DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 01/24/2023

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR). The development application form must be filled out accurately and all applicable sections must be completed. Only complete the sections indicated for application type with N/A for those section items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for information requirements for submittal. Select the application type and approval level in **SECTION A** and complete the sections specified.

A APPLICATION TYPE AND APPROVAL LEVEL

Select the application type from the list below and check the applicable type.

☐ LEVEL I ADMINISTRATIVE REVIEW COMMITTEE (ADMIN)	☒ LEVEL II DEVELOPMENT REVIEW COMMITTEE (DRC)	☐ LEVEL III PLANNING AND ZONING BOARD (PZB)	☐ LEVEL IV CITY COMMISSION (CC)
☐ New nonresidential less than 5,000 square feet ☐ Change of use (same impact or less than existing use) ☐ Plat note/Nonvehicular access line amendment ☐ Administrative site plan ☐ Amendment to site plan* ☐ Property and right-of-way applications (MOTs, construction staging) ☐ Parking Agreements (separate from site plans)	☐ New Nonresidential 5,000 square feet or greater ☐ Residential 5 units or more ☐ Nonresidential use within 100 feet of residential property ☐ Redevelopment proposals ☐ Change in use (if great impact than existing use) • Development in Regional Activity Centers (RAC)* ☐ Development in Uptown Project Area* ☐ Regional Activity Center Signage ☐ Design Review Team (DRT) ☐ Affordable Housing (≥10%)	☐ Conditional Use ☐ Parking Reduction ☐ Flex Allocation ☐ Cluster / Zero Lot Line ☐ Modification of Yards* ☐ Waterway Use ☐ Mixed Use Development ☐ Community Residences* ☐ Social Service Residential Facility (SSRF) ☐ Medical Cannabis Dispensing Facility* ☐ Community Business District for uses greater than 10,000 square feet	☐ Land Use Amendment ☐ Rezoning ☐ Plat ☐ Public Purpose Use ☐ Central Beach ☐ Development of Significant Impact* ☐ Vacation of Right-of-Way ☐ City Commission Review Only *(review not required by PZB)* ☐ Vacation of Easement*
COMPLETE SECTIONS B, C, D, G	**COMPLETE SECTIONS B, C, D, E, F**	**COMPLETE SECTIONS B, C, D, E, F**	**COMPLETE SECTIONS B, C, D, E, F**

☐ EXTENSION	☐ DEFERRAL	☐ APPEAL/DE NOVO	☐ PROPERTY AND ROW ITEM
Request to extend approval date for a previously approved application	Request to defer after an application is scheduled for public hearing	☐ Appeal decision by approving body ☐ De Novo hearing items	☐ Road closures ☐ Construction staging plan ☐ Revocable licenses
COMPLETE SECTIONS B, C, H	**COMPLETE SECTIONS B, C, H**	**COMPLETE SECTIONS B, C, H**	**COMPLETE SECTIONS B, C, E**

**Application is subject to specific review and approval process. Levels III and IV are reviewed by Development Review Committee unless otherwise noted.*

B APPLICANT INFORMATION

If applicant is the business operator, complete the agent column and provide property owner authorization.

Applicant/Property Owner	501 NE Holdings LP	Authorized Agent	Andrew J. Schein, Esq. Lochrie & Chakas, P.A.
Address		Address	699 N. Federal Hwy., Suite 400
City, State, Zip		City, State, Zip	Fort Lauderdale, FL 33305
Phone		Phone	954-617-8919
Email		Email	ASchein@lochrielaw.com
Proof of Ownership		Authorization Letter	Letter Attached
Applicant Signature:		**Agent Signature:**	Andrew Schein Digitally signed by Andrew Schein DN: cn=Andrew Schein, o, ou, email=ASchein@Lochrielaw.com, c=US Date: 2023.12.05 16:48:49 -05'00'

C PARCEL INFORMATION

Address/General Location	500 NE 3rd Avenue
Folio Number(s)	504203020320, 504203020260, 504203020300, 504203020310
Legal Description *(Brief)*	See survey
City Commission District	2
Civic Association	Flagler Village

D LAND USE INFORMATION

Existing Use	Office
Land Use	DRAC
Zoning	RAC-CC
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	
Proposed Zoning	

E PROJECT INFORMATION

Provide project information. Circle yes or no where noted. If item is not applicable, indicate N/A.

Project Name	Flagler Village Residences
Project Description *(Describe in detail)*	345 multifamily residential units, 3645 SF of commercial uses, and 512 parking spaces in a 30-story building
Estimated Project Cost	$ *(Estimated total project cost including land costs for all new development applications only)*

Affordable Housing Number of Units		30%		50%		60%		80%		100%		120%		140%	

Waterway Use	No
Flex Units Request	No
Commercial Flex Acreage	No
Residential Uses	
Single Family	
Townhouses	
Multifamily	345
Cluster/Zero Lot Line	
Other	
Total *(dwelling units)*	
Unit Mix *(dwelling units)*	Studio or Efficiency / 1-Bedroom / 2-Bedroom / 3+ Bedroom

Traffic Study Required	Yes
Parking Reduction	No
Public Participation	Yes
Non-Residential Uses	
Commercial	3,345
Restaurant	
Office	
Industrial	
Other	
Total *(square feet)*	

F PROJECT DIMENSIONAL STANDARDS

Indicate all required and proposed standards for the project. Circle yes or no where indicated.

	Required Per ULDR	Proposed
Lot Size *(Square feet/acres)*	None	49,540 SF / 1.137 acres
Lot Density *(Units/acres)*	None	303 du/acre
Lot Width	None	260' - 2"
Building Height *(Feet)*	30 floors	30 floors
Structure Length	300'	228' - 3" max
Floor Area Ratio *(F.A.R)*	None	12.16
Lot Coverage	None	73.3%
Open Space	4,954 SF	26,788 SF
Landscape Area	1,239 SF pervious	4,756 SF
Parking Spaces	410	512
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
Front [_S_]	35' from CL	35' from CL
Side [_E_]	35' from CL	37' - 3" from CL
Corner / Side [_W_]	10' from PL	10' - 1" from PL
Rear [_N_]	0'	3' min.

For projects in Downtown, Northwest, South Andrews, and Uptown Master Plans to be completed in conjunction with the applicable items above.

Tower Stepback	**Required Per ULDR**	**Proposed**	**Deviation**
Front / Primary Street [_W_]	15'	15' - 2"	No
Sides / Secondary Street [_E/S_]	15'	16' - 11" (east), 15' - 6" (south)	No
Building Height	30 floors	30 floors	No
Streetwall Length	300'	228' - 3"	No
Podium Height	7 floors	7 floors	No
Tower Separation	30' from PL	min. 30' from PL	No
Tower Floorplate *(square feet)*	12,500 SF	17,952 (floor 7-15), 12,500 SF (floor 16-36)	Yes
Residential Unit Size *(minimum)*	400 SF	513 SF	No

G AMENDED PROJECT INFORMATION

Provide approved and proposed amendments for project. Circle yes or no where indicated.

Project Name	
Proposed Amendment Description *(Describe in detail)*	

	Original Approval	Proposed Amendment	Amended
Residential Uses *(dwelling units)*			
Non-Residential Uses *(square feet)*			
Lot Size *(Square feet/acres)*			
Lot Density *(Units/acres)*			
Lot Width			
Building Height *(Feet)*			
Structure Length			
Floor Area Ratio *(F.A.R)*			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			
Does this amendment require a revision to the traffic statement or traffic study completed for the project?			
Does this amendment require a revised water sewer capacity letter?			

H EXTENSION, DEFERRAL, APPEAL INFORMATION

Provide information for specific request. Circle approving body and yes or no.

Project Name	
Request Description	

EXTENSION REQUEST		DEFERRAL REQUEST		APPEAL REQUEST / DE NOVO HEARING	
Approving Body		**Approving Body**		**Approving Body**	
Original Approval Date		**Scheduled Meeting Date**		**30 Days from Meeting** *(Provide Date)*	
Expiration Date *(Permit Submittal Deadline)*		**Requested Deferral Date**		**60 Days from Meeting** *(Provide Date)*	
Expiration Date *(Permit Issuance Deadline)*		**Previous Deferrals Granted**		**Appeal Request**	

Requested Extension *(No more than 24 months)*		**Justification Letter Provided**		**Indicate Approving Body Appealing**	
Code Enforcement *(Applicant Obtain by Code Compliance Division)*				**De Novo Hearing Due to City Commission Call-Up**	

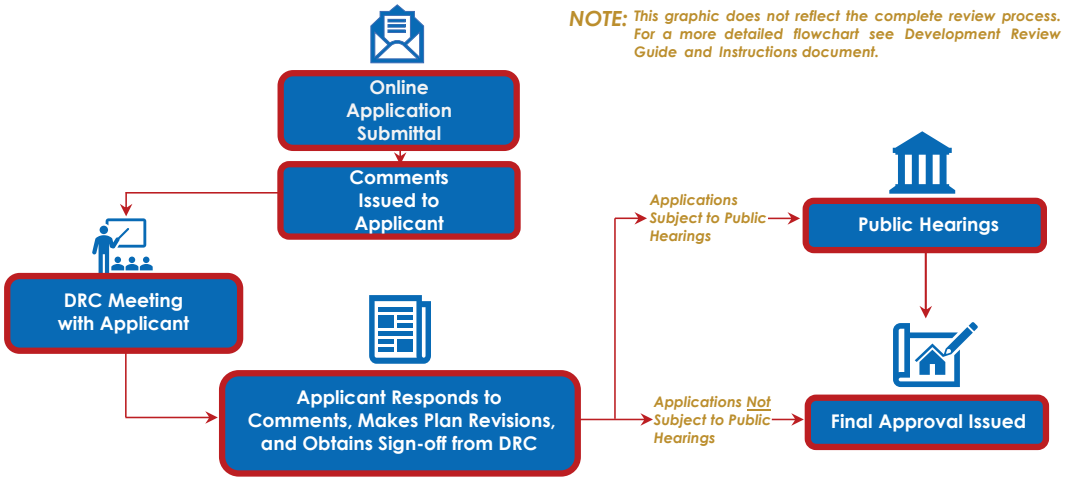
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following checklist outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- ☒ **Preliminary Development Meeting** completed on the following date: 10/6/2023 **PROVIDE DATE**
- ☒ **Development Application Form** completed with the applicable information including signatures.
- ☒ **Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- ☒ **Address Verification Form** applicant contact David Goodrum at 954-828-5976 or DGoodrum@fortlauderdale.gov
- ☒ **Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- ☒ **Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- ☒ **Traffic Study or Statement** submittal of a traffic study or traffic statement.
- ☒ **Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- ☒ **Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

OVERVIEW FOR ONLINE SUBMITTAL REQUIREMENTS: Submittals must be conducted through the City's online citizen access portal LauderBuild. No hardcopy application submittals are accepted. Below only highlights the important submittal requirements that applicants must follow to submit online and be deemed complete. View all the requirements at LauderBuild Plan Room.

- **Uploading Entire Submittal** upload all documents at time the application is submitted to prevent delays in processing.
- **File Naming Convention** file names must adhere to the City's File Naming Convention.
- **Reduce File Size** plan sets and other large files must be merged or flattened to reduce file size.
- **Plan Sets** plan sets like site plans, plats, etc. must be submitted as a single pdf file. Staff will instruct when otherwise.
- **Document Categories** choose the correct document category when uploading.

DRC PROCESS OVERVIEW: The entire development review process flowchart can be found in the Development Application Guide and Instructions document. Below is a quick reference flowchart with key steps in the process to guide applicants.



CONTACT INFORMATION: Questions regarding the development process or LauderBuild, see contact information below.

GENERAL URBAN DESIGN AND PLANNING QUESTIONS	LAUDERBUILD ASSISTANCE AND QUESTIONS
Planning Counter 954-828-6520, Option 5	DSD Customer Service 954-828-6520, Option 1
planning@fortlauderdale.gov	lauderbuild@fortlauderdale.gov

SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY

LEGAL DESCRIPTION:

ALL OF LOTS 9, 10, AND 11, BLOCK 3, OF AMENDED PLAT OF BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 25, 26, 27, 28, 29, 30, 31, 32, AND 33, OF NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 182, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

LOT 13, BLOCK 3, OF NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, AT PAGE 182, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

LOT 12, BLOCK 3, OF AMENDED PLAT OF BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 25, 26, 27, 28, 29, 30, 31, 32, AND 33, OF NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 182, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

AND

LOTS 14, 15 AND 16, LESS THE WEST 10 FEET THEREOF, IN BLOCK 3, OF NORTH LAUDERDALE AMENDED, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 182, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

PARCEL FOLIO No.(S) AND ADDRESSES:

500 N.E. 3 AVENUE, FORT LAUDERDALE, FL. 33301
FOLIO No. 5042 03 02 0320

501 N.E. 4 AVENUE, FORT LAUDERDALE, FL. 33301
FOLIO No. 5042 03 02 0310

505 N.E. 4 AVENUE, FORT LAUDERDALE, FL. 33301
FOLIO No. 5042 03 02 0300

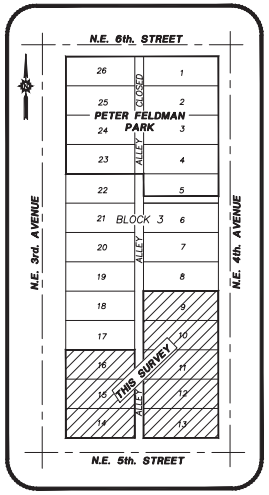
512 N.E. 4 AVENUE, FORT LAUDERDALE, FL. 33301
FOLIO No. 5042 03 02 0300

SURVEYOR REFERENCES:

1. OFFICIAL INSTRUMENT NUMBER 114219870, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
2. OFFICIAL INSTRUMENT NUMBER 116959943, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
3. OFFICIAL INSTRUMENT NUMBER 116959944, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
4. AMENDED PLAT OF BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 25, 26, 27, 28, 29, 30, 31, 32, AND 33, OF NORTH LAUDERDALE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 182, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

TREE SURVEY NOTES:

1. THIS FIRM HAS IDENTIFIED THE VARIOUS TYPES OF TREES LOCATED ON THIS SITE BASED ON COMMON KNOWLEDGE OF TREE SPECIES. FOR POSITIVE IDENTIFICATION OF TREE SPECIES A QUALIFIED LANDSCAPE ARCHITECT OR BOTANIST SHOULD BE CONSULTED. TREES THREE (3') CALIPER INCHES OR LARGER, WHEN MEASURED AT BREAST HEIGHT, ARE SHOWN ON THE SURVEY DRAWING. HEDGES AND GROUND COVER ARE NOT SHOWN THE SURVEY DRAWING. EXOTIC TREES SUCH AS MELALEUCA, BRAZILIAN PEPPER, AND AUSTRALIAN PINE ARE NOT SHOWN ON THE SURVEY DRAWING.
2. EACH TREE LOCATED HAS BEEN TAGGED WITH A NUMBERED TAG THAT CORRESPONDS TO THE TREE LEGEND SHOWN HEREON.
3. CLUSTERS OF TREES ARE SHOWN GROUPED WITH AN APPROXIMATION OF THE TOTAL NUMBER OF TREES LOCATED WITHIN THE GROUP.
4. THE CANOPY DIAMETER AND SPREAD ARE NOT SHOWN HEREON, UNLESS INDICATED OTHERWISE.



LOCATION MAP
NOT TO SCALE

ABBREVIATIONS

B.C.R.	BROWARD COUNTY RECORDS
M.D.C.R.	MIAMI–DADE COUNTY RECORDS
℄	CENTER LINE
ID.	IDENTIFICATION
LB	LICENSED BUSINESS
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
(P)	DATA BASED ON THE PLAT OF RECORD
FND.	FOUND
N/D	NAIL & DISC
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAINAGE MANHOLE
(TYP.)	TYPICAL
N/A	NOT ABLE
C.B.S.	CONCRETE BLOCK STRUCTURE
R/W	RIGHT–OF–WAY
SIRC	SET 5/8" IRON ROD & CAP
FIRC	FOUND 5/8" IRON ROD & CAP
McL	McLAUGHLIN
TRAV. PT.	TRAVERSE POINT
EL.	ELEVATION
BLK	BLOCK
5.4	SPOT ELEVATIONS
– – – OHW – – –	OVERHEAD WIRES
——24"RCP——	24 INCH REINFORCED CONCRETE PIPE
——15"HDPE——	15 INCH HIGH DENSITY POLYETHYLENE PIPE
——15"CMP——	15 INCH CORRUGATED METAL PIPE
——15"RCP——	15 INCH REINFORCED CONCRETE PIPE
——15"CMP——	15 INCH CORRUGATED METAL PIPE
——12"RCP——	12 INCH REINFORCED CONCRETE PIPE
——8"PVC——	8 INCH POLYVINYL CHLORIDE PIPE
——6"PVC——	6 INCH POLYVINYL CHLORIDE PIPE
– – – STRM – – –	UNKNOWN STORM SIZE
– – – FZB – – –	FLOOD ZONE BOUNDARY
C801	CURB INLET STRUCTURE (REFER TO STORM TABLE)
CB781	CATCH BASIN STRUCTURE (REFER TO STORM TABLE)
MH5748	SANITARY MANHOLE STRUCTURE (REFER TO SEWER TABLE)
MH0021	STORM MANHOLE STRUCTURE (REFER TO STORM TABLE)

LEGEND

	CONCRETE POWER POLE
	ANCHOR
	CONCRETE LIGHT POLE
W	WATER VALVE
S	SANITARY MANHOLE
	CLEANOUT
ST	STORM MANHOLE
	CURB INLET
	BACKFLOW PREVENTER
	SIGN
E	ELECTRIC MANHOLE
	WATER METER
A	ELECTRIC TRANSFORMER
	FIRE HYDRANT
	SEWER VALVE
E	ELECTRIC WIRE PULL BOX
T	TELEPHONE WIRE PULL BOX
G	GAS VALVE
	BIKE RACK
CTV	CABLE TV BOX
	CATCH BASIN
	ELECTRIC PANEL
	ELECTRIC OUTLET
E	ELECTRIC VAULT
FO	FIBER OPTIC VAULT
GEN	GENERATOR
	GROUND LIGHT
T	TELEPHONE MANHOLE
	TRASH BIN
	UTILITY MARKER
E	ELECTRIC METER
	WOOD POWER POLE
	WOOD POWER/LIGHT POLE
3	PARKING SPACE COUNT
	HANDICAP PARKING SPACE

811 KNOW WHAT'S BELOW. ALWAYS CALL 811 BEFORE YOU DIG. It's Fast. It's Free. It's the law. www.callsunshine.com

ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 1988)

SURVEY NOTES:

1. THIS SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR SURVEYING ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.
2. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL EMBOSSED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER. IF THIS SURVEY HAS BEEN DELIVERED IN PORTABLE DOCUMENT FORMAT (PDF) AND DIGITALLY SIGNED AND SEALED, A VALID SERIAL NUMBER MUST BE PRESENT FOR THE SURVEY TO BE CONSIDERED VALID.
3. THE LEGAL DESCRIPTION FOR THE PROPERTY SHOWN HEREON WAS OBTAINED FROM THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA AND IS NOT BASED ON A TITLE SEARCH.
4. A SEARCH OF THE PUBLIC RECORDS FOR OWNERSHIP, EASEMENTS, RIGHTS–OF–WAY, OR OTHER MATTERS OF RECORD WAS NOT PERFORMED BY STONER & ASSOCIATES, INC. THERE MAY BE ADDITIONAL INFORMATION RECORDED IN THE PUBLIC RECORDS THAT IS NOT SHOWN HEREON. FOR FURTHER INFORMATION, CONTACT A QUALIFIED TITLE COMPANY OR CONSULT THE PUBLIC RECORDS OF BROWARD COUNTY HERE, FLORIDA
5. THE BEARINGS SHOWN HEREON ARE BASED ON A GRID BEARING OF N.02°07'32"W., ALONG THE EAST RIGHT–OF–WAY LINE OF N.E. 3rd. AVENUE.
6. THE HORIZONTAL COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM (EAST ZONE), NORTH AMERICAN DATUM 1983/2011 ADJUSTMENT (N.A.D. 83/2011) REFERENCED TO THE FLORIDA PERMANENT REFERENCE NETWORK (FPRN) MAINTAINED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT).
7. THE ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D. 88) ESTABLISHED FROM CITY OF FORT LAUDERDALE BENCHMARKS: NE 301, A MAG NAIL IN BRASS DISC STAMPED "CITY OF FT LAUD BM NE 301" IN THE EAST TOP OF CURB OF N.E. 3rd AVENUE AND 55' ± NORTH OF THE SOUTH PROPERTY LINE FOR BUILDING # 522, N.E. 3rd AVENUE, ELEVATION= 4.45'; NE 302, A MAG NAIL IN BRASS DISC STAMPED "CITY OF FT LAUD BM NE 302" IN THE EAST TOP OF CURB OF N.E. 3rd AVENUE AND 175' ± SOUTH OF N.E. 6th STREET, ELEVATION= 4.23'. SEE STONER & ASSOCIATES PROJECT No. 21–9164 FOR BENCHMARK OF ORIGIN DATA.
8. THE PROPERTY SHOWN HEREON HAS THE FOLLOWING FLOOD ZONE DESIGNATION:

   a. NFIP COMMUNITY NAME & COMMUNITY NUMBER: CITY OF FORT LAUDERDALE 125105
   b. COUNTY NAME: BROWARD
   c. STATE OF FLORIDA
   d. MAP/PANEL NUMBER: 12011C0369
   e. SUFFIX: H
   f. FIRM INDEX DATE: 8/18/2014
   g. FIRM PANEL EFFECTIVE/REVISED DATE: 8/18/2014
   h. FLOOD ZONE: AH & X
   i. BASE FLOOD ELEVATION: AH (EL 5), AH (EL 6) & X (N/A)

   THE FLOOD ZONE INFORMATION SHOWN HEREON IS BASED UPON THE CURRENT PUBLISHED FLOOD INSURANCE RATE MAP (FIRM) ON THE DATE THIS SURVEY WAS PREPARED. THE DATA CONTAINED IN THE FIRM MAP IS SUBJECT TO CHANGE WITHOUT NOTICE. THE FLOOD ZONE BOUNDARIES (WHEN SHOWN) ARE APPROXIMATE, BASED ON DIGITAL FIRM PANEL MAP IMAGE. FOR THE LATEST FLOOD ZONE INFORMATION CONSULT THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) OR YOUR LOCAL GOVERNMENTAL BUILDING DEPARTMENT.
9. CERTAIN FEATURES ARE REPRESENTED BY THE SYMBOLS REFLECTED IN THIS MAP. THE LEGEND OF FEATURES MAY HAVE BEEN ENLARGED FOR CLARITY AND MAY NOT REPRESENT THE ACTUAL SHAPE OR SIZE OF THE FEATURE. THE SYMBOLS HAVE BEEN PLOTTED AT THE APPROXIMATE CENTER OF THE FEATURE BASED UPON THE FIELD LOCATION.
10. THIS SKETCH IS INTENDED TO BE DISPLAYED AT A HORIZONTAL SCALE OF 1 INCH = 20 FEET.
11. THE HORIZONTAL ACCURACY FOR WELL DEFINED IMPROVEMENTS DEPICTED ON THIS SKETCH IS ONE–TENTH (0.1' ±) OF A FOOT, PLUS OR MINUS. THE VERTICAL (ELEVATIONS) ACCURACY FOR WELL DEFINED IMPROVEMENTS, FEATURES, AND SURFACES DEPICTED ON THIS SURVEY IS TWO–TENTHS (0.2' ±) OF A FOOT, PLUS OR MINUS.
12. TREES, HEDGES, GROUND COVER, AND OTHER LANDSCAPE FEATURES ARE NOT SHOWN HEREON, UNLESS OTHERWISE NOTED.
13. IRRIGATION FEATURES, SUCH AS SPRINKLERS, ARE NOT SHOWN HEREON.
14. FENCES AND WALL DIMENSIONS ARE APPROXIMATE. THE SURVEYOR DID NOT DETERMINE OWNERSHIP OF FENCES AND WALLS.
15. SUBSURFACE FEATURES ARE NOT SHOWN HEREON. THIS SITE COULD HAVE UNDERGROUND INSTALLATIONS THAT ARE NOT SHOWN HEREON. BEFORE DESIGN, CONSTRUCTION, OR EXCAVATION CONTACT 811 AND/OR THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION OF UTILITIES.
16. THE EXTERIOR BUILDING DIMENSIONS SHOWN HEREON REPRESENT THE OVERALL SIZE OF THE BUILDING (FOOTPRINT). SUBSURFACE BUILDING FOOTINGS AND SUPPORTS WERE NOT LOCATED. CERTAIN ARCHITECTURAL FEATURES MAY NOT BE SHOWN ON THE SURVEY. ROOF OVERHANGS ARE NOT SHOWN UNLESS OTHERWISE NOTED. BUILDING DIMENSIONS AND BUILDING SETBACKS ARE SHOWN ROUNDED TO THE NEAREST ONE–TENTH (0.1) OF A FOOT. BEFORE DESIGN OF IMPROVEMENTS CRITICAL DIMENSIONS SHOWN BE CONFIRMED.
17. THE DIMENSIONS SHOWN HEREON ARE BASED UPON U.S. SURVEY FEET AND FRACTIONAL PARTS THEREOF.
18. THE PROPERTY SHOWN HEREON CONTAINS 1.137 ACRES (49,540 SQ. FT.), MORE OR LESS. AREA COMPUTATIONS, WHEN SHOWN IN ACRES, ARE ROUNDED TO THE NEAREST ONE–HUNDREDTH OF AN ACRE, AND WHEN SHOWN IN SQUARE FEET ARE ROUNDED TO THE NEAREST SQUARE FOOT. THE AREA FIGURES SHOWN HEREON SHOULD NOT BE UTILIZED AS THE BASIS OF PURCHASE PRICE FOR A REAL ESTATE CLOSING, WITHOUT PRIOR VERIFICATION OF THE AREA FIGURES, IN WRITING FROM THE SIGNING SURVEYOR.
19. THE SURVEYOR DID NOT INSPECT THIS PROPERTY FOR ENVIRONMENTAL HAZARDS.
20. THE SANITARY SEWER AND STORM DRAINAGE AS–BUILT DATA SHOWN HEREON WAS COLLECTED FOR ENGINEERING DESIGN PURPOSES ONLY. THE AS–BUILT DATA IS LIMITED TO STRUCTURE RIM AND PIPE INVERT ELEVATIONS ONLY. PIPE SIZES AND PIPE MATERIAL TYPES SHOULD BE CONFIRMED BEFORE DESIGN OF IMPROVEMENTS. THE SURVEYORS DID NOT PHYSICALLY ENTER THE STRUCTURES, ALL THE MEASUREMENTS AND ELEVATIONS WERE COLLECTED (WITH THE LID OF THE STRUCTURE REMOVED) BY VISUAL OBSERVATIONS IN ACTIVE FACILITIES WITH WATER AND EFFLUVIUM PRESENT. THE CONNECTIONS BETWEEN STRUCTURES WERE NOT VISUALLY INSPECTED OR VERIFIED. THE CONDITION OF PIPING WAS NOT DETERMINED. CRITICAL ELEVATIONS AND DIMENSIONS SHOULD BE VERIFIED BEFORE DESIGN OF IMPROVEMENTS, WITH THE FACILITIES PUMPED DOWN AND PIPES CLEANED OUT. BEFORE ORDERING REPLACEMENT OR CONNECTING PIPES THE SIZE AND TYPE OF PIPES SHOULD BE CONFIRMED.
21. UNLESS OTHERWISE NOTED HEREON MEASURED, DEED AND PLAT BEARINGS AND DISTANCES ARE IN SIGNIFICANT AGREEMENT.
22. THE INFORMATION DEPICTED ON THIS SKETCH OF SURVEY REPRESENTS THE RESULTS OF A FIELD SURVEY ON THE DATE INDICATED ON THE BORDER OF THE DRAWING AND CAN ONLY BE CONSIDERED VALID FOR THIS DATE AND INDICATES THE GENERAL CONDITIONS EXISTING AT THE TIME OF THE FIELD SURVEY.
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CERTIFIED TO:

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SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I FURTHER CERTIFY THAT THIS SKETCH MEETS THE STANDARDS OF PRACTICE, ESTABLISHED BY THE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

DATE OF SIGNATURE: 8.15.2023

James D Stoner

JAMES D. STONER
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1.	ADD TREES AND TREE LIST	8/5/23	DRL

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SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY
FLAGLER VILLAGE
500 N.E. 3rd. AVE. &
501, 505, 512 N.E. 4th. AVE., FORT LAUDERDLE, FL 33301

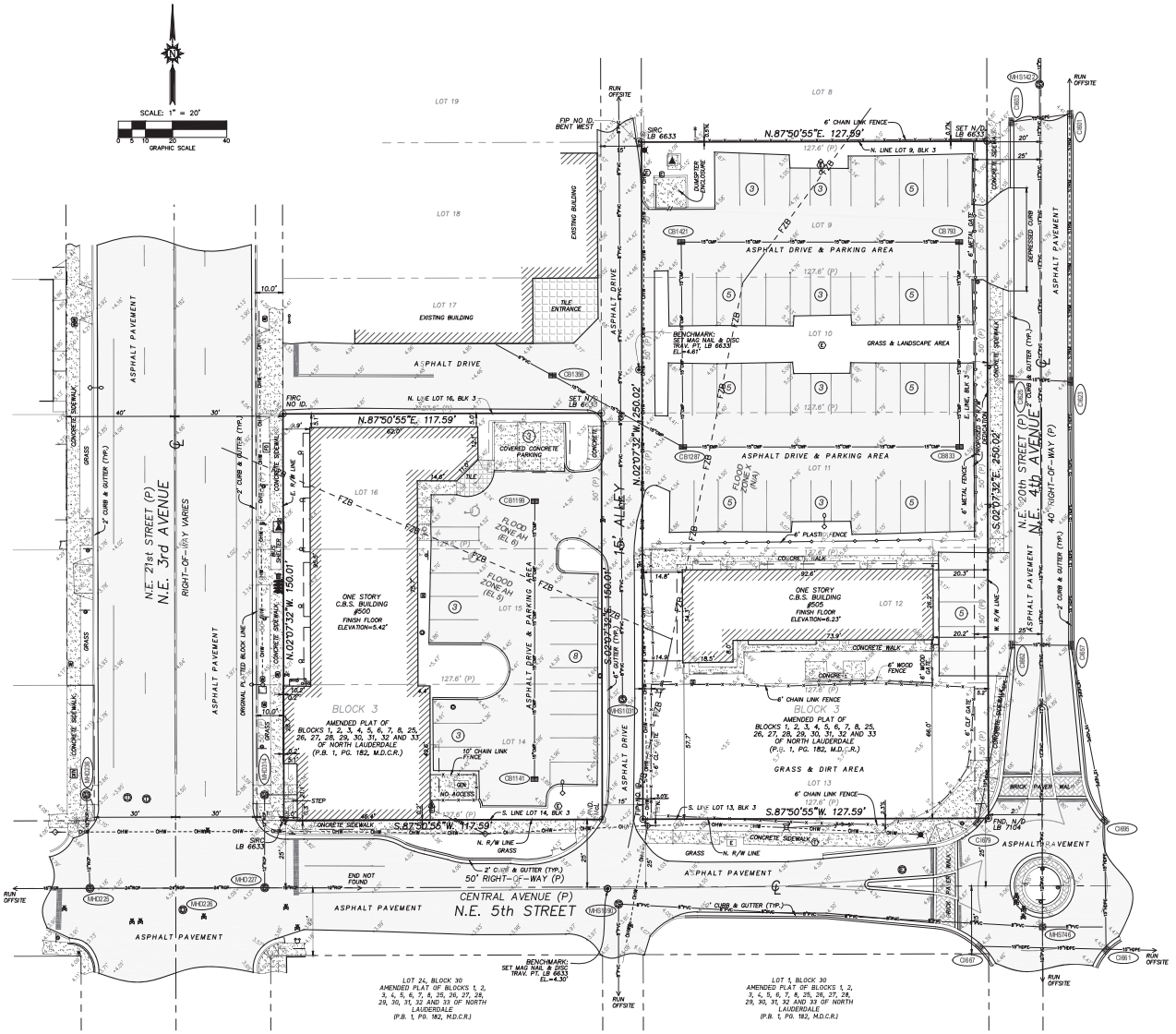
LAST DATE OF FIELD SURVEY: 03/16/23
DRAWN: JDS
CHECKED: JDS
BOOK/PAGE(S): FB/PG 999/82–83 & DATA COLLECTOR

PROJECT
23-9522

SHEET NO.
1 OF 3

FILE: P:\Drive\13th Floor Investments\23-9522 501 NE Holdings – Flagler Village\01-Drawing\23-9522.dwg

SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY



SANITARY SEWER TABLE

Structure No.	Rim El	Description	Direction	Measure Down	Invert EL	Pipe Size/Type
MHS746	5.09	SANITARY MANHOLE	N	10.04	-4.95	12" PVC
			E	4.90	0.19	8" CLAY
			S	10.00	-4.99	8" PVC
			W	8.43	-3.34	8" PVC
MH 1031	4.57	SANITARY MANHOLE	N	4.66	-0.09	8" PVC
MH 1090	4.33	SANITARY MANHOLE	E	5.75	-1.42	8" PVC
			S	5.58	-1.25	8" PVC
MHS 1422	4.58	SANITARY MANHOLE	N	10.32	-5.74	12" PVC
			S	10.28	5.70	12"PVC

STORM DRAINAGE TABLE

Structure No.	Rim El	Description	Direction	Measure Down	Invert EL	Pipe Size/Type
CI601	4.41	CURB INLET	N	N/A	N/A	PRD. UNABLE TO MEASURE
			S	N/A	N/A	PRD. UNABLE TO MEASURE
			W	4.25	0.16	15"HDPE
CI603	4.30	CURB INLET	E	4.18	0.12	15"HDPE
CI623	4.47	CURB INLET	N	N/A	N/A	PRD. UNABLE TO MEASURE
			S	N/A	N/A	PRD. UNABLE TO MEASURE
			W	4.12	0.35	15"HDPE
CI625	4.37	CURB INLET	E	4.20	0.17	15"HDPE
CI657	4.38	CURB INLET	N	3.95	0.43	PRD.OPEN ON TOP (15" HDPE)
			S	3.75	0.63	15"HDPE
			W	3.95	0.43	15"HDPE
CI682	4.36	CURB INLET	E	3.95	0.41	15"HDPE
			S	3.35	1.01	15"HDPE
CI679	4.37	CURB INLET	N	3.25	1.12	15"HDPE
CI695	4.47	CURB INLET	N	5.30	-0.83	15"HDPE
			S	3.10	1.37	15"HDPE
CI681	4.43	CURB INLET	N	4.05	0.38	15"HDPE
			E	4.05	0.38	15"HDPE
			S	4.05	0.38	15"HDPE
			W	4.02	0.41	15"HDPE
CI667	4.39	CURB INLET	E	4.00	0.39	15"HDPE
CB793	4.36	CATCH BASIN	W	2.96	1.40	15"CMP
			S	2.95	1.41	15"CMP
CB833	4.32	CATCH BASIN	N	N/A	N/A	UNABLE TO MEASURE (FULL OF DEBRIS)
			W	N/A	N/A	UNABLE TO MEASURE (FULL OF DEBRIS)
CB1421	4.28	CATCH BASIN	E	3.04	1.24	15"CMP
			S	3.05	1.23	15"CMP
CB1287	4.16	CATCH BASIN	N	2.90	1.26	15"CMP
			E	2.92	1.24	15"CMP
			NW	2.93	1.23	15"CMP
CB1356	4.36	CATCH BASIN	SE	3.03	1.33	15"CMP
			NW	2.43	1.93	8"PVC
CB1141	3.81	CATCH BASIN	N	3.05	0.76	15"CMP
CB1199	4.13	CATCH BASIN	S	3.27	0.86	15"CMP
MHD225	4.16	STORM MANHOLE	N	N/A	-1.02	12"RCP
			E	N/A	-2.84	24"RCP
			S	N/A	-1.52	12"RCP
			W	N/A	0.02	15"RCP
MHD226	4.53	CONTROL STRUCTURE	N/A	N/A	N/A	LARGE BOX UNABLE TO MEASURE
MHD227	4.20	STORM MANHOLE	N	N/A	-0.92	12"RCP
			E	N/A	-0.18	12"RCP
			S	N/A	-1.52	12"RCP
			W	N/A	-1.80	24"RCP
MHD236	4.11	STORM MANHOLE	S	N/A	-0.64	12"RCP
MHD 314	4.05	STORM MANHOLE	W	N/A	2.54	4"DIP
			S	N/A	-0.43	12"RCP

ABBREVIATIONS

B.C.R.	BROWARD COUNTY RECORDS
M.D.C.R.	MIAMI-DADE COUNTY RECORDS
℄	CENTER LINE
ID.	IDENTIFICATION
LB	LICENSED BUSINESS
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
(P)	DATA BASED ON THE PLAT OF RECORD
FND.	FOUND
N/D	NAIL & DISC
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAINAGE MANHOLE
(TYP.)	TYPICAL
N/A	NOT ABLE
C.B.S.	CONCRETE BLOCK STRUCTURE
R/W	RIGHT-OF-WAY
SIRC	SET 5/8" IRON ROD & CAP
FIRC	FOUND 5/8" IRON ROD & CAP
Mcl.	McLAUGHLIN
TRAV. PT.	TRAVERSE POINT
EL.	ELEVATION
BLK	BLOCK
⊕	SPOT ELEVATIONS
OHW	OVERHEAD WIRES
24"RCP	24 INCH REINFORCED CONCRETE PIPE
15"HDPE	15 INCH HIGH DENSITY POLYETHYLENE PIPE
15"CMP	15 INCH CORRUGATED METAL PIPE
15"RCP	15 INCH REINFORCED CONCRETE PIPE
15"CMP	15 INCH CORRUGATED METAL PIPE
12"RCP	12 INCH REINFORCED CONCRETE PIPE
8"PVC	8 INCH POLYVINYL CHLORIDE PIPE
6"PVC	6 INCH POLYVINYL CHLORIDE PIPE
STRM	UNKNOWN STORM SIZE
FZB	FLOOD ZONE BOUNDARY
CI601	CURB INLET STRUCTURE (REFER TO STORM TABLE)
CB793	CATCH BASIN STRUCTURE (REFER TO STORM TABLE)
MHS746	SANITARY SEWER STRUCTURE (REFER TO SEWER TABLE)
MHD226	STORM MANHOLE STRUCTURE (REFER TO STORM TABLE)

LEGEND

- CONCRETE POWER POLE
- ANCHOR
- CONCRETE LIGHT POLE
- WATER VALVE
- SANITARY MANHOLE
- CLEANOUT
- STORM MANHOLE
- CURB INLET
- BACKFLOW PREVENTER
- SIGN
- ELECTRIC MANHOLE
- WATER METER
- ELECTRIC TRANSFORMER
- FIRE HYDRANT
- SEWER VALVE
- ELECTRIC WIRE PULL BOX
- TELEPHONE WIRE PULL BOX
- GAS VALVE
- BIKE RACK
- CABLE TV BOX
- CATCH BASIN
- ELECTRIC PANEL
- ELECTRIC OUTLET
- ELECTRIC VAULT
- FIBER OPTIC VAULT
- GENERATOR
- GROUND LIGHT
- TELEPHONE MANHOLE
- TRASH BIN
- UTILITY MARKER
- ELECTRIC METER
- WOOD POWER POLE
- WOOD POWER/LIGHT POLE
- PARKING SPACE COUNT
- HANDICAP PARKING SPACE

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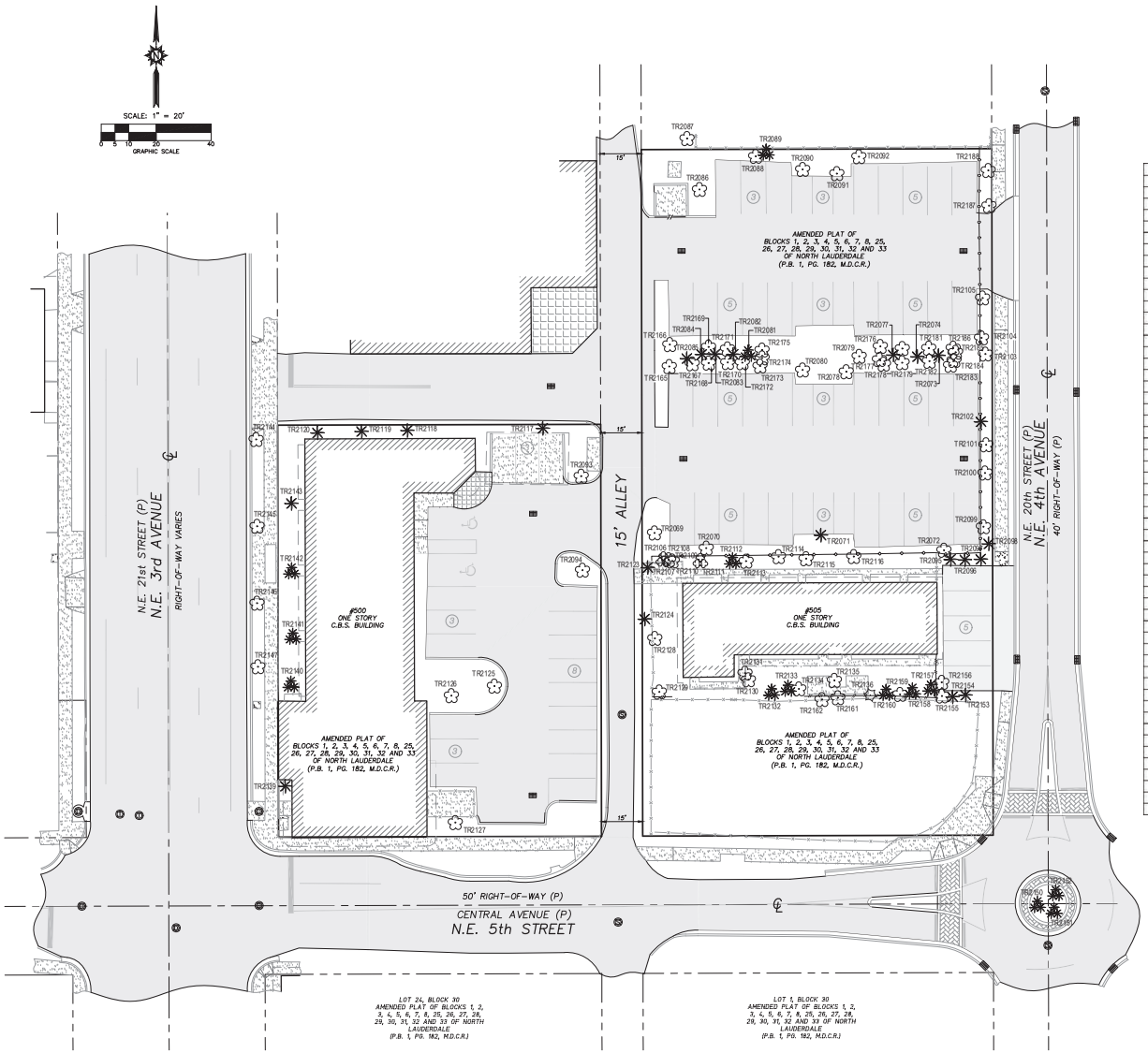
& DATA COLLECTOR

SEAL
JAMES D. STONER
PROFESSIONAL SURVEYOR AND MAPPER NO. 4539
STATE OF FLORIDA

PROJECT
23-9522

SHEET NO.
2 OF 3

SKETCH OF BOUNDARY, TOPOGRAPHIC AND SPECIFIC PURPOSE (TREE) SURVEY



TREE LIST			
TREE #	COMMON NAME	TREE DIAMETER	COMMENT
2069	OAK TREE	16	
2070	OAK TREE	12	
2071	SABAL PALM	14	
2072	OAK TREE	20	
2073	ROYAL PALM	16	
2074	ROYAL PALM	16	
2077	ROYAL PALM	12	DEAD
2078	YELLOW TABEBUIA	14	
2079	YELLOW TABEBUIA	8	
2080	YELLOW TABEBUIA	12	
2081	ROYAL PALM	10	
2082	ROYAL PALM	12	
2083	ROYAL PALM	10	
2084	ROYAL PALM	14	
2085	ROYAL PALM	10	
2086	ROYAL POINCIANA	16	
2087	OAK TREE	14	
2088	MAHOGANY TREE	20	
2089	FOXTAIL PALM	8	
2090	YELLOW TABEBUIA	10	
2091	YELLOW TABEBUIA	12	
2092	MAHOGANY TREE	30	
2093	MAHOGANY TREE	30	
2094	OAK TREE	14	
2095	UNKNOWN PALMFOXT	6	
2096	FOXTAIL PALM	4	
2097	FOXTAIL PALM	3	
2098	FOXTAIL PALM	12	
2099	OAK TREE	12	
2100	MAHOGANY TREE	18	
2101	OAK TREE	12	
2102	SABAL PALM	16	
2103	OAK TREE	14	
2104	FICUS TREE	12	
2105	MAHOGANY TREE	18	
2106	MAHOGANY TREE	4	
2107	MAHOGANY TREE	3	
2108	MAHOGANY TREE	3	
2109	MAHOGANY TREE	3	
2110	MAHOGANY TREE	3	
2111	MAHOGANY TREE	8	
2112	FOXTAIL PALM	4	
2113	MAHOGANY TREE	14	
2114	OAK TREE	16	
2115	OAK TREE	14	
2116	MAHOGANY TREE	24	
2117	FOXTAIL PALM	8	
2118	FOXTAIL PALM	8	
2119	FOXTAIL PALM	8	
2120	FOXTAIL PALM	8	
2123	SABAL PALM	12	
2124	SABAL PALM	14	
2125	MAHOGANY TREE	48	
2126	MAHOGANY TREE	36	
2127	SILVER BUTTONWOOD TREE	10	

TREE LIST			
TREE #	COMMON NAME	TREE DIAMETER	COMMENT
2128	UMBRELLA TREE	18	
2129	MAHOGANY TREE	20	
2130	OAK TREE	12	
2131	OAK TREE	8	
2132	FOXTAIL PALM	3	
2133	FOXTAIL PALM	15	
2134	FICUS TREE	4	
2135	BISHOP WOOD TREE	20	
2136	NORFOLK PINE	6	
2139	CABBAGE PALM	12	
2140	FOXTAIL PALM	3	
2141	FOXTAIL PALM	3	
2142	FOXTAIL PALM	3	
2143	FOXTAILPALM	3	
2144	OAK TREE	18	
2145	OAK TREE	6	
2146	OAK TREE	6	
2147	OAK TREE	16	
2150	FOXTAIL PALM CLUSTER	6	
2151	FOXTAIL PALM CLUSTER	8	
2152	FOXTAIL PALM CLUSTER	8	
2153	FOXTAIL PALM	6	
2154	FOXTAIL PALM	4	
2155	MAHOGANY TREE	18	
2156	MAHOGANY TREE	24	
2157	FOXTAIL PALM CLUSTER	3	
2158	FOXTAIL PALM CLUSTER	4	
2159	MAHOGANY TREE	4	
2160	FOXTAIL PALM CLUSTER	4	
2161	CHINESE HONEYLOCUST	3	
2162	CHINESE HONEYLOCUST	3	
2165	PLUMERIA TREE	8	
2166	PLUMERIA TREE	8	
2167	PLUMERIA TREE	6	
2168	PLUMERIA TREE	4	
2169	PLUMERIA TREE	6	
2170	PLUMERIA TREE	4	
2171	PLUMERIA TREE	8	
2172	PLUMERIA TREE	6	
2173	PLUMERIA TREE	8	
2174	PLUMERIA TREE	6	
2175	PLUMERIA TREE	6	
2176	PLUMERIA TREE	6	
2177	PLUMERIA TREE	4	
2178	PLUMERIA TREE	6	
2179	PLUMERIA TREE	6	
2180	PLUMERIA TREE	6	
2181	PLUMERIA TREE	6	
2182	PLUMERIA TREE	6	
2183	PLUMERIA TREE	6	
2184	PLUMERIA TREE	8	
2185	PLUMERIA TREE	4	
2186	PLUMERIA TREE	4	
2187	SILVER BUTTONWOOD TREE	12	
2188	OAK TREE	14	

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STATE OF FLORIDA

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23-9522

SHEET NO.
3 OF 3

ARCHITECTURE	
SHEET NO.	SHEET NAME
A-0.00	COVER SHEET
A-0.01	LOCATION & ZONING MAPS
A-0.02	ADJACENT CONTEXT IMAGES
A-0.03	STREET SECTIONS
A-0.04	GROSS BUILDING AREA CALCULATIONS
A-0.05	FLOORPLATE DIAGRAMS
A-0.06	OPEN SPACE DIAGRAMS
A-1.00	SITE DETAILS
A-1.01	SITE DETAILS
A-2.00	GROUND SITE PLAN
A-2.01	INTERMEDIATE PARKING LEVEL FLOOR PLAN
A-2.02	2ND FLOOR PLAN
A-2.03	TYPICAL 3RD-6TH LEVEL FLOOR PLAN
A-2.04	7TH LEVEL FLOOR PLAN
A-2.05	8TH LEVEL FLOOR PLAN
A-2.06	9TH LEVEL FLOOR PLAN
A-2.07	TYPICAL 10TH-15TH LEVEL FLOOR PLAN
A-2.08	TYPICAL 16TH-30TH LEVEL FLOOR PLAN
A-2.09	ROOF LEVEL FLOOR PLAN
A-3.00	BUILDING ELEVATIONS
A-3.01	BUILDING ELEVATIONS
A-3.02	ENLARGED ELEVATION
A-4.00	PEDESTRIAN VIEW RENDERING
A-4.01	AERIAL VIEW RENDERING
A-4.02	AERIAL VIEW RENDERING
A-4.03	AERIAL VIEW RENDERING
A-4.04	AERIAL VIEW RENDERING
A-4.05	AERIAL VIEW RENDERING

CIVIL	
SHEET NO.	SHEET NAME
C-02	SITE PLAN
C-03	DRAINAGE PLAN
C-04	WATER AND SEWER PLAN
C-05	PAVEMENT MARKING AND SIGNAGE PLAN
C-06	DEMOLITION PLAN
C-07A	VEHICLE MOVEMENT SIMULATIONS - PASSENGER CAR (ENTERING)
C-07B	VEHICLE MOVEMENT SIMULATIONS - PASSENGER CAR (EXITING)
C-07C	VEHICLE MOVEMENT SIMULATIONS - DELIVERY TRUCKS
C-07D	VEHICLE MOVEMENT SIMULATIONS - GARBAGE TRUCKS

LANDSCAPE	
SHEET NO.	SHEET NAME
L-1	LANDSCAPE PLAN - GROUND FLOOR
L-2	LANDSCAPE PLAN - 8TH LEVEL
L-3	LANDSCAPE DETAILS
TD-1	TREE DISPOSITION PLAN

DEVELOPER

13TH FLOOR INVESTMENTS

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MIAMI, FL 33133

CIVIL ENGINEERING

wsp

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LANDSCAPE ARCHITECTURE

WHD WITKIN HULTS DESIGN GROUP

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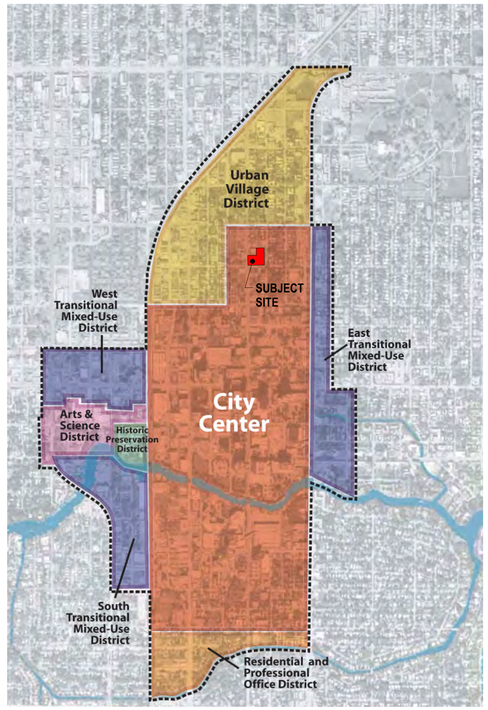
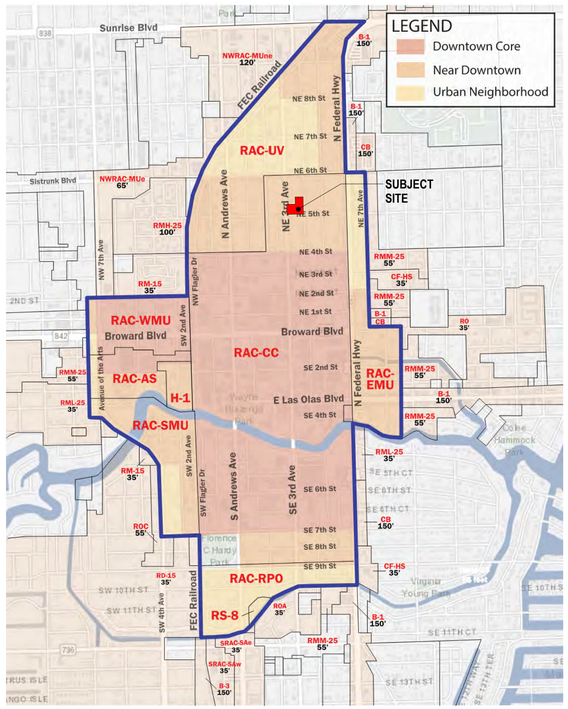
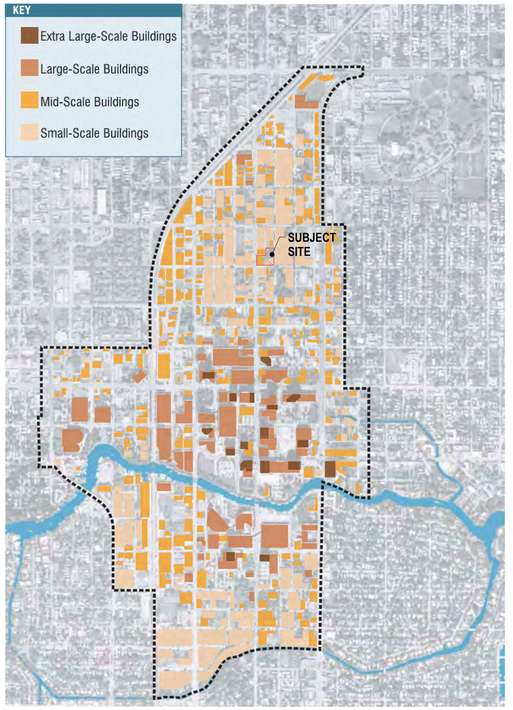


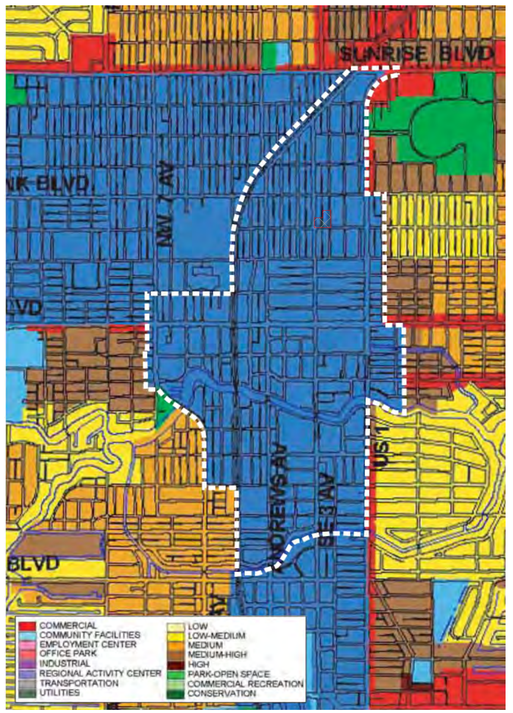
ZONING DESIGNATION MAP



CHARACTER AREA MAP



BUILDING TYPE MAP



LAND USE MAP

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4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

LOCATION & ZONING MAPS

PHASE:

DRC SUBMITTAL

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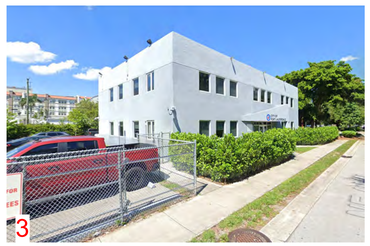
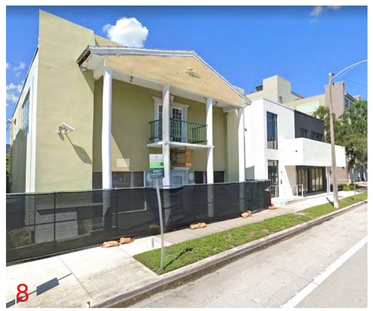
APPR BY:	AMC
PRINTED:	11/16/2023 3:05:48 PM

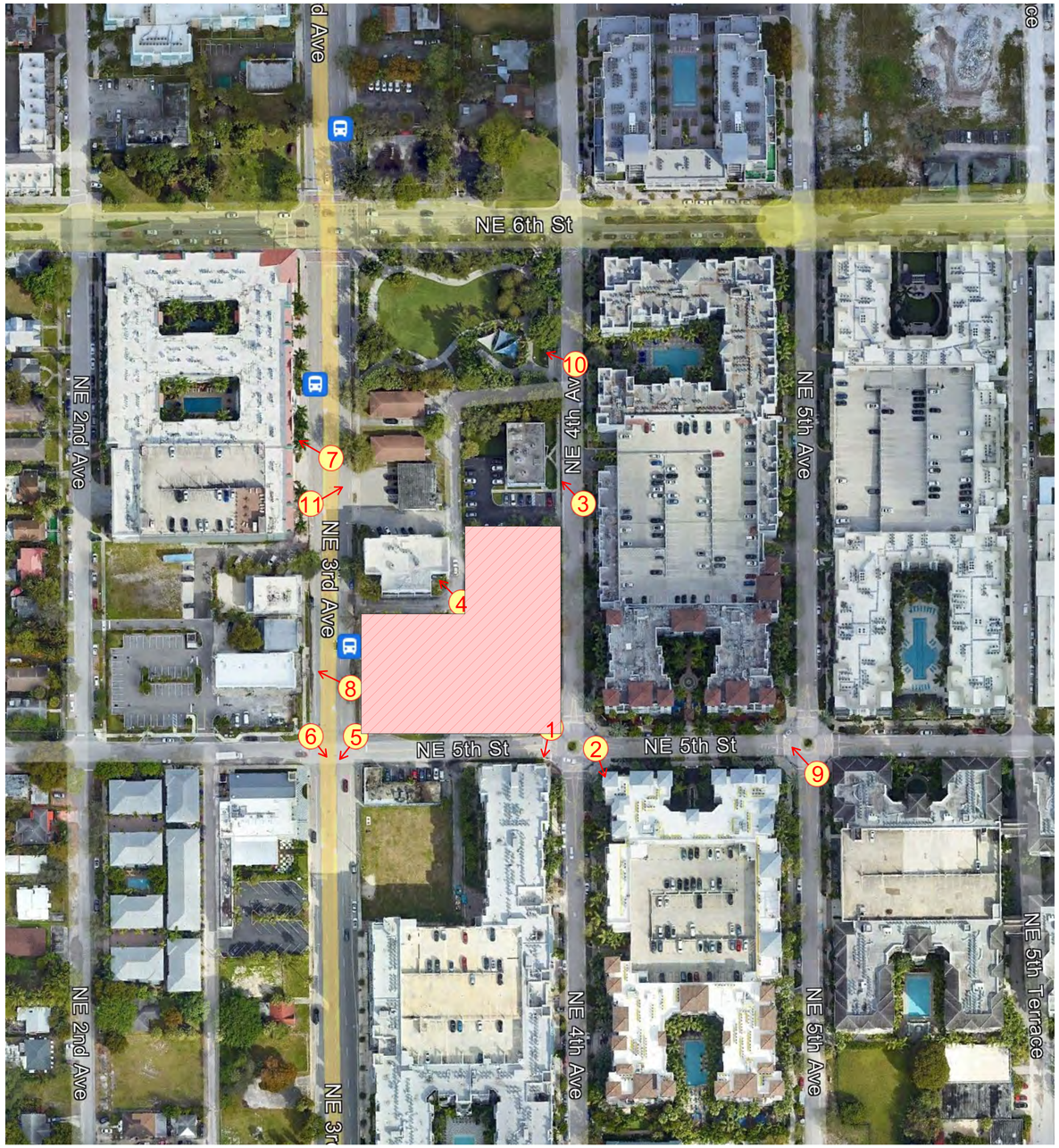
SHEET NUMBER:

A-0.01





LOCATION MAP



ADJACENT CONTEXT IMAGES

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

PHASE:

DRC SUBMITTAL

SEAL:

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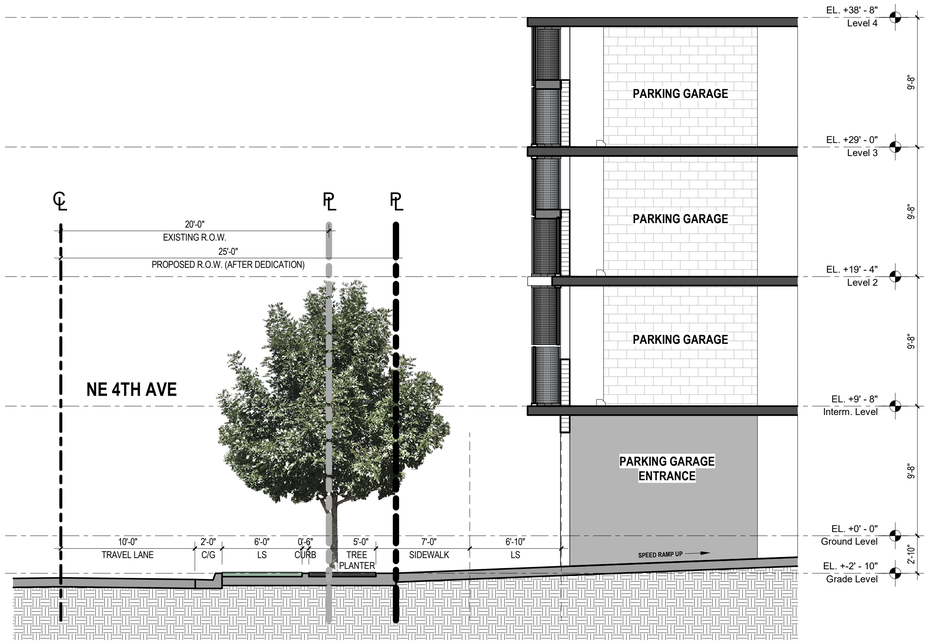
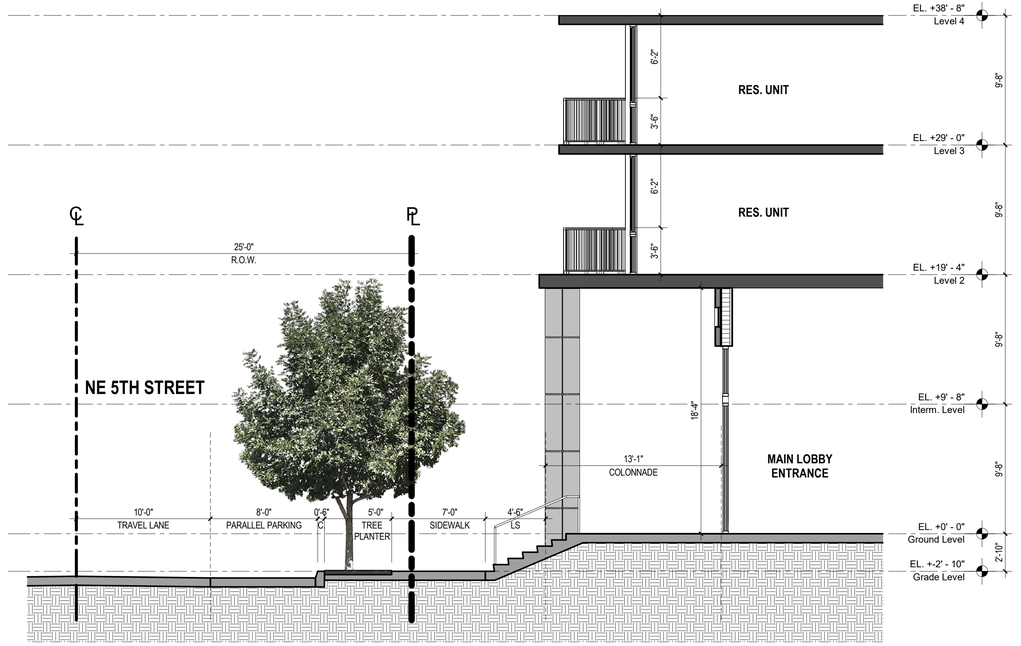
A-0.02



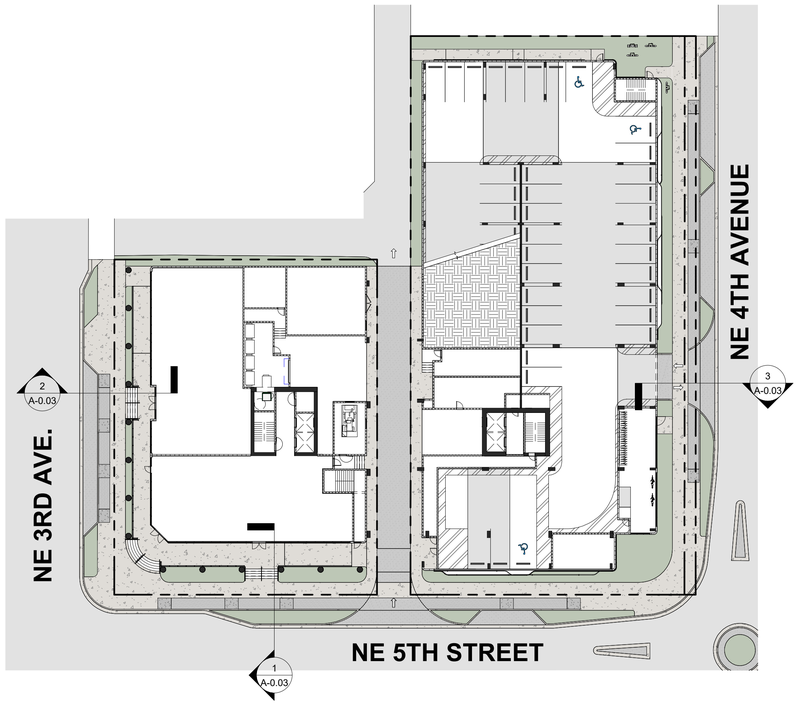
3 NE 4TH AVE - STREET SECTION

SCALE: 3/16" = 1'-0"



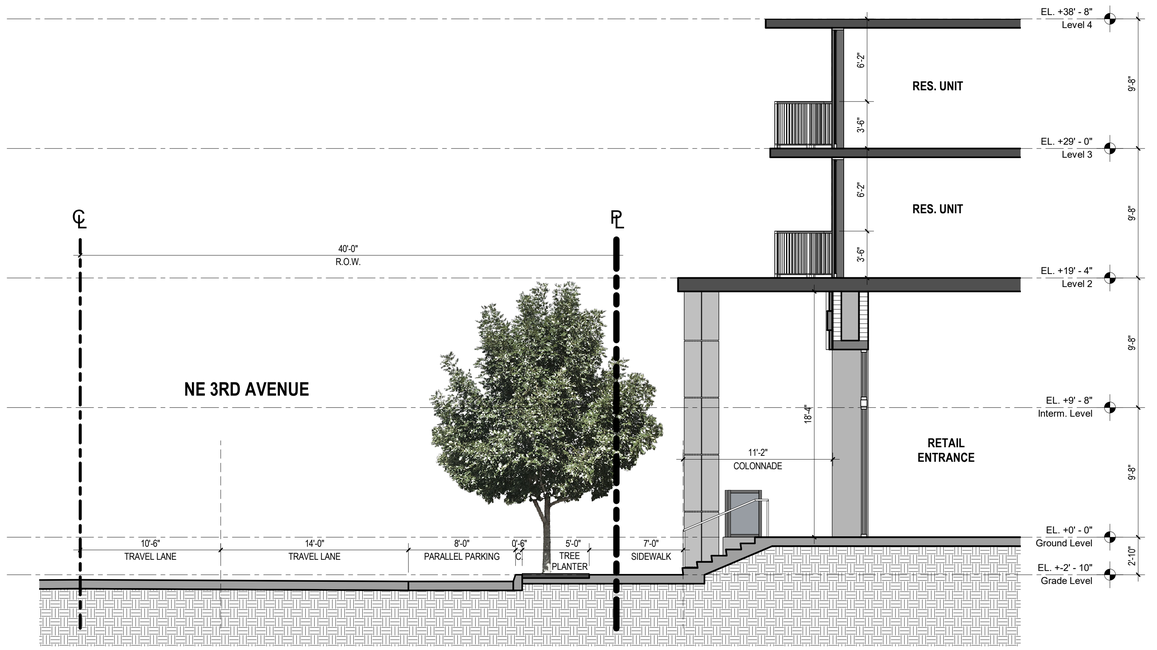
1 NE 5TH ST - STREET SECTION

SCALE: 3/16" = 1'-0"



GROUND KEY PLAN

SCALE: 1/32" = 1'-0"



2 NE 3RD AVE - STREET SECTION

SCALE: 3/16" = 1'-0"

STREET SECTIONS

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

PHASE:

DRC SUBMITTAL

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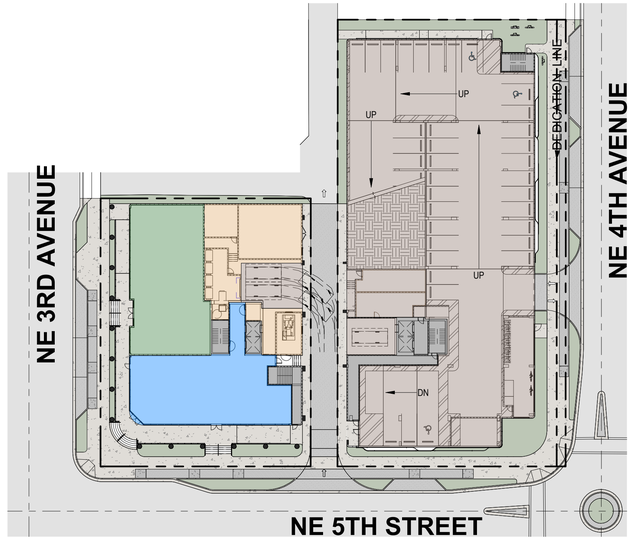
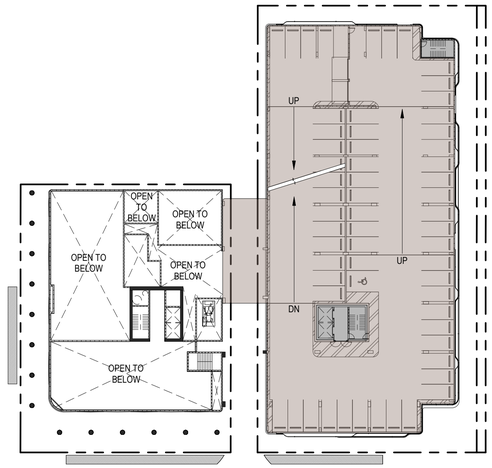
SHEET NUMBER:

A-0.03



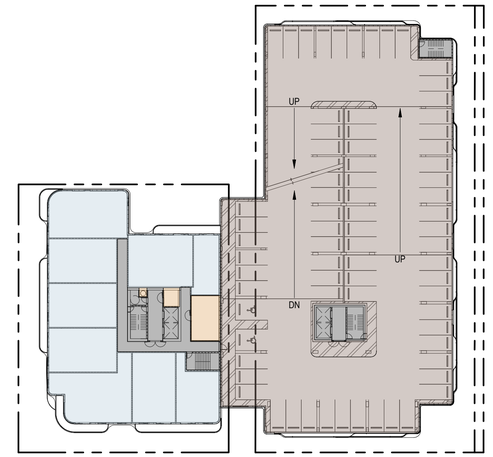
GROUND FLOOR PLAN

SCALE: 1" = 40'-0"



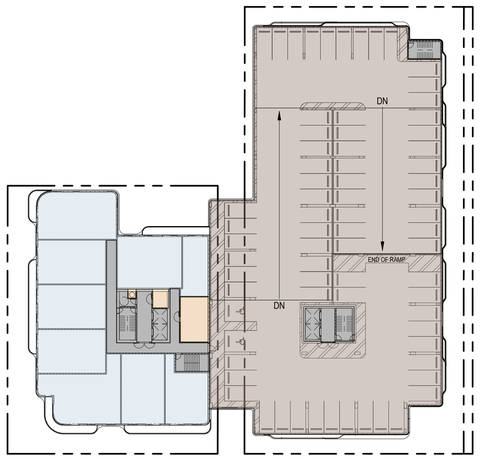
INTERMEDIATE PARKING FLOOR PLAN

SCALE: 1" = 40'-0"



