

**INTERGOVERNMENTAL AGENCY AGREEMENT
TO PERFORM TRAFFIC ENGINEERING FUNCTIONS**

THIS INTERGOVERNMENTAL AGENCY AGREEMENT TO PERFORM TRAFFIC ENGINEERING FUNCTIONS ("Agreement") is made and entered into this 26th day of September, 2018, by and between the CITY OF CORAL GABLES (the "City"), a municipal corporation of the State of Florida, and MIAMI-DADE COUNTY (the "County"), a political subdivision of the State of Florida.

WHEREAS, Sections 2-95 and 2-96.1 of the Miami-Dade County Code mandate that all traffic control and traffic engineering services in Miami-Dade County are under the exclusive jurisdiction of the County; and

WHEREAS, the City desires to assume responsibilities of certain traffic engineering functions pertaining to its local municipal streets only and has requested the COUNTY to allow it to perform the function of conducting engineering studies for the feasibility of traffic calming devices and installing traffic calming; and

WHEREAS, Miami Dade County has approved the City's traffic calming criteria, attached hereto as Exhibit "A"; and

WHEREAS, the CITY has the ability to plan, design, and perform construction inspection of Transportation Projects within its Public Works Department and has represented to the COUNTY that it is capable, equipped, and qualified to perform the duties and functions requested herein; and

WHEREAS, the City, by Resolution No. 2018-190, attached hereto as Exhibit "B" and by reference made a part hereof, has authorized the execution of this Agreement; and

WHEREAS, the County and the City agree that nothing contained in this Agreement shall diminish or impact the rights of either entity or constitute an admission with respect to jurisdiction, sovereign or permitting powers, or in any other matter related to the installation, use and maintenance of the traffic control devices unless specifically set forth herein, including but not limited to any County powers under the Miami-Dade County Code; and

WHEREAS, the parties agree that once this Agreement is executed it shall supersede and replace the Interlocal Agreement of June 29, 2005 between the parties;

NOW, THEREFORE, THE CITY AND THE COUNTY AGREE AS FOLLOWS:

Section 1. Recitals Adopted. That the above-stated recitals are incorporated herein by reference and confirmed.

Section 2. Traffic Control Devices. The CITY may install and maintain the following designated types of traffic calming devices, and/or signs (collectively the “Traffic Calming Devices”) and only on those local municipal streets operated and maintained by the CITY within its boundaries, and not less than 250 feet from existing traffic signals, County roadways, State roadways and the boundaries of the City limits; or within school zones, or adjacent to bicycle facilities or hospitals:

- a) Traffic Circles
- b) Speed Humps
- c) In-Street Pedestrian Crossing Signs
- d) Raised Intersections

Section 3. Installation. Any such Traffic Calming Devices may be installed on local municipal streets only after an appropriate traffic engineering study has been performed and signed and sealed by a Florida licensed professional engineer, and has received written approval by the City Manager or his/her designee. A copy of such traffic study must be submitted to the Department of Transportation and Public Works (“DTPW”).

Any such Traffic Calming Devices may be installed on local municipal streets only after sealed and signed design plans have been reviewed and received written approval by the City, through its City Manager or his/her designee. Provided that such design plans utilize the standard County design attached as Exhibit “C”, no additional review or approval by the County shall be required before installation. To the extent that design plans deviate from the standard design attached as Exhibit “C”, such plans shall be submitted to the County for its review and written approval. A copy of such design plans must be submitted to the applicable Department of the County

Section 4. Decals. The City shall attach a decal to the back of the sign panels indicating ownership and date of installation.

Section 5. Standards. All Traffic Control Devices installed by the City in accordance with this Agreement shall conform to the applicable requirements established by the following publications:

- a. Florida Department of Transportation’s Standard Specifications for Road and Bridge Construction;
- b. Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation Federal Highway Administration (ANSI D6-Ie-1989), including latest revisions;
- c. Standard Highway Signs, U.S. Department of Transportation, Federal Highway Administration;

- d. Miami-Dade County Public Works Manual (available from the Department of Transportation and Public Works, Reproduction Services, 111 NW 1st Street, Suite 1604, Miami, FL 33128), or any other comparative criteria available to municipalities which has been approved by the County;
- e. A Policy on Geometric Design of Highways and Streets, American Association of State Highways and Transportation Officials (AASHTO);
- f. Roundabouts: An Informational Guide, Federal Highway Administration, U.S Department of Transportation;
- g. Florida Roundabout Guide, Florida Department of Transportation;
- h. Miami-Dade County Traffic Flow Modification(s)/Street Closure Procedure, Revised January 2009;
- i. City of Coral Gables Traffic Calming Standards;
- j. Florida Greenbook (Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways).

Section 6. Maintenance Responsibility. The City assumes sole and complete responsibility for the maintenance of Traffic Control Devices that are installed by the City on local municipal streets within its boundaries, including the Traffic Control Devices installed by the City or County prior this agreement, such devices are but not limited to those described in Exhibit "D". The City shall be responsible for the aesthetics of all installed Traffic Control Devices (e.g. peeling, graffiti, flyers, stickers, etc.). If the City fails to maintain the Traffic Control Devices it shall be responsible for any and all costs incurred by the County to replace them or remove them

Section 7. Liability and Indemnification. The City assumes sole and complete liability for any and all accidents and/or injuries which may, or are alleged to, occur or arise out of the installation, operation or maintenance of Traffic Control Devices, and hereby indemnifies to the extent allowed by Section 768.28, Florida Statutes, and holds the County harmless from any and all claims, including but not limited to negligence arising out of or relating to installation, operation, or maintenance of the signs.

Section 8. No Waiver of Sovereign Immunity. Notwithstanding any other term in this Agreement, nothing herein shall be deemed a waiver of the City or the County's immunity, sovereign rights, or limitations of liability as provided by Section 768.28, Florida Statutes, as may be amended from time to time.

Section 9. Public Records. The City shall be responsible for keeping records of any and all installations and repairs, and for furnishing pertinent documents as and when said records may be requested. The Parties shall each maintain their own respective records and documents associated with this Agreement in accordance with the requirements for records retention set forth in Chapter 119, Florida Statutes.

Section 10. **Headings.** The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or to be taken into consideration in interpreting this Agreement.

Section 11. **Ambiguities.** The preparation of this Agreement has been a joint effort of the Parties hereto and both Parties have had the benefit of consultation with legal counsel of their choosing prior to its execution. The resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the Parties than the other.

Section 12. **Entirety.** This Agreement embodies the entire agreement between the Parties with respect to the matters addressed herein. Previous agreements and understandings of the Parties with respect to such matters are null, void, and of no effect. Notwithstanding any other provision contained herein, no third party beneficiaries are created with respect to any claims against the County by virtue of this Agreement.

Section 13. **Amendments.** This Agreement may be amended, modified, or altered, and its material provisions may be waived, only by written instrument, and only if properly executed by all parties hereto.

Section 14. **Effective Date.** That this Agreement shall become effective on the date first written above after such Agreement is fully executed by all parties hereto.

Section 15. **Termination.** Either the City or the County may, in their respective sole and complete discretion, terminate this Agreement, with or without cause and/or convenience of the terminating party, upon twenty (20) business days written notice; provided, however, that at the option of the County, the City shall continue to maintain, repair, and be responsible for any Traffic Control Devices installed by the City while this Agreement was in effect. Prior to the termination of this Agreement, however, the City may elect to remove any one or all Traffic Control Devices installed by the City; provided the City shall restore the roadway and area in which the Traffic Control Devices was located to the condition that existed before the City's installation.

Section 16. **Execution.** This Agreement may be executed in one or more hard or electronic counterparts, which, when taken together, shall constitute one fully executed instrument.

Section 17. **Notice.** Any notices to be given hereunder shall be in writing and shall be deemed to have been given if sent by hand delivery, recognized overnight courier (e.g., Federal Express), or by written certified U.S. mail, with return receipt requested, addressed to the Party for whom it is intended, at the place specified. The method of delivery shall be consistent among

all of the persons listed herein. For the present, the Parties designate the following as the respective places for notice purposes:

- a. **For the County:** Miami-Dade Department of Transportation and Public Works, Attn: Director, 111 NW 1st Street, Suite 1510, Miami, FL 33128
- b. **With a Copy To:** Miami-Dade County Attorney's Office, 111 NW 1st Street, Suite 2910, Miami, FL 33128
- c. **For the City:** City of Corals Gables, Attn: City Manager, 405 Biltmore Way, Coral Gables, Florida 33134
- d. **With a Copy To:** City of Coral Gables, Attn: City Attorney, 405 Biltmore Way, Coral Gables, Florida 33134

[THIS SPACE INTENTIONALLY LEFT BLANK. SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the City and the County have set their hands the day and year above written.

