | |
| | 0.02 | 0.03 | | 0.87 | + | - | 0.24 | ┦ | | | | |
| 5% queue length | 0.07 | 0.08 | | 6.50 | | ļ | 0.87 | 1 | | | | |
| Control Delay | 9.2 | 9.9 | | 83.5 | | | 34.9 | 1 | | | | |
| os | A | Α | | F | | | D | | | | | |
| pproach Delay | | | | 83.5 | | | 34.9 | | | | | |
| pproach LOS | | - | | F | | | D | | | | | |

HCS2000TM

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Version 4.1

| Company Lister and Lister | | VO-WAY STO | | | | | | | |
|--|-------------------------|-------------|--|-------------|--|---|-------------|------------|--|
| General Information | | | | nformati | on | Ponce de Leon/Antiguera Av | | | |
| Analyst | DPA | | Interse | | | | | quera Ave | |
| Agency/Co. | #02168 | 2 | Jurisdie | | | Coral Ga 2002 | DIES, FL | | |
| Date Performed | 10/14/200 Existing P | | Project | is Year | | | orth Mediar | , | |
| Analysis Time Period | | IVI PEAK | | | | | | | |
| East/West Street: Antiqeui | | | | | | <u>de Leon Bou</u> | levard | | |
| Intersection Orientation: A | lorth-South | | Study F | Period (hrs |): 0.25 | | | | |
| Vehicle Volumes and | Adjustment | s | | | | | | | |
| Major Street | | Northbound | | | | Southbo | ound | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | T | R | | L | T | | R | |
| Volume | 23 | 863 | 16 | | 13 | 649 0.92 | | 23 0.92 | |
| Peak-Hour Factor, PHF | 0.92 24 | 0.92 938 | 0.92 | | 0.92 14 | 705 | | 24 | |
| Hourly Flow Rate, HFR Percent Heavy Vehicles | 24 | 938 | | | 2 | 705 | | | |
| Median Type | | | | Undivide | | | | | |
| RT Channelized | | | 0 | Ondivide | | - | | 0 | |
| Lanes | 0 | 2 | 0 | | 0 | 2 | | 0 | |
| Configuration | LT | 2 | TR | | LT | + | | TR | |
| Upstream Signal | Li | 0 | ,,, | | | 0 | | | |
| Minor Street | | Westbound | | _ | | | Eastbound | | |
| Movement | 7 | Westbound 8 | 9 | | 10 | 11 | 1 | 12 | |
| INOVERNETIC | 1 | T | R | | Ł | T | | R | |
| Volume | 6 | 6 | 17 | | 4 | 3 | | 15 | |
| Peak-Hour Factor, PHF | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | | 0.92 | |
| Hourly Flow Rate, HFR | 6 | 6 | 18 | | 4 | 3 | | 16 | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | J | LTR | | | | LTR | | | |
| Delay, Queue Length, and | Laval of Comi | | | | | | | | |
| Approach | NB | SB | 1 | | <u> </u> | т | Eastbound | | |
| | | | 7 | 8 |) 9 | 10 | 11 | 12 | |
| Movement | 1 / 7 | 4 | / | | | 10 | | 12 | |
| _ane Configuration | LT | LT_ | | LTR | - | + | LTR | - | |
| / (vph) | 24 | 14 | | 30 | | | 23 | - | |
| C (m) (vph) | 864 | 710 | | 172 | | | 228 | | |
| v/c | 0.03 | 0.02 | | 0.17 | | | 0.10 | | |
| 95% queue length | 0.09 | 0.06 | | 0.61 | | | 0.33 | | |
| Control Delay | 9.3 | 10.2 | | 30.3 | | | 22.6 | | |
| LOS | A | В | | D | | | С | | |
| Approach Delay | | | | 30.3 | • | | 22.6 | | |
| Approach LOS | | | | D | | | C | _ | |

Analyst: DPA

Inter.: Ponce de Leon Blvd/SW 8 St

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL Year : 2002

Date: 10/14/2002

Period: Existing PM Peak Project ID: Ponce North Median

E/W St: SW 8 Street

N/S St: Ponce de Leon Boulevard

| 1 | | | SI | GNALI | ZED I | NTERS | SECTION | SUMM | ARY | | | | |
|----------------|------|---------|-----|-----------|-------|-------|-------------------------------|---------------------------|-----|------|------------|-----|--|
| | Eas | stbou | nd | Westbound | | | No | Northbound | | | Southbound | | |
| J | L | ${f T}$ | R | L | T | R | L | ${f T}$ | R | L | T | R | |
| No. Lanes | 1 | 2 | 0 | 1 | 2 | 0 | $ \left \frac{1}{1} \right $ | 2 | 0 | - | 2 | 0 | |
| LGConfig | L | TR | | L | TR | • | L L | $\widetilde{\mathrm{TR}}$ | | L | TR | | |
| <i>'olume'</i> | 108 | 1097 | 115 | 165 | 1387 | 31 | 197 | 589 | 104 | 36 | 389 | 149 | |
| Lane Width | 10.0 | 12.0 | | 10.0 | 12.0 | | 10.0 | 11.0 | | 10.0 | 11.0 | | |
| KTOR Vol | | | 0 | | | 0 | ĺ | | 0 | | | 0 | |

| Dur | ation 0.25 |) | Area T | уре: | CBD o | r Sim | ilar | | | | | |
|------|---------------|-----|--------|------|--------|-------|-------|-----|----------|-------|------|------|
| | | | | Si | gnal O | perat | ions | | | | _ | |
| ha | se Combinatio | n 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 | |
| EB | Left | A | Α | 7 | | NB | Left | A | A | | | |
| 0 | Thru | | A | | | | Thru | | A | | | |
| 0 | Right | | A | | | | Right | | A | | | |
| | Peds | | | | | | Peds | | | | | |
| ···B | Left | A | A | | | SB | Left | A | A | | | |
| 0 | Thru | | A | | | | Thru | | A | | | |
| | Right | | A | | | | Right | | A | | | |
| 0 | Peds | | | | | | Peds | | | | | |
| B | Right | | | | | EB | Right | | | | | |
| SB | Right | | | | | WB | Right | | | | | |
| re | en | 7.0 | 65.0 | | | | | 6.0 | 25.0 | | | |
| el | low | 3.0 | 4.0 | | | | | 3.0 | 4.0 | | | |
| A11 | Red | 0.0 | 2.0 | | | | | 0.0 | 1.0 | | | |
| V | | | | | | | | Cvc | le Lengt | h: 12 | 20.0 | secs |

| Appr/ | Lane | Intersect Adj Sat | Rat | ios | Lane (| | Appro | oach | |
|------------|----------|-------------------|--------|--------|--------|-------|---------|---------|--|
| Cane Cp | | Flow Rate (s) | | | Delay | Los | Delay | LOS | |
| astbou | ınd | | | | | | | _ | |
| | 171 | 1486 | 0.66 | 0.63 | 33.0 | C | | | |
| FR | 1701 | 3140 | 0.74 | 0.54 | 22.9 | C | 23.7 | C | |
| | | | | | | | | | |
| jstbo | ınd | | | | | | | | |
| J. | | 1486 | 0.83 | 0.63 | 41.4 | | | | |
| _ | 1720 | 3175 | 0.86 | 0.54 | 28.2 | C | 29.6 | С | |
| Jorthbo | ound | | | | | | | | |
| | 147 | 1486 | 1.39 | 0.28 | 261.1 | F | | | |
| 0 | 580 | 2784 | 1.24 | | | | 191.4 | F | |
| Juthbo | ound | | | | | | | | |
| | 147 | 1486 | 0.26 | 0.28 | 34.8 | C | | | |
| TR | 615 | 2951 | 0.91 | 0.21 | 64.2 | E | 62.3 | E | |
| 0 | | | | | | | | | |
| 0 | Intersec | tion Delay | = 65.1 | (sec/v | eh) In | terse | ction I | los = E | |



nalyst: DPA

Inter.: Ponce de Leon/Alcazar Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL

10/14/2002 ate: Period: Proposed PM Peak

Year : 2002

Project ID: Ponce North Median
/W St: Alcazar Avenue

N/S St: Ponce de Leon Boulevard

| 0 | | | | | | | | | |
|---|-------------|------------------------------------|--------|----------------------------|--|---|------------|-----------------------------------|--------------|
| - | Pagi | SIC tbound | | D INTERSE bound | | SUMMAF thbour | | Southb | |
| 0 | L | T R | | r R | L | T | R | L T | R |
| o. Lanes GConfig Volume ane Width TOR Vol | | 1 0 LTR 37 119 11.0 | 92 1 | 1 0 LTR 88 68 1.0 | | 2 TR 846 4 11.0 | 0 17 | 1 2 L TR 33 855 10.0 11. | 43 |
| uration | 0.25 | Area 7 | | BD or Sim al Operat | | | | | |
| Phase Comb B Left Thru Right Peds "B Left Thru Right Peds NB Right B Right Creen rellow 11 Red | 3 4 | A A A A A A 37.0 | - 3 | 4 NB SB EB WB | Left Thru Right Peds Left Thru Right Peds Right Right | A A A 54.0 4.0 0.0 Cycl | 6 e Len | 7 ngth: 100 | 8 .0 secs |
| | ine Toup | Adj Sat Flow Rate | Rati | | | Group | App | roach | |
| | pacity | (s) | v/c | g/C | Delay | LOS | Dela | y LOS | |
| rastbound | | | | | | | | | |
| TR 3 | 54 | 957 | 0.88 | 0.37 | 51.3 | D | 51.3 | D | |
| westbound | | | | | | | | | |
| r.TR 3 | 97 | 1074 | 0.90 | 0.37 | 53.4 | D | 53.4 | D | |
| orthbound | | | | | | | | | |
| r. 1 | 98 | 366 | 0.16 | 0.54 | 11.9 | В | | | |
| TR 1 | 526 | 2826 | 0.60 | 0.54 | 16.4 | | 16.2 | В | |
| couthbound | | | | | | | | | |
| | | 369 | 0.17 | 0.54 | 12.1 | В | | | |
| R 1 | 527 | 2828 | 0.61 | 0.54 | 16.4 | В | 16.3 | В | |
| · I | ntersect | ion Delay | = 25.6 | (sec/ve | h) Ir | nterse | ction | LOS = C | |