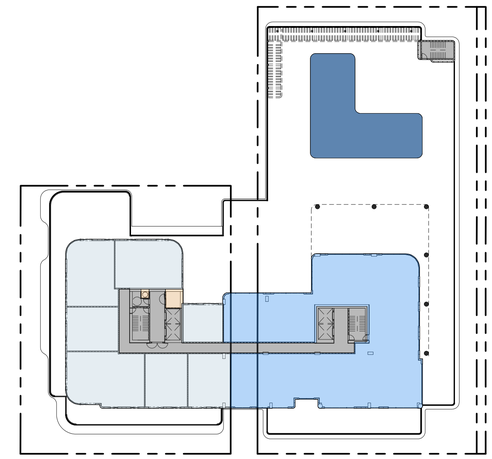
TYPICAL 3RD-6TH LEVEL FLOOR PLAN

SCALE: 1" = 40'-0"



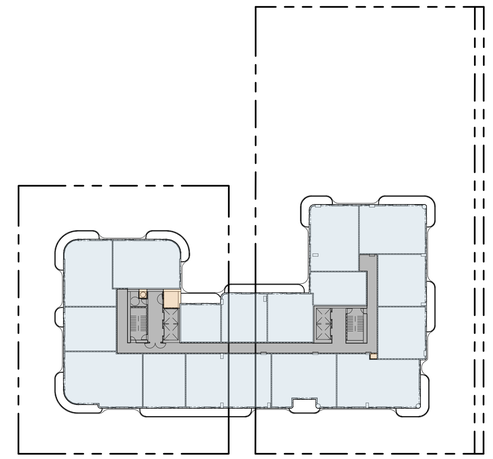
7TH LEVEL FLOOR PLAN

SCALE: 1" = 40'-0"



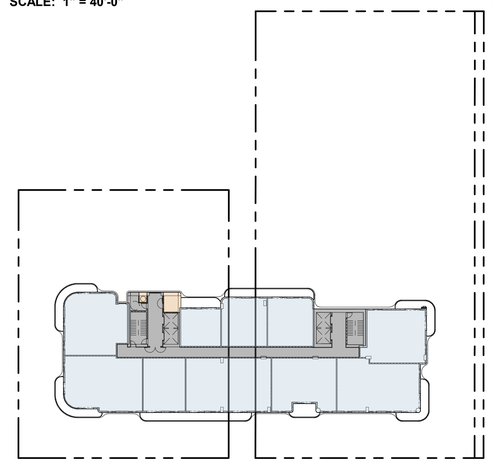
8TH LEVEL FLOOR PLAN

SCALE: 1" = 40'-0"



TYPICAL 9TH-15TH LEVEL FLOOR PLAN

SCALE: 1" = 40'-0"



16TH-30TH LEVEL FLOOR PLAN

SCALE: 1" = 40'-0"

GROSS SQUARE FOOTAGE ANALYSIS

LEVELS	RESIDENTIAL		PARKING			COMMERCIAL (SF)	COMMON AREA/ CIRCULATION (SF)	LOBBY/ MAIL/ LEASING/ SUPPORT (SF)	AMENITY (SF)	BACK OF HOUSE (SF)	FLOOR TOTAL (SF)
	# Units	Apartment (SF)	Garage # Spaces	Street # Spaces	Garage Area (SF)						
Ground Level			48	11	23,000.00	3,645.00	1,980.00	3,633.00		4,065.00	**36,334.00**
Interm. Level			68		24,250.00		756.00				**25,006.00**
2nd to 6th Level	45	44,543.00	369		128,400.00		12,725.00			2,706.25	**188,374.25**
7th Level	9	8,908.00	24		10,185.00		2,545.00			541.25	**22,179.25**
8th Level	7	6,193.00					2,450.00		7,292.00	126.00	**16,061.00**
9th to 15th Level	119	106,001.00					18,760.00			973.00	**125,734.00**
16th to 30th Level	165	153,330.00					32,025.00			2,010.00	**187,365.00**
Roof Level							1,426.00			136.00	**1,562.00**
TOTAL	**345**	**318,975.00**	**509**	**11**	**185,835.00**	**3,645.00**	**72,667.00**	**3,633.00**	**7,292.00**	**10,557.50**	
*DOES NOT INCLUDE ROOF, TERRACES AND BALCONIES AREAS										* GRAND TOTAL:	602,604.50

CORWILARCHITECTS
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500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

GROSS BUILDING AREA CALCULATIONS

PHASE:

DRC SUBMITTAL

SEAL:

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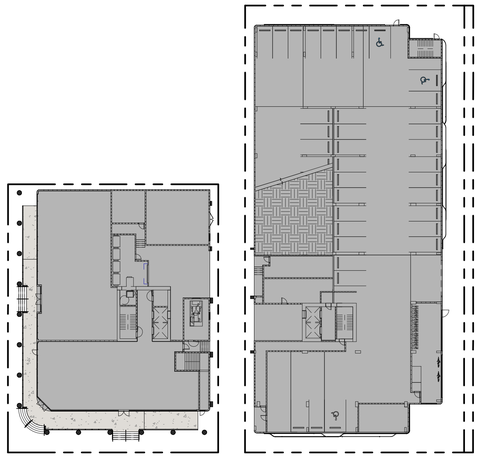
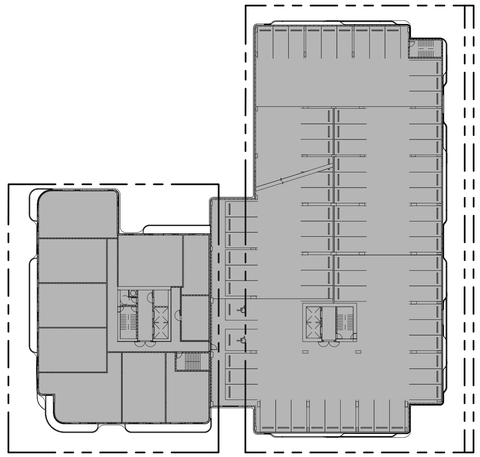


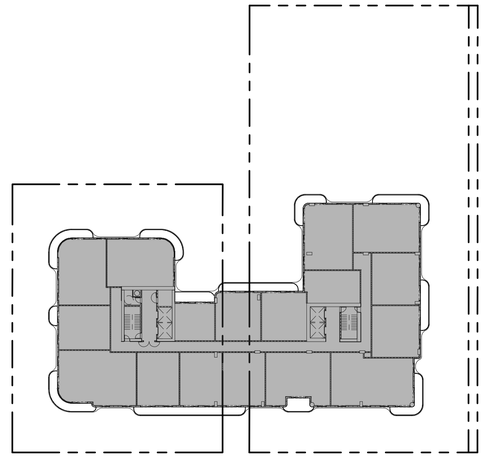
GROUND LEVEL FLOORPLATE

SCALE: 1" = 40'-0" (35,538 SF)



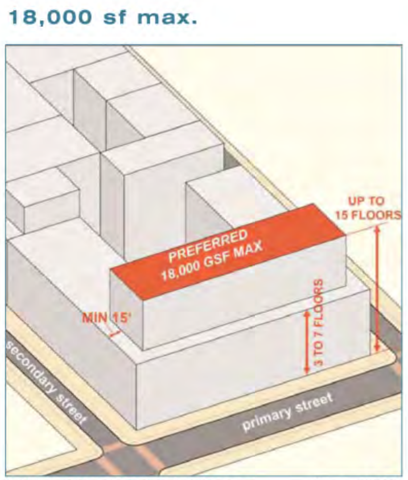
TYP. 3RD TO 7TH LEVEL FLOORPLATE

SCALE: 1" = 40'-0" (37,675 SF)

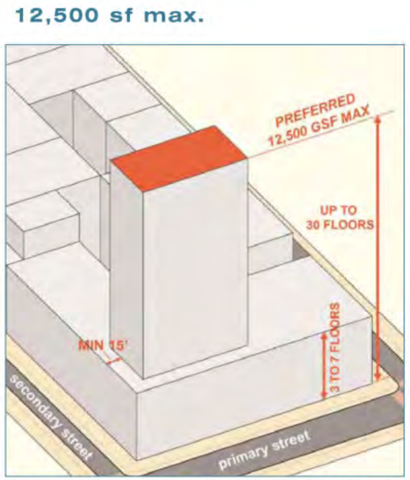


TYP. 8TH-15TH LEVEL FLOORPLATE

SCALE: 1" = 40'-0" (17,962 SF)

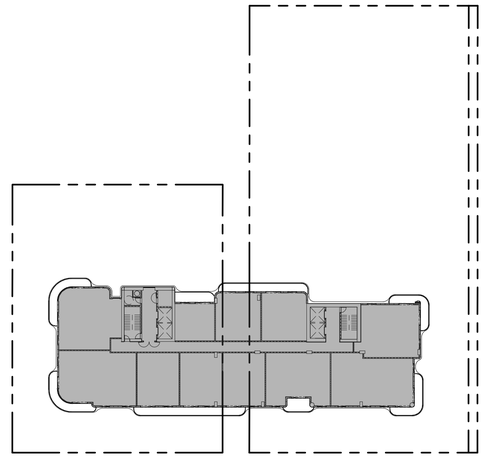


BUILDINGS UP TO 15 FLOORS [Figure 4.210]



BUILDINGS UP TO 30 FLOORS [Figure 4.211]

RESIDENTIAL



TYP. 16TH TO 30TH LEVEL FLOORPLATE

SCALE: 1" = 40'-0" (12,492 SF)

FLOORPLATE DIAGRAMS

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

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500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

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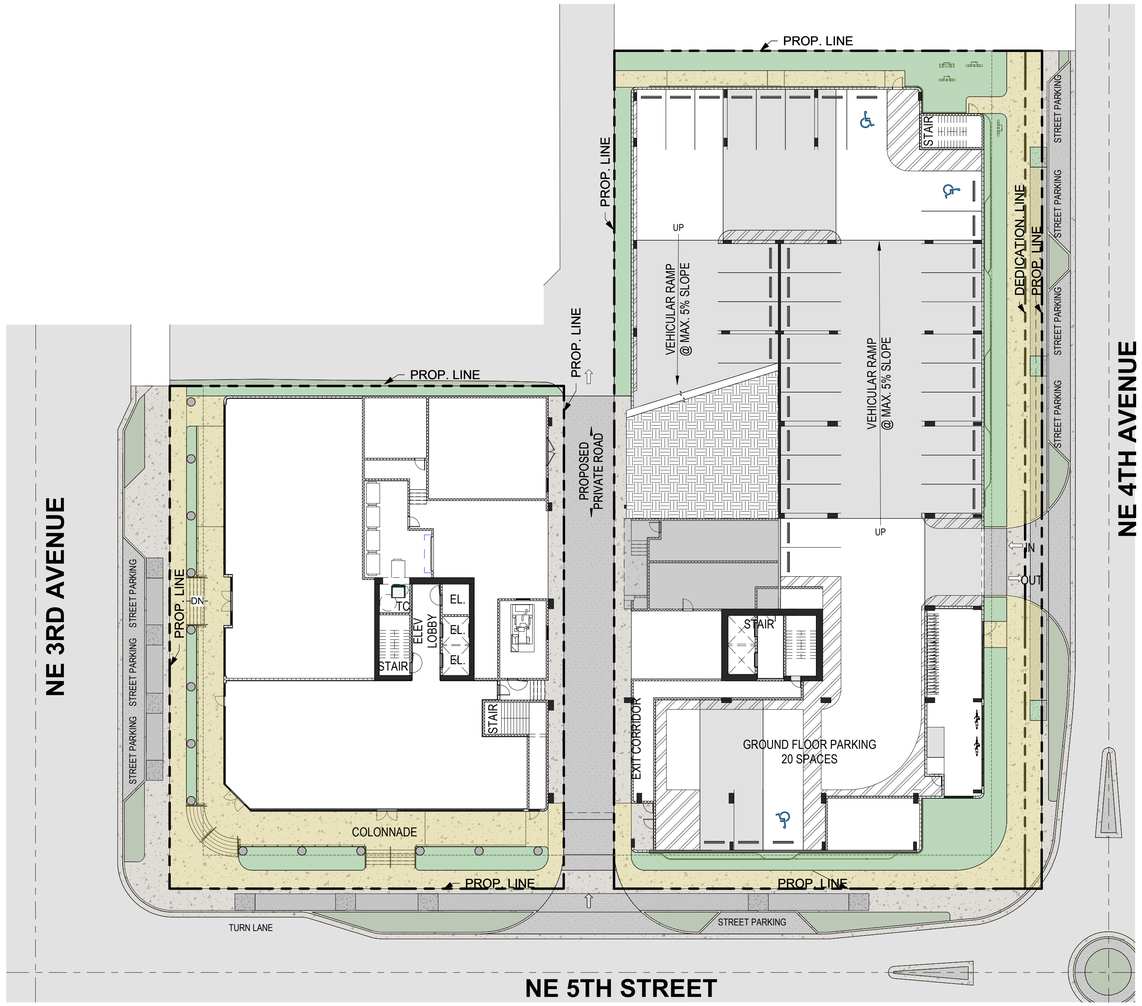
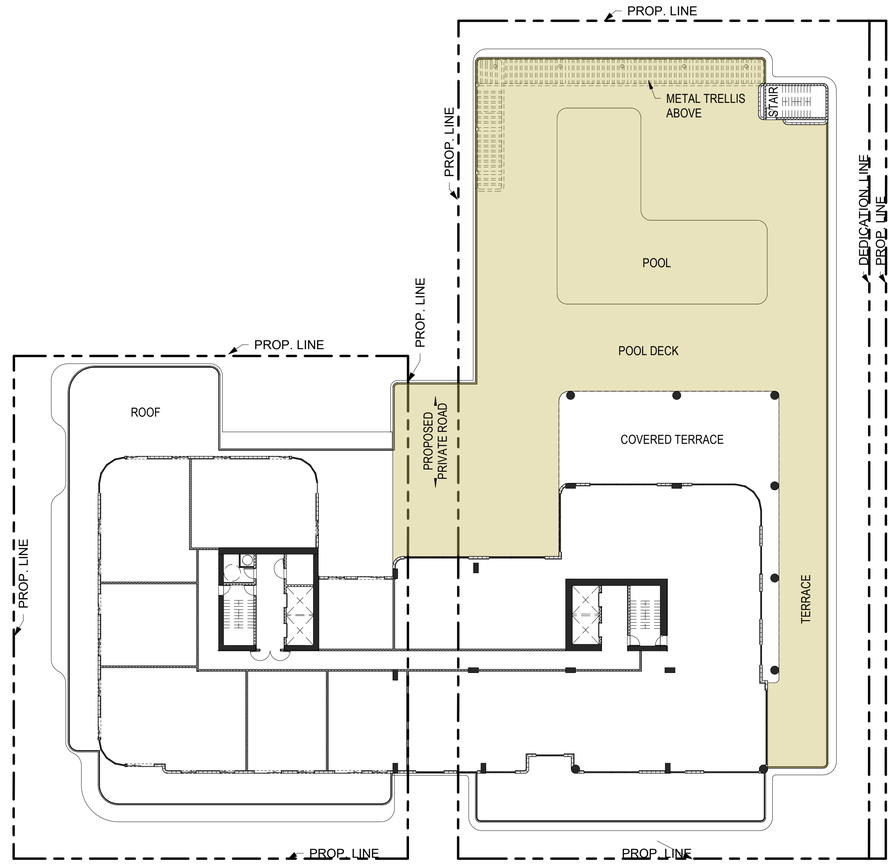


GROUND OPEN SPACE DIAGRAM

SCALE: 3/64" = 1'-0"

(12,451) SF

	REQUIRED	PROVIDED
Open Space (Total)	4,954 SF (10% of lot area)	26,788 SF
Open Space (At-Grade)	1,982 SF (40% of total required)	12,451 SF
Open Space (Pervious)	1,239 SF (25% of total required)	4,756 SF
Open Space (Private)		14,337 SF



8TH LEVEL OPEN SPACE DIAGRAM

SCALE: 3/64" = 1'-0"

(14,337 SF)

OPEN SPACE DIAGRAMS

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
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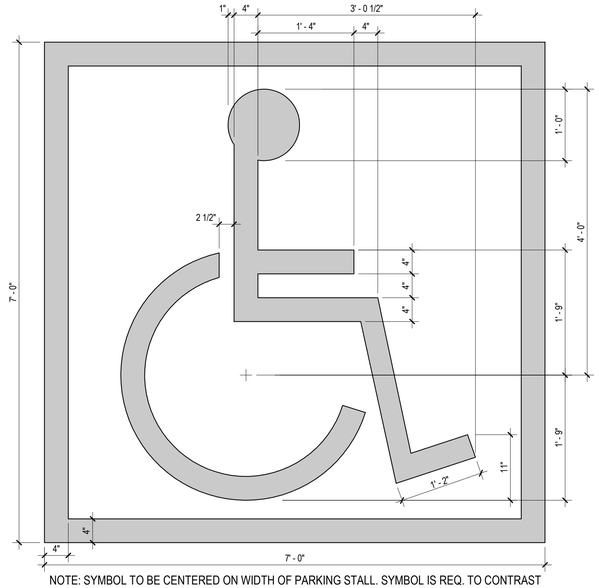
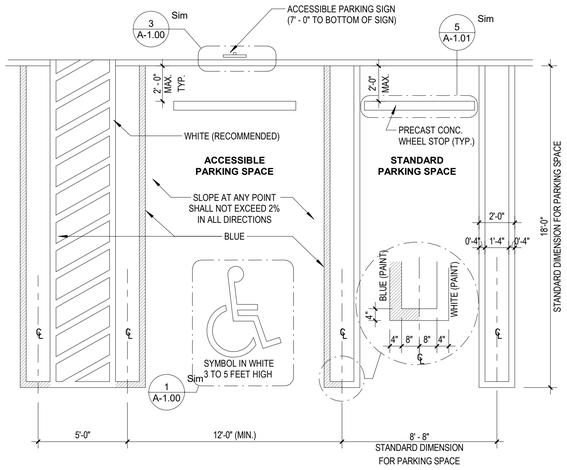


NOTE: SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOL IS REQ. TO CONTRAST W/ BACKGROUND WHITE ON BLUE(COLOR #105090 IN FED. STANDARD 5952) DOUBLE COAT (TYP.)

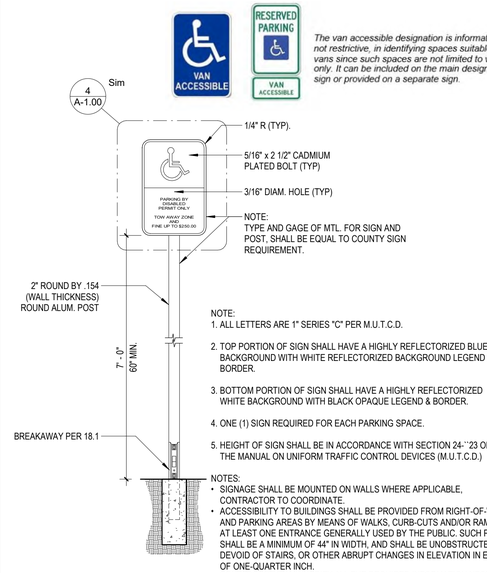
1 STRIPPED SYMBOL @ ACC. PARKING SPACE

SCALE: 1" = 1'-0"



2 ACC. & STANDARD PARKING SPACE

SCALE: 1/4" = 1'-0"



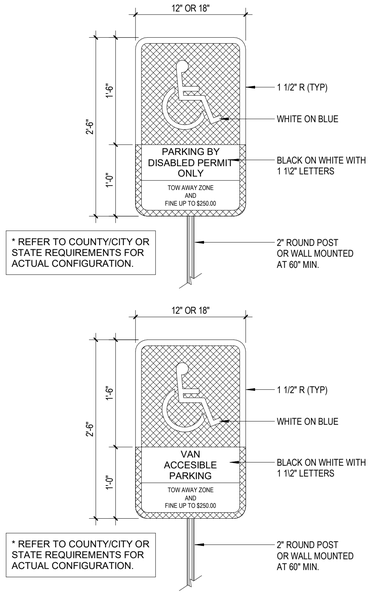
The van accessible designation is informative, not restrictive, in identifying spaces suitable for vans since such spaces are not limited to vans only. It can be included on the main designation sign or provided on a separate sign.

NOTE:
1. ALL LETTERS ARE 1" SERIES "C" PER M.U.T.C.D.
2. TOP PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED BACKGROUND LEGEND & BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND & BORDER.
4. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-``23 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)

NOTES:
- SIGNAGE SHALL BE MOUNTED ON WALLS WHERE APPLICABLE, CONTRACTOR TO COORDINATE.
- ACCESSIBILITY TO BUILDINGS SHALL BE PROVIDED FROM RIGHT-OF-WAY AND PARKING AREAS BY MEANS OF WALKS, CURB-CUTS AND/OR RAMPS TO AT LEAST ONE ENTRANCE GENERALLY USED BY THE PUBLIC. SUCH PATHS SHALL BE A MINIMUM OF 44" IN WIDTH, AND SHALL BE UNOBSTRUCTED, DEVOID OF STAIRS, OR OTHER ABRUPT CHANGES IN ELEVATION IN EXCESS OF ONE-QUARTER INCH.
- CONTRACTOR SHALL VERIFY ALL THE REQUIRED INFORMATION NECESSARY AT EACH SIGN WITH LOCAL AUTHORITIES PRIOR TO INSTALLING.

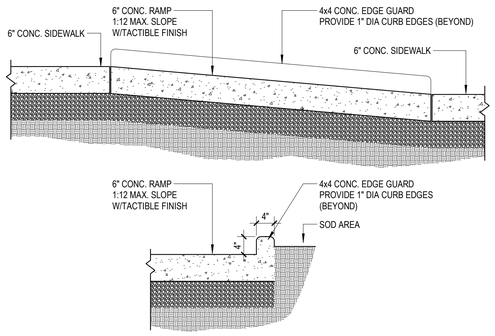
3 ACCESSIBLE PARKING SPACE SIGN

SCALE: 1/4" = 1'-0"



4 ACCESIBLE PARKING SIGN

SCALE: 1" = 1'-0"

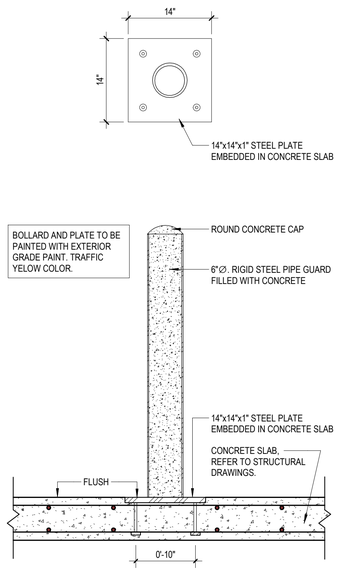


THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48. RAMP SLOPES SHALL NOT BE STEEPER THAN 1:12.

REFER TO STRUCTURAL DRAWINGS FOR CONCRETE REINFORCEMENT

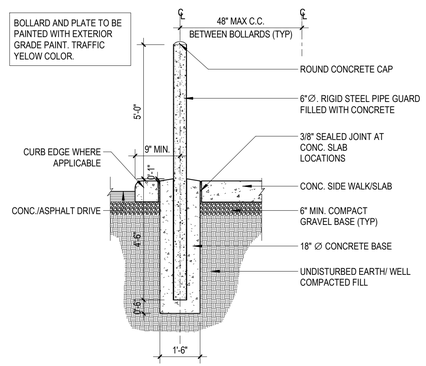
5 H.C. CONCRETE RAMP W/ EDGE PROTECTION

SCALE: 3/4" = 1'-0"



6 TYP. BOLLARD @ ELEVATED SLABS

SCALE: 1" = 1'-0"

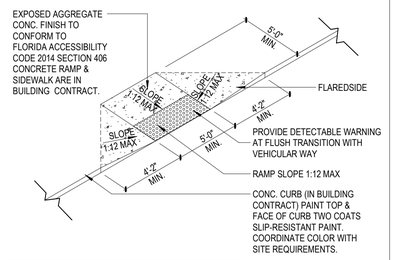


7 TYPICAL BOLLARD @ GRADE

SCALE: 3/8" = 1'-0"

NOTES

ALL ALUMINUM COMPONENTS TO BE FINISHED WITH AN INHIBITIVE THERMO-CURED PRIMER AND A THERMO-CURED FLUOROCARBON COATING CONTAINING "KYNAR 500" RESIN OR APPROVED EQUAL. COMPLY WITH NAAMM "METAL FINISHES MANUAL" FOR FINISH DESIGNATIONS AND APPLICATION RECOMMENDATIONS.



THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48. RAMP SLOPES SHALL NOT BE STEEPER THAN 1:12.

8 CONCRETE RAMP SLOPE

SCALE: 1" = 1'-0"

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SITE DETAILS

PHASE:

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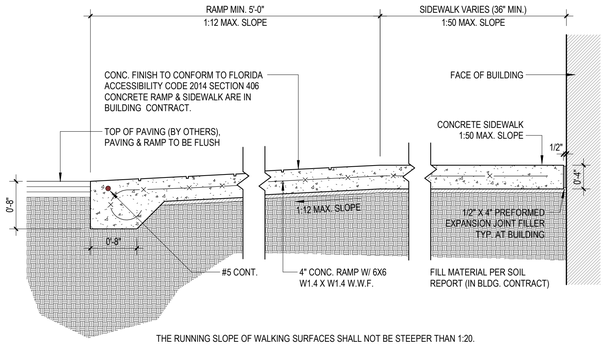
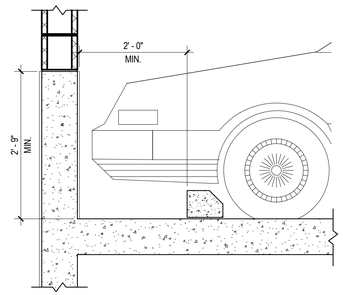
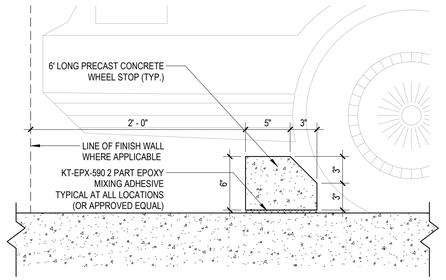


THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20.
THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48.
RAMP SLOPES SHALL NOT BE STEEPER THAN 1:12.

9 SIDEWALK SECTION/CONNECTION TO WALL

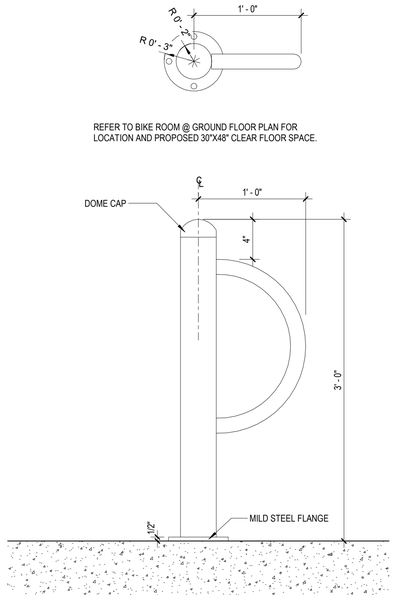
SCALE: 1" = 1'-0"





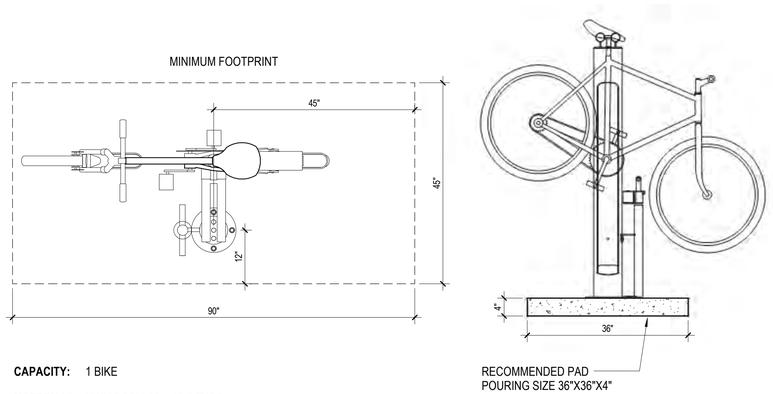
10 TYPICAL WHEEL STOP DETAIL

SCALE: 1 1/2" = 1'-0"



11 ACCESSIBLE BICYCLE RACK

SCALE: 1 1/2" = 1'-0"



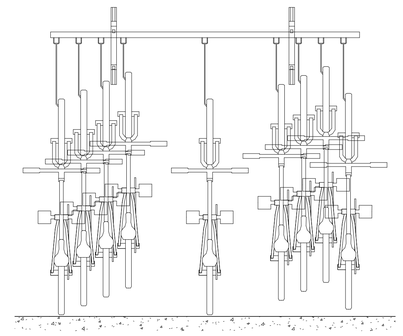
CAPACITY: 1 BIKE

MATERIALS: MAIN BODY: 6" x .154" TUBE
BIKE HANGER: 1.5" sch. 40 PIPE, 1/4" PLATE
FOOT: 10" DIA. x .25" PLATE
TOOL TETHERS: 5/32" STAINLESS STEEL CABLE
MANUAL AIR PUMP
HAND TOOLS: PHILIPS AND FLAT HEAD SCREWDRIVERS
2.5, 3, 4, 5, 6, 8mm ALLEN WRENCHES
HEADSET WRENCH
PEDAL WRENCH
8, 9, 10, 11mm BOX WRENCHES
TIRE LEVERS (2)

BIKE REPAIR STATION 509-2001 OR APPROVED EQUAL
THE PARK AND FACILITIES CATALOG
3350 NW BOCA RATON BLVD, ST B2
BOCA RATON, FL 33431
WWW.THEPARKCATALOG.COM
1-877-232-8230

12 BICYCLE REPAIR STATION DETAIL

SCALE: 3/4" = 1'-0"



TRACK RACKS - BY DERO OR APPROVED EQUAL

CAPACITY OF THE TRACK RACK WILL VARY BY LENGTHS ORDERED. AT MAXIMUM CAPACITY, BIKES WILL BE PARKED 8" APART. EACH 9 FOOT LENGTH WILL ACCOMODATE 13 BIKES.

12 GAUGE GALVANIZED STEEL
STAINLESS STEEL TROLLEY ASSEMBLY
1/4" ZINC PLATED STEEL HOOKS

THE RACK IS AVAILABLE IN A WALL-MOUNTED , FLOOR-MOUNTED, OR CEILING-MOUNTED CONFIGURATION.

TRACK RACKS MAY BE LINED UP END TO END TO FILL THE AVAILABLE SPACE. A 36" AISLE SHOULD BE LEFT BETWEEN RACKS FACING ONE ANOTHER.

13 BICYCLE TRACK RACK DETAIL

SCALE: 1/16" = 1'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:
FLAGLER VILLAGE RESIDENCES
500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

SITE DETAILS

PHASE:
DRC SUBMITTAL

SEAL:

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GENERAL NOTES

1. THIS PROJECT WILL FOLLOW FBC 406.5 CRITERIA FOR OPEN PARKING GARAGE. NATURAL VENTILATION IS PROVIDED THROUGH CUT-OUT OPENINGS AND WILL BE EQUIPPED WITH A STANDPIPE SYSTEM AS REQUIRED BY SECTION 905.3

APPLICABLE CODES / STANDARDS

1. FLORIDA BUILDING CODE (FBC) - 2020, 7TH EDITION
2. FLORIDA FIRE PREVENTION CODE (FFPC) - 2020, INCLUDING BUT NOT LIMITED TO: 7TH EDITION BASED ON NFPA 1, 2018 EDITION & NFPA 101, 2018 EDITION WITH MODIFICATIONS.
3. FLORIDA BUILDING CODE (FBC), ACCESSIBILITY - 2020 7TH EDITION.
4. FHA - FAIR HOUSING ACT DESIGN MANUAL, PUBLISHED1996, REVISED1998.
5. NFPA 10 - STANDARDFOR PORTABLE FIRE EXTINGUISHERS, 2018 EDITION.
6. NFPA 88A - SANDARD FOR PARKING GARAGE STRUCTURES, 2019 EDITION.

CONSTRUCTION TYPE:

Type I-A (FBC TABLES 504.3[a]; 504.4(a),(b); 506.2[a,b])
Type I (442) (NFPA 5000, TABLE 7.4.1)

RISK CATEGORY OF BUILDING:

CATEGORY II AS PER FBC - 1604.5

FIRE PROTECTION

COMPLETE AUTOMATIC SPRINKLER SYSTEM
(FBC 903; 903.1.1; 403.3; & FFPC NFPA 101, CH. 30, 30.3.5)

HEIGHTS AND AREA LIMITS:

	MAX.	FBC REF.	NFPA 5000
HEIGHT:	No Limit	Table 504.3a	Table 7.4.1
AREA:	No Limit	Table 506.2a	Table 7.4.1

THE PROJECT WILL BE DESIGNED IN ACCORDANCE WITH THE SEPARATED MIXED USE PROVISION PER TABLE 508.4 OF THE FBC.

HIGH-RISE

HIGHEST LEVEL OF THE PROJECT IS GREATER THAN 75 FEET ABOVE THE LOWEST LEVEL OF THE FIRE DEPARTMENT ACCESS, THEREFORE THE BUILDING IS CLASSIFIED AS A HIGH-RISE IN ACCORDANCE WITH FBC CH.2 & FFPC 3.3.37.7. BUILDING TO COMPLY WITH FBC 2020 SECTION 403 HIGH-RISE BUILDINGS & FFPC 7TH EDITION, 101; CH. 11.

OCCUPANCY CLASSIFICATION

THIS PROJECT WILL CONTAIN APARTMENT UNITS, ASSOCIATED AMENITY SPACES, BACK OF HOUSE AND RETAIL. THE SPACES ARE CLASSIFIED AS THE FOLLOWING OCCUPANCIES (FBC SECTION 302 / FFPC CHAPTER 6)

OCCUPANCY		FBC	FFPC (101)
GROUP A-3	ASSEMBLY (FITNESS CENTER, CO-WORK SPACE, POOL, SOCIAL ROOM)	303.4	CH. 12
GROUP M	MERCANTILE (RETAIL)	309.1	CH. 36
GROUP R-2	APARTMENT	310.4	CH. 30
GROUP S-2	STORAGE, LOW HAZARD (PARKING GARAGE)	311.3	CH. 42

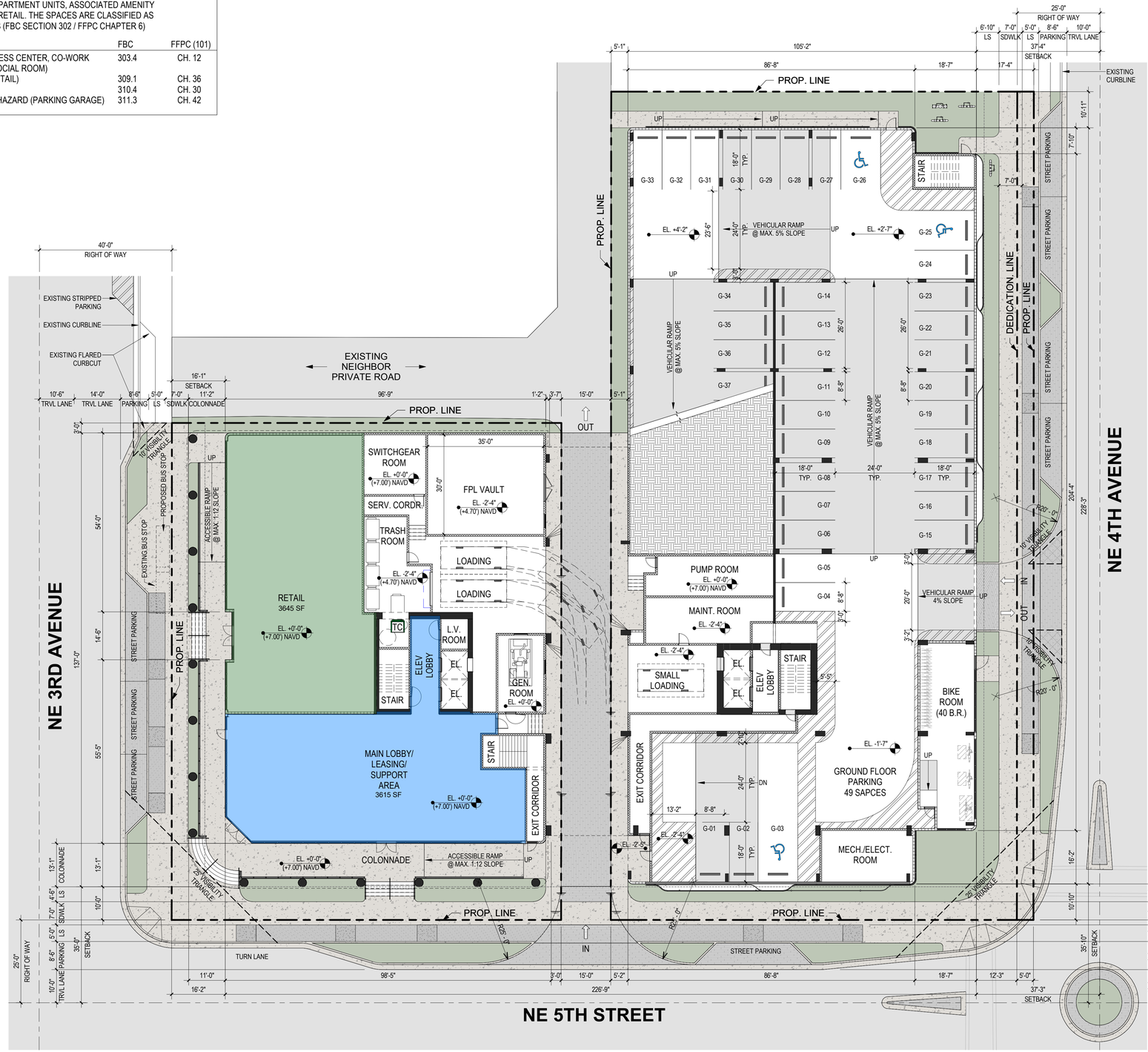
ZONING DATA SHEET

MIX-USE MULTI-FAMILY RESIDENTIAL

Project Location: 500 NE 3rd Avenue, Fort Lauderdale, Fl. 33301

Folio: 5042-03-02-0300, 5042-03-02-0300, 5042-03-02-0310, 5042-03-02-0320

SITE INFORMATION		
Gross Lot Area:		49,540 sf (1.137 acres)
Land Use:		Regional Activity Center (RAC)
Zoning District:		RAC-CC (City Center)
Zoning District Character Area:		Near Downtown
REGULATORY GUIDELINES	**Allowed/Required**	**Provided**
Building Height	Max. 30 Stories	30 stories
Podium Height	Max. 7 Stories	7 stories
Ground Level Height	Min. 15 ft (Preferred)	19'-4"
Minimum Setbacks		
Front (NE 3rd Avenue)	Min. 10 ft (Property Line)	Min. 10'-1"
Front (NE 4th Avenue)	Min. 35 ft (COR)	Min. 37'-3"
Front (NE 5th Street)	Min. 35 ft (COR)	Min. 35'-0"
Side	0 ft	3'-0" to 10'-0"
Tower Step Back	Min. 15 ft	15'-0"
Tower Separation	Min. 30 ft (Property Line)	30'-0"
Streetwall Length	Max. 300'-0"	Max. 204'-4"
Tower Floor Plate Size		
Up to 7th Floor	No Max.	37,675 sf
Up to 15th Floor	Max. 12,500 sf	17,962 sf
Up to 30th Floor	Max. 12,500 sf	12,492 sf
Open Space		
Public (at grade)	10% min. (4,954 sf)	12,451 sf (25.1%)
Private		14,337 sf (28.9%)
Total:		**26,788 sf (54.1%)**
Res. Unit Mix		
Studio Units	-	36
1 Bed Units		134
1 Bed/Den Units		30
2 Bed Units		94
3 Bed Units		51
Density	-	**345 du.**
Gross Building Area	-	602,604.50 sf.
Residential Unit Size	400 SF (min.)	513 SF (smallest unit size)
Parking Requirements	**Required**	**Provided**
Multi-family		
1 Space per Dwelling Unit (min.)	345 du. X 1 = (345 ps.)	
Existing Office Building		
Existing 50 ps.	Relocation of 50 ps.	
Grand Total	**410 ps.**	**512 ps.**
Loading Requirements	**Required**	**Provided**
Multi-family	N/A	(2) Type-I
Retail below (20,000 sf.)	N/A	



GROUND FLOOR PLAN

SCALE: 1/16" = 1'-0"

GROUND SITE PLAN

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4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

PHASE:

DRC SUBMITTAL

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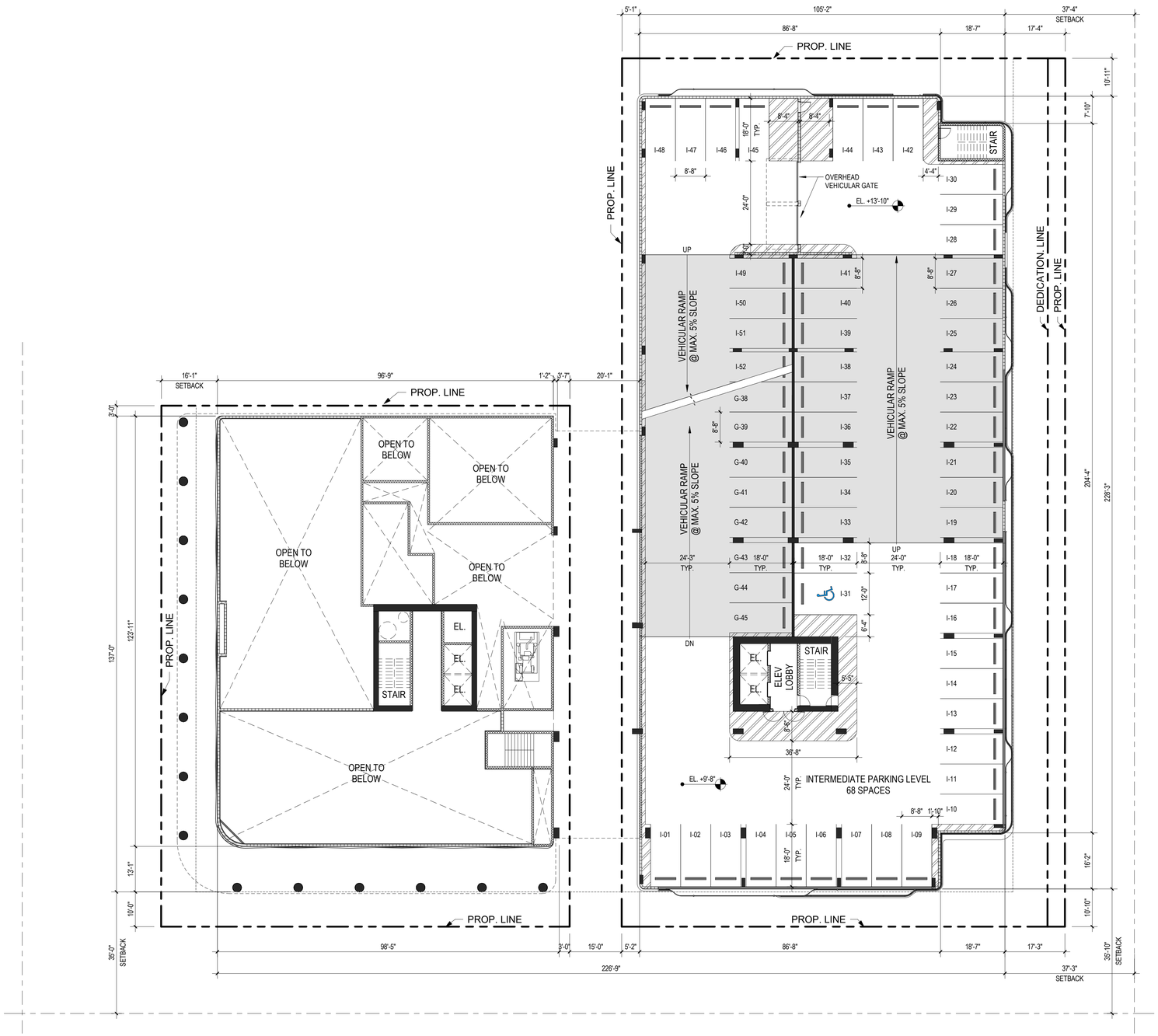

INTERMEDIATE PARKING FLOOR PLAN

SCALE: 1/16" = 1'-0"

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OWNER:

13TH FLOOR INVESTMENTS

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MIAMI, FL 33133

INTERMEDIATE PARKING LEVEL FLOOR PLAN

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2nd LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

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FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

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2ND FLOOR PLAN

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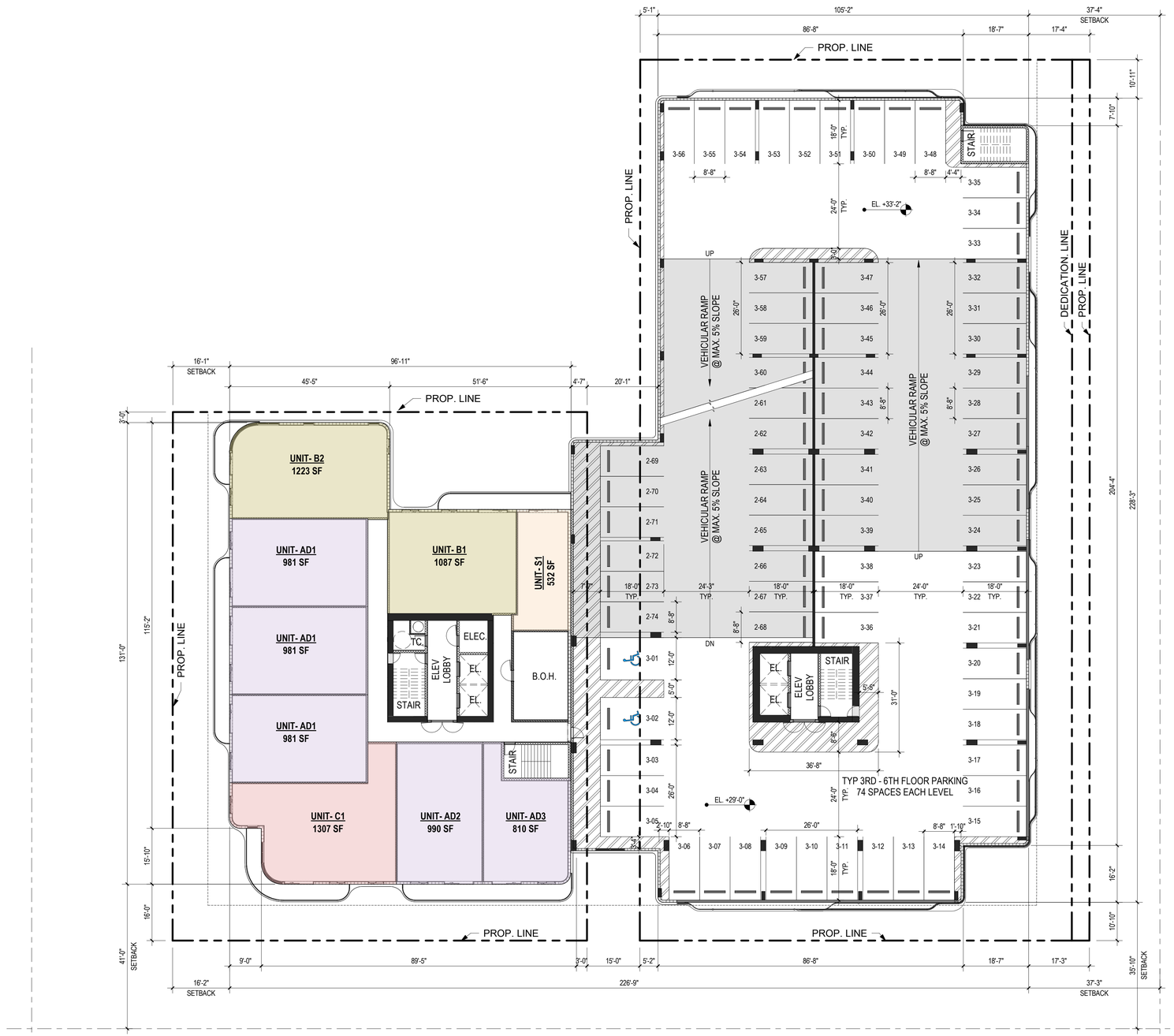

TYPICAL 3RD-6TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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PROJECT:

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OWNER:

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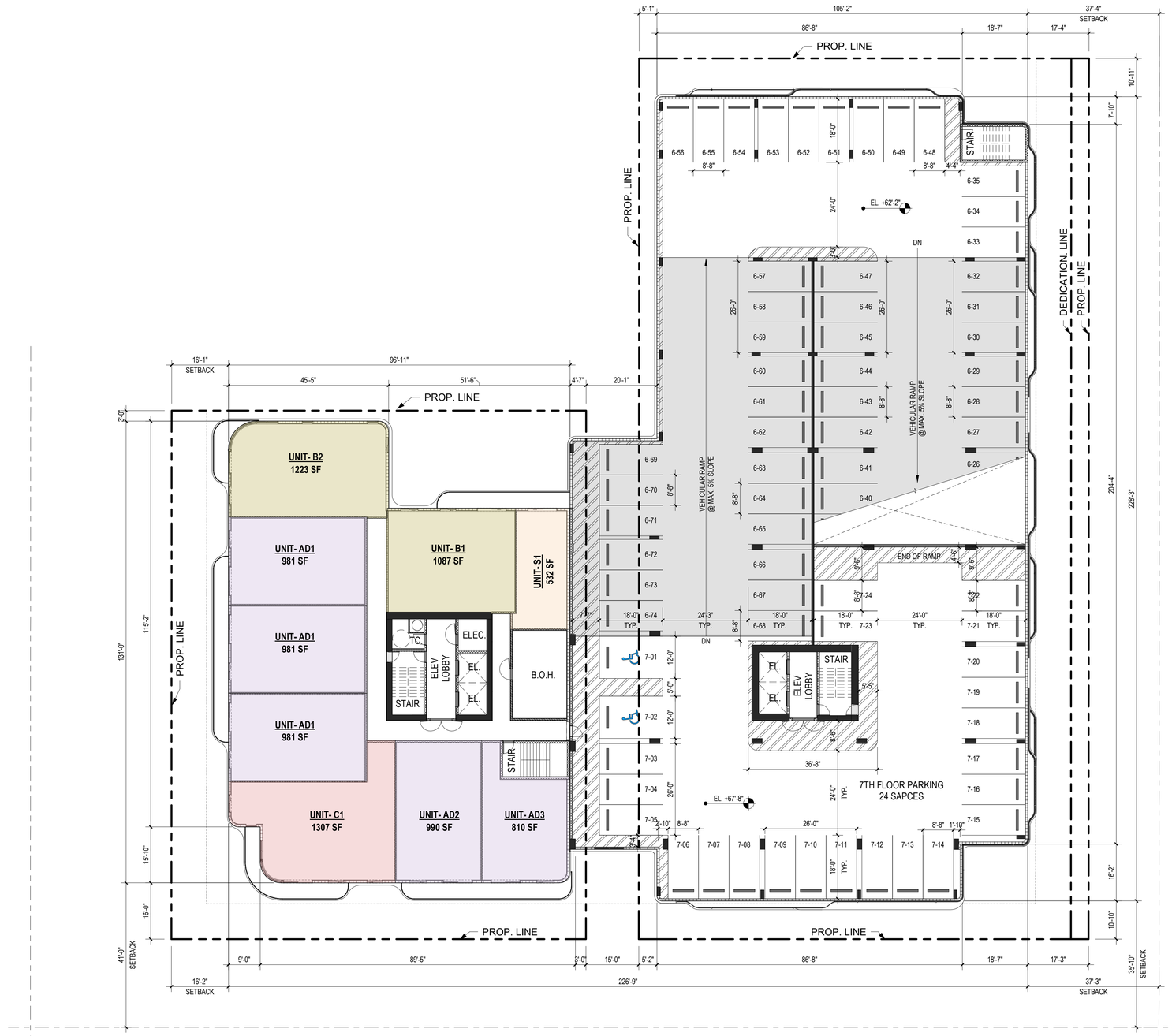

7TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

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FORT LAUDERDALE, FL 33301

OWNER:

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8TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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PROJECT:

FLAGLER VILLAGE RESIDENCES

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FORT LAUDERDALE, FL 33301

OWNER:

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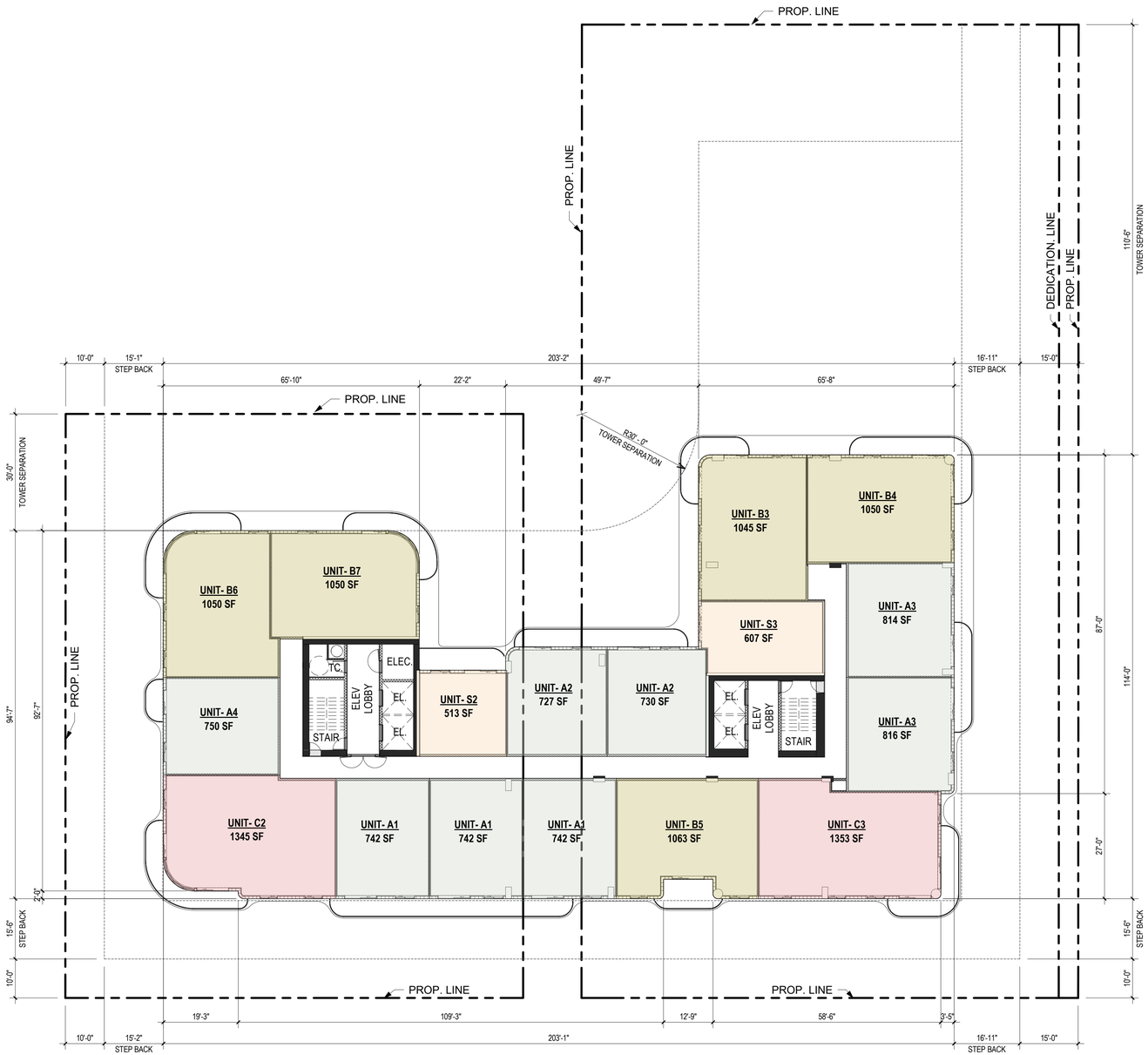

9TH-15TH FLOOR PLAN

SCALE: 1/16" = 1'-0"

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9TH LEVEL FLOOR PLAN

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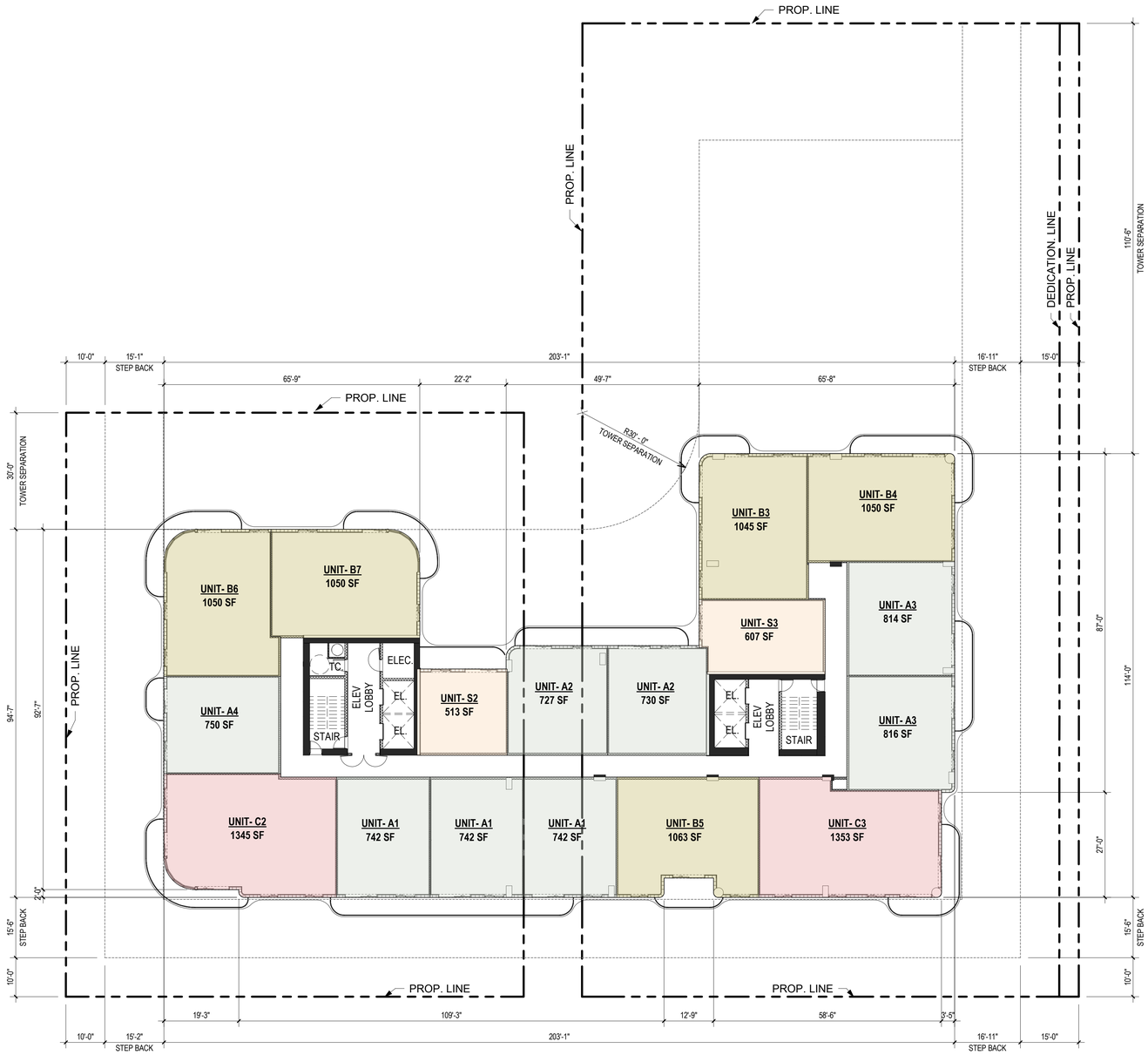

TYPICAL 10TH-15TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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TYPICAL 10TH-15TH LEVEL FLOOR PLAN

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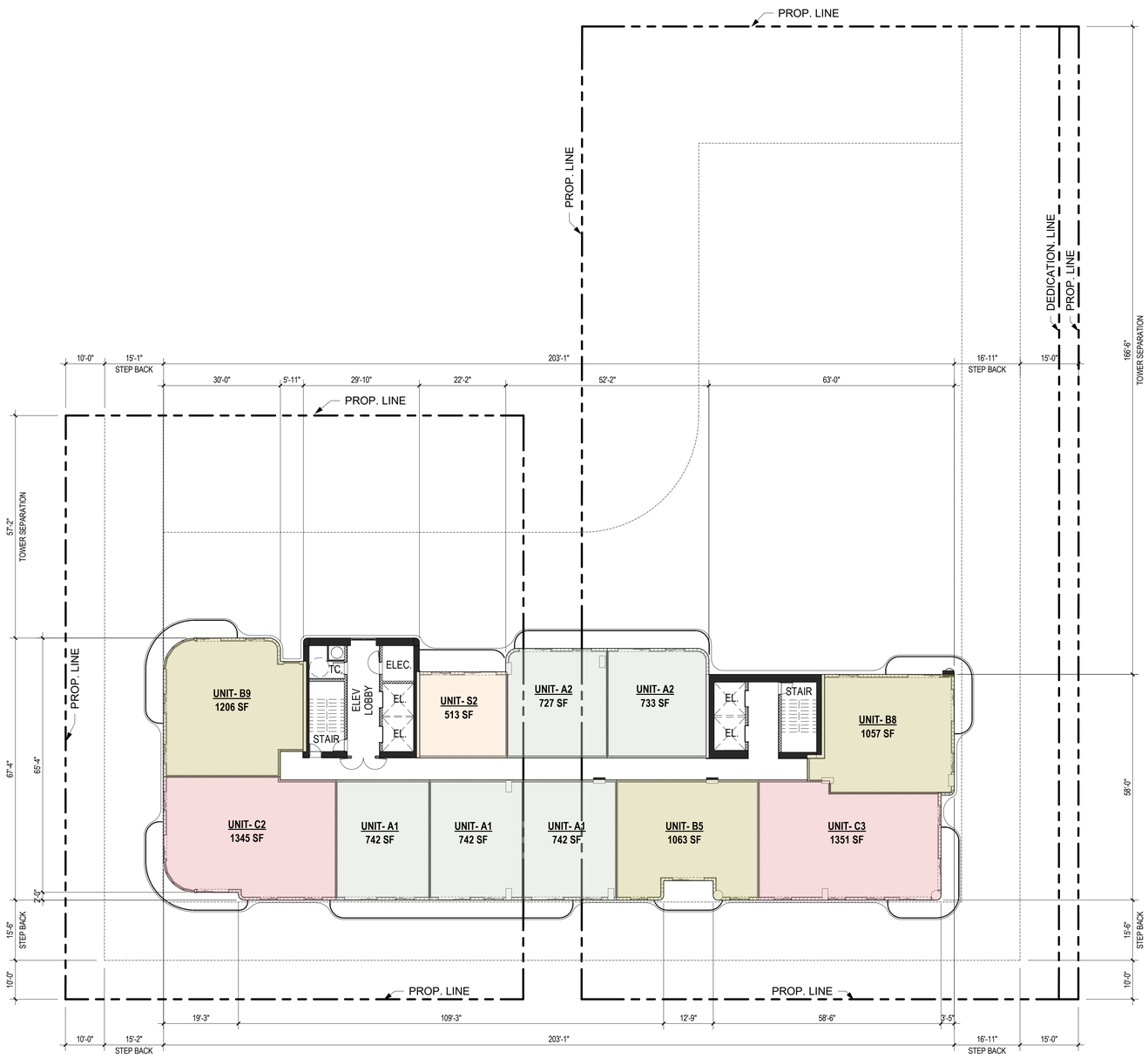

16TH-30TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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TYPICAL 16TH-30TH LEVEL FLOOR PLAN

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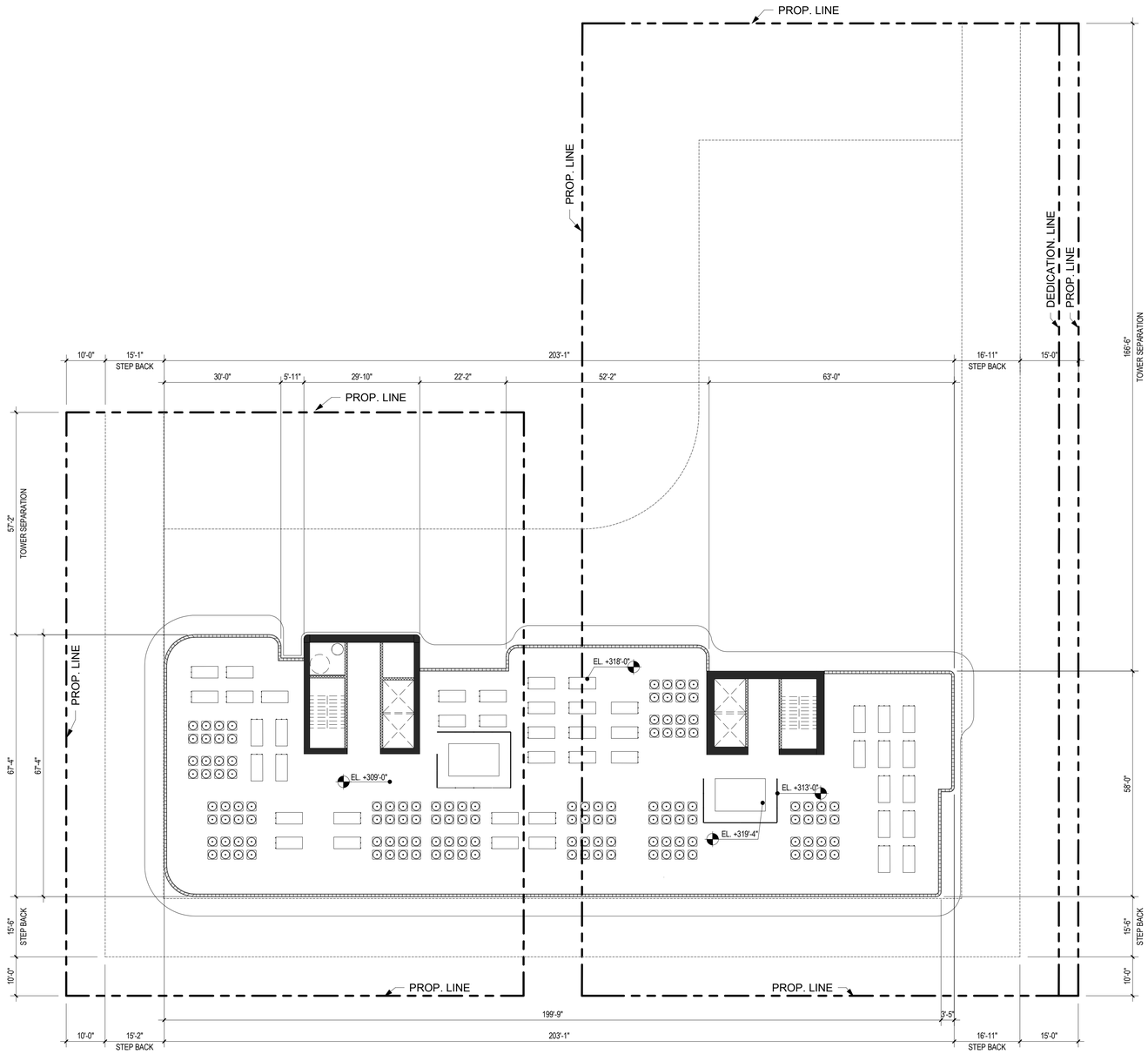

ROOF LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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ROOF LEVEL FLOOR PLAN

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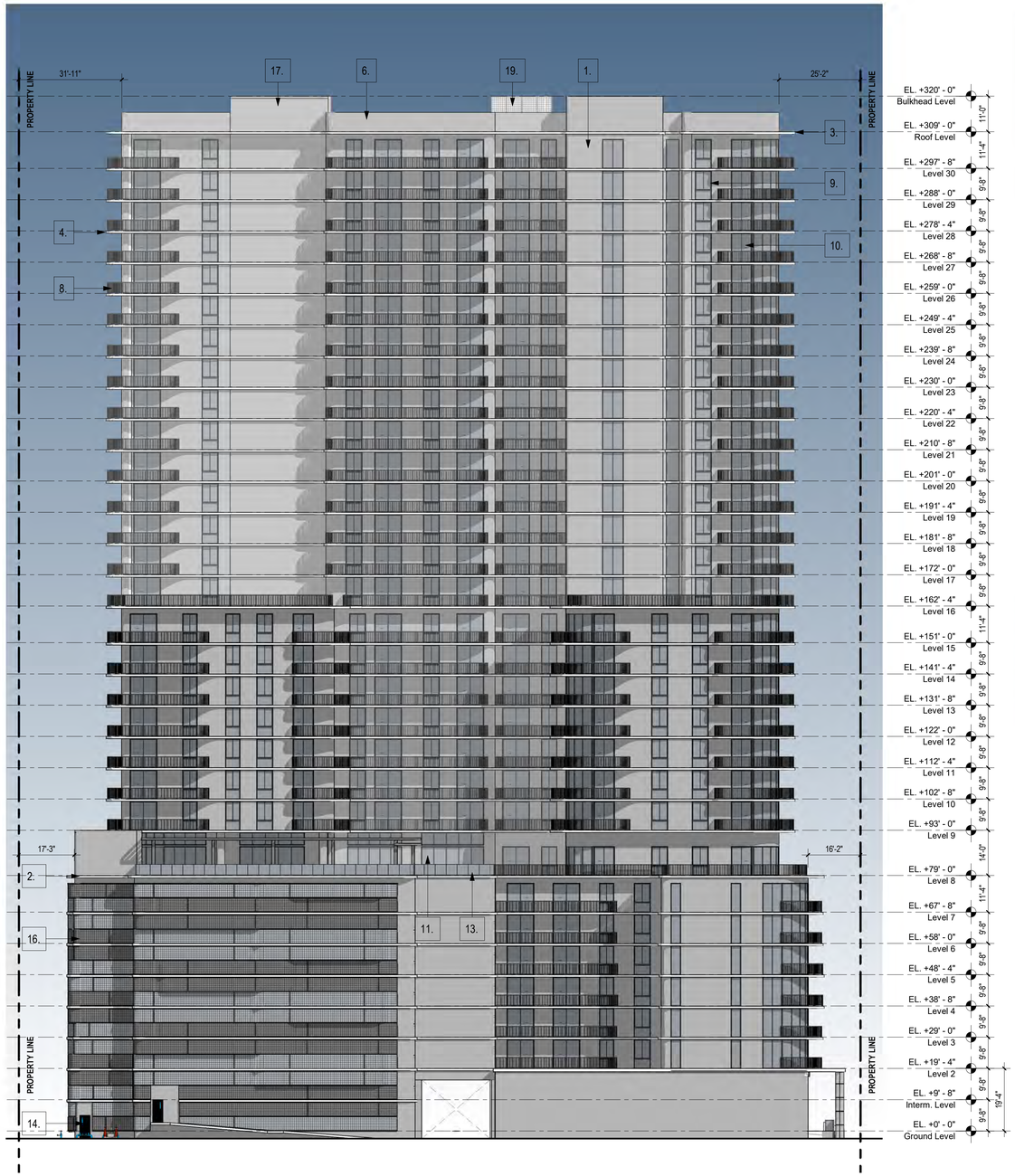
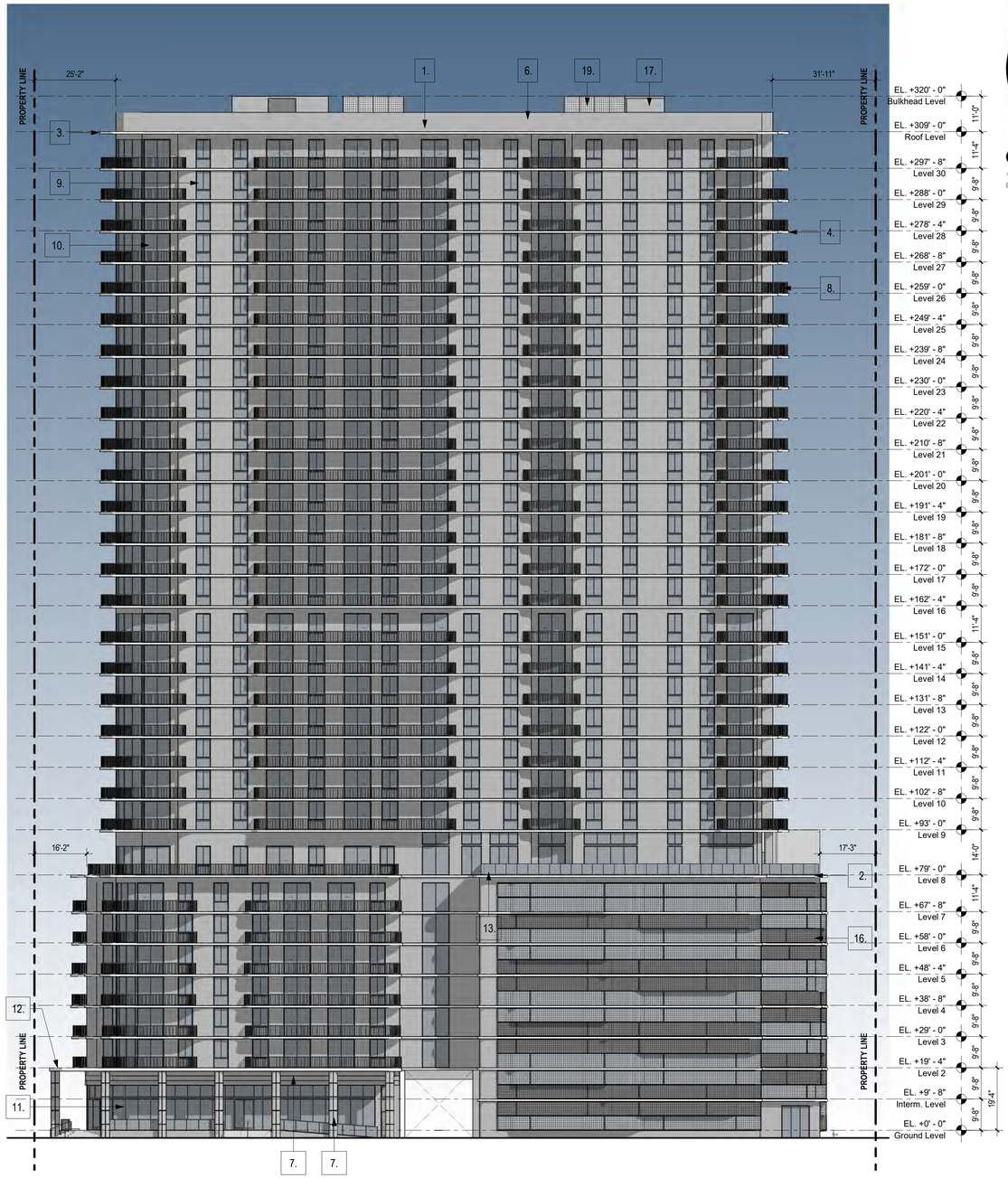