FOR MIAMI-DADE COUNTY, FLORIDA:

[Signature]
COUNTY MAYOR

[Signature]
ALICE BRAVO, P.E., DIRECTOR OF MIAMI-
DADE COUNTY DEPARTMENT OF
TRANSPORTATION AND PUBLIC WORKS

ATTEST:

[Signature]
DEPUTY CLERK
PRINT NAME: *Gene Spender*



APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

[Signature]
MIAMI-DADE COUNTY ATTORNEY'S OFFICE

FOR THE CITY OF CORAL GABLES:

[Signature]
CATHERINE SWANSON-RIVENBARK,
CITY MANAGER

ATTEST:

[Signature]
WALTER J. FOEMAN, CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

[Signature]
MIRIAM SOLER RAMOS, CITY ATTORNEY

EXHIBIT "A"

City of Coral Gables' Traffic Calming
Criteria



MEMORANDUM

Date: June 11, 2018
To: Jessica Keller, City of Coral Gables
From: Nate Evans, Christina Fink, P.E., Emily Koehle, EIT, Toole Design Group
Re: City of Coral Gables Traffic Calming Standards - FINAL

INTRODUCTION

The purpose of this memorandum is to document the development of new traffic calming criteria for the City of Coral Gables. This is being executed as part of an inter-local agreement between the Miami-Dade County Department of Transportation and the City of Coral Gables Department of Public Works. The new traffic calming criteria includes factors that consider the context of the street such as the presence of sidewalks, proximity to schools, parks or other community destinations as well as adjustments to the current traffic calming criteria. The new traffic calming criteria will be used to implement neighborhood livability enhancements which will be incorporated into the City's ongoing Multimodal Transportation Plan development. This traffic calming criteria is not intended to identify specific traffic calming alternatives for individual street segments but rather to identify street segments where some form of traffic calming should be installed.

EXISTING STANDARDS

The City of Coral Gables currently follows the Traffic Flow Modifications/Street Closures Procedure set by Miami-Dade County, which includes a Policy on Traffic Calming Measures. The objective of the Miami-Dade County Procedure is to have a uniform set of guidelines or warrants to be followed by local municipalities, the County and the State for implementing neighborhood and localized area traffic control. The initial study for the Procedure was completed in 1996 and updated in 2009.

The Miami-Dade County Policy on Traffic Calming Measures is summarized in **Table 1**. The street must meet the first criteria (i.e. volume) and at least one of the remaining criteria in order for the Public Works Department to consider traffic calming measures. Other criteria include 85th percentile speed, correctable accidents, cut-through traffic, pedestrian crossing volumes and concurrence from affected residents and property owners. For communities within the County that fund their respective traffic calming programs, the traffic volume criteria can be reduced by 30% and the speed criteria can be reduced by 50%. The thresholds for both without reduction (i.e. Miami-Dade County) and with reductions (i.e. the City of Coral Gables) are shown in **Table 1**.

Table 1: Miami-Dade County Policy on Traffic Calming Measures

Criterion	Residential Local Street	Residential Collector Street
Minimum Traffic Volume ¹ (Miami-Dade County)	>1,500 VPD <3,000	>3,000 VPD <8,000
	>150 VPH <300	>300 VPH <800
Minimum Traffic Volume (City of Coral Gables)	>1,050 VPD <3,000	>2,100 VPD <8,000
	>105 VPH <300	>210 VPH <800
85th Percentile Speed ¹ (Miami-Dade County)	10 mph > speed limit	10 mph > speed limit
85th Percentile Speed (City of Coral Gables)	5 mph > speed limit	5 mph > speed limit
Correctable Accidents per year	>3	>6
Cut-through Traffic during the a.m. or p.m. peak hour	>25%	>50%
Pedestrian Crossing Volume during the a.m. or p.m. peak hour	>25	>50
Concurrence from affected residents/property owners	2/3 of returned ballots	2/3 of returned ballots

¹ The traffic volume within a municipal boundary could be reduced by a total of 30%, and speed by 50% at the request of and for those municipalities, which provide funding for their traffic calming program, which includes the City of Coral Gables.

Additionally, Miami-Dade County includes a separate **Policy on Traffic Calming Devices for Low Volume Narrow Streets**. The General Requirements are listed below and specific criteria is shown in Table 2. The street must meet the first criteria, speed, and any one of the other criteria to qualify and may qualify using either the Option 1 or Option 2 criteria.

General Requirements:

- The street must be a local residential street.
- The street width must be less than 20 feet.
- The posted speed limit must be 30 mph or greater.
- The street is not on an emergency vehicle route.
- The street is not on a school bus route.
- The street must not be on a curve.
- The proposed Traffic Calming Devices will have no adverse effect on pedestrians, bicycle safety or drainage.
- The street does not have any sidewalks.

Table 2: Miami-Dade County Criteria for Traffic Calming Measures for Low Volume Narrow Streets

Criterion	Low Volume Narrow Streets Option 1	Low Volume Narrow Streets Option 2
85th Percentile Speed	5 mph \geq speed limit	\geq speed limit
Minimum Traffic Volume	>500 VPD <1,000	>500 VPD <1,000
Cut-through Traffic	>25%	>40%
Pedestrian Crossing Volume (pedestrians per hour)	>15	>15
Correctable Accidents per year	>2	>2

STREETS MEETING CRITERIA

Traffic counts and 85th percentile speed data were provided by the City of Coral Gables for 47 locations across the City. The data for an additional 21 locations, collected as a part of the Red Road/Bird Road Neighborhood Traffic Calming Post Implementation Evaluation, was also provided. Approximately 84% of these streets are local streets and 16% are collector streets. Of the local streets, 80% are narrow streets. This data was compared to the existing Miami-Dade County Traffic Calming criteria with the volume and speed reduction, described in **Table 1**, to determine a baseline of how many streets would qualify for traffic calming with the existing criteria. Data was not provided to check the correctable accidents, cut through traffic, or pedestrian crossing volume criteria.

There are many streets that satisfy the street width requirements for the Low Volume Narrow Streets. However, the speed limit on streets in Coral Gables was recently changed from 30 mph to 25 mph. Therefore, the requirement set in the Policy on Traffic Calming Devices for Low Volume Narrow Streets that the posted speed limit must be 30 mph or greater is not met. **Table 3** below includes a summary of the number and percentage of streets that meet the existing Policy on Traffic Calming Measures. With the current criteria, only 12% of streets studied meet the criteria when accounting for the volume and speed reductions. More details on these locations can be found in **Appendix A**.

Table 3: Miami-Dade County Policy on Traffic Calming Measures Application

	City of Coral Gables Criteria (with Reduction)		
	Volume Criteria Met	Speed Criteria Met	Both Criteria Met
Number of Streets meeting Criteria	8	56	8
Percent of Streets meeting Criteria	12%	82%	12%

NEED FOR NEW CRITERIA

As a part of the Multimodal Transportation Plan, the City of Coral Gables is developing neighborhood livability element, or traffic calming, recommendations. As shown in **Table 3**, many of the streets in Coral Gables do not meet existing Miami-Dade County Traffic Calming Guidelines. At the same time, many streets in Coral Gables have a history of resident concerns regarding speeding and its impact on livability. This disparity indicates that the existing Miami-Dade County guidelines may not align with the City of Coral Gables street designs.

BEST PRACTICES STANDARDS

Several policies on traffic calming from other communities in Miami-Dade County were compared in order to arrive at a new set of criteria for Coral Gables. These include policies from the City of Miami Beach, the City of Miami, and the Town of Cutler Bay. These standards all include a point system used either in the criteria itself, or as a prioritization measure. **Table 4** shows the elements included in the criteria or point system for each of these standards. A full comparison table of the standards with the existing Miami-Dade County Criteria is available in **Appendix B**.

Table 4: Best practices traffic calming criteria included

City of Miami Beach	City of Miami	Town of Cutler Bay
<ul style="list-style-type: none"> • 85th percentile speed • 24-hour volume • Number of accidents 	<ul style="list-style-type: none"> • Minimum traffic volume • 85th percentile speed • Cut-through traffic percentage • Pedestrian crossing volume • Correctable crashes per year • Missing sidewalk 	<ul style="list-style-type: none"> • Traffic volume • 85th percentile speed • Cut-through traffic • Pedestrian volume • Accidents • Schools • Pedestrian activities • Pedestrian & bicycle routes • No sidewalk

PROPOSED CRITERIA

Elements from each of the criteria listed in **Table 4** were used to inform the proposed traffic calming criteria for the City of Coral Gables. The focus of the proposed criteria is on pedestrian safety. This focus aligns with goals in Coral Gables' Strategic Plan which include attaining world-class performance levels in public safety by 2019 and enhancing the pedestrian experience, safety, and connectivity in the City.

There are five (5) categories of criteria that expand on the existing criteria to consider contextual elements such as presence of sidewalk and proximity to pedestrian traffic generators. Based on the request of City staff and the comparable traffic calming criteria, the proposed Traffic Calming Criteria for the City of Coral Gables is a point-based system. Each category includes thresholds with points assigned based on where the street falls within those thresholds. Similar to the City of Miami Beach procedure, there will be a minimum number of points required for eligibility. The point-based system will be used to determine if a street qualifies for traffic calming and prioritization of streets for traffic calming. In general, the traffic calming criteria is to be applied only to collectors with less than 8,000 vehicles per day or local streets. Separate volume criteria is established for Narrow Streets, less than 20 feet wide. The proposed elements to include in the City of Coral Gables Traffic Calming Criteria are listed below. The scoring system is shown in **Table 5**.