| General Information | | | Site In | format | ion | | | • | | | |
|-----------------------------|-------------------|--------------|----------------|--|------------------|--|------------|------|--|--|--|
| Analyst DPA | | | | ction | | Ponce de Leon/Navarre Ave | | | | | |
| Agency/Co. | #02168 | Jurisdic | | | Coral Gables, FL | | | | | | |
| Date Performed | 10/14/2002 | Analysi | Analysis Year | | | 2002 | | | | | |
| Analysis Time Period | Proposed P | PM Peak | Project | Project ID Ponce North Median | | | | | | | |
| East/West Street: Navarre | Avenue (WR) | A Laboratory | North/S | North/South Street: Ponce de Leon Boulevard (NB) | | | | | | | |
| Intersection Orientation: N | | | | Study Period (hrs): 0.25 | | | | | | | |
| Vehicle Volumes and | | | | | | | _ | _ | | | |
| Major Street | Aujustillellis | Northbound | | | | | Southbound | | | | |
| Movement | 1 | 2 | 3 | _ | 4 | T 5 | 1 | 6 | | | |
| Novement | 1 | T | R | | L | T | | Ř | | | |
| Volume | 0 | 1019 | 14 | | 0 | 0 | | 0 | | | |
| Peak-Hour Factor, PHF | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | | 0.96 | | | |
| ourly Flow Rate, HFR 0 | | 1061 | 1061 14 | | 0 | 0 | | 0_ | | | |
| Percent Heavy Vehicles | 2 | | | | 2 | | | | | | |
| Median Type | | 100 | Undivided | | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | |
| Lanes | 0 2 | | 0 | | | 0 | | 0 | | | |
| Configuration | T | | TR | | | | | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | | |
| Minor Street | | | 4.20 | | | Eastbound | | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | |
| | L | T | R | | L | Т | | R | | | |
| Volume | 0 | 0 | 14 | | 0 | 0 | | 0 | | | |
| Peak-Hour Factor, PHF | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | | 0.96 | | | |
| Hourly Flow Rate, HFR | 0 | 0 | 14 | | 2 | 0 | | 0 | | | |
| Percent Heavy Vehicles | 2 | | | 0 | | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | |
| Flared Approach | | N | 1 | | | N | | | | | |
| Storage | | 0 | l Language | | | 0 | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | |
| Lanes | 0 | 0 | 1 | | 0 | 0 | | 0 | | | |
| Configuration | | | R | | | | | | | | |
| Delay, Queue Length, and | Level of Servic | e | -1 | | | | | | | | |
| Approach | NB SB | | 1 | Westbound | | Eastbound | | | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| ane Configuration | 150 Table 10 6 | | | | R | | | | | | |
| (vph) | | Anna Carlo | | | 14 | | | _ | | | |
| | | | | | 547 | | | + | | | |
| C (m) (vph) | | - 0 | 1,200 | | | | | + | | | |
| //c | | | | | 0.03 | - | | | | | |
| 95% queue length | | y=0.0 | | | 0.08 | | | | | | |
| Control Delay | Artist Commission | 1 | | | 11.8 | | | | | | |
| _OS | | | M. C. S. C. S. | | В | | | | | | |
| Approach Delay | | | | 11.8 | | | | | | | |
| Approach LOS | | | | В | | | | | | | |

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Version 4.1

| General Information | | | Site Inform | nation | | | | | | |
|---|--------------------|--|--|--|--------------------------|------------------|----------|--|--|--|
| | Intersection | | | | | | | | | |
| Analyst Agency/Co. | DPA #02168 | | Jurisdiction | | | | vano Ave | | | |
| Date Performed | 10/14/2002 | | Analysis Yea | r | Coral Gables, FL 2002 | | | | | |
| Analysis Time Period | Proposed F | | Project ID | | Ponce North Median | | | | | |
| | | IN I CON | | Otenski Desse | | | | | | |
| East/West Street: Navarre Intersection Orientation: A | | | North/South Street: Ponce de Leon Boulevard (SB) Study Period (hrs): 0.25 | | | | | | | |
| | | | Olady i ellod | (1113). 0.23 | | | | | | |
| Vehicle Volumes and | <u>Aajustments</u> | Northbound | | 1 | Southbound | | | | | |
| Major Street | - | _ | 3 | 4 | | ung T | | | | |
| Movement | 1 | 7 | R | L 4 | 5 T | _ | 6 R | | | |
| Volume | 0 | 0 | 0 | 0 | 853 | _ | 23 | | | |
| Peak-Hour Factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | _ | 0.96 | | | |
| Hourly Flow Rate, HFR | 0.96 | 0.98 | 0.30 | 0.98 | 888 | | 23 | | | |
| Percent Heavy Vehicles | 2 | | | 2 | | - - | | | | |
| | 2 | The state of the s | | <u> </u> | | | | | | |
| Median Type RT Channelized | | | | IVIUEU | | | 0 | | | |
| | 0 | | 0 | | + , + | | 0 | | | |
| anes | 0 | 0 | 0 | 0 | 2 | | | | | |
| Configuration | | | | | T | | TR | | | |
| Jpstream Signal | January States | 0 | A CONTRACTOR OF THE PARTY OF TH | | 0 | | | | | |
| Minor Street | and the second | Westbound | | | Eastbound | | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | | 12 | | | |
| | L | T | R | L | T | | R | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | | 42 | | | |
| Peak-Hour Factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | | | |
| Hourly Flow Rate, HFR | 0 | 0 | 0 | 0 | 0 | | 43 | | | |
| Percent Heavy Vehicles | 2 | 0 | 0 | 2 | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | 0 | | | | | |
| Flared Approach | | N | | | N | | | | | |
| Storage | | 0 | | | 0 | | | | | |
| RT Channelized | | | 0 | | | | 0 | | | |
| anes | 0 | 0 | 0 | 0 | 0 | - | 1 | | | |
| Configuration | | | | | + | | R | | | |
| Delay, Queue Length, and | level of Service | | | | | | | | | |
| Approach | NB NB | SB | Westb | ound | Т | Eastboun | | | | |
| Novement | 1 | 4 | 7 8 | | 10 | 11 | 12 | | | |
| ane Configuration | | | | | 1 | | R | | | |
| (vph) | | | | | | | 43 | | | |
| (m) (vph) | | | | | | | 609 | | | |
| /c | | | | - | | | 0.07 | | | |
| | | | | | + | | | | | |
| 5% queue length | | | | | | | 0.23 | | | |
| Control Delay | | | | | | | 11.4 | | | |
| OS | | | | | | | В | | | |
| pproach Delay | | 1 | | | | 11.4 | | | | |
| pproach LOS | - | | | | В | | | | | |

Analyst: DPA

Agency: #02168

Date: 10/14/2002

Period: Saturation Flow / Capacity
Project ID: Ponce North Median

Inter.: Ponce de Leon/NavarreAve

Area Type: CBD or Similar Jurisd: Coral Gables, FL

Year : 2002

| Project I E/W St: N | | North Medi venue | ian | N/S | St: P | once d | le Lec | on Boulevard |
|--|-----------|---------------------|-------------------|---------------------------|---|---------------------------------------|------------|-------------------------------|
| | | 0.77 | 7557 F 7 17 17 17 | - XXMIDD (17) | OMT ON | CIBACAD | 37 | |
| | Eas | tbound T R | | O INTERSE bound F R | | thboun | | Southbound L T R |
| No. Lanes LGConfig Volume Lane Widt | +_ | 1 0 LTR | | 1 0 TR | 1 | 2 TR 1019 1 | 0 4 | 0 2 0 TR 853 23 11.0 |
| RTOR Vol | | 11.0 | 1 11 | 0 | | 0 | | 0 |
| Duration | 0.25 | Area 1 | | BD or Simi | | _ | | |
| Phase Com EB Left Thru Right Peds WB Left Thru Right Peds NB Right SB Right Green Yellow All Red | | | . 3 | 4 NB SB EB WB | Left Thru Right Peds Left Thru Right Peds Right Right | A A 120.0 0.0 0.0 Cycl | 6 e Len | 7 8 agth: 120.0 secs |
| THE RESERVE OF THE PARTY OF THE | ane | Adj Sat Flow Rate | | .os | | Group | App | roach |
| | apacity | (s) | v/c | g/C | Delay | LOS | Dela | y LOS |
| Eastbound | | 440 | | | | | | |
| TTR | | | | 0.00 | | | | |
| Vestbound | | | | | | | | |
| LTR | | | | 0.00 | | | | |
| Vorthboun | d | | | | | | | |
| _PR | 2842 | 2842 | 0.38 | 1.00 | | | | |
| Southboun | đ | | | | | | | |
| TR . | 2837 | 2837 | 0.32 | 1.00 | | | | |
| 5 | Intersect | cion Delay | = | (sec/veh | ı) Ir | nterse | ction | LOS = |

nalyst: DPA

Inter.: Ponce de Leon/Madeira Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL Year : 2002

10/14/2002 Jate:

`eriod: Proposed PM Peak

Project ID: Ponce North Median W St: Madeira Avenue

N/S St: Ponce de Leon Boulevard

Intersection LOS = B

| | | STO | SNALTZE | D INTERSE | ECTTON : | TAMMUS | 3 Y | | |
|------------|---|----------------------|--------------|--------------|----------------|---------|--------|-------------|---------|
| 0 | Eas | tbound | | bound | | thbour | | Southb | ound |
| 0 | L | T R | L | T R | L | Т | R | L T | R |
| GConfi | | 1 0 LTR | 0 | 1 0 LTR | 1 L | 2 TR | 0 | 1 2 L TR | |
| Volume | 18 | 15 34 | | 7 70 | | | | 28 864 | |
| Jane Wi | 12-300 (Capper) | 11.0 | 1 | 1.0 | 10.0 | | I | 10.0 11. | |
| TOR Vo | Τ | 0 | - 62 C To | 0 | | (| , 1 | | 0 |
| uratio | n 0.25 | Area : | | BD or Sin | | | | | |
| | ombination | 1 2 | ÷ 3 | 4 | | 5 | 6 | 7 | 8 |
| _B Lef | | A | | NB | Left | A | | | |
| Thr | | A A | | } | Thru | A | | | |
| Rig Ped | | A | | | Right Peds | A | | | |
| B Lef | | A | | SB | Left | A | | | |
| Thr | | A | • | | Thru | A | | | |
| Rig | | A | | J | Right | A | | | |
| Ped | | | | | Peds | | | | |
| NB Rig | | | | EB WB | Right Right | | | | |
| reen | 110 | 26.0 | | l MP | Kigne | 65.0 | | | |
| Yellow | | 4.0 | | | | 4.0 | | | |
| _11 Red | | 1.0 | | | | 0.0 | | | |
| 0 | | Intersec | tion P | erformanc | e Summa | | e Leng | gth: 100 | .0 secs |
| .ppr/ | Lane Group | Adj Sat Flow Rate | | ios | Lane (| | App | roach | |
| Grp | Capacity | (s) | v/c | g/C | Delay | LOS | Delay | y LOS | |
| "astbou | nd | | | | | | | | |
| TR | 307 | 1180 | 0.23 | 0.26 | 29.5 | С | 29.5 | С | |
| | | | | | | | | | |
| Westbou | nd | | | | | | | | |
| 0 | | | 0.25 | 2.25 | 22.2 | | 2.0 | | |
| 0 | nd 311 | 1196 | 0.35 | 0.26 | 30.8 | С | 30.8 | С | |
| 0 | 311 und | | 0.35 | | | С | 30.8 | С | |
| TR orthbor | 311 und 263 | 405 | 0.29 | 0.65 | 8.2 | A | | | |
| TR | 311 und | | | | | | 30.8 | C | |
| TR orthbor | 311 und 263 1842 | 405 | 0.29 | 0.65 | 8.2 | A | | | |
| TR orthbor | 311 und 263 1842 und 220 | 405 | 0.29 | 0.65 | 8.2 | A | | | |
| TR orthbor | 311 und 263 1842 | 405 2834 | 0.29 0.58 | 0.65 0.65 | 8.2 10.4 | A B | | В | |

Intersection Delay = 11.4 (sec/veh)

| General Information | | | Site Info | rmatio | n | | | | |
|---------------------------|--|--------------|---------------------------------------|-------------|---------|--------------|------------------|---|--|
| Analyst | IDPA | | Intersection | | | Ponce de | Leon/Me | ndoza Av | |
| Agency/Co. | #02168 | | Jurisdictio | | | Coral Ga | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| Date Performed | 10/14/2002 | 2.5 | Analysis | | | 2002 | , | - | |
| Analysis Time Period | Proposed F | | Project ID | | - 02 | Ponce No | orth Media | n | |
| East/West Street: Mendo. | ZA AVANUA (MR) | | North/Sout | th Straat | Poncan | le Leon Boul | lovard (NIR | | |
| Intersection Orientation: | | and the same | Study Peri | | | e Leon Doa | evalu (IVD | | |
| Vehicle Volumes and | | | (Citto) 1 Cit | 100 (1110). | 0.20 | | | | |
| | T Aujustinents | Northbound | | | | Southho | Southbound | | |
| Major Street Movement | 1 | 2 | 3 | | 4 | 5 | uno | 6 | |
| Wovernent | | T - | R | | ī | T T | | R | |
| Volume | 0 | 1006 | 16 | _ | 0 | <u> </u> | | 0 | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.93 | - | 0.93 | 0.93 | | 0.93 | |
| Hourly Flow Rate, HFR | 0.55 | 1081 | 17 | | 0 | 0.00 | - - | 0.50 | |
| Percent Heavy Vehicles | 2 | | | _ | 2 | | + | | |
| Median Type | | | | Individeo | | | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 2 | 0 | | 0 | 0 | | 0 | |
| Configuration | - | T | TR | | | + | -+ | | |
| Upstream Signal | | 0 | 111 | - | | 0 | - | | |
| | | | | | | | | | |
| Minor Street | 7 | | 9 | | 10 | Eastbou | ina T | 12 | |
| Movement | | 8 T | | | 10 L | 11 T | | | |
| | L | | R | 20 | | | | R | |
| Volume | 0 | 0 | | _ | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.93 | | 0.93 | | | 0.93 | |
| Hourly Flow Rate, HFR | 0 | 0 | 21 | | 0 | 0.93 | | 0 | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | |
| Percent Grade (%) | | 0 | _ | _ | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| anes | 0 | 0 | 1 | | 0 | 0 | | 0 | |
| Configuration | | | R | | | | | | |
| Delay, Queue Length, and | Level of Service | e | | | _ | | • | | |
| Approach | NB | SB | We | stbound | | | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| ane Configuration | | | , , , , , , , , , , , , , , , , , , , | | | 1 | | +-'- | |
| | | | 27 | | 21 | | | | |
| (vph) | | | | | | | | | |
| C (m) (vph) | | | | | 527 | | | | |
| /c | | | | | 0.04 | | _ | | |
| 95% queue length | | | | | 0.12 | | | | |
| Control Delay | | | | | 12.1 | | | | |
| .os | | | | | В | | | | |
| Approach Delay | | | | 12.1 | ** | | | | |
| IPPI VAVII DOIAY | and the same of th | | | 1 2 , 1 | | 1 | | | |

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Version 4.1

| | TW | O-WAY STO | CONTI | ROL SUI | MMARY | | | | |
|---------------------------------------|------------------|--------------|-------|-----------|-----------|--|---|-----------|--|
| General Information | | | Site | Informa | tion | | | | |
| Analyst | DPA | | | section | | Ponce de L | | ndoza Ave | |
| Agency/Co. | #02168 | | | diction | | Coral Gable | es, FL | | |
| Date Performed | 10/14/2002 | | | /sis Year | | 2002 | | | |
| Analysis Time Period | Proposed F | PM Peak | Proje | ct ID | | Ponce Nort | h Mediai | <u>1</u> | |
| East/West Street: Mendoz | | | | | | de Leon Boulev | ard (SB) | | |
| Intersection Orientation: A | lorth-South | | Study | Period (h | rs): 0.25 | | | | |
| Vehicle Volumes and | Adjustments | | | | | · | | | |
| Major Street | | Northbound | | | | Southbour | d | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | \bot | 6 | |
| | | Ť | F | | L | T | — | Ř | |
| Volume | 0 | 0 | 0 | | 0 | 879 | $-\!\!\!\!+\!\!\!\!-$ | 22 | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.9 | | 0.93 | 0.93 | $-\!$ | 0.93 | |
| Hourly Flow Rate, HFR | 2 | 0 | 0 | | 2 | 945 | $-\!$ | 23 | |
| Percent Heavy Vehicles Median Type | 2 | | | Undivid | | | | | |
| RT Channelized | | | 7 0 | | Jea | 1 | $\overline{}$ | 0 | |
| Lanes | 0 | 0 | 1 0 | | 0 | 2 | | 0 | |
| Configuration | - | - | + - | | | T | _ | TR | |
| Upstream Signal | | 0 | 5.0 | | | 0 | $\overline{}$ | | |
| Minor Street | | Westbound | - | + | | Eastbound | _ | | |
| Movement | 7 | Westboulid 8 | T g | · + | 10 | 11 | ' | 12 | |
| Novement | | T | | R | | | _ | R | |
| Volume | 0 | 0 | 0 | | 0 | 0 | + | 15 | |
| Peak-Hour Factor, PHF | 0.93 | 0.93 | 0.9 | | 0.93 | 0.93 | | 0.93 | |
| Hourly Flow Rate, HFR | 0 | 0 | 0 | | 0 | 0 | | 16 | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | 160 | | | 0 | \top | | |
| RT Channelized | | | 1 0 |) | | | + | 0 | |
| Lanes | 0 | 0 | 0 | | 0 | 0 | + | 1 | |
| Configuration | | | | 140 | | | | R | |
| Delay, Queue Length, and | Level of Service | e | | | | • | | | |
| Approach | NB | SB | | Westbou | ınd | T Ea | astbound | J | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | | | | | | 1 1 | | R | |
| v (vph) | | | | | | + + | | 16 | |
| | | | | | | + + | | 564 | |
| C (m) (vph) v/c | | | | | | + + | | 0.03 | |
| 95% queue length | | | | | | + + | | 0.09 | |
| Control Delay | | | | - | | | | 11.6 | |
| | | | | | 1 | + | | | |
| LOS | | | | | | | | В | |
| Approach Delay | | | | | | | 11.6 | | |
| Approach LOS | | | | | | | В | | |

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Version 4.1

HCS2000: Signalized Intersections Release 4.1

\nalyst: DPA

Inter.: Ponce de Leon/Mendoza Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL

10/14/2002 ate:

Year : 2002

Period: Saturation Flow / Capacity Project ID: Ponce North Median
/W St: Mendoza Avenue