NORTH ELEVATION

SCALE: 1" = 20'-0"



SOUTH ELEVATION

SCALE: 1" = 20'-0"

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
2. CONTINUOUS 1/4" WIDE X 1/4" DEEP STUCCO SCORE LINE.
3. CONCRETE HORIZONTAL PROJECTION SLOPED TO EXTERIOR
4. BALCONY/ TERRACE CONCRETE SLAB SLOPED TO EXTERIOR
5. CONCRETE STRUCTURAL COLUMN W/ LIGHT TEXTURE CEMENT PLASTER FINISH (TYP.)
6. PARAPET CMU/CONCRETE WALL (5 FT. HIGH TYP.)
7. ALUMINUM VENEER CLADDING
8. 42" HT. A.F.F. BALCONY PICKET RAILING.
9. HORIZONTAL SLIDING WINDOW W/ BOTTOM GLASS FIXED PANEL. ALUMINUM FRAME & IMPACT RESISTANT GLASS. GRAY-TINTED FRAME & GLASS
10. SLIDING DOOR W/ ALUMINUM FRAME AND IMPACT RESISTANT GLASS. GRAY-TINTED FRAME & GLASS
11. IMPACT RESISTANT ALUMINUM STOREFRONT SYSTEM. GRAY-TINTED FRAME & GLASS. CLEAR GLASS AT GROUND LEVEL
12. POTENTIAL LOCATION FOR SIGNAGE. (SEPARATE PERMIT)
13. 42" HT. A.F.F. GLASS GUARDRAIL SYSTEM. GRAY-TINTED FRAME & CLEAR GLASS
14. IMPACT RESISTANT METAL DOOR.
15. GARAGE ENTRANCE.
16. GARAGE SCREEN SYSTEM. MESH.
17. STAIR/ELEVATORS BULKHEAD
18. ALUMINUM TRELLIS SYSTEM
19. MECHANICAL EQUIPMENT SCREEN SYSTEM. NEEDS TO BE SCREENED AT LEAST 6" ABOVE THE HIGHEST POINT OF THE EQUIPMENT.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

BUILDING ELEVATIONS

PHASE:

DRC SUBMITTAL

SEAL:

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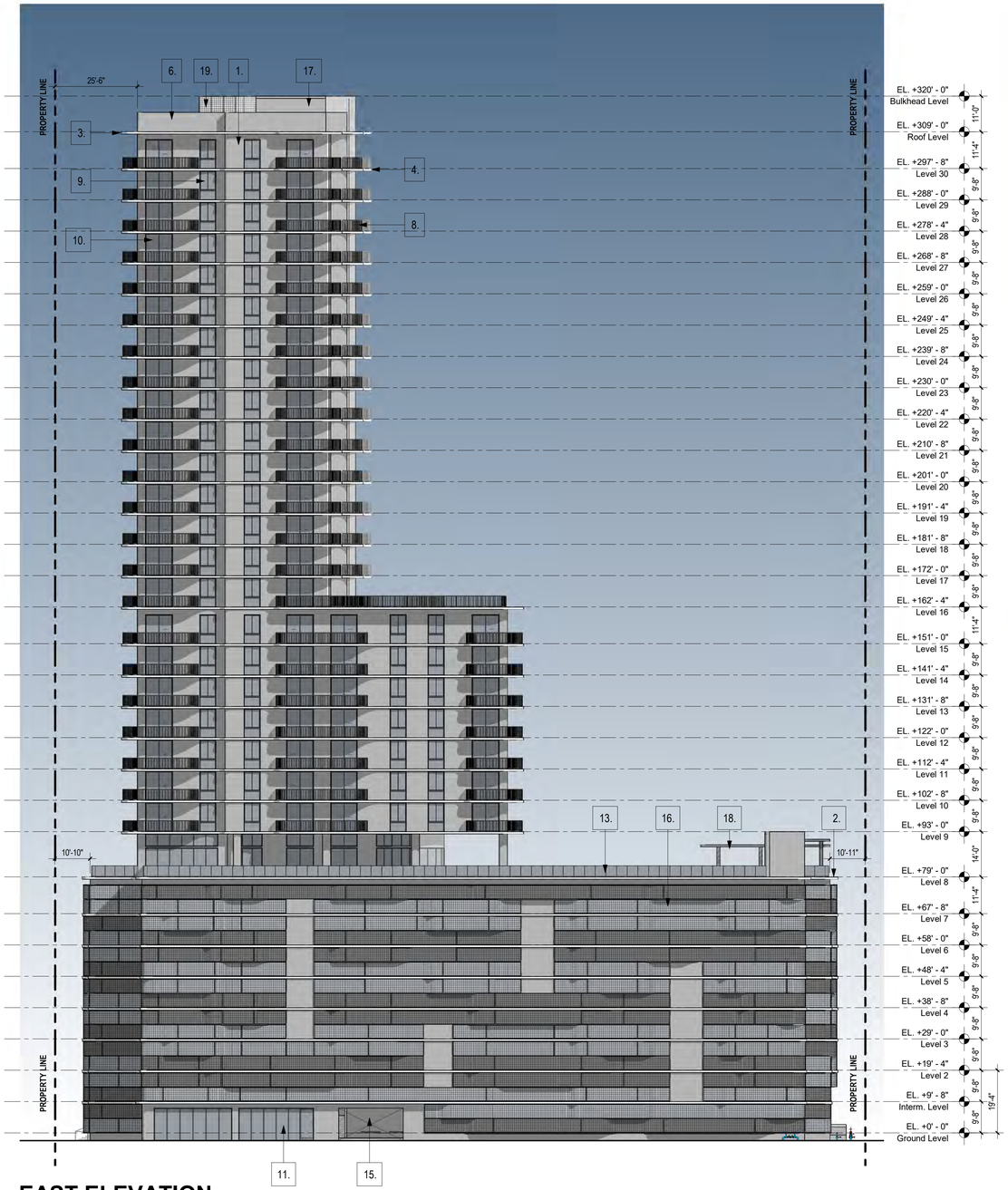
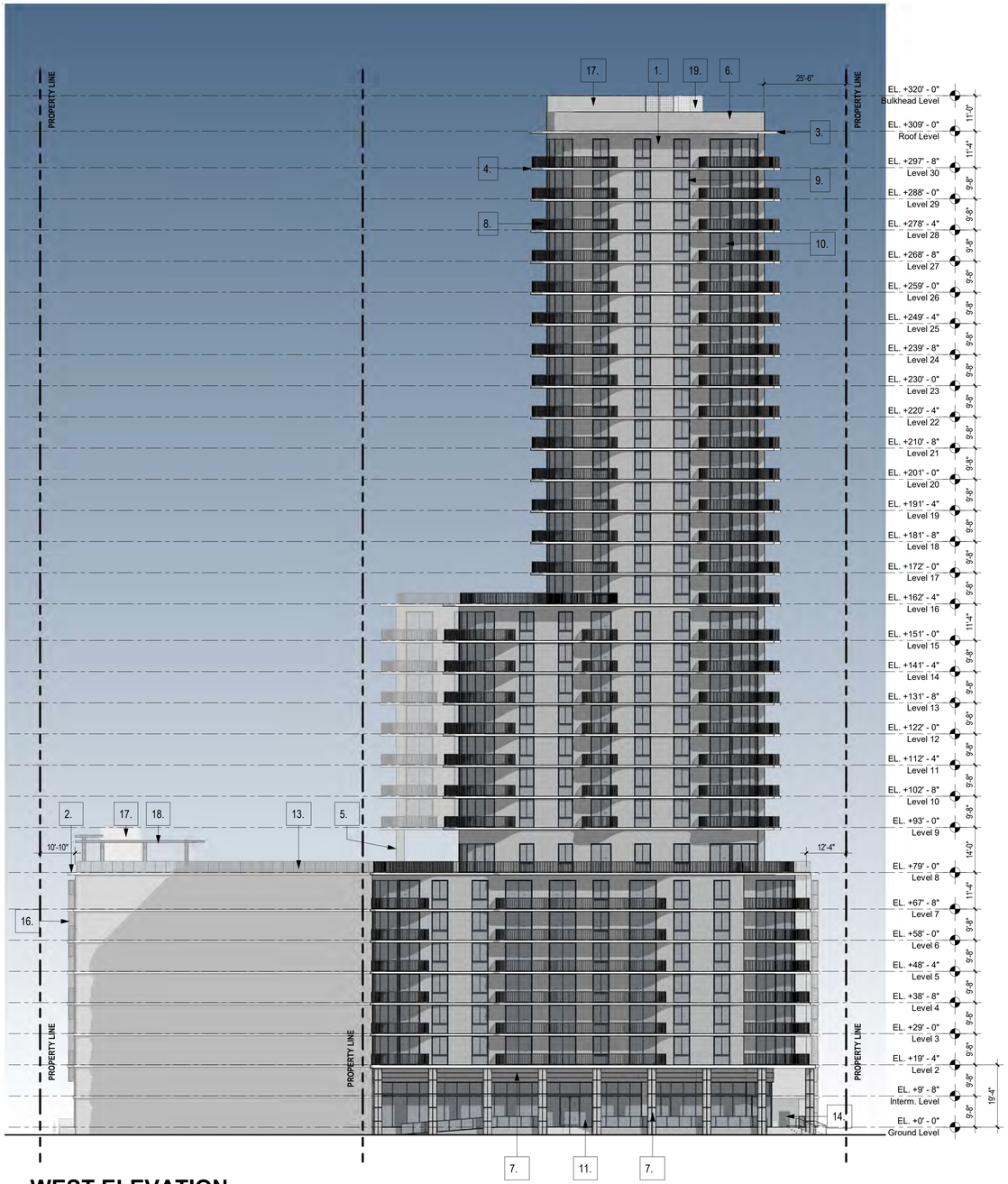


EAST ELEVATION

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 20'-0"

ELEVATION LEGEND

1. LIGHT TEXTURE CEMENT PLASTER FINISH (TYP. THROUGHOUT UNLESS OTHERWISE NOTED)
2. CONTINUOUS 1/4" WIDE X 1/4" DEEP STUCCO SCORE LINE.
3. CONCRETE HORIZONTAL PROJECTION SLOPED TO EXTERIOR
4. BALCONY/ TERRACE CONCRETE SLAB SLOPED TO EXTERIOR
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18. ALUMINUM TRELLIS SYSTEM
19. MECHANICAL EQUIPMENT SCREEN SYSTEM. NEEDS TO BE SCREENED AT LEAST 6" ABOVE THE HIGHEST POINT OF THE EQUIPMENT.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

BUILDING ELEVATIONS

PHASE:

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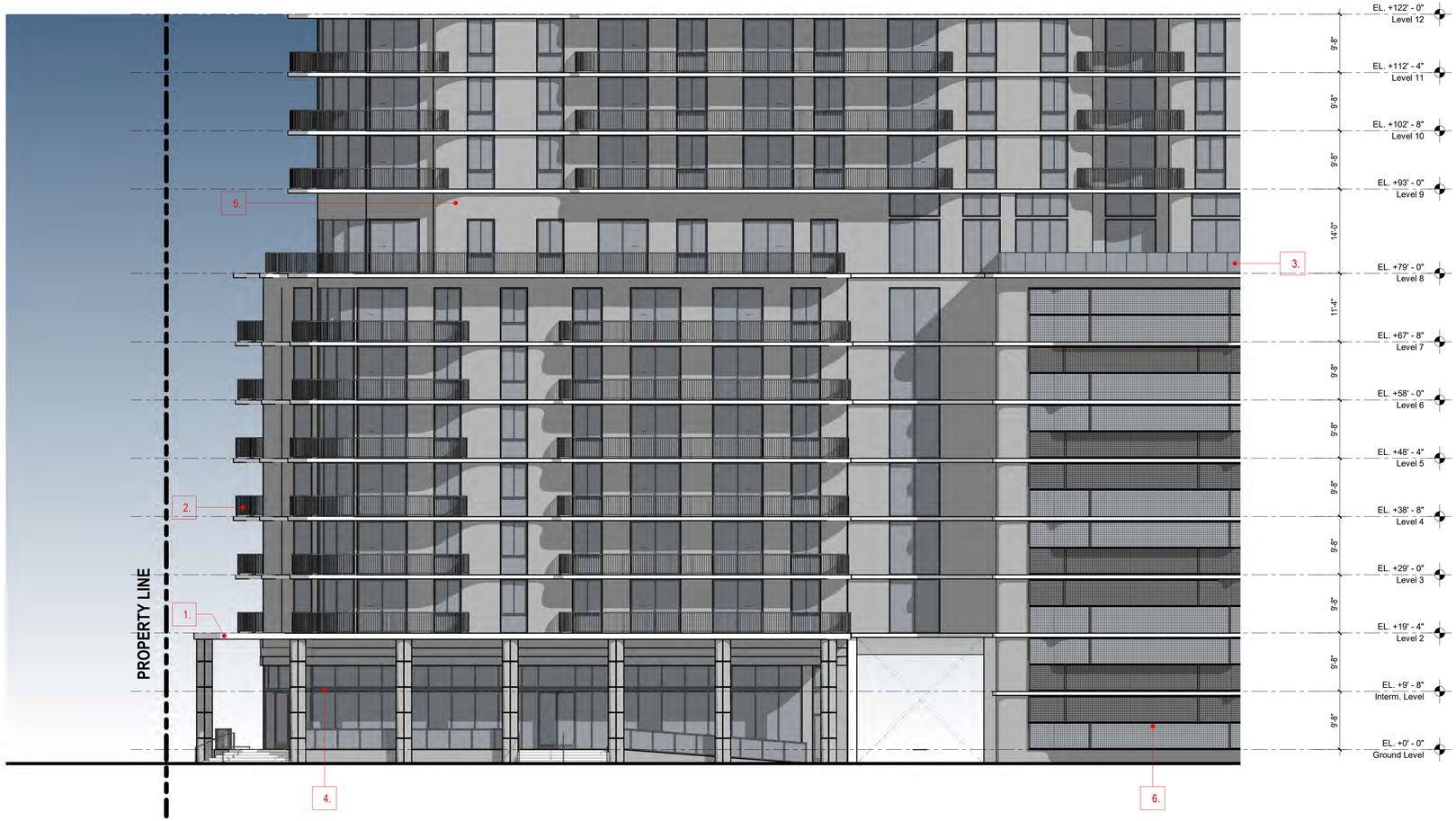


ELEVATION ENLARGEMENT

SCALE: 3/32" = 1'-0"

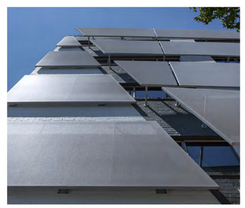
1. PLASTER FINISH (WHITE)

2. ALUMINUM PICKET RAILING

3. GLASS RAILING

4. ALUMINUM FRAME (GREY)

5. PLASTER FINISH (GREY)



6. GARAGE SCREEN

6 GARAGE SCREEN

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL, 33146
QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

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500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
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ENLARGED ELEVATION

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PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

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PEDESTRIAN VIEW RENDERING

PHASE:

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A-4.00

CORWILARCHITECTS
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QUALIFIER LIC. NO. AR0016003 T:305.448.7383

PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

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AERIAL VIEW RENDERING

PHASE:

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A-4.01

CORWILARCHITECTS
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PROJECT:

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OWNER:

13TH FLOOR INVESTMENTS

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PROJECT:

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FORT LAUDERDALE, FL 33301

OWNER:

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AERIAL VIEW RENDERING

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A-4.03

CORWILARCHITECTS
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PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

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MIAMI, FL 33133

AERIAL VIEW RENDERING

PHASE:

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A-4.04

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PROJECT:

FLAGLER VILLAGE RESIDENCES

500 NE 3RD AVENUE,
FORT LAUDERDALE, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 TIGERTAIL AVE, SUITE 701,
MIAMI, FL 33133

AERIAL VIEW RENDERING

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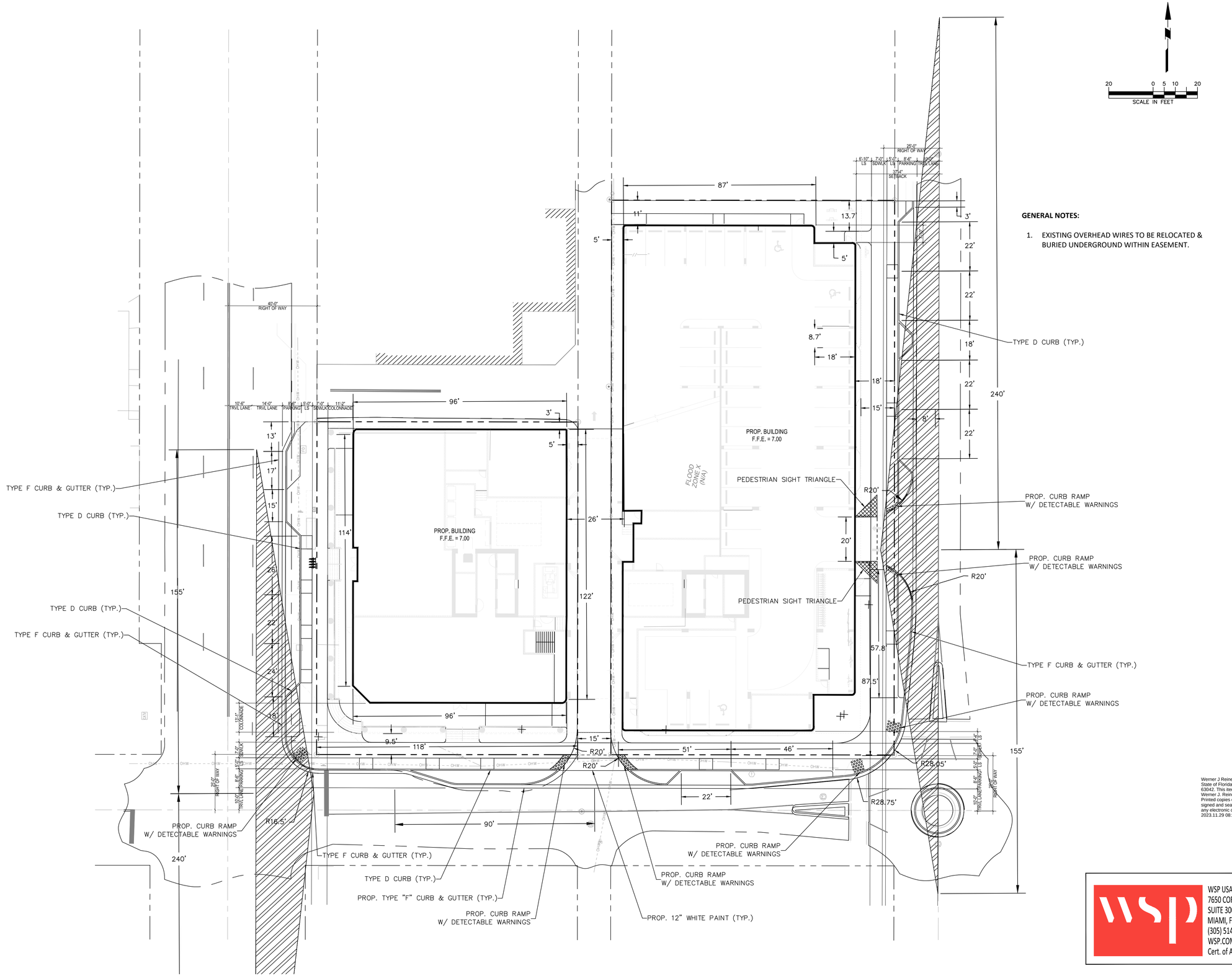

GENERAL NOTES:

1. EXISTING OVERHEAD WIRES TO BE RELOCATED & BURIED UNDERGROUND WITHIN EASEMENT.

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

FLAGLER VILLAGE - 13 FL

500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 Tigertail Ave Suite 701,
Miami, FL 33133

CIVIL SITE PLAN

PHASE:

DRC SUBMITTAL

PERMIT No.:

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No.	Revision Description	Date

SEAL:

WERNER J. REINEFELD LICENSE No. 63042 STATE OF FLORIDA PROFESSIONAL ENGINEER

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State of Florida, Professional Engineer, License No. 63042. This item has been digitally signed and sealed by Werner J. Reinefeld, PE on the date indicated here. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
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DRAWN BY:	**AV**
APPR BY:	**WJR**
PRINTED:	**11/27/2023**

WSP USA INC.
7650 CORPORATE CENTER DR.
SUITE 300
MIAMI, FL 33126
(305) 514-3100
WSP.COM
Cert. of Authorization No. 1462

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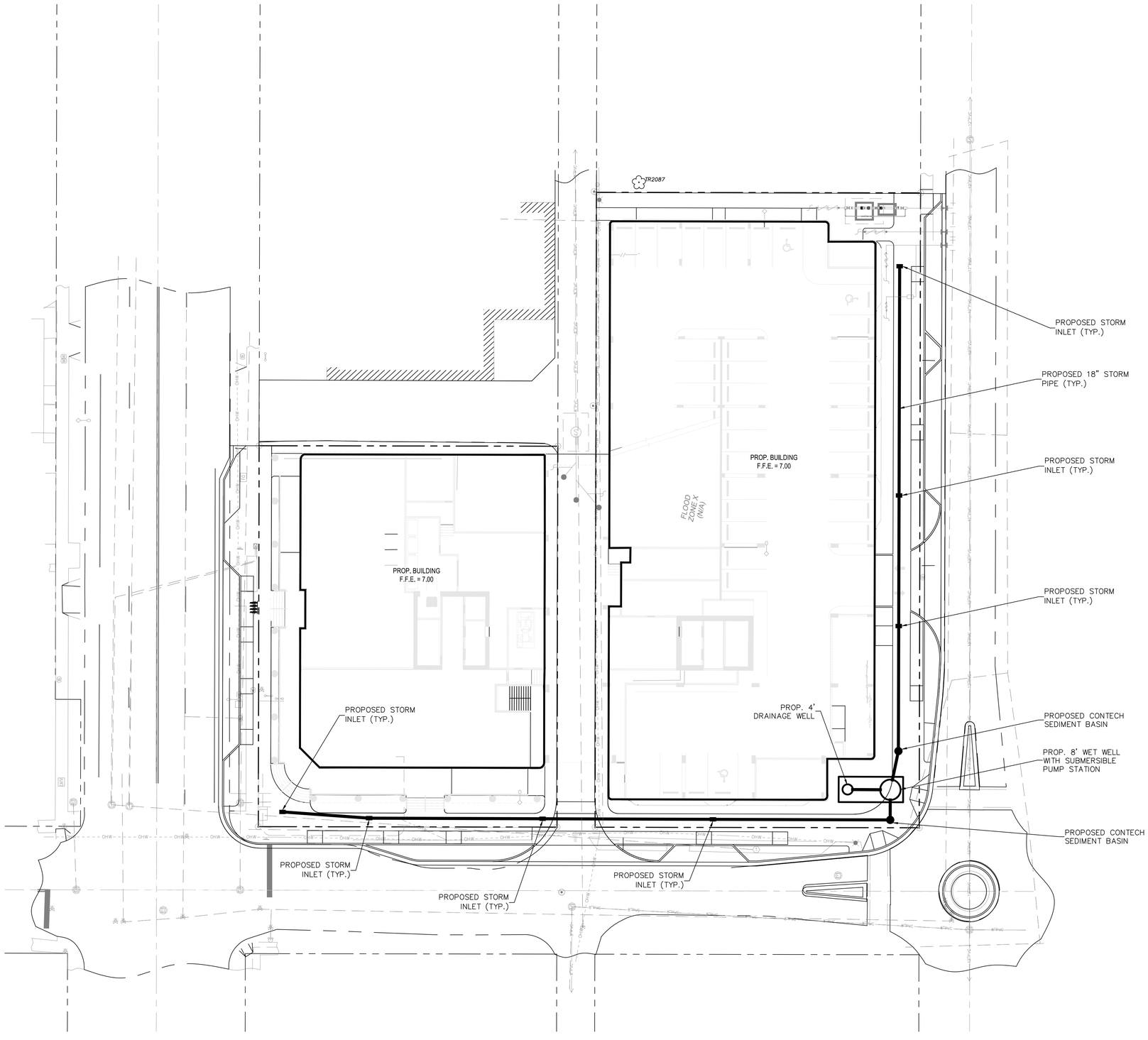
C-02



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CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 Tigertail Ave Suite 701,
Miami, FL 33133

DRAINAGE PLAN

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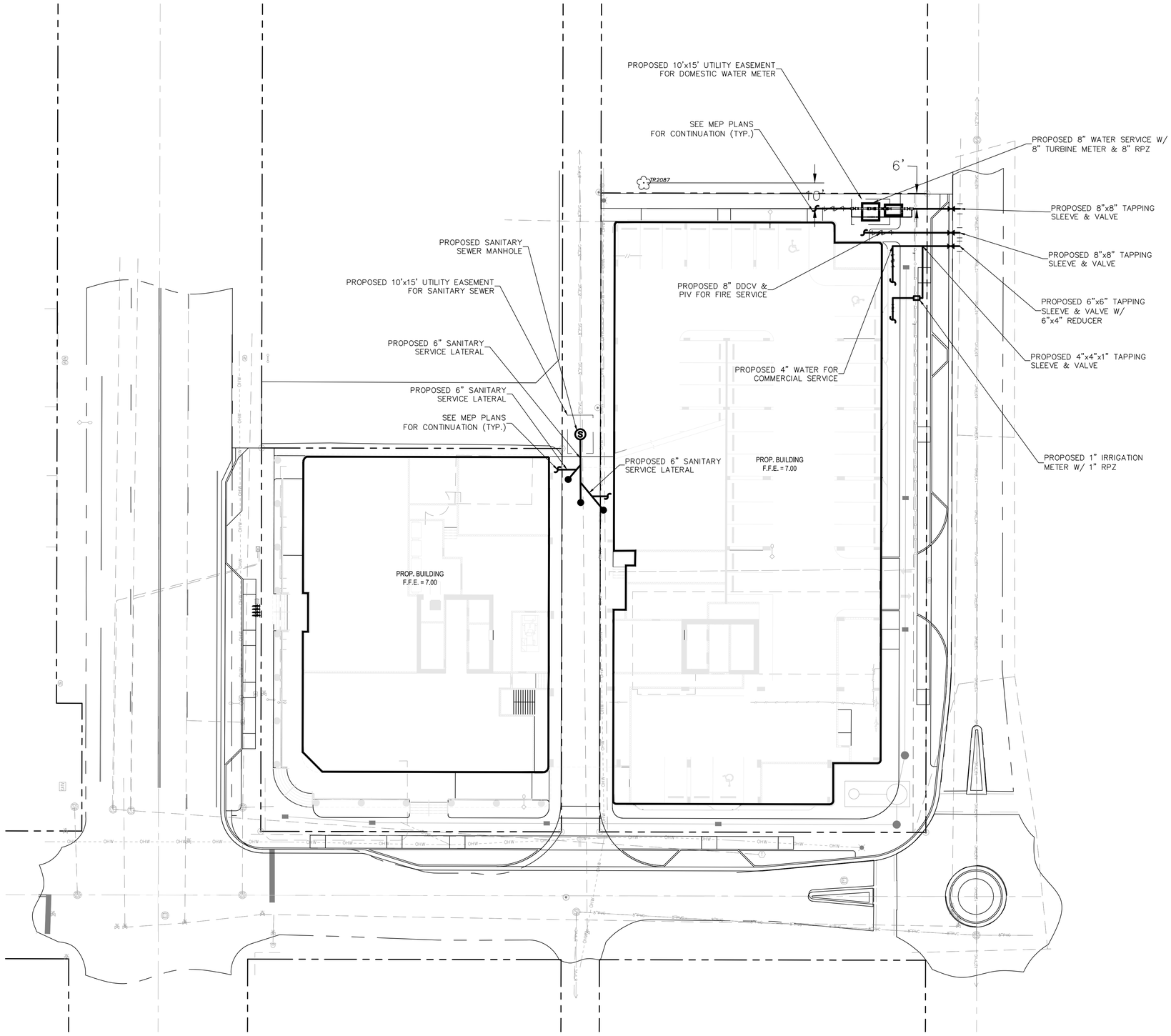

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SCALE IN FEET

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 Tigertail Ave Suite 701,
Miami, FL 33133

WATER AND SEWER PLAN

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WERNER J. REINEFELD
LICENSE
No. 63042
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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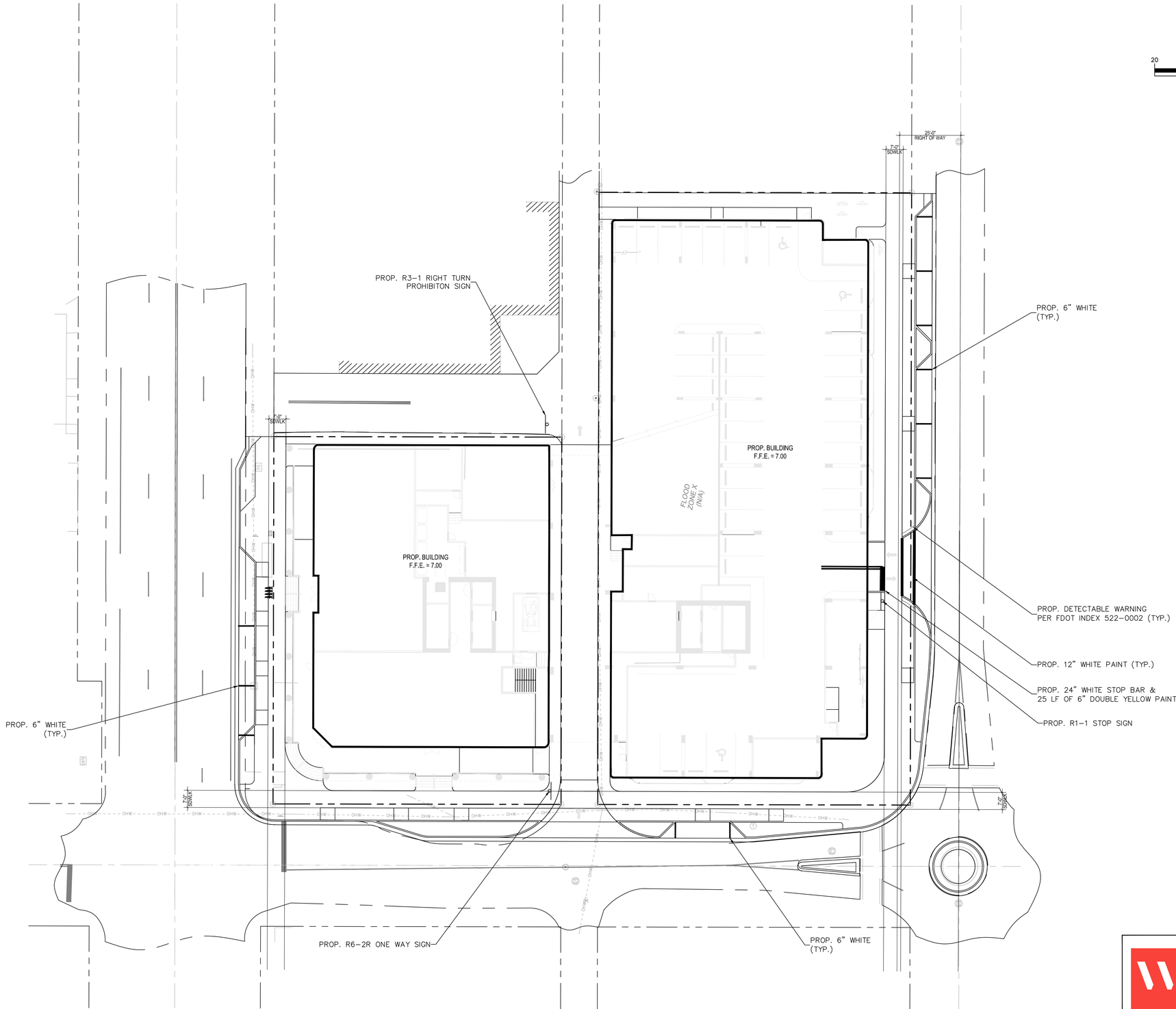

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LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 Tigertail Ave Suite 701,
Miami, FL 33133

PAVEMENT MARKING AND SIGNAGE PLAN

PHASE:
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C-05

LEGEND
TO BE DEMO

EXIST. LIGHT POLE TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. LIGHT POLE TO BE REMOVED (TYP.)
EXIST. FENCE TO BE REMOVED
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. SIGN TO BE REMOVED
EXIST. SIGN TO BE REMOVED
EXIST. POWER POLE TO BE REMOVED
EXIST. LIGHT POLE TO BE REMOVED (TYP.)
115 LF OF EXIST. 8" SAN. SEWER TO BE REMOVED
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. SIGN TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. LIGHT POLE TO BE REMOVED (TYP.)
EXIST. LIGHT POLE TO BE REMOVED (TYP.)
EXIST. SIGN TO BE REMOVED
EXIST. POWER STRUCTURE TO BE REMOVED
EXIST. SIGN TO BE REMOVED
EXIST. SIGN TO BE REMOVED
EXIST. SIGN TO BE REMOVED
EXIST. POWER STRUCTURE TO BE REMOVED (TYP.)
EXIST. FENCE TO BE REMOVED
EXIST. LIGHT POLE TO BE REMOVED (TYP.)
EXIST. SAN. SEWER MH TO BE REMOVED
EXIST. POWER POLE TO BE REMOVED
EXIST. LIGHT POLE TO BE REMOVED

EXISTING BUILDING
EXISTING BUILDING
TRASH FLOOR ELEVATION=5.42
BENCHMARK:
SET MAG NAIL & DISC TRAV. PT. LB 6633 EL.=4.30
N. LINE LOT 16, BLK 3
N. R/W LINE
50' RIGHT-OF-WAY (P)
CENTRAL AVENUE (P)
N.E. 5th STREET
N.E. 21st STREET (P)
N.E. 3rd AVENUE
RIGHT-OF-WAY VARIES
N.E. 20th STREET (P)
N.E. 4th AVENUE
40' RIGHT-OF-WAY (P)
END NOT FOUND
RUN OFFSITE

20 0 5 10 20
SCALE IN FEET

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
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Miami, FL 33133

DEMOLITION PLAN

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WERNER J. REINEFELD LICENSE No. 63042 STATE OF FLORIDA PROFESSIONAL ENGINEER

Werner J Reinefeld
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DATE: **11/27/2023**
JOB No.: **2021-07**
DRAWN BY: **AV**
APPR BY: **WJR**
PRINTED: **11/27/2023**

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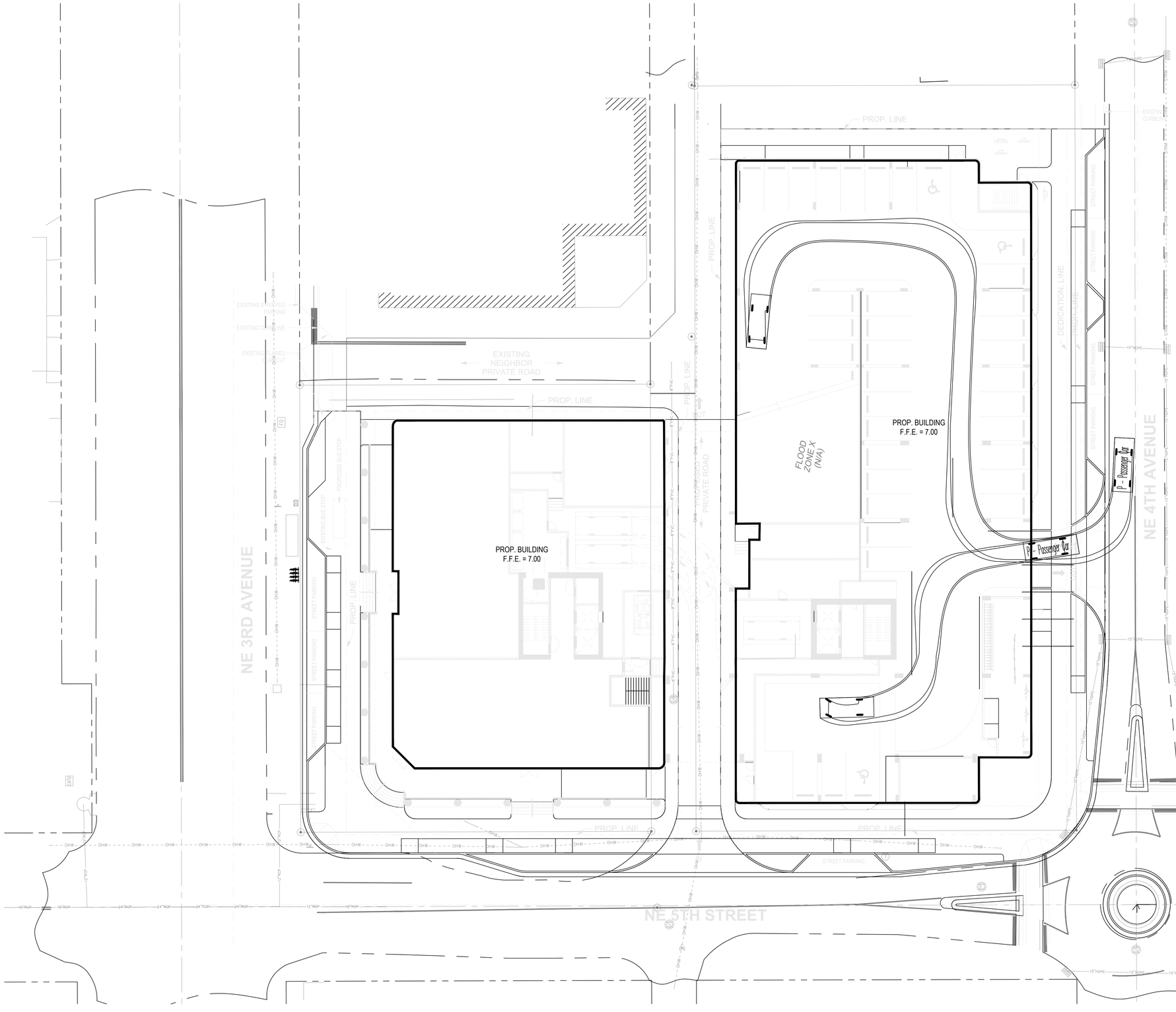
SHEET NUMBER:
C-06



CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

FLAGLER VILLAGE - 13 FL

500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 Tigertail Ave Suite 701,
Miami, FL 33133

VEHICLE MOVEMENT SIMULATIONS - PASSENGER CAR (ENTERING)

PHASE:

DRC SUBMITTAL

PERMIT No.:

REVISIONS		
No.	Revision Description	Date

SEAL:

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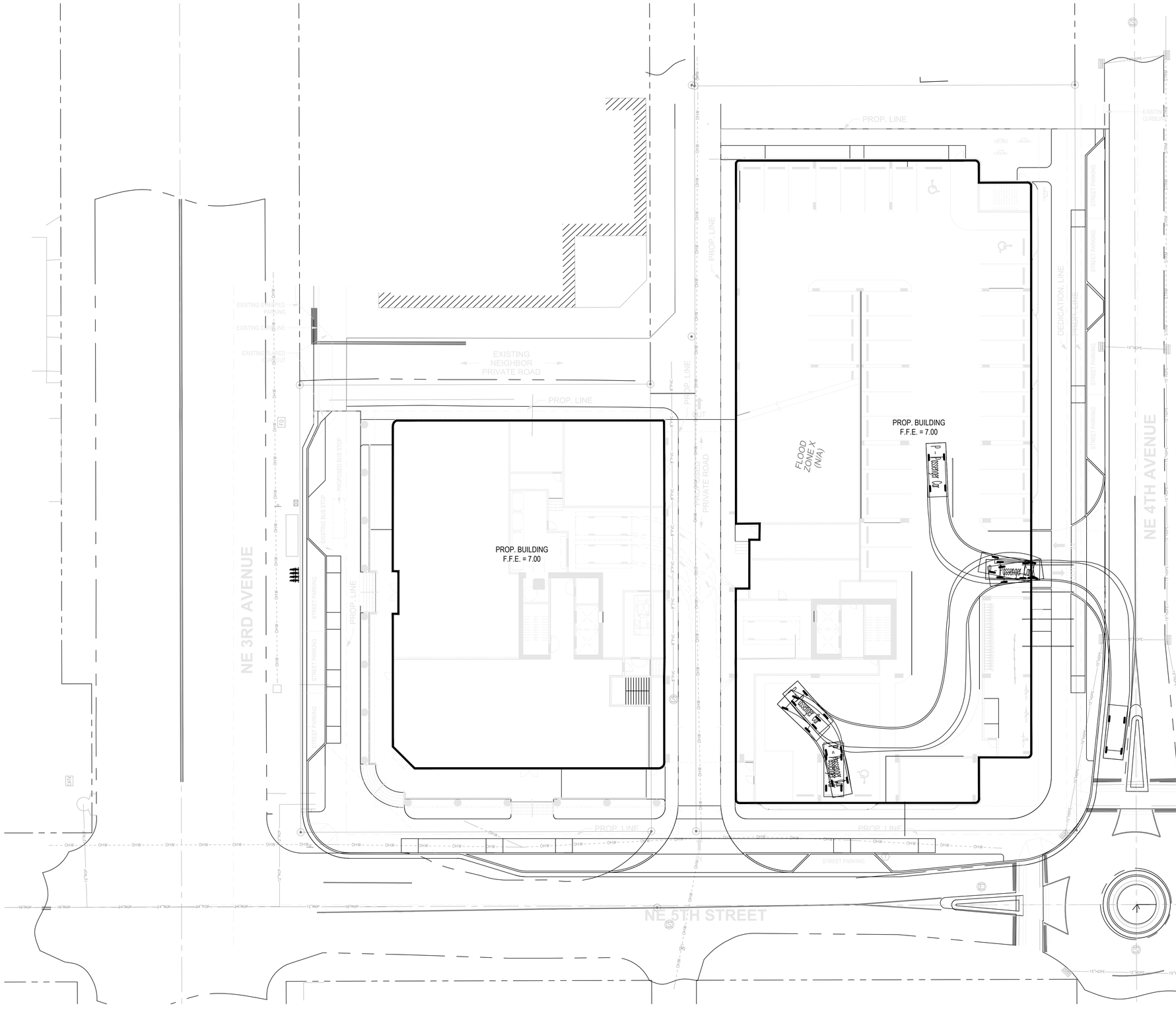
DATE: **11/28/2023**
JOB No.: **2021-07**
DRAWN BY: **JB**
APPR BY: **WJR**
PRINTED: **11/28/2023**

SHEET NUMBER:

C-07A



CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

FLAGLER VILLAGE - 13 FL

500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:

13TH FLOOR INVESTMENTS

2850 Tigertail Ave Suite 701,
Miami, FL 33133

VEHICLE MOVEMENT SIMULATIONS - PASSENGER CAR (EXITING)

PHASE:

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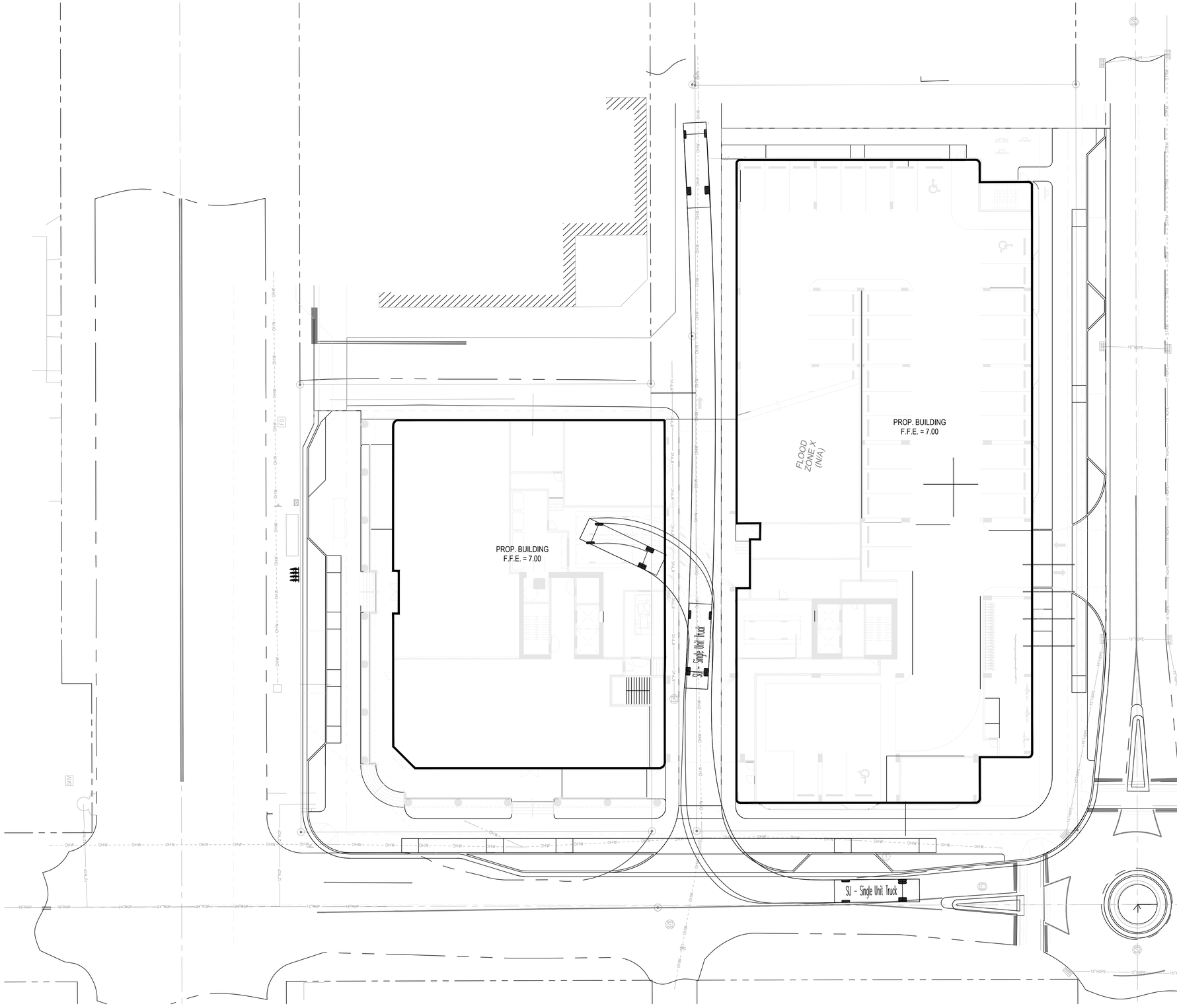
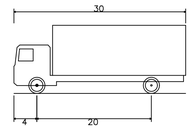
C-07B





SU – Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	42.000ft

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CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 Tigertail Ave Suite 701,
Miami, FL 33133

VEHICLE MOVEMENT SIMULATIONS - DELIVERY TRUCKS

PHASE:
DRC SUBMITTAL

PERMIT No.:

REVISIONS		
No.	Revision Description	Date

SEAL:
WERNER J. REINEFELD
LICENSE
No. 63042
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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JOB No.:	**2021-07**
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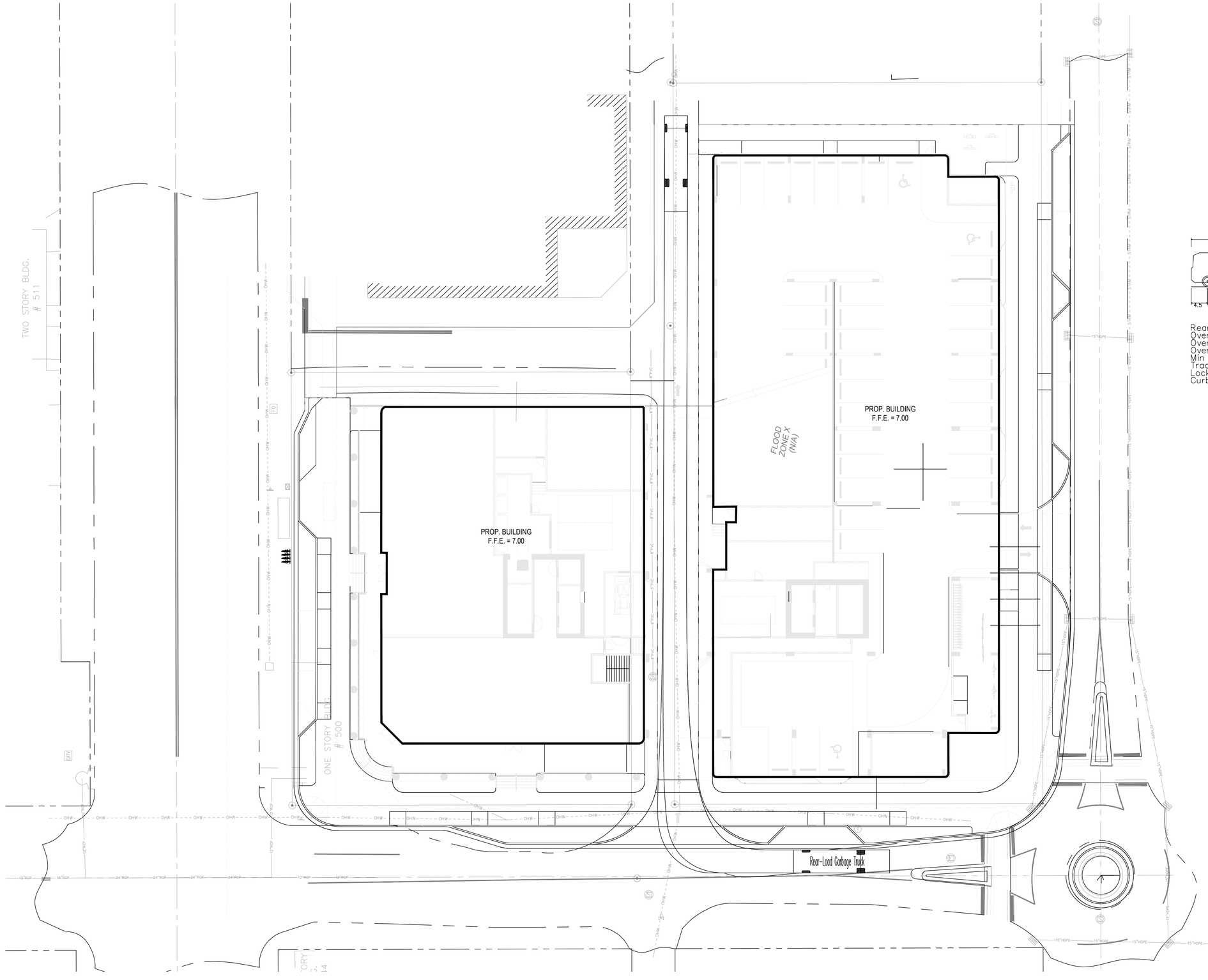
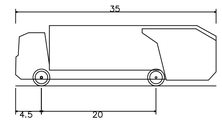
PRINTED:	**11/28/2023**

SHEET NUMBER:
C-07C





Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:
FLAGLER VILLAGE - 13 FL
500 NE 3rd Avenue,
Fort Lauderdale, FL 33301

OWNER:
13TH FLOOR INVESTMENTS
2850 Tigertail Ave Suite 701,
Miami, FL 33133

VEHICLE MOVEMENT SIMULATIONS - GARBAGE TRUCKS

PHASE:
DRC SUBMITTAL

PERMIT No.:

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No.	Revision Description	Date

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DATE:	**11/28/2023**
JOB No.:	**2021-07**
DRAWN BY:	**JB**
APPR BY:	**WJR**
PRINTED:	**11/28/2023**

SHEET NUMBER:
C-07D

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
TREES							
	CD2	5	Coccoloba diversifolia Pigeon Plum	10` HT. X 5` SPR. X 2" CAL.	F.G.	Y	-
	CU	1	Coccoloba uvifera Sea Grape	16` HT. X 8` SPR. X 6" CAL.	F.G.	Y	-
	ED	27	Elaeocarpus decipiens Japanese Blueberry Tree	10` HT. X 5` SPR. X 2" CAL.	F.G.	N	-
PALM TREES							
	RE	13	Roystonea elata Florida Royal Palm	22` MIN. 10` G.W.	F.G.	Y	-
	SP	7	Sabal palmetto Sabal Palm	18`, 22`, 26` O.A. HT. STAGGERED	F.G.	Y	SEE PLAN FOR HTS.
	VM2	6	Veitchia montgomeryana 'Double' Montgomery Palm	20` O.A. HT. MIN	F.G.	N	STAGGERED HTS.
	VM1	15	Veitchia montgomeryana 'Single' Montgomery Palm	26` O.A. HT.	F.G.	N	10` C.T.MIN.
STREET TREES							
	CD1	3	Coccoloba diversifolia Pigeon Plum	22` HT. X 8` SPR. X 6" CAL.	F.G.	Y	8` C.T. MIN.
	CE	2	Conocarpus erectus Green Buttonwood	22` HT. X 8` SPR. X 6" CAL.	F.G.	Y	8` C.T. MIN.
	PS1	3	Phoenix sylvestris Silver Date Palm	28` O.A. HT	F.G.	N	12` G.W. MIN.
	QV	11	Quercus virginiana Live Oak	22` HT. X 8` SPR. X 6" CAL.	F.G.	Y	8` C.T. MIN.
	VM	3	Veitchia montgomeryana 'Single' Montgomery Palm	28` O.A. HT	F.G.	N	10` C.T.MIN.
SHRUBS							
	CG4	186	Clusia guttifera Small Leaf Clusia	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	N	-
	CV	9	Codiaeum variegatum 'Petra' Petra Croton	36" HT. X 36" SPR.	15 GAL.	N	-
	CE2	177	Conocarpus erectus Green Buttonwood	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	Y	-
	CQ	13	Crinum augustum 'Queen Emma' Queen Emma Crinum Lily	36" HT. X 36" SPR.	7 GAL.	N	-
SHRUB AREAS							
	CI2	512	Chrysobalanus icaco 'Horizontalis' Horizontal Cocoplum	18" HT. X 18" SPR. / 18 O.C.	3 GAL.	Y	-
	HC	255	Hamelia patens 'Compacta' Dwarf Firebush	24" HT. X 24" SPR. / 24` O.C.	3 GAL.	Y	-
	MC	163	Muhlenbergia capillaris Pink Muhly Grass	24" HT. X 24" SPR. / 24` O.C.	3 GAL.	Y	-
GROUND COVERS							
	FM	1,678	Ficus microcarpa Green Island ficus	15" HT. X 15" SPR. / 15" O.C.	3 GAL.	N	-

LANDSCAPE LEGEND

ZONE DISTRICT: RAC-CC

Gross Land: 49,540 (s.f.) = 1.14 ac
Net Land: 49,540 (s.f.)

DESCRIPTION	REQ.	PROV.
LOT REQUIREMENTS		
Lot Tree Requirement 49,540 sf - NET LOT AREA (1 TREE PER 1,000)	N/A	5+
Lot Shrub Requirement (10 PER 1,000 SF):	N/A	200+
Maximum Lawn Area (50% of Landscape Area) x,xxx sf x 50% =	N/A	0
Street trees (30' O.C.): 620 LF.	21	21
SITE TOTALS		
Total Number of Shrubs	N/A	200+
Total Number of Trees (Palms count 3:1)	N/A	15+
60% Shrubs / Hedge To Be Native	N/A	200+
50% of Trees Shall Be Native & / or Drought Tolerant	N/A	15+

Note: All pervious areas must be landscaped with lawn, groundcover, and/or shrubbery.

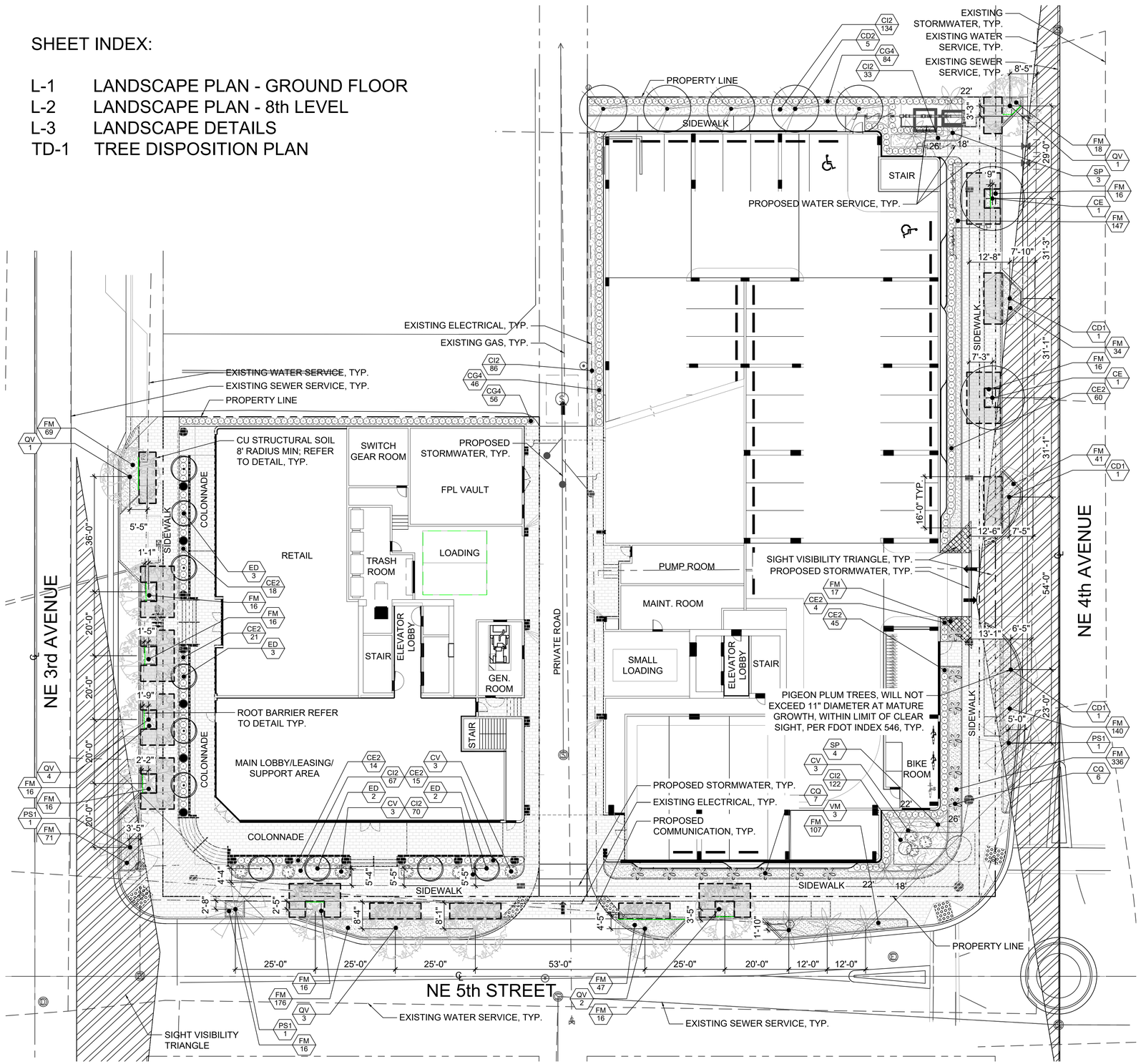
This landscape plan was prepared using the principles of Florida Friendly Landscaping in order to reduce the amount of water required. Hydrozones will be illustrated on the irrigation plans which will be submitted at time of permitting. Native or naturalized plant material were chosen specifically to reduce watering needs.

TREE MITIGATION CALCULATIONS

DESCRIPTION	REMOVED	PROVIDED	DEFICIENCY	DOLLAR REPLACMENT
CALIPER TREE	312.59 in.	166 in.	146.59 in.	$9,529
NUMBER OF PALMS	28	28	0	N/A

SHEET INDEX:

L-1 LANDSCAPE PLAN - GROUND FLOOR
L-2 LANDSCAPE PLAN - 8th LEVEL
L-3 LANDSCAPE DETAILS
TD-1 TREE DISPOSITION PLAN



LANDSCAPE PLAN - GROUND FLOOR

Scale: 1/16" = 1'-0"

NORTH

WITKIN HULTS + PARTNERS
307 south 21st avenue · hollywood, florida
phone: 954.923.3053 · fax/mail: 954.923.3689
www.witkindesign.com

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Project:
FLAGLER VILLAGE - 13FI
500 NE 3RD AVENUE, FORT LAUDERDALE, FLORIDA
LANDSCAPE PLAN - GROUND FLOOR

Revisions: Date: By:

Seal:

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Index
Date: 09/08/2023
Scale: See Left
Drawn by: KAT
Sheet No.:

L-1

Cad Id.: 2023-008

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
TREES							
	CD2	5	Coccoloba diversifolia Pigeon Plum	10' HT. X 5' SPR. X 2" CAL.	F.G.	Y	-
	CU	1	Coccoloba uvifera Sea Grape	16' HT. X 8' SPR. X 6" CAL.	F.G.	Y	-
	ED	27	Elaeocarpus decipiens Japanese Blueberry Tree	10' HT. X 5' SPR. X 2" CAL.	F.G.	N	-
PALM TREES							
	RE	13	Roystonea elata Florida Royal Palm	22' MIN. 10' G.W.	F.G.	Y	-
	SP	7	Sabal palmetto Sabal Palm	18', 22', 26' O.A. HT. STAGGERED	F.G.	Y	SEE PLAN FOR HTS.
	VM2	6	Veitchia montgomeryana 'Double' Montgomery Palm	20' O.A. HT. MIN	F.G.	N	STAGGERED HTS.
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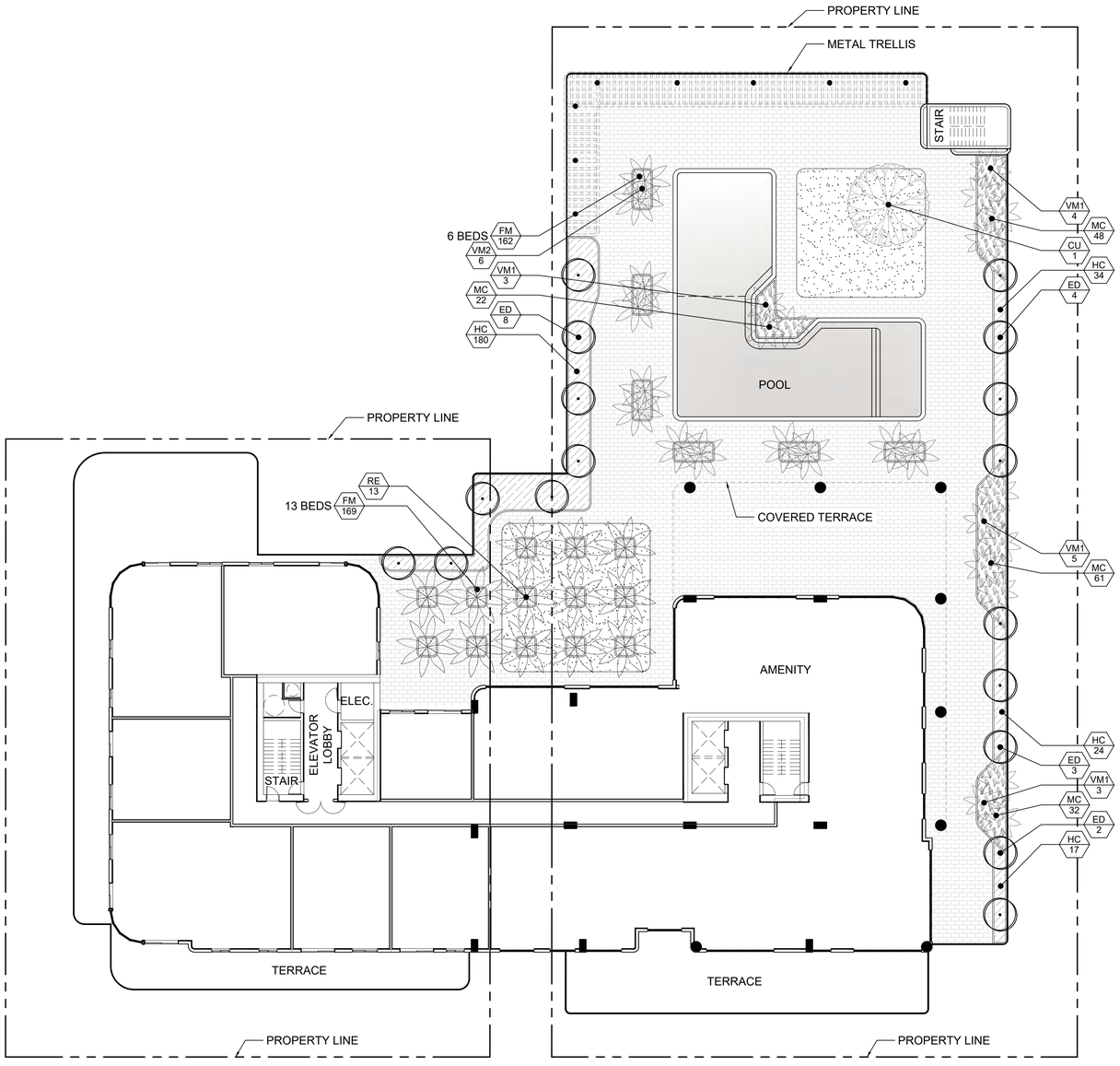
	CV	9	Codiaeum variegatum 'Petra' Petra Croton	36" HT. X 36" SPR.	15 GAL.	N	-
	CE2	177	Conocarpus erectus Green Buttonwood	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	Y	-
	CQ	13	Crinum augustum 'Queen Emma' Queen Emma Crinum Lily	36" HT. X 36" SPR.	7 GAL.	N	-
SHRUB AREAS							
	CI2	512	Chrysobalanus icaco 'Horizontalis' Horizontal Cocoplum	18" HT. X 18" SPR. / 18 O.C.	3 GAL.	Y	-
	HC	255	Hamelia patens 'Compacta' Dwarf Firebush	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	Y	-
	MC	163	Muhlenbergia capillaris Pink Muhly Grass	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	Y	-
GROUND COVERS							
	FM	1,678	Ficus microcarpa Green Island ficus	15" HT. X 15" SPR. / 15" O.C.	3 GAL.	N	-



LANDSCAPE PLAN - 8th LEVEL

Scale: 1/16" = 1'-0"

NORTH

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Project:

FLAGLER VILLAGE - 13FI

500 NE 3RD AVENUE, FORT LAUDERDALE, FLORIDA

LANDSCAPE PLAN - 8th LEVEL

Revisions: Date: By:

Seal:

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Landscape Plan

Date: 09/08/2023

Scale: See Left

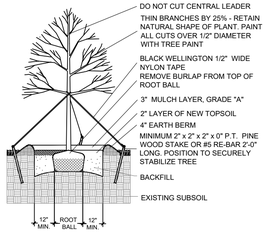
Drawn by: KAT

Sheet No.:

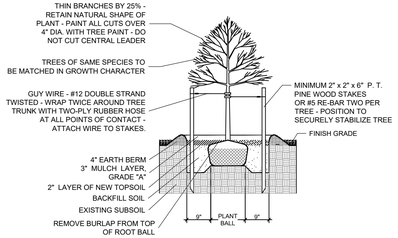
L-2

Cad Id.: 2023-008

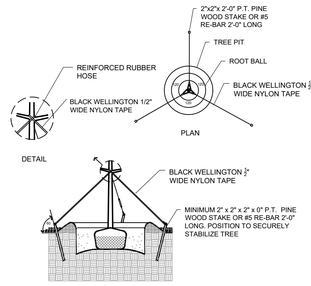
J:\2023\flag-fiber\flagler village 13 fiber 2023.000\Landscape\PERMITS\11-17-23_Flag Fiber 23 - 2023



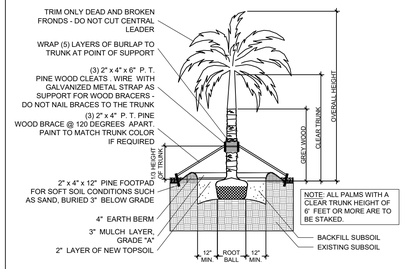
LARGE TREE PLANTING DETAIL



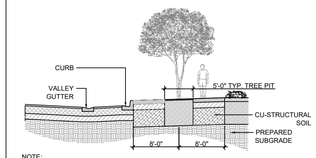
SMALL TREE PLANTING DETAIL



TYPICAL TREE GUYING DETAIL

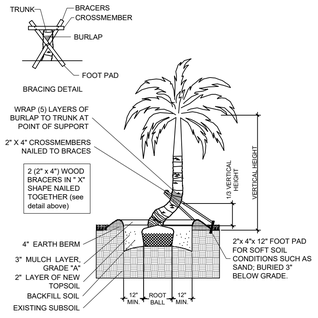


STRAIGHT TRUNK PALM PLANTING DETAIL

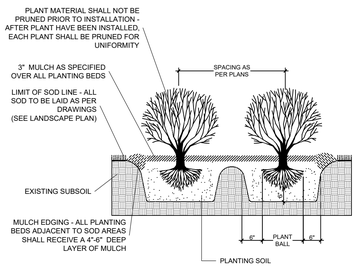


NOTE:
CU SOIL IS A PROPRIETARY SPECIFICATION PLEASE REFER TO ULRD SECTION 47-21.13. FURTHER STRUCTURAL SOIL DETAILS AND SPECIFICATIONS CAN BE OBTAINED AT
http://www.hort.cornell.edu/uhi/outreach/index.html#soil

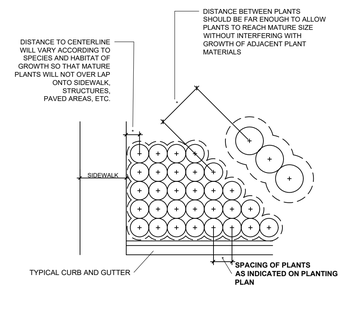
CU-STRUCTUAL SOIL DETAIL



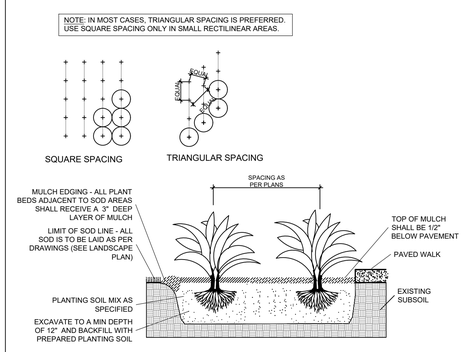
CURVED TRUNK PALM PLANTING DETAIL



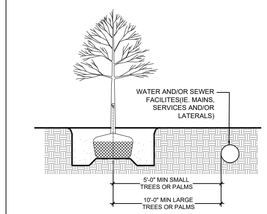
TYPICAL SHRUB PLANTING DETAIL



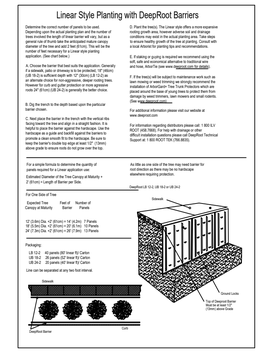
TYPICAL CONTAINER SPACING DETAIL



TYPICAL GROUNDCOVER PLANTING DETAIL



TYPICAL PLANTING ADJACENT TO UTILITIES DETAIL



DEEPROOT- ROOT BARRIER DETAIL

PLANTING NOTES:

-All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.