- **Daily Volume:** One of three different point systems for the daily volume may be applied based on street width, and functional classification. Collectors have the highest volume thresholds while local narrow streets have the lowest volume thresholds. Collectors exceeding 8,000 vehicles per day are ineligible for traffic calming.
- **85th Percentile Speed:** To improve safety on the City's streets, the City of Coral Gables legislatively reduced the speed limit on all streets from 30 MPH to 25 MPH. Due to the direct link between speed and the likelihood of fatality or severe injury, the 85th percentile speed is the most heavily weighted criteria in the scoring system. A threshold of just one MPH over the speed limit will garnish points in the scoring system. As shown in **Figure 1**, at an impact speed of 30 MPH, a pedestrian's likelihood of fatality or severe injury is 40%, while at an impact speed of 20 MPH, this likelihood is reduced to 13%.
- **Pedestrian Facilities:** The absence of a sidewalk on one or both sides of the street may result in pedestrians walking in the street. Low speeds on the streets where motorists and pedestrians share the roadway become even more important. Points are furnished to streets without sidewalks on one or both sides.
- **Pedestrian Generators:** Rather than using actual pedestrian volumes in the scoring system, points are awarded based on the number of pedestrian traffic generators within one half mile of the street. Pedestrian generators are such land uses as schools, parks and commercial centers. Points are also awarded for the number of transit lines with stops within one half mile of the street. If walking on the street is an unsafe or uncomfortable experience, the pedestrian volumes may not reflect the actual demand around the street. Awarding points for nearby pedestrian generators will account for potential latent demand for walking along or crossing the street.
- **Driveway Density:** The presence of numerous driveways on a street segment introduces conflict points between motorists accessing or departing the driveways, motorists and bicyclists on the street, and pedestrians on the sidewalk. Low speeds on the streets with a higher driveway density are important to ensure conflicts can be avoided between all modes. Properties with circular driveways should be considered as one access point.
- **Number of Crashes:** A history of crashes on the street indicates there may be a safety problem on the street. Points are awarded to streets that exceed a minimum number of correctable crashes per year.



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Tefft, AAA Foundation for Traffic Safety, 2011

Figure 1: Impact Speed and a Pedestrian's Risk of Severe Injury or Death

Based on the relative importance of each element to achieving safe and livable streets, a point system was derived for each element and applied to the locations in Coral Gables. Streets that score 10 points or higher are considered to merit traffic calming. This point system is a more holistic approach in which streets could qualify for traffic calming in a number of ways. It shifts the importance from traffic volume to 85th percentile speed and other context factors. When considering specific traffic calming measures to apply to streets the score 10 points or higher, it must be noted that speed humps cannot be installed on County collector roads or on local or County roads adjacent to schools.

Table 5: City of Coral Gables Traffic Calming Criteria and Thresholds

	Narrow Residential Local Street	Residential Local Street	Residential Local Collector Street	Points
Daily Volume	0 to 500 VPD	0 to 1,000 VPD	0 to 2,000 VPD	0
	501 to 750 VPD	1,001 to 1,250 VPD	2,001 to 2,500 VPD	1
	751 to 1,100 VPD	1,251 to 1,750 VPD	2,501 to 3,000 VPD	2
	1,101 to 1,700 VPD	1,751 to 2,500 VPD	3,001 to 4,000 VPD	3
	1,701 to 2,300 VPD	2,501 to 3,000 VPD	4,001 to 5,000 VPD	4
	> 2,300 VPD	> 3,000 VPD	5,001 to 8,000 VPD	5
85th Percentile Speed	0 to 1.0 MPH > speed limit			0
	1.1 to 2.0 MPH > speed limit			1
	2.1 to 3.0 MPH > speed limit			2
	3.1 to 4.0 MPH > speed limit			3
	4.1 to 5.0 MPH > speed limit			4
	5.1 to 6.0 MPH > speed limit			5
	6.1 to 7.0 MPH > speed limit			6
	7.1 to 8.0 MPH > speed limit			7
	8.1 to 9.0 MPH > speed limit			8
	9.1 to 10.0 MPH > speed limit			9
> 10.0 MPH > speed limit			10	
Presence of Pedestrian Facilities	Both sides			0
	One side			1.5
	None			3
Pedestrian Generators	Schools within 0.5 mile (each)			1
	Parks within 0.5 mile (each)			0.5
	Transit lines with stops within 0.5 mile (each)			0.5
Driveway Density	≥ 10 Driveways per 500 feet (Circular driveways should be considered as one)			1
Number of correctable crashes	≥ 3 per year		≥ 6 per year	5

STREETS MEETING CRITERIA

The data provided by the City included both volume and speed information. Data on sidewalks and presence of pedestrian generators was collected via Google Maps. Existing or proposed bicycle facilities were identified from the Coral Gables Bicycle/Pedestrian Plan. Crash data was not available and was not included in this analysis. **Table 6** below includes a summary of how many streets meet the proposed Criteria Traffic Calming Measures.

Table 6: Proposed City of Coral Gables Traffic Calming Criteria Application

	Locations receiving ≥ 10 points
Number of streets meeting Criteria	50
Percent of streets meeting Criteria	71%

Using the proposed traffic calming criteria 50 streets, or 71%, would merit traffic calming. Scores ranged from five (5) to 22. The majority of points awarded came from the 85th Percentile Speed Criteria followed by the Pedestrian Facilities Criteria. More details on the application of the proposed criteria and scoring can be seen in **Appendix A**.

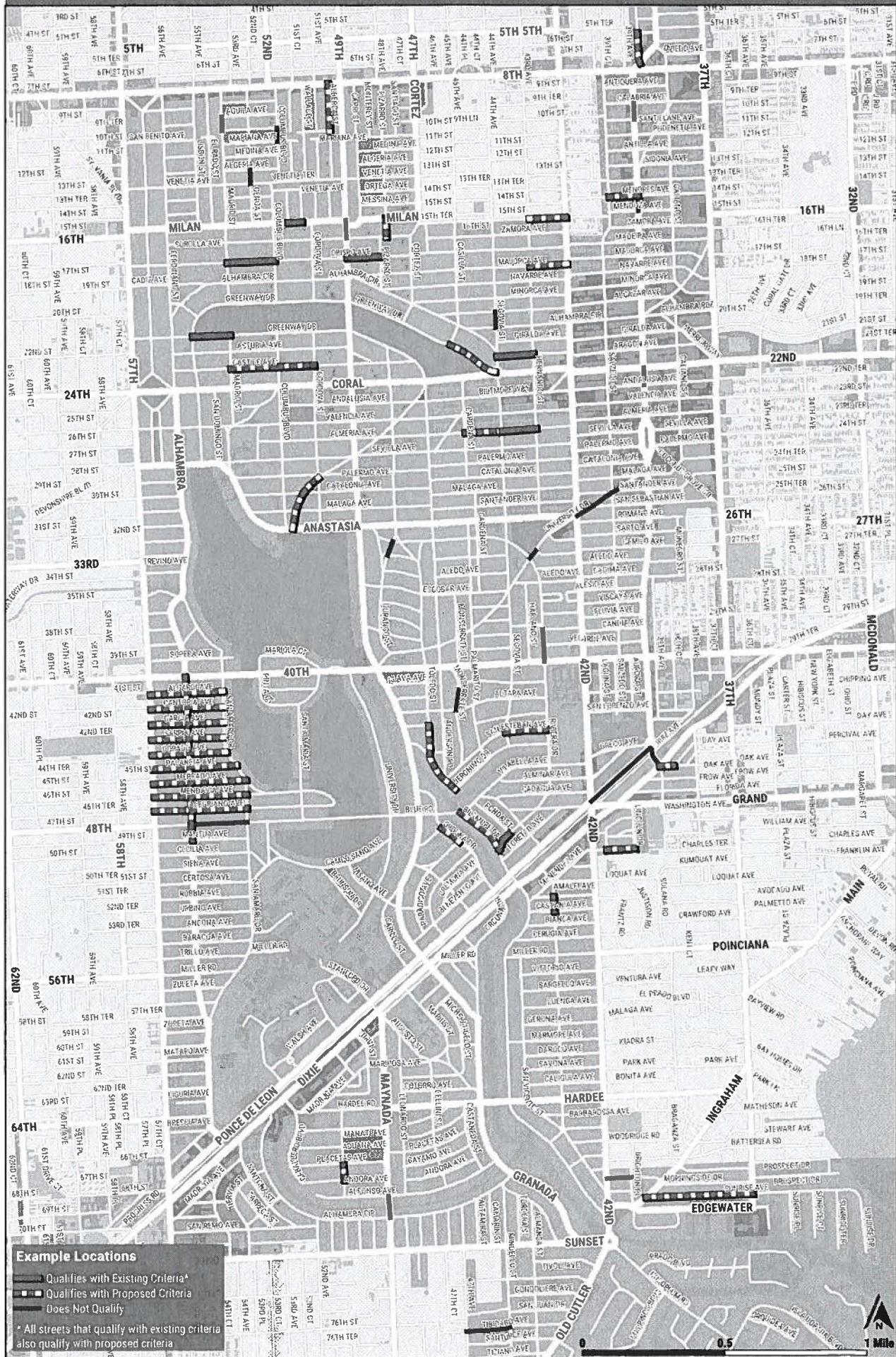
CONCLUSION

The proposed traffic calming criteria for the City of Coral Gables includes a number of factors that consider the context of the street to determine if traffic calming is warranted. When comparing the streets that qualify for traffic calming using the existing traffic calming criteria to the proposed criteria, an additional 42 street segments qualify using the proposed criteria. The eight (8) streets that qualify using the existing criteria continue to qualify under the proposed criteria.

Compared to other jurisdictions in Miami-Dade County, the proposed traffic calming criteria provides a greater ability to incorporate traffic calming within the City of Coral Gables. The focus of the proposed criteria is pedestrian safety. The criteria places a greater emphasis on motorists' speeds, which aligns with research on a pedestrian's risk of severe injury or fatality. Additionally, the proposed criteria allows lower volume and lower speed streets to qualify if there are limited or no sidewalks and if there are pedestrian generators nearby. In general, the point system in the proposed criteria provides more flexibility to account for the context of the street when considering whether or not to apply traffic calming measures.