M/S St. Ponce de Leon Boulevard

| _/W St: | Mendoza A | venue | | N/S | St: I | Ponce (| de Lec | n Boul | levard | |
|---|--------------------|----------------------------------|-----------------|----------------|--|---------------------------------------|--------|-------------|-----------------------------|------|
| J | | SIC | GNALIZEI | O INTERSE | CTION | SUMMA | RY | | | |
| 0 | Eas L | tbound T R | West | oound F R | | rthboui T | | Sout | hbound T R | |
| o. Lan GConfi Volume ane Wi RTOR Vo | g dth | 1 0 LTR 11.0 | | 1 0 LTR | 0 | 2 TR 1006 1 | 0 | | 2 0 TR 379 22 11.0 | |
| uratio | n 0.25 | Area | | BD or Sim | | | | | | |
| B Lef Thr Rig Ped Thr Rig Ped B Rig B Rig Green Tellow 11 Red | u ht s t u ht s ht | | . 3 | 4 NB SB EB WB | Left Thru Right Peds Left Thru Right Peds Right Right | A A 120.0 0.0 0.0 Cycl | | 7 gth: 1 | .20.0 | secs |
| ppr/ | Lane Group | Intersec Adj Sat Flow Rate | tion Pe Rati | rformanc os | | ary Group | App | roach | | |
| Jrp | Capacity | (s) | v/c | g/C | Delay | LOS | Dela | y LOS | _ | |
| Fastbour | nd | _ | | 0.00 | | | | | | |
| westbour | nd | | | | | | | | | |
| YATR Orthbou | ınd | | | 0.00 | | | | | | |
| -R Southbou | 2842 | 2842 | 0.39 | 1.00 | | | | | | |
| 0 | 2838 | 2838 | 0.34 | 1.00 | | | | | | |
| R | | | | | | | | | | |
| ~ | Intersect | cion Delay | = | (sec/vel | n) I | nterse | ction | ros = | | |

HCS2000: Signalized Intersections Release 4.1

Analyst: DPA Agency: #02168

)ate:

Inter.: Ponce de Leon/Salamanca Ave Area Type: CBD or Similar Jurisd: Coral Gables, FL Year : 2002

10/14/2002

Period: Proposed PM Peak

Project ID: Ponce North Median _____/W St: Salamanca Avenue

N/S St: Ponce de Leon Boulevard

| J/W SC: Sa. | Lamanca P | venue | | 14/2 | , SC: E | once o | re ner | ni bou. | revard | |
|---|-------------------------|----------------------------|--------|---|---|--|--------|------------------------|-----------------------------|------|
| 0 | | SIG | NALIZE | D INTERSE | ECTION | SUMMAR | XY | | | |
| 0 | Easth | | | bound | I | thboun | - 1 | | thbound | |
| 0 | L 1 | R | L | T R | L | T | Ř | L | T R | |
| Jo. Lanes LGConfig Volume Lane Width RTOR Vol | 74 74 | 1 0 TR 35 | 134 1 | 1 0 LTR .25 24 .1.0 | 1 L 60 10.0 | TR 934 3 | 3 | 1 L 29 7 10.0 | 2 0 TR 739 54 L1.0 | |
| Ouration | 0.25 | Area T | | BD or Sim | | | | | | |
| Phase Combine B Left Thru Right Peds WB Left Thru Right Peds WB Right Peds WB Right B Right Green Wellow LI Red | A A A A A A A . 1 . 1 . | .0 0 0 _Intersect | tion P | al Operat 4 NB SB EB WB erformance | Left Thru Right Peds Left Thru Right Peds Right Right | A A A S6.0 4.0 0.0 Cycle | | | .00.0 | secs |
| Lane Gro | up F acity | low Rate (s) | v/c | g/C | Delay | LOS | Dela | y LOS | _ | |
| Eastbound | | | | | | - | | | | |
| TR 35 | 7 | 1020 | 0.55 | 0.35 | 28.1 | С | 28.1 | C | | |
| westbound | | | | | | | | | | |
| TTR 35 | | 1005 420 | 0.28 | 0.56 | | | 49.7 | D | | |
| R 15 | 87 | 2834 | 0.65 | 0.56 | 16.3 | | 16.0 | В | | |
| | 6 79 | 314 2819 | 0.18 | 0.56 0.56 | 11.2 14.3 | | 14.2 | В | | |
| O In | tersectio | on Delay = | 20.4 | (sec/ve | h) Ir | ntersec | ction | LOS = | C | |

| | TW | O-WAY STO | CONTRO | OL SUM | IMARY | | | | |
|-----------------------------|------------------|------------|------------|-------------|--------------------|-------------|--|--|--|
| General Information | | | Site Ir | nformat | ion | | | | |
| Analyst | DPA | | Interse | ction | | Ponce d | e Leon/Sid | lonia Ave | |
| Agency/Co. | #02168 | | Jurisdio | ction | | | ables, FL | | |
| Date Performed | 10/14/2002 | | Analys | | | 2002 | | | |
| Analysis Time Period | Proposed F | PM Peak | Project | ID | | Ponce N | lorth Media | <u> </u> | |
| East/West Street: Sidonia | Avenue (WB) | | North/S | outh Stre | et: <i>Ponce</i> o | le Leon Bou | ilevard (NE | 3) | |
| Intersection Orientation: A | lorth-South | | Study P | Period (hrs | s); 0.25 | | | | |
| Vehicle Volumes and | Adjustments | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | ound | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | T | R | | L | T | | R | |
| Volume | 0 | 839 | 2 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | |
| Hourly Flow Rate, HFR | 0 | 942 | 2 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 2 | | | 41 | 2 | | | | |
| Median Type | | | Undívid | | ed | | | | |
| RT Channelized | | | 2 0 | | - | 1 | | 0 | |
| Lanes | 0 | | | | 0 | 0 | | 0 | |
| Configuration | | T | TR | | | | | | |
| Upstream Signal | | 0 | | | | 0 | | | |
| Minor Street | | Westbound | | | | Eastbo | und | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Τ | | R | |
| Volume | 0 | 0 | 12 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | |
| Hourly Flow Rate, HFR | 0 | 0 | 13 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 2 | 2 | 2 | 2 2 | | 2 | | 2 | |
| Percent Grade (%) | | 0 | | 1000 | | 0 | | | |
| Flared Approach | | N | a Variable | - 3 | | N | | | |
| Storage | | 0 | | 34.34 | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| anes | 0 | 0 | 1 | | 0 | 0 | | 0 | |
| Configuration | | | R | | | | | | |
| Delay, Queue Length, and | Level of Service | e | | | | | · | | |
| Approach | NB | SB | 1 | Westboun | id | | Eastboun | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| ane Configuration | | | | | R | | | | |
| (vph) | | | | | 13 | | 1 | | |
| C (m) (vph) | | | | | 587 | | - | + | |
| /c | | | | - | | | - | - | |
| | | | | | 0.02 | | 1 | | |
| 5% queue length | | | | | 0.07 | | ļ | ļ | |
| Control Delay | | | | | 11.3 | | ļ | | |
| .OS | | | | | В | | | | |
| Approach Delay | | | | 11.3 | CALL CO. | | | | |
| Approach LOS | new. | | | В | | | | | |

ICS2000TM

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Version 4.1

| General Information | | | Site I | nforma | tion | | | | |
|-------------------------------|-------------------------|------------|-----------|----------------|--------------------|---------------------------|-------------|--------------|--|
| Analyst | DPA | | Interse | | | Ponce d | e Leon/Sia | lonia Ave | |
| Agency/Co. | #02168 | | Jurisdi | | | Coral Ga | | 21.1.2 7 140 | |
| Date Performed | 10/14/2002 | | Analys | is Year | | 2002 | • | | |
| Analysis Time Period | Proposed P | M Peak | Project | | | Ponce N | orth Media | n | |
| East/West Street: Sidonia | Avenue (EB) | | North/S | South Stre | et: <i>Ponce</i> c | le Leon Bou | levard (SB | :) | |
| Intersection Orientation: N | | | Study F | Period (hr | rs): 0. <i>25</i> | | <u> </u> | , | |
| Vehicle Volumes and | Adjustments | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | ound | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L L | Ť | R | | L | Т | | R | |
| Volume | 0 | 0 | 0 | | 0 | 719 | | <i>35</i> | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | 7 | 0.89 | 0.89 | | 0.89 | |
| Hourly Flow Rate, HFR | 0 | 0 | 0 | | 0 | 807 | | 39 | |
| Percent Heavy Vehicles | 2 | | | | 2 | | | | |
| Median Type | | | | Undívio | ied | - | | | |
| RT Channelized | 0 | | 0 | - | | 1 | -+ | 0 | |
| Lanes | 0 | 0 | 0 | | 0 | 2 T | | TR | |
| Configuration Upstream Signal | 7 | 0 | | 100 | | 0 | | | |
| | | | | | | | | | |
| Minor Street | - | Westbound | 1 - ^ | | 40 | Eastbo | nug | 40 | |
| Movement | 7 | 8 T | 9 R | | 10 | 11 T | | 12 | |
| /olume | | | | | L | | | R | |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | | 0.89 | 0 0.89 | | 8 0.89 | |
| Hourly Flow Rate, HFR | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 8 | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | I N | | | | $\frac{\sigma}{1-\sigma}$ | <u> </u> | | |
| Storage | | 0 | | - | - | 0 | | | |
| RT Channelized | | U | 1 | | | - · | - | | |
| | 0 | 0 | 0 | | ^ | + | | 0 | |
| anes Configuration | 0 | 0 | 0 | | 0 | 0 | | 1 R | |
| | Variation of the second | | | | | | | n | |
| Delay, Queue Length, and L | | | | Manue | d | | Tandle : | .J | |
| Approach | NB | SB | | Westbou | | <u> </u> | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| ane Configuration | | | X = = 0 c | | | | | R | |
| (vph) | | | | | | <u> </u> | | 8 | |
| (m) (vph) | | | | | | | | 625 | |
| /c | | | | | | | | 0.01 | |
| 5% queue length | | | | | | | | 0.04 | |
| Control Delay | | | | | | | | 10.8 | |
| os | | | | I | | | | В | |
| pproach Delay | | | | | | | 10.8 | | |
| pproach LOS | | | | | | - | B | | |