-All plants are to be top dressed with a minimum 3" layer of Melaleuca mulch, Eucalyptus mulch or equal.

-Planting plans shall take precedence over plant list in case of discrepancies.

-No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and or deletions to the plant material must be approved by the project engineer.

-Landscape Contractor is responsible for providing their own square footage takeoffs and field verification for 100% sod coverage for all areas specified.

- All landscape areas are to be provided with automatic sprinkler system which provide 100% coverage, and 50% overlap.

- All trees in lawn areas are to receive a 24" diameter mulched saucer at the base of the trunk.

- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable.

- Planting soil for topsoil and backfill shall be 50/50 mix, nematode free. Planting soil for annual beds to be comprised of 50% Canadian peat moss, 25% salt free coarse sand and 25% Aerolite.

- Tree and shrub pits will be supplemented with "Agriform Pells", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.

GENERAL NOTES:

-The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The Owner and the Landscape Architect shall not be responsible for any damages to utility or irrigation lines (see Roadway Plans for more utility notes).

-Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.

-All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.

-All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

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Project:
FLAGLER VILLAGE - 13FI
500 NE 3RD AVENUE, FORT LAUDERDALE, FLORIDA

LANDSCAPE DETAILS

Revisions: Date: By:

Seal:

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Landscape Details
Date: 09/08/2023
Scale: NTS
Drawn by: KAT
Sheet No.:

L-3

Cad Id.: 2023-008

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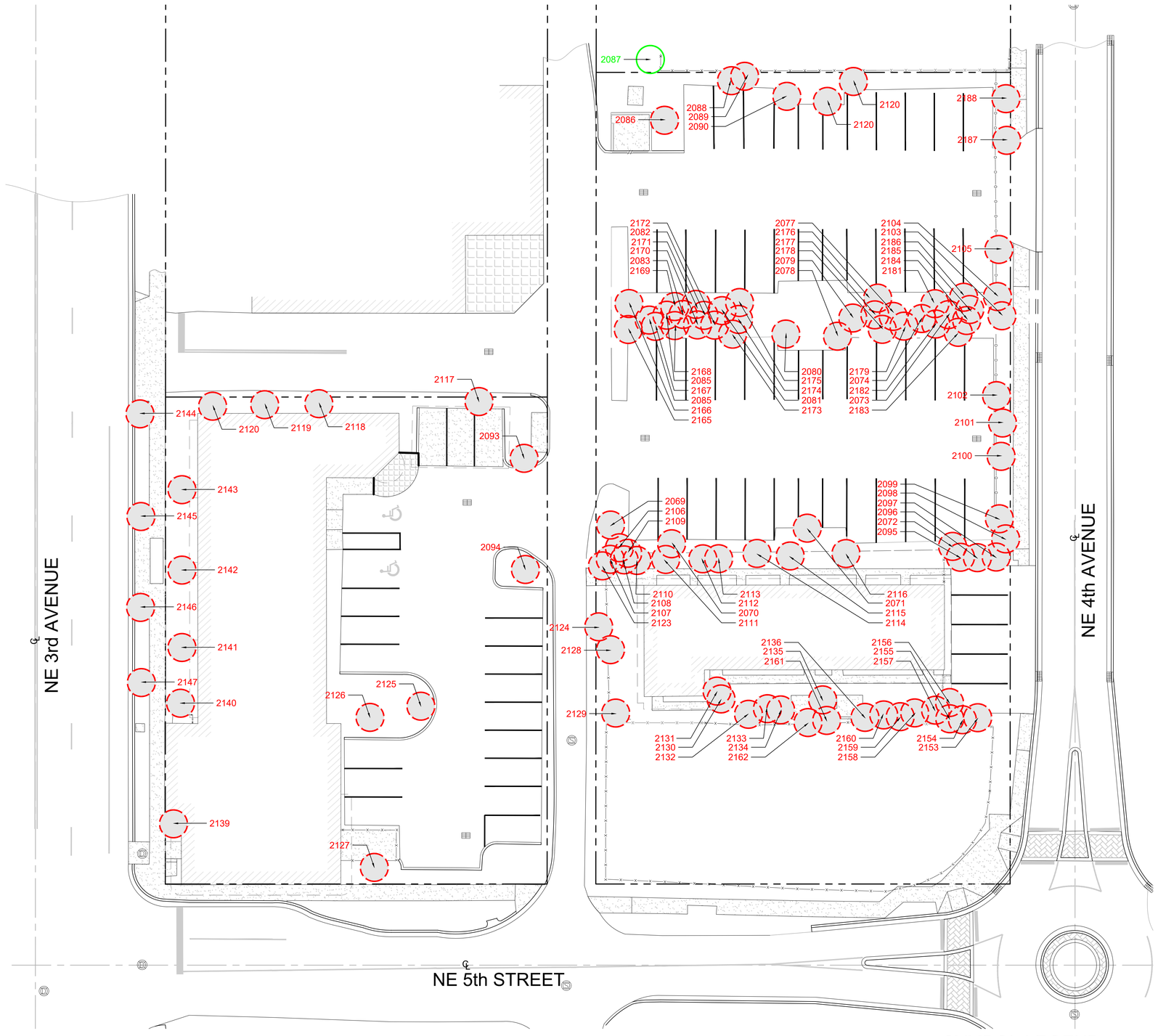
TREE & PALM DISPOSITION TABLE

#	Common Name	Botanical Name	Hight (Ft.)	Clear Trunk (Ft.)	DBH (in)	Health%	Class Rating	Mitigation Required	Disposition	REPACEMENT CALCULATIONS		
										Caliper Replacement (in)	OR	Dollar Replacement
2069	Live Oak	*Quercus virginiana*	25		13	45%	A	YES	REMOVE	5.85	OR	$390.00
2070	Live Oak	*Quercus virginiana*	26		13	45%	A	YES	REMOVE	5.85	OR	$390.00
2071	Sabal Palm	*Sabal palmetto*	15	6	9	75%	Palm	NO	REMOVE	n/a	OR	$0.00
2072	Live Oak	*Quercus virginiana*	34		18	55%	A	YES	REMOVE	9.9	OR	$650.00
2073	Foxtail Palm	*Wodetia bifurcata*	26	23	15	45%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2074	Foxtail Palm dbl	*Wodetia bifurcata*	27	22	9+11	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2077	dead							NO	REMOVE		OR	
2078	Yellow Tabebuia	*Tabebuia caraiba*	18		14	50%	B	YES	REMOVE	5.6	OR	$390.00
2079	Yellow Tabebuia	*Tabebuia caraiba*	16		7	55%	B	YES	REMOVE	3.08	OR	$195.00
2080	Yellow Tabebuia	*Tabebuia caraiba*	18		20	60%	B	YES	REMOVE	9.6	OR	$650.00
2081	Foxtail Palm dbl	*Wodetia bifurcata*	23	19	9+10	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2082	Foxtail Palm	*Wodetia bifurcata*	27	22	14	65%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2083	Foxtail Palm dbl	*Wodetia bifurcata*	23	19	9+11	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2084	Foxtail Palm	*Wodetia bifurcata*	27	22	14	65%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2085	Foxtail Palm dbl	*Wodetia bifurcata*	23	19	9+9	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2086	Royal Poinciana	*Delonix regia*	28		16	60%	B	YES	REMOVE	7.68	OR	$520.00
2087	Live Oak	*Quercus virginiana*	30		13	65%	A	NO	REMAIN	8.45	OR	$520.00
2088	Mahogany	*Swietenia mahagoni*	30		20	50%	A	YES	REMOVE	10	OR	$650.00
2089	Adonidia Palm dbl	*Veitchia merrillii*	34	30	6+7	50%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2090	Yellow Tabebuia	*Tabebuia caraiba*	18		8	40%	B	YES	REMOVE	2.56	OR	$195.00
2091	Yellow Tabebuia	*Tabebuia caraiba*	16		8	30%	B	YES	REMOVE	1.92	OR	$130.00
2092	Mahogany	*Swietenia mahagoni*	45		25	50%	A	YES	REMOVE	12.5	OR	$845.00
2093	Mahogany	*Swietenia mahagoni*	37		30	55%	A	YES	REMOVE	16.5	OR	$1,105.00
2094	Laurel Oak	*Quercus laurifolia*	22		14	30%	C	YES	REMOVE	2.52	OR	$195.00
2095	Foxtail Palm	*Wodetia bifurcata*	20	16	5	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2096	Foxtail Palm	*Wodetia bifurcata*	12	8	3	40%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2097	Foxtail Palm	*Wodetia bifurcata*	12	8	2	20%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2098	Sabal Palm	*Sabal palmetto*	25	17	10	55%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2099	Live Oak	*Quercus virginiana*	30		14	45%	A	YES	REMOVE	6.3	OR	$390.00
2100	Mahogany	*Swietenia mahagoni*	40		36	50%	A	YES	REMOVE	18	OR	$1,170.00
2101	Live Oak	*Quercus virginiana*	40		13	30%	A	YES	REMOVE	3.9	OR	$260.00
2102	Sabal Palm	*Sabal palmetto*	20	14	10	75%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2103	Live Oak	*Quercus virginiana*	30		18	55%	A	YES	REMOVE	9.9	OR	$650.00
2104	Carrotwood	*Cupaniopsis anacardiodes*	25		14	0%	F	NO	REMOVE	0	OR	$0.00
2105	Mahogany	*Swietenia mahagoni*	40		24	50%	A	YES	REMOVE	12	OR	$780.00
2106	Mahogany	*Swietenia mahagoni*	24		5	40%	A	YES	REMOVE	2	OR	$130.00
2106	Yellow Tabebuia	*Tabebuia caraiba*	26		12	50%	B	YES	REMOVE	4.8	OR	$325.00
2107	Mahogany	*Swietenia mahagoni*	24		4	40%	A	YES	REMOVE	1.6	OR	$130.00
2108	Mahogany	*Swietenia mahagoni*	24		7	40%	A	YES	REMOVE	2.8	OR	$195.00
2109	Mahogany	*Swietenia mahagoni*	24		3	40%	A	YES	REMOVE	1.2	OR	$65.00
2110	Mahogany	*Swietenia mahagoni*	24		4	40%	A	YES	REMOVE	1.6	OR	$130.00
2111	Mahogany	*Swietenia mahagoni*	30		12	25%	A	YES	REMOVE	3	OR	$195.00
2112	Montgomery Palm dbl	*Veitchia arecina*	14	8	3+2	75%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2113	Mahogany	*Swietenia mahagoni*	50		18	60%	A	YES	REMOVE	10.8	OR	$715.00
2114	Laurel Oak	*Quercus laurifolia*	30		18	40%	C	YES	REMOVE	4.32	OR	$260.00
2115	Laurel Oak	*Quercus laurifolia*	30		14	40%	C	YES	REMOVE	3.36	OR	$195.00
2116	Mahogany	*Swietenia mahagoni*	50		23	60%	A	YES	REMOVE	13.8	OR	$910.00
2117	Foxtail Palm	*Wodetia bifurcata*	26	23	10	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2118	Foxtail Palm	*Wodetia bifurcata*	26	23	10	65%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2119	Foxtail Palm	*Wodetia bifurcata*	27	21	10	65%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2120	Foxtail Palm	*Wodetia bifurcata*	27	21	10	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2123	Sabal Palm	*Sabal palmetto*	15	6	10	75%	Palm	NO	REMOVE	n/a	OR	$0.00
2124	Sabal Palm	*Sabal palmetto*	9	3	n/a	75%	Palm	NO	REMOVE	n/a	OR	$0.00
2125	Mahogany	*Swietenia mahagoni*	40		40	40%	A	YES	REMOVE	16	OR	$1,040.00
2126	Mahogany	*Swietenia mahagoni*	40		36	55%	A	YES	REMOVE	19.8	OR	$1,300.00
2127	Silver Buttonwood	*Conocarpus erectus var. sericeus*	12		15	50%	A	YES	REMOVE	7.5	OR	$520.00
2128	Umbrella Tree	*Schefflera actinophylla*	23		16	0%	F	NO	REMOVE	0	OR	$0.00
2129	Mahogany	*Swietenia mahagoni*	30		19	45%	A	YES	REMOVE	8.55	OR	$585.00
2130	Live Oak	*Quercus virginiana*	30		8	50%	A	YES	REMOVE	4	OR	$260.00
2131	Live Oak	*Quercus virginiana*	30		10	50%	A	YES	REMOVE	5	OR	$325.00
2132	Montgomery Palm dbl	*Veitchia arecina*	11	7	2+2	75%	Palm	NO	REMOVE	n/a	OR	$0.00
2133	Montgomery Palm dbl	*Veitchia arecina*	16	11	3+5	75%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2134	Strangler Fig	*Ficus aurea*	16		3	50%	B	YES	REMOVE	1.2	OR	$65.00
2135	Bischofia	*Bischofia javanica*	25		20	0%	F	NO	REMOVE	0	OR	$0.00
2136	Norfolk Island Pine	*Araucaria heterophylla*	18		5	65%	F	NO	REMOVE	0	OR	$0.00
2139	Spindle Palm	*Hyophorbe verschaffeltii*	12	9	11	40%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2140	Solitaire Palm tpl	*Ptychosperma elegans*	23	20	2+1+3	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2141	Solitaire Palm tpl	*Ptychosperma elegans*	20	17	2+1+2	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2142	Solitaire Palm tpl	*Ptychosperma elegans*	23	20	3+2+2	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2143	Solitaire Palm	*Ptychosperma elegans*	21	18	3	70%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2144	Live Oak	*Quercus virginiana*	26		19	45%	A	YES	REMOVE	8.55	OR	$585.00
2145	Live Oak	*Quercus virginiana*	18		7	55%	A	YES	REMOVE	3.85	OR	$260.00
2146	Live Oak	*Quercus virginiana*	18		7	45%	A	YES	REMOVE	3.15	OR	$195.00
2147	Live Oak	*Quercus virginiana*	26		19	40%	A	YES	REMOVE	7.6	OR	$520.00
2153	Foxtail Palm	*Wodetia bifurcata*	22	16	6	65%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2154	Foxtail Palm	*Wodetia bifurcata*	20	16	4	60%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2155	Mahogany	*Swietenia mahagoni*	40		20	45%	A	YES	REMOVE	9	OR	$585.00
2156	Mahogany	*Swietenia mahagoni*	40		25	45%	A	YES	REMOVE	11.25	OR	$715.00
2157	Montgomery Palm dbl	*Veitchia arecina*	11	6	1+1.5	75%	Palm	NO	REMOVE	n/a	OR	$0.00
2158	Montgomery Palm dbl	*Veitchia arecina*	20	13	4+4+2	75%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2159	Mahogany	*Swietenia mahagoni*	20		4	60%	A	YES	REMOVE	2.4	OR	$130.00
2160	Montgomery Palm dbl	*Veitchia arecina*	23	16	5+5+2	75%	Palm	YES	REMOVE	1 for 1	OR	$180.00
2161	Mahogany	*Swietenia mahagoni*	15		3	50%	A	YES	REMOVE	1.5	OR	$130.00
2162	Mahogany	*Swietenia mahagoni*	18		3	50%	A	YES	REMOVE	1.5	OR	$130.00
2188	Live Oak	*Quercus virginiana*	36		16	55%	A	YES	REMOVE	8.8	OR	$585.00

	PLAMS
	INVASIVE SPECIES
#	SPECIMEN DBH

* Tree information is provided by The Santiago Group LLC.

TREE & PALM REMOVAL & REPLACMENT			
Total Tree Replacement Caliper (in)	312.59	OR	$20,735.00
Total Palm C.T. (feet)	491	OR	$5,040.00
OR Palm Replacemnt by Quantity			
Number of Replacment Palms	28	AT	8' CT



TREE DISPOSITION PLAN

Scale: 1/16" = 1'-0"

NORTH

SYMBOL LEGEND

- Tree to Remove
- #x Tree to Remain

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Project:

FLAGLER VILLAGE - 13FI

500 NE 3RD AVENUE, FORT LAUDERDALE, FLORIDA

TREE DISPOSITION PLAN

Revisions: Date: By:

Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Tree Disposition Plan

Date: 09/08/2023

Scale: See Left

Drawn by: AR

Sheet No.:

TD-1

Cad Id.: 2023-008

Z:\2020\Proj\Plot\Flagler Village 13 Floor 2020.DWT by Chance\2020\23-13 DV1.1 Flagler Village 13 Floor plans Rev1.dwt, 9/8/2023

LOCHRIE & CHAKAS P.A.

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Project: **Flagler Village Residences**
Property: **500 NE 3rd Avenue**
Author: **Andrew J. Schein, Esq.**

ADEQUACY REQUIREMENTS NARRATIVE

Sec. 47-25.2. Adequacy requirements.

A. ***Applicability.*** The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.

B. ***Communications network.*** Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.

Response: The Project is not expected to interfere with the City's communications network.

C. ***Drainage facilities.*** Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.

Response: The Project will receive a stormwater management permit from Broward County prior to commencing construction of the Project.

D. ***Environmentally sensitive lands.***

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and well field protection which ordinances are incorporated herein by reference:

   a. Broward County Ordinance No. 89-6.
   b. Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
   c. Broward County Ordinance No. 84-60.

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

Response: N/A, the Project is not expected to impact any environmentally sensitive lands.

E. ***Fire protection.*** Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

Response: Acknowledged, the Project will comply with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

F. ***Parks and open space.*** *New park impact fee ordinance adopted in June 2006.*

Response: Applicant will pay all required park impact fees prior to the issuance of the building permit.

G. ***Police protection.*** Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.

Response: Applicant's design incorporates CPTED principles to minimize risk to public safety and assure adequate police protection.

H. ***Potable water.***

1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.

2. *Potable water facilities.*
    a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
    b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
    c. Where the county is the projected service provider, a similar written assurance will be required.

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 6, 2023 and will provide the letter upon receipt.

I. ***Sanitary sewer.***

1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
3. Where the county is the projected service provider, a written assurance will be required.
4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 6, 2023 and will provide the letter upon receipt.

J. ***Schools.*** For all residential plats, the applicant shall contribute to school facilities in accordance with the Broward County Land Development Code and shall provide documentation to the city that such contribution has been satisfied.

Response: Applicant will pay all required school concurrency fees prior to the issuance of a building permit.

K. ***Solid waste.***

1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Response: Acknowledged.

L. ***Stormwater.*** Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Response: Stormwater will be retained on site in accordance with the Broward County Department of Environmental Regulations criteria.

M. ***Transportation facilities.***

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.
2. *Regional transportation network.* The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.
3. *Local streets.* Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review.

Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

4. *Traffic impact studies.*

a. When the proposed development may generate over one thousand (1,000) daily trips; or

b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in traffic ways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.

ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed traffic ways.

iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local traffic ways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.

iv. A further detailed analysis and any other information that the review committee considers relevant.

v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.

vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

Response: The traffic study is included in this submission.

5. ***Dedication of rights-of-way.*** Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.

Response: To the extent any additional right-of-way is needed, Owner will dedicate the same by easement.

6. ***Pedestrian facilities.*** Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.

Response: The Project includes sidewalks along all street frontages.

7. ***Primary arterial street frontage.*** Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

Response: N/A

8. ***Other roadway improvements.*** Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

Response: Acknowledged.

9. ***Street trees.*** In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

Response: Street trees are provided along all street frontages.

N. ***Wastewater.***

1. *Wastewater.* Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 6, 2023 and will provide the letter upon receipt.

O. ***Trash management requirements.*** A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

Response: Acknowledged.

P. ***Historic and archaeological resources.***

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

Response: This site does not have any historical or archaeological significance.

Q. ***Hurricane evacuation.*** If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Response: N/A. Project is not located east of the Intracoastal Waterway.

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Project: **Flagler Village Residences**
Property: **500 NE 3rd Avenue**
Author: **Andrew J. Schein, Esq.**

DOWNTOWN MASTER PLAN NARRATIVE

PRINCIPLES OF STREET DESIGN

S1 Maintain fine-grained street grid: discourage vacations.
RESPONSE: The Downtown Master Plan discourages vacations of streets or alleys except for strategic planning purposes. This application includes a partial vacation of an alley, which complements the portion of the alley that was previously vacated on the northern portion of the block. Applicant has submitted a separate application and narrative for the partial alley vacation.

S2 Utilize Traffic Calming rather than blocking streets.
RESPONSE: The Project does not include the blocking of any streets.

S3 Maximize on-street parking except on major arterials.
RESPONSE: The project includes parallel parking along all street frontages. The parallel parking on NE 3rd Avenue is subject to review and approval by the County.

S4 Provide adequate bike lanes in a planned network (next to on street parking: 5ft; next to travel lane: 4ft).
RESPONSE: The project is not located in a known planned bike network.

S5 Maximize street trees on all Downtown Streets.
RESPONSE: The project includes street trees along all street frontages.

S6 Encourage location of primary row of street trees between sidewalk and street.
RESPONSE: The Project includes a primary row of street trees between the sidewalk and the street along all street frontages.

S7 Maximum spacing for street trees: Palms -22ft.; Shade trees - 30 ft.
RESPONSE: **Most of the shade trees are spaced either 20′ or 25′ apart on center. On** NE 4th Avenue at the northeast portion of the site, the pigeon plums/green buttonwood are spaced **between 31′ – 1″ and 31′ – 3″ apart to accommodate the on**-street parallel parking.

S8 Minimum horizontal clearance (from building face) for trees: Palms - 6ft; Shade trees - 12ft.
RESPONSE: **The shade trees will be maintained at a minimum 12′ horizontal** clearance.

S9 Encourage shade trees along streets, palm trees to mark intersections.
RESPONSE: Shade trees are provided along all street frontages and palm trees are provided at both intersections.

S10 Eliminate County "corner chord" requirement not compatible with urban areas.
RESPONSE: **The project is not designed to the County's corner chord requirement**.

S11 Encourage curb radius reduction to a preferred maximum 15ft; 20ft for major arterials.
RESPONSE: The curb radius at the NE 5th Street/NE 3rd **Avenue intersection is 18.5'. The existing curb radius of 28.75' at the intersection of NE 5**th Street and NE 4th Avenue is slated to remain to accommodate the dedicated right-turn lane onto NE 3rd Avenue.

S12 Discourage curb cuts on "primary" streets.
RESPONSE: There are no curb cuts on primary streets. The curb cut will be located along NE 4th Avenue.

S13 Encourage reduced lane widths on all streets.
RESPONSE: The existing lane widths (+/- **11') are slated to remain.**

S14 Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements).
RESPONSE: **The building is set back 10' – 1" from the Property line on NE 3**rd Avenue **and 35' from the centerline of NE 5**th **Street. The building is set back 37' – 3" from** the centerline of NE 4th Avenue to accommodate the parallel parking and required streetscape.

S15 Encourage reduced design speeds on all RAC streets (15 - 40 mph).
RESPONSE: All RAC streets adjacent to the project respect these recommended design speeds.

S16 Bury all power lines in the Downtown Area.
RESPONSE: The Project includes the burial of the overhead powerlines within the development site subject to FPL design and approval.

PRINCIPLES OF BUILDING DESIGN (SCB)

B1 Framing the street: building "street wall" should generally meet setback line (within a percentage).
RESPONSE: **The building is set back 10' – 1" from the Property line on NE 3**rd Avenue **and 35' from the centerline of NE 5**th **Street. The building is set back 37' – 3" from** the centerline of NE 4th Avenue to accommodate the parallel parking and required streetscape.

B2 Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'.
RESPONSE: The Project far exceeds the required open space, and the provided open space is not a leftover green perimeter. The Project includes a covered collonate alone NE 5th Street and NE 3rd Avenue and a corner plaza area at the intersection of NE 5th Street and NE 4th Avenue. In addition to the usable open space, the Project includes landscaping between both the sidewalk and the street and between the sidewalk and the building.

B3 Framing the street: minimum and maximum building 'street wall' heights (see character area guidelines for specifics).
RESPONSE: The Project meets the maximum streetwall height of seven (7) stories.

B4 Framing the street: encourage maximum building 'street wall' length of 300ft.
RESPONSE: The maximum streetwall length of the Project is **260' – 2"** .

B5 Preferred maximum 'floor plate' area for towers (see character area guidelines for specifics).
RESPONSE: Applicant is seeking a waiver for the floorplate size on floors 8 through 15, which will have a floorplate size of 17,962 square feet. This floorplate size meets the maximum floorplate size that would otherwise by permitted for a 15-story building, but exceeds the 12,500 square foot floorplate for buildings greater than 15 floors in total.

The increased floorplate allows for a more architecturally interesting building. Rather than the monotonous rectangle-on-top-of-rectangle design that has become common in podium and tower designs, the increased floorplate allows the architecture to play wi**th various massing projections to create "wings" on either** side of floors 8 through 15. These wings create two (2) additional rooftops that project from the main tower, both of which will contain additional rooftop landscaping and active areas for residents. These wings also complement the design of floors 16 through 30 by allowing the curvilinear corner features to become more prominent and pronounced at the northeast and northwest corners of the building, further enhancing the already striking design of floors 16 through 30 and bridging the architectural gap between the lower roof at floor 7 and the upper roof at floor 30.

Typical towers in Fort Lauderdale are designed with a mix of horizontal and vertical elements. By creating a third tier in the design of the building, as shown in the rendering below, the horizontal and vertical elements combine to create a new diagonal element that represents the transition from the lower-height Urban Neighborhood area to the Downtown Core. In other words, this superior design alternative provides an architectural interpretation of what the Near Downtown character area represents.

Diagonal Architectural Element

B6 Where towers are located on Primary (>60ft wide) and Secondary (< or = 60ft wide) Streets, the towers are encouraged to orient towards the Primary Street.
RESPONSE: The tower is oriented towards NE 5th Street in order to comply with the tower separation requirements.

B7 Where towers are located on streets < or = 60ft, increased step backs from the 'shoulder' are encouraged to reduce the impact on the street.
RESPONSE: The Project **includes a 15' – 6" stepback along NE 5th Street and a 16' – 11" stepback alone NE 4th** Avenue.

B8 Surface parking: discourage frontage and access along 'primary' street.
RESPONSE: The project does not include surface parking (other than parallel parking).

B9 Parking garages: encourage access from secondary streets and alleys.
RESPONSE: Parking garage access will be provided along NE 4th Avenue, which is a secondary street.

Encourage street level activities and minimize visual exposure of parking, with active space on the ground floor of a parking garage.
RESPONSE: The parking garage will be architecturally screened on NE 4th Avenue. Active ground floor uses are provided alone NE 3rd Avenue and NE 5th Street.

Upper floors of a parking garage should not be visible along primary streets, waterways, and parks. Active spaces on the upper floors are encouraged as a preferred design.
RESPONSE: The upper floors of the parking garage will be architecturally screened from view along NE 4th Avenue and NE 5th Street. Residential units are provided to the west of the parking garage along NE 3rd Avenue.

B10 Encourage main pedestrian entrance to face street.
RESPONSE: The main pedestrian entrance faces both NE 3rd Avenue and NE 5th Street.

B11 Maximize active uses and 'extroverted' ground floors with retail in strategic locations.
RESPONSE: The ground floor includes 3,645 square feet of commercial uses along NE 3rd Avenue and a lobby along NE 5th Street.

B12 Encourage pedestrian shading devices of various types.
RESPONSE: The Project includes shade trees, building overhands, and a covered colonnade.

B13 Encourage balconies and bay windows to animate residential building facades.
RESPONSE: The Project includes balconies.

B14 In residential buildings encourage individual entrances to ground floor units (particularly in the Urban Neighborhood Character Area).
RESPONSE: Not applicable, no ground floor units proposed.

B15 High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor.
RESPONSE: The ground floor includes 3,645 square feet of commercial uses along NE 3rd Avenue and a lobby along NE 5th Street.

B16 Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.
RESPONSE: Not applicable.

B17 Discourage development above right-of-way (air rights).
RESPONSE: The Project does not include development above a right-of-way, however Applicant is seeking to partially vacate the alley that bisects the Property to match the already-vacated portion of the alley on the north side of this block.

B18 Mitigate light pollution.
RESPONSE: The Project is not expected to produce excessive light pollution – see photometric plans for details.

B19 Mitigate noise pollution.
RESPONSE: Mechanical equipment and other noise producing equipment will be screened **to meet the city's noise ordinance.**

B20 Vertical open space between towers on adjacent lots: Towers are encouraged to maintain vertical open space alongside and rear lot lines: minimum horizontal distance of 30 ft (abutting property owners can coordinate tower placement as long as maintain 60 ft clearance).
RESPONSE: **The tower is set back 30' from the northern property line on the western portion of the block and is set back 110' – 6" from the northern property line on the** eastern portion of the block.

B21 Vertical open space between multiple towers on a single development site: no less than 60 ft apart.
RESPONSE: This project includes a single tower.

B22 Residential: Encourage minimum ground floor elevation of 2 ft above public sidewalk level for individual ground floor entrances to private units.
RESPONSE: No ground floor units are proposed for the project.

B23 Avoid drive thrus in the wrong places.
RESPONSE: The project does not include any drive-thrus.

B24 The Fifth Façade: Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).
RESPONSE: The Project includes landscaping on the 7th-level amenity/pool deck and the 15th-level terrace.

QUALITY OF ARCHITECTURE

Q1 Skyline Drama: Encourage towers to contribute to the overall skyline composition.
RESPONSE: **As elaborated on in the response to B5 above, the tower's design is** particularly unique compared to the existing downtown building designs. The terraced massing and curvilinear corner elements represent a departure from the typical 90-degree angles that are often seen at building corners. The Project includes undulating horizontal building elements that wrap the entirety of the tower, which combine to create a vertical column-like appearance on all facades.

Q2 Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.
RESPONSE: N/A, the Project is less than 37 stories.

Q3 Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors.
RESPONSE: The Project includes high quality materials for the entire building. The Project includes a double-**height ground floor (19' – 4") facing the main pedestrian** areas along NE 3rd Avenue and NE 5th Street. The roof of the double-height ground floor projects over a portion of the pedestrian realm, propped up by numerous columns with aluminum veneer cladding. The ground floor also includes a significant amount of glass, which is not only aesthetically pleasing but also furthers CPTED goals.

Q4 Respect for Historic Buildings.
RESPONSE: N/A

Q5 Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.
RESPONSE: No structured parking will be exposed to the street. The parking garage is architecturally screened facing NE 4th Avenue and NE 5th Street, and residential units are provided within the podium facing NE 3rd Avenue.

Q6 Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment (solar orientation, wind direction, rain). Examples: Open breezeway corridors oriented toward prevailing winds; energy efficient glazing; above ground storm water capture and re- use through bio-swales and rain gardens; solar roof panes/awnings.
RESPONSE: The Project will create a natural breezeway along the ground floor between the eastern and western portions of the building. The Project also includes energy-efficient glazing and landscaping on the multiple roof decks.

Q7 Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level.
RESPONSE: See response to Q3.

Q8 Original, Self-Confident Design: Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary.
RESPONSE: **The Project's strong identity is derived from the increased tower floorplate on floors 7 through 15. This superior design creates two "wings" at the** 15th floor, allowing the building to have a terraced appearance. The horizontal undulations created by the balcony design come together to form a vertical column-like appearance from the ground floor to the roof. The vertical columns are horizontally offset from the podium through the roof, creating a diagonal element that architecturally represents the transition from the Urban Neighborhood to the Near Downtown.

PRINCIPLES OF BUILDING DESIGN (SCB)

SF1 Retail Location Strategy: Encourage ground floor retail in preferred locations.
RESPONSE: The Project includes commercial uses on the ground floor.

SF2 Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.
RESPONSE: The Project contains a single storefront.

SF3 Encourage durable materials for ground floor retail and cultural uses.
RESPONSE: The Project includes high quality materials for the entire building. The Project includes a double-**height ground floor (19' – 4") facing the main pedestrian** areas along NE 3rd Avenue and NE 5th Street. The roof of the double-height ground floor projects over a portion of the pedestrian realm, propped up by numerous columns with aluminum veneer cladding. The ground floor also includes a significant amount of glass, which is not only aesthetically pleasing but also furthers CPTED goals.

SF4 Encourage 15 ft minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.
RESPONSE: The proposed ground floor height is **19' – 4" at the main pedestrian** areas.

SF5 Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating.
RESPONSE: The Project includes extensive use of glass.

SF6 Encourage pedestrian shading devices of various types (min 5 ft depth).
RESPONSE: The Project includes shade trees along all street frontages, overhangs, and a covered pedestrian colonnade.

SF7 Encourage multi-level storefront displays to disguise unfriendly uses or blank walls.
Murals and art are intended for all zones where there are blank walls enclosing parking garage program
RESPONSE: The Project does not include any unfriendly or blank walls.

SF8 Encourage well-designed night lighting solutions.
RESPONSE: Pedestrian level street lighting has been designed to provide a safe **environment use for the project's active uses without** contributing excessive light pollution. See photometric plans for further details.

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Project: **Flagler Village Residences**
Property: **500 NE 3rd Avenue**
Author: **Andrew J. Schein, Esq.**

GENERAL NARRATIVE

The Project is located at 500 NE 3rd Avenue, which is on the northeast corner of NE 5th Street and NE 3rd Avenue. The Project consists of 345 multifamily residential dwelling units, 3,645 square feet of commercial uses, and 512 structured parking spaces in a 30-story building.

The Project is zoned RAC-CC and is located in the "Near Downtown" character area of the Downtown Regional Activity Center. The Project was designed to fit in the middle of the Urban Neighborhood and Downtown Core character areas, providing a transition from the lower-height Urban Neighborhood to the higher-height Downtown Core. The design of the building provides an architectural representation of this transition with a 7-story height at the northernmost portion of the building to a 30-story height at the southernmost portion of the building. To further accentuate this architectural representation, the Applicant is seeking a waiver from the floorplate size for floors 7 through 15, which will allow the building to have a "terraced" appearance and provides a far superior design.

The Project will have minimum 7' clear sidewalks, on-street parallel parking, and landscaping/street trees between the sidewalk and the street. All loading, unloading, and other servicing will be conducted within the property.

The Applicant is seeking to utilize the payment-in-lieu-of option as provided in Broward County Land Use Plan Policy 2.16.4 as the method for residential unit allocation.

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DOWNTOWN RAC REVIEW PROCESS AND SPECIAL REGULATIONS NARRATIVE
ULDR SECTION 47-13.20

A. *Applicability.* The following regulations shall apply to those uses permitted within the Downtown RAC district, as shown on the List of Permitted and Conditional Uses, Sections 47-13.10 to 47-13.14.

1. Downtown Master Plan Design Guidelines. The guidelines contained in Chapter 4 of the Consolidated Downtown Master Plan for the City of Fort Lauderdale, Florida (herein "Downtown Master Plan") as accepted by the City Commission on November 18, 2003 (Resolution No. 03-170) and updated revisions approved by the City Commission on June 19, 2007 (Resolution 07-120) are hereby incorporated and referred to as Downtown Master Plan Design Guidelines.

RESPONSE: Applicant has provided a separate point-by-point narrative addressing the Downtown Master Plan Design Guidelines.

2. Intent. The Downtown Master Plan Design Guidelines are form-based, graphic guidelines intended to guide development within the Downtown Regional Activity Center zoning districts. The Downtown Master Plan includes intent driven language that is not meant to be prescriptive in all situations, to allow for a qualitative design-oriented approach to development and redevelopment proposals.

RESPONSE: Applicant has provided a separate point-by-point narrative addressing the Downtown Master Plan Design Guidelines.

3. Downtown Master Plan Chapter 4 Sections. The Downtown Master Plan Design Guidelines consist of ten (10) sections established in Chapter 4 of the Downtown Master Plan. Any proposed development or redevelopment shall be reviewed against these sections of Chapter 4. These ten (10) sections consist of:

   a. Principles of Street Design
   b. Street Design Examples
   c. Principles of Building Design
   d. Quality of Architecture
   e. Principles of Storefront Design
   f. Character Area Guidelines
   g. Neighborhood Transition Areas
   h. Thematic Planning Districts
   i. Principles of Riverfront Design
   j. Implementation

RESPONSE: Applicant has provided a separate point-by-point narrative addressing the Downtown Master Plan Design Guidelines.

B. *Downtown Master Plan Standards.* Development within the Downtown Regional Activity Center shall be required to meet the following minimum standards, as specified by the geographical boundaries of the character area in which the development or redevelopment proposal is located:

1. Maximum Building Height
2. Maximum Building Streetwall Length
3. Maximum Building Tower Stepback
4. Maximum Building Podium (Pedestal) Height
5. Minimum Building Tower Separation Distance
6. Maximum Building Tower Floorplate Square Footage
7. Minimum Open Space Square Footage
8. Transition Zones
9. Local Street Cross Section

RESPONSE: Applicant has provided a separate point-by-point narrative addressing the Downtown Master Plan Design Guidelines.

C. *Downtown Character Areas.* In addition to the RAC Districts described in Section 47-13.2.1 the Downtown Regional Activity Center shall be further characterized by three (3) distinct character areas. The character areas are defined by geographic boundaries and are intended to create a variety of urban experiences throughout the Downtown Regional Activity Center through guidelines that set maximum building height, maximum podium height, podium stepback, and floorplate square footage for development in each area. Each character area exhibits unique urban form and characteristics while sharing common themes relating to pedestrian oriented design. Character areas consist of the following:

1. The Downtown Core character area is a mixed-use central business district that encourages a variety and higher intensity of commercial, entertainment, office, civic uses and high-density housing. It is characterized by vertical slender towers with minimum stepbacks, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:
    a. RAC-CC
    b. RAC-AS
    c. RAC-WMU
2. The Near Downtown character area is made up of a variety of institutional, retail, and office uses, and offers a variety of housing options. It is characterized by intermediate scale buildings that frame the street with a defined building shoulder height and towers stepped back above, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:
    a. RAC-CC
    b. RAC-UV

c. RAC-WMU

d. RAC-EMU

e. RAC-SMU

f. RAC-AS

3. The Urban Neighborhood area is primarily residential in nature, with supporting community retail, employment opportunities, local amenities and services. It is characterized by varied scale buildings with defined podium heights and some towers stepped back above, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:

   a. RAC-UV

   b. RAC-RPO

   c. RAC-AS

   d. RAC-EMU

   e. RAC-WMU

   f. RAC-SMU

4. Character Area Boundaries. The specific geographical boundaries of each character area are shown on the Addendum "A" of the "Official Downtown Character Area Map of the City of Fort Lauderdale."

RESPONSE: The Project is located in the Near Downtown character area.

D. *Development Permit, Density, Effective Date of Approval of Existing Site Plans.*

1. Density within the Downtown Regional Activity Center zoning districts is limited in accordance with the number of units as provided in the City of Fort Lauderdale adopted Comprehensive Plan, as amended from time to time, and as per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulations. Density may be increased as provided for in the City's Comprehensive Plan.

RESPONSE: Acknowledged. The Project will comply with Policy 2.16.4 of the Broward County Land Use Plan and will be paying an in-lieu-of affordable housing fee prior to the issuance of building permit.

2. Dwelling units are allocated at the time of development permit approval. Upon expiration of a development permit the dwelling units shall be returned to the density pool for future allocation.

RESPONSE: Acknowledged.

3. The allocation of dwelling units shall be subject to all applicable provisions of the ULDR at the time of development permit approval. Dwelling units are allocated on a first come, first serve basis.

RESPONSE: Acknowledged.

4. Density in the RAC-TMU District and RAC-RPO District.

   a. All development within the TMU (RAC-EMU, RAC-SMU and RAC-WMU) district that is greater in density than twenty-five (25) dwelling units per net acre shall be eligible to apply for additional dwelling units subject to the following. Such approval shall be based upon consideration of the number of additional dwelling units available under the City's Comprehensive Plan, the number of additional dwelling units requested, the impact of the proposed development on abutting residential areas, the proposed residential density of the proposed development, location of the proposed development, sensitivity to adjacent development of the site design and proposed orientation of the proposed development, including proposed setbacks, pedestrian movements associated with the proposed development, proposed landscaping, and traffic and parking impacts of the proposed development on the transportation network. Approval for allocation of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and mixed-use developments shall conform to the City's Comprehensive Plan and may be granted subject to approval of a Site Plan Level II permit, subject to the considerations for such review as prescribed above. A minimum setback of twenty (20) feet from all property lines for every building used exclusively for residential purposes may be required. Such minimum setback may also be required for mixed use buildings in which residential use exceeds fifty-nine percent (59%) of the total floor area, exclusive of parking garages.

   b. All development within the RAC-RPO district that is greater in density than thirty-five (35) dwelling units per net acre and up to fifty (50) dwelling units per net acre shall be reviewed subject to the requirements of Section 47-24.3., Conditional Use.

RESPONSE: The Project is not located within the RAC-TMU or RAC-RPO zoning districts.

5. A development permit requesting the allocation of flex and reserve units shall comply with Section 47-28.1, Flexibility Rules. Density may be increased through the allocation of bonus density provisions for affordable housing or sleeping rooms and shall comply with provisions on limitation as outlined in the City's Comprehensive Plan.

RESPONSE: N/A, this application does not include a request for an allocation of flexibility units.

6. Effective date. The development permit shall not take effect until the 30-day city commission request for review has expired. Effective date shall be the 30-day expiration, or the day of City Commission action.

RESPONSE: Acknowledged.

7. Existing Site Plans in DRAC. Development applications received and pending review by the City or approved by the City on or before November 5, 2020, may be amended and modified through the use of provisions of the zoning regulations in effect at the time the approved application was submitted.

RESPONSE: N/A

E. *Open Space Regulations.* Open space, for the purposes of this section, shall include all areas on the site not covered by structures, other than covered arcades, or not covered by vehicular use area. Covered arcades with a minimum width of ten (10) feet and at least one (1) side open to a street shall

be credited towards open space requirements. The required open space shall be shaded through the use of trees, canopies, trellises or other unenclosed shade structures and may include seating, fountains and other elements that enhance the public realm. A minimum of twenty-five percent (25%) of the required open space shall be in pervious landscape area. At least forty percent (40%) of the required open space shall be provided at-grade and the remaining open space may be accessible to individual residential units or through common areas, or both. Pervious surface area, for purposes of this requirement, may be provided through open planting beds, porous paving systems, sand-set pavers, or any combination thereof.

The total amount of open space required shall be calculated based on the size and density of the development, as follows:

1. Open Space for Residential Uses. For development in the RAC districts, except for RAC-CC, open space shall be required for any development that includes residential uses as follows.
    a. For developments of fifty (50) residential units or less, or developments of twenty-five (25) dwelling units per acre or less density: A minimum of two hundred (200) square feet of open space per unit;
    b. For developments of between fifty-one (51) and one hundred fifty (150) residential units, or developments of greater than twenty-five (25) dwelling units per acre and up to sixty (60) dwelling units per acre density: A minimum of one hundred fifty (150) square feet of open space per unit. The minimum total amount of open space shall be no less than the maximum square footage of open space as defined in Section 47-13.20.E.1.a. In no case shall the minimum open space provided be less than ten thousand (10,000) square feet;
    c. For developments of more than one hundred fifty (150) residential units, or developments of greater than sixty (60) dwelling units per acre density: A minimum of one hundred (100) square feet of open space per unit. The minimum total amount of open space shall be no less than the maximum square footage of open space as defined in Section 47-13.20.E.1.b. In no case shall the minimum open space provided be less than twenty-two thousand five hundred (22,500) square feet.
2. Open space general. For development within the Downtown Regional Activity Center zoning districts that do not include residential uses or for all development within the RAC-CC, open space shall be required at a minimum equivalent of ten (10) percent of the gross lot area. Up to fifty (50) percent credit towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way may be applied if approved by the agency with jurisdiction over the subject right-of-way. For development sites of 1.5 acres or less, up to seventy-five (75) percent credit may be applied towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way if approved by the agency with jurisdiction over the subject right-of-way.
3. For projects that include both residential and non-residential uses the lesser of the calculations above shall apply.

RESPONSE: The Project includes both residential and non-residential uses. The lot area is 49,540 square feet, which requires 4,954 square feet of open space, of which 1,239 square feet (25%) must be in landscaping and 1,982 square feet (40%) must be at grade.

The Project includes a total of 26,788 square feet of open space (540% of the requirement). Of the open space, 4,756 square feet is in landscaping (383% of the requirement) and 12,451 square feet is at grade (628% of the requirement).

F. *Transition Zones.* Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures to effectively transition between higher and lower density districts. Transition zones shall be established to ensure a suitable transition from those more intensive zoning districts within the Downtown Regional Activity Center to those less intensive zoning districts outside of the Downtown Regional Activity Center.

1. Commercial Transition Zone:

   a. Proposed maximum height at the boundary of the RAC-CC district shall be one hundred fifty (150) feet and may be increased one (1) foot for every one (1) foot of setback from the RAC-CC district boundary, for a distance of one hundred (100) feet from the RAC-CC district.

   b. A transition zone shall be required for any development or redevelopment located within the Downtown Regional Activity Center that is within one hundred (100) feet of a nonresidential property outside of the Downtown RAC. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center zoning district is greater than that of the neighboring zoning district and shall consist of the following: a maximum of one hundred and fifty (150) feet for that portion of the structure that is within one hundred (100) feet of the zoning district boundary abutting the RAC and the height may increase a maximum of one (1) foot for each one (1) foot of setback from the boundary for a distance of one hundred (100) feet.

2. Residential Transition Zone: A transition zone shall be required for any development of redevelopment located within the Downtown Regional Activity Center that is within two hundred (200) feet of a residential property. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center zoning district is greater than that of the neighboring zoning district and shall consist of the following:

   a. No structure may exceed a height limitation two and one-half times the height of the maximum height of the zoning district outside of the RAC for a distance equal to mid-block of the development site or for a depth of two hundred (200) feet as measured from the zoning district boundary abutting the zoning district of the RAC, whichever is less.

RESPONSE: N/A, the Property is not in a transition zone as shown on the City's published Transition Zone Map.

G. *RAC Landscape Requirements.* Surface parking lots within the RAC district shall meet the landscape requirements for vehicular use areas as specified in Section 47-21, Landscaping and Tree Preservation Requirements. All other landscape requirements shall comply with the Downtown Master Plan Chapter 4 Design Guidelines.

H. *RAC Streetscape Design.* All streetscape cross sections shall comply with Chapter 4 of the Design Guidelines of Fort Lauderdale for those streets under City of Fort Lauderdale jurisdiction. Streets not under Fort Lauderdale jurisdiction shall comply with the Downtown Master Plan Chapter 4 Design Guidelines to the greatest extent possible. Alternative streetscape designs may be considered if conflicts with existing utilities prevent placement of street trees and result in the building being placed more than seven (7) feet away from the build to line as prescribed by the street cross sections of the Design Guidelines.

Development shall meet the following streetscape design requirements:

1. VUA landscaping. Surface parking lots shall meet the landscape requirements for vehicular use areas as provided in Section 47-21, Landscaping and Tree Preservation Requirements.

RESPONSE: N/A, the Project only includes structured parking and on-street parallel parking. No traditional surface parking is proposed.

2. Streetscape improvements. Streetscape improvements are required to be made as a part of a development in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way. The required streetscape improvements shall be required to be made to that portion of the right-of-way abutting the proposed development site. Developer shall be responsible for making the streetscape improvements in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way.

Modification to the required streetscape improvements may be permitted based on the preservation of natural barriers, avoidance of interference with utility lines or other obstructions as approved by the DRC or may be modified based on an alternative design found to achieve the underlying intent of the streetscape design as indicated in the adopted design standards. Streetscape improvements shall include but are not limited to the following:

a. Street Trees. Street trees shall be planted and maintained along the street abutting the property to provide a canopy effect. The trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements. The requirements for street trees, as provided herein, may be located within the public right-of-way, as approved by the entity with jurisdiction over the abutting right-of-way.

i. In addition to the requirements of Section 47-21, to accommodate proper root growth, street trees shall require the use of a sub-grade soil medium, such as CU Structural Soil® or similar, to be provided to support root growth for trees adjacent to pedestrian pavement and the use of a modular sub-grade block system, such as Silva Cell or similar, to be provided to support root growth for trees adjacent to traffic loads and utilities, and other amenities including but not limited to irrigation, up lighting, porous paving systems.

RESPONSE: Acknowledged.

ii. Street trees shall be shade trees maintained at a minimum twelve (12) foot horizontal clearance from buildings. Shade trees shall be provided at maximum every thirty (30) lineal feet on-center along the street frontage. Palm trees may be provided at intersections where streets with shade trees converge. Provide tall palms at the immediate corners to provide a visual marker and to frame the street. Small canopy trees and small palms may be permitted when existing or proposed physical conditions may prevent the proper growth of shade trees or tall palms, as determined by the DRC, at maximum every fifteen (15) lineal feet along the street frontage. All trees shall satisfy the following standards at the time of planting:

RESPONSE: The shade trees will be maintained at a minimum 12' horizontal clearance from buildings. Most of the shade trees are spaced either 20' or 25' apart on center. On NE 4th Avenue at the northeast portion of the site, the pigeon plums/green buttonwood are spaced between 31' – 1" and 31' – 3" apart to accommodate the on-street parallel parking.

iii. Shade trees: Minimum sixteen (16) feet in height, with a minimum seven (7)-foot ground clearance. Palms are to be single-trunk and a minimum of 7-foot ground clearance and spaced to provide maximum visibility at intersection.

RESPONSE: The shade trees will have a minimum height of 22' and will have a minimum of 7' ground clearance.

b. Sidewalk. A minimum 7-foot clear sidewalk shall be provided along all streets defined as local streets in the Downtown Master Plan Chapter 4 Design Guidelines.

RESPONSE: The Project includes minimum 7' clear sidewalks along all street frontages as required by the Downtown Master Plan.

c. RAC Fencing. Within RAC districts, chain-link fencing shall not be permitted along street frontages.

RESPONSE: Acknowledged, no chain link fencing is proposed.

d. Maintenance Agreement: Applicant shall be required to execute a maintenance agreement providing for the repair, replacement and maintenance of required off-site improvements in form approved by the City Engineer, to be recorded in the public records of Broward County at applicant's expense. The City Engineer is authorized to execute said agreement on behalf of City.

RESPONSE: Acknowledged.

I. *New River Waterfront Corridor*. Except in the RAC-TMU zoning district, development on parcels located within one hundred (100) feet of the New River shall be reviewed pursuant to the process for a site plan level IV development permit (section 47-24.2) without planning and zoning board review, and shall be required to meet the following regulations:

1. Within the RAC-CC and RAC-AS districts a principal structure shall provide a minimum sixty (60) foot setback from the seawall or the high water mark of the river's edge if no seawall exists, or less if the existing right-of-way or easement is less than sixty (60) feet in width, but in no case shall there be less than a forty-five (45) foot setback, except for the following:

   a. A residential use or marine-related use as specified in sections 47-13.10 and 47-13.11, Boats, Watercraft and Marinas, that have portions of structures devoted to those uses that are no higher than thirty-five (35) feet in height may encroach within the setback specified above, but shall in no case be less than twenty (20) feet from the seawall or the high water mark, if no seawall exists.

   If the minimum or greater setbacks specified in subsection J.1. are provided, the development plan shall be reviewed giving consideration to the location, size, height, design, character and ground floor utilization of any structure or use, including appurtenances; access and circulation for vehicles and pedestrians, streets, open spaces, relationship to adjacent property, proximity to New River and other factors conducive to development and preservation of a high quality downtown regional activity center district. No approval shall be given to the setbacks shown on the development plan unless a determination is made that the setbacks conform to all applicable provisions of the ULDR, including the requirements of section 47-13, Downtown Regional Activity Center Districts, that the safety and convenience of the public are properly provided for and that adequate protection and separation are provided for contiguous property and other

property in the vicinity. Approval of the setbacks of a development plan may be conditioned by imposing one (1) or more setback requirements exceeding the minimum requirements.

b. Within the RAC-CC and RAC-AS districts, structures may provide less than the minimum setback specified in subsection J.1., above or exceed the thirty-five (35) foot height limitation, as specified above, if approved in accordance with the requirements of a site plan level IV development permit, (Section 47-24.2) without planning and zoning board review, subject to the review criteria as provided in Section 47-25.3, Neighborhood Compatibility, as provided in Section 47-25.3.A.3.e.iii, and the following additional criteria and limitations are met:

i. Principal structures shall provide a minimum of one (1) or more setbacks totaling a minimum of twenty (20) feet, between a height of twelve (12) feet and fifty-five (55) feet.

ii. No portion of a structure in excess of thirty-five (35) feet in height shall encroach upon a 1:1 height-to-setback plane, as measured from a line twenty (20) feet from the seawall or high water mark, if no seawall exists, up to a height of ninety-five (95) feet. Portions of structures above ninety-five (95) feet in height may proceed vertically without additional setback, subject to the provisions of subsection J.2.c.

iii. Principal structures shall also provide a minimum of five (5) of the following architectural features: variation in rooflines, terracing, cantilevering, angling, balconies, arcades, cornices, architectural ornamentation, color and material banding, or courtyards, plazas or landscaped areas which encourage pedestrian interaction between the development site and the New River.

2. Additional criteria.

a. Within the RAC-CC district only, all principal structures located on the south side of the New River shall provide a minimum setback as required so as to not produce a shadow pattern that shadows a point on the river's edge for more than four (4) hours between the hours of 9:00 a.m. and 4:00 p.m. on March 21 (spring equinox).

b. Within the RAC-CC district only, ground level design and amenities shall functionally and visually coordinate with and complement existing public improvements along the New River adjacent or abutting the development site, including pedestrian access and landscaping.

RESPONSE: N/A, the project is not along the New River Waterfront Corridor.

J. *Review process.* Except as provided in Section 47-24, Table 1. Development Permits and Procedures, development within the following zoning districts shall be reviewed as a Site Plan Level II permit.

1. A Site Plan Level II approval of a development for which a site plan has been approved by the city commission, or which has been the subject of an agreement with the city shall not be final until thirty (30) days after final DRC approval and then only if no motion is adopted by the city commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR. The action of the DRC shall be final and effective after the expiration of the thirty-day period if no action is taken by the city commission.

2. Approval of all other Site Plan Level II developments within the RAC shall not be final until thirty (30) days after preliminary DRC approval and then only if no motion is adopted by the city commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR.

3. In the event the developer of a parcel of land in the Downtown RAC districts desires to deviate from the requirements of Section 47-13.20.B., the developer may submit the design of the

proposed development for review and approval by the City Commission, if the alternative design meets the overall intent of the Downtown Master Plan.

RESPONSE: Acknowledged, the project is being submitted as a Site Plan Level II for review and approval by the DRC and City Commission.

This application includes a waiver request for the floorplate size on floors 8 through 15, which will have a floorplate size of 17,962 square feet. This floorplate size meets the maximum floorplate size that would otherwise by permitted for a 15-story building, but exceeds the 12,500 square foot floorplate for buildings greater than 15 floors in total.

The increased floorplate allows for a more architecturally interesting building. Rather than the monotonous rectangle-on-top-of-rectangle design that has become common in podium and tower designs, the increased floorplate allows the architecture to play with various massing projections to create "wings" on either side of floors 8 through 15. These wings create two (2) additional rooftops that project from the main tower, both of which will contain additional rooftop landscaping and active areas for residents. These wings also complement the design of floors 16 through 30 by allowing the curvilinear corner features to become more prominent and pronounced at the northeast and northwest corners of the building, further enhancing the already striking design of floors 16 through 30 and bridging the architectural gap between the lower roof at floor 7 and the upper roof at floor 30.

Typical towers in Fort Lauderdale are designed with a mix of horizontal and vertical elements. By creating a third tier in the design of the building, as shown in the rendering below, the horizontal and vertical elements combine to create a new diagonal element that represents the transition from the lower-height Urban Neighborhood area to the Downtown Core. In other words, this superior design alternative provides an architectural interpretation of what the Near Downtown character area represents. This is further accentuated by the sizable tower separation, particularly on the eastern portion of the block (30' from the northern property line on the west half of the block and 110' – 6" from the northern property line on the east half of the block).

CITY OF FORT LAUDERDALE

DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-23120011
Completion Date:	12/6/2023
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION

The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	504203020320
Address:	500 NE 3 AVENUE, FORT LAUDERDALE
Legal Description:	NORTH LAUDERDALE AMENDED 1-182 D LOTS 14,15,16 LESS W 10 FOR ST THE

Requestor Name:	Andrew Schein
Requestor Email:	ASchein@lochrielaw.com
Requestor Phone:	9546178919
Verified / Assigned Address:	500 NE 3 AVENUE, FORT LAUDERDALE
Former / Known As Address:	500 NE 3 AVENUE, FORT LAUDERDALE
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	

Site Address	512 NE 4 AVENUE, FORT LAUDERDALE FL 33301	ID #	5042 03 02 0260
Property Owner	501 NE HOLDINGS LP	Millage	9312
Mailing Address	677 WASHINGTON BLVD STE 500 STAMFORD CT 06901	Use	28-01
Abbr Legal Description	NORTH LAUDERDALE AMENDED 1-182 D LOTS 9,10 & 11 BLK 3		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2024 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2024	$3,729,380	$32,620	$3,762,000	$2,334,380	
2023	$3,729,380	$32,620	$3,762,000	$2,122,170	$54,100.38
2022	$2,390,630	$32,620	$2,423,250	$1,929,250	$41,833.74

2024 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$3,762,000	$3,762,000	$3,762,000	$3,762,000
Portability	0	0	0	0
Assessed/SOH	$2,334,380	$3,762,000	$2,334,380	$2,334,380
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$2,334,380	$3,762,000	$2,334,380	$2,334,380

Sales History

Date	Type	Price	Book/Page or CIN
12/10/2020	SWD-T	$100	116959944
12/13/2019	SWD-D	$1,750,000	116239454

Land Calculations

Price	Factor	Type
$195.00	19,125	SF
Adj. Bldg. S.F. (Card, Sketch)		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03						F2		
L								
1						19125		

Site Address	500 NE 3 AVENUE, FORT LAUDERDALE FL 33301-3236	ID #	5042 03 02 0320
Property Owner	501 NE HOLDINGS LP	Millage	9312
Mailing Address	677 WASHINGTON BLVD STE 500 STAMFORD CT 06901	Use	17-01
Abbr Legal Description	NORTH LAUDERDALE AMENDED 1-182 D LOTS 14,15,16 LESS W 10 FOR ST THEREOF BLK 3		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2024 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2024	$440,630	$1,506,460	$1,947,090	$1,947,090	
2023	$440,630	$1,506,460	$1,947,090	$1,947,090	$42,931.95
2022	$440,630	$1,421,240	$1,861,870	$1,805,380	$39,711.31

2024 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$1,947,090	$1,947,090	$1,947,090	$1,947,090
Portability	0	0	0	0
Assessed/SOH	$1,947,090	$1,947,090	$1,947,090	$1,947,090
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$1,947,090	$1,947,090	$1,947,090	$1,947,090

Sales History

Date	Type	Price	Book/Page or CIN
12/10/2020	SW*-T	$100	116959943
3/14/2017	SW*-E	$3,100,000	114269380
5/4/1998	WD*	$365,000	28154 / 177

* Denotes Multi-Parcel Sale (See Deed)

Land Calculations

Price	Factor	Type
$25.00	17,625	SF
Adj. Bldg. S.F. (Card, Sketch)		6901
Eff./Act. Year Built: 1973/1963		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03						F2		
S								
6901						17625		

Site Address	501 NE 4 AVENUE, FORT LAUDERDALE FL 33301	ID #	5042 03 02 0310
Property Owner	501 NE HOLDINGS LP	Millage	0312
Mailing Address	2850 TIGERTAIL AVE STE 701 MIAMI FL 33133-5346	Use	10
Abbr Legal Description	NORTH LAUDERDALE AMENDED 1-182 D LOT 13 BLK 3		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2024 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2024	$1,243,130		$1,243,130	$227,520	
2023	$1,243,130		$1,243,130	$206,840	$10,839.13
2022	$796,880		$796,880	$188,040	$7,303.65

2024 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$1,243,130	$1,243,130	$1,243,130	$1,243,130
Portability	0	0	0	0
Assessed/SOH	$227,520	$1,243,130	$227,520	$227,520
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$227,520	$1,243,130	$227,520	$227,520

Sales History

Date	Type	Price	Book/Page or CIN
1/27/2017	QCD-T		114219870
2/20/2007	WD-D	$640,000	43668 / 446
1/27/2017	DRR-D	$5,000	114219869
12/27/2006	QCD		43341 / 782
1/25/2006	QCD	$100	41416 / 657

Land Calculations

Price	Factor	Type
$195.00	6,375	SF
Adj. Bldg. S.F.		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03						F3		
L								
1						6375		

Site Address	505 NE 4 AVENUE, FORT LAUDERDALE FL 33301	ID #	5042 03 02 0300
Property Owner	501 NE HOLDINGS LP	Millage	0312
Mailing Address	677 WASHINGTON BLVD STE 500 STAMFORD CT 06901	Use	08-05
Abbr Legal Description	NORTH LAUDERDALE AMENDED 1-182 D LOT 12 BLK 3		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2024 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2024	$669,380	$131,700	$801,080	$659,200	
2023	$669,380	$131,700	$801,080	$599,280	$14,836.44
2022	$127,500	$424,850	$552,350	$544,800	$12,229.71

2024 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$801,080	$801,080	$801,080	$801,080
Portability	0	0	0	0
Assessed/SOH	$659,200	$801,080	$659,200	$659,200
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$659,200	$801,080	$659,200	$659,200

Sales History

Date	Type	Price	Book/Page or CIN
12/10/2020	SW*-T	$100	116959943
3/14/2017	SW*-E	$3,100,000	114269380
3/8/2006	WD	$585,000	41781 / 503
7/16/1999	WD	$155,000	29691 / 465
2/1/1974	WD	$70,000	

* Denotes Multi-Parcel Sale (See Deed)

Land Calculations

Price	Factor	Type
$105.00	6,375	SF
Adj. Bldg. S.F. (Card, Sketch)		2634
Units		5
Eff./Act. Year Built: 1967/1966		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03						F2		
R								
5						6375		

Sec. 28-255 WASTEWATER PLANT AND COLLECTION SYSTEM CAPITAL EXPANSION FEES (CEF)
Sec. 28-256 POTABLE WATER PLANT AND DISTRIBUTION CAPITAL EXPANSION FEES

JOB ADDRESS (enter in blue box below):	**PROJECT NAME** (enter in blue box below):	**PERMIT No.** (enter in blue box below):

Type of Use	Unit of Measure	ERC/Unit	**New # of Units**	**Existing # of Units**	Indicator	New #ERCs	Existing #ERCs	Net New #ERCs	CEF Water	CEF Wastewtr.	CEF Sub Total
Equivalent Residential Connection	---	1				0	0	0	$0	$0	$0
Single Family House, Duplex, Triplex	ea.	1				0	0	0	$0	$0	$0
Condominium, Apartment	ea.	0.805	**345**	**5**	♦	278	4.025	273.7	$541,105	$516,746	$1,057,851
Mobile Home	lot	0.559				0	0	0	$0	$0	$0
Vehicular Repair (includes boat repairs)	1000 sf	0.473				0	0	0	$0	$0	$0
Gas Station (fueling only)	fuel pump	0.55				0	0	0	$0	$0	$0
Laundry and/or Dry Cleaning (staff op. machs.)	1000 sf	2.773				0	0	0	$0	$0	$0
Laundry (coin operated machines)	1000 sf	8.659				0	0	0	$0	$0	$0
Merchandising	1000 sf	0.55				0	0	0	$0	$0	$0
Warehouse (mixed use)	1000 sf	0.368				0	0	0	$0	$0	$0
Warehouse (homogeneous, bulk storage use)	1000 sf	0.177				0	0	0	$0	$0	$0
Self Service Storage	1000 sf	0.068				0	0	0	$0	$0	$0
Restaurant	1000 sf	2.495	**3.645**		♦	9.094275	0	9.09	$17,971	$17,162	$35,133
Fast Food Service	1000 sf	3.455				0	0	0	$0	$0	$0
Bar, Cocktail Lounge	1000 sf	1.236				0	0	0	$0	$0	$0
Office	1000 sf	0.636		**6.901**	♦	0	4.389036	-4.39	-$8,679	-$8,288	-$16,967
Day Child Care	1000 sf	0.632				0	0	0	$0	$0	$0
Place of Worship	1000 sf	0.523				0	0	0	$0	$0	$0
School	student	0.042				0	0	0	$0	$0	$0
Hotel (with restaurant and/or meeting rooms)	rental rm.	0.868				0	0	0	$0	$0	$0
Hotel (without restaurant and meeting rooms)	rental rm.	0.255				0	0	0	$0	$0	$0
Movie Theater	seat	0.009				0	0	0	$0	$0	$0
Car Wash (automatic)[1]	ea.	11.67				0	0	0	$0	$0	$0
Grocery Store (Based on full usage breakdown)[1]	1000 sf	0.431				0	0	0	$0	$0	$0
Barber Shop/Salon (dry chairs)[1]	chair	0.333				0	0	0	$0	$0	$0
Barber Shop/Salon (wet chairs)[1]	chair	0.666				0	0	0	$0	$0	$0
Health Spa[1]	sf	0.001				0	0	0	$0	$0	$0
Marina[1]	boat slip	0.133				0	0	0	$0	$0	$0
Doctor's Office / Clinic[1]	physician	0.833				0	0	0	$0	$0	$0
	1000 sf	0.667				0	0	0	$0	$0	$0
Hospitals and Nursing Homes[1]	bed space	0.700				0	0	0	$0	$0	$0
Dance Halls[1]	person	0.007				0	0	0	$0	$0	$0
Airports, bus terminals, train stations, port & dock facilities: (a) per passenger, (b) add per employee	passenger	0.017				0	0	0	$0	$0	$0
per 8 hour shift[1]	employee	0.067				0	0	0	$0	$0	$0
Totals								278.40	$550,396.80	$525,619.20	**$1,076,016.00**

Flagler Village Development
Traffic Impact Analysis

Prepared for

City of Fort Lauderdale

Prepared by:

WSP USA Inc.

December 2023

Table of Contents

1 Project Location & Development Summary 1
2 Existing (2023) Conditions Analysis 2
3 Growth Rate 4
4 Future (2026) Background Conditions Analysis 4
5 Trip Generation 6
6 Project Trip Distribution and Assignment 7
7 Future (2026) Build Conditions Analysis 11
8 Queuing Analysis 13
9 Additional Analyses 14
10 Transportation Control Measures 15

Appendices

Appendix A: Project Site Plan
Appendix B: Existing Conditions Analysis Supporting Documents
Appendix C: Growth Rate
Appendix D: Future Background Conditions Analysis Supporting Documents
Appendix E: Trip Distribution
Appendix F: Future Build Conditions Analysis Supporting Documents
Appendix G: American Community Survey's Means of Transportation to Work data
Appendix H: Additional Analyses Supporting Documents

1 Project Location & Development Summary

The project site is located at 500 NE 3rd Avenue, in Fort Lauderdale, Florida, and is comprised of four contiguous properties which currently include a building, surface parking and vacant land on approximately 1.13 acres of land. The site is bounded by NE 5th Street to the south, the Solmar on Sixth Residential Complex to the east, the Greater Fort Lauderdale Chamber of Commerce and City of Fort Lauderdale buildings to the north and NE 3rd Avenue to the west.

The proposed Flagler Village will be a multiuse development that comprises retail and high rise residential, including 345 residential units, encompassing various multilevel buildings, including parking and associated amenities. Access to the proposed development will be provided via one full access driveway from NE 4th Avenue on the eastern side of the property, as shown in the site plan included in Appendix A. Figure 1 shows the project location along with the study intersections. The proposed project is anticipated to be completed by the year 2026.

The project consists of following land uses:

- Multifamily Housing (High-Rise): 345 Units
- High-Turnover (Sit-Down) Restaurant: 3,686 SQFT

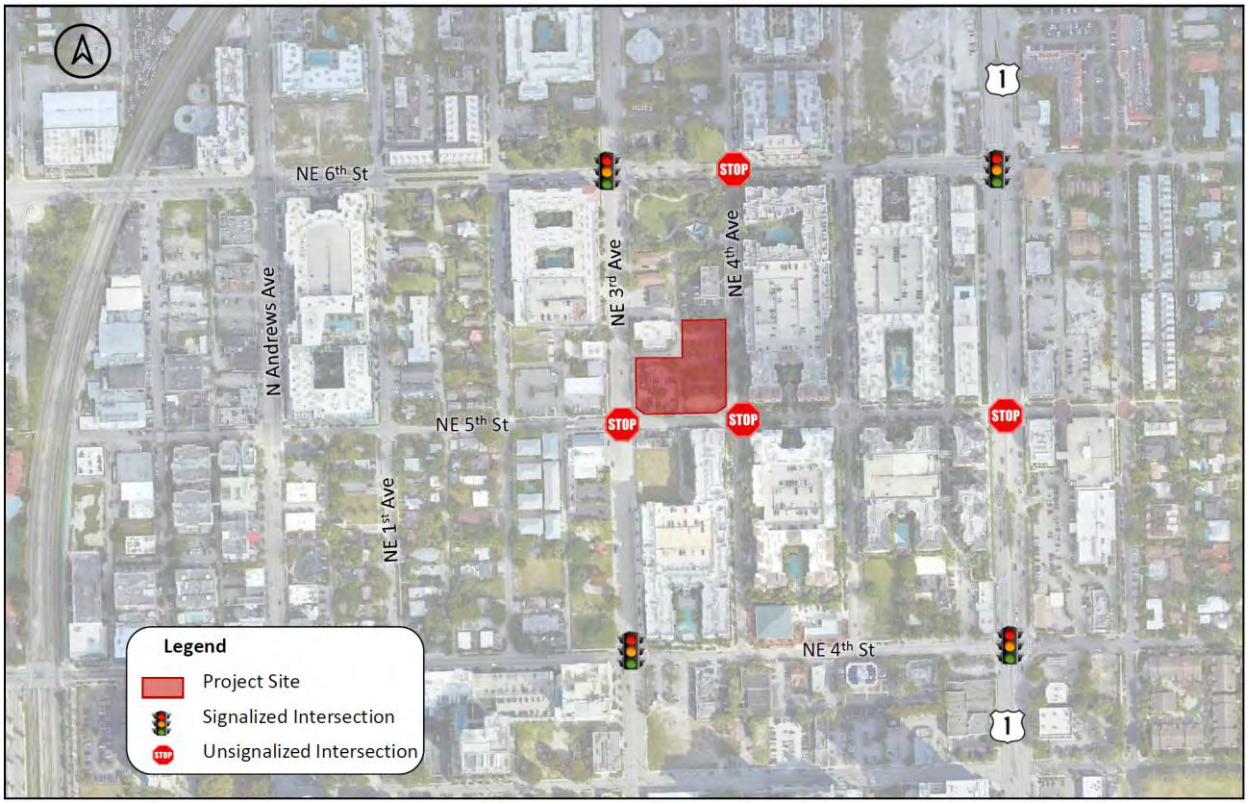


Figure 1: Project Location

2 Existing (2023) Conditions Analysis

Peak period turning movement counts 7:00–9:00 AM and 4:00–6:00 PM were collected on October 31, 2023 (Tuesday) at the following study intersections.

- NE 3rd Avenue & NE 4th Street (Signalized)
- NE 3rd Avenue & NE 6th Street (Signalized)
- US-1 & NE 4th Street (Signalized)
- US-1 & NE 6th Street (Signalized)
- NE 3rd Avenue & NE 5th Street (Unsignalized)
- NE 4th Avenue & NE 5th Street (Roundabout)
- US-1 & NE 5th Street (Unsignalized)
- NE 4th Avenue & NE 6th Street (Unsignalized)

All traffic volumes were collected in 15-minute intervals and were adjusted to peak season conditions (peak season factor 1.04). Pedestrians and bicycles were also counted in the turning movement counts. Seasonally adjusted turning movement volumes at the study intersections during the AM and PM peak hours are provided in Figure 2. The turning movement counts and FDOT peak season factor category report are provided in Appendix B.