There is not one singular feature that the additional 42 streets possess that make them qualify for traffic calming measures using the proposed criteria. A map showing the example locations that qualify with the existing criteria, that qualify with the proposed criteria, and that do not qualify is shown in **Figure 2**. Based on the example locations, the proposed traffic calming criteria will enable the City of Coral Gables to implement neighborhood livability enhancements throughout the City creating a cohesive network of calm streets that will be safer for residents as well as users of the streets including pedestrians, bicyclists, and drivers.

**Figure 2: City of Coral Gables
Existing and Proposed Traffic Calming Criteria Application**



Appendix A

City of Coral Gables' Traffic Criteria and Application

Coral Gables Traffic Calming Data

Location	Length (ft)	Volume				85 % Speed (MPH)			Pedestrian Facilities (Sidewalk present on one/two sides)	Pedestrian Generators				Driveway Density Per 500 feet	Number of Correctable Crashes	Existing Miami-Dade Criteria (City of Coral Gables)			Proposed City of Coral Gables Criteria					
		Roadway Classification	Width	Bidirectional	Speed Limit	Bidirectional	Difference	Schools		Parks	Transit Lines	Parcels	Volume Criteria			Speed Criteria	Combined	Daily Volume	85th Percentile Speed	Pedestrian Facilities	Pedestrian Generators	Driveway Density	Number of Correctable Crashes	Sum
North Greenway Drive	From Castilla Street to Segovia Street	976	Local	20	4,088	25	34.9	9.9	One	1	6	3	9	4.6	No	Yes	No	5	9	1.5	5.5	0	21	
Milan Avenue	From Tangier Street to Tunis Street	258	Local	19	1,784	25	33.2	8.2	Two	0	1	1	8	15.5	Yes	Yes	Yes	4	8	0	1	1	14	
Majorca Avenue	From Hernandez Street to SW 42nd Avenue	686	Local	19	579	25	30.7	5.7	Two	4	5	3	23	15.8	No	Yes	No	1	5	0	8	1	15	
Ponce de Leon Blvd	From Menores Avenue to Mendoza Avenue	288	Collector	60	16,225	25	34.6	9.6	Two	3	4	4	3	5.2	No	Yes	No	NA	9	0	7	0	NA	
Boabadilla Street	From Avila Court to Ponce de Leon Boulevard	559	Local	40	744	25	33.1	8.1	Two	1	3	4	9	8.1	No	Yes	No	0	8	0	4.5	0	12.5	
Aragon Avenue	From Segovia Street to Hernandez Street	683	Local	18	1,170	25	31.2	6.2	Two	2	2	3	19	13.9	Yes	Yes	Yes	3	6	0	4.5	1	14.5	
Ponce de Leon Blvd	From Miracle Mile to Andalusia Avenue	323	Collector	68	9,918	25	26.0	1.0	Two	3	3	4	5	7.7	No	No	No	NA	1	0	6.5	0	NA	
De Soto Blvd	From Catalonia Avenue to Cordova Street	399	Local	20	984	25	33.2	8.2	One	3	5	2	5	6.3	No	Yes	No	2	8	1.5	6.5	0	18	
Ponce de Leon Blvd	From SW 42nd Avenue to Oak Avenue	1873	Collector	80	9,955	25	33.2	8.2	Two	2	5	7	18	4.8	No	Yes	No	NA	8	0	8	0	NA	
Toledo Street	From Valnera Avenue to Jeronimo Drive	1345	Local	19	171	25	32.3	7.3	No	1	1	2	21	7.8	No	Yes	No	0	7	3	2.5	0	12.5	
Monserrate Street	From San Antonio Avenue to Altara Avenue	376	Local	20	374	25	28.0	3.0	Two	2	1	3	7	9.3	No	No	No	0	3	0	4	0	7	
Castille Avenue	From Madrid Street to Columbus Boulevard	873	Local	18	552	25	34.5	9.5	Two	2	5	3	20	11.5	No	Yes	No	1	9	0	6	1	17	
South Greenway Drive	From North Greenway Drive to Madrid Street	675	Local	18	1,281	25	36.0	11.0	One	2	4	4	7	5.2	Yes	Yes	Yes	3	10	1.5	6	0	20.5	
Olisipo Avenue	From Madrid Street to Columbus Boulevard	862	Local	20	2,195	25	33.3	8.3	Two	1	2	3	26	15.1	Yes	Yes	Yes	4	8	0	3.5	1	16.5	
Obispo Avenue	From Granada Boulevard to Pizarro Street	523	Local	18	2,543	25	33.8	8.8	Two	0	4	1	14	11.2	Yes	Yes	Yes	5	8	0	2.5	1	16.5	
Segovia Street	From Alcazar Avenue to Alhambra Circle	285	Collector	17	2,009	25	25.0	0.0	Two	1	3	4	7.0	No	No	No	0	4	0	4	0	5		
Genoa Street	From Algeria Avenue to Venetia Avenue	251	Local	16	475	25	29.4	4.4	Two	0	2	2	7	13.9	No	No	No	1	0	0	2	1	7	
Granada Blvd	From Milan Avenue to Sorolla Avenue	334	Collector	19	9,577	25	35.4	10.4	No	0	4	1	6	9.0	No	Yes	No	NA	10	3	2.5	0	NA	
SW 16th Street	From Hernandez Street to SW 42nd Avenue	673	Local	18	842	25	30.4	5.4	Two	3	2	4	20	14.9	No	Yes	No	2	5	0	6	1	14	
Almeria Avenue	From Segovia Street to Hernandez Street	650	Local	18	1,186	25	31.7	6.7	Two	2	3	3	15	11.5	Yes	Yes	Yes	3	6	0	5	1	15	
Maggiore Street	From San Sovino Avenue to Castania Avenue	268	Local	20	1,829	25	32.2	7.2	Two	1	5	2	6	11.2	Yes	Yes	Yes	4	7	0	4.5	1	16.5	
Candia Avenue	From Riviera Drive to SW 42nd Avenue	593	Local	19	359	25	30.9	5.9	Two	2	1	3	10	8.4	No	Yes	No	0	5	0	4	0	9	
Grant Drive	From Washington Drive to Lincoln Drive	520	Local	24	289	25	22.4	-2.6	No	3	5	4	15	14.4	No	No	No	0	0	3	7.5	1	11.5	
Biltmore Drive	From Blue Road to Riviera Drive	1005	Local	18	3,315	25	29.0	4.0	No	0	7	2	18	9.0	No	No	No	5	4	3	4.5	0	16.5	
Alhambra Circle	From Blue Road to Mantua Avenue	282	Local	25	5,001	25	32.7	7.7	Two	1	3	2	4	7.1	No	Yes	No	5	7	0	3.5	0	15.5	
Maynada Street	From Alfonso Avenue to South Alhambra Circle	398	Collector	24	8,799	25	24.0	-1.0	One	1	1	2	4	5.0	No	No	No	NA	0	1.5	2.5	0	NA	
Ridgewood Road	From SW 42nd Avenue to Brighton Place	459	Local	18	205	25	25.0	0.0	One	0	2	3	10	10.9	No	No	No	0	0	1.5	2.5	0	5	
West Sunrise Avenue	From Ingraham Highway to SW 37th Avenue	1976	Local	20	809	25	31.8	6.8	No	0	2	2	3	36	9.1	No	Yes	No	2	6	3	2.5	0	13.5
Banos Court	From Riviera Drive to Calbra Avenue	264	Local	18	101	25	30.1	5.1	Two	2	3	2	4	7.6	No	Yes	No	0	5	0	4.5	0	9.5	
University Drive	From Riviera Drive to Camilo Avenue	173	Collector	25	11,192	25	31.8	6.8	One	2	2	3	2	5.8	No	Yes	No	NA	6	1.5	4.5	0	NA	
Castile Avenue	From Columbus Boulevard to Cordova Street	664	Local	18	636	25	34.4	9.4	Two	3	5	2	16	12.0	No	Yes	No	1	9	0	6.5	1	17.5	
Riviera Drive	From Ronda Street to Biltmore Drive	344	Collector	25	3,454	25	33.7	8.7	One	1	6	2	4	5.8	Yes	Yes	Yes	3	8	1.5	5	0	17.5	
Almeria Avenue	From Cardena Street to Segovia Street	678	Local	18	689	25	34.0	9.0	Two	1	5	3	24	17.7	No	Yes	No	1	9	0	5	1	16	
Madrid Street	From Aguilu Avenue to La Mancha Avenue	248	Local	21	585	25	31.5	6.5	Two	0	2	3	7	14.1	No	Yes	No	0	6	0	2.5	1	9.5	
Ponce de Leon Blvd	From Calabria Avenue to Santillane Avenue	303	Collector	45	11,317	25	35.4	10.4	Two	2	4	3	4	6.6	No	Yes	No	NA	10	0	5.5	0	NA	
Menores Avenue	From Salzedo Street to Ponce de Leon Boulevard	538	Local	36	3,396	25	23.9	-1.1	Two	3	4	3	10	9.3	No	No	No	5	0	0	6.5	0	11.5	
San Esteban Avenue	From Segovia Street to Riviera Drive	789	Local	18	221	25	29.6	4.6	Two	2	4	4	17	10.8	No	No	No	0	4	0	6	1	11	
Tibaldi Avenue	From Erwin Road to Mindello Street	812	Local	18	264	25	32.1	7.1	Two	0	0	2	19	11.7	No	Yes	No	0	7	0	1	1	9	
Heraldo Street	From Andora Avenue to Placetos Avenue	299	Local	17	561	25	29.2	4.2	No	2	1	5	4	6.7	No	No	No	1	4	3	5	0	13	
Orduna Drive	From Parma Avenue to Paradiso Avenue	408	Local	18	767	25	35.0	10.0	No	1	4	2	7	8.6	No	Yes	No	2	9	3	4	0	18	
Oak Avenue	From South Dixie Highway to George Allen Avenue	275	Local	22	563	25	28.4	3.4	No	2	4	7	6	9.9	No	No	No	0	3	3	7.5	1	14.5	
Milan Avenue	From Pizarro Street to Cortez Street	340	Local	18	910	25	32.5	7.5	Two	0	2	1	5	7.4	No	Yes	No	2	7	0	1.5	0	10.5	
Columbus Blvd	From La Mancha Avenue to Mariana Avenue	244	Local	14	353	25	30.4	5.4	Two	0	2	1	6	12.3	No	Yes	No	0	5	0	1.5	1	7.5	
De Soto Blvd	South of Catalonia Avenue	695	Local	18	562	25	35.9	10.9	Two	2	4	2	7	5.0	No	Yes	No	1	10	0	5	0	16	
Alberca Street	From SW 8 Street to Pinero Avenue (midblock)	871	Local	18	430	25	34.3	9.3	Two	0	1	2	24	13.8	No	Yes	No	0	9	0	1.5	1	11.5	
Blue Road	From Alhambra Circle to San Amaro Drive	1017	Collector	18	9,540	25	34.6	9.6	No	1	3	1	20	9.8	No	Yes	No	NA	9	3	3	0	NA	
Algard Avenue	From Red Road to Alhambra Circle	676	Local	18.25	622	25	37.0	12.0	No	1	2	2	17	12.6	No	Yes	No	1	10	3	3	1	18	
Algard Avenue	From Alhambra Circle to San Amaro Drive	677	Local	19	405	25	35.0	10.0	No	1	2	2	12	8.9	No	Yes	No	0	9	3	3	0	15	
Cantoria Avenue	From Red Road to Alhambra Circle	671	Local	17	499	25	34.0	9.0	No	1	2	2	12	8.9	No	Yes	No	0	8	3	3	0	14	
Cantoria Avenue	From Alhambra Circle to San Amaro Drive	675	Local	14.7	359	25	36.0	11.0	No	1	2	2	14	10.4	No	Yes	No	0	10	3	3	1	17	
Garcia Avenue	From Red Road to Alhambra Circle	684	Local	15.75	339	25	34.0	9.0	No	1	2	2	13	9.5	No	Yes	No	0	8	3	3	0	14	
Garcia Avenue	From Alhambra Circle to San Amaro Drive	676	Local	15	261	25	33.0	8.0	No	1	2	2	15	11.1	No	Yes	No	0	7	3	3	1	14	
Sarria Avenue	From Red Road to Alhambra Circle	679	Local	16	294	25	33.0	8.0	No	1	2	2	13	9.6	No	Yes	No	0	7	3	3	0	13	
Sarria Avenue	From Alhambra Circle to San Amaro Drive	672	Local	19.17	204	25	35.0	10.0	No	1	3	2	12	8.9	No	Yes	No	0	9	3	3.5	0	15.5	
Dorado Avenue	From Red Road to Alhambra Circle	695	Local	15.5	255	25	31.0	6.0	No	1	3	2	12	8.6	No	Yes	No	0	5	3	3.5	0	11.5	
Dorado Avenue	From Alhambra Circle to San Amaro Drive	678	Local	15	255	25	33.0	8.0	No	1	3	2	12	8.8	No	Yes	No	0	7	3	3.5	0	13.5	
Palancia Avenue	From Red Road to Alhambra Circle	688	Local	17.58	322	25	33.0	8.0	No	1	3	2	14	10.2	No	Yes	No	0	7	3	3.5	1	14.5	
Palancia Avenue	From Alhambra Circle to San Amaro Drive	857	Local	17.58	221	25	34.0	9.0	No	1	3	2	15	8.8	No	Yes	No	0	8	3	3.5	0	14.5	
Mercado Avenue	From Red Road to Alhambra Circle	684	Local	20	351	25	34.0	9.0	No	1	3	2	14	10.2	No	Yes								