HCS2000: Signalized Intersections Release 4.1

Analyst: DPA

Inter.: Ponce de Leon/Sidonia Ave

Agency: #02168

Area Type: CBD or Similar Jurisd: Coral Gables, FL

Date: 10/14/2002

Year : 2002

Period: Saturation Flow / Capacity

Project ID: Ponce North Median E/W St: Sidonia Avenue

N/S St: Ponce de Leon Boulevard

| E/W St: Sid | onia Avenue | | N/S | S St: Ponc | e de Le | on Bouleva | rd |
|---|--------------------------|------|------------------------|-------------------------|---------------------------|--------------------------|--------------|
| | Eastbound | | D INTERSE | ECTION SUM Northb | | Southbo | und I |
| | L T R | | T R | L T | R | L T | R |
| No. Lanes LGConfig Volume Lane Width RTOR Vol | 0 1 0 LTR 11.0 | | 1 0 LTR 1.0 | 0 2 TR 839 11. | 2 | 0 2 TR 719 11.0 | 0 35 0 |
| Duration | 0.25 Area | | BD or Sin al Operat | | | | |
| Phase Combi | Inters | | | 0.0 |).0)) /cle Ler | ngth: 120.0 | 8) secs |
| Lane Grow Grp Capa | up Flow Rat acity (s) | | g/C | Delay LOS | | ay LOS | |
| Eastbound | | | | | | | |
| LTR | | | 0.00 | | | | |
| Westbound | | | | | | | |
| LTR | | | 0.00 | | | | |
| Northbound | | | | | | | |
| TR 284 | 7 2847 | 0.33 | 1.00 | | | | |
| Southbound | | | | | | | |
| TR 282 | 9 2829 | 0.30 | 1.00 | | | | |
| Tut | ersection Dela | v = | (sec/ve | h) Inter | section | LOS = | |

| | T\ | NO-WAY STO | P CONTRO | L SUMMAF | RY | | |
|---|--|------------|------------|---------------|-----------------|-------------|--|
| General Informatio | n | | Site Inf | ormation | | | |
| Analyst | DPA | | Intersect | ion | Ponce | de Leon/Pho | penetia Ave |
| Agency/Co. | #02168 | | Jurisdicti | | | Gables, FL | |
| Date Performed | 10/14/200 | | Analysis | | 2002 | | |
| Analysis Time Period | Proposed | PM Peak | Project II |) | Ponce | North Media | <u> </u> |
| East/West Street: Phoe | THE COST OF THE PROPERTY OF THE PARTY OF THE | | | | once de Leon Bo | oulevard | |
| Intersection Orientation: | North-South | | Study Pe | rìod (hrs): 0 | 25 | | |
| Vehicle Volumes ar | nd Adjustmen | ts | | | | | |
| Major Street | | Northbound | | | South | bound | |
| Movement | 1 | 2 | 3 | 4 | | | 6 |
| | L | Т | R | L | . 7 | | R |
| Volume | 20 | 837 | 5 | 12 | | | 11 |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | 0.8 | | | 0.89 |
| Hourly Flow Rate, HFR Percent Heavy Vehicles | 22 | 940 | 5 | 13 | | | 12 |
| Median Type | | | | | | | |
| RT Channelized | | | 1 0 | | T T | | 0 |
| Lanes | 0 | 2 | 0 | 0 | 2 | | 0 |
| Configuration | LT | | TR | LT | | | TR |
| Upstream Signal | | 0 | | | 0 | | |
| Minor Street | | Westbound | | | Eastb | ound | |
| Movement | 7 | 8 | 9 | 10 | | | 12 |
| | L | T | R | L | Υ | - | R |
| Volume | 7 | 8 | 13 | 5 | 4 | | 11 |
| Peak-Hour Factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 9 0.8 | 9 | 0.89 |
| Hourly Flow Rate, HFR | 7 | 8 | 14 | 5 | 4 | | 12 |
| Percent Heavy Vehicles | 2 | 2 | 2 | 2 | 2 | | 2 |
| Percent Grade (%) | | 0 | | | 0 | | |
| Flared Approach | | N | | | N | | |
| Storage | | 0 | | | 0 | | |
| RT Channelized | | | 0 | | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | | 0 |
| Configuration | | LTR | | | LTI | 7 | |
| Delay, Queue Length, a | nd Level of Servi | ice | | | | | |
| Approach | NB | SB | W | estbound | | Eastbound | t |
| Movement | 1 | 4 | 7 | 8 | 9 10 | 11 | 12 |
| Lane Configuration | LT | LT | | LTR | | LTR | |
| v (vph) | 22 | 13 | | 29 | | 21 | |
| C (m) (vph) | 817 | 720 | | 137 | | 167 | |
| v/c | 0.03 | 0.02 | | 0.21 | | 0.13 | 1 |
| 95% queue length | 0.08 | 0.06 | | 0.76 | | 0.42 | |
| Control Delay | 9.5 | 10.1 | | 38.2 | | 29.6 | |
| LOS | A | В | | Ε | | D | 1 |
| Approach Delay | | | <u> </u> | 38.2 | | 29.6 | |
| | | | | | | | |
| Approach Delay Approach LOS | | | | 38.2 E | | 29.6 D | |

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Version 4 1

HCS2000: Signalized Intersections Release 4.1

Analyst: DPA

Agency: #02168 Date: 10/14/2002

Period: Proposed PM Peak

Project ID: Ponce North Median

E/W St: Calabria Avenue

Inter.: Ponce de Leon/Calabria Ave

Area Type: CBD or Similar Jurisd: Coral Gables, FL Year : 2002

N/S St: Ponce de Leon Boulevard

| Lane Width 11.0 11.0 10.0 11.0 10.0 11.0 | nd R |
|--|---------|
| Eastbound L T R Westbound L T R L T R L T | I |
| No. Lanes LGConfig Volume Lane Width RTOR Vol Duration O. 25 Area Type: CBD or Similar Signal Operations Phase Combination 1 EB Left A Thru A O. 1 O. 1 O. LTR L TR L TR 42 804 23 32 645 10.0 11.0 0 O. 0 I Duration No. Lanes L TR | R |
| LGConfig LTR LTR L TR 42 804 23 32 645 | |
| Volume 16 9 18 50 27 95 42 804 23 32 645 Lane Width RTOR Vol 0 0 0 0 11.0 10.0 11.0 10.0 11.0 Duration 0.25 Area Type: CBD or Similar Signal Operations 5 6 7 8 Phase Combination 1 2 3 4 5 6 7 8 EB Left A Thru A NB Left A Thru A Thru A | 0 |
| Lane Width 11.0 | |
| RTOR Vol 0 0 0 Duration 0.25 Area Type: CBD or Similar Signal Operations Phase Combination 1 2 3 4 5 6 7 8 EB Left A NB Left A Thru A Thru A | 12 |
| Duration 0.25 Area Type: CBD or Similar Signal Operations Phase Combination 1 2 3 4 5 6 7 8 EB Left A Thru A NB Left A Thru A | |
| Signal Operations Phase Combination 1 2 3 4 5 6 7 8 EB Left A Thru A Signal Operations NB Left A Thru A | 0 } |
| Phase Combination 1 2 3 4 5 6 7 8 EB Left A NB Left A Thru A Thru A | |
| EB Left A Thru A NB Left A Thru A | |
| Thru A Thru A | |
| Pight A | |
| Right A Right A | |
| Peds | |
| WB Left A SB Left A | |
| Thru A | |
| Right A Right A Peds | |
| NB Right EB Right | |
| SB Right WB Right | |
| Green 26.0 65.0 | |
| Yellow 4.0 4.0 | |
| All Red 1.0 0.0 | |
| Cycle Length: 100.0 | secs |
| Intersection Performance Summary | |
| Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate | |
| Grp Capacity (s) v/c g/C Delay LOS Delay LOS | |
| Eastbound | |
| LTR 297 1144 0.15 0.26 28.8 C 28.8 C | |
| Westbound | |
| LTR 299 1150 0.61 0.26 36.2 D 36.2 D | |
| | |
| Northbound | |
| L 362 557 0.12 0.65 6.8 A | |
| TR 1844 2837 0.48 0.65 9.1 A 9.0 A | |
| Southbound | |
| | |
| L 288 443 0.12 0.65 6.8 A | |
| L 288 443 0.12 0.65 6.8 A TR 1846 2840 0.38 0.65 8.3 A 8.2 A | |