Existing conditions intersection operational analysis results indicate that all study intersections operate at acceptable LOS. The analysis results are summarized in Table 1. Signal timing information for study area signalized intersections were obtained from the Traffic Engineering Division of Broward County. Signal timing data and existing conditions Synchro report outputs are also included in Appendix B.

Table 1: Existing (2023) Conditions Intersection Analysis

Intersection	Measure[1]	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
NE 3rd Avenue & NE 4th Street	Delay	**15.5**	25.9	27.9	8.6	10.2	**16.2**	26.8	30.3	12	9.1
	LOS	**B**	C	C	A	B	**B**	C	C	B	A
NE 3rd Avenue & NE 6th Street	Delay	**17.2**	29.1	27.7	8.2	8.5	**17.4**	26.6	29.6	11.8	9.5
	LOS	**B**	C	C	A	A	**B**	C	C	B	A
US-1 & NE 4th Street	Delay	**21.4**	58.7	63.2	13.5	14.4	**22.2**	61.4	63.4	13.8	15.2
	LOS	**C**	E	E	B	B	**C**	E	E	B	B
US-1 & NE 6th Street	Delay	**27.1**	60.8	57.5	18.3	20.7	**33.7**	66.4	60.7	26	26.9
	LOS	**C**	E	E	B	C	**C**	E	E	C	C
NE 3rd Avenue & NE 5th Street	Delay	**3.7**	21.0	26.6	0.3	0.3	**5.3**	43.6	54.1	0.2	0.7
	LOS	**A**	C	D	A	A	**A**	E	F	A	A
NE 4th Avenue & NE 5th Street	Delay	**3.2**	3.0	3.4	3.2	3.3	**3.4**	3.5	3.4	3.4	3.4
	LOS	**A**	A	A	A	A	**A**	A	A	A	A
US-1 & NE 5th Street	Delay	**1.8**	22.6	15.7	0.6	1.2	**2.0**	21.0	20.6	1.7	0.6
	LOS	**A**	C	C	A	A	**A**	C	C	A	A
NE 4th Avenue & NE 6th Street	Delay	**3.0**	0.3	0.3	16.2	15.9	**4.4**	0.8	0.5	22.4	28.9
	LOS	**A**	A	A	C	C	**A**	A	A	C	D

[1] *Delay is measured in seconds per vehicle*

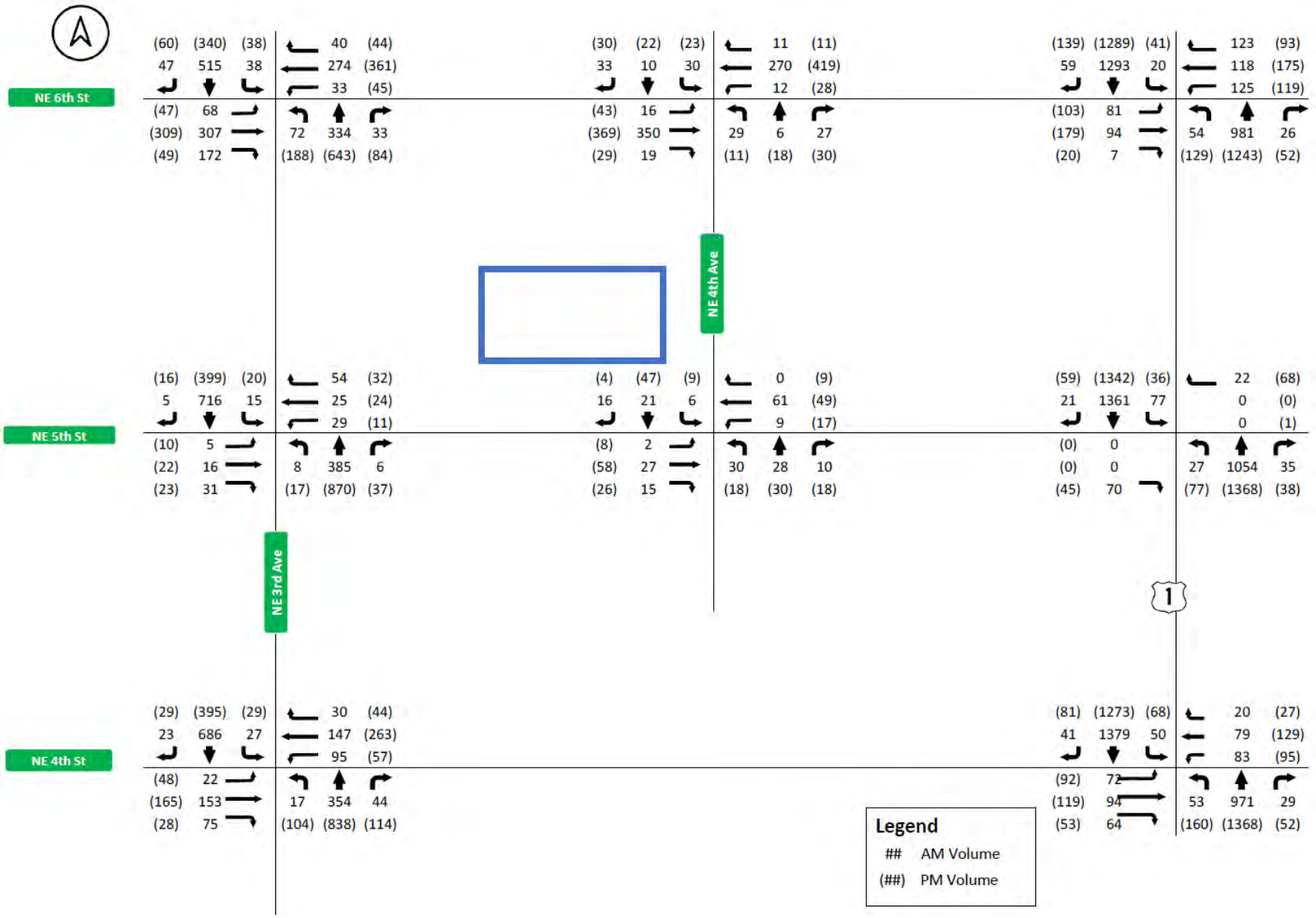


Figure 2: Existing (2023) Conditions Peak Hour Traffic Volumes

3 Growth Rate

A background growth rate was calculated based on (i) historical growth trends at nearby FDOT traffic count stations and (ii) SERPM 2015 model network and 2045 model network volumes.

- The Florida Department of Transportation (FDOT) Trend Analysis Tool was used to determine a growth rate based on historical Annual Average Daily Traffic (AADT) volumes. A total of five (5) nearby FDOT Traffic Online PTMS (Portable Traffic Monitoring Sites) were identified near the site, which are 863502, 867365, 867374, 869039, and 869235. The historic growth rate analysis, based on AADTs from FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent ten (10) years. Based on the highest R^2 value, a weighted average from the five (5) FDOT Stations was determined as 2.54%. Appendix C provides the growth rate information from the trend analysis.
- Based on the forecasted volumes obtained from the 2015 and 2045 SERPM8, an annual growth rate of 1.72 percent (1.72%) in the vicinity of the development was calculated. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix C.

The historical growth rate was identified as the higher of the two (2) growth rates. Hence, an annual historical growth rate of (2.54%) was applied annually to the existing traffic volumes for future (2026) background conditions.

4 Future (2026) Background Conditions Analysis

Future year traffic volumes were developed using seasonally adjusted existing conditions AM and PM peak hour traffic counts, which were grown to the year 2026 using the growth rate determined in Chapter 3. Additionally, the following committed developments were included in the analysis, as they are currently under construction or vested for development. AM and PM peak traffic generated by the committed developments were added to existing conditions traffic volumes to estimate future background traffic. The future background peak hour traffic volumes are provided in Figure 3 and committed development reports are provided in Appendix D.

- 317 N Federal
- FAT City
- 513 NE 6 Street
- ArtsPark Lofts Development
- Fairfield Residential – One Financial Plaza
- FAT Village East
- RK Centers
- URBN Flagler
- Advantis Station at Flagler Village

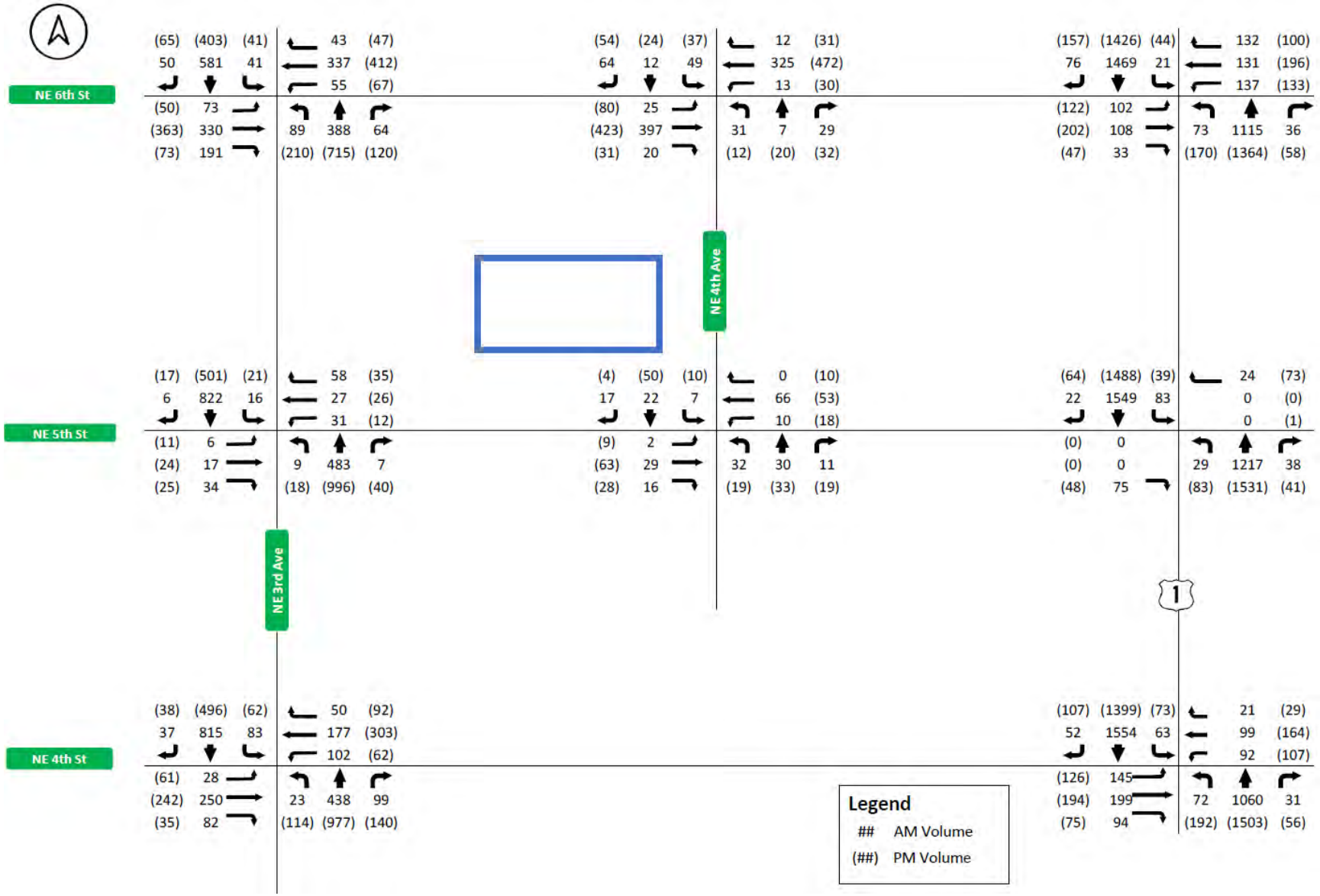


Figure 3: Future (2026) Background Conditions Peak Hour Traffic Volumes

Future Background conditions intersection operational analysis results indicate that all study intersections operate at acceptable LOS. The analysis results are summarized in Table 2 and Synchro report outputs are provided in Appendix D.

Table 2: Future (2026) Background Conditions Intersection Analysis

Intersection	Measure[1]	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
NE 3rd Avenue & NE 4th Street	Delay	**18.5**	23.8	24.7	12.9	17.2	**21.8**	23.8	29.4	19.7	19.1
	LOS	**B**	C	C	B	B	**C**	C	C	B	B
NE 3rd Avenue & NE 6th Street	Delay	**17.5**	26.1	26.2	10.7	10.9	**19.0**	25.5	29	15.2	11.6
	LOS	**B**	C	C	B	B	**B**	C	C	B	B
US-1 & NE 4th Street	Delay	**32.0**	49.5	53.7	25.2	28.5	**29.4**	54.5	56.9	22.2	24.8
	LOS	**C**	D	D	C	C	**C**	D	E	C	C
US-1 & NE 6th Street	Delay	**30.9**	56.1	52.7	22.3	27.7	**39.5**	53.7	51.8	31.7	40
	LOS	**C**	E	D	C	C	**D**	D	D	C	D
NE 3rd Avenue & NE 5th Street	Delay	**5.7**	29.1	47.5	0.3	0.3	**13.1**	110.5	157.1	0.3	0.7
	LOS	**A**	D	E	A	A	**B**	F	F	A	A
NE 4th Avenue & NE 5th Street	Delay	**3.3**	3.1	3.5	3.2	3.4	**3.5**	3.6	3.4	3.5	3.5
	LOS	**A**	A	A	A	A	**A**	A	A	A	A
US-1 & NE 5th Street	Delay	**2.1**	28.4	17.5	0.7	1.5	**2.5**	24.4	24.3	2.3	0.7
	LOS	**A**	D	C	A	A	**A**	C	C	A	A
NE 4th Avenue & NE 6th Street	Delay	**4.6**	0.5	0.3	20.6	21.4	**11.7**	1.3	0.5	38.2	84.5
	LOS	**A**	A	A	C	C	**B**	A	A	E	F

[1] *Delay is measured in seconds per vehicle*

5 Trip Generation

The anticipated trip generation was calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Table 3 through Table 5 show the site generated trips for daily, AM peak hour and PM peak hour scenarios. Please note that land use subcategory 'Close to Rail Transit' was selected while estimating trip generation for multifamily housing because of the Brightline Station, which is located approximately half a mile from the proposed development.

The net new daily external inbound and outbound trips in the study area are 754 veh/day and 754 veh/day, respectively. The net new external inbound and outbound trips for the AM peak hour are 26 veh/hr and 68 veh/hr, respectively. The total inbound and outbound trips for PM peak hour are 56 veh/hr and 29 veh/hr, respectively.

It should be noted that internal capture was not considered to be conservative in the trip estimation. Pass-by trips percentages were taken from the ITE Trip Generation Handbook 3rd Edition. In addition, trip generation estimates considered trip reductions due to multimodal (public transit, bicycle, and pedestrian) activity to and from the proposed development.

6 Project Trip Distribution and Assignment

Project trips were distributed based on a select zone analysis for the corresponding Traffic Analysis Zone (TAZ) of the Southeast Florida Regional Planning Model (SERPM). Trip distributions resulted from the select zone analysis are presented in Appendix E. Appropriate adjustments to the traffic distribution were applied based on access management and collected turning movement counts.

Based on the estimated trip distribution, approximately 40% of the site trips will get to/from the project site to/from the north and 60% of the site trips will get to/from the project site to/from the south along the NE 4th Aveue. The Project trip distribution and assignment are provided in Figure 4 and Figure 5, respectively.

Table 3: Trip Generation - Daily

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips			Internal Capture*	Pass-by	Net Total Trips			Multimodal Reduction	Net New Trips		
						In	Out	Total			In	Out	Total		In	Out	Total
Multifamily Housing (High-Rise)	222	345	3.96	50%	50%	683	683	1,366	0%	0%	683	683	1,366	10%	615	615	1,230
High-Turnover (Sit-Down) Restaurant	932	3,686	107.2	50%	50%	198	198	396	0%	0%	198	198	396	10%	178	178	356
Small Office Building (Existing Property)	712	6,000	14.39	50%	50%	43	43	86	0%	0%	-43	-43	-86	10%	-39	-39	-78
														Total	754	754	1,508

**Internal capture was not considered to be conservative in trip estimation*

Table 4: Trip Generation – AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips			Internal Capture*	Pass-by	Net Total Trips			Multimodal Reduction	Net New Trips		
						In	Out	Total			In	Out	Total		In	Out	Total
Multifamily Housing (High-Rise)	222	345	0.23	22%	78%	17	62	79	0%	0%	17	62	79	10%	16	56	72
High-Turnover (Sit-Down) Restaurant	932	3,686	9.57	55%	45%	19	16	35	0%	0%	19	16	35	10%	17	14	31
Small Office Building (Existing Property)	712	6,000	1.67	82%	18%	8	2	10	0%	0%	-8	-2	-10	10%	-7	-2	-9
														Total	26	68	94

**Internal capture was not considered to be conservative in trip estimation*

Table 5: Trip Generation – PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips			Internal Capture*	Pass-by	Net Total Trips			Multimodal Reduction	Net New Trips		
						In	Out	Total			In	Out	Total		In	Out	Total
Multifamily Housing (High-Rise)	222	345	0.26	62%	38%	56	34	90	0%	0%	56	34	90	10%	50	31	81
High-Turnover (Sit-Down) Restaurant	932	3,686	9.05	61%	39%	20	13	33	0%	43%	12	7	19	10%	10	6	16
Small Office Building (Existing Property)	712	6,000	2.16	34%	66%	4	9	13	0%	0%	-4	-9	-13	10%	-4	-8	-12
														Total	56	29	85

**Internal capture was not considered to be conservative in trip estimation*

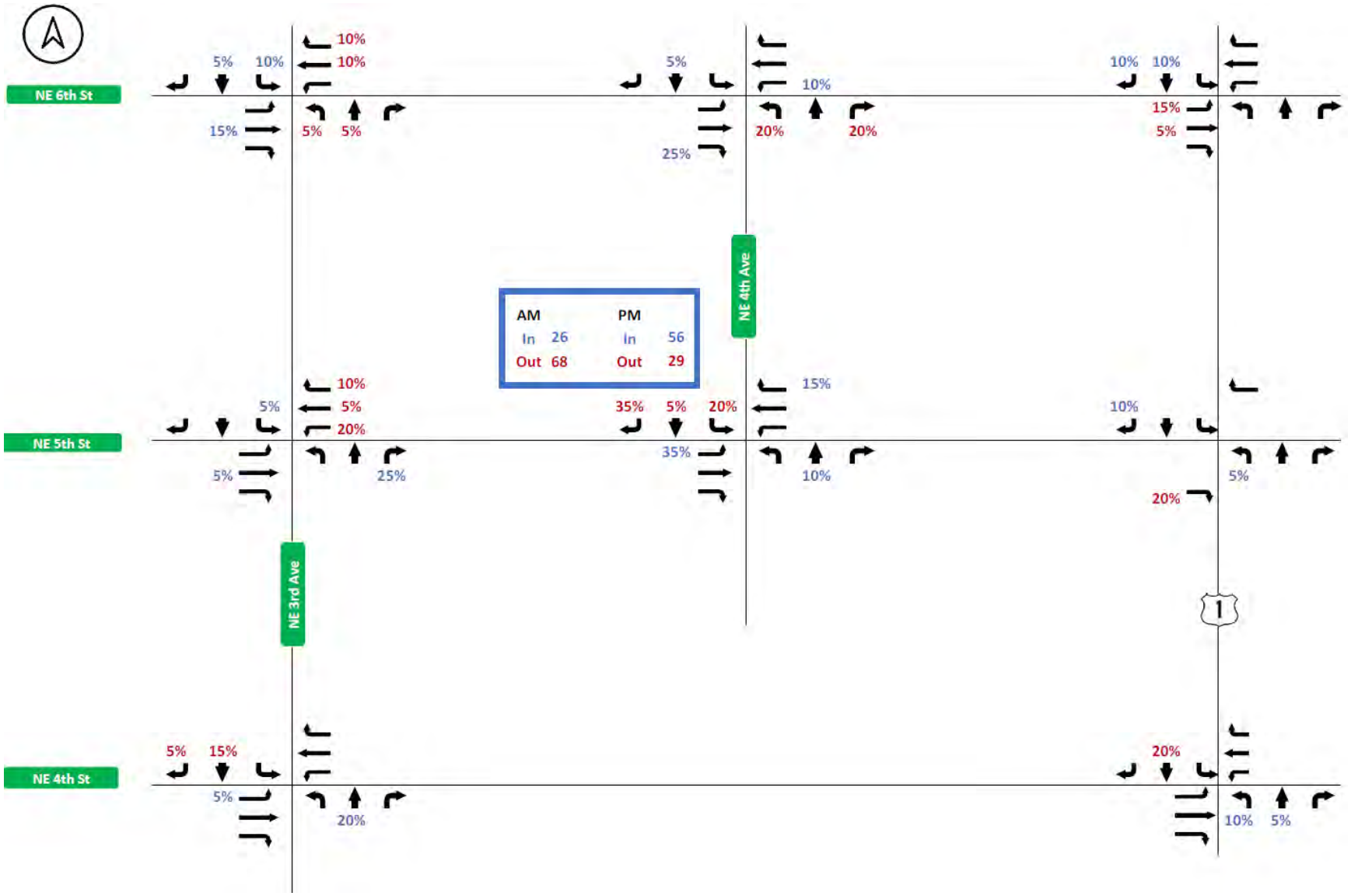


Figure 4: Project Trip Distribution

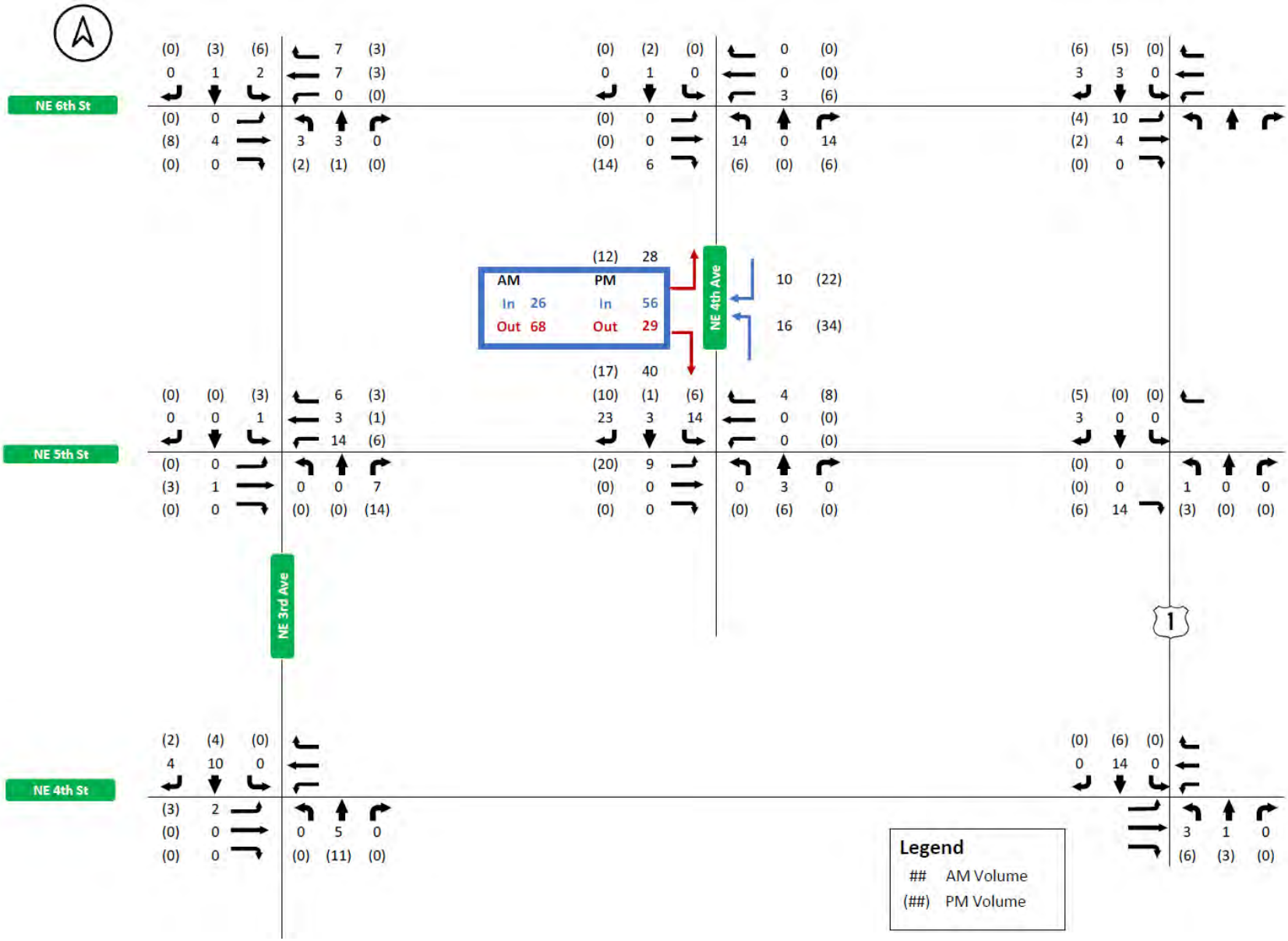


Figure 5: Project Trip Assignment

7 Future (2026) Build Conditions Analysis

The proposed Project is anticipated to be completed by the year 2026. Future build volumes are the sum of the 2026 background traffic volumes and the anticipated project trips. The AM and PM peak hour future build conditions volumes are presented in Figure 6. As shown in Table 6, Future Build conditions intersection operational analysis results indicate that all study intersections operate at acceptable LOS. It should be noted that all of the intersections are expected to operate very similar to the future background condition. Hence, no traffic mitigation measures are being recommended. Future build condition Synchro report outputs are provided in Appendix F.

Table 6: Future (2026) Build Conditions Intersection Analysis

Intersection	Measure[1]	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
NE 3rd Avenue & NE 4th Street	Delay	**18.6**	23.8	24.7	12.9	17.4	**22.1**	23.8	29.1	20.2	19.7
	LOS	**B**	C	C	B	B	**C**	C	C	C	B
NE 3rd Avenue & NE 6th Street	Delay	**17.6**	25.9	26.1	11	11.1	**19.2**	25.7	29	15.3	11.8
	LOS	**B**	C	C	B	B	**B**	C	C	B	B
US-1 & NE 4th Street	Delay	**32.1**	49.5	53.7	25.3	28.7	**29.6**	54.7	57.2	22.3	24.9
	LOS	**C**	D	D	C	C	**C**	D	E	C	C
US-1 & NE 6th Street	Delay	**31.8**	55.9	51	23.3	29.1	**39.9**	53.8	51.4	32.2	40.7
	LOS	**C**	E	D	C	C	**D**	D	D	C	D
NE 3rd Avenue & NE 5th Street	Delay	**9.2**	30.4	73	0.3	0.3	**21.6**	131.8	272.7	0.3	0.9
	LOS	**A**	D	F	A	A	**C**	F	F	A	A
NE 4th Avenue & NE 5th Street	Delay	**3.5**	3.2	3.5	3.4	3.7	**3.7**	3.7	3.6	3.7	3.6
	LOS	**A**	A	A	A	A	**A**	A	A	A	A
US-1 & NE 5th Street	Delay	**2.4**	31.8	17.5	0.7	1.5	**2.6**	25.4	24.3	2.4	0.7
	LOS	**A**	D	C	A	A	**A**	D	C	A	A
NE 4th Avenue & NE 6th Street	Delay	**5.5**	0.5	0.4	23.3	22.6	**14.5**	1.3	0.6	50.9	100.4
	LOS	**A**	A	A	C	C	**B**	A	A	F	F

[1] *Delay is measured in seconds per vehicle*

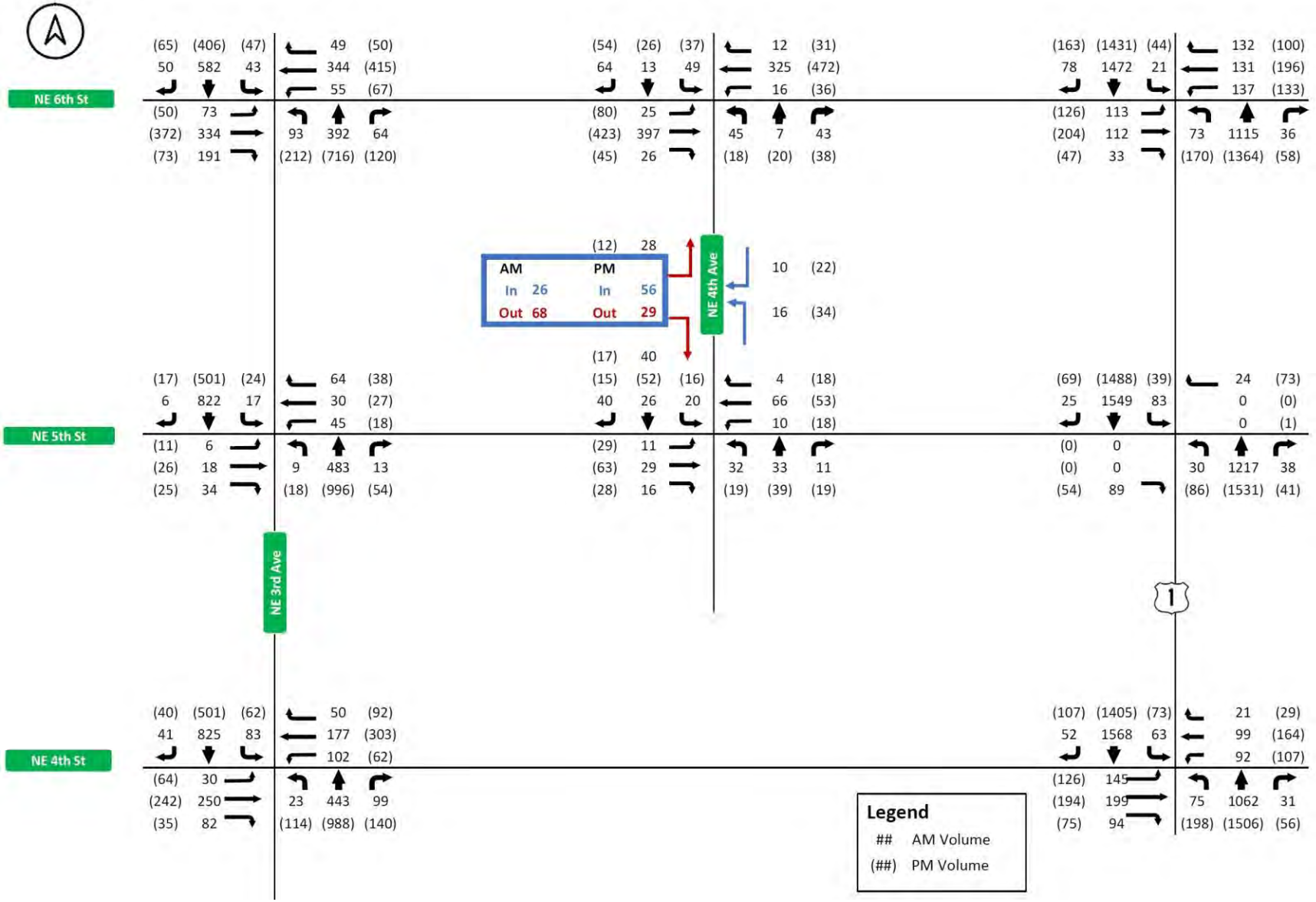


Figure 6: Future (2026) Build Conditions Peak Hour Traffic Volumes

8 Queuing Analysis

A ridesharing queuing analysis was performed for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way. Trip generation estimates were utilized to conduct the queuing analysis.

The ridesharing queuing analysis was performed based on the methodology outlined in the Institute of Transportation Engineers (ITE) Transportation and Land Development. The analysis was performed for a regular weekday with a 95% confidence level.

The queuing analysis was performed with an assumed service time of 5 minutes for pick-up and 1 minute for drop-off, which is the time it usually takes for an Uber/Lyft driver to pick-up and drop-off passengers. It includes the time for locating passengers and time to load/unload baggage. Ridesharing demand rate q was estimated using the total project net new trips during both AM and PM peak hours and the percentage of trips made by ridesharing obtained from the American Community Survey's Means of Transportation to Work data for 2022. As shown in Appendix G, ridesharing percentage is estimated to be around 5 % (using 'Taxicab' and 'Other means' label).

AM peak Demand:

Pick-up: $68 * 5\% = 3\ veh/hr\ \ approx.$

Drop-off: $26 * 5\% = 1\ veh/hr\ approx.$

PM peak Demand:

Pick-up: $29 * 5\% = 1\ veh/hr\ \ approx.$

Drop-off: $56 * 5\% = 3\ veh/hr\ approx.$

Uber/Lyft queuing calculation for the pick-up scenario during the AM peak is shown below as a reference:

$$Q = Service\ rate = \frac{60\ min/hr}{5\ min/\ veh} = 12\ veh/hr$$

$$N = Service\ positions = 1\ vehicle$$

$$\rho = Utilization\ factor = \frac{q}{NQ} = \frac{3\ veh/hr}{1 * 12} = 0.25$$

$$Q_m = Table\ Value = 0.25$$

$$M = queue\ length\ which\ is\ exceeded\ 5\%\ of\ the\ time$$

$$M = \frac{LN(P(x>M)) - LN(Q_m)}{LN(\rho)} - 1 = \frac{\mathrm{LN}(0.05) - \mathrm{LN}(0.25)}{\mathrm{LN}(0.25)} - 1 = \ 0\ veh\ approx.$$

According to the calculation, there should be no Uber/Lyft waiting in queue. Using the same methodology, the pick-up and drop-off queue lengths for both AM and PM peak hours can be determined, and the estimated queue lengths are all 0 vehicles. This means that the queue that results from the Uber/Lyft is not expected to spill back into public right-of-way.

9 Additional Analyses

Following additional analyses were performed as per the request from the City of Fort Lauderdale.

- A mid-block crossing analysis was performed at the US-1 and NE 5th Street intersection to investigate if a pedestrian crossing treatment is required. According to the FDOT Traffic Engineering Manual 5.2.5.1, twenty (20) or more pedestrians during a single hour is considered as pedestrian volume threshold for any form of pedestrian crossing treatment. As shown in Appendix B, more than 20 pedestrians per hour were observed at this location. Therefore, some form of pedestrian crossing treatment is recommended at this intersection. An engineering study is required to determine the specific type (e.g., crosswalk, RRFB, PHB, Traffic Signal etc.) of pedestrian treatment.
- The intersection at US-1 and NE 6th Street was analyzed to determine if 'Protected' left-turn phase is required for the eastbound and westbound left-turn movements instead of the existing 'permissive' left-turn phase. According to the FDOT Traffic Engineering Manual 3.2.2, a 'protected' phase is recommended when any of the following conditions are present.
    - Opposing traffic speed limit is higher than 45 mph.
    - Left-turning traffic must cross three or more lanes of opposing through traffic.
    - A protected/permissive mode is in use, and there are more than six left-turn angle crashes caused by left-turning drivers on the approach within a 12-month period.
    - Unusual intersection geometry, such as restricted sight distance, makes permissive left turning confusing or hazardous.

  Above conditions were analyzed, and it was determined that none of the conditions are met at the US-1 and NE 6th Street intersection. As a reference, crash statistics are provided in Appendix H. Hence, it is not recommended to convert eastbound and westbound left-turn movements from a 'permissive' to a 'protected' phase at this point.
- The study also evaluated the need to provide dedicated left and right turn lanes at the proposed entrances to the site.
    - According to the criteria outlined in Figure 4(b) of NCHRP 745, a left-turn lane is deemed necessary only when there are more than 40 vehicles making left-turns per hour from an arterial which carries less than 50 vehicles per hour per lane. In context of the proposed development, the access point is situated on NE 4th Avenue, where the anticipated traffic volume in future build conditions is expected to be less than 50 vehicles per hour per lane and the maximum projected left-turn volume to the project site is 34 vehicles per hour. Therefore, an exclusive left turn lane is not warranted. The NCHRP reference has been provided in Appendix H.
    - According to the FDOT Access Management Guidebook, an exclusive right turn lane is recommended when the number of right turns per hour is between 80 and 125 (for posted speed limit of 45 mph or less). Since the right turns for this development are less than the aforementioned threshold, an exclusive right turn lane is not warranted. The FDOT Access Management Guidebook reference has been provided in Appendix H.

10 Transportation Control Measures

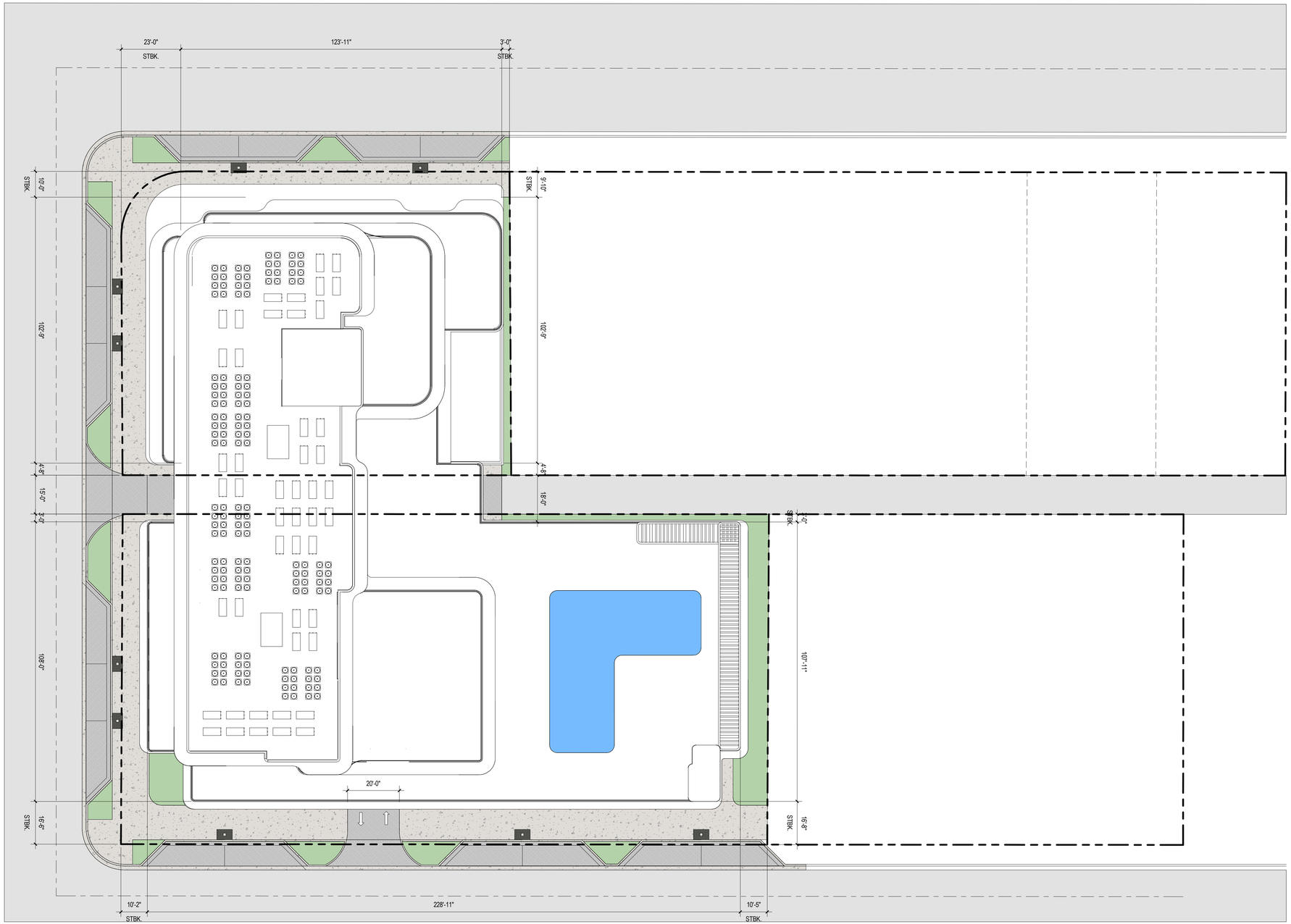
Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce roadway congestion and air pollutant emissions. TCMs suggestions for the proposed development are shown as follows:

- Encourage employees within the development to participate in a carpool/vanpool program such as South Florida Commuter Services: Ride Sharing & Car Pooling Services run by FDOT[1].
- Reduce peak-hour trip generation through scheduling, where practical, staggered work hours for employees.
- Establish and maintain current local and regional mass transit (Brightline) route and schedule information in locations throughout the development that are visible and accessible to existing and potential transit users.
- Incorporation of a bicycle room at the ground floor on the southeast corner.

[1] South Florida Commuter Services: Ride Sharing & Car Pooling Services (1800234ride.com).

Appendix A

Project Site Plan



SITE PLAN

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

FLAGLER VILLAGE

500 NE 3rd AVENUE
FT. LAUDERDALE
FLORIDA, 33301

DEVELOPER:

13TH FLOOR INVESTMENTS

848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

PHASE:

SCHEMATIC DESIGN

REVISIONS		
Rev #	Revision Description	Date

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DATE: **11/02/2018**
JOB No.: **2018-74**

SHEET NUMBER:

A-0.00

UNIT MATRIX

UNITS		STUDIO			1 BED				1 BED/DEN				2 BED									3 BED			GRAND TOTAL
BUILDING TYPE		S-1	S-2	S-3	A-1	A-2	A-3	A-4	AD-1	AD-2	AD-3	AD-4	B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	C-1	C-2	C-3	
	GROSS S.F.	540.00 SF	543.00 SF	541.00 SF	773.00 SF	704.00 SF	800.00 SF	756.00 SF	835.00 SF	980.00 SF	990.00 SF	810.00 SF	1,080.00 SF	1,071.00 SF	1,052.00 SF	1,112.00 SF	1,000.00 SF	1,076.00 SF	1,091.00 SF	1,222.00 SF	1,087.00 SF	1,283.00 SF	1,391.00 SF	1,307.00 SF	-
GROUND LEVEL																									0
2ND TO 6TH LEVEL		0	0	5	0	0	0	0	0	15	5	5	0	0	0	0	0	0	0	5	5	0	0	5	45
7TH LEVEL				1						3	1	1								1	1			1	9
8TH LEVEL		1			2			1								1	1					1			7
9TH TO 15TH LEVEL		7	7	0	21	7	14	7	7	0	0	0	7	0	0	7	7	7	7	0	0	7	7	0	119
16TH LEVEL		1			3	1			1				1	1	1							1	1		11
17TH TO 30TH LEVEL		14	0	0	42	14	0	0	14	0	0	0	14	14	14	0	0	0	0	0	0	14	14	0	154
TOTAL COUNT		23	7	6	68	22	14	8	22	18	6	6	22	15	15	8	8	7	7	6	6	23	22	6	**345**
		36			112				52				94									51			
UNIT TYPE AVG.		540.8 SF			761.6 SF				900.2 SF				1,080.0 SF									1,332.4 SF			**931 SF**

GROSS SQUARE FOOTAGE ANALYSIS

LEVELS	RESIDENTIAL		PARKING			COMMERCIAL (SF)	COMMON AREA/ CIRCULATION (SF)	LOBBY/ MAIL/ LEASING/ SUPPORT (SF)	AMENITY (SF)	BACK OF HOUSE (SF)	FLOOR TOTAL (SF)
	# Units	Apartment (SF)	Garage # Spaces	Street # Spaces	Garage Area (SF)						
Ground Level			59	13	23,083.50	3,686.00	2,230.00	3,660.00		5,579.00	**38,251.50**
Interm. Level			64		24,856.50		1,048.00				**25,904.50**
2nd to 6th Level	45	44,663.00	379		131,838.75		11,200.00			2,438.00	**190,139.75**
7th Level	9	8,932.60	21		8,698.25		2,240.00			487.60	**20,358.45**
8th Level	7	6,253.00					1,907.00		7,590.00	232.00	**15,982.00**
9th to 15th Level	119	107,469					16,065.00			1,624.00	**125,158.25**
16th Level	11	10,290.00					1,934.00			305.00	**12,529.00**
17th to 30th Level	154	144,060.00					27,076.00			4,270.00	**175,406.00**
Roof Level											**0.00**
TOTAL	**345**	**321,667.85**	**523**	**13**	**188,477.00**	**3,686.00**	**63,700.00**	**3,660.00**	**7,590.00**	**14,935.60**	
*DOES NOT INCLUDE ROOF, TERRACES AND BALCONIES AREAS										*** GRAND TOTAL:**	**603,716.45**

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DEVELOPER:

13TH FLOOR INVESTMENTS
848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

AREA CALCULATIONS

PHASE:

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DATE: **11/02/2018**
JOB No.: **2018-74**

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GROUND FLOOR PLAN

SCALE: 1/16" = 1'-0"

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4210 LAGUNA ST. CORAL GABLES FL. 33146
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13TH FLOOR INVESTMENTS

848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

GROUND FLOOR PLAN

PHASE:

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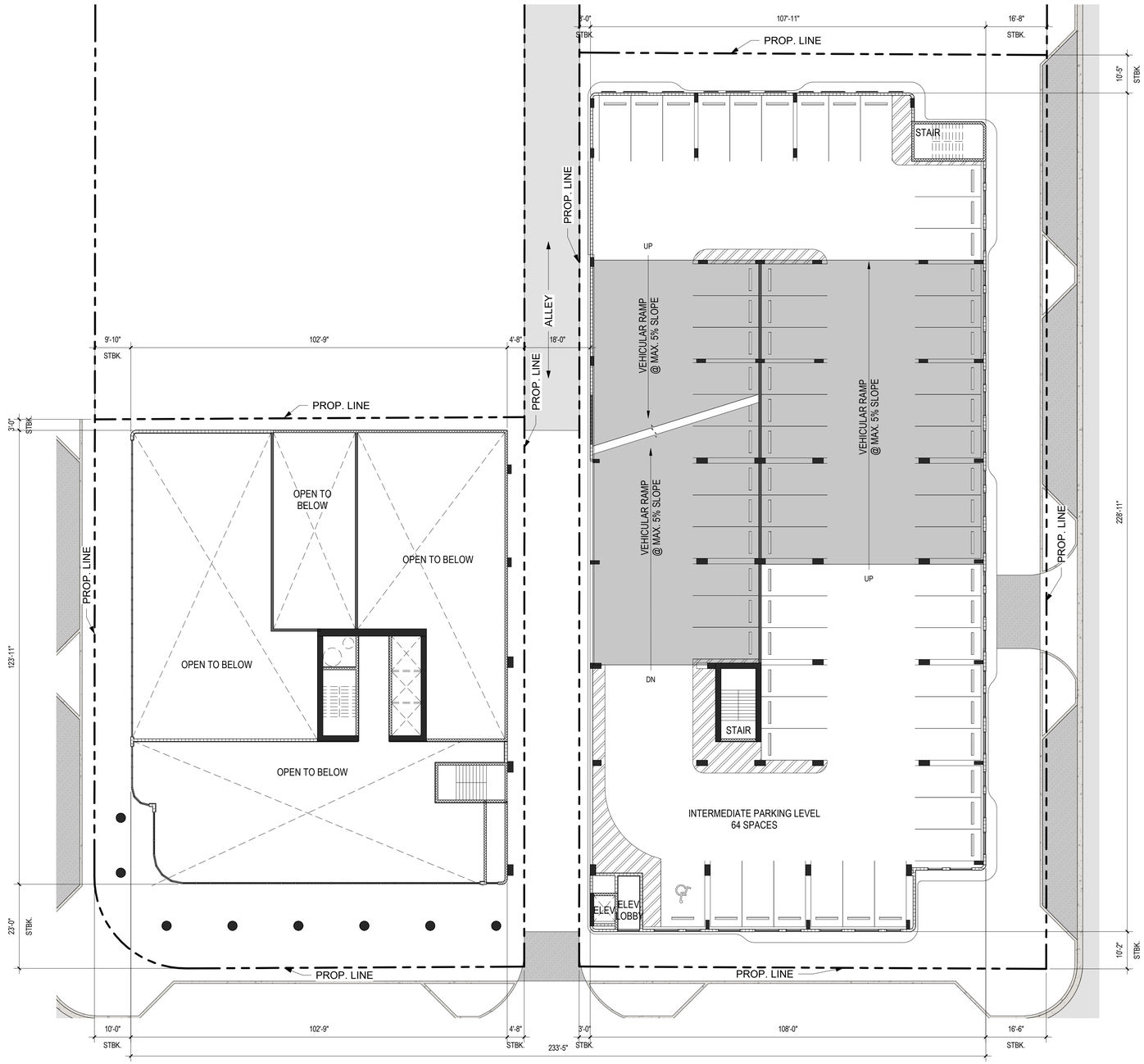
SHEET NUMBER:

A-1.00



INTERMEDIATE PARKING FLOOR PLAN

SCALE: 1/16" = 1'-0"

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MIAMI, FL 33131

INTERMEDIATE PARKING LEVEL FLOOR PLAN

PHASE:

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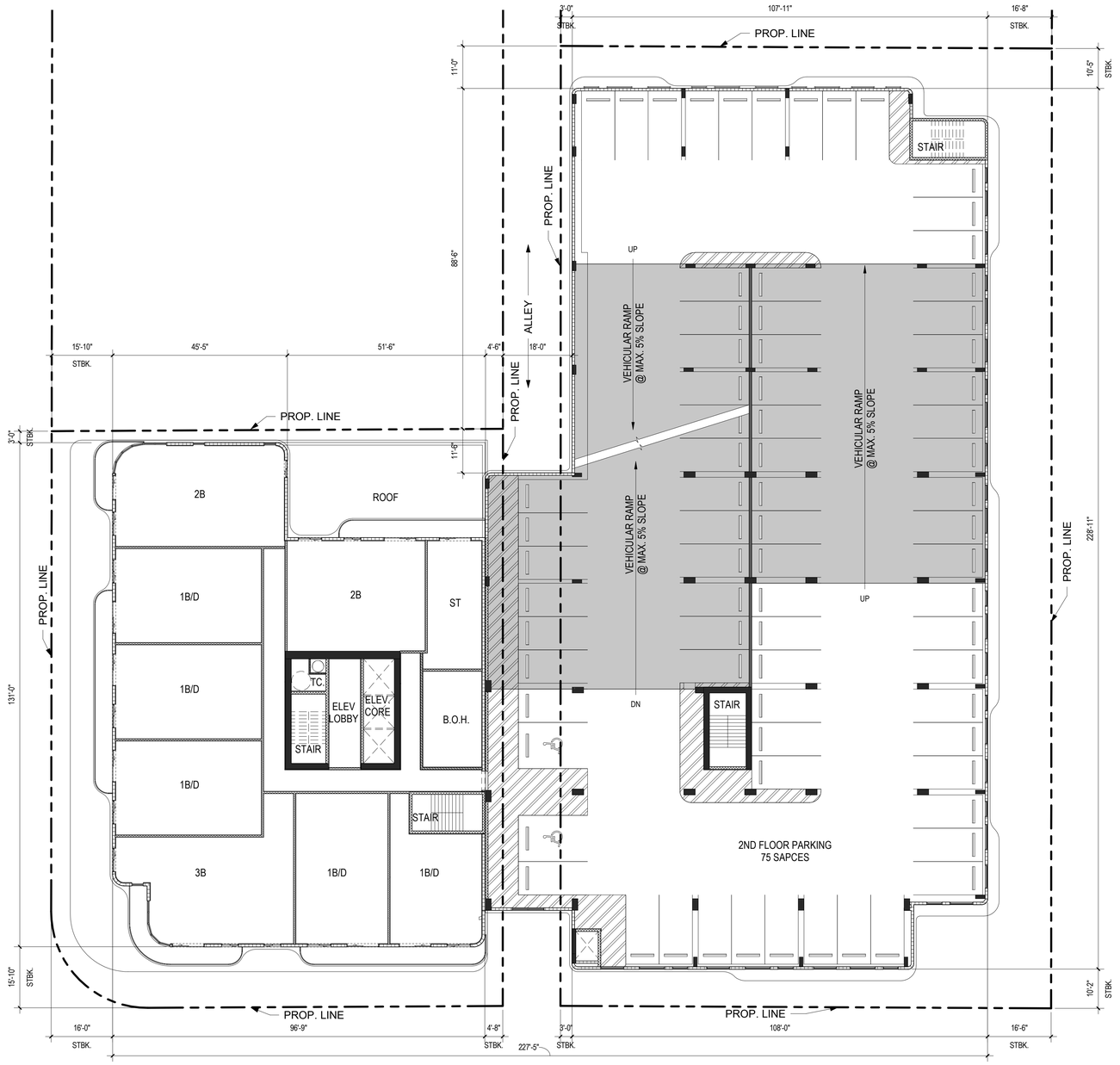
DATE: **11/02/2018**
JOB No.: **2018-74**

SHEET NUMBER:

A-1.01



2nd LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

CORWILARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
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PROJECT:

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DEVELOPER:

13TH FLOOR INVESTMENTS

848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

2ND FLOOR PLAN

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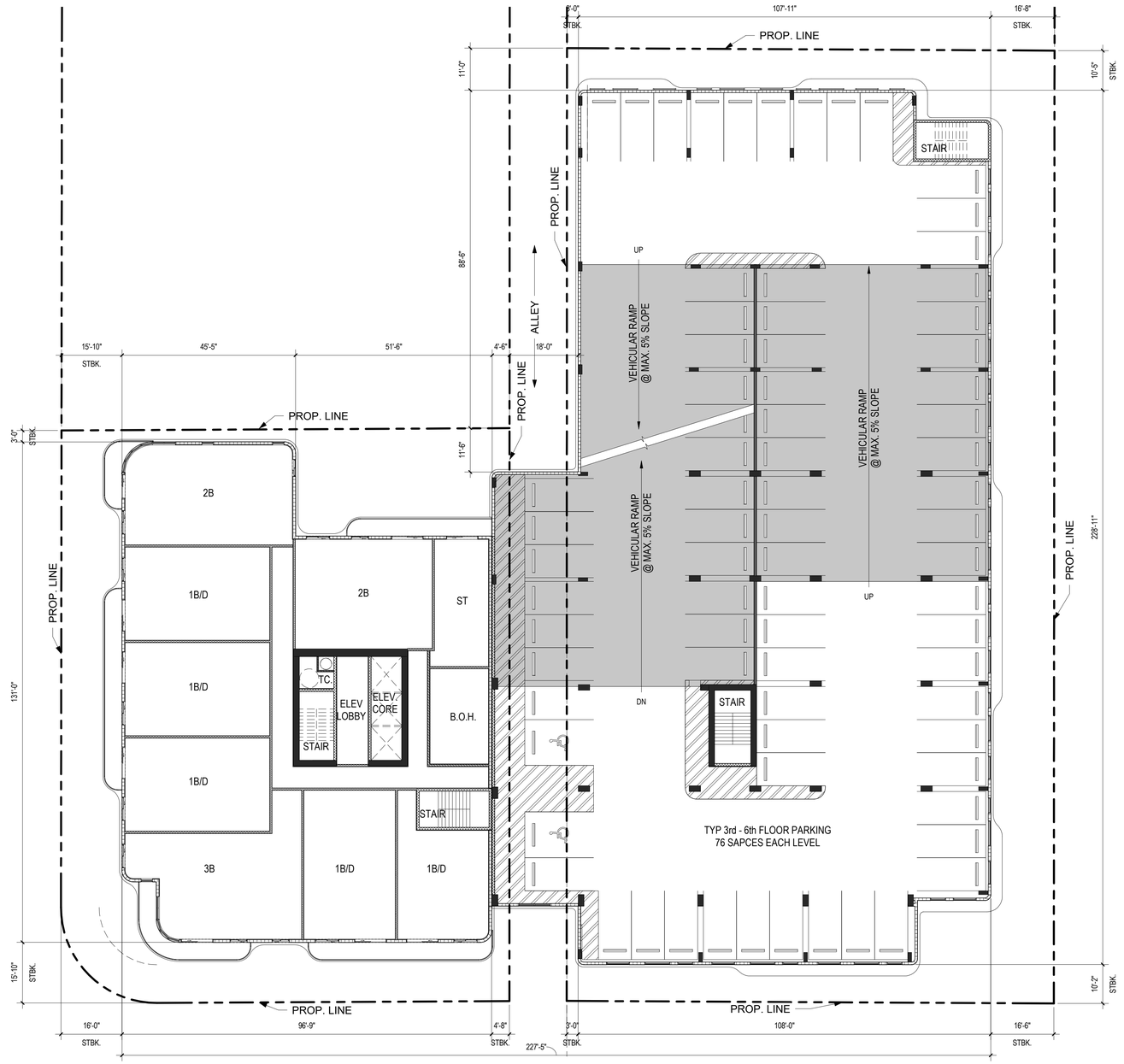
SHEET NUMBER:

A-1.02



TYPICAL 3RD-6TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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PROJECT:

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TYPICAL 3RD-6TH LEVEL FLOOR PLAN

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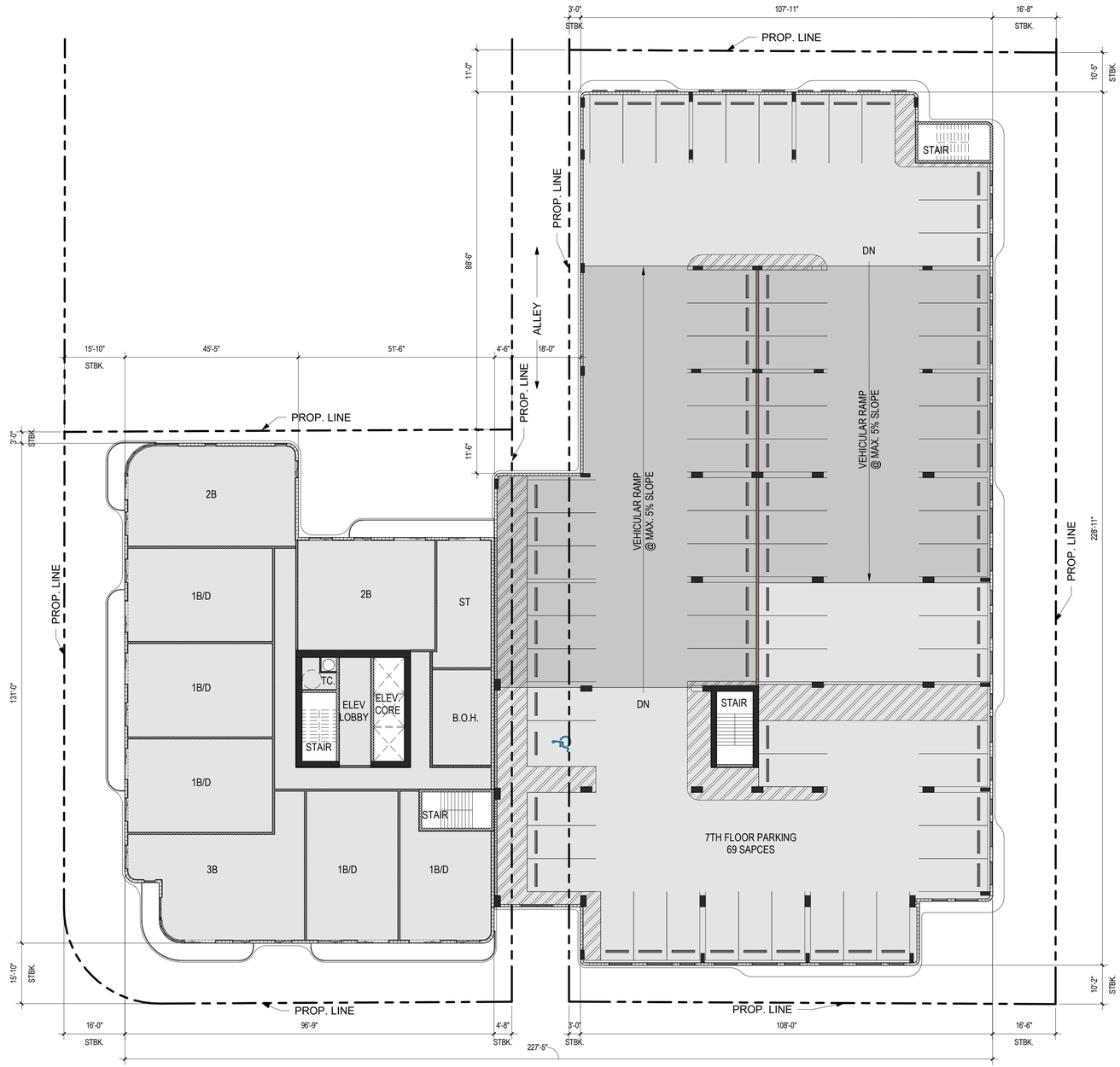
SHEET NUMBER:

A-1.03



7TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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LIC.NO. AA-C002151 T.305.448.7383

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848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

7TH LEVEL FLOOR PLAN

PHASE:

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DATE: **11/02/2018**
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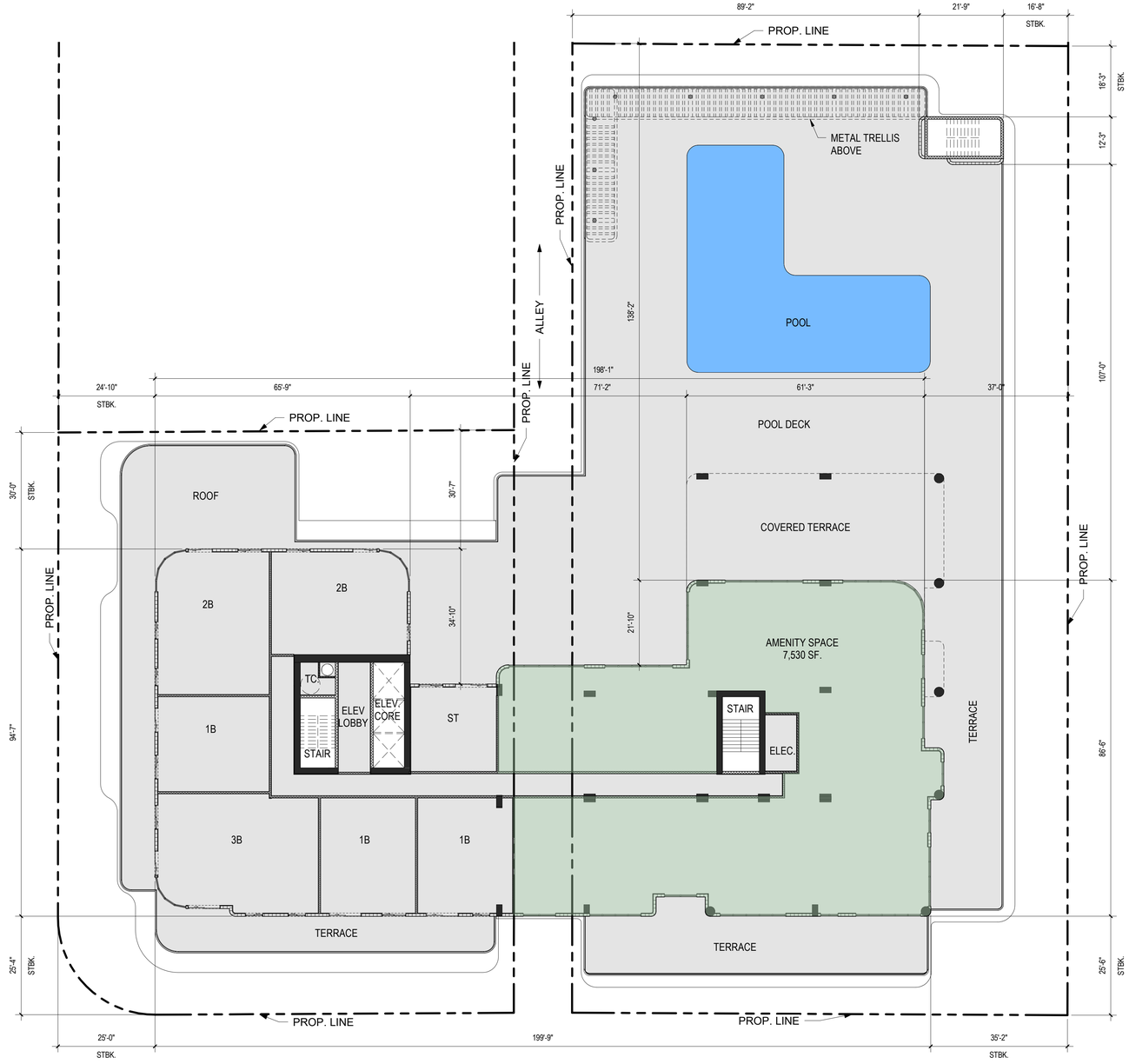
SHEET NUMBER:

A-1.04



8TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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4210 LAGUNA ST. CORAL GABLES FL. 33146
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8TH LEVEL FLOOR PLAN

PHASE:

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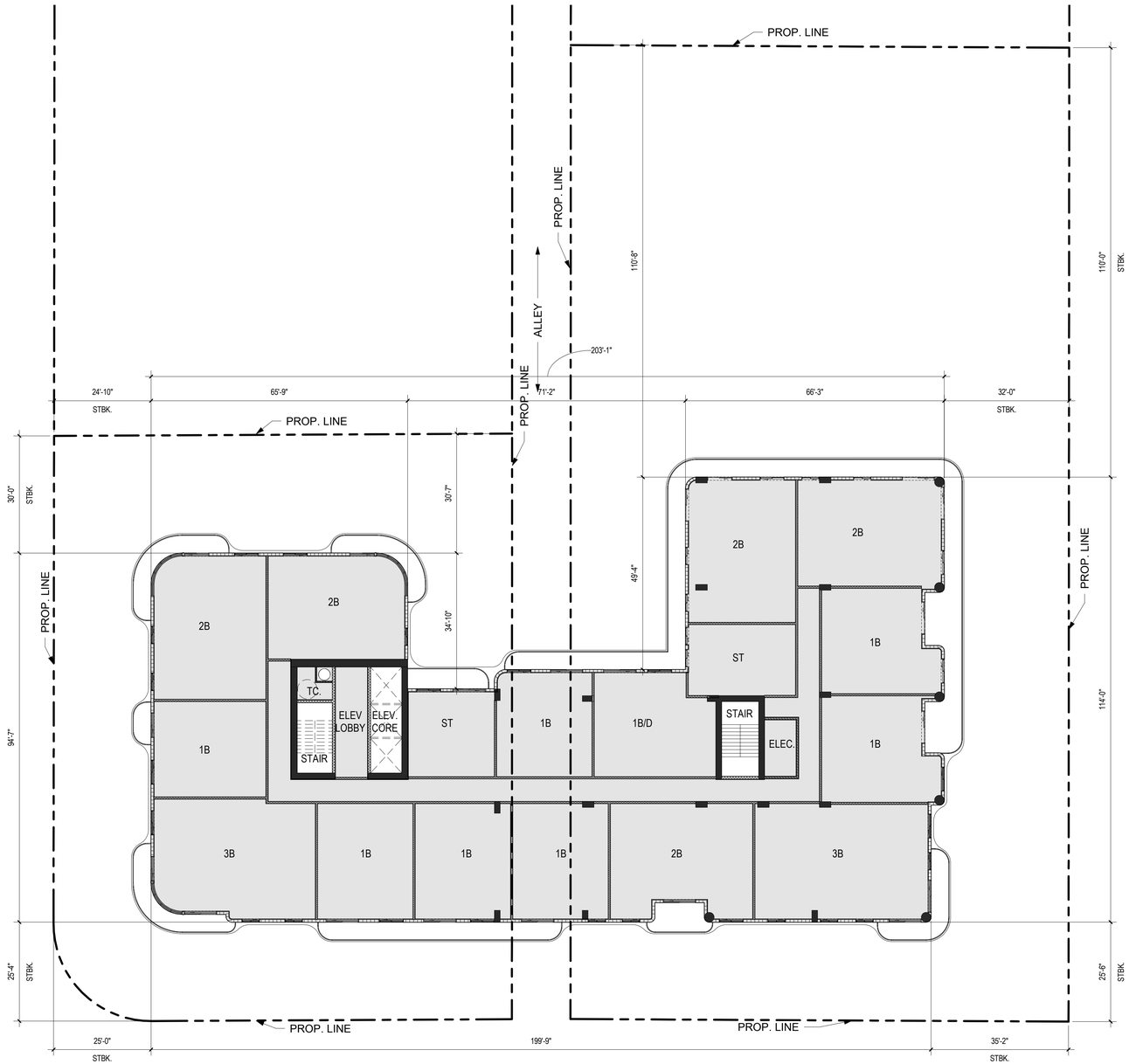

9TH-15TH FLOOR PLAN

SCALE: 1/16" = 1'-0"

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FLORIDA, 33301

DEVELOPER:

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9TH LEVEL FLOOR PLAN

PHASE:

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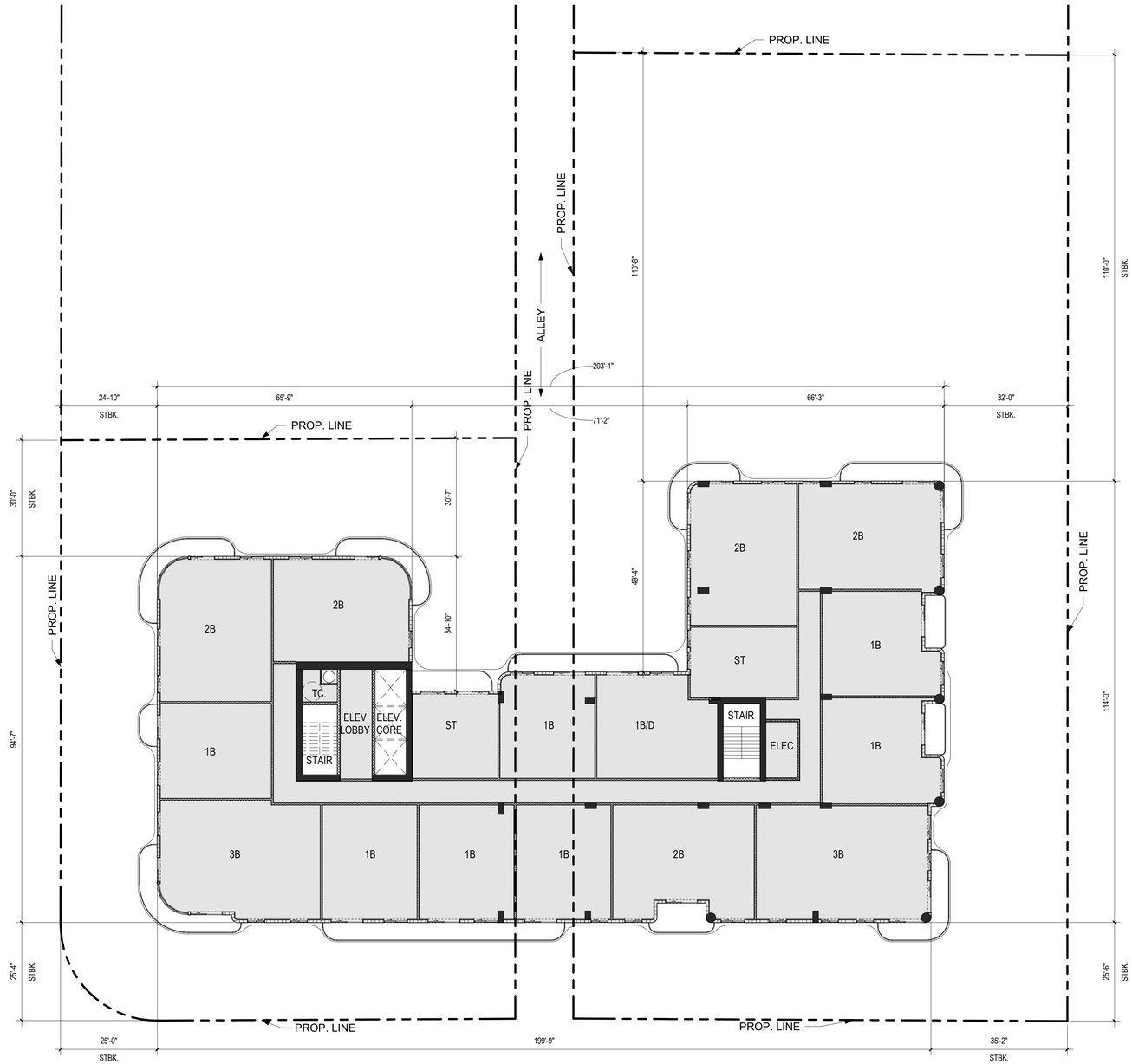
SHEET NUMBER:

A-1.06



TYPICAL 10TH-15TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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MIAMI, FL 33131

TYPICAL 10TH-15TH LEVEL FLOOR PLAN

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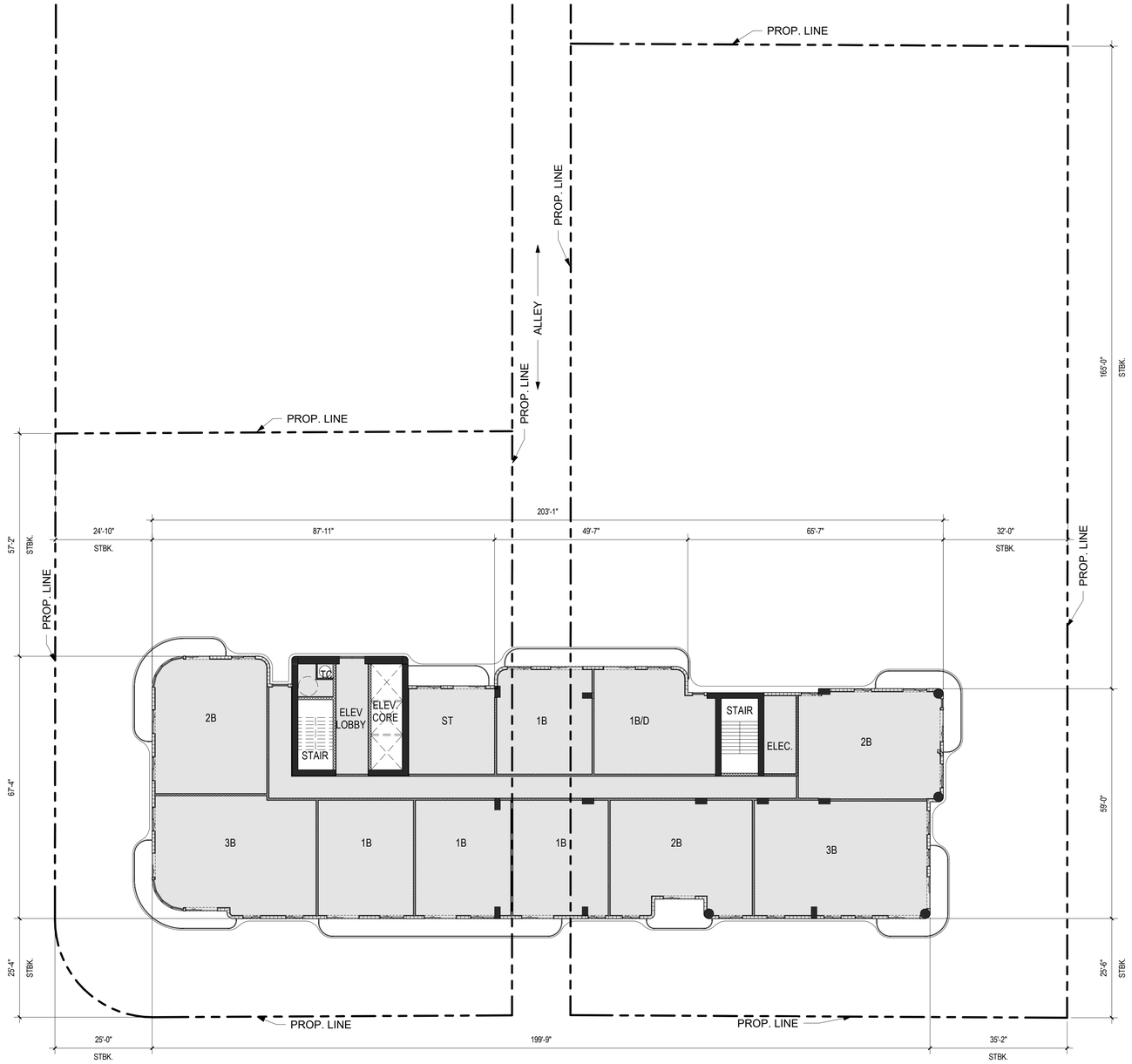
SHEET NUMBER:

A-1.07



16TH-30TH LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"

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LIC.NO. AA-C002151 T.305.448.7383

PROJECT:

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TYPICAL 16TH-30TH LEVEL FLOOR PLAN

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DATE: **11/02/2018**
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SHEET NUMBER:

A-1.08

OPTION 3

SCALE: 1/2" = 1'-0"

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RENDERINGS - IMAGE 1

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DATE: **11/02/2018**
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SHEET NUMBER:

A-1.13

OPTION 3

SCALE: 1/2" = 1'-0"

CORWILARCHITECTS
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PROJECT:

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RENDERINGS - IMAGE 2

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SHEET NUMBER:

A-1.14

OPTION 3

SCALE: 1/2" = 1'-0"

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DEVELOPER:

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848 BRICKELL AVENUE, PH1
MIAMI, FL 33131

RENDERINGS - IMAGE 3

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DATE: **11/02/2018**
JOB No.: **2018-74**

SHEET NUMBER:

A-1.15

OPTION 3

SCALE: 1/2" = 1'-0"

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RENDERINGS - IMAGE 4

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DATE: **11/02/2018**
JOB No.: **2018-74**

SHEET NUMBER:

A-1.16

OPTION 3

SCALE: 1/2" = 1'-0"

CORWILARCHITECTS
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PROJECT:

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RENDERINGS - IMAGE 5

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DATE: **11/02/2018**
JOB No.: **2018-74**

SHEET NUMBER:

A-1.17

Appendix B

Existing Conditions Analysis Supporting Documents

FDOT Peak Season Factor Category Report

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.09
2	01/02/2022 - 01/08/2022	1.05	1.08
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
* 6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.98
* 9	02/20/2022 - 02/26/2022	0.95	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.97
*11	03/06/2022 - 03/12/2022	0.94	0.97
*12	03/13/2022 - 03/19/2022	0.93	0.96
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.98	1.01
*16	04/10/2022 - 04/16/2022	0.99	1.02
*17	04/17/2022 - 04/23/2022	1.00	1.03
*18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.04	1.07
21	05/15/2022 - 05/21/2022	1.05	1.08
22	05/22/2022 - 05/28/2022	1.04	1.07
23	05/29/2022 - 06/04/2022	1.03	1.06
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.02	1.05
26	06/19/2022 - 06/25/2022	1.00	1.03
27	06/26/2022 - 07/02/2022	0.98	1.01
28	07/03/2022 - 07/09/2022	0.97	1.00
29	07/10/2022 - 07/16/2022	0.95	0.98
30	07/17/2022 - 07/23/2022	0.96	0.99
31	07/24/2022 - 07/30/2022	0.97	1.00
32	07/31/2022 - 08/06/2022	0.98	1.01
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.05	1.08
38	09/11/2022 - 09/17/2022	1.06	1.09
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.04	1.07
41	10/02/2022 - 10/08/2022	1.03	1.06
42	10/09/2022 - 10/15/2022	1.01	1.04
43	10/16/2022 - 10/22/2022	1.03	1.06
44	10/23/2022 - 10/29/2022	1.04	1.07
45	10/30/2022 - 11/05/2022	1.05	1.08
46	11/06/2022 - 11/12/2022	1.07	1.10
47	11/13/2022 - 11/19/2022	1.08	1.11
48	11/20/2022 - 11/26/2022	1.08	1.11
49	11/27/2022 - 12/03/2022	1.07	1.10
50	12/04/2022 - 12/10/2022	1.07	1.10
51	12/11/2022 - 12/17/2022	1.06	1.09
52	12/18/2022 - 12/24/2022	1.05	1.08
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.03	1.06
4	01/16/2022 - 01/22/2022	1.02	1.05
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.99	1.02
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	1.00	1.03
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.03	1.06
26	06/19/2022 - 06/25/2022	1.02	1.05
27	06/26/2022 - 07/02/2022	1.02	1.05
28	07/03/2022 - 07/09/2022	1.02	1.05
29	07/10/2022 - 07/16/2022	1.02	1.05
30	07/17/2022 - 07/23/2022	1.02	1.05
31	07/24/2022 - 07/30/2022	1.01	1.04
32	07/31/2022 - 08/06/2022	1.01	1.04
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.01	1.04
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.03	1.06
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	1.00	1.03
43	10/16/2022 - 10/22/2022	1.00	1.03
44	10/23/2022 - 10/29/2022	1.01	1.04
45	10/30/2022 - 11/05/2022	1.01	1.04
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.03	1.06

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.02	1.05
4	01/16/2022 - 01/22/2022	1.01	1.04
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.98	1.01
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.06	1.09
30	07/17/2022 - 07/23/2022	1.05	1.08
31	07/24/2022 - 07/30/2022	1.04	1.07
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.03	1.06
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.01	1.04
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.98	1.01
43	10/16/2022 - 10/22/2022	0.99	1.02
44	10/23/2022 - 10/29/2022	1.00	1.03
45	10/30/2022 - 11/05/2022	1.00	1.03
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.02	1.05

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.04	1.07
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.00	1.03
47	11/13/2022 - 11/19/2022	1.01	1.04
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.00	1.03
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.04	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.01
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.97	1.00
*12	03/13/2022 - 03/19/2022	0.97	1.00
*13	03/20/2022 - 03/26/2022	0.97	1.00
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	0.99	1.02
47	11/13/2022 - 11/19/2022	1.00	1.03
48	11/20/2022 - 11/26/2022	1.00	1.03
49	11/27/2022 - 12/03/2022	0.99	1.02
50	12/04/2022 - 12/10/2022	0.99	1.02
51	12/11/2022 - 12/17/2022	0.98	1.01
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.01	1.07
2	01/02/2022 - 01/08/2022	1.01	1.07
3	01/09/2022 - 01/15/2022	1.01	1.07
4	01/16/2022 - 01/22/2022	0.99	1.05
5	01/23/2022 - 01/29/2022	0.97	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.98
* 9	02/20/2022 - 02/26/2022	0.92	0.98
*10	02/27/2022 - 03/05/2022	0.93	0.99
*11	03/06/2022 - 03/12/2022	0.93	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.99
*13	03/20/2022 - 03/26/2022	0.93	0.99
*14	03/27/2022 - 04/02/2022	0.94	1.00
*15	04/03/2022 - 04/09/2022	0.94	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.00
*17	04/17/2022 - 04/23/2022	0.95	1.01
*18	04/24/2022 - 04/30/2022	0.96	1.02
19	05/01/2022 - 05/07/2022	0.97	1.03
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.04	1.11
24	06/05/2022 - 06/11/2022	1.07	1.14
25	06/12/2022 - 06/18/2022	1.10	1.17
26	06/19/2022 - 06/25/2022	1.09	1.16
27	06/26/2022 - 07/02/2022	1.09	1.16
28	07/03/2022 - 07/09/2022	1.08	1.15
29	07/10/2022 - 07/16/2022	1.08	1.15
30	07/17/2022 - 07/23/2022	1.08	1.15
31	07/24/2022 - 07/30/2022	1.07	1.14
32	07/31/2022 - 08/06/2022	1.07	1.14
33	08/07/2022 - 08/13/2022	1.06	1.13
34	08/14/2022 - 08/20/2022	1.06	1.13
35	08/21/2022 - 08/27/2022	1.11	1.18
36	08/28/2022 - 09/03/2022	1.16	1.23
37	09/04/2022 - 09/10/2022	1.20	1.28
38	09/11/2022 - 09/17/2022	1.25	1.33
39	09/18/2022 - 09/24/2022	1.19	1.27
40	09/25/2022 - 10/01/2022	1.13	1.20
41	10/02/2022 - 10/08/2022	1.07	1.14
42	10/09/2022 - 10/15/2022	1.01	1.07
43	10/16/2022 - 10/22/2022	1.01	1.07
44	10/23/2022 - 10/29/2022	1.01	1.07
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.01	1.07
47	11/13/2022 - 11/19/2022	1.01	1.07
48	11/20/2022 - 11/26/2022	1.01	1.07
49	11/27/2022 - 12/03/2022	1.01	1.07
50	12/04/2022 - 12/10/2022	1.01	1.07
51	12/11/2022 - 12/17/2022	1.01	1.07
52	12/18/2022 - 12/24/2022	1.01	1.07
53	12/25/2022 - 12/31/2022	1.01	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.07
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.99	1.03
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.00
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
*21	05/15/2022 - 05/21/2022	0.97	1.01
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	1.00	1.04
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.02	1.06
27	06/26/2022 - 07/02/2022	1.02	1.06
28	07/03/2022 - 07/09/2022	1.01	1.05
29	07/10/2022 - 07/16/2022	1.00	1.04
30	07/17/2022 - 07/23/2022	1.00	1.04
31	07/24/2022 - 07/30/2022	1.00	1.04
32	07/31/2022 - 08/06/2022	0.99	1.03
33	08/07/2022 - 08/13/2022	0.99	1.03
34	08/14/2022 - 08/20/2022	0.99	1.03
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.02	1.06
46	11/06/2022 - 11/12/2022	1.03	1.07
47	11/13/2022 - 11/19/2022	1.04	1.08
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.04	1.08
50	12/04/2022 - 12/10/2022	1.03	1.07
51	12/11/2022 - 12/17/2022	1.03	1.07
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

Turning Movement Counts

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	NE 3 Avenue Southbound						NE 4 Street Westbound						NE 3 Avenue Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	0	1	0	1	0	0	0	1	1	2	0	0	0	3	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	0	3	0	2	2	0	0	4	1	4	0	0	0	5	0	0	0	0	0	0	12
08:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
08:15 AM	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	5
08:45 AM	0	3	0	0	0	3	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	5
Total	0	13	0	0	0	13	0	0	2	0	0	2	1	3	0	0	0	4	1	0	0	0	0	1	20
*** BREAK ***																									
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	0	1	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	4	0	0	0	0	0	0	5
Total	0	2	0	0	0	2	0	3	1	0	0	4	3	5	0	0	0	8	0	0	0	0	0	0	14
05:00 PM	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	5
05:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	1	1	1	0	0	3	0	0	0	0	0	0	5
Total	0	3	1	0	0	4	1	4	1	0	0	6	1	3	1	0	0	5	0	0	0	0	0	0	15
Grand Total	0	21	1	0	0	22	1	9	6	0	0	16	6	15	1	0	0	22	1	0	0	0	0	1	61
Apprch %	0	95.5	4.5	0	0		6.2	56.2	37.5	0	0		27.3	68.2	4.5	0	0		100	0	0	0	0		
Total %	0	34.4	1.6	0	0	36.1	1.6	14.8	9.8	0	0	26.2	9.8	24.6	1.6	0	0	36.1	1.6	0	0	0	0	1.6	

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	NE 3 Avenue Southbound						NE 4 Street Westbound						NE 3 Avenue Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	2	63	6	2	0	73	3	16	5	5	0	29	5	65	4	0	1	75	6	7	4	1	0	18	195
07:15 AM	4	119	3	5	0	131	8	12	16	4	1	41	4	79	3	0	0	86	12	25	2	5	1	45	303
07:30 AM	3	128	7	3	0	141	5	18	15	3	0	41	6	58	2	1	1	68	14	17	4	3	0	38	288
07:45 AM	5	182	6	4	0	197	13	29	20	3	0	65	9	74	5	2	1	91	12	30	8	1	0	51	404
Total	14	492	22	14	0	542	29	75	56	15	1	176	24	276	14	3	3	320	44	79	18	10	1	152	1190
08:00 AM	7	150	5	4	0	166	7	27	16	5	0	55	10	90	6	1	0	107	15	28	5	0	1	49	377
08:15 AM	7	180	7	1	0	195	13	34	13	1	1	62	16	70	3	0	0	89	19	35	4	2	1	61	407
08:30 AM	3	152	8	2	0	165	5	43	33	4	1	86	7	92	4	1	2	106	21	45	7	2	0	75	432
08:45 AM	5	165	6	3	0	179	4	37	27	0	0	68	8	85	3	1	0	97	16	39	5	1	1	62	406
Total	22	647	26	10	0	705	29	141	89	10	2	271	41	337	16	3	2	399	71	147	21	5	3	247	1622
*** BREAK ***																									
04:00 PM	10	64	7	6	0	87	12	42	10	0	1	65	23	136	13	2	0	174	9	40	5	1	0	55	381
04:15 PM	8	77	9	3	0	97	5	41	18	5	1	70	27	177	14	0	0	218	9	29	7	2	0	47	432
04:30 PM	8	102	10	4	1	125	6	61	7	6	4	84	17	191	22	0	1	231	3	47	13	4	3	70	510
04:45 PM	4	71	4	3	1	83	15	51	10	0	5	81	25	188	17	1	0	231	9	32	4	4	0	49	444
Total	30	314	30	16	2	392	38	195	45	11	11	300	92	692	66	3	1	854	30	148	29	11	3	221	1767
05:00 PM	5	93	3	4	0	105	9	78	17	7	1	112	37	230	29	2	0	298	9	47	12	2	0	70	585
05:15 PM	11	112	10	6	0	139	11	59	19	4	3	96	30	191	32	1	0	254	6	33	17	9	1	66	555
05:30 PM	9	81	7	6	0	103	12	64	10	7	1	94	31	164	18	2	0	215	4	37	8	12	3	64	476
05:45 PM	9	80	11	7	0	107	16	54	10	6	4	90	23	144	11	2	0	180	10	51	8	7	5	81	458
Total	34	366	31	23	0	454	48	255	56	24	9	392	121	729	90	7	0	947	29	168	45	30	9	281	2074
Grand Total	100	1819	109	63	2	2093	144	666	246	60	23	1139	278	2034	186	16	6	2520	174	542	113	56	16	901	6653
Apprch %	4.8	86.9	5.2	3	0.1		12.6	58.5	21.6	5.3	2		11	80.7	7.4	0.6	0.2		19.3	60.2	12.5	6.2	1.8		
Total %	1.5	27.3	1.6	0.9	0	31.5	2.2	10	3.7	0.9	0.3	17.1	4.2	30.6	2.8	0.2	0.1	37.9	2.6	8.1	1.7	0.8	0.2	13.5	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NE 3 Avenue Southbound						NE 4 Street Westbound						NE 3 Avenue Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	2	65	6	2	0	75	3	16	5	5	0	29	5	66	4	0	1	76	6	7	4	1	0	18	198
07:15 AM	4	119	3	5	0	131	8	13	18	4	1	44	4	79	3	0	0	86	12	25	2	5	1	45	306
07:30 AM	3	129	7	3	0	142	5	19	15	3	0	42	7	60	2	1	1	71	14	17	4	3	0	38	293
07:45 AM	5	182	6	4	0	197	13	29	20	3	0	65	9	75	5	2	1	92	12	30	8	1	0	51	405
Total	14	495	22	14	0	545	29	77	58	15	1	180	25	280	14	3	3	325	44	79	18	10	1	152	1202
08:00 AM	7	153	5	4	0	169	7	27	16	5	0	55	10	90	6	1	0	107	16	28	5	0	1	50	381
08:15 AM	7	185	7	1	0	200	13	34	14	1	1	63	16	70	3	0	0	89	19	35	4	2	1	61	413
08:30 AM	3	154	8	2	0	167	5	43	33	4	1	86	8	94	4	1	2	109	21	45	7	2	0	75	437
08:45 AM	5	168	6	3	0	182	4	37	28	0	0	69	8	86	3	1	0	98	16	39	5	1	1	62	411
Total	22	660	26	10	0	718	29	141	91	10	2	273	42	340	16	3	2	403	72	147	21	5	3	248	1642
*** BREAK ***																									
04:00 PM	10	65	7	6	0	88	12	42	10	0	1	65	24	136	13	2	0	175	9	40	5	1	0	55	383
04:15 PM	8	77	9	3	0	97	5	42	18	5	1	71	28	178	14	0	0	220	9	29	7	2	0	47	435
04:30 PM	8	103	10	4	1	126	6	62	8	6	4	86	17	192	22	0	1	232	3	47	13	4	3	70	514
04:45 PM	4	71	4	3	1	83	15	52	10	0	5	82	26	191	17	1	0	235	9	32	4	4	0	49	449
Total	30	316	30	16	2	394	38	198	46	11	11	304	95	697	66	3	1	862	30	148	29	11	3	221	1781
05:00 PM	5	94	3	4	0	106	10	79	17	7	1	114	37	230	29	2	0	298	9	47	12	2	0	70	588
05:15 PM	11	112	11	6	0	140	11	60	20	4	3	98	30	193	32	1	0	256	6	33	17	9	1	66	560
05:30 PM	9	82	7	6	0	104	12	65	10	7	1	95	31	164	18	2	0	215	4	37	8	12	3	64	478
05:45 PM	9	81	11	7	0	108	16	55	10	6	4	91	24	145	12	2	0	183	10	51	8	7	5	81	463
Total	34	369	32	23	0	458	49	259	57	24	9	398	122	732	91	7	0	952	29	168	45	30	9	281	2089
Grand Total	100	1840	110	63	2	2115	145	675	252	60	23	1155	284	2049	187	16	6	2542	175	542	113	56	16	902	6714
Apprch %	4.7	87	5.2	3	0.1		12.6	58.4	21.8	5.2	2		11.2	80.6	7.4	0.6	0.2		19.4	60.1	12.5	6.2	1.8		
Total %	1.5	27.4	1.6	0.9	0	31.5	2.2	10.1	3.8	0.9	0.3	17.2	4.2	30.5	2.8	0.2	0.1	37.9	2.6	8.1	1.7	0.8	0.2	13.4	
Passenger Cars	100	1819	109	63	2	2093	144	666	246	60	23	1139	278	2034	186	16	6	2520	174	542	113	56	16	901	6653
% Passenger Cars	100	98.9	99.1	100	100	99	99.3	98.7	97.6	100	100	98.6	97.9	99.3	99.5	100	100	99.1	99.4	100	100	100	100	99.9	99.1
Heavy Vehicles	0	21	1	0	0	22	1	9	6	0	0	16	6	15	1	0	0	22	1	0	0	0	0	1	61
% Heavy Vehicles	0	1.1	0.9	0	0	1	0.7	1.3	2.4	0	0	1.4	2.1	0.7	0.5	0	0	0.9	0.6	0	0	0	0	0.1	0.9

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

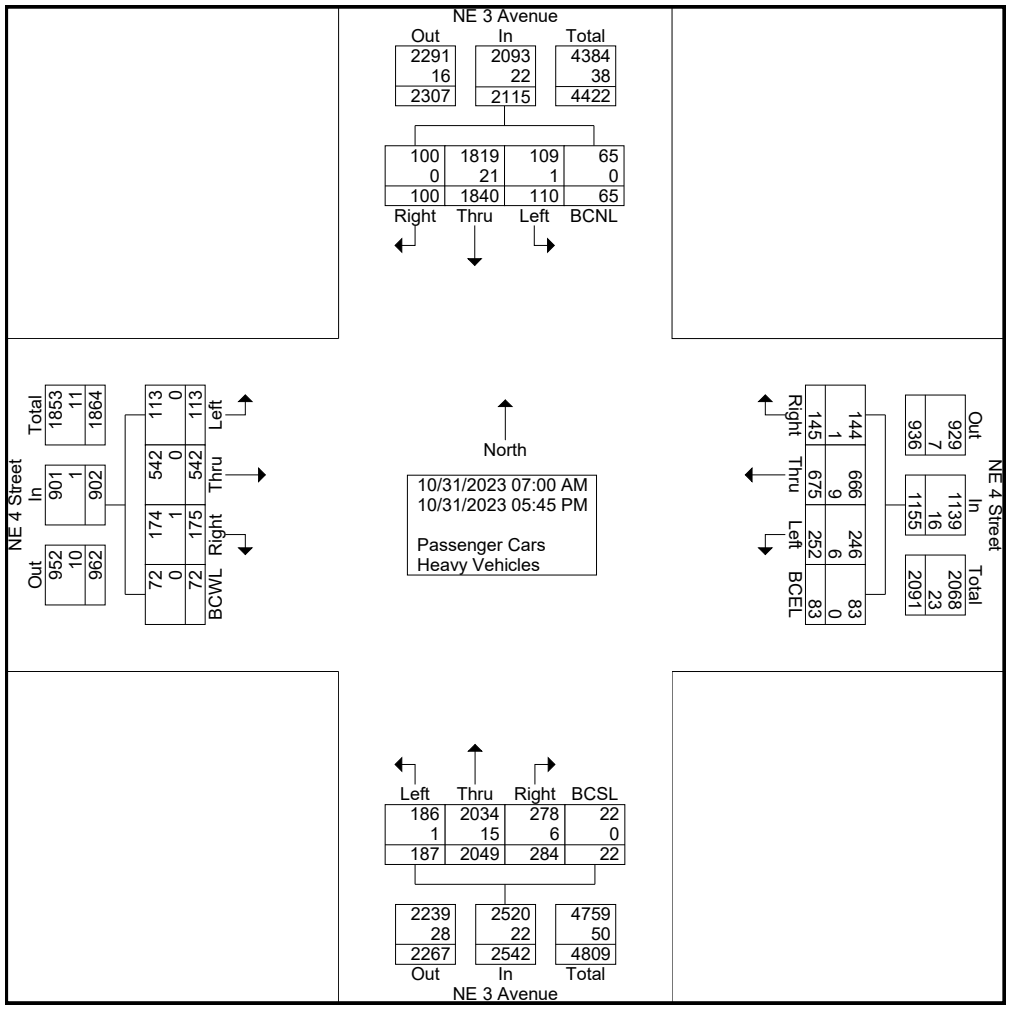
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 2

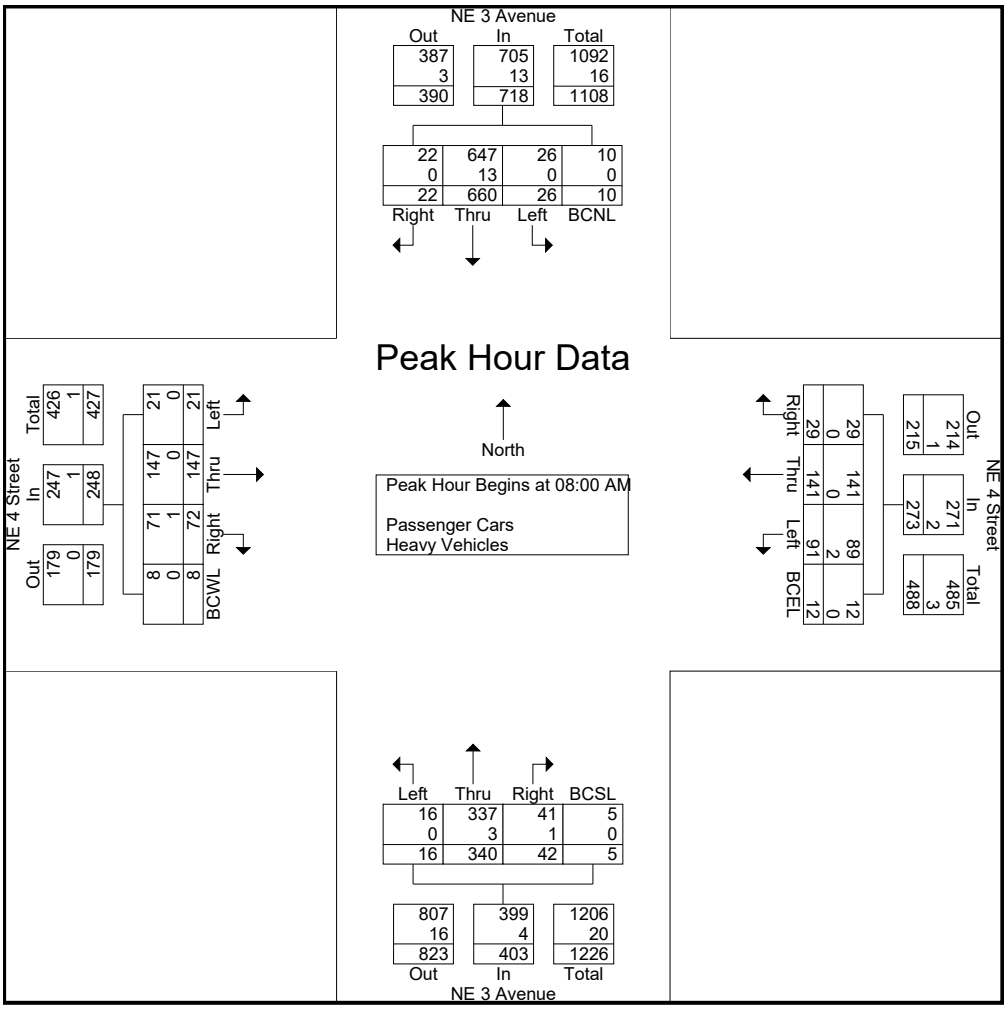


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 3

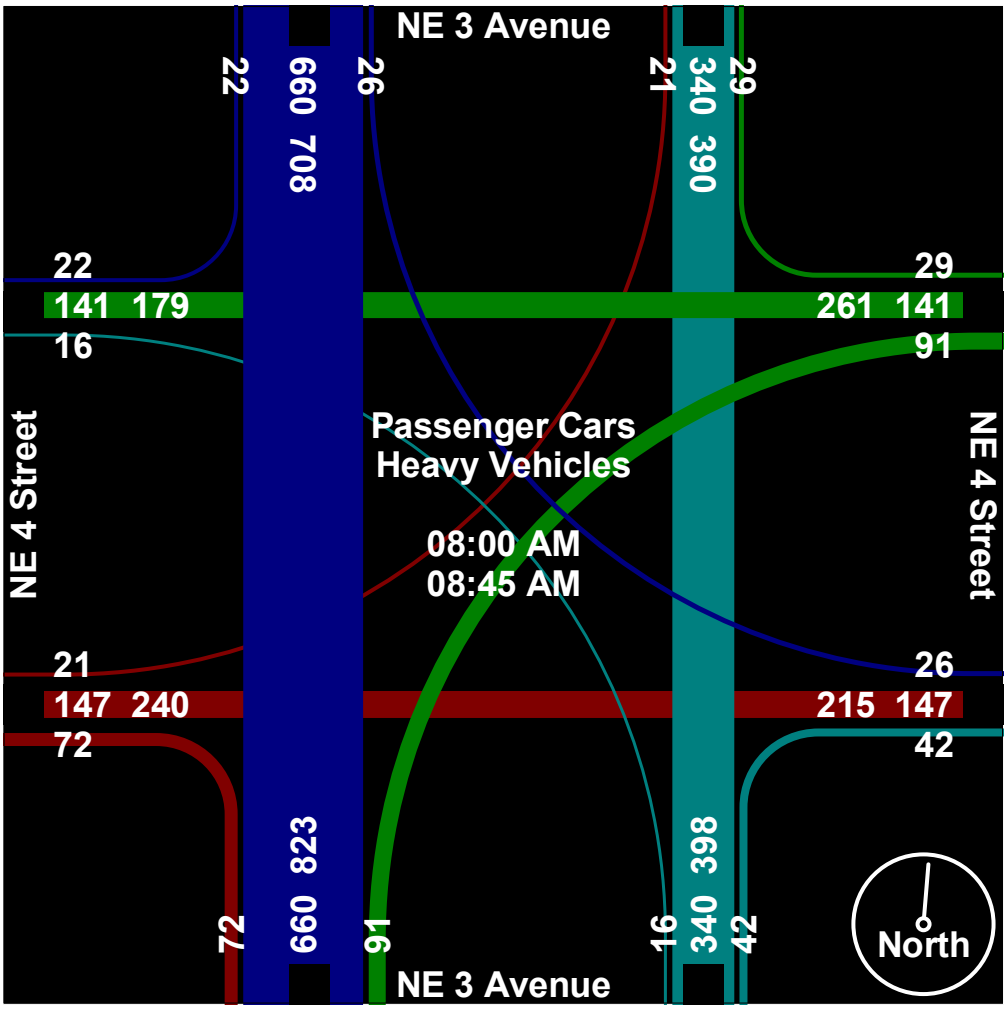
	NE 3 Avenue Southbound						NE 4 Street Westbound						NE 3 Avenue Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	**7**	153	5	**4**	0	169	7	27	16	**5**	0	55	10	90	**6**	**1**	0	107	16	28	5	0	**1**	50	381
08:15 AM	7	**185**	7	1	0	**200**	**13**	34	14	1	**1**	63	**16**	70	3	0	0	89	19	35	4	**2**	1	61	413
08:30 AM	3	154	**8**	2	0	167	5	**43**	**33**	4	1	**86**	8	**94**	4	1	**2**	**109**	**21**	**45**	**7**	2	0	**75**	**437**
08:45 AM	5	168	6	3	0	182	4	37	28	0	0	69	8	86	3	1	0	98	16	39	5	1	1	62	411
Total Volume	22	660	26	10	0	718	29	141	91	10	2	273	42	340	16	3	2	403	72	147	21	5	3	248	1642
% App. Total	3.1	91.9	3.6	1.4	0		10.6	51.6	33.3	3.7	0.7		10.4	84.4	4	0.7	0.5		29	59.3	8.5	2	1.2		
PHF	.786	.892	.813	.625	.000	.898	.558	.820	.689	.500	.500	.794	.656	.904	.667	.750	.250	.924	.857	.817	.750	.625	.750	.827	.939
Passenger Cars	22	647	26	10	0	705	29	141	89	10	2	271	41	337	16	3	2	399	71	147	21	5	3	247	1622
% Passenger Cars	100	98.0	100	100	0	98.2	100	100	97.8	100	100	99.3	97.6	99.1	100	100	100	99.0	98.6	100	100	100	100	99.6	98.8
Heavy Vehicles	0	13	0	0	0	13	0	0	2	0	0	2	1	3	0	0	0	4	1	0	0	0	0	1	20
% Heavy Vehicles	0	2.0	0	0	0	1.8	0	0	2.2	0	0	0.7	2.4	0.9	0	0	0	1.0	1.4	0	0	0	0	0.4	1.2



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 4

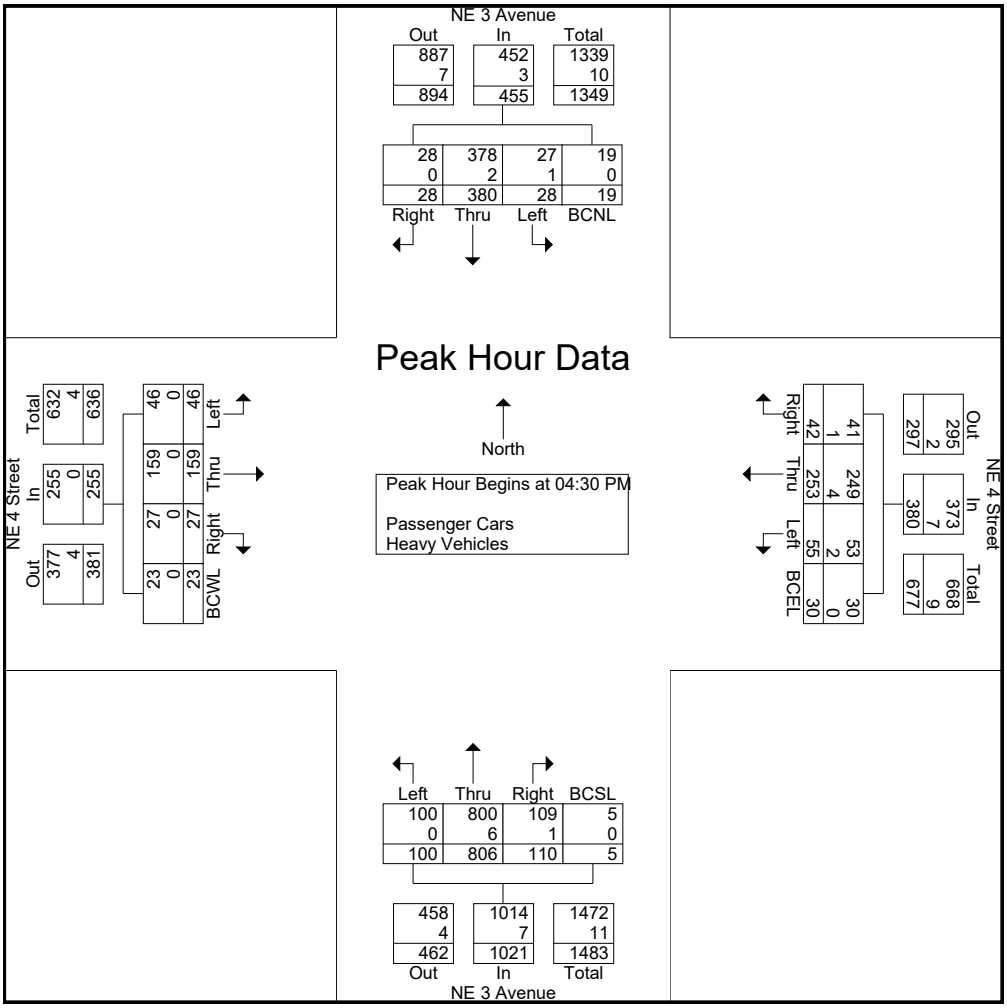


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 5

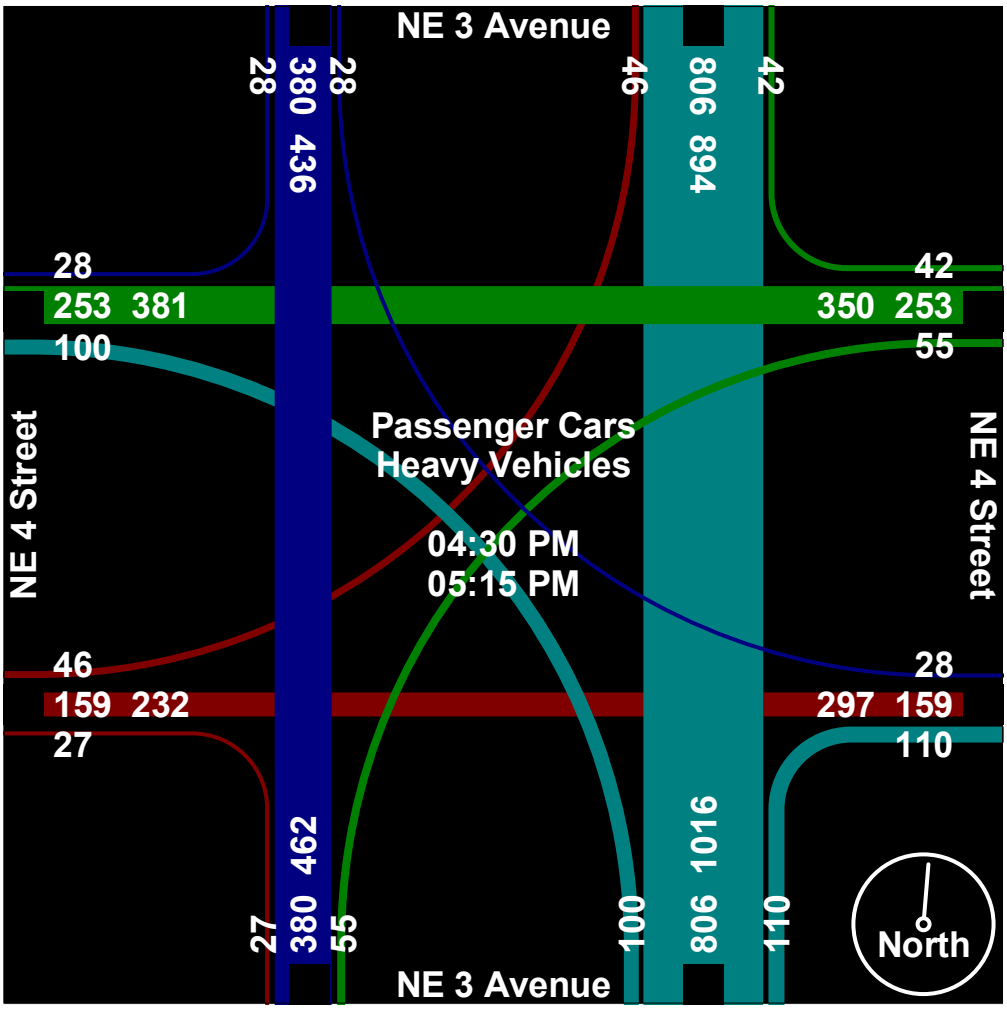
	NE 3 Avenue Southbound						NE 4 Street Westbound						NE 3 Avenue Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	8	103	10	4	**1**	126	6	62	8	6	4	86	17	192	22	0	**1**	232	3	**47**	13	4	**3**	**70**	514
04:45 PM	4	71	4	3	1	83	**15**	52	10	0	**5**	82	26	191	17	1	0	235	**9**	32	4	4	0	49	449
05:00 PM	5	94	3	4	0	106	10	**79**	17	**7**	1	**114**	**37**	**230**	29	**2**	0	**298**	9	47	12	2	0	70	**588**
05:15 PM	**11**	**112**	**11**	**6**	0	**140**	11	60	**20**	4	3	98	30	193	**32**	1	0	256	6	33	**17**	**9**	1	66	560
Total Volume	28	380	28	17	2	455	42	253	55	17	13	380	110	806	100	4	1	1021	27	159	46	19	4	255	2111
% App. Total	6.2	83.5	6.2	3.7	0.4		11.1	66.6	14.5	4.5	3.4		10.8	78.9	9.8	0.4	0.1		10.6	62.4	18	7.5	1.6		
PHF	.636	.848	.636	.708	.500	.813	.700	.801	.688	.607	.650	.833	.743	.876	.781	.500	.250	.857	.750	.846	.676	.528	.333	.911	.898
Passenger Cars	28	378	27	17	2	452	41	249	53	17	13	373	109	800	100	4	1	1014	27	159	46	19	4	255	2094
% Passenger Cars	100	99.5	96.4	100	100	99.3	97.6	98.4	96.4	100	100	98.2	99.1	99.3	100	100	100	99.3	100	100	100	100	100	100	99.2
Heavy Vehicles	0	2	1	0	0	3	1	4	2	0	0	7	1	6	0	0	0	7	0	0	0	0	0	0	17
% Heavy Vehicles	0	0.5	3.6	0	0	0.7	2.4	1.6	3.6	0	0	1.8	0.9	0.7	0	0	0	0.7	0	0	0	0	0	0	0.8



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 4th Street

File Name : NE 3 Ave at NE 4 St
Site Code : 00400301
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	NE 3 Avenue Southbound						NE 6 Street Westbound						NE 3 Avenue Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	6
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	2	1	0	0	3	5
07:30 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	6
07:45 AM	0	2	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	0	1	1	0	0	2	6
Total	0	5	3	0	0	8	0	2	0	0	0	2	1	4	1	0	0	6	0	4	3	0	0	7	23
08:00 AM	0	3	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	0	5	0	0	0	5	10
08:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	2	1	0	0	3	11
08:30 AM	0	4	0	0	0	4	0	1	0	0	0	1	0	3	0	0	0	3	0	3	1	0	0	4	12
08:45 AM	0	1	0	0	0	1	0	2	0	0	0	2	0	3	0	0	0	3	1	1	0	0	0	2	8
Total	0	14	0	0	0	14	0	4	0	0	0	4	0	9	0	0	0	9	1	11	2	0	0	14	41
*** BREAK ***																									
04:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	1	0	0	3	5
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	6
Total	0	3	0	0	0	3	0	1	0	0	0	1	0	3	4	0	0	7	1	2	1	0	0	4	15
05:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	0	1	1	3	0	0	0	4	0	2	1	0	0	3	1	0	0	0	0	1	9
05:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	1	3	1	0	0	5	0	2	1	0	0	3	1	0	0	0	0	1	13
Grand Total	0	26	3	0	0	29	1	10	1	0	0	12	1	18	6	0	0	25	3	17	6	0	0	26	92
Apprch %	0	89.7	10.3	0	0		8.3	83.3	8.3	0	0		4	72	24	0	0		11.5	65.4	23.1	0	0		
Total %	0	28.3	3.3	0	0	31.5	1.1	10.9	1.1	0	0	13	1.1	19.6	6.5	0	0	27.2	3.3	18.5	6.5	0	0	28.3	

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	NE 3 Avenue Southbound						NE 6 Street Westbound						NE 3 Avenue Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	7	48	3	3	0	61	9	18	3	2	0	32	10	53	8	6	0	77	14	28	2	3	0	47	217
07:15 AM	6	93	6	0	0	105	10	46	12	4	0	72	10	76	5	6	1	98	14	43	11	2	0	70	345
07:30 AM	14	106	8	0	0	128	17	47	6	0	0	70	7	62	12	7	0	88	24	53	8	1	0	86	372
07:45 AM	7	141	8	0	2	158	5	51	11	0	0	67	10	77	17	5	0	109	39	50	7	2	0	98	432
Total	34	388	25	3	2	452	41	162	32	6	0	241	37	268	42	24	1	372	91	174	28	8	0	301	1366
08:00 AM	7	104	7	0	0	118	11	66	6	0	1	84	6	79	18	5	1	109	40	55	12	1	2	110	421
08:15 AM	10	137	7	0	0	154	9	65	5	0	1	80	7	58	18	6	0	89	40	70	23	0	0	133	456
08:30 AM	11	99	6	2	0	118	5	71	11	2	0	89	9	81	16	1	1	108	44	71	14	0	1	130	445
08:45 AM	17	141	17	1	0	176	13	57	10	0	0	80	10	94	17	1	0	122	40	88	14	0	0	142	520
Total	45	481	37	3	0	566	38	259	32	2	2	333	32	312	69	13	2	428	164	284	63	1	3	515	1842
*** BREAK ***																									
04:00 PM	19	63	4	0	0	86	10	90	12	2	0	114	12	119	35	4	1	171	5	61	6	1	0	73	444
04:15 PM	19	66	9	0	0	94	11	73	7	1	2	94	12	123	40	6	2	183	8	59	12	2	0	81	452
04:30 PM	16	85	4	0	2	107	8	69	11	0	0	88	20	140	28	3	0	191	12	66	9	2	0	89	475
04:45 PM	11	73	11	0	1	96	9	74	9	0	1	93	14	155	57	5	2	233	7	74	10	3	0	94	516
Total	65	287	28	0	3	383	38	306	39	3	3	389	58	537	160	18	5	778	32	260	37	8	0	337	1887
05:00 PM	16	72	9	0	0	97	9	86	12	0	0	107	27	172	61	6	2	268	14	72	11	0	0	97	569
05:15 PM	15	103	8	2	0	128	11	93	12	1	0	117	20	149	31	7	3	210	10	82	12	0	2	106	561
05:30 PM	16	74	9	1	0	100	12	91	9	1	1	114	20	138	29	6	1	194	15	69	12	2	0	98	506
05:45 PM	10	81	15	0	0	106	5	71	8	2	0	86	19	122	30	7	3	181	19	75	11	0	2	107	480
Total	57	330	41	3	0	431	37	341	41	4	1	424	86	581	151	26	9	853	58	298	46	2	4	408	2116
Grand Total	201	1486	131	9	5	1832	154	1068	144	15	6	1387	213	1698	422	81	17	2431	345	1016	174	19	7	1561	7211
Apprch %	11	81.1	7.2	0.5	0.3		11.1	77	10.4	1.1	0.4		8.8	69.8	17.4	3.3	0.7		22.1	65.1	11.1	1.2	0.4		
Total %	2.8	20.6	1.8	0.1	0.1	25.4	2.1	14.8	2	0.2	0.1	19.2	3	23.5	5.9	1.1	0.2	33.7	4.8	14.1	2.4	0.3	0.1	21.6	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg
PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg
PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

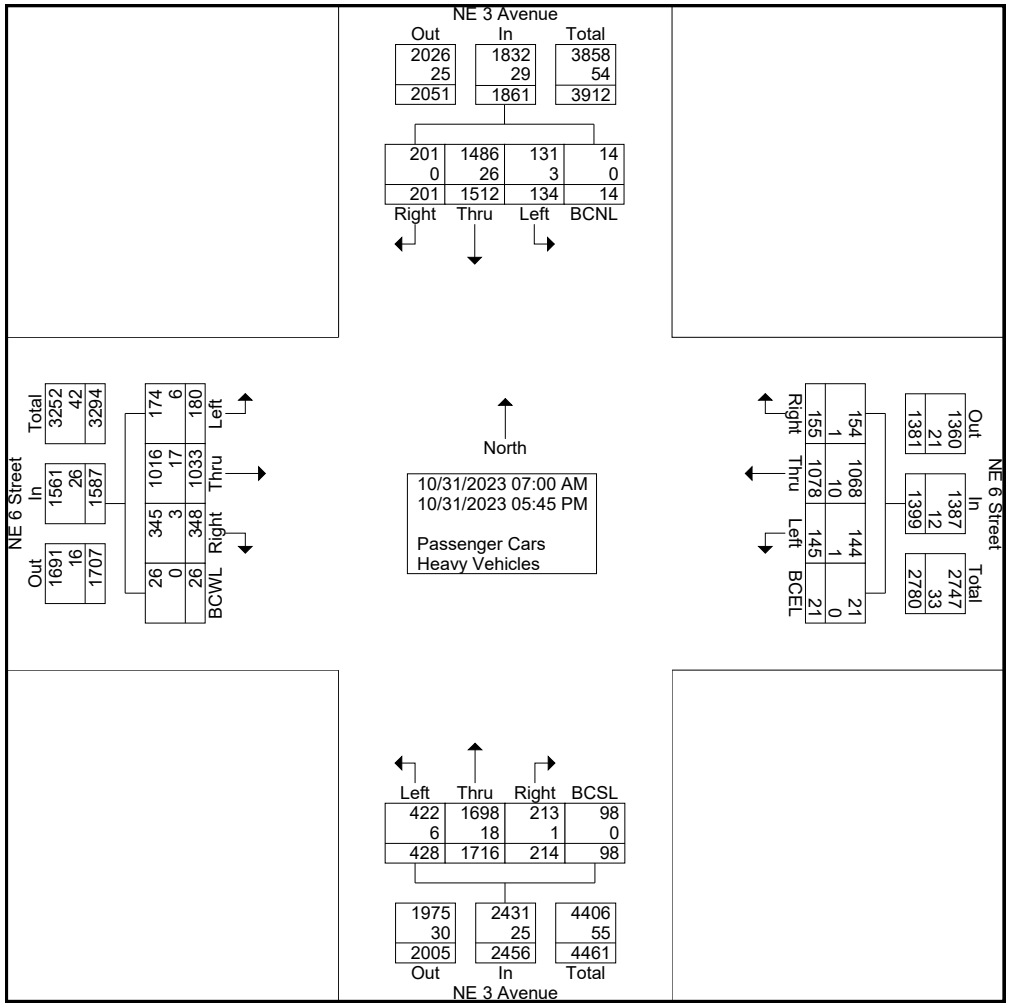
	NE 3 Avenue Southbound						NE 6 Street Westbound						NE 3 Avenue Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	7	50	4	3	0	64	9	18	3	2	0	32	10	55	8	6	0	79	14	29	2	3	0	48	223
07:15 AM	6	93	6	0	0	105	10	47	12	4	0	73	11	76	5	6	1	99	14	45	12	2	0	73	350
07:30 AM	14	107	10	0	0	131	17	47	6	0	0	70	7	63	13	7	0	90	24	53	9	1	0	87	378
07:45 AM	7	143	8	0	2	160	5	52	11	0	0	68	10	78	17	5	0	110	39	51	8	2	0	100	438
Total	34	393	28	3	2	460	41	164	32	6	0	243	38	272	43	24	1	378	91	178	31	8	0	308	1389
08:00 AM	7	107	7	0	0	121	11	67	6	0	1	85	6	80	18	5	1	110	40	60	12	1	2	115	431
08:15 AM	10	143	7	0	0	160	9	65	5	0	1	80	7	60	18	6	0	91	40	72	24	0	0	136	467
08:30 AM	11	103	6	2	0	122	5	72	11	2	0	90	9	84	16	1	1	111	44	74	15	0	1	134	457
08:45 AM	17	142	17	1	0	177	13	59	10	0	0	82	10	97	17	1	0	125	41	89	14	0	0	144	528
Total	45	495	37	3	0	580	38	263	32	2	2	337	32	321	69	13	2	437	165	295	65	1	3	529	1883
*** BREAK ***																									
04:00 PM	19	64	4	0	0	87	10	90	12	2	0	114	12	119	35	4	1	171	5	62	6	1	0	74	446
04:15 PM	19	66	9	0	0	94	11	73	7	1	2	94	12	124	41	6	2	185	9	60	13	2	0	84	457
04:30 PM	16	85	4	0	2	107	8	70	11	0	0	89	20	140	29	3	0	192	12	66	9	2	0	89	477
04:45 PM	11	75	11	0	1	98	9	74	9	0	1	93	14	157	59	5	2	237	7	74	10	3	0	94	522
Total	65	290	28	0	3	386	38	307	39	3	3	390	58	540	164	18	5	785	33	262	38	8	0	341	1902
05:00 PM	16	73	9	0	0	98	9	86	13	0	0	108	27	172	61	6	2	268	14	72	11	0	0	97	571
05:15 PM	15	104	8	2	0	129	12	96	12	1	0	121	20	151	32	7	3	213	11	82	12	0	2	107	570
05:30 PM	16	75	9	1	0	101	12	91	9	1	1	114	20	138	29	6	1	194	15	69	12	2	0	98	507
05:45 PM	10	82	15	0	0	107	5	71	8	2	0	86	19	122	30	7	3	181	19	75	11	0	2	107	481
Total	57	334	41	3	0	435	38	344	42	4	1	429	86	583	152	26	9	856	59	298	46	2	4	409	2129
Grand Total	201	1512	134	9	5	1861	155	1078	145	15	6	1399	214	1716	428	81	17	2456	348	1033	180	19	7	1587	7303
Apprch %	10.8	81.2	7.2	0.5	0.3		11.1	77.1	10.4	1.1	0.4		8.7	69.9	17.4	3.3	0.7		21.9	65.1	11.3	1.2	0.4		
Total %	2.8	20.7	1.8	0.1	0.1	25.5	2.1	14.8	2	0.2	0.1	19.2	2.9	23.5	5.9	1.1	0.2	33.6	4.8	14.1	2.5	0.3	0.1	21.7	
Passenger Cars	201	1486	131	9	5	1832	154	1068	144	15	6	1387	213	1698	422	81	17	2431	345	1016	174	19	7	1561	7211
% Passenger Cars	100	98.3	97.8	100	100	98.4	99.4	99.1	99.3	100	100	99.1	99.5	99	98.6	100	100	99	99.1	98.4	96.7	100	100	98.4	98.7
Heavy Vehicles	0	26	3	0	0	29	1	10	1	0	0	12	1	18	6	0	0	25	3	17	6	0	0	26	92
% Heavy Vehicles	0	1.7	2.2	0	0	1.6	0.6	0.9	0.7	0	0	0.9	0.5	1	1.4	0	0	1	0.9	1.6	3.3	0	0	1.6	1.3

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg
PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg
PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 2

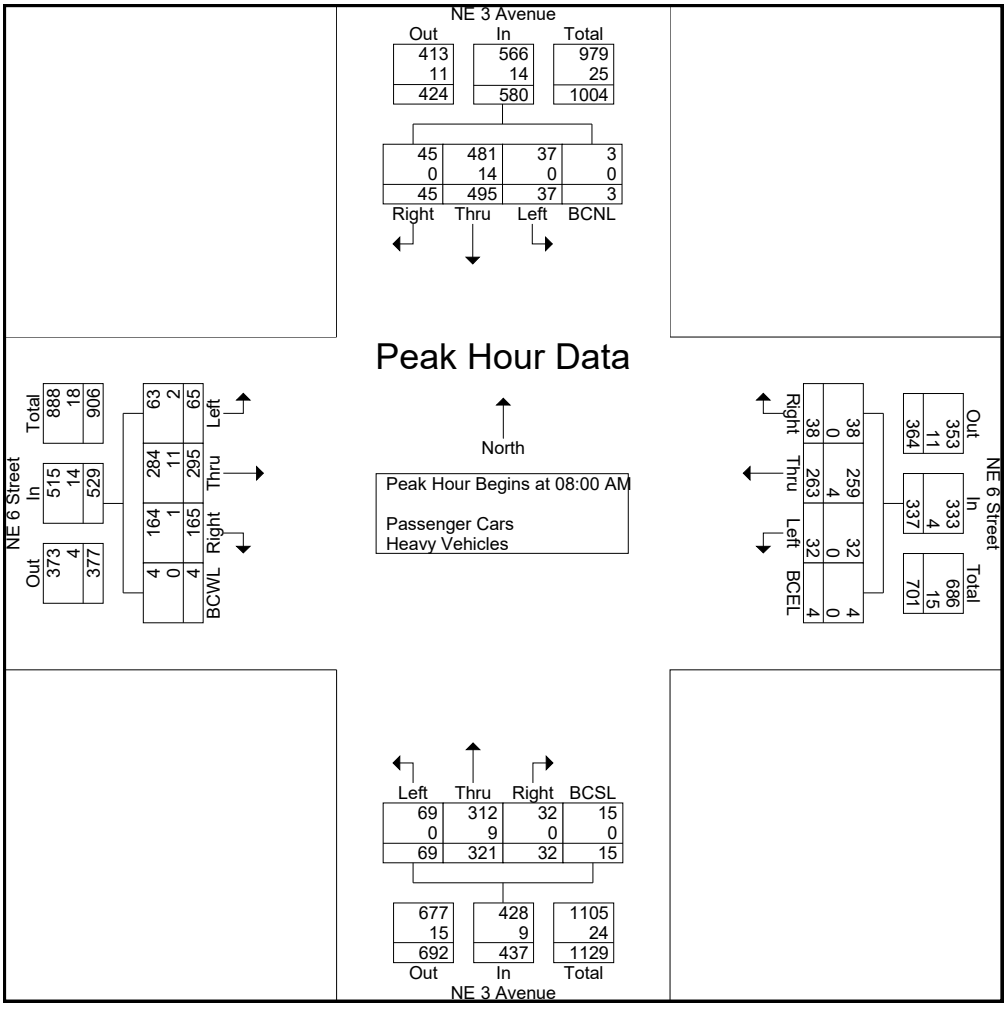


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 3

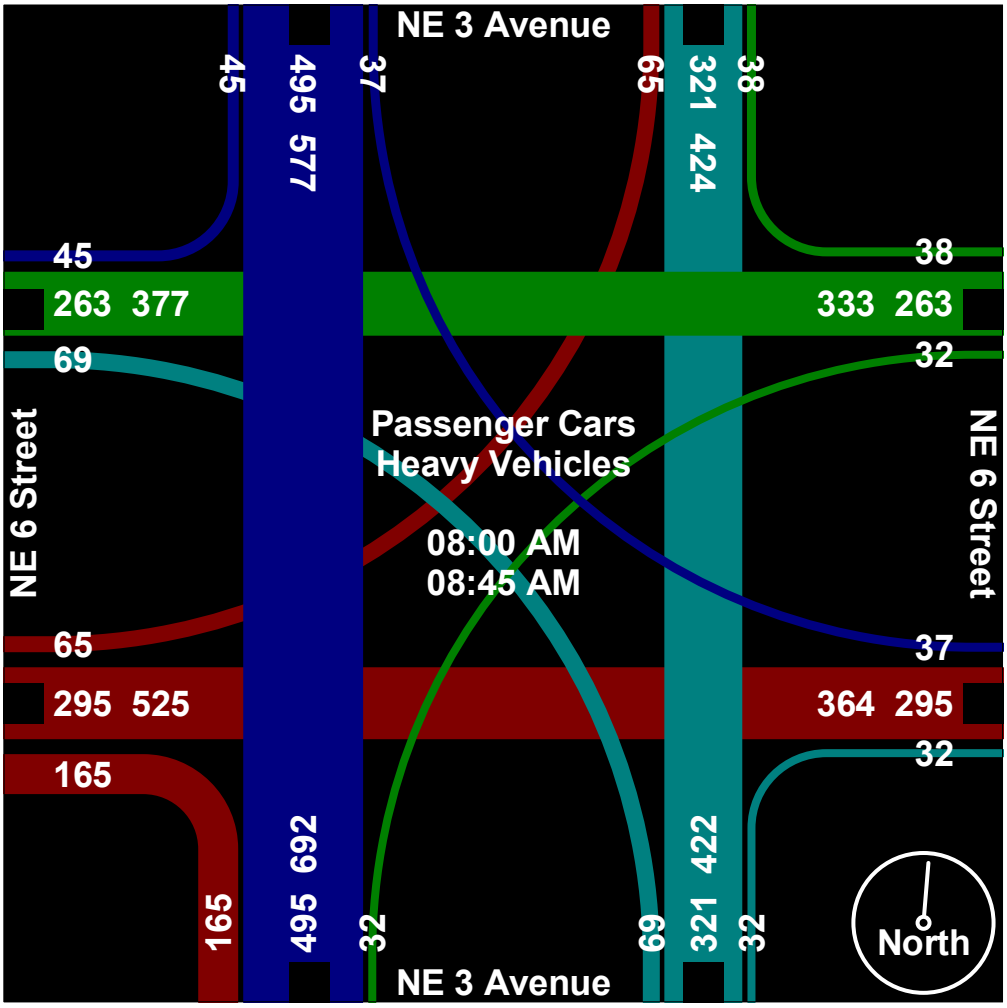
	NE 3 Avenue Southbound						NE 6 Street Westbound						NE 3 Avenue Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	7	107	7	0	0	121	11	67	6	0	**1**	85	6	80	**18**	5	**1**	110	40	60	12	**1**	**2**	115	431
08:15 AM	10	**143**	7	0	0	160	9	65	5	0	1	80	7	60	18	**6**	0	91	40	72	**24**	0	0	136	467
08:30 AM	11	103	6	**2**	0	122	5	**72**	**11**	**2**	0	**90**	9	84	16	1	1	111	**44**	74	15	0	1	134	457
08:45 AM	**17**	142	**17**	1	0	**177**	**13**	59	10	0	0	82	**10**	**97**	17	1	0	**125**	41	**89**	14	0	0	**144**	**528**
Total Volume	45	495	37	3	0	580	38	263	32	2	2	337	32	321	69	13	2	437	165	295	65	1	3	529	1883
% App. Total	7.8	85.3	6.4	0.5	0		11.3	78	9.5	0.6	0.6		7.3	73.5	15.8	3	0.5		31.2	55.8	12.3	0.2	0.6		
PHF	.662	.865	.544	.375	.000	.819	.731	.913	.727	.250	.500	.936	.800	.827	.958	.542	.500	.874	.938	.829	.677	.250	.375	.918	.892
Passenger Cars	45	481	37	3	0	566	38	259	32	2	2	333	32	312	69	13	2	428	164	284	63	1	3	515	1842
% Passenger Cars	100	97.2	100	100	0	97.6	100	98.5	100	100	100	98.8	100	97.2	100	100	100	97.9	99.4	96.3	96.9	100	100	97.4	97.8
Heavy Vehicles	0	14	0	0	0	14	0	4	0	0	0	4	0	9	0	0	0	9	1	11	2	0	0	14	41
% Heavy Vehicles	0	2.8	0	0	0	2.4	0	1.5	0	0	0	1.2	0	2.8	0	0	0	2.1	0.6	3.7	3.1	0	0	2.6	2.2



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 4

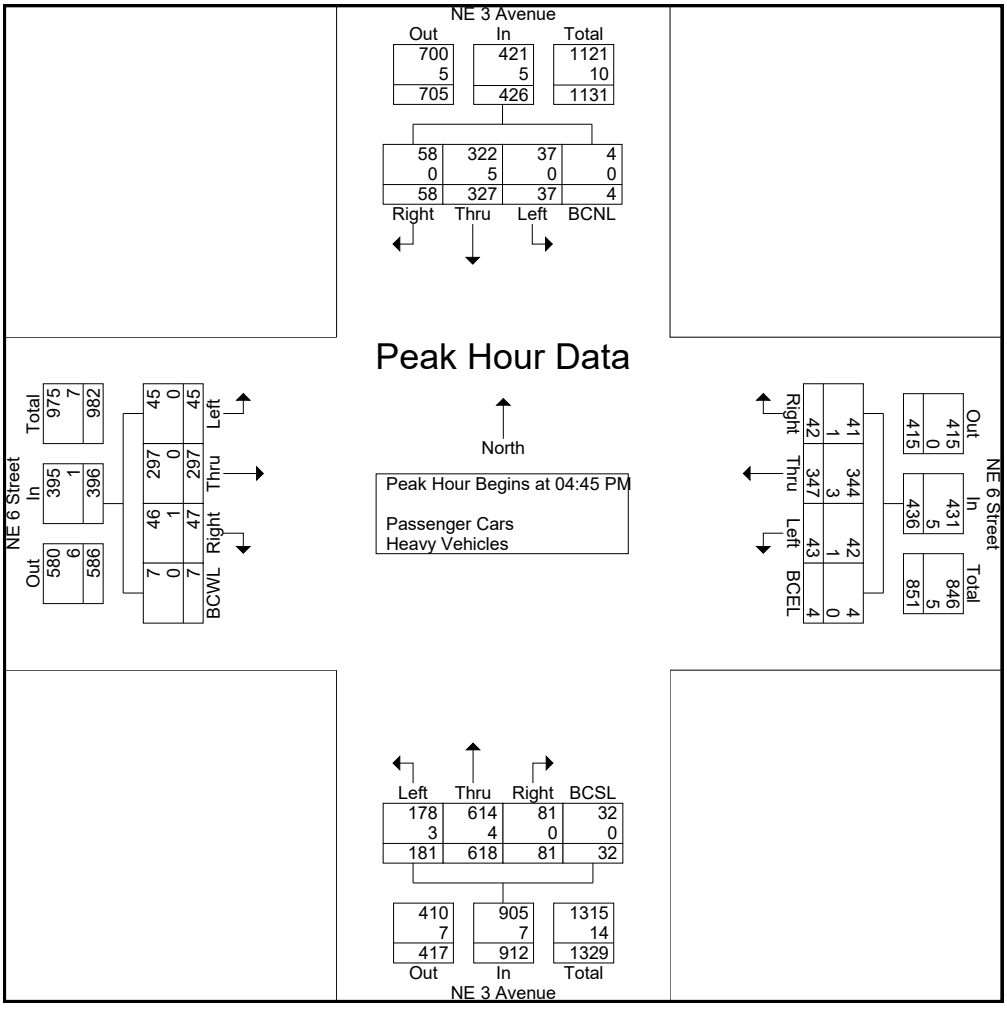


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 5

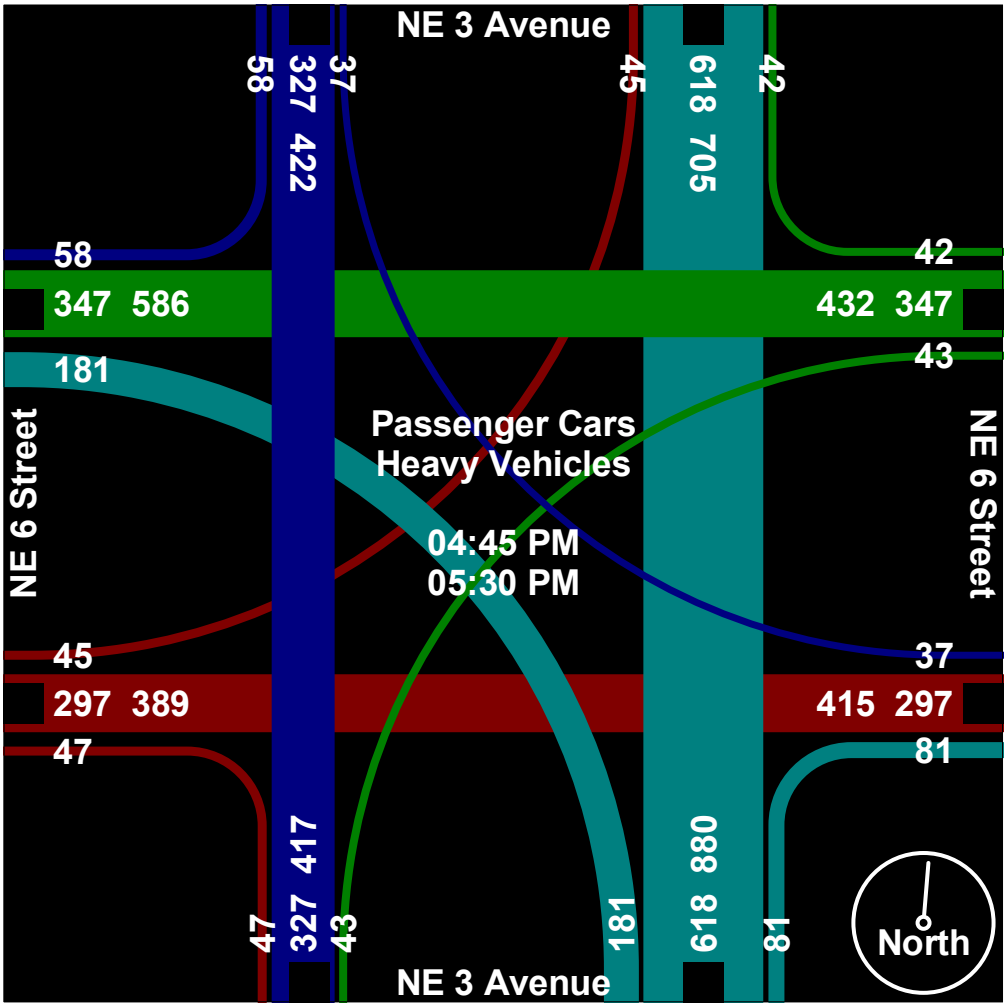
	NE 3 Avenue Southbound						NE 6 Street Westbound						NE 3 Avenue Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	11	75	**11**	0	**1**	98	9	74	9	0	**1**	93	14	157	59	5	2	237	7	74	10	**3**	0	94	522
05:00 PM	**16**	73	9	0	0	98	9	86	**13**	0	0	108	**27**	**172**	**61**	6	2	**268**	14	72	11	0	0	97	**571**
05:15 PM	15	**104**	8	**2**	0	**129**	**12**	**96**	12	**1**	0	**121**	20	151	32	**7**	**3**	213	11	**82**	**12**	0	**2**	**107**	570
05:30 PM	16	75	9	1	0	101	12	91	9	1	1	114	20	138	29	6	1	194	**15**	69	12	2	0	98	507
Total Volume	58	327	37	3	1	426	42	347	43	2	2	436	81	618	181	24	8	912	47	297	45	5	2	396	2170
% App. Total	13.6	76.8	8.7	0.7	0.2		9.6	79.6	9.9	0.5	0.5		8.9	67.8	19.8	2.6	0.9		11.9	75	11.4	1.3	0.5		
PHF	.906	.786	.841	.375	.250	.826	.875	.904	.827	.500	.500	.901	.750	.898	.742	.857	.667	.851	.783	.905	.938	.417	.250	.925	.950
Passenger Cars	58	322	37	3	1	421	41	344	42	2	2	431	81	614	178	24	8	905	46	297	45	5	2	395	2152
% Passenger Cars	100	98.5	100	100	100	98.8	97.6	99.1	97.7	100	100	98.9	100	99.4	98.3	100	100	99.2	97.9	100	100	100	100	99.7	99.2
Heavy Vehicles	0	5	0	0	0	5	1	3	1	0	0	5	0	4	3	0	0	7	1	0	0	0	0	1	18
% Heavy Vehicles	0	1.5	0	0	0	1.2	2.4	0.9	2.3	0	0	1.1	0	0.6	1.7	0	0	0.8	2.1	0	0	0	0	0.3	0.8



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 6th Street

File Name : NE 3 Ave at NE 6 St
Site Code : 00600302
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	US 1/Federal Highway Southbound						NE 4 Street Westbound						US 1/Federal Highway Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	6	0	0	0	6	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	10
07:15 AM	2	7	1	0	0	10	0	0	1	0	0	1	0	2	0	0	0	2	0	2	0	0	0	2	15
07:30 AM	0	4	1	0	0	5	0	0	2	0	0	2	0	5	1	0	0	6	0	0	1	0	0	1	14
07:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	6
Total	2	19	2	0	0	23	2	0	3	0	0	5	0	13	1	0	0	14	0	2	1	0	0	3	45
08:00 AM	0	4	0	0	0	4	0	1	0	0	0	1	0	4	0	0	0	4	0	0	1	0	0	1	10
08:15 AM	1	6	0	0	0	7	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	11
08:30 AM	0	6	1	0	0	7	0	1	0	0	0	1	0	6	0	0	0	6	0	0	1	0	0	1	15
08:45 AM	1	7	0	0	0	8	1	1	0	0	0	2	0	6	0	0	0	6	0	0	0	0	0	0	16
Total	2	23	1	0	0	26	3	3	0	0	0	6	0	18	0	0	0	18	0	0	2	0	0	2	52
*** BREAK ***																									
04:00 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	11
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
04:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	1	0	1	0	0	2	9
04:45 PM	0	6	0	0	0	6	0	1	0	0	0	1	0	5	0	0	0	5	0	1	0	0	0	1	13
Total	0	19	0	0	0	19	0	2	0	0	0	2	1	7	3	0	0	11	2	1	1	0	0	4	36
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
05:15 PM	1	2	0	0	0	3	0	1	1	0	0	2	0	5	0	0	0	5	0	1	1	0	0	2	12
05:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	6
05:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	3	1	0	0	0	0	1	6
Total	1	6	0	0	0	7	0	2	1	0	0	3	0	11	2	0	0	13	1	1	1	0	0	3	26
Grand Total	5	67	3	0	0	75	5	7	4	0	0	16	1	49	6	0	0	56	3	4	5	0	0	12	159
Apprch %	6.7	89.3	4	0	0		31.2	43.8	25	0	0		1.8	87.5	10.7	0	0		25	33.3	41.7	0	0		
Total %	3.1	42.1	1.9	0	0	47.2	3.1	4.4	2.5	0	0	10.1	0.6	30.8	3.8	0	0	35.2	1.9	2.5	3.1	0	0	7.5	