Appendix B

City of Coral Gables' Traffic Criteria Comparison

Criteria	Miami-Dade County Criteria				City of Coral Gables	
	Residential Local Street	Residential Collector Street	Low Volume Narrow Local Residential Street 1	Low Volume Narrow Local Residential Street 2	Residential Local Street	Residential Collector Street
Street Width	≥ 20 feet	≥ 20 feet	<20 feet	<20 feet		
Daily Volume	>1,500 vpd <3,000	>3,000 vpd <8,000	>500 vpd <1,000	>500 vpd <1,000	>1,050 vpd <3,000	>2,100 vpd <8,000
Peak Period Volume	>150 vph <300	>300 vph <800			>105 vph <300	>210 vph <800
85th Percentile Speed	10 mph > speed limit	10 mph > speed limit	5 mph > speed limit	≥ speed limit	5 mph > speed limit	5 mph > speed limit
Cut-through Traffic Threshold	>25%	>50%	>25%	≥ 40%	>25%	>50%
Correctable Accidents per year	>3	>6	>2	>2	>3	>6
Peak Period Pedestrian Crossing Volume	>25	>50	>15	>15	>25	>50
Concurrence from affected residents/ property owners	2/3 of returned ballots	2/3 of returned ballots			2/3 of returned ballots	2/3 of returned ballots
Posted Speed Limit			>30 mph	> 30 mph		
Requirement	Must meet Daily Volume and at least one of the remaining criteria		Must meet 85th Percentile Speed and any one of the other criteria		Must meet Daily Volume and at least one of the remaining criteria	

Criteria	City of Miami Criteria			
	Local Residential Street	Residential Collector	Low Volume Narrow Local Residential Street 1	Low Volume Narrow Local Residential Street 2
Street Width	≥ 20 feet	≥ 20 feet		
Daily Volume	> 1,000 vpd	> 3,000 vpd	>500 vpd <1,000	>500 vpd <1,000
85th Percentile Speed	5 mph > speed limit	10 mph > speed limit	5 mph > speed limit	≥ speed limit
Cut-through Traffic Threshold	>25%	>40%		≥ 40%
Correctable Accidents per year	>3	>6	>2	>2
Peak Period Pedestrian Crossing Volume	>25	>50	>15	>15
Requirement	Must meet Daily Volume and at least one of the remaining criteria (or must meet two or more of the five warrants)		Must meet 85th Percentile Speed and any one of the other criteria (or must meet two or more of the five warrants)	Must meet 85th Percentile Speed, Cut-through percentage, and any one of the other criteria

City of Miami Scoring		
Category	Points	Assignment
Speed (85th Percentile)	0 - 25	85th Percentile Speed is: ≥ 25% than posted speed limit +5 MPH, 25 points < 25%, ratio of 85th Percentile divided by 1.5 times of posted speed limit + 5 MPH multiplies 25
Current Trade-off Volume (vpd)	0 - 25	City Residential Collectors: if volume is ≥ 40% than 3000, 25 points, 25%, volume divided by 4500 then multiple 25 Local Residential Street: if volume is ≥ 25% than 1000, 25 points, < 25%, volume divided by 1250 then multiple 25
Cut-through Percentage	0 - 25	City Residential Collectors: if cut-through percentage is ≥ 40%: 25 points, < 40%, cut-through percentage divided by 3 Local Residential Street: if cut-through percentage is ≥ 25%: 25 points, < 25%, cut-through percentage divided by 1.5
Missing sidewalk	25	If a portion of the street is missing a sidewalk add 25 points
Total Maximum Points	100	

Criteria	Town of Cutler Bay Criteria	
	Local Residential Street	City Residential Collector
Daily Volume*	> 1,500 vpd	> 3,000 vpd
85th Percentile Speed	10 mph > speed limit	10 mph > speed limit
Cut-through Traffic Threshold	> 25%	> 50%
Correctable Accidents per year	>3	>6
Peak Period Pedestrian Crossing Volume	>25	>50
Posted Speed Limit	30 - 35 mph	30 - 35 mph
Emergency Vehicle Route?	No	No
Curve?	No	No
Two travel lanes?	Yes	Yes
Truck Route	No	No
Adverse effect to pedestrians and/or bicycles	No	No
Adverse effect to street drainage	No	No
Requirement	At least two warrants must be met *If the 85th Percentile Speed is greater than 5 mph over posted Speed Limit, for every 1 mph difference, 200 vpd should be added to the existing daily traffic volume.	