| General Information | | | Site Inf | formati | on | - | | | | |
|---|----------------------|--------------|--|-----------------|----------------|--|----------------|------------|--|--|
| | IODA. | | | | 011 | | - (/ | | | |
| Analyst Agency/Co. | DPA #02168 | | Intersec Jurisdict | | | Coral Ga | e Leon/An | itiquera A | | |
| Date Performed | 10/14/200 | 2 | Analysis | | | 2002 | Dies, FL | | | |
| Analysis Time Period | Proposed | | | Project ID | | | orth Media | | | |
| | | | | | | | | | | |
| East/West Street: Antique Intersection Orientation: | |): | | | | de Leon Bou | ilevard (NE | <u> </u> | | |
| | | | Study Pe | erioo (nrs |): 0.25 | | | | | |
| Vehicle Volumes and | Adjustment | | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | ound | | | |
| Movement | 1 1 | 2 T | 3 | | 4 | 5 | | 6 | | |
| \(\frac{1}{2}\) by the second of the second | 0 | 863 | R 16 | | L 0 | T 0 | | R 0 | | |
| Volume Peak-Hour Factor, PHF | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | | 0.92 | | |
| Hourly Flow Rate, HFR | 0.92 | 938 | 17 | | 0.92 | 0.92 | | 0.92 | | |
| Percent Heavy Vehicles | 2 | 938 | | - - | 2 | | - | | | |
| Median Type | - | - | | Undivide | | 1 | | | | |
| RT Channelized | | | 0 | 7/10/7/108 | , , | Т | Т | 0 | | |
| Lanes | 0 | 2 | 0 | | 0 | 0 | | 0 | | |
| Configuration | | - T | TR | _ | | + <u> </u> | _ | | | |
| Upstream Signal | | 0 | *** | - | | 0 | | | | |
| Minor Street | W DESCRIPTION OF THE | Westbound | Page 1 | | | Eastboo | ind | | | |
| Movement | 7 | Westbourid 8 | 9 | | 10 | 11 | ina | 12 | | |
| VIOVETICITE | | T | R | | L | '' | | | | |
| Volume | 0 | 0 | 17 0 | | | 0 | | 0 | | |
| Peak-Hour Factor, PHF | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | | 0.92 | | |
| Hourly Flow Rate, HFR | 0 | 0 | 18 | | 0 | 0 | | 0 | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | | 2 | 2 | | 2 | | |
| Percent Grade (%) | | 0 | | | | 0 | l | | | |
| Flared Approach | | T N | T | | | T N | | | | |
| Storage | | 0 | | _ | | 0 | | | | |
| RT Channelized | | - | | - | | + | | | | |
| | | 0 | 0 | - | | | -+ | 0 | | |
| anes | 0 | 0 | 1 | -+ | 0 | 0 | -+ | 0 | | |
| Configuration | | | R | | | <u> </u> | | | | |
| Delay, Queue Length, and | | | | | | | | | | |
| Approach | NB | SB | | estboun | | | Eastboun | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| ane Configuration | | | | | R | | | | | |
| (vph) | | | | | 18 | | | | | |
| (m) (vph) | | | | | 581 | | | \top | | |
| /c | THE RESERVE | | | | 0.03 | 1 | | | | |
| 5% queue length | | | | | 0.10 | | | 1 | | |
| Control Delay | | | | | 11.4 | | | + | | |
| .OS | | | | | B | 1 | | + | | |
| | | | | 44.4 | <u> </u> | 1 | L | | | |
| pproach Delay | | | | 11.4 | | | | | | |
| approach LOS | | | | В | | L | | | | |

| Canaval Information | | 0.01 | Cita Inform | S BOY C STANDERS | | |
|---|----------------------|------------|----------------------------|----------------------------------|--|-----------------|
| General Information | lan. | | Site Inform | nation | <u> </u> | |
| Analyst | DPA | | Intersection Jurisdiction | _ | | n/Antiquera Ave |
| Agency/Co. Date Performed | #02168 10/14/2002 | | Analysis Yea | ar | Coral Gables, 2002 | <i>FL</i> |
| Analysis Time Period | Proposed F | | Project ID | 21 | Ponce North I | Median |
| | | WITCH | | · · · · | | |
| East/West Street: Antique Intersection Orientation: | | | | | de Leon Boulevar | a (SB) |
| | | | Study Period | (nrs): 0.25 | | |
| Vehicle Volumes and | Adjustments | | | | 0 111 | |
| Major Street | 1 | Northbound | 1 2 | 1 | Southbound | |
| Movement | | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | 0 | 0 | 0 | 0 | 649 | 23 |
| Peak-Hour Factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly Flow Rate, HFR | 0.32 | 0.52 | 0.52 | 0.52 | 705 | 24 |
| Percent Heavy Vehicles | 2 | | | 2 | | |
| Median Type | | | Una | livided | | • |
| RT Channelized | | | 0 | Alman and an artist and a second | | 0 |
| Lanes | 0 | 0 | 0 | 0 | 2 | 0 |
| Configuration | | | | | T | TR |
| Upstream Signal | | 0 | | | 0 | |
| Minor Street | | Westbound | | | Eastbound | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 0 0 | | 0 | 0 | 0 | 15 |
| Peak-Hour Factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly Flow Rate, HFR | 0 | 0 | 0 | 0 | 0 | 16 |
| Percent Heavy Vehicles | 2 | 2 | 2 | 2 | 2 | 2 |
| Percent Grade (%) | de la company | 0 | | | 0 | |
| Flared Approach | | N | - | | N | |
| Storage | | 0 | | | 0 | |
| RT Channelized | | | 0 | | | 0 |
| Lanes Configuration | 0 | 0 | 0 | 0 | 0 | 1 |
| | (Entreplant) | | The second | The second second | | R |
| Delay, Queue Length, and | | | | to Property | | |
| Approach | NB | SB | Westb | | | oound |
| Movement | 1 | 4 | 7 8 | 9 | 10 | 11 12 |
| Lane Configuration | | | | | | R |
| / (vph) | | | | | | 16 |
| C (m) (vph) | | The second | | | | 666 |
| vilc | | 2012/10/07 | | | | 0.02 |
| 95% queue length | | | | 1111 | | 0.07 |
| Control Delay | | | | | | 10.5 |
| Los | | 100 | | | | B |
| Approach Delay | | - | | - 412 | 10 | |
| Approach LOS | | - | | | E | |

CS2000TM

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Version 4.1

HCS2000: Signalized Intersections Release 4.1

Analyst: DPA

Inter.: Ponce de Leon/Antiquera Ave Area Type: CBD or Similar

\gency: #02168 Date: 10/14/2002

Jurisd: Coral Gables, FL

Period: Saturation Flow / Capacity

Year : 2002

Project ID: Ponce North Median
E/W St: Antiquera Avenue

N/S St. Ponce de Leon Boulevard

| E/W St: Ant | iquera Av | renue | | N/S | St: F | once | de Leo | n Bou | llevard | |
|--|-----------|-----------------------|---------------------------------------|-----------------------------------|---|------------------------------|--------------|-----------|-----------------------------|------|
| | | STGN | ALTZED | INTERSEC | MOTT | SUMMA | RY | | | |
| _ | Eastbo | | Westbo | | | thbou | | Sou | thbound | |
| | L T | R | L T | R | L | ${f T}$ | R | L | T R | |
| No. Lanes LGConfig Yolume Lane Width RTOR Vol | 0 1 LT | PR | 0 1 LT 11. | .'R | 0 | 2 TR 863 11.0 | 0 16 0 | 0 | 2 0 TR 649 23 11.0 | |
| Duration | 0.25 | Area Ty | | or Simi | | | | | | |
| Thase Combine EB Left Thru Right Peds WB Left Thru Right Peds IB Right SB Right SB Right Feen Tellow All Red | nation 1 | 2 - | 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | Operati 4 NB SB EB WB | Left Thru Right Peds Left Thru Right Peds Right | A A 120. 0.0 0.0 | 0 ele Len | 7 gth: | 120.0 | secs |
| Appr/ Lan | | _Intersect \dj Sat | ion Per. Ratio | | e Summ Lane | |) App | roach | | |
| Lane Gro | | ow Rate | | | | | - —— | | | |
| Crp Cap | acity | (s) | A\C | g/C | Delay | LOS | Dela | y LOS | 5 | |
| LTR | | | | 0.00 | | | | | | |
| estbound | | | | | | | | | | |
| _TR Northbound | | | | 0.00 | | | | | | |
| _R 28 | 41 2 | 2841 | 0.34 | 1.00 | | | | | | |
| Couthbound | | | _ | , | | | | | | |
| TR 28 | 34 2 | 2834 | 0.26 | 1.00 | | | | | | |
| 6. | | | | | | | | | | |

HCS2000: Signalized Intersections Release 4.1

Analyst: DPA _gency: #02168

10/14/2002

)ate:

southbound

TR

115

664

510

2951

Period: Proposed PM Peak

Project ID: Ponce North Median

Area Type: CBD or Similar Jurisd: Coral Gables, FL

Inter.: Ponce de Leon Blvd/SW 8 St

Year : 2002

| Project ID: | | | ch Med | ian | | N7 / C | - CIA T | | -1 - T - 1 | - Day | . 1 | | |
|----------------|--------|---------|--------|----------------|------------------|--------|---------|--------|------------|--------|-------|-----|-----|
| J/W St: SW | 8 Stre | eet | | | | N/S | St: E | ronce | ae Lec | on Bot | iieva | ra | |
| 0 | | | si | GNALI | ZED IN | TERSE | CTION | SUMMA | RY | | | | |
| 0 | Eas | stbour | nd | Wes | stboun | | | thbou | | | ıthbo | | |
| Ŏ _ | L | ${f T}$ | R | L | T | R | L | T | R | L | T | R | |
| o. Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | _ |
| LGConfig | L | TR | | L | TR | | L | TR | | L | TR | | |
| olume | 108 | 1097 | 115 | 165 | 1387 | 31 | 197 | 589 | 104 | 36 | 389 | 149 | |
| ane Width | 10.0 | 12.0 | | 10.0 | | | 10.0 | 11.0 | _ | 10.0 | 11.0 | | ŀ |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 0 | l |
| Ouration | 0.25 | | Area ' | | | | | | | | | | |
| hara Gambán | | . 1 | | | mal ₀ | perat | ions | | | 7 | | | |
| hase Combin | nation | ı ı | 2 | . 3 | 4 | NB | Left | 5 A | 6 A | / | • | 8 | |
| Thru | | A | A A | | | 140 | Thru | A | A | | | | |
| Right | | | A | | | | Right | | A | | | | |
| Peds | | | ** | | | | Peds | | ** | | | | |
| WB Left | | A | A | | | SB | Left | | A | | | | |
| Thru | | | A | | | | Thru | | A | | | | |
| Right | | | Α | | | | Right | | A | | | | |
| Peds | | | | | | ł | Peds | | | | | | |
| _B Right | | | | | | EB | Right | | | | | | |
| GB Right | | 10.0 | 56.0 | | | WB | Right | 14.0 | 27.0 | | | | |
| Green ellow | | 3.0 | 4.0 | | | | | 0.0 | 3.0 | 1 | | | |
| `11 Red | | 0.0 | 2.0 | | | | | 0.0 | 1.0 | | | | |
| 011 1100 | | 0.0 | 2.0 | | | | | | le Len | ath: | 120.0 |) = | ecs |
| 0 | | In | tersec | ction | Perfo | rmanc | e Summ | | | 5 | | | |
| 'ppr/ Lane | 3 | | Sat | | tios | | Lane | | | roach | | | |
| Lane Grou | | | Rate | | | _ | | | | | | | |
| rp Capa | city | (| s) | v/c | g/(| C | Delay | LOS | Dela | y LOS | | | |
| Eastbound | | | | | | | | | | | | | |
| 209 | | 148 | | 0.54 | | | 26.9 | С | | | | | |
| TR 146 | 55 | 314 | 0 | 0.86 | 0 . 4 | 47 | 34.1 | C | 33.5 | С | | | |
| estbound | | | | | | | | | | | | | |
| 209 | } | 148 | 6 | 0.82 | 0.5 | 57 . | 54.0 | D | | | | | |
| r'R 148 | 32 | 317 | 5 | 1.00 | | | 54.4 | D | 54.4 | D | | | |
| "orthbound | | | | | | | | | | | | | |
| 246 | ; | 148 | 6 | 0.83 | 0.3 | 3 4 | 53.1 | D | | | | | |
| R 951 | | 278 | | 0.76 | | | 38.7 | D | 41.9 | D | | | |
| | | | | | | | | | | | | | |

Intersection Delay = 45.4 (sec/veh) Intersection LOS = D

0.22

0.22

40.6

54.2

D

D

53.3

0.33

0.84

Lane Group Capacity Improvement Calculations

Ponce de Leon Boulevard North Median Evaluation Lane Group Capacity

| Intersection Existing Conditions | | | | | | Р | roposed | Condit | ions | Total | | |
|--|-----------------------|-------------|-----------------------|-------------|--------|-----------------------|-------------|-----------------------|-------------|--------|--|--|
| intersection | | NB | , | SB | Total | | NB | | SB | TOLAT | | |
| Ponce de Leon Blvd / Alcazar Avenue | LTR | 2168 | LTR | 2165 | 4333 | L TR | 198 1526 | L TR | 199 1527 | 3450 | | |
| Ponce de Leon Blvd / Navarre Avenue | LT TR ¹ | 743 1302 | LT TR ¹ | 644 1302 | 3990 | TR | 2842 | TR | 2837 | 5679 | | |
| Ponce de Leon Blvd / Madeira Avenue | LT TR ¹ | 682 1302 | LT TR ¹ | 638 1302 | 3923 | L TR | 263 1842 | L TR | 220 1843 | 4168 | | |
| Ponce de Leon Blvd / Mendoza Avenue | LT TR ¹ | 691 1302 | LT TR ¹ | 624 1302 | 3918 | TR | 2842 | TR | 2838 | 5680 | | |
| Ponce de Leon Blvd / Salamanca Avenue | LTR ² | 1620 | LTR ² | 1640 | 3259 | L TR | 235 1587 | L TR | 176 1579 | 3577 | | |
| Ponce de Leon Blvd / Sidonia Avenue | LT TR ¹ | 787 1302 | LT TR ¹ | 722 1302 | 4112 | TR | 2847 | TR | 2829 | 5676 | | |
| Ponce de Leon Blvd / Phoenetia Avenue | LT TR ¹ | 817 1302 | LT TR ¹ | 720 1302 | 4140 | LT TR ³ | 817 1233 | LT TR ³ | 720 1233 | 4003 | | |
| Ponce de Leon Blvd / Calabria Avenue | LT TR ¹ | 883 1302 | LT TR ¹ | 760 1302 | 4246 | L TR | 362 1844 | L TR | 288 1846 | 4340 | | |
| Ponce de Leon Blvd / Antiquera Avenue | LT TR ³ | 864 1233 | LT TR ¹ | 710 1302 | 4109 | TR | 2841 | TR | 2834 | 5675 | | |
| Ponce de Leon Blvd / SW 8 Street | L TR | 147 580 | L TR | 147 615 | 1489 | L TR | 246 951 | L TR | 115 664 | 1976 | | |
| Subtotal | 19 | ,024 | 18 | 3,495 | 37,519 | 22 | 2,476 | 21 | ,748 | 44,224 | | |
| Percen | Percentage Change | | | | | | | 18% 18% | | | | |
| Total | Total 37,519 | | | | | | | 44,224 | | | | |
| Total Percentage Change | | | | | | | 18% | | | | | |

¹ Unsigalized Intersection, Angle Parking Adjustment Factor 0.95

#02168

² Sigalized Intersection, Angle Parking Adjustment Factor 0.95

³ Unsigalized Intersection, Parallel Parking Adjustment Factor 0.90

Appendix C Historical Crash Data Summary

Historical Crash Data Summary Ponce de Leon Boulevard Antiquerra Avenue to Alcazar Avenue

| Category | 1999 | Total | 2000 | Total | 2001 | Total | Grand Total | |
|--|--------|---------|--------|---------|--------|---------|-------------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 20 | 10.1% | 87 | 43.7% | 92 | 46.2% | 199 | 100.0% |
| Rear End | 4 | 2.0% | 10 | 5.0% | 10 | 5.0% | 24 | 12.1% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 3 | 1.5% | 13 | 6.5% | 8 | 4.0% | 24 | 12.1% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 1 | 0.5% | 9 | 4.5% | 16 | 8.0% | 26 | 13.1% |
| Right Turn | 0 | 0.0% | 1 | 0.5% | 3 | 1.5% | 4 | 2.0% |
| Angle | 10 | 5.0% | 31 | 15.6% | 34 | 17.1% | 75 | 37.7% |
| Backed Into | 1 | 0.5% | 5 | 2.5% | 6 | 3.0% | 12 | 6.0% |
| Collision with Pedestrian | 0 | 0.0% | 2 | 1.0% | 0 | 0.0% | 2 | 1.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 1 | 0.5% | 9 | 4.5% | 7 | 3.5% | 17 | 8.5% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 2 | 1.0% | 0 | 0.0% | 2 | 1.0% |
| Others | 0 | 0.0% | 5 | 2.5% | 8 | 4.0% | 13 | 6.5% |
| Number of Fatalities | Ō | | 0 | | 0 | | 0 | |
| Number of Injuries | | 1 | 1 | 0 | 9 | 9 | 2 | .0 |

Historical Crash Data Summary Ponce de Leon Boulevard Alcazar Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 3 | 7.3% | 21 | 51.2% | 17 | 41.5% | 41 | 100.0% |
| Rear End | 0 | 0.0% | 1 | 4.8% | 0 | 0.0% | 1 | 2.4% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 1 | 33.3% | 4 | 19.0% | 3 | 17.6% | 8 | 19.5% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 1 | 33.3% | 1 | 4.8% | 2 | 11.8% | 4 | 9.8% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 33.3% | 7 | 33.3% | 8 | 47.1% | 16 | 39.0% |
| Backed Into | 0 | 0.0% | 1 | 4.8% | 2 | 11.8% | 3 | 7.3% |
| Collision with Pedestrian | 0 | 0.0% | 1 | 4.8% | 0 | 0.0% | 1 | 2.4% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 3 | 14.3% | 1 | 5.9% | 4 | 9.8% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 3 | 14.3% | 1 | 5.9% | 4 | 9.8% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | | 0 | | 3 | , | 1 | 4 | 4 |

Historical Crash Data Summary Ponce de Leon Boulevard Minorca Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | То | tal |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 2 | 20.0% | 0 | 0.0% | 8 | 80.0% | 10 | 100.0% |
| Rear End | 0 | 0.0% | 0 | 0.0% | 1 | 12.5% | 1 | 10.0% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 1 | 50.0% | 0 | 0.0% | 2 | 25.0% | 3 | 30.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 1 | 12.5% | 1 | 10.0% |
| Angle | 1 | 50.0% | 0 | 0.0% | 1 | 12.5% | 2 | 20.0% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 1 | 12.5% | 1 | 10.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 2 | 25.0% | 2 | 20.0% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | |) | (| 0 | (|) | (|) |

Historical Crash Data Summary Ponce de Leon Boulevard Navarre Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 1 | 14.3% | 4 | 57.1% | 2 | 28.6% | 7 | 100.0% |
| Rear End | 0 | 0.0% | 1 | 25.0% | 1 | 50.0% | 2 | 28.6% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 2 | 50.0% | 0 | 0.0% | 2 | 28.6% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% | 1 | 14.3% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% | 1 | 14.3% |
| Backed Into | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 14.3% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | | 0 | | 0 | | 0 | (|) |

Historical Crash Data Summary Ponce de Leon Boulevard Majorca Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 1 | 7.7% | 7 | 53.8% | 5 | 38.5% | 13 | 100.0% |
| Rear End | 1 | 100.0% | 1 | 14.3% | 1 | 20.0% | 3 | 23.1% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 1 | 14.3% | 1 | 20.0% | 2 | 15.4% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 0 | 0.0% | 2 | 28.6% | 3 | 60.0% | 5 | 38.5% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 1 | 14.3% | 0 | 0.0% | 1 | 7.7% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 2 | 28.6% | 0 | 0.0% | 2 | 15.4% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | | 0 | | 2 | | 0 | 4 | 2 |