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	US 1/Federal Highway Southbound						NE 4 Street Westbound						US 1/Federal Highway Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	7	182	10	1	0	200	4	2	5	1	0	12	4	134	4	0	0	142	12	8	3	1	0	24	378
07:15 AM	11	278	16	2	0	307	3	8	12	3	1	27	4	206	8	1	0	219	4	14	8	3	0	29	582
07:30 AM	3	270	24	3	0	300	14	13	26	1	1	55	5	251	14	0	0	270	6	20	6	3	0	35	660
07:45 AM	7	353	8	5	0	373	1	18	23	5	0	47	7	302	15	2	1	327	10	22	11	9	1	53	800
Total	28	1083	58	11	0	1180	22	41	66	10	2	141	20	893	41	3	1	958	32	64	28	16	1	141	2420
08:00 AM	11	301	12	1	0	325	5	11	17	4	0	37	8	204	13	1	0	226	13	16	9	5	0	43	631
08:15 AM	11	330	15	3	0	359	7	27	23	3	0	60	5	220	13	3	0	241	22	29	29	1	0	81	741
08:30 AM	9	324	12	5	0	350	4	18	17	1	0	40	8	192	10	1	0	211	17	23	18	2	0	60	661
08:45 AM	8	282	11	6	0	307	10	23	25	0	0	58	5	213	20	0	0	238	19	42	17	2	0	80	683
Total	39	1237	50	15	0	1341	26	79	82	8	0	195	26	829	56	5	0	916	71	110	73	10	0	264	2716
*** BREAK ***																									
04:00 PM	13	294	13	5	0	325	10	15	24	2	3	54	11	276	33	1	2	323	12	26	14	4	0	56	758
04:15 PM	9	265	12	6	2	294	6	26	24	4	2	62	10	271	24	1	1	307	6	31	27	2	0	66	729
04:30 PM	12	280	14	2	0	308	5	30	23	3	0	61	8	264	39	4	0	315	10	24	23	5	1	63	747
04:45 PM	16	259	11	5	0	291	8	31	36	2	0	77	10	291	30	0	1	332	13	15	16	4	0	48	748
Total	50	1098	50	18	2	1218	29	102	107	11	5	254	39	1102	126	6	4	1277	41	96	80	15	1	233	2982
05:00 PM	15	307	13	5	1	341	7	34	17	0	0	58	12	345	44	1	2	404	14	28	22	1	0	65	868
05:15 PM	23	273	22	4	0	322	4	36	34	4	0	78	10	331	32	2	2	377	9	29	22	8	0	68	845
05:30 PM	19	324	17	3	0	363	9	31	21	2	0	63	10	327	45	10	0	392	16	33	20	4	0	73	891
05:45 PM	20	314	13	3	0	350	6	21	18	1	0	46	18	301	31	1	0	351	11	23	23	6	0	63	810
Total	77	1218	65	15	1	1376	26	122	90	7	0	245	50	1304	152	14	4	1524	50	113	87	19	0	269	3414
Grand Total	194	4636	223	59	3	5115	103	344	345	36	7	835	135	4128	375	28	9	4675	194	383	268	60	2	907	11532
Apprch %	3.8	90.6	4.4	1.2	0.1		12.3	41.2	41.3	4.3	0.8		2.9	88.3	8	0.6	0.2		21.4	42.2	29.5	6.6	0.2		
Total %	1.7	40.2	1.9	0.5	0	44.4	0.9	3	3	0.3	0.1	7.2	1.2	35.8	3.3	0.2	0.1	40.5	1.7	3.3	2.3	0.5	0	7.9	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	US 1/Federal Highway Southbound						NE 4 Street Westbound						US 1/Federal Highway Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	7	188	10	1	0	206	6	2	5	1	0	14	4	136	4	0	0	144	12	8	3	1	0	24	388
07:15 AM	13	285	17	2	0	317	3	8	13	3	1	28	4	208	8	1	0	221	4	16	8	3	0	31	597
07:30 AM	3	274	25	3	0	305	14	13	28	1	1	57	5	256	15	0	0	276	6	20	7	3	0	36	674
07:45 AM	7	355	8	5	0	375	1	18	23	5	0	47	7	306	15	2	1	331	10	22	11	9	1	53	806
Total	30	1102	60	11	0	1203	24	41	69	10	2	146	20	906	42	3	1	972	32	66	29	16	1	144	2465
08:00 AM	11	305	12	1	0	329	5	12	17	4	0	38	8	208	13	1	0	230	13	16	10	5	0	44	641
08:15 AM	12	336	15	3	0	366	9	27	23	3	0	62	5	222	13	3	0	243	22	29	29	1	0	81	752
08:30 AM	9	330	13	5	0	357	4	19	17	1	0	41	8	198	10	1	0	217	17	23	19	2	0	61	676
08:45 AM	9	289	11	6	0	315	11	24	25	0	0	60	5	219	20	0	0	244	19	42	17	2	0	80	699
Total	41	1260	51	15	0	1367	29	82	82	8	0	201	26	847	56	5	0	934	71	110	75	10	0	266	2768
*** BREAK ***																									
04:00 PM	13	303	13	5	0	334	10	15	24	2	3	54	11	276	34	1	2	324	13	26	14	4	0	57	769
04:15 PM	9	265	12	6	2	294	6	27	24	4	2	63	11	272	24	1	1	309	6	31	27	2	0	66	732
04:30 PM	12	284	14	2	0	312	5	30	23	3	0	61	8	265	41	4	0	318	11	24	24	5	1	65	756
04:45 PM	16	265	11	5	0	297	8	32	36	2	0	78	10	296	30	0	1	337	13	16	16	4	0	49	761
Total	50	1117	50	18	2	1237	29	104	107	11	5	256	40	1109	129	6	4	1288	43	97	81	15	1	237	3018
05:00 PM	15	307	13	5	1	341	7	34	17	0	0	58	12	346	45	1	2	406	14	28	22	1	0	65	870
05:15 PM	24	275	22	4	0	325	4	37	35	4	0	80	10	336	32	2	2	382	9	30	23	8	0	70	857
05:30 PM	19	327	17	3	0	366	9	31	21	2	0	63	10	329	46	10	0	395	16	33	20	4	0	73	897
05:45 PM	20	315	13	3	0	351	6	22	18	1	0	47	18	304	31	1	0	354	12	23	23	6	0	64	816
Total	78	1224	65	15	1	1383	26	124	91	7	0	248	50	1315	154	14	4	1537	51	114	88	19	0	272	3440
Grand Total	199	4703	226	59	3	5190	108	351	349	36	7	851	136	4177	381	28	9	4731	197	387	273	60	2	919	11691
Apprch %	3.8	90.6	4.4	1.1	0.1		12.7	41.2	41	4.2	0.8		2.9	88.3	8.1	0.6	0.2		21.4	42.1	29.7	6.5	0.2		
Total %	1.7	40.2	1.9	0.5	0	44.4	0.9	3	3	0.3	0.1	7.3	1.2	35.7	3.3	0.2	0.1	40.5	1.7	3.3	2.3	0.5	0	7.9	
Passenger Cars	194	4636	223	59	3	5115	103	344	345	36	7	835	135	4128	375	28	9	4675	194	383	268	60	2	907	11532
% Passenger Cars	97.5	98.6	98.7	100	100	98.6	95.4	98	98.9	100	100	98.1	99.3	98.8	98.4	100	100	98.8	98.5	99	98.2	100	100	98.7	98.6
Heavy Vehicles	5	67	3	0	0	75	5	7	4	0	0	16	1	49	6	0	0	56	3	4	5	0	0	12	159
% Heavy Vehicles	2.5	1.4	1.3	0	0	1.4	4.6	2	1.1	0	0	1.9	0.7	1.2	1.6	0	0	1.2	1.5	1	1.8	0	0	1.3	1.4

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

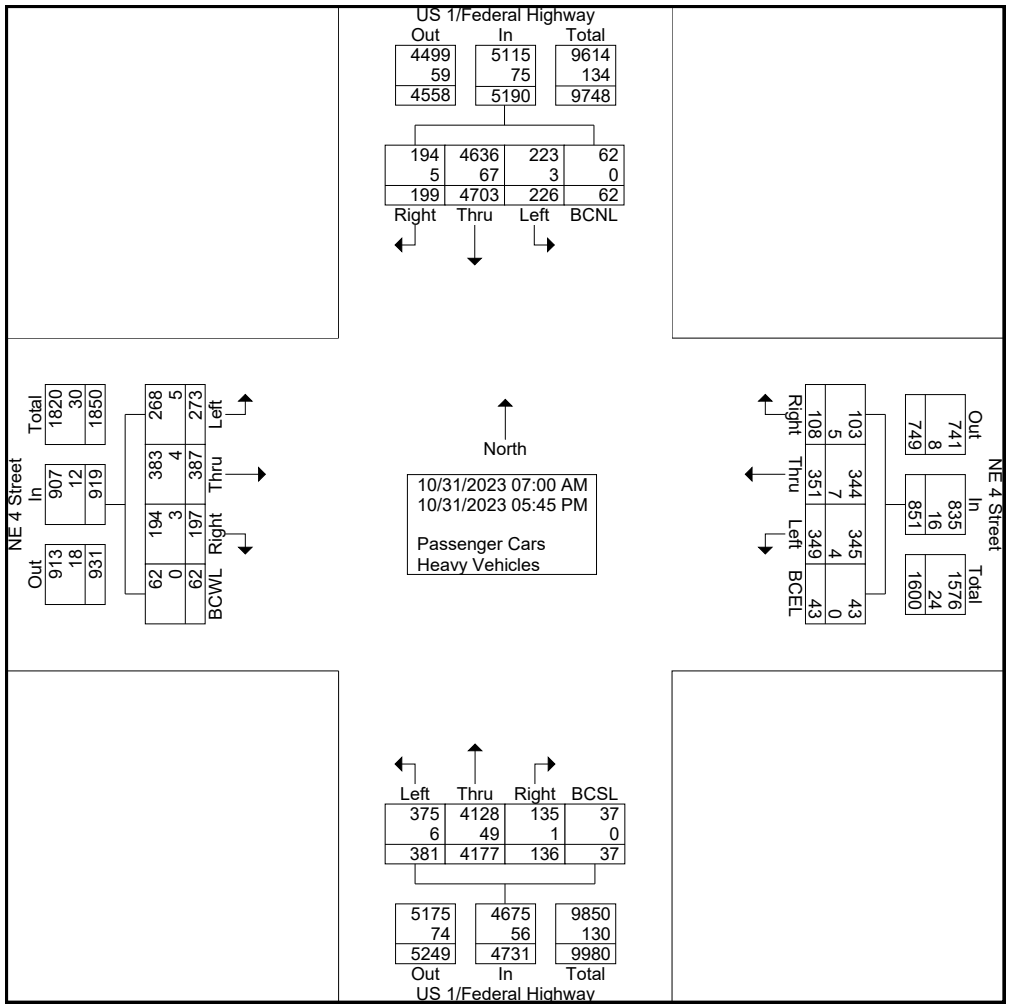
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 2

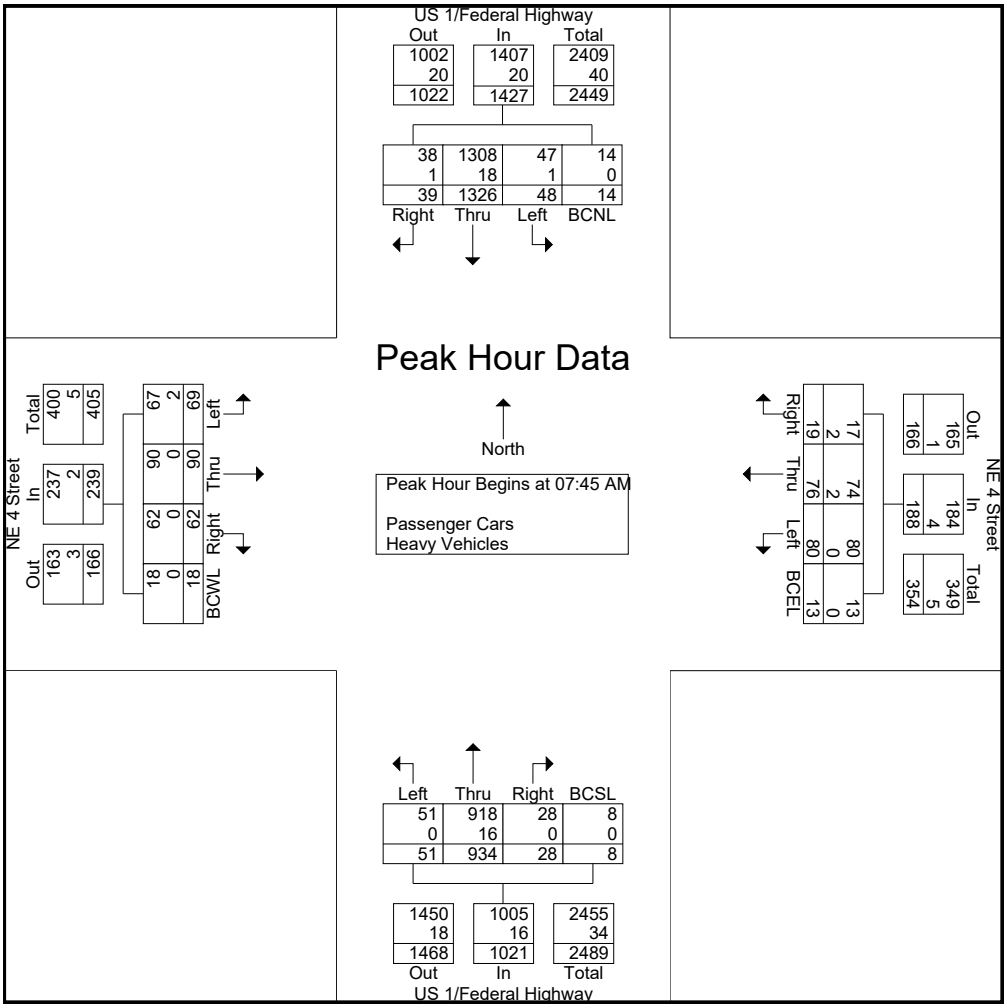


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 3

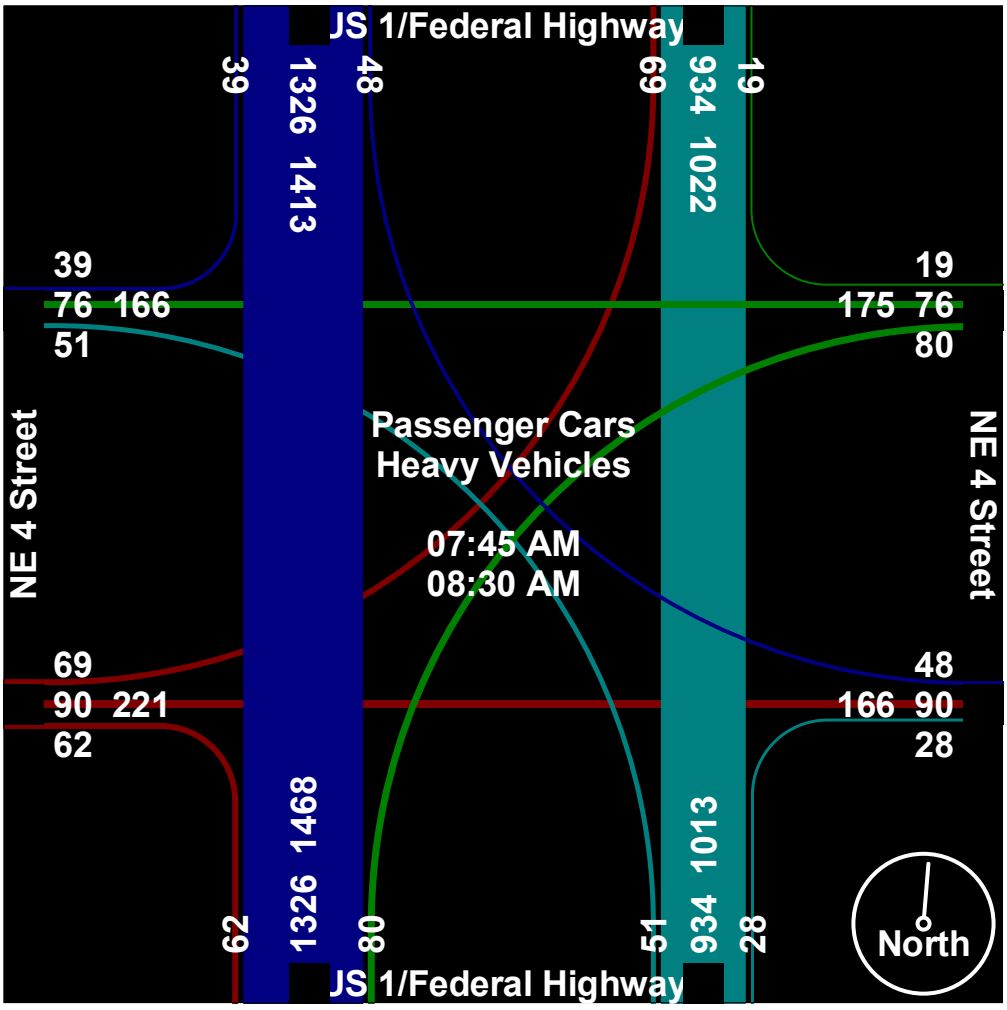
	US 1/Federal Highway Southbound						NE 4 Street Westbound						US 1/Federal Highway Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:45 AM																									
07:45 AM	7	**355**	8	**5**	0	**375**	1	18	**23**	**5**	0	47	7	**306**	**15**	2	**1**	**331**	10	22	11	**9**	**1**	53	**806**
08:00 AM	11	305	12	1	0	329	5	12	17	4	0	38	**8**	208	13	1	0	230	13	16	10	5	0	44	641
08:15 AM	**12**	336	**15**	3	0	366	**9**	**27**	23	3	0	**62**	5	222	13	**3**	0	243	**22**	**29**	**29**	1	0	**81**	752
08:30 AM	9	330	13	5	0	357	4	19	17	1	0	41	8	198	10	1	0	217	17	23	19	2	0	61	676
Total Volume	39	1326	48	14	0	1427	19	76	80	13	0	188	28	934	51	7	1	1021	62	90	69	17	1	239	2875
% App. Total	2.7	92.9	3.4	1	0		10.1	40.4	42.6	6.9	0		2.7	91.5	5	0.7	0.1		25.9	37.7	28.9	7.1	0.4		
PHF	.813	.934	.800	.700	.000	.951	.528	.704	.870	.650	.000	.758	.875	.763	.850	.583	.250	.771	.705	.776	.595	.472	.250	.738	.892
Passenger Cars	38	1308	47	14	0	1407	17	74	80	13	0	184	28	918	51	7	1	1005	62	90	67	17	1	237	2833
% Passenger Cars	97.4	98.6	97.9	100	0	98.6	89.5	97.4	100	100	0	97.9	100	98.3	100	100	100	98.4	100	100	97.1	100	100	99.2	98.5
Heavy Vehicles	1	18	1	0	0	20	2	2	0	0	0	4	0	16	0	0	0	16	0	0	2	0	0	2	42
% Heavy Vehicles	2.6	1.4	2.1	0	0	1.4	10.5	2.6	0	0	0	2.1	0	1.7	0	0	0	1.6	0	0	2.9	0	0	0.8	1.5



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 4

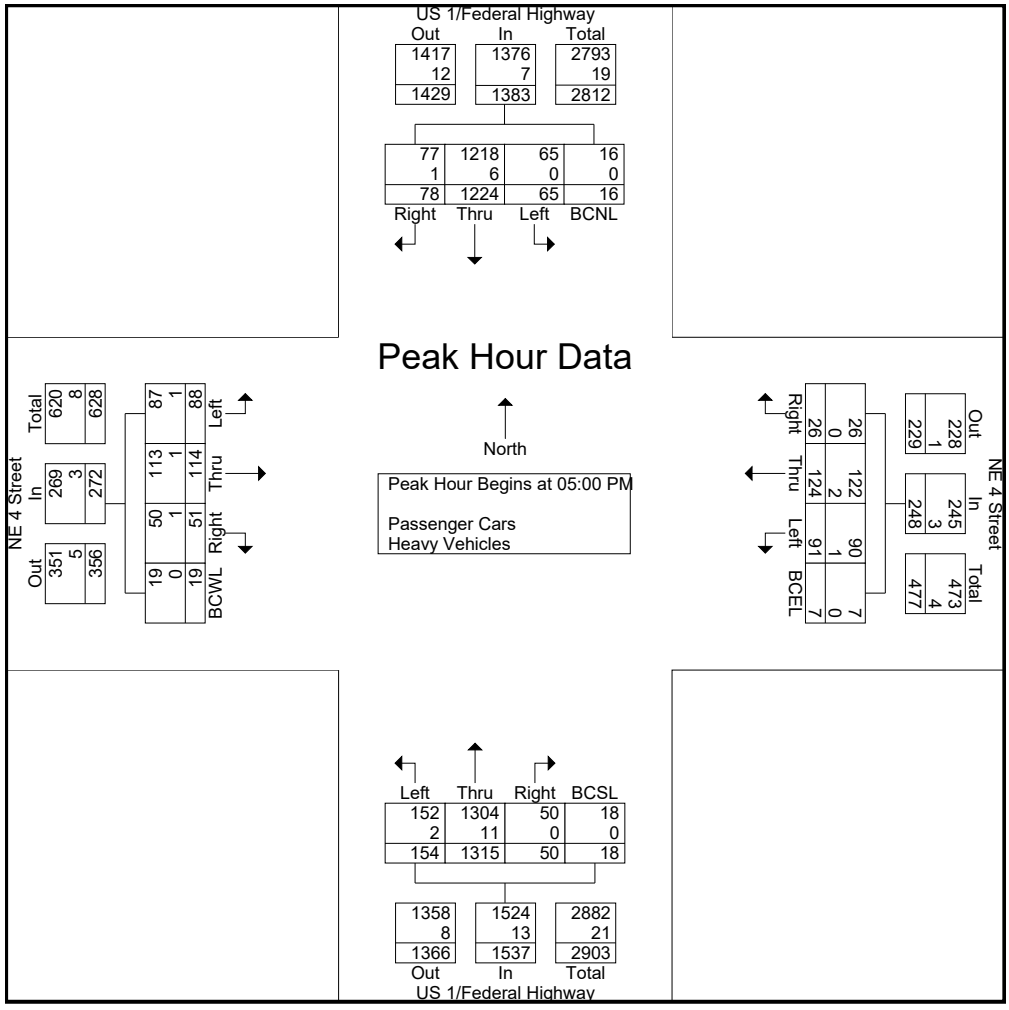


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 5

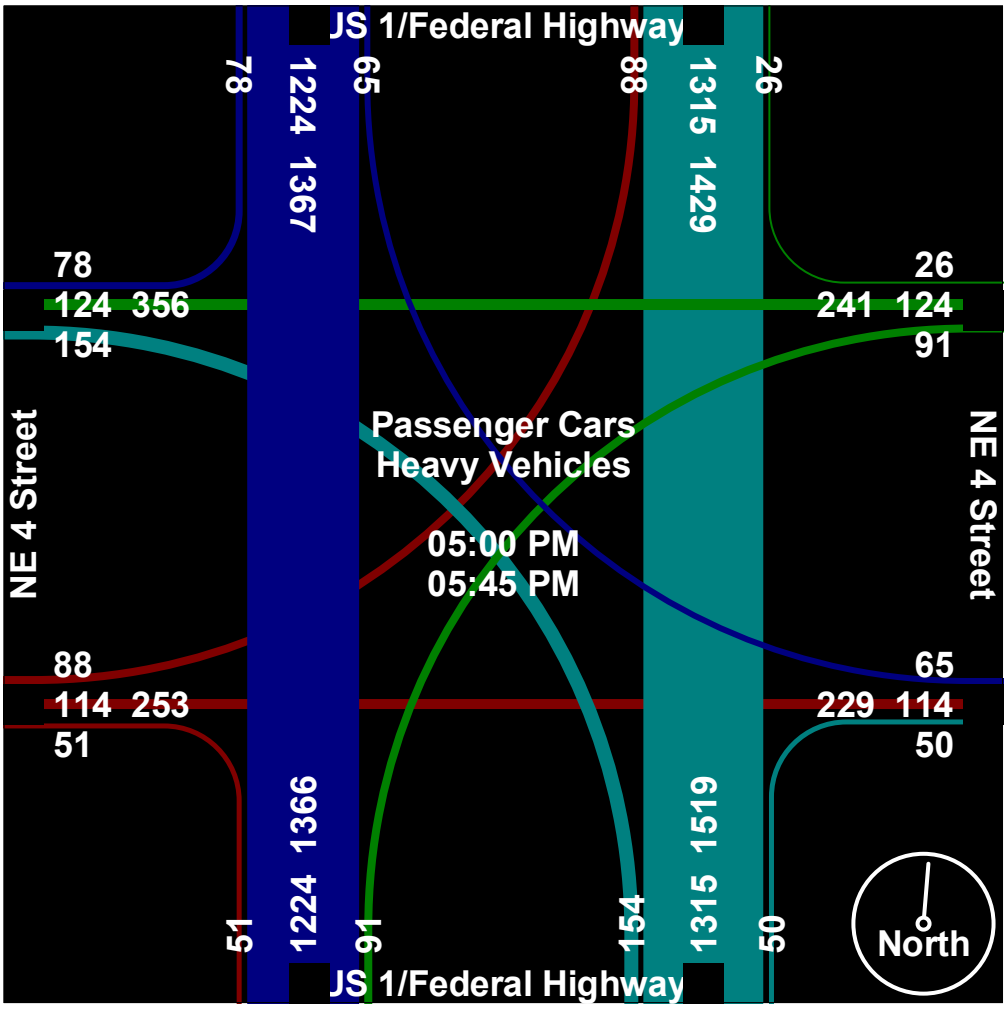
	US 1/Federal Highway Southbound						NE 4 Street Westbound						US 1/Federal Highway Northbound						NE 4 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	15	307	13	**5**	**1**	341	7	34	17	0	0	58	12	**346**	45	1	**2**	**406**	14	28	22	1	0	65	870
05:15 PM	**24**	275	**22**	4	0	325	4	**37**	**35**	**4**	0	**80**	10	336	32	2	2	382	9	30	**23**	**8**	0	70	857
05:30 PM	19	**327**	17	3	0	**366**	**9**	31	21	2	0	63	10	329	**46**	**10**	0	395	**16**	**33**	20	4	0	**73**	**897**
05:45 PM	20	315	13	3	0	351	6	22	18	1	0	47	**18**	304	31	1	0	354	12	23	23	6	0	64	816
Total Volume	78	1224	65	15	1	1383	26	124	91	7	0	248	50	1315	154	14	4	1537	51	114	88	19	0	272	3440
% App. Total	5.6	88.5	4.7	1.1	0.1		10.5	50	36.7	2.8	0		3.3	85.6	10	0.9	0.3		18.8	41.9	32.4	7	0		
PHF	.813	.936	.739	.750	.250	.945	.722	.838	.650	.438	.000	.775	.694	.950	.837	.350	.500	.946	.797	.864	.957	.594	.000	.932	.959
Passenger Cars	77	1218	65	15	1	1376	26	122	90	7	0	245	50	1304	152	14	4	1524	50	113	87	19	0	269	3414
% Passenger Cars	98.7	99.5	100	100	100	99.5	100	98.4	98.9	100	0	98.8	100	99.2	98.7	100	100	99.2	98.0	99.1	98.9	100	0	98.9	99.2
Heavy Vehicles	1	6	0	0	0	7	0	2	1	0	0	3	0	11	2	0	0	13	1	1	1	0	0	3	26
% Heavy Vehicles	1.3	0.5	0	0	0	0.5	0	1.6	1.1	0	0	1.2	0	0.8	1.3	0	0	0.8	2.0	0.9	1.1	0	0	1.1	0.8



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 4th Street

File Name : Federal Hwy at NE 4 St
Site Code : 00400102
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	US 1/Federal Highway Southbound						NE 6 Street Westbound						US 1/Federal Highway Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
07:15 AM	0	8	0	0	0	8	2	1	1	0	0	4	0	3	0	0	0	3	1	0	0	0	0	1	16
07:30 AM	1	6	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	12
07:45 AM	0	2	0	0	0	2	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	7
Total	1	23	1	0	0	25	3	1	1	0	0	5	0	12	0	0	0	12	1	1	0	0	0	2	44
08:00 AM	0	4	0	0	0	4	0	3	0	0	0	3	0	3	1	0	0	4	0	0	1	0	0	1	12
08:15 AM	0	9	1	0	0	10	1	1	0	0	0	2	0	2	0	0	0	2	0	1	0	0	0	1	15
08:30 AM	0	4	0	0	0	4	0	2	0	0	0	2	0	6	0	0	0	6	0	0	1	0	0	1	13
08:45 AM	1	9	0	0	0	10	0	1	1	0	0	2	0	7	0	0	0	7	0	0	0	0	0	0	19
Total	1	26	1	0	0	28	1	7	1	0	0	9	0	18	1	0	0	19	0	1	2	0	0	3	59
*** BREAK ***																									
04:00 PM	0	9	0	0	0	9	1	0	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	12
04:15 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
04:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	8
04:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	12
Total	0	20	0	0	0	20	1	1	0	0	0	2	1	10	1	0	0	12	0	1	0	0	0	1	35
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
05:15 PM	1	3	0	0	0	4	0	0	0	0	0	0	1	4	0	0	0	5	0	2	0	0	0	2	11
05:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
Total	1	7	0	0	0	8	0	0	0	0	0	0	1	11	0	0	0	12	0	3	0	0	0	3	23
Grand Total	3	76	2	0	0	81	5	9	2	0	0	16	2	51	2	0	0	55	1	6	2	0	0	9	161
Apprch %	3.7	93.8	2.5	0	0		31.2	56.2	12.5	0	0		3.6	92.7	3.6	0	0		11.1	66.7	22.2	0	0		
Total %	1.9	47.2	1.2	0	0	50.3	3.1	5.6	1.2	0	0	9.9	1.2	31.7	1.2	0	0	34.2	0.6	3.7	1.2	0	0	5.6	

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	US 1/Federal Highway Southbound						NE 6 Street Westbound						US 1/Federal Highway Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	6	189	1	2	0	198	17	8	22	0	0	47	1	129	13	1	1	145	0	10	11	0	1	22	412
07:15 AM	23	261	5	1	1	291	31	14	24	2	1	72	6	201	6	0	0	213	2	22	18	0	0	42	618
07:30 AM	10	298	4	4	0	316	26	22	22	2	1	73	2	262	9	2	2	277	1	18	15	2	0	36	702
07:45 AM	13	318	4	1	0	336	26	28	30	0	0	84	8	254	15	2	0	279	2	22	18	0	0	42	741
Total	52	1066	14	8	1	1141	100	72	98	4	2	276	17	846	43	5	3	914	5	72	62	2	1	142	2473
08:00 AM	16	253	6	0	0	275	30	33	34	4	0	101	6	198	12	7	0	223	4	26	22	2	0	54	653
08:15 AM	17	353	4	1	0	375	34	26	34	1	0	95	9	215	15	2	0	241	0	23	22	2	0	47	758
08:30 AM	20	254	2	1	0	277	40	35	25	1	0	101	14	169	8	5	1	197	2	24	19	3	1	49	624
08:45 AM	21	335	6	0	0	362	26	44	35	0	0	105	8	210	10	1	2	231	1	31	19	1	0	52	750
Total	74	1195	18	2	0	1289	130	138	128	6	0	402	37	792	45	15	3	892	7	104	82	8	1	202	2785
*** BREAK ***																									
04:00 PM	36	270	13	4	0	323	19	43	25	4	0	91	12	238	30	1	1	282	4	43	34	6	0	87	783
04:15 PM	32	288	9	0	0	329	15	31	27	0	0	73	10	271	25	4	1	311	6	28	16	5	0	55	768
04:30 PM	31	262	14	0	0	307	21	35	31	0	0	87	15	241	29	3	3	291	1	32	28	4	0	65	750
04:45 PM	34	278	6	2	1	321	25	45	32	0	0	102	17	263	23	2	2	307	3	47	22	0	1	73	803
Total	133	1098	42	6	1	1280	80	154	115	4	0	353	54	1013	107	10	7	1191	14	150	100	15	1	280	3104
05:00 PM	28	297	3	0	0	328	18	41	30	2	0	91	12	315	35	3	2	367	1	44	26	4	0	75	861
05:15 PM	39	258	9	4	0	310	30	43	32	4	2	111	10	296	35	2	2	345	10	44	28	2	0	84	850
05:30 PM	35	353	12	7	1	408	22	41	21	3	1	88	16	314	26	5	1	362	2	43	28	3	1	77	935
05:45 PM	31	324	15	3	0	373	19	43	31	5	0	98	11	259	28	7	3	308	6	38	17	1	0	62	841
Total	133	1232	39	14	1	1419	89	168	114	14	3	388	49	1184	124	17	8	1382	19	169	99	10	1	298	3487
Grand Total	392	4591	113	30	3	5129	399	532	455	28	5	1419	157	3835	319	47	21	4379	45	495	343	35	4	922	11849
Apprch %	7.6	89.5	2.2	0.6	0.1		28.1	37.5	32.1	2	0.4		3.6	87.6	7.3	1.1	0.5		4.9	53.7	37.2	3.8	0.4		
Total %	3.3	38.7	1	0.3	0	43.3	3.4	4.5	3.8	0.2	0	12	1.3	32.4	2.7	0.4	0.2	37	0.4	4.2	2.9	0.3	0	7.8	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	US 1/Federal Highway Southbound						NE 6 Street Westbound						US 1/Federal Highway Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	6	196	2	2	0	206	17	8	22	0	0	47	1	129	13	1	1	145	0	11	11	0	1	23	421
07:15 AM	23	269	5	1	1	299	33	15	25	2	1	76	6	204	6	0	0	216	3	22	18	0	0	43	634
07:30 AM	11	304	4	4	0	323	26	22	22	2	1	73	2	267	9	2	2	282	1	18	15	2	0	36	714
07:45 AM	13	320	4	1	0	338	27	28	30	0	0	85	8	258	15	2	0	283	2	22	18	0	0	42	748
Total	53	1089	15	8	1	1166	103	73	99	4	2	281	17	858	43	5	3	926	6	73	62	2	1	144	2517
08:00 AM	16	257	6	0	0	279	30	36	34	4	0	104	6	201	13	7	0	227	4	26	23	2	0	55	665
08:15 AM	17	362	5	1	0	385	35	27	34	1	0	97	9	217	15	2	0	243	0	24	22	2	0	48	773
08:30 AM	20	258	2	1	0	281	40	37	25	1	0	103	14	175	8	5	1	203	2	24	20	3	1	50	637
08:45 AM	22	344	6	0	0	372	26	45	36	0	0	107	8	217	10	1	2	238	1	31	19	1	0	52	769
Total	75	1221	19	2	0	1317	131	145	129	6	0	411	37	810	46	15	3	911	7	105	84	8	1	205	2844
*** BREAK ***																									
04:00 PM	36	279	13	4	0	332	20	43	25	4	0	92	12	239	31	1	1	284	4	43	34	6	0	87	795
04:15 PM	32	289	9	0	0	330	15	32	27	0	0	74	10	272	25	4	1	312	6	28	16	5	0	55	771
04:30 PM	31	267	14	0	0	312	21	35	31	0	0	87	16	242	29	3	3	293	1	33	28	4	0	66	758
04:45 PM	34	283	6	2	1	326	25	45	32	0	0	102	17	270	23	2	2	314	3	47	22	0	1	73	815
Total	133	1118	42	6	1	1300	81	155	115	4	0	355	55	1023	108	10	7	1203	14	151	100	15	1	281	3139
05:00 PM	28	297	3	0	0	328	18	41	30	2	0	91	12	316	35	3	2	368	1	45	26	4	0	76	863
05:15 PM	40	261	9	4	0	314	30	43	32	4	2	111	11	300	35	2	2	350	10	46	28	2	0	86	861
05:30 PM	35	356	12	7	1	411	22	41	21	3	1	88	16	316	26	5	1	364	2	43	28	3	1	77	940
05:45 PM	31	325	15	3	0	374	19	43	31	5	0	98	11	263	28	7	3	312	6	38	17	1	0	62	846
Total	134	1239	39	14	1	1427	89	168	114	14	3	388	50	1195	124	17	8	1394	19	172	99	10	1	301	3510
Grand Total	395	4667	115	30	3	5210	404	541	457	28	5	1435	159	3886	321	47	21	4434	46	501	345	35	4	931	12010
Apprch %	7.6	89.6	2.2	0.6	0.1		28.2	37.7	31.8	2	0.3		3.6	87.6	7.2	1.1	0.5		4.9	53.8	37.1	3.8	0.4		
Total %	3.3	38.9	1	0.2	0	43.4	3.4	4.5	3.8	0.2	0	11.9	1.3	32.4	2.7	0.4	0.2	36.9	0.4	4.2	2.9	0.3	0	7.8	
Passenger Cars	392	4591	113	30	3	5129	399	532	455	28	5	1419	157	3835	319	47	21	4379	45	495	343	35	4	922	11849
% Passenger Cars	99.2	98.4	98.3	100	100	98.4	98.8	98.3	99.6	100	100	98.9	98.7	98.7	99.4	100	100	98.8	97.8	98.8	99.4	100	100	99	98.7
Heavy Vehicles	3	76	2	0	0	81	5	9	2	0	0	16	2	51	2	0	0	55	1	6	2	0	0	9	161
% Heavy Vehicles	0.8	1.6	1.7	0	0	1.6	1.2	1.7	0.4	0	0	1.1	1.3	1.3	0.6	0	0	1.2	2.2	1.2	0.6	0	0	1	1.3

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

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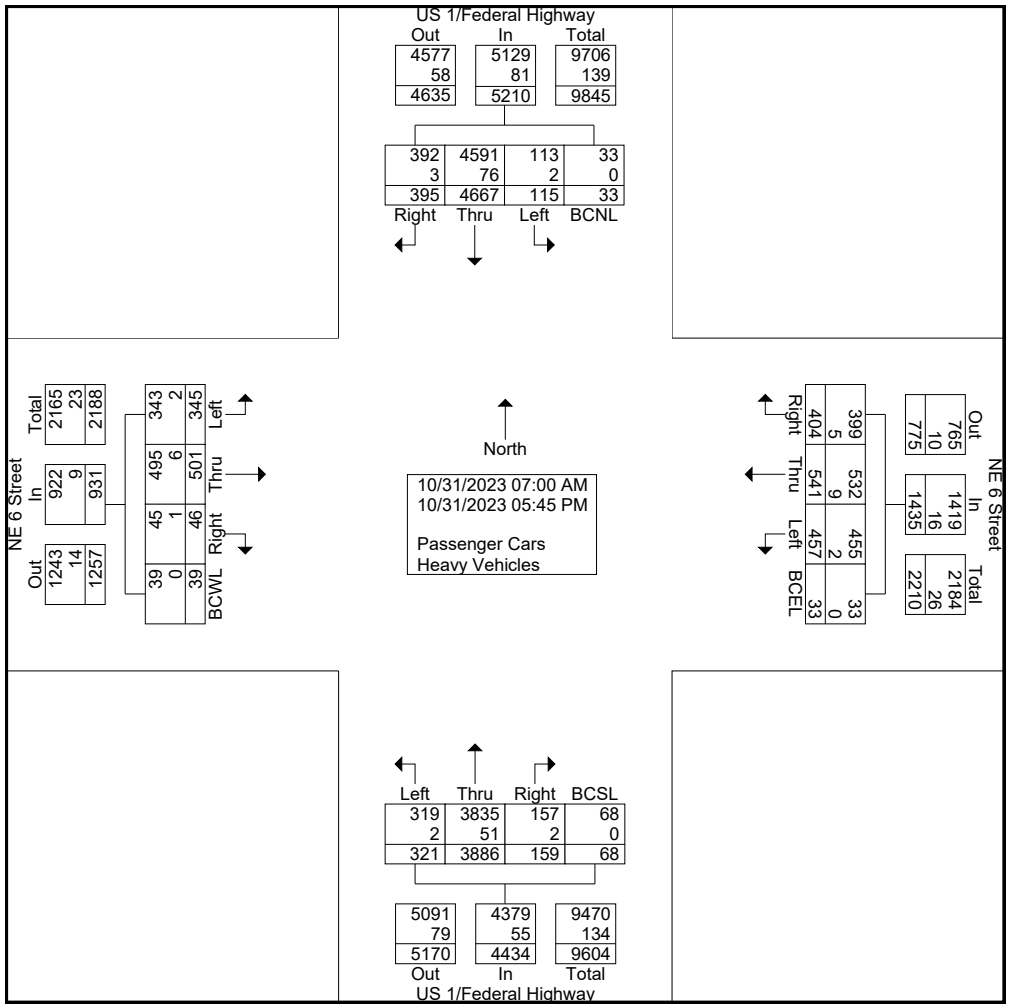
PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 2

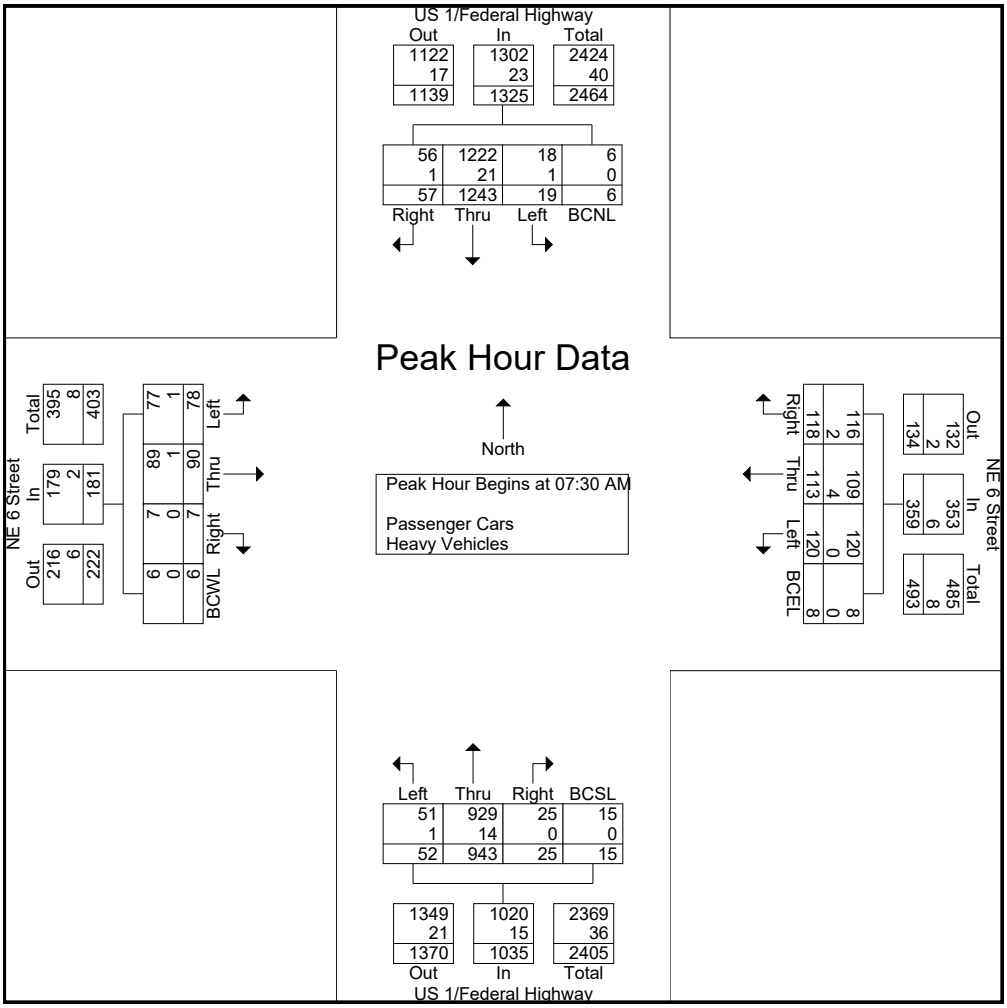


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 3

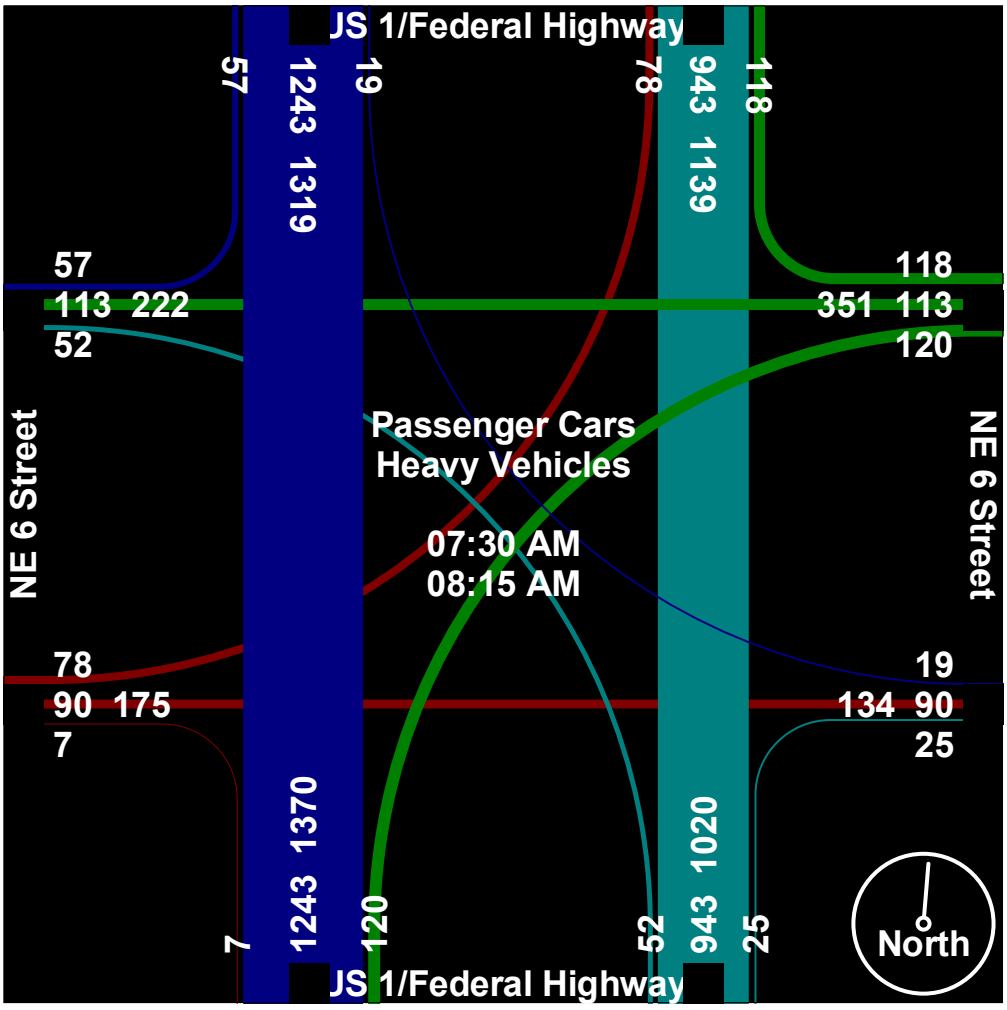
	US 1/Federal Highway Southbound						NE 6 Street Westbound						US 1/Federal Highway Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	11	304	4	**4**	0	323	26	22	22	2	**1**	73	2	**267**	9	2	**2**	282	1	18	15	**2**	0	36	714
07:45 AM	13	320	4	1	0	338	27	28	30	0	0	85	8	258	**15**	2	0	**283**	2	22	18	0	0	42	748
08:00 AM	16	257	**6**	0	0	279	30	**36**	**34**	**4**	0	**104**	6	201	13	**7**	0	227	**4**	**26**	**23**	2	0	**55**	665
08:15 AM	**17**	**362**	5	1	0	**385**	**35**	27	34	1	0	97	**9**	217	15	2	0	243	0	24	22	2	0	48	**773**
Total Volume	57	1243	19	6	0	1325	118	113	120	7	1	359	25	943	52	13	2	1035	7	90	78	6	0	181	2900
% App. Total	4.3	93.8	1.4	0.5	0		32.9	31.5	33.4	1.9	0.3		2.4	91.1	5	1.3	0.2		3.9	49.7	43.1	3.3	0		
PHF	.838	.858	.792	.375	.000	.860	.843	.785	.882	.438	.250	.863	.694	.883	.867	.464	.250	.914	.438	.865	.848	.750	.000	.823	.938
Passenger Cars	56	1222	18	6	0	1302	116	109	120	7	1	353	25	929	51	13	2	1020	7	89	77	6	0	179	2854
% Passenger Cars	98.2	98.3	94.7	100	0	98.3	98.3	96.5	100	100	100	98.3	100	98.5	98.1	100	100	98.6	100	98.9	98.7	100	0	98.9	98.4
Heavy Vehicles	1	21	1	0	0	23	2	4	0	0	0	6	0	14	1	0	0	15	0	1	1	0	0	2	46
% Heavy Vehicles	1.8	1.7	5.3	0	0	1.7	1.7	3.5	0	0	0	1.7	0	1.5	1.9	0	0	1.4	0	1.1	1.3	0	0	1.1	1.6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 4

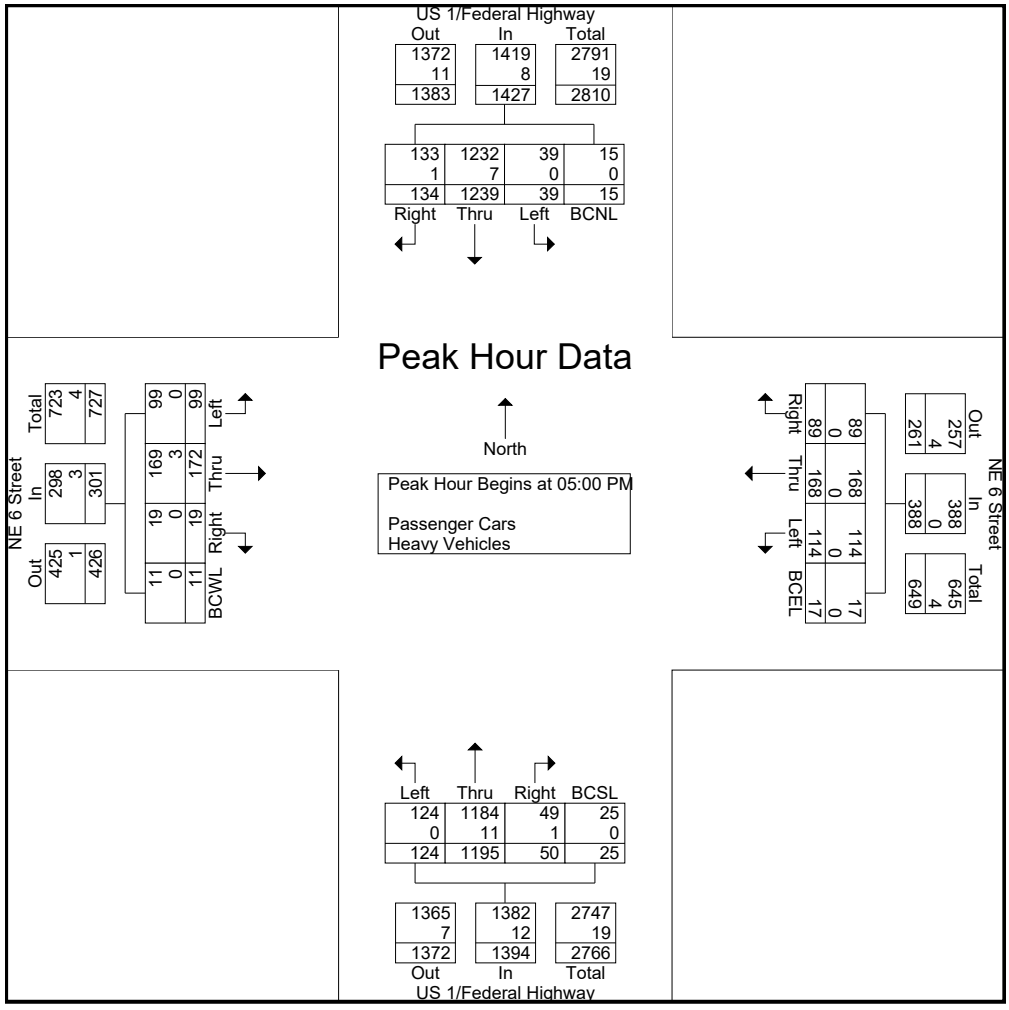


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 5

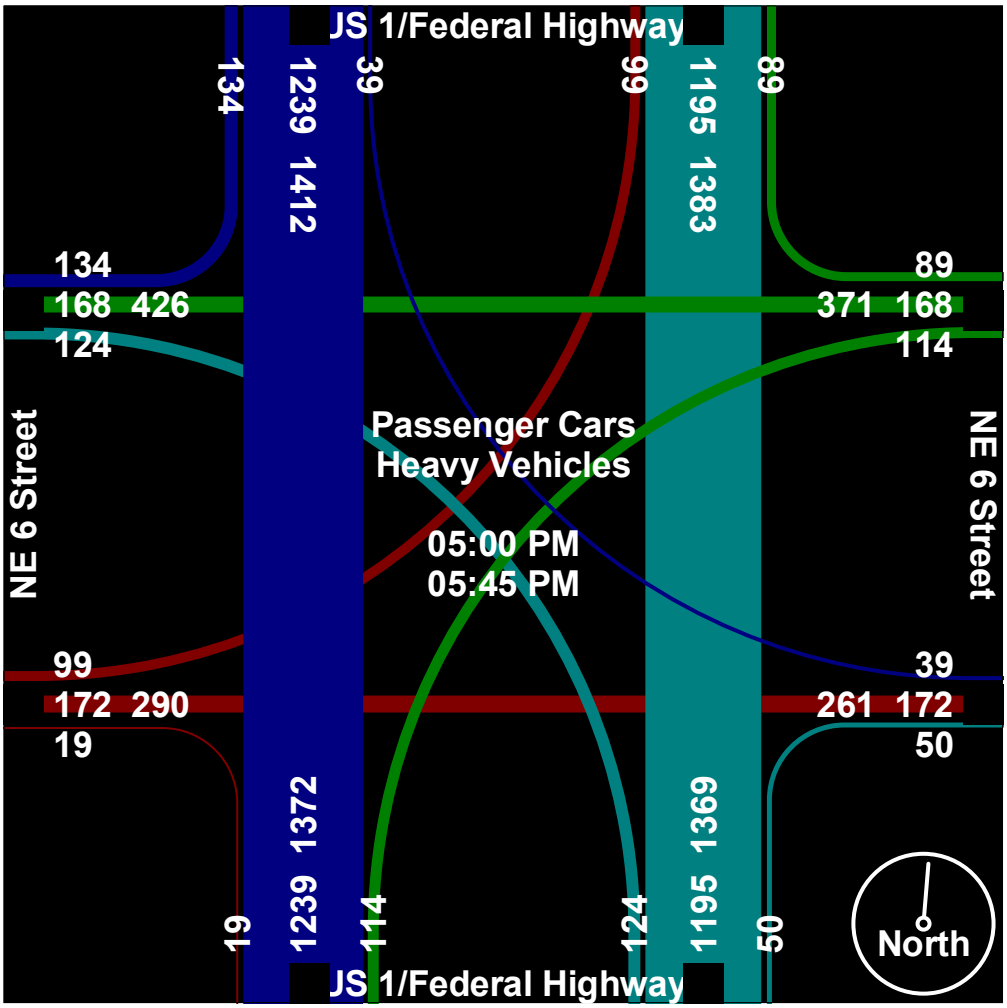
	US 1/Federal Highway Southbound						NE 6 Street Westbound						US 1/Federal Highway Northbound						NE 6 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	28	297	3	0	0	328	18	41	30	2	0	91	12	**316**	**35**	3	2	**368**	1	45	26	**4**	0	76	863
05:15 PM	**40**	261	9	4	0	314	**30**	**43**	**32**	4	**2**	**111**	11	300	35	2	2	350	**10**	**46**	**28**	2	0	**86**	861
05:30 PM	35	**356**	12	**7**	**1**	**411**	22	41	21	3	1	88	**16**	316	26	5	1	364	2	43	28	3	**1**	77	**940**
05:45 PM	31	325	**15**	3	0	374	19	43	31	**5**	0	98	11	263	28	**7**	**3**	312	6	38	17	1	0	62	846
Total Volume	134	1239	39	14	1	1427	89	168	114	14	3	388	50	1195	124	17	8	1394	19	172	99	10	1	301	3510
% App. Total	9.4	86.8	2.7	1	0.1		22.9	43.3	29.4	3.6	0.8		3.6	85.7	8.9	1.2	0.6		6.3	57.1	32.9	3.3	0.3		
PHF	.838	.870	.650	.500	.250	.868	.742	.977	.891	.700	.375	.874	.781	.945	.886	.607	.667	.947	.475	.935	.884	.625	.250	.875	.934
Passenger Cars	133	1232	39	14	1	1419	89	168	114	14	3	388	49	1184	124	17	8	1382	19	169	99	10	1	298	3487
% Passenger Cars	99.3	99.4	100	100	100	99.4	100	100	100	100	100	100	98.0	99.1	100	100	100	99.1	100	98.3	100	100	100	99.0	99.3
Heavy Vehicles	1	7	0	0	0	8	0	0	0	0	0	0	1	11	0	0	0	12	0	3	0	0	0	3	23
% Heavy Vehicles	0.7	0.6	0	0	0	0.6	0	0	0	0	0	0	2.0	0.9	0	0	0	0.9	0	1.7	0	0	0	1.0	0.7



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 6th Street

File Name : Federal Hwy at NE 6 St
Site Code : 00600102
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	NE 3 Avenue Southbound						NE 5 Street Westbound						NE 3 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
*** BREAK ***																									
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
07:45 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
Total	1	8	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	13
08:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
08:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	8
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
08:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
Total	0	13	0	0	0	13	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	22
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	1	1	1	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	0	1	5
Total	0	1	0	0	0	1	1	1	0	0	0	2	0	9	1	0	0	10	0	1	0	0	0	1	14
05:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
*** BREAK ***																									
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	11
Grand Total	1	27	0	0	0	28	1	1	0	0	0	2	0	27	1	0	0	28	1	1	0	0	0	2	60
Apprch %	3.6	96.4	0	0	0		50	50	0	0	0		0	96.4	3.6	0	0		50	50	0	0	0		
Total %	1.7	45	0	0	0	46.7	1.7	1.7	0	0	0	3.3	0	45	1.7	0	0	46.7	1.7	1.7	0	0	0	3.3	

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Vehicles

	NE 3 Avenue Southbound						NE 5 Street Westbound						NE 3 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	61	1	0	0	62	8	4	3	2	0	17	5	63	5	0	0	73	2	4	0	1	0	7	159
07:15 AM	2	115	1	1	0	119	8	9	2	1	0	20	5	85	4	1	0	95	7	0	3	0	0	10	244
07:30 AM	0	123	1	3	0	127	10	4	7	2	0	23	1	64	3	1	1	70	11	0	3	1	0	15	235
07:45 AM	0	187	1	1	0	189	15	5	6	1	0	27	2	92	3	1	0	98	7	2	2	1	1	13	327
Total	2	486	4	5	0	497	41	22	18	6	0	87	13	304	15	3	1	336	27	6	8	3	1	45	965
08:00 AM	1	152	5	0	1	159	12	11	12	1	0	36	2	93	1	1	0	97	8	4	0	1	1	14	306
08:15 AM	2	177	3	0	0	182	13	5	7	2	0	27	1	79	2	1	0	83	8	7	0	2	0	17	309
08:30 AM	1	159	5	0	0	165	12	3	3	3	0	21	1	98	2	1	0	102	7	2	3	3	0	15	303
08:45 AM	3	168	4	0	0	175	18	2	2	1	0	23	2	90	1	0	0	93	10	7	2	0	0	19	310
Total	7	656	17	0	1	681	55	21	24	7	0	107	6	360	6	3	0	375	33	20	5	6	1	65	1228
*** BREAK ***																									
04:00 PM	2	77	3	0	0	82	9	7	2	0	0	18	3	150	3	0	0	156	6	3	2	3	0	14	270
04:15 PM	2	79	2	0	0	83	5	7	5	2	0	19	3	165	7	0	0	175	5	1	1	3	0	10	287
04:30 PM	1	107	4	0	0	112	6	5	1	3	3	18	7	186	7	0	0	200	8	2	3	1	1	15	345
04:45 PM	5	76	3	0	0	84	3	5	2	2	1	13	5	211	3	1	0	220	4	6	0	3	1	14	331
Total	10	339	12	0	0	361	23	24	10	7	4	68	18	712	20	1	0	751	23	12	6	10	2	53	1233
05:00 PM	1	92	4	2	0	99	8	6	5	0	0	19	13	226	1	0	0	240	5	4	2	2	2	15	373
05:15 PM	5	115	3	1	0	124	10	6	1	1	0	18	10	205	4	0	0	219	8	7	4	7	0	26	387
05:30 PM	4	97	9	0	0	110	10	6	3	6	1	26	8	185	8	0	0	201	5	3	4	4	2	18	355
05:45 PM	3	90	9	4	0	106	6	6	7	1	2	22	7	157	5	1	0	170	9	5	4	3	3	24	322
Total	13	394	25	7	0	439	34	24	16	8	3	85	38	773	18	1	0	830	27	19	14	16	7	83	1437
Grand Total	32	1875	58	12	1	1978	153	91	68	28	7	347	75	2149	59	8	1	2292	110	57	33	35	11	246	4863
Apprch %	1.6	94.8	2.9	0.6	0.1		44.1	26.2	19.6	8.1	2		3.3	93.8	2.6	0.3	0		44.7	23.2	13.4	14.2	4.5		
Total %	0.7	38.6	1.2	0.2	0	40.7	3.1	1.9	1.4	0.6	0.1	7.1	1.5	44.2	1.2	0.2	0	47.1	2.3	1.2	0.7	0.7	0.2	5.1	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	NE 3 Avenue Southbound						NE 5 Street Westbound						NE 3 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	65	1	0	0	66	8	4	3	2	0	17	5	63	5	0	0	73	3	4	0	1	0	8	164
07:15 AM	2	115	1	1	0	119	8	9	2	1	0	20	5	85	4	1	0	95	7	0	3	0	0	10	244
07:30 AM	0	124	1	3	0	128	10	4	7	2	0	23	1	65	3	1	1	71	11	0	3	1	0	15	237
07:45 AM	1	190	1	1	0	193	15	5	6	1	0	27	2	94	3	1	0	100	7	2	2	1	1	13	333
Total	3	494	4	5	0	506	41	22	18	6	0	87	13	307	15	3	1	339	28	6	8	3	1	46	978
08:00 AM	1	155	5	0	1	162	12	11	12	1	0	36	2	95	1	1	0	99	8	4	0	1	1	14	311
08:15 AM	2	183	3	0	0	188	13	5	7	2	0	27	1	81	2	1	0	85	8	7	0	2	0	17	317
08:30 AM	1	160	5	0	0	166	12	3	3	3	0	21	1	100	2	1	0	104	7	2	3	3	0	15	306
08:45 AM	3	171	4	0	0	178	18	2	2	1	0	23	2	93	1	0	0	96	10	7	2	0	0	19	316
Total	7	669	17	0	1	694	55	21	24	7	0	107	6	369	6	3	0	384	33	20	5	6	1	65	1250
*** BREAK ***																									
04:00 PM	2	77	3	0	0	82	9	7	2	0	0	18	3	150	4	0	0	157	6	3	2	3	0	14	271
04:15 PM	2	80	2	0	0	84	6	8	5	2	0	21	3	168	7	0	0	178	5	1	1	3	0	10	293
04:30 PM	1	107	4	0	0	112	6	5	1	3	3	18	7	188	7	0	0	202	8	2	3	1	1	15	347
04:45 PM	5	76	3	0	0	84	3	5	2	2	1	13	5	215	3	1	0	224	4	7	0	3	1	15	336
Total	10	340	12	0	0	362	24	25	10	7	4	70	18	721	21	1	0	761	23	13	6	10	2	54	1247
05:00 PM	1	95	4	2	0	102	8	6	5	0	0	19	13	228	1	0	0	242	5	4	2	2	2	15	378
05:15 PM	5	116	3	1	0	125	10	6	1	1	0	18	10	209	4	0	0	223	8	7	4	7	0	26	392
05:30 PM	4	97	9	0	0	110	10	6	3	6	1	26	8	185	8	0	0	201	5	3	4	4	2	18	355
05:45 PM	3	91	9	4	0	107	6	6	7	1	2	22	7	157	5	1	0	170	9	5	4	3	3	24	323
Total	13	399	25	7	0	444	34	24	16	8	3	85	38	779	18	1	0	836	27	19	14	16	7	83	1448
Grand Total	33	1902	58	12	1	2006	154	92	68	28	7	349	75	2176	60	8	1	2320	111	58	33	35	11	248	4923
Apprch %	1.6	94.8	2.9	0.6	0		44.1	26.4	19.5	8	2		3.2	93.8	2.6	0.3	0		44.8	23.4	13.3	14.1	4.4		
Total %	0.7	38.6	1.2	0.2	0	40.7	3.1	1.9	1.4	0.6	0.1	7.1	1.5	44.2	1.2	0.2	0	47.1	2.3	1.2	0.7	0.7	0.2	5	
Passenger Vehicles	32	1875	58	12	1	1978	153	91	68	28	7	347	75	2149	59	8	1	2292	110	57	33	35	11	246	4863
% Passenger Vehicles	97	98.6	100	100	100	98.6	99.4	98.9	100	100	100	99.4	100	98.8	98.3	100	100	98.8	99.1	98.3	100	100	100	99.2	98.8
Heavy Vehicles	1	27	0	0	0	28	1	1	0	0	0	2	0	27	1	0	0	28	1	1	0	0	0	2	60
% Heavy Vehicles	3	1.4	0	0	0	1.4	0.6	1.1	0	0	0	0.6	0	1.2	1.7	0	0	1.2	0.9	1.7	0	0	0	0.8	1.2

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

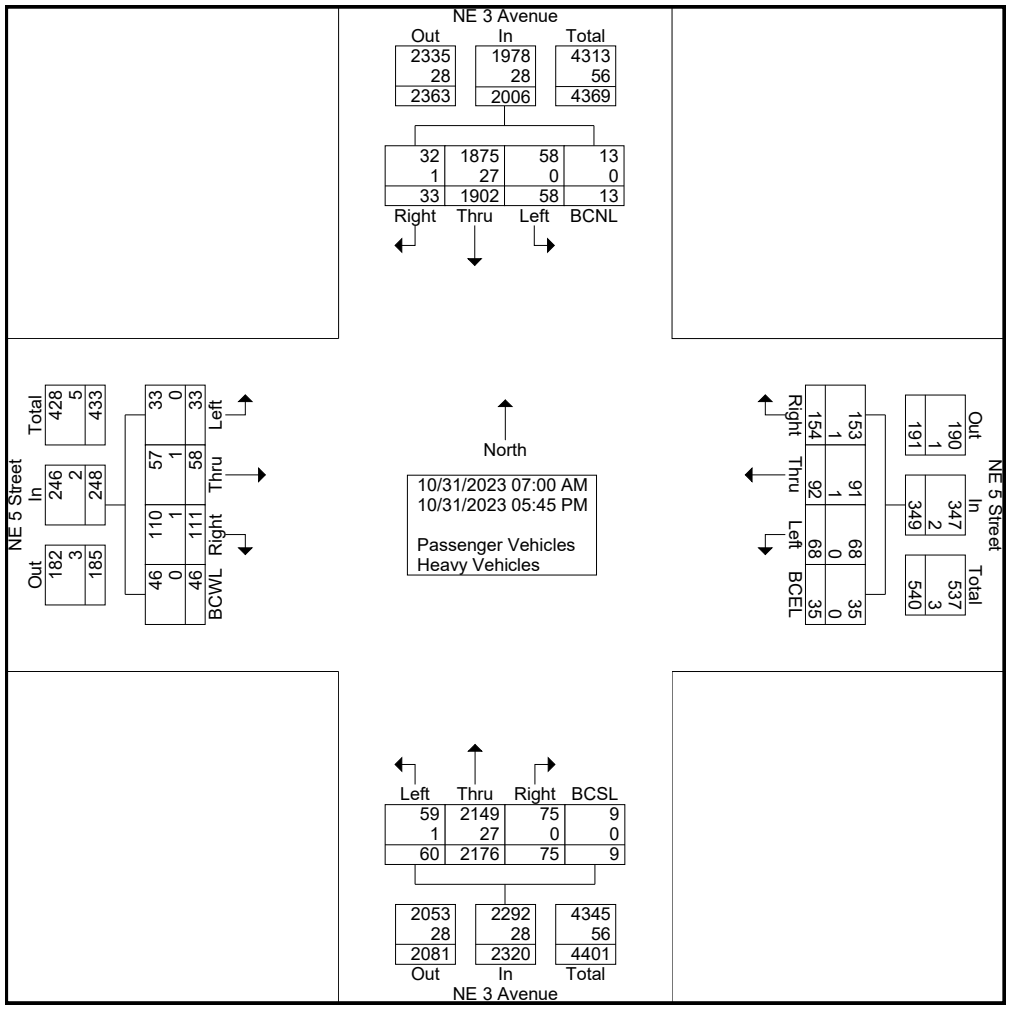
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 2