Town of Cutler Bay Scoring		
Category	Points	Assignment
Speed (85th %)	0 - 45	Percent over speed limit divided by 1.5
Current Vol. (vpd)	0 - 45	City Residential Collectors: ADT divided by 75 Local Residential Streets: ADT divided by 25
Schools	0 or 5	5 pts are assigned for any school on the subject street
Pedestrian Activities	0 or 5	5 pts any public facility (a park, community center, elderly housing) on the subject street
Ped & Bicycle Routes	0 or 5	5 pts if the street is a designated pedestrian or bicycle route
No Sidewalk	0 or 5	5 pts if there is no continuous sidewalk on at least one side of the street
Total Points (max.)	100	

City of Miami Beach Scoring

Points	85th speed is... above speed limit	volume 24 hr.	No. of accidents
0.5	less than 4.6 mph	500 - 750 veh.	1 - 2
1	4.6 to 7.5 mph	751 - 1,100 veh.	3
1.5	7.6 to 10.5 mph	1,101 - 1,700 veh.	4 or more
2	10.6 to 13.5 mph	1,701 - 2,300 veh.	
2.5	13.6 to 16.5 mph	More than 2,300	
3	more than 16.5 mph		

Any street that ranks 2.5 or higher merits Traffic Calming upon approval of the City's Traffic Engineer.

Any street that ranks 2.0 should be studied by the Traffic Management Tran and the City's Traffic Engineering Consultant.

Any street that scores less than a 2.0 and is determined not to be an appropriate location based on the study completed will not be eligible for testing for 12 months after the speed/volume study is completed. After two eyars of testing, if the street does not qualify for traffic calming, the project is ineligible for re-testing for 24 months.

EXHIBIT "B"

City of Coral Gables' Resolution No.
2018-190

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. 2018-190

A RESOLUTION AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL AGENCY AGREEMENT BETWEEN MIAMI-DADE COUNTY (MDC) AND THE CITY OF CORAL GABLES TO PERFORM TRAFFIC ENGINEERING FUNCTIONS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City desires to improve neighborhood quality of life and public health through traffic safety improvements on City streets; and

WHEREAS, Miami-Dade County has approved the City's traffic calming criteria; and

WHEREAS, upon full execution of this Agreement, or as in the attached substantial form, Public Works will obtain the appropriate construction permits to allow for construction;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. The foregoing "Whereas" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution upon adoption hereof.

SECTION 2. The City Commission does hereby direct The City Manager to execute an Intergovernmental Agency Agreement with Miami-Dade County to perform traffic engineering functions.

SECTION 3. That this Resolution shall become effective upon the date of its passage and adopted herein.

PASSED AND ADOPTED THIS TENTH DAY OF JULY, A.D., 2018.

(Moved: Keon / Seconded: Lago)

(Yeas: Keon, Lago, Valdes-Fauli)

(Majority: (3-0) Vote)

(Absent: Quesada, Mena)

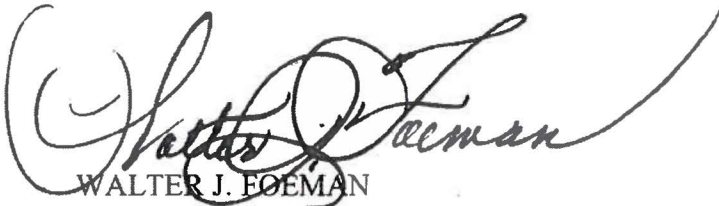
(Agenda Item: J-17)

APPROVED:



RAUL VALDES-FAULI
MAYOR

ATTEST:



WALTER J. FOEMAN
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

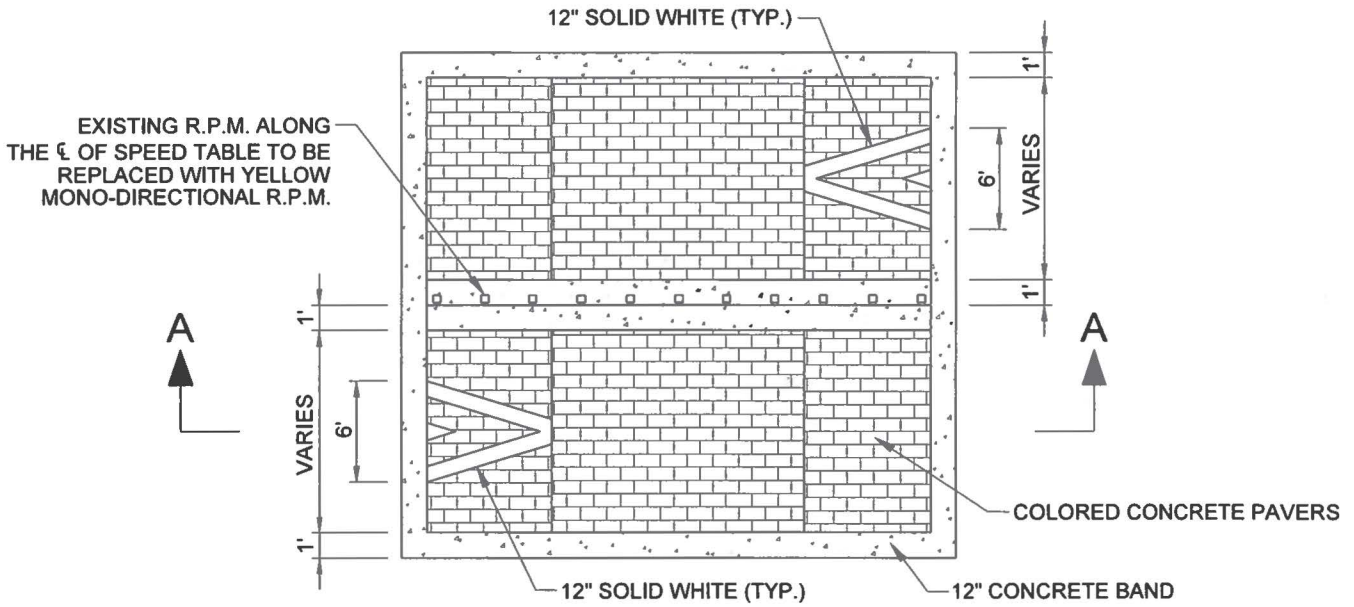


MIRIAM SOLER RAMOS
CITY ATTORNEY

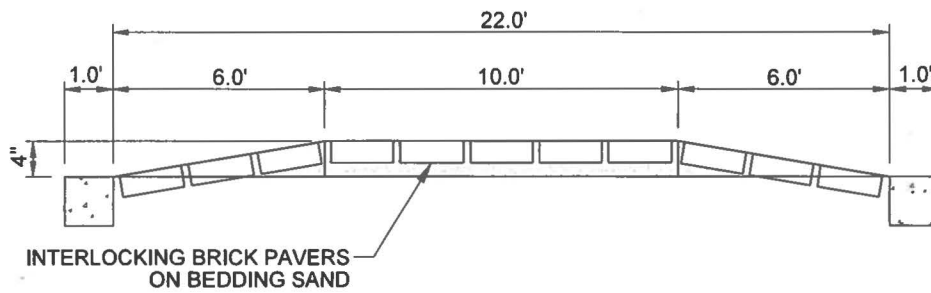
EXHIBIT “C”

Standard Designs for:

- Traffic Circles
- Speed Humps
- Speed Cushions
- In-Street Pedestrian Crossing Signs
- Raised Intersections



FLAT-TOPPED SPEED HUMP DETAIL



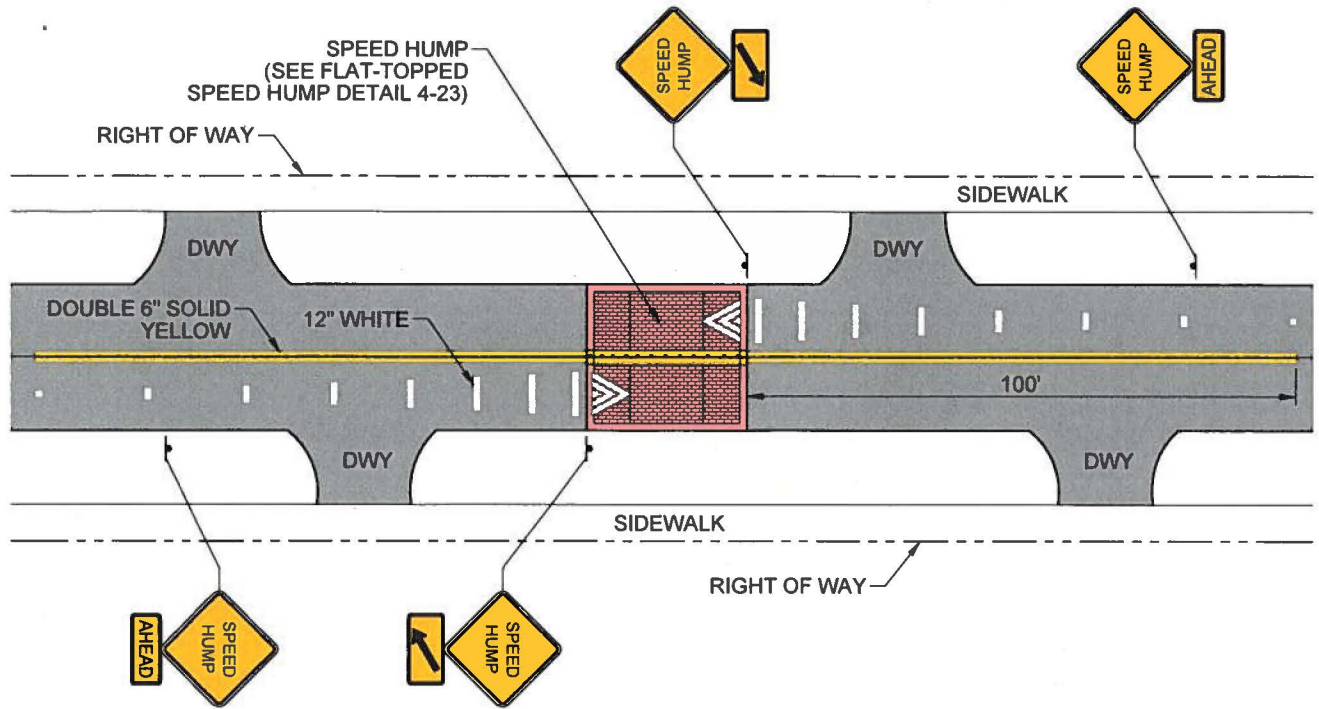
SECTION A-A

APPROVED:
 REVISED: SEP 2018
 SCALE: N.T.S.