Historical Crash Data Summary Ponce de Leon Boulevard Madeira Avenue

| Category | 19 | 99 | 20 | 000 | 20 | 01 | То | tal |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 1 | 14.3% | 4 | 57.1% | 2 | 28.6% | 7 | 100.0% |
| Rear End | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 14.3% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 14.3% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Right Turn | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 14.3% |
| Angle | 1 | 100.0% | 1 | 25.0% | 2 | 100.0% | 4 | 57.1% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | | 0 | 0 | | 0 | | 0 | |
| Number of Injuries | 0 | | 0 | | 0 | | (|) |

Historical Crash Data Summary Ponce de Leon Boulevard Zamora Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 0 | 0.0% | 3 | 50.0% | 3 | 50.0% | 6 | 100.0% |
| Rear End | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% | 1 | 16.7% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 1 | 33.3% | 1 | 33.3% | 2 | 33.3% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 0 | 0.0% | 0 | 0.0% | 2 | 66.7% | 2 | 33.3% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% | 1 | 16.7% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | |) | | 0 | , | 1 | | 1 |

Historical Crash Data Summary Ponce de Leon Boulevard Mendoza Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | То | tal |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 0 | 0.0% | 3 | 60.0% | 2 | 40.0% | 5 | 100.0% |
| Rear End | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% | 1 | 20.0% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% | 1 | 20.0% |
| Angle | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% | 1 | 20.0% |
| Backed Into | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% | 1 | 20.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% | 1 | 20.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | (|) | (| 0 | (|) | (|) |

Historical Crash Data Summary Ponce de Leon Boulevard Menores Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 3 | 18.8% | 8 | 50.0% | 5 | 31.3% | 16 | 100.0% |
| Rear End | 0 | 0.0% | 2 | 25.0% | 0 | 0.0% | 2 | 12.5% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 3 | 37.5% | 0 | 0.0% | 3 | 18.8% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 2 | 66.7% | 1 | 12.5% | 4 | 80.0% | 7 | 43.8% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 1 | 33.3% | 2 | 25.0% | 0 | 0.0% | 3 | 18.8% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 6.3% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | | 0 | , | 1 | |) | | 1 |

Historical Crash Data Summary Ponce de Leon Boulevard Salamanca Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 2 | 8.7% | 8 | 34.8% | 13 | 56.5% | 23 | 100.0% |
| Rear End | 2 | 100.0% | 0 | 0.0% | 2 | 15.4% | 4 | 17.4% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 2 | 25.0% | 0 | 0.0% | 2 | 8.7% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 2 | 25.0% | 3 | 23.1% | 5 | 21.7% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 1 | 7.7% | 1 | 4.3% |
| Angle | 0 | 0.0% | 3 | 37.5% | 3 | 23.1% | 6 | 26.1% |
| Backed Into | 0 | 0.0% | 1 | 12.5% | 3 | 23.1% | 4 | 17.4% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 1 | 7.7% | 1 | 4.3% |
| Number of Fatalities | 0 | | 0 | | 0 | | 0 | |
| Number of Injuries | (| 0 | , | 1 | : | 2 | ; | 3 |

Historical Crash Data Summary Ponce de Leon Boulevard Sidonia Avenue

| Category | 1999 | | 2000 | | 2001 | | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 2 | 16.7% | 7 | 58.3% | 3 | 25.0% | 12 | 100.0% |
| Rear End | 0 | 0.0% | 1 | 14.3% | 0 | 0.0% | 1 | 8.3% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 1 | 14.3% | 0 | 0.0% | 1 | 8.3% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 1 | 14.3% | 0 | 0.0% | 1 | 8.3% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 50.0% | 3 | 42.9% | 3 | 100.0% | 7 | 58.3% |
| Backed Into | 1 | 50.0% | 0 | 0.0% | 0 | 0.0% | 1 | 8.3% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 1 | 14.3% | 0 | 0.0% | 1 | 8.3% |
| Number of Fatalities | (| 0 | | 0 | 0 | | 0 | |
| Number of Injuries | • | 1 | | 0 | | 0 | | 1 |

Historical Crash Data Summary Ponce de Leon Boulevard Antilla Avenue

| Category | 19 | 99 | 20 | 00 | 2001 | | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 1 | 11.1% | 3 | 33.3% | 5 | 55.6% | 9 | 100.0% |
| Rear End | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 1 | 33.3% | 1 | 20.0% | 2 | 22.2% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 100.0% | 2 | 66.7% | 2 | 40.0% | 5 | 55.6% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 11.1% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 11.1% |
| Number of Fatalities | |) | | 0 | |) | 0 | |
| Number of Injuries | (|) | | 1 | |) | | 1 |

Historical Crash Data Summary Ponce de Leon Boulevard Phoenetia Avenue

| Category | 19 | 99 | 20 | 00 | 2001 | | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 0 | 0.0% | 4 | 44.4% | 5 | 55.6% | 9 | 100.0% |
| Rear End | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 0 | 0.0% | 4 | 100.0% | 2 | 40.0% | 6 | 66.7% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 11.1% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 11.1% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% | 1 | 11.1% |
| Number of Fatalities | (|) | (| 0 | (|) | |) |
| Number of Injuries | (|) | , | 1 | , | 1 | | 2 |

Historical Crash Data Summary Ponce de Leon Boulevard Santillane Avenue

| Category | 19 | 99 | 20 | 00 | 2001 | | То | tal |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 2 | 15.4% | 5 | 38.5% | 6 | 46.2% | 13 | 100.0% |
| Rear End | 1 | 50.0% | 0 | 0.0% | 1 | 16.7% | 2 | 15.4% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 0 | 0.0% | 1 | 16.7% | 1 | 7.7% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 1 | 16.7% | 1 | 7.7% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 50.0% | 4 | 80.0% | 1 | 16.7% | 6 | 46.2% |
| Backed Into | 0 | 0.0% | 1 | 20.0% | 0 | 0.0% | 1 | 7.7% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 0 | 0.0% | 2 | 33.3% | 2 | 15.4% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Number of Fatalities | (|) | | 0 | (|) | (|) |
| Number of Injuries | |) | | 0 | (|) | (|) |

Historical Crash Data Summary Ponce de Leon Boulevard Calabria Avenue

| Category | 19 | 99 | 2000 | | 2001 | | Total | |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 0 | 0.0% | 4 | 26.7% | 11 | 73.3% | 15 | 100.0% |
| Rear End | 0 | 0.0% | 0 | 0.0% | 3 | 27.3% | 3 | 20.0% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 6.7% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 5 | 45.5% | 5 | 33.3% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 0 | 0.0% | 2 | 50.0% | 2 | 18.2% | 4 | 26.7% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% | 1 | 6.7% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 0 | 0.0% | 1 | 9.1% | 1 | 6.7% |
| Number of Fatalities | (|) | (| 0 | 0 | | Ö | |
| Number of Injuries | (|) | (| 0 | 4 | 4 | 4 | 4 |

Historical Crash Data Summary Ponce de Leon Boulevard Antiquera Avenue

| Category | 19 | 99 | 20 | 00 | 20 | 01 | То | tal |
|--|--------|---------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Total Crashes | 2 | 15.4% | 6 | 46.2% | 5 | 38.5% | 13 | 100.0% |
| Rear End | 0 | 0.0% | 2 | 33.3% | 0 | 0.0% | 2 | 15.4% |
| Head-on | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Sideswipe | 1 | 50.0% | 1 | 16.7% | 1 | 20.0% | 3 | 23.1% |
| Overturned | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Left Turn | 0 | 0.0% | 0 | 0.0% | 2 | 40.0% | 2 | 15.4% |
| Right Turn | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Angle | 1 | 50.0% | 1 | 16.7% | 1 | 20.0% | 3 | 23.1% |
| Backed Into | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Parked Vehicle | 0 | 0.0% | 1 | 16.7% | 1 | 20.0% | 2 | 15.4% |
| Collision with Traffic Gate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Utility/Light Pole | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Guardrail | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Bridge/Pier/Abutment Wall | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Hit Tree/Shrubbery | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Movable Object | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Collision with Fixed Object above Ground | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Others | 0 | 0.0% | 1 | 16.7% | 0 | 0.0% | 1 | 7.7% |
| Number of Fatalities | (|) | | 0 | (|) | (|) |
| Number of Injuries | |) | , | 1 | (|) | | 1 |

Appendix D

Left Turn Lane Storage Length Calculations

Ponce North Median Left Turn Lane Storage Requirement Calculations

| DO A DWAY | INTERSECTION | PROPOSED CONDITIONS WITH IMPROVEMENTS | | | | | | | | | |
|----------------------------|--------------------------|---------------------------------------|--------|------------|-----|----------------|-----|-------------|-----|--|--|
| ROADWAY | INTERSECTION | # VEH | ICLES* | QUEUE (FT) | | STORAGE (FT)** | | EXCESS (FT) | | | |
| | | NBL | SBL | NBL | SBL | NBL | SBL | NBL | SBL | | |
| | Alcazar Avenue | 0.9 | 1.0 | 18 | 20 | 75 | 75 | 57 | 55 | | |
| | Madeira Avenue | 1.9 | 0.7 | 38 | 14 | 75 | 75 | 37 | 61 | | |
| Ponce de Leon Boulevard | Salamanca Avenue | 1.9 | 0.9 | 38 | 18 | 75 | 75 | 37 | 57 | | |
| | Calabria Avenue | 1.0 | 0.7 | 20 | 14 | 75 | 75 | 55 | 61 | | |
| | SW 8 Street [†] | 19.4 | 2.1 | 388 | 42 | 210 | 75 | -178 | 33 | | |

Note:

#02168 Queue.xls

^{*}Number of vehicles based on HCS 90th percentile Back of Queue

^{**}Proposed length of storage includes one vehicle within taper.

[†]Existing condtions are not affected by concept median.