DEPT. OF PUBLIC WORKS
 ENGINEERING DIVISION
 STANDARD DETAILS

FLAT-TOPPED
 SPEED HUMP


4-23



NOTES:

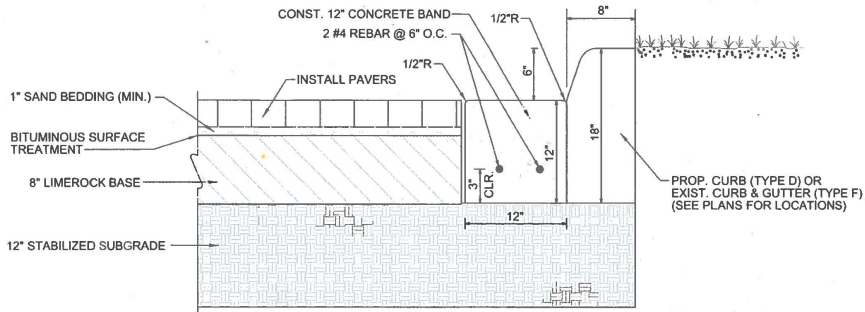
- SPEED HUMPS SHALL NOT BE INSTALLED LESS THAN 250 FEET FROM EXISTING TRAFFIC SIGNALS, COUNTY ROADWAYS, STATE ROADWAYS AND THE BOUNDARIES OF THE CITY LIMITS; OR WITHIN SCHOOL ZONES, OR ADJACENT TO BICYCLE FACILITIES OR HOSPITALS.
- INSTALLATION OF ADVANCED WARNING SIGNS (W17-1, W16-7P), IN A SEGMENT OF MORE THAN ONE BLOCK, WILL BE LIMITED TO THE BEGINNING AND END OF THE SEGMENT.
- THE STREET MUST BE A LOCAL RESIDENTIAL STREET OPERATED AND MAINTAINED BY THE CITY WITHIN ITS BOUNDARIES.
- THE STREET SHALL NOT HAVE MORE THAN ONE TRAFFIC LANE IN EACH DIRECTION.
- THE STREET IS POSTED AT OR HAS A SPEED LIMIT OF 30 MPH OR LESS.
- SPEED HUMPS WILL NOT BE CONSIDERED WITHIN 50 FEET OF AN INTERSECTION, IN FRONT OF A DRIVEWAY, WITHIN AN INTERSECTION OR ADJACENT TO FIRE HYDRANTS.
- THE STREET SHOULD NOT BE LOCATED ALONG AN EMERGENCY RESPONSE ROUTE, REGIONAL TRANSIT OR SCHOOL BUS ROUTE.

APPROVED:
 REVISED: SEP 2018
 SCALE: N.T.S.

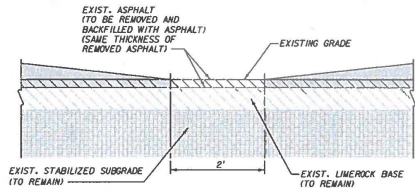
 DEPT. OF PUBLIC WORKS
 ENGINEERING DIVISION
 STANDARD DETAILS

SPEED HUMP
 SIGNAGE

4-24



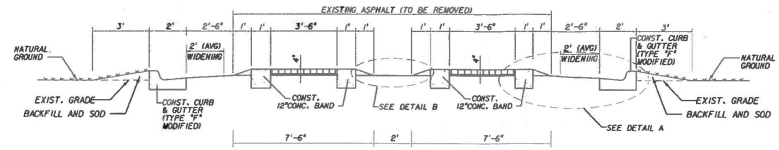
CONCRETE PAVER AND BANDING DETAIL AT INTERSECTIONS



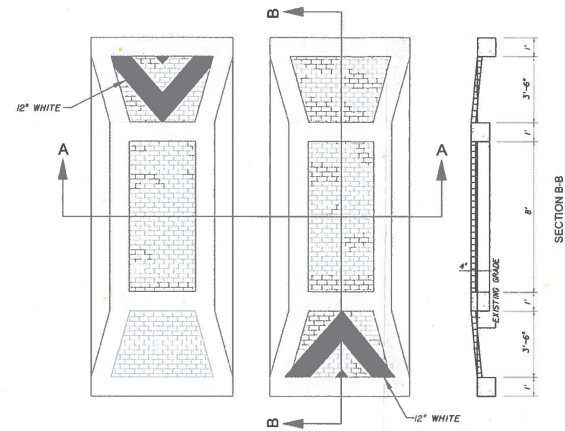
DETAIL B

- (A) COLORED CONCRETE PAVERS**
- MANUFACTURER: GEM PAVER SYSTEMS, INC.
 - STYLE: OLD MIAMI
 - COLOR: TAN / CHARCOAL
 - SIZE: 6 1/4" X 9 1/2", 6 1/4" X 6 1/4", 6 1/4" X 4 3/4"
 - THICKNESS: 2 3/8"
- (B) 12" CONCRETE BANDING**
- UNCOLORED
 - MEDIUM BROOM FINISHED

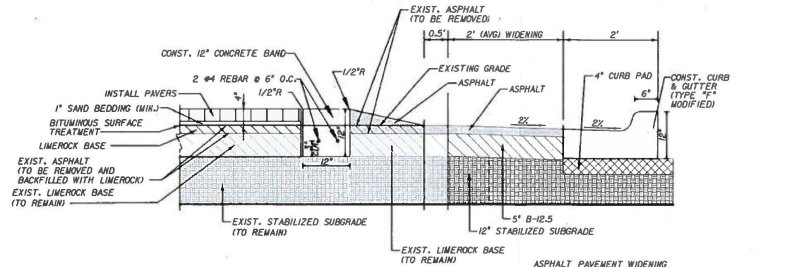
- NOTES:**
1. COLOR SAMPLES AND SPECIFICATIONS OF THE PAVERS SHALL BE SUBMITTED TO THE CITY OF CORAL GABLES FOR APPROVAL PRIOR TO INSTALLATION.
 2. ALL CONCRETE SHALL BE CORAL GABLES BEIGE #3.



SECTION A-A



FLAT-TOPPED SPEED CUSHION



DETAIL A

ASPHALT PAVEMENT WIDENING
 2" ASPHALT CONCRETE SURFACE (TYPE SP-9.5) AND FRICTION COURSE FC-9.5 (1" THICK) WITH 5" TYPE B-12.5 AND 12" STABILIZED SUBGRADE (CBR=30)

D:\proj\161\161814\working\092016.dwg Step 14 - 2016-09-23 10:00:00



DAVID PLUMMER & ASSOCIATES, INC.

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
 CORAL GABLES • MIAMI • WEST PALM BEACH • FT. LAUDERDALE • FORT MYERS
 1200 NORTH WYOMING AVENUE, SUITE 2000, FT. LAUDERDALE, FL 33309 • TELEPHONE (352) 432-7000 FAX (352) 432-1000
 CERTIFICATE OF AUTHORIZATION #12-2000

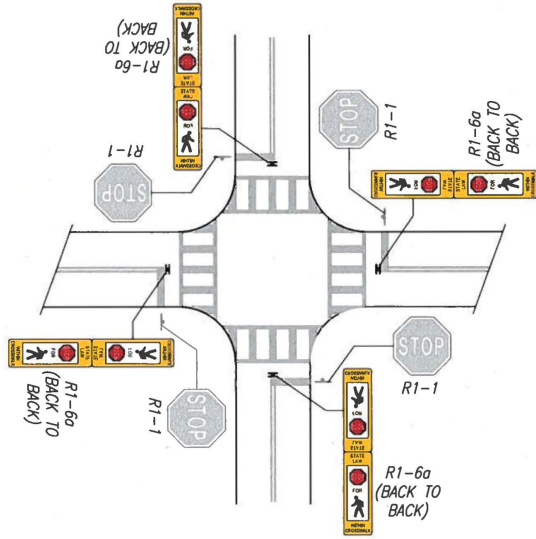
REVISIONS:	PROJECT:

CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.

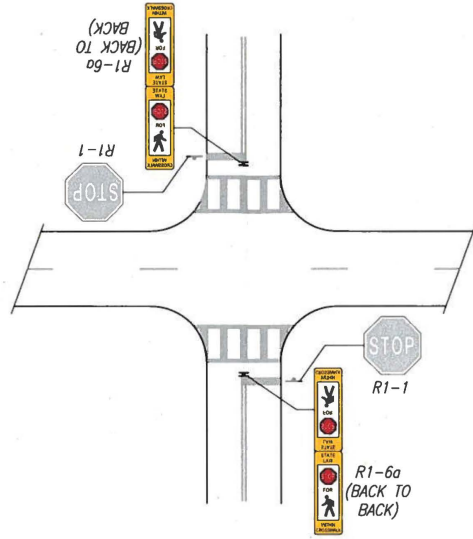
SPEED CUSHION

TYPICAL SECTIONS AND DETAILS

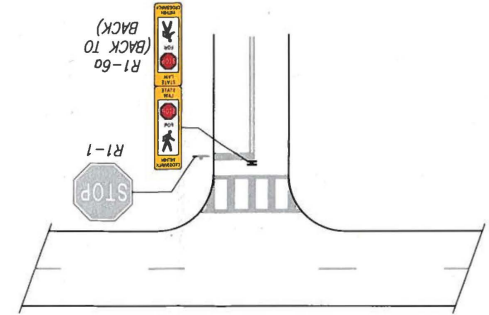
DATE	PROJECT NO.
09/26/16	161501
DRAWN	SHEET NO.
CHECKED	
APPROVED	



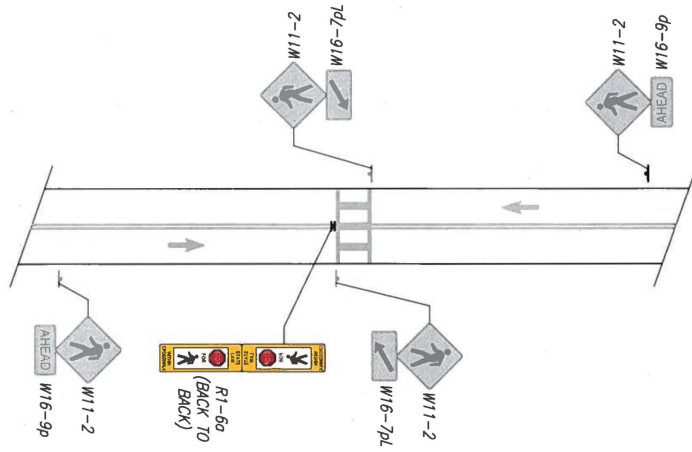
FOUR LEG INTERSECTION
4-WAY STOP



FOUR LEG INTERSECTION
2-WAY STOP



T-INTERSECTION
ONE-WAY STOP



MID-BLOCK CROSSWALK
WITH WARNING SIGNING

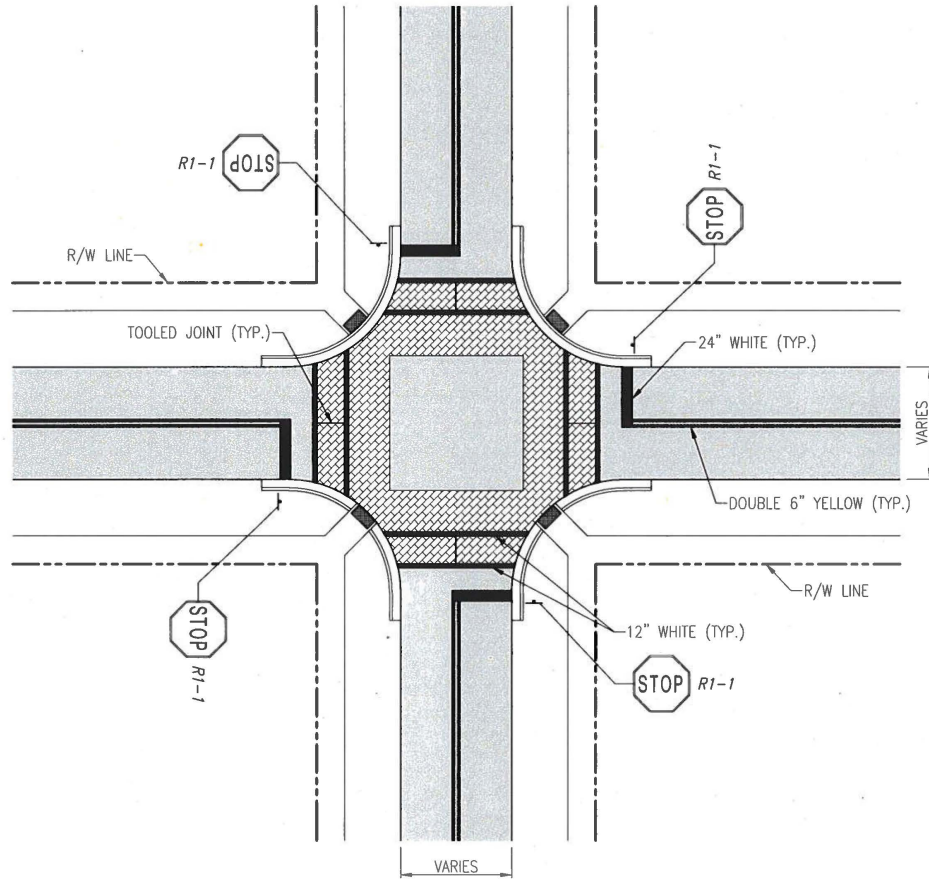
**IN STREET PEDESTRIAN
CROSSING SIGNS**

City of Coral Gables

DRAW C.M.	CHECK Y.S.	APPR Y.S.
SCALE 1"=30"	DATE 08-29-2017	



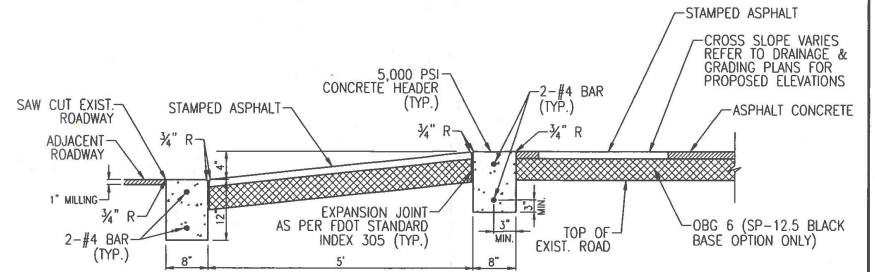
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RAISED INTERSECTION DETAIL
SCALE: 1"=20'

NOTE:

1. A RAISED INTERSECTION TYPICAL INSTALLATION IS AT A SIGNAL CONTROLLED OR ALL-WAY STOP CONTROLLED INTERSECTION.



RAISED INTERSECTION DETAIL
SCALE: 1"=30'

Raised Intersection
CITY OF CORAL GABLES

DRAW C.M.	CHECK J.K.	APPR J.K.
SCALE AS NOTED	DATE 09-11-2018	



EXHIBIT “D”

City of Coral Gables’ Traffic Control
Devices and Locations

TRAFFIC CIRCLES

1. FERDINAND STREET & OBISPO AVENUE
2. FERDINAND STREET & CADIZ AVENUE
3. FERDINAND STREET & MILAN AVENUE
4. FERDINAND STREET & VENETIA AVENUE
5. MADRID STREET & VENETIA AVENUE
6. MADRID STREET & MILAN AVENUE
7. MADRID STREET & SOROLLA AVENUE
8. LISBON STREET & VENETIA AVENUE
9. COLUMBUS BOULEVARD & MARIANA AVENUE
10. OBISPO AVENUE & CORDOVA STREET
11. OBISPO AVENUE & COLUMBUS BOULEVARD
12. MADEIRA AVENUE & CORTEZ STREET
13. SEGOVIA STREET & MINORCA AVENUE
14. SEGOVIA STREET & MAJORCA AVENUE
15. SEGOVIA STREET & MADEIRA AVENUE
16. CASILLA STREET & ALCAZAR AVENUE
17. CASILLA STREET & MAJORCA AVENUE
18. CASILLA STREET & MADEIRA AVENUE
19. HERNANDO STREET & ALMERIA AVENUE
20. HERNANDO STREET & ALCAZAR AVENUE
21. HERNANDO STREET & MINORCA AVENUE
22. HERNANDO STREET & NAVARRE AVENUE
23. SEVILLA AVENUE & CARDENA STREET
24. SEVILLA AVENUE & ARDENSON ROAD
25. SALZEDO STREET & ALEDO AVENUE
26. SALZEDO STREET & ALESIO AVENUE
27. SALZEDO STREET & VISCAYA AVENUE
28. SAJZEDO STREET & CANDIA AVENUE
29. SALZEDO STREET & VELARDE AVENUE
30. COCONUT DRIVE & MALAGA AVENUE
31. COCONUT DRIVE & SANTANDER AVENUE
32. AHARA AVENUE & TOLEDO STREET
33. AHARA AVENUE & MONSERRATE STREET
34. ALTARA AVENUE & PALMARITO STREET
35. PALMARITO STREET & SAN ANTONIO AVENUE
36. SEGOVIA STREET & SAN ANTONIO AVENUE
37. SEGOVIA STREET & SAN LORENZO AVENUE
38. MINDELLO STREET & SAN SERVANDO AVENUE

- 39. A1MANSA STREET & SAN SERVANDO AVENUE
- 40. ALMANSA STREET & SAN JUAN DRIVE
- 41. A1MANSA STREET & SANTURCE AVENUE
- 42. HARDEE ROAD & MAGGIORE S1REET
- 43. SOUTH ALHAMBRA & CAPILLA STREET
- 44. SOUTH ALHAMBRA & BARQUERA STREET
- 45. BLUE ROAD & BILTMORE DRIVE

NECKDOWN

- 1. GRANADA BOULEVARD @ THE GRANADA BRIDGE

DIVERTER

- 1. RED ROAD & VALENCIA AVENUE

RAISED PLATFORM

- SUNRISE AVENUE BETWEEN INGRAHAM HIGHWAY & DOUGLAS ROAD