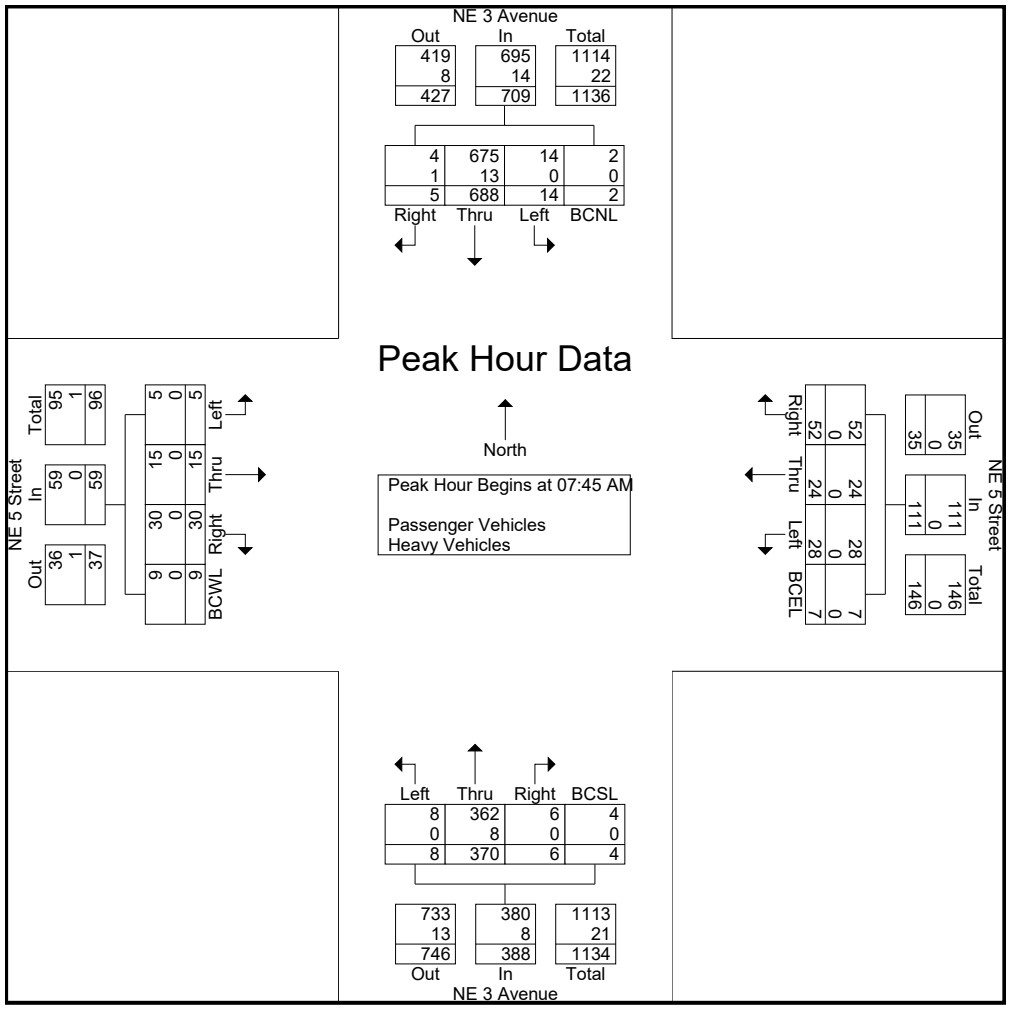


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 3

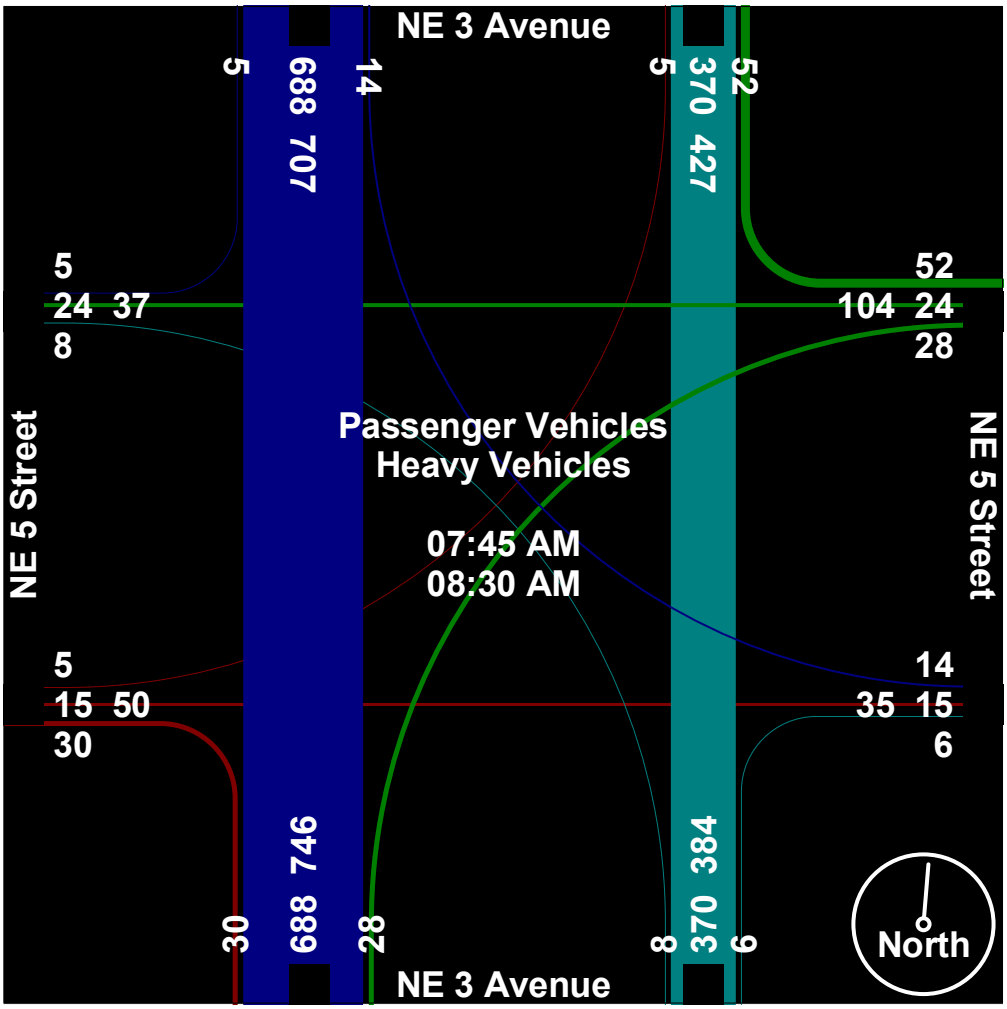
	NE 3 Avenue Southbound						NE 5 Street Westbound						NE 3 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:45 AM																									
07:45 AM	1	**190**	1	**1**	0	**193**	**15**	5	6	1	0	27	**2**	94	**3**	**1**	0	100	7	2	2	1	**1**	13	**333**
08:00 AM	1	155	**5**	0	**1**	162	12	**11**	**12**	1	0	**36**	2	95	1	1	0	99	**8**	4	0	1	1	14	311
08:15 AM	**2**	183	3	0	0	188	13	5	7	2	0	27	1	81	2	1	0	85	8	**7**	0	2	0	**17**	317
08:30 AM	1	160	5	0	0	166	12	3	3	**3**	0	21	1	**100**	2	1	0	**104**	7	2	**3**	**3**	0	15	306
Total Volume	5	688	14	1	1	709	52	24	28	7	0	111	6	370	8	4	0	388	30	15	5	7	2	59	1267
% App. Total	0.7	97	2	0.1	0.1		46.8	21.6	25.2	6.3	0		1.5	95.4	2.1	1	0		50.8	25.4	8.5	11.9	3.4		
PHF	.625	.905	.700	.250	.250	.918	.867	.545	.583	.583	.000	.771	.750	.925	.667	1.00	.000	.933	.938	.536	.417	.583	.500	.868	.951
Passenger Vehicles	4	675	14	1	1	695	52	24	28	7	0	111	6	362	8	4	0	380	30	15	5	7	2	59	1245
% Passenger Vehicles	80.0	98.1	100	100	100	98.0	100	100	100	100	0	100	100	97.8	100	100	0	97.9	100	100	100	100	100	100	98.3
Heavy Vehicles	1	13	0	0	0	14	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	22
% Heavy Vehicles	20.0	1.9	0	0	0	2.0	0	0	0	0	0	0	0	2.2	0	0	0	2.1	0	0	0	0	0	0	1.7



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 4

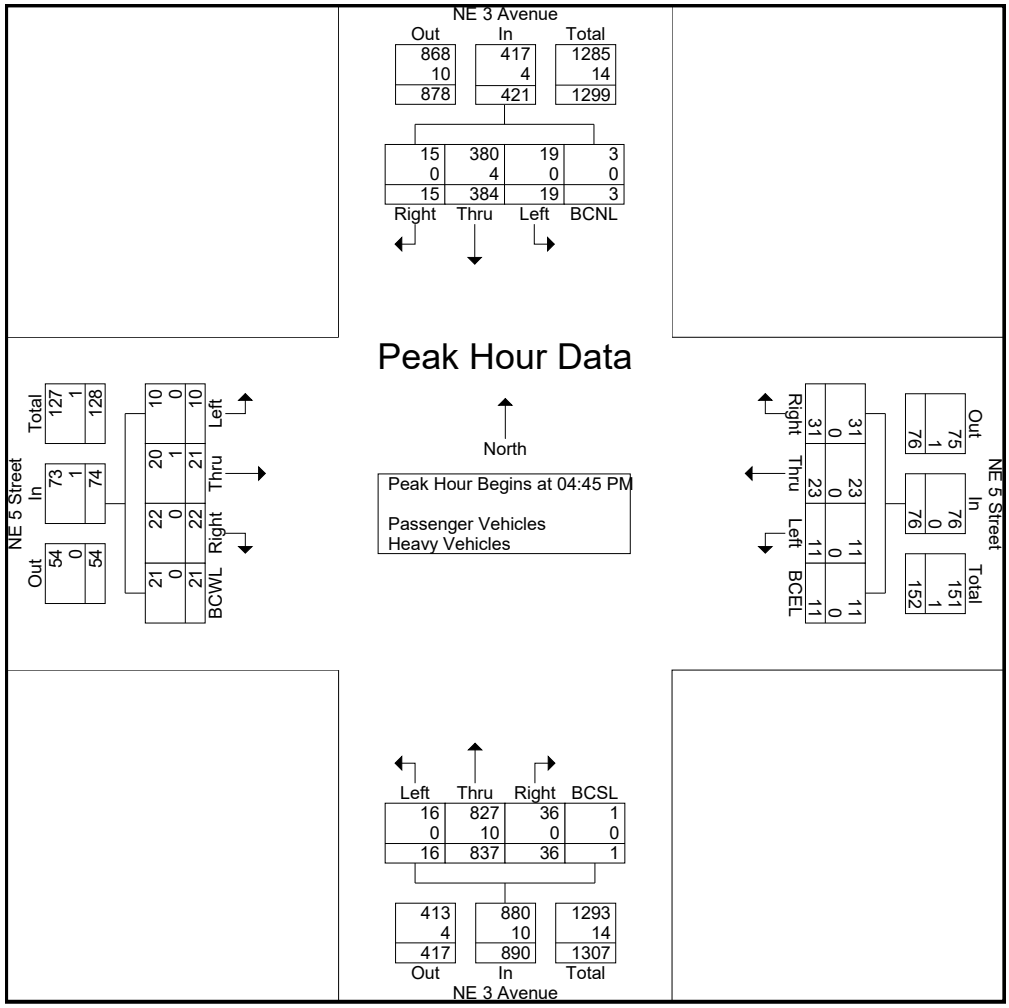


CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 5

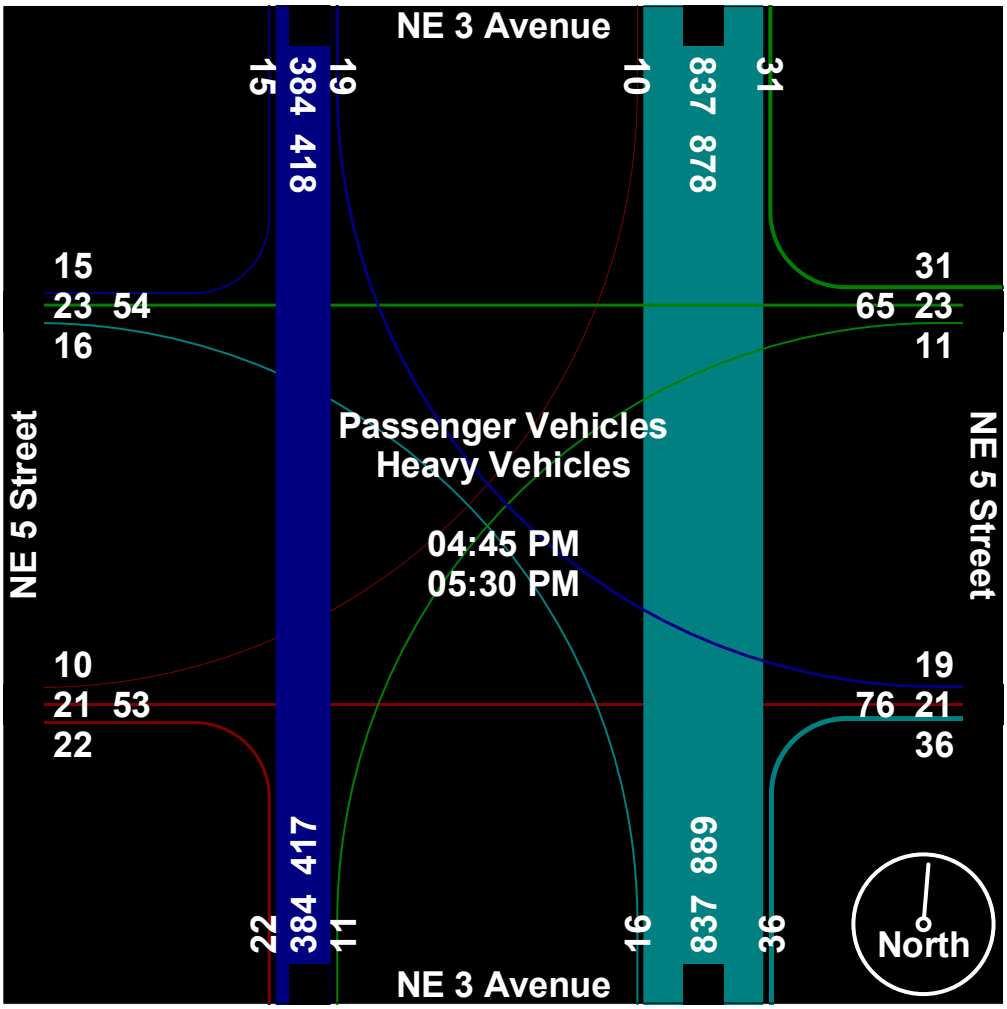
	NE 3 Avenue Southbound						NE 5 Street Westbound						NE 3 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	**5**	76	3	0	0	84	3	5	2	2	**1**	13	5	215	3	**1**	0	224	4	**7**	0	3	1	15	336
05:00 PM	1	95	4	**2**	0	102	8	**6**	**5**	0	0	19	**13**	**228**	1	0	0	**242**	5	4	2	2	**2**	15	378
05:15 PM	5	**116**	3	1	0	**125**	**10**	6	1	1	0	18	10	209	4	0	0	223	**8**	7	**4**	**7**	0	**26**	**392**
05:30 PM	4	97	**9**	0	0	110	10	6	3	**6**	1	**26**	8	185	**8**	0	0	201	5	3	4	4	2	18	355
Total Volume	15	384	19	3	0	421	31	23	11	9	2	76	36	837	16	1	0	890	22	21	10	16	5	74	1461
% App. Total	3.6	91.2	4.5	0.7	0		40.8	30.3	14.5	11.8	2.6		4	94	1.8	0.1	0		29.7	28.4	13.5	21.6	6.8		
PHF	.750	.828	.528	.375	.000	.842	.775	.958	.550	.375	.500	.731	.692	.918	.500	.250	.000	.919	.688	.750	.625	.571	.625	.712	.932
Passenger Vehicles	15	380	19	3	0	417	31	23	11	9	2	76	36	827	16	1	0	880	22	20	10	16	5	73	1446
% Passenger Vehicles	100	99.0	100	100	0	99.0	100	100	100	100	100	100	100	98.8	100	100	0	98.9	100	95.2	100	100	100	98.6	99.0
Heavy Vehicles	0	4	0	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	0	1	0	0	0	1	15
% Heavy Vehicles	0	1.0	0	0	0	1.0	0	0	0	0	0	0	0	1.2	0	0	0	1.1	0	4.8	0	0	0	1.4	1.0



CHP Consulting Engineers Inc

Turning Movement Counts
NE 3rd Avenue at NE 5th Street

File Name : NE 3 Ave at NE 5 St
Site Code : 00500301
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	NE 4 Avenue Southbound						NE 5 Street Westbound						NE 4 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
*** BREAK ***																									
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																									
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
*** BREAK ***																									
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
*** BREAK ***																									
04:00 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																									
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
*** BREAK ***																									
Grand Total	1	1	0	0	0	2	1	2	0	0	0	3	0	0	1	0	0	1	1	1	1	0	0	3	9
Apprch %	50	50	0	0	0		33.3	66.7	0	0	0		0	0	100	0	0		33.3	33.3	33.3	0	0		
Total %	11.1	11.1	0	0	0	22.2	11.1	22.2	0	0	0	33.3	0	0	11.1	0	0	11.1	11.1	11.1	11.1	0	0	33.3	

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	NE 4 Avenue Southbound						NE 5 Street Westbound						NE 4 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	1	2	0	0	1	4	0	13	2	3	2	20	0	3	5	3	0	11	0	10	0	2	0	12	47
07:15 AM	3	2	5	0	0	10	4	12	2	2	2	22	1	4	5	3	0	13	1	2	2	0	1	6	51
07:30 AM	7	0	1	1	0	9	0	7	0	1	0	8	0	3	7	6	1	17	0	2	0	0	0	2	36
07:45 AM	5	4	1	5	0	15	1	15	1	3	0	20	1	8	7	3	0	19	1	2	1	5	0	9	63
Total	16	8	7	6	1	38	5	47	5	9	4	70	2	18	24	15	1	60	2	16	3	7	1	29	197
08:00 AM	7	6	1	2	0	16	0	21	2	6	1	30	0	11	7	6	0	24	2	9	0	7	0	18	88
08:15 AM	1	1	2	3	0	7	0	16	1	11	1	29	2	5	10	2	0	19	3	6	1	9	0	19	74
08:30 AM	2	6	1	3	0	12	0	8	5	9	0	22	5	6	6	4	0	21	3	6	0	7	0	16	71
08:45 AM	5	7	2	1	1	16	0	12	1	5	1	19	3	5	6	3	0	17	5	5	1	4	1	16	68
Total	15	20	6	9	1	51	0	57	9	31	3	100	10	27	29	15	0	81	13	26	2	27	1	69	301
*** BREAK ***																									
04:00 PM	2	5	3	2	0	12	4	12	2	2	0	20	4	5	3	4	0	16	4	5	1	1	0	11	59
04:15 PM	4	6	0	0	0	10	0	9	4	6	0	19	2	4	6	1	0	13	3	6	0	5	1	15	57
04:30 PM	2	6	2	1	0	11	4	8	2	5	1	20	2	6	1	4	0	13	3	8	3	5	0	19	63
04:45 PM	3	8	3	7	0	21	0	7	2	11	0	20	4	7	4	5	1	21	4	11	4	6	1	26	88
Total	11	25	8	10	0	54	8	36	10	24	1	79	12	22	14	14	1	63	14	30	8	17	2	71	267
05:00 PM	1	6	1	5	1	14	3	13	7	8	1	32	2	11	4	4	0	21	3	20	3	1	0	27	94
05:15 PM	1	15	2	4	1	23	3	9	3	16	0	31	7	5	4	3	0	19	4	12	2	4	1	23	96
05:30 PM	1	14	4	4	0	23	2	15	3	14	0	34	2	4	3	3	0	12	8	10	0	8	0	26	95
05:45 PM	1	10	2	0	0	13	1	10	3	25	0	39	6	9	6	9	0	30	10	14	3	0	0	27	109
Total	4	45	9	13	2	73	9	47	16	63	1	136	17	29	17	19	0	82	25	56	8	13	1	103	394
Grand Total	46	98	30	38	4	216	22	187	40	127	9	385	41	96	84	63	2	286	54	128	21	64	5	272	1159
Apprch %	21.3	45.4	13.9	17.6	1.9		5.7	48.6	10.4	33	2.3		14.3	33.6	29.4	22	0.7		19.9	47.1	7.7	23.5	1.8		
Total %	4	8.5	2.6	3.3	0.3	18.6	1.9	16.1	3.5	11	0.8	33.2	3.5	8.3	7.2	5.4	0.2	24.7	4.7	11	1.8	5.5	0.4	23.5	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NE 4 Avenue Southbound						NE 5 Street Westbound						NE 4 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	1	2	0	0	1	4	0	13	2	3	2	20	0	3	5	3	0	11	0	10	0	2	0	12	47
07:15 AM	3	2	5	0	0	10	4	12	2	2	2	22	1	4	5	3	0	13	1	2	2	0	1	6	51
07:30 AM	7	0	1	1	0	9	0	7	0	1	0	8	0	3	7	6	1	17	0	2	0	0	0	2	36
07:45 AM	5	4	1	5	0	15	2	15	1	3	0	21	1	8	7	3	0	19	1	3	1	5	0	10	65
Total	16	8	7	6	1	38	6	47	5	9	4	71	2	18	24	15	1	60	2	17	3	7	1	30	199
08:00 AM	7	6	1	2	0	16	0	21	2	6	1	30	0	11	7	6	0	24	2	9	0	7	0	18	88
08:15 AM	1	1	2	3	0	7	0	17	1	11	1	30	2	5	10	2	0	19	3	6	1	9	0	19	75
08:30 AM	2	6	1	3	0	12	0	9	5	9	0	23	5	6	6	4	0	21	4	6	0	7	0	17	73
08:45 AM	5	7	2	1	1	16	0	12	1	5	1	19	3	5	6	3	0	17	5	5	1	4	1	16	68
Total	15	20	6	9	1	51	0	59	9	31	3	102	10	27	29	15	0	81	14	26	2	27	1	70	304
*** BREAK ***																									
04:00 PM	3	6	3	2	0	14	4	12	2	2	0	20	4	5	3	4	0	16	4	5	1	1	0	11	61
04:15 PM	4	6	0	0	0	10	0	9	4	6	0	19	2	4	7	1	0	14	3	6	0	5	1	15	58
04:30 PM	2	6	2	1	0	11	4	8	2	5	1	20	2	6	1	4	0	13	3	8	3	5	0	19	63
04:45 PM	3	8	3	7	0	21	0	7	2	11	0	20	4	7	4	5	1	21	4	11	5	6	1	27	89
Total	12	26	8	10	0	56	8	36	10	24	1	79	12	22	15	14	1	64	14	30	9	17	2	72	271
05:00 PM	1	6	1	5	1	14	3	13	7	8	1	32	2	11	4	4	0	21	3	20	3	1	0	27	94
05:15 PM	1	15	2	4	1	23	3	9	3	16	0	31	7	5	4	3	0	19	4	12	2	4	1	23	96
05:30 PM	1	14	4	4	0	23	2	15	3	14	0	34	2	4	3	3	0	12	8	10	0	8	0	26	95
05:45 PM	1	10	2	0	0	13	1	10	3	25	0	39	6	9	6	9	0	30	10	14	3	0	0	27	109
Total	4	45	9	13	2	73	9	47	16	63	1	136	17	29	17	19	0	82	25	56	8	13	1	103	394
Grand Total	47	99	30	38	4	218	23	189	40	127	9	388	41	96	85	63	2	287	55	129	22	64	5	275	1168
Apprch %	21.6	45.4	13.8	17.4	1.8		5.9	48.7	10.3	32.7	2.3		14.3	33.4	29.6	22	0.7		20	46.9	8	23.3	1.8		
Total %	4	8.5	2.6	3.3	0.3	18.7	2	16.2	3.4	10.9	0.8	33.2	3.5	8.2	7.3	5.4	0.2	24.6	4.7	11	1.9	5.5	0.4	23.5	
Passenger Cars	46	98	30	38	4	216	22	187	40	127	9	385	41	96	84	63	2	286	54	128	21	64	5	272	1159
% Passenger Cars	97.9	99	100	100	100	99.1	95.7	98.9	100	100	100	99.2	100	100	98.8	100	100	99.7	98.2	99.2	95.5	100	100	98.9	99.2
Heavy Vehicles	1	1	0	0	0	2	1	2	0	0	0	3	0	0	1	0	0	1	1	1	1	0	0	3	9
% Heavy Vehicles	2.1	1	0	0	0	0.9	4.3	1.1	0	0	0	0.8	0	0	1.2	0	0	0.3	1.8	0.8	4.5	0	0	1.1	0.8

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

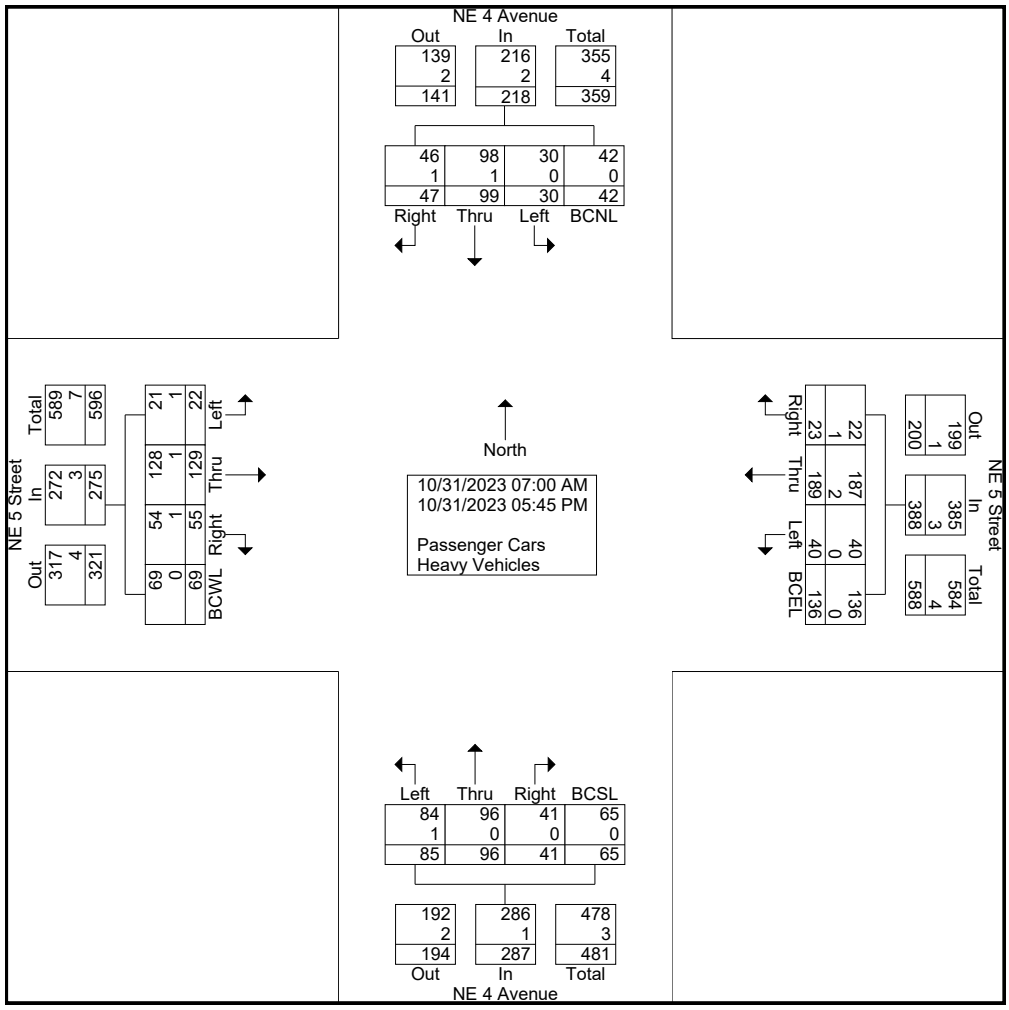
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 2

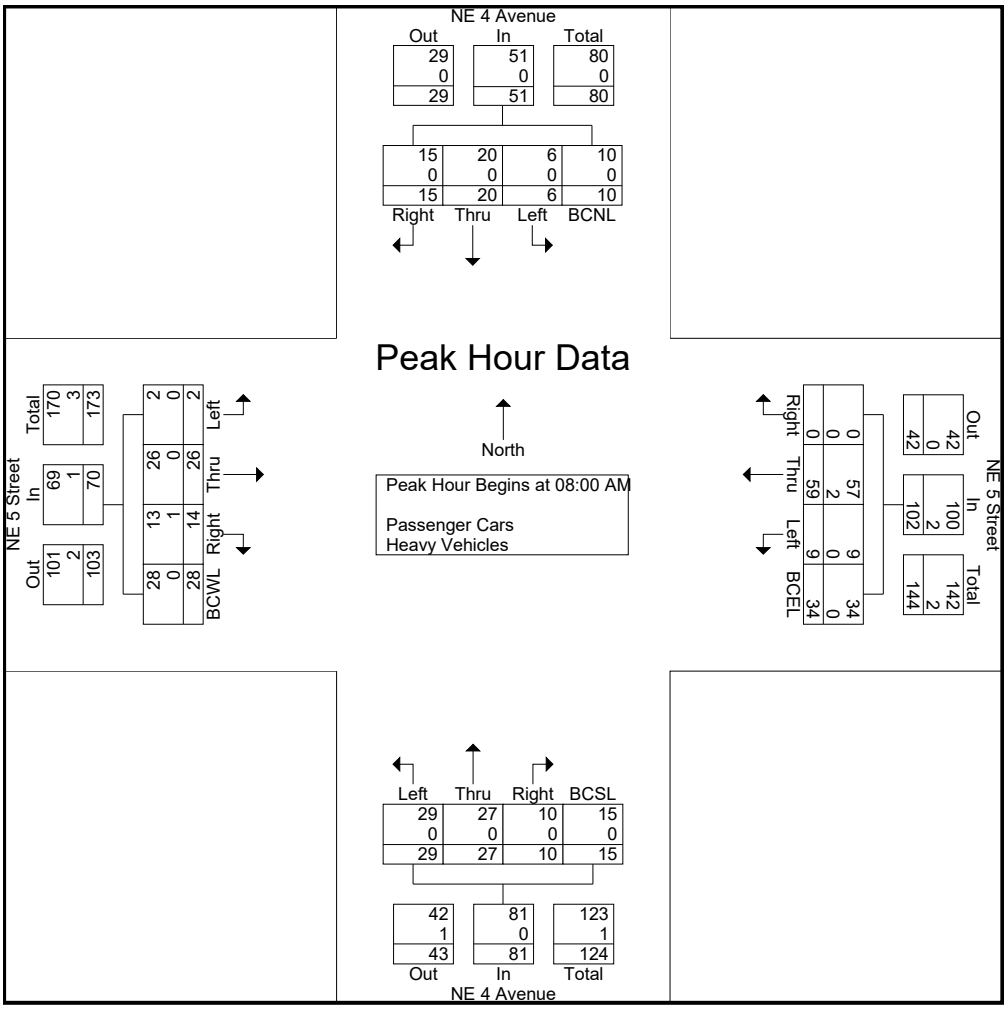


CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 3

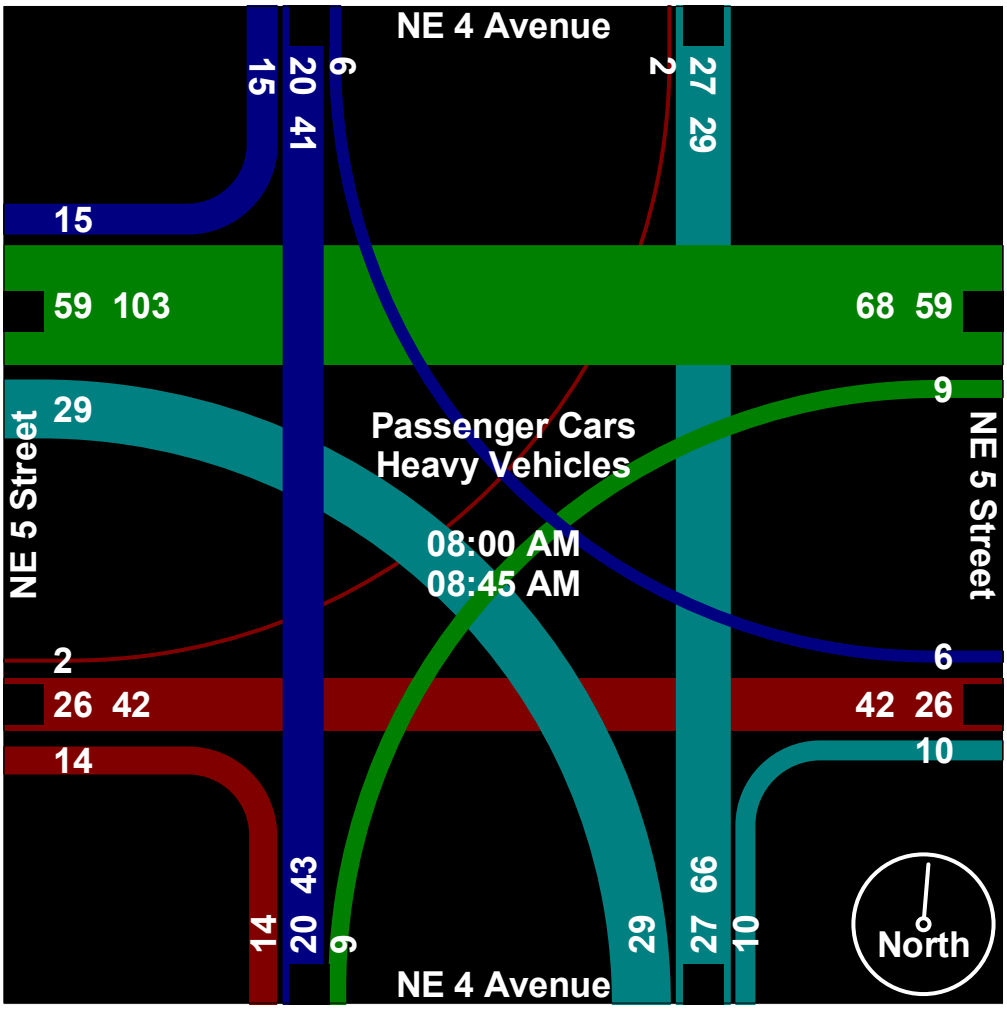
	NE 4 Avenue Southbound						NE 5 Street Westbound						NE 4 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	**7**	6	1	2	0	**16**	0	**21**	2	6	**1**	**30**	0	**11**	7	**6**	0	**24**	2	**9**	0	7	0	18	**88**
08:15 AM	1	1	**2**	**3**	0	7	0	17	1	**11**	1	30	2	5	**10**	2	0	19	3	6	**1**	**9**	0	**19**	75
08:30 AM	2	6	1	3	0	12	0	9	**5**	9	0	23	**5**	6	6	4	0	21	4	6	0	7	0	17	73
08:45 AM	5	**7**	2	1	**1**	16	0	12	1	5	1	19	3	5	6	3	0	17	**5**	5	1	4	**1**	16	68
Total Volume	15	20	6	9	1	51	0	59	9	31	3	102	10	27	29	15	0	81	14	26	2	27	1	70	304
% App. Total	29.4	39.2	11.8	17.6	2		0	57.8	8.8	30.4	2.9		12.3	33.3	35.8	18.5	0		20	37.1	2.9	38.6	1.4		
PHF	.536	.714	.750	.750	.250	.797	.000	.702	.450	.705	.750	.850	.500	.614	.725	.625	.000	.844	.700	.722	.500	.750	.250	.921	.864
Passenger Cars	15	20	6	9	1	51	0	57	9	31	3	100	10	27	29	15	0	81	13	26	2	27	1	69	301
% Passenger Cars	100	100	100	100	100	100	0	96.6	100	100	100	98.0	100	100	100	100	0	100	92.9	100	100	100	100	98.6	99.0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
% Heavy Vehicles	0	0	0	0	0	0	0	3.4	0	0	0	2.0	0	0	0	0	0	0	7.1	0	0	0	0	1.4	1.0



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 4

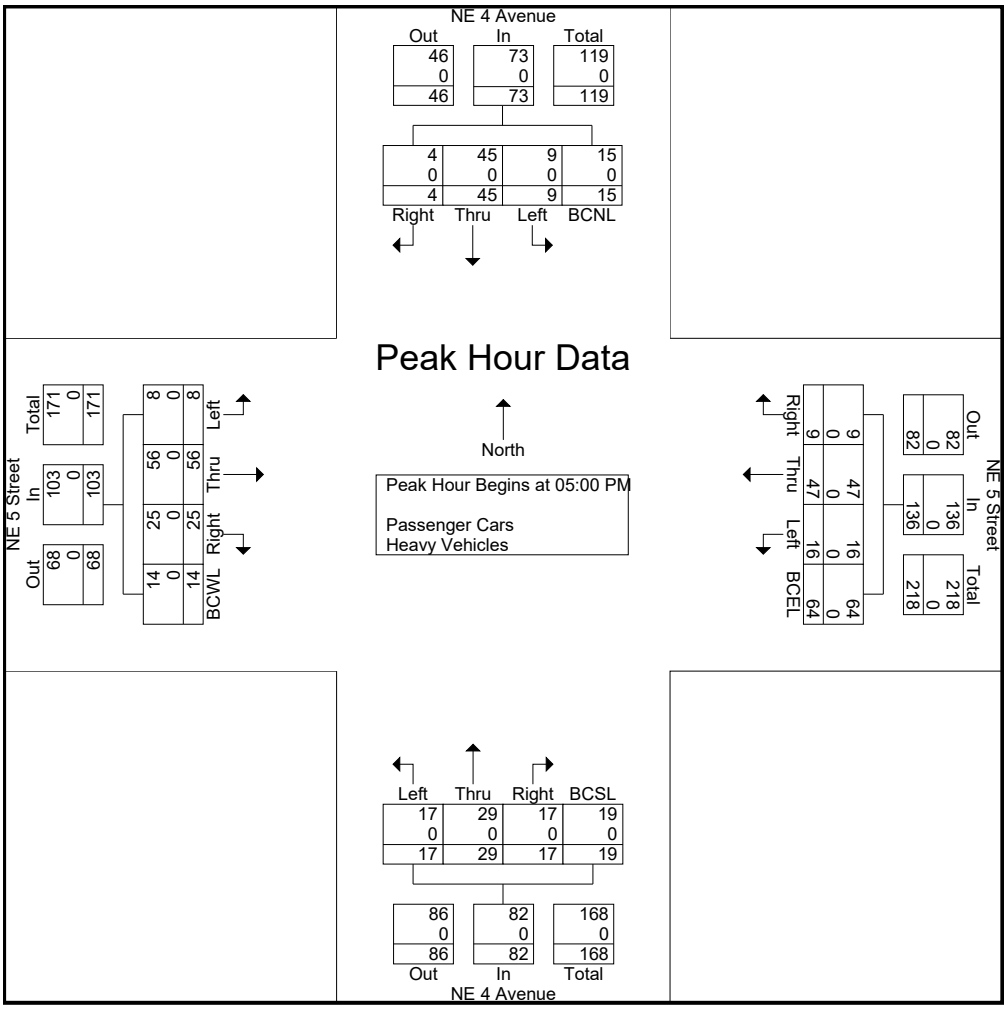


CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 5

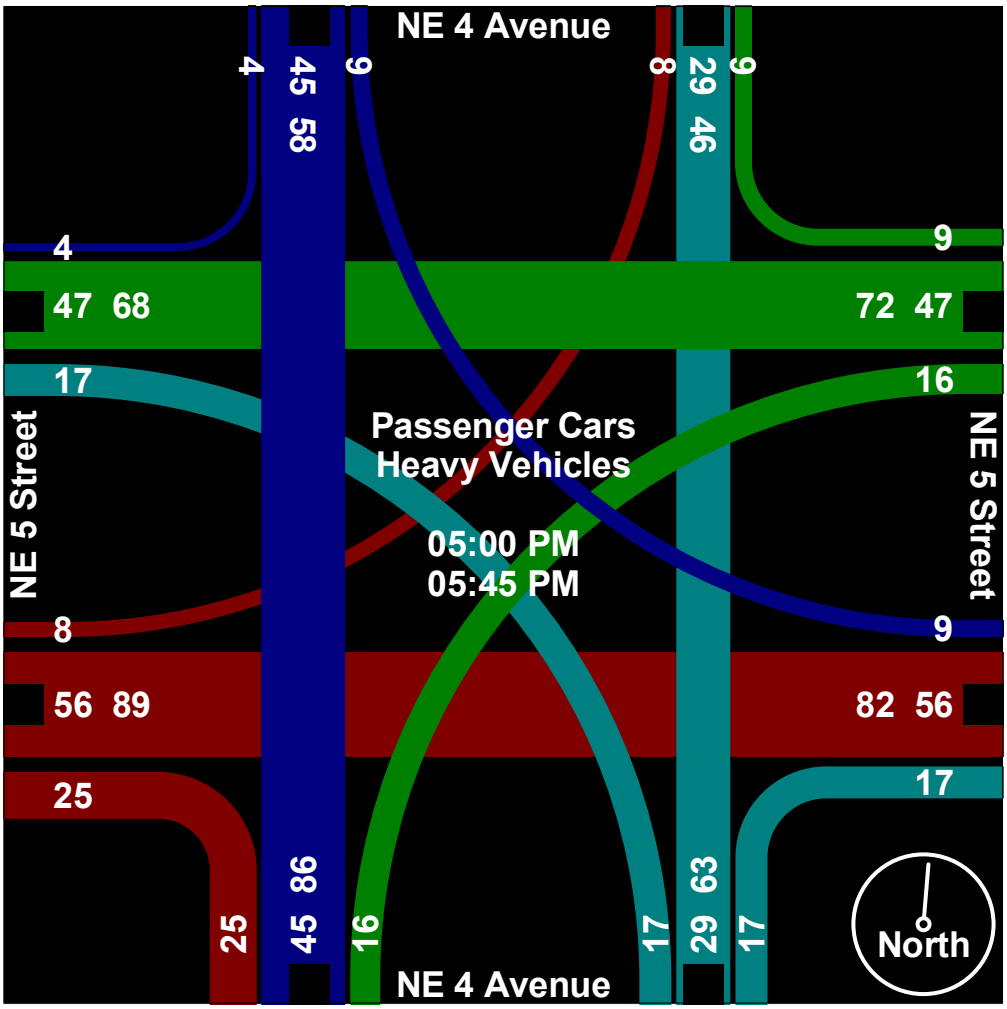
	NE 4 Avenue Southbound						NE 5 Street Westbound						NE 4 Avenue Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	**1**	6	1	**5**	**1**	14	**3**	13	**7**	8	**1**	32	2	**11**	4	4	0	21	3	**20**	**3**	1	0	**27**	94
05:15 PM	1	**15**	2	4	1	**23**	3	9	3	16	0	31	**7**	5	4	3	0	19	4	12	2	4	**1**	23	96
05:30 PM	1	14	**4**	4	0	23	2	**15**	3	14	0	34	2	4	3	3	0	12	8	10	0	**8**	0	26	95
05:45 PM	1	10	2	0	0	13	1	10	3	**25**	0	**39**	6	9	**6**	**9**	0	**30**	**10**	14	3	0	0	27	**109**
Total Volume	4	45	9	13	2	73	9	47	16	63	1	136	17	29	17	19	0	82	25	56	8	13	1	103	394
% App. Total	5.5	61.6	12.3	17.8	2.7		6.6	34.6	11.8	46.3	0.7		20.7	35.4	20.7	23.2	0		24.3	54.4	7.8	12.6	1		
PHF	1.00	.750	.563	.650	.500	.793	.750	.783	.571	.630	.250	.872	.607	.659	.708	.528	.000	.683	.625	.700	.667	.406	.250	.954	.904
Passenger Cars	4	45	9	13	2	73	9	47	16	63	1	136	17	29	17	19	0	82	25	56	8	13	1	103	394
% Passenger Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 5th Street

File Name : NE 4 Ave at NE 5 St
Site Code : 00500402
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	US 1/Federal Highway Southbound						NE 5 Street Westbound						US 1/Federal Highway Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	10
07:15 AM	1	8	1	0	0	10	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	14
07:30 AM	0	6	1	0	0	7	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	12
07:45 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7
Total	1	23	3	0	0	27	0	0	0	0	0	0	1	14	1	0	0	16	0	0	0	0	0	0	43
08:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8
08:15 AM	1	11	0	0	0	12	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	15
08:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	11
08:45 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	16
Total	1	29	0	0	0	30	0	0	0	0	0	0	1	18	1	0	0	20	0	0	0	0	0	0	50
*** BREAK ***																									
04:00 PM	1	9	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	11
04:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
04:30 PM	0	6	0	0	0	6	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	8
04:45 PM	0	5	0	0	0	5	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	12
Total	1	20	1	0	0	22	2	0	0	0	0	2	0	9	0	0	0	9	0	0	0	0	0	0	33
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	8
05:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
Total	0	7	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	19
Grand Total	3	79	4	0	0	86	2	0	0	0	0	2	2	53	2	0	0	57	0	0	0	0	0	0	145
Apprch %	3.5	91.9	4.7	0	0		100	0	0	0	0		3.5	93	3.5	0	0		0	0	0	0	0		
Total %	2.1	54.5	2.8	0	0	59.3	1.4	0	0	0	0	1.4	1.4	36.6	1.4	0	0	39.3	0	0	0	0	0	0	

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	US 1/Federal Highway Southbound						NE 5 Street Westbound						US 1/Federal Highway Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	4	212	7	2	0	225	0	0	0	0	0	0	1	135	7	0	0	143	9	0	0	1	1	11	379
07:15 AM	4	278	17	1	0	300	5	0	0	3	0	8	1	213	7	2	0	223	16	0	0	4	0	20	551
07:30 AM	2	315	23	4	0	344	3	0	0	1	0	4	6	264	2	0	0	272	15	0	0	2	0	17	637
07:45 AM	9	327	10	4	1	351	6	0	0	3	0	9	7	292	7	2	0	308	15	0	0	1	0	16	684
Total	19	1132	57	11	1	1220	14	0	0	7	0	21	15	904	23	4	0	946	55	0	0	8	1	64	2251
08:00 AM	4	290	22	1	0	317	7	0	0	2	0	9	11	207	10	1	0	229	13	0	0	1	0	14	569
08:15 AM	4	354	17	0	0	375	5	0	0	2	0	7	9	236	6	0	0	251	24	0	0	2	0	26	659
08:30 AM	4	287	19	2	0	312	7	0	0	1	0	8	9	186	13	2	0	210	25	0	0	3	0	28	558
08:45 AM	10	345	17	1	0	373	8	0	0	0	0	8	7	232	7	0	0	246	14	0	0	7	0	21	648
Total	22	1276	75	4	0	1377	27	0	0	5	0	32	36	861	36	3	0	936	76	0	0	13	0	89	2434
*** BREAK ***																									
04:00 PM	9	303	14	0	0	326	11	0	0	1	0	12	7	268	26	3	0	304	7	0	0	4	1	12	654
04:15 PM	9	279	17	3	0	308	15	0	0	3	0	18	9	288	6	0	0	303	9	0	0	0	0	9	638
04:30 PM	13	275	24	5	1	318	14	0	0	1	0	15	5	271	21	1	0	298	11	0	0	2	0	13	644
04:45 PM	13	283	17	3	2	318	16	0	0	2	0	18	11	298	12	4	0	325	9	0	1	0	0	10	671
Total	44	1140	72	11	3	1270	56	0	0	7	0	63	32	1125	65	8	0	1230	36	0	1	6	1	44	2607
05:00 PM	17	307	8	0	0	332	14	0	0	0	0	14	9	351	17	1	0	378	7	0	0	2	0	9	733
05:15 PM	15	292	7	9	0	323	18	0	1	1	0	20	7	333	20	1	0	361	8	0	0	2	2	12	716
05:30 PM	16	360	6	2	0	384	19	0	0	2	0	21	10	319	24	7	0	360	11	0	0	0	0	11	776
05:45 PM	9	324	14	5	0	352	14	0	0	1	0	15	11	300	13	1	0	325	17	0	0	3	0	20	712
Total	57	1283	35	16	0	1391	65	0	1	4	0	70	37	1303	74	10	0	1424	43	0	0	7	2	52	2937
Grand Total	142	4831	239	42	4	5258	162	0	1	23	0	186	120	4193	198	25	0	4536	210	0	1	34	4	249	10229
Apprch %	2.7	91.9	4.5	0.8	0.1		87.1	0	0.5	12.4	0		2.6	92.4	4.4	0.6	0		84.3	0	0.4	13.7	1.6		
Total %	1.4	47.2	2.3	0.4	0	51.4	1.6	0	0	0.2	0	1.8	1.2	41	1.9	0.2	0	44.3	2.1	0	0	0.3	0	2.4	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	US 1/Federal Highway Southbound						NE 5 Street Westbound						US 1/Federal Highway Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	4	219	7	2	0	232	0	0	0	0	0	0	1	138	7	0	0	146	9	0	0	1	1	11	389
07:15 AM	5	286	18	1	0	310	5	0	0	3	0	8	1	216	8	2	0	227	16	0	0	4	0	20	565
07:30 AM	2	321	24	4	0	351	3	0	0	1	0	4	7	268	2	0	0	277	15	0	0	2	0	17	649
07:45 AM	9	329	11	4	1	354	6	0	0	3	0	9	7	296	7	2	0	312	15	0	0	1	0	16	691
Total	20	1155	60	11	1	1247	14	0	0	7	0	21	16	918	24	4	0	962	55	0	0	8	1	64	2294
08:00 AM	4	294	22	1	0	321	7	0	0	2	0	9	11	211	10	1	0	233	13	0	0	1	0	14	577
08:15 AM	5	365	17	0	0	387	5	0	0	2	0	7	9	238	7	0	0	254	24	0	0	2	0	26	674
08:30 AM	4	291	19	2	0	316	7	0	0	1	0	8	10	192	13	2	0	217	25	0	0	3	0	28	569
08:45 AM	10	355	17	1	0	383	8	0	0	0	0	8	7	238	7	0	0	252	14	0	0	7	0	21	664
Total	23	1305	75	4	0	1407	27	0	0	5	0	32	37	879	37	3	0	956	76	0	0	13	0	89	2484
*** BREAK ***																									
04:00 PM	10	312	14	0	0	336	11	0	0	1	0	12	7	269	26	3	0	305	7	0	0	4	1	12	665
04:15 PM	9	279	18	3	0	309	15	0	0	3	0	18	9	289	6	0	0	304	9	0	0	0	0	9	640
04:30 PM	13	281	24	5	1	324	15	0	0	1	0	16	5	272	21	1	0	299	11	0	0	2	0	13	652
04:45 PM	13	288	17	3	2	323	17	0	0	2	0	19	11	304	12	4	0	331	9	0	1	0	0	10	683
Total	45	1160	73	11	3	1292	58	0	0	7	0	65	32	1134	65	8	0	1239	36	0	1	6	1	44	2640
05:00 PM	17	307	8	0	0	332	14	0	0	0	0	14	9	352	17	1	0	379	7	0	0	2	0	9	734
05:15 PM	15	295	7	9	0	326	18	0	1	1	0	20	7	338	20	1	0	366	8	0	0	2	2	12	724
05:30 PM	16	363	6	2	0	387	19	0	0	2	0	21	10	321	24	7	0	362	11	0	0	0	0	11	781
05:45 PM	9	325	14	5	0	353	14	0	0	1	0	15	11	304	13	1	0	329	17	0	0	3	0	20	717
Total	57	1290	35	16	0	1398	65	0	1	4	0	70	37	1315	74	10	0	1436	43	0	0	7	2	52	2956
Grand Total	145	4910	243	42	4	5344	164	0	1	23	0	188	122	4246	200	25	0	4593	210	0	1	34	4	249	10374
Apprch %	2.7	91.9	4.5	0.8	0.1		87.2	0	0.5	12.2	0		2.7	92.4	4.4	0.5	0		84.3	0	0.4	13.7	1.6		
Total %	1.4	47.3	2.3	0.4	0	51.5	1.6	0	0	0.2	0	1.8	1.2	40.9	1.9	0.2	0	44.3	2	0	0	0.3	0	2.4	
Passenger Cars	142	4831	239	42	4	5258	162	0	1	23	0	186	120	4193	198	25	0	4536	210	0	1	34	4	249	10229
% Passenger Cars	97.9	98.4	98.4	100	100	98.4	98.8	0	100	100	0	98.9	98.4	98.8	99	100	0	98.8	100	0	100	100	100	100	98.6
Heavy Vehicles	3	79	4	0	0	86	2	0	0	0	0	2	2	53	2	0	0	57	0	0	0	0	0	0	145
% Heavy Vehicles	2.1	1.6	1.6	0	0	1.6	1.2	0	0	0	0	1.1	1.6	1.2	1	0	0	1.2	0	0	0	0	0	0	1.4

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

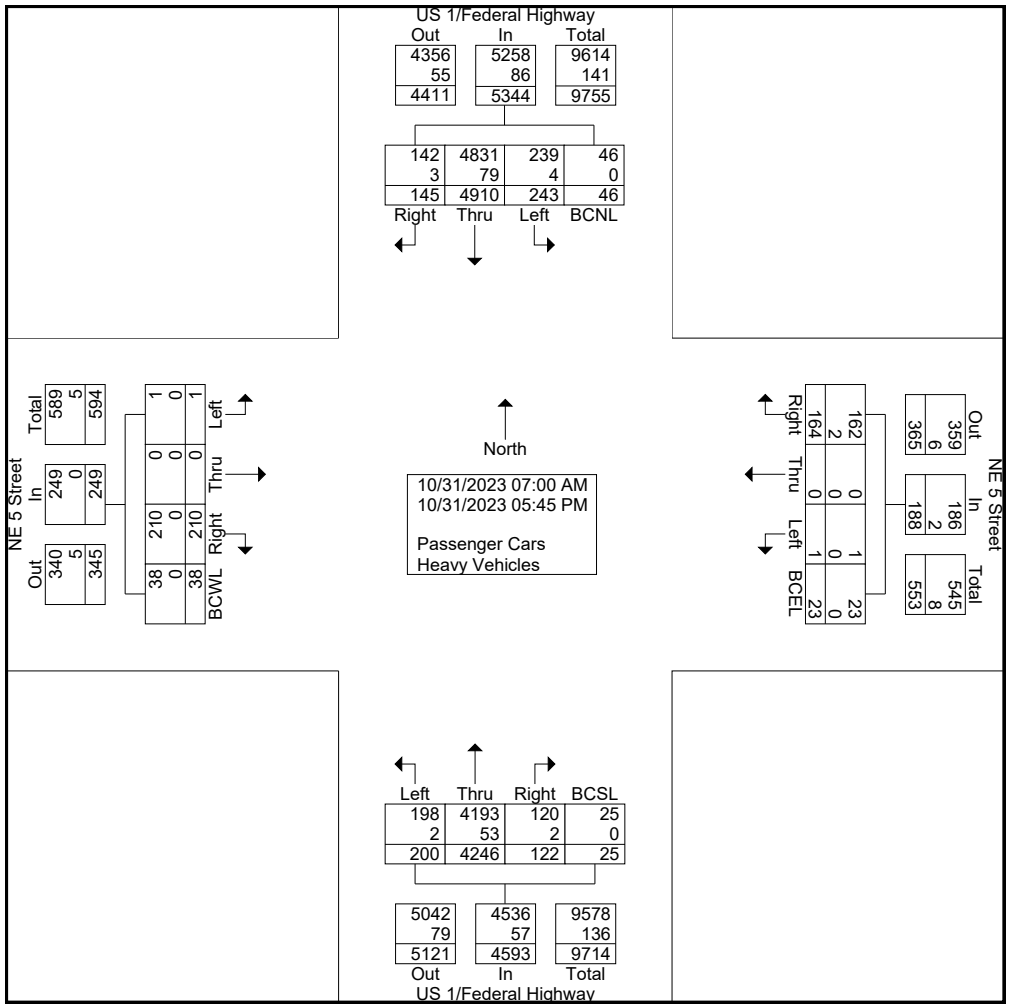
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 2

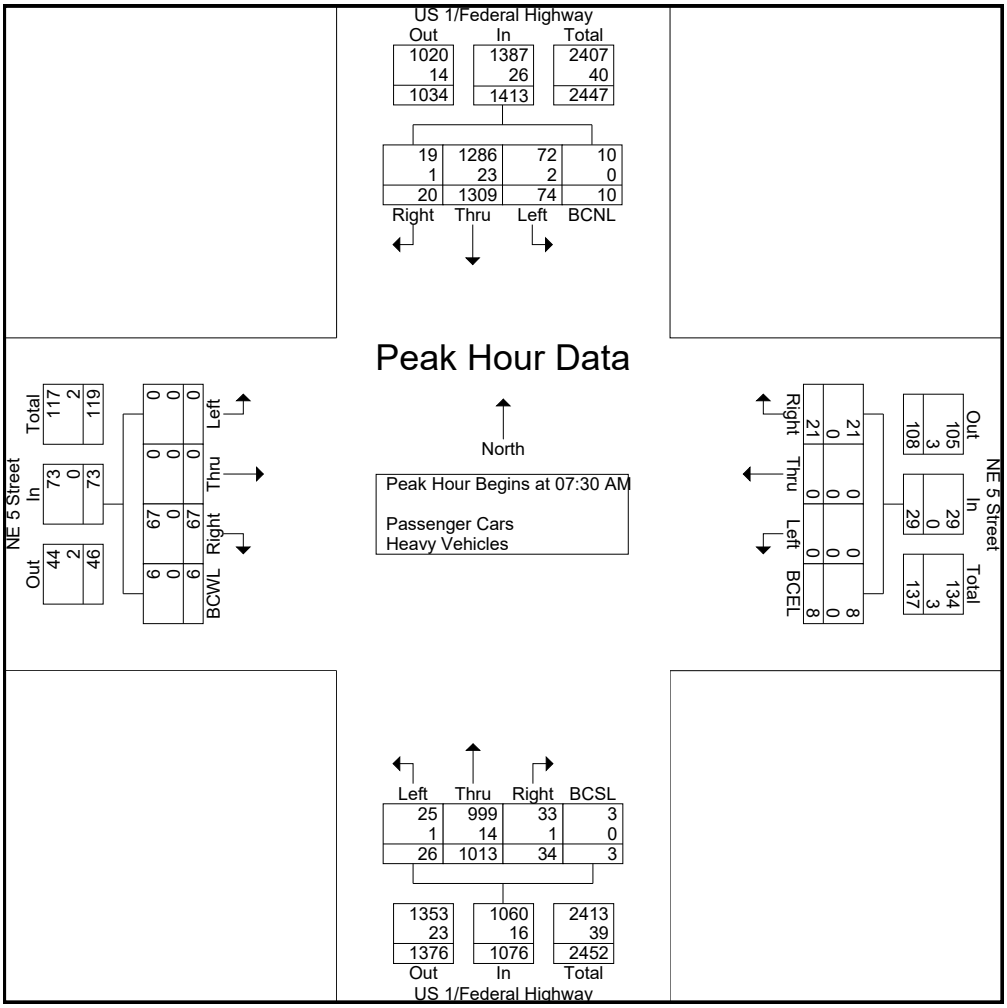


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 3

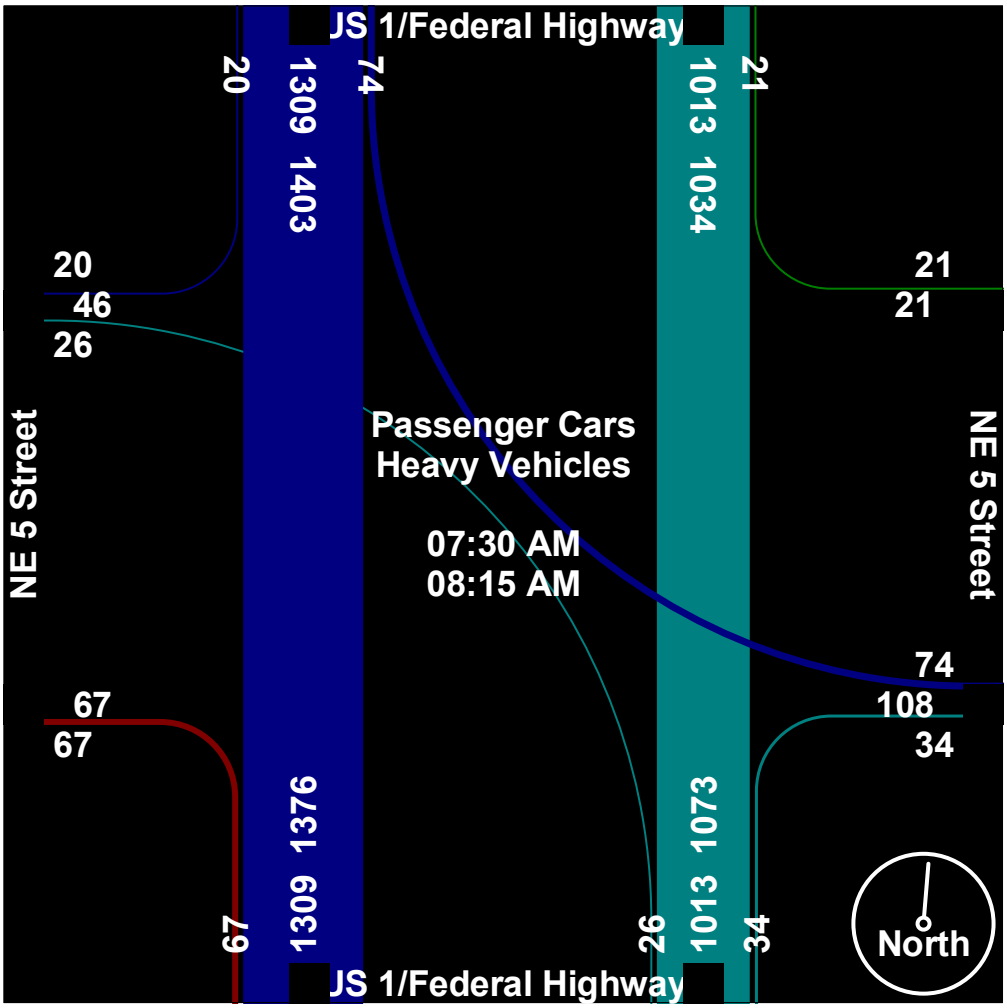
	US 1/Federal Highway Southbound						NE 5 Street Westbound						US 1/Federal Highway Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	2	321	**24**	**4**	0	351	3	0	0	1	0	4	7	268	2	0	0	277	15	0	0	**2**	0	17	649
07:45 AM	**9**	329	11	4	**1**	354	6	0	0	**3**	0	**9**	7	**296**	7	**2**	0	**312**	15	0	0	1	0	16	**691**
08:00 AM	4	294	22	1	0	321	**7**	0	0	2	0	9	**11**	211	**10**	1	0	233	13	0	0	1	0	14	577
08:15 AM	5	**365**	17	0	0	**387**	5	0	0	2	0	7	9	238	7	0	0	254	**24**	0	0	2	0	**26**	674
Total Volume	20	1309	74	9	1	1413	21	0	0	8	0	29	34	1013	26	3	0	1076	67	0	0	6	0	73	2591
% App. Total	1.4	92.6	5.2	0.6	0.1		72.4	0	0	27.6	0		3.2	94.1	2.4	0.3	0		91.8	0	0	8.2	0		
PHF	.556	.897	.771	.563	.250	.913	.750	.000	.000	.667	.000	.806	.773	.856	.650	.375	.000	.862	.698	.000	.000	.750	.000	.702	.937
Passenger Cars	19	1286	72	9	1	1387	21	0	0	8	0	29	33	999	25	3	0	1060	67	0	0	6	0	73	2549
% Passenger Cars	95.0	98.2	97.3	100	100	98.2	100	0	0	100	0	100	97.1	98.6	96.2	100	0	98.5	100	0	0	100	0	100	98.4
Heavy Vehicles	1	23	2	0	0	26	0	0	0	0	0	0	1	14	1	0	0	16	0	0	0	0	0	0	42
% Heavy Vehicles	5.0	1.8	2.7	0	0	1.8	0	0	0	0	0	0	2.9	1.4	3.8	0	0	1.5	0	0	0	0	0	0	1.6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 4

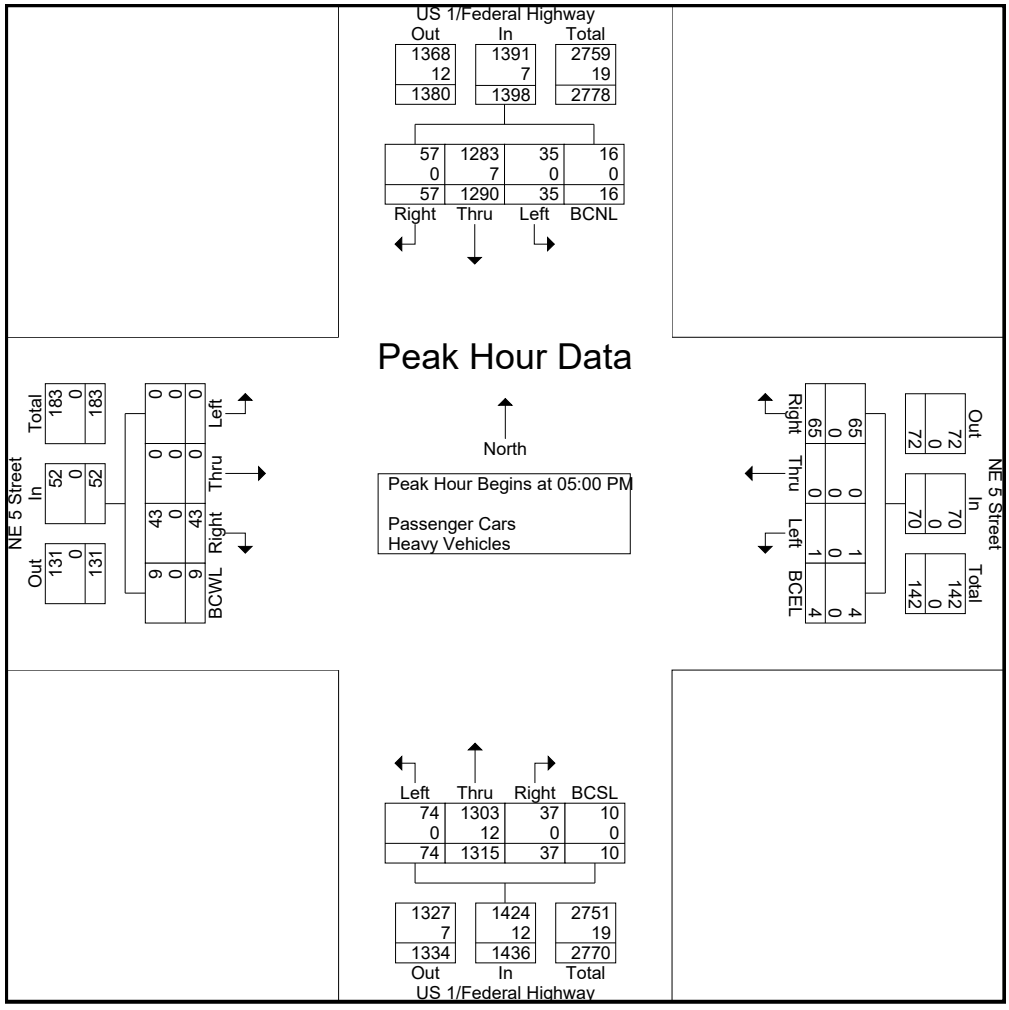


CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 5

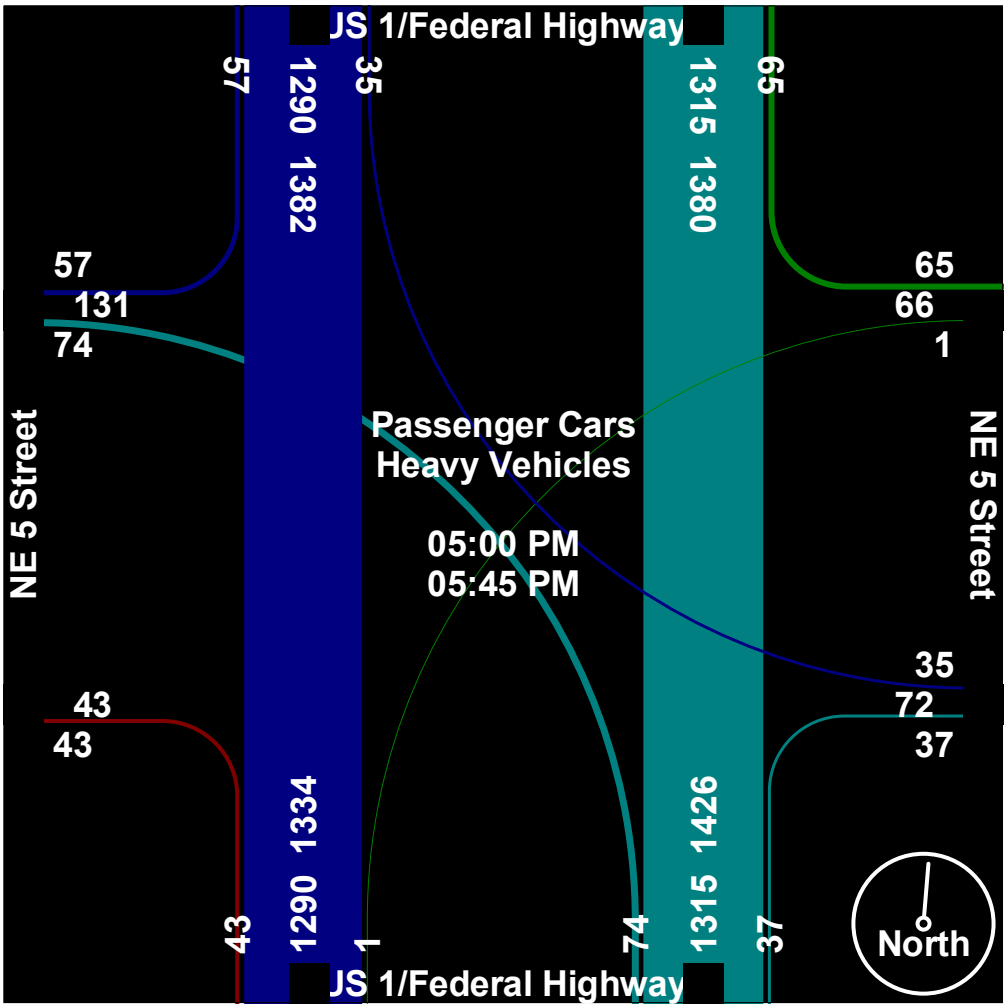
	US 1/Federal Highway Southbound						NE 5 Street Westbound						US 1/Federal Highway Northbound						NE 5 Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	**17**	307	8	0	0	332	14	0	0	0	0	14	9	**352**	17	1	0	**379**	7	0	0	2	0	9	734
05:15 PM	15	295	7	**9**	0	326	18	0	**1**	1	0	20	7	338	20	1	0	366	8	0	0	2	**2**	12	724
05:30 PM	16	**363**	6	2	0	**387**	**19**	0	0	**2**	0	**21**	10	321	**24**	**7**	0	362	11	0	0	0	0	11	**781**
05:45 PM	9	325	**14**	5	0	353	14	0	0	1	0	15	**11**	304	13	1	0	329	**17**	0	0	**3**	0	**20**	717
Total Volume	57	1290	35	16	0	1398	65	0	1	4	0	70	37	1315	74	10	0	1436	43	0	0	7	2	52	2956
% App. Total	4.1	92.3	2.5	1.1	0		92.9	0	1.4	5.7	0		2.6	91.6	5.2	0.7	0		82.7	0	0	13.5	3.8		
PHF	.838	.888	.625	.444	.000	.903	.855	.000	.250	.500	.000	.833	.841	.934	.771	.357	.000	.947	.632	.000	.000	.583	.250	.650	.946
Passenger Cars	57	1283	35	16	0	1391	65	0	1	4	0	70	37	1303	74	10	0	1424	43	0	0	7	2	52	2937
% Passenger Cars	100	99.5	100	100	0	99.5	100	0	100	100	0	100	100	99.1	100	100	0	99.2	100	0	0	100	100	100	99.4
Heavy Vehicles	0	7	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	19
% Heavy Vehicles	0	0.5	0	0	0	0.5	0	0	0	0	0	0	0	0.9	0	0	0	0.8	0	0	0	0	0	0	0.6



CHP Consulting Engineers Inc

Turning Movement Counts
Federal Highway at NE 5th Street

File Name : Federal Hwy at NE 5 St
Site Code : 00500102
Start Date : 10/31/2023
Page No : 6



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 1

Groups Printed- Heavy Vehicles

	NE 4th Avenue Southbound						NE 6th Street Westbound						NE 4th Avenue Northbound						NE 6th Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	3
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																									
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	5
08:45 AM	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	4
Total	2	0	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	9	2	0	0	11	16
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	3	1	0	0	4	0	0	1	0	0	1	0	2	0	0	0	2	7
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	0	1	0	0	0	1	7
Grand Total	2	1	0	0	0	3	0	11	1	0	0	12	1	0	2	0	0	3	0	15	2	0	0	17	35
Apprch %	66.7	33.3	0	0	0		0	91.7	8.3	0	0		33.3	0	66.7	0	0		0	88.2	11.8	0	0		
Total %	5.7	2.9	0	0	0	8.6	0	31.4	2.9	0	0	34.3	2.9	0	5.7	0	0	8.6	0	42.9	5.7	0	0	48.6	

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars

	NE 4th Avenue Southbound						NE 6th Street Westbound						NE 4th Avenue Northbound						NE 6th Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	1	3	3	7	0	14	2	25	4	1	0	32	4	4	4	2	1	15	1	40	1	6	1	49	110
07:15 AM	0	4	4	5	2	15	0	62	1	1	1	65	5	1	5	5	0	16	3	54	2	5	0	64	160
07:30 AM	7	0	11	2	0	20	1	49	1	2	0	53	7	0	8	3	0	18	2	63	1	9	0	75	166
07:45 AM	7	4	7	1	0	19	3	56	0	3	0	62	8	0	6	7	0	21	3	66	2	6	0	77	179
Total	15	11	25	15	2	68	6	192	6	7	1	212	24	5	23	17	1	70	9	223	6	26	1	265	615
08:00 AM	8	3	8	5	1	25	3	59	5	4	0	71	5	1	10	6	0	22	1	73	1	9	1	85	203
08:15 AM	7	2	8	2	0	19	3	66	1	1	1	72	10	1	5	5	0	21	6	80	2	9	0	97	209
08:30 AM	8	2	6	5	0	21	1	60	5	0	0	66	5	3	9	3	0	20	6	80	7	3	1	97	204
08:45 AM	7	3	7	2	2	21	4	72	1	0	0	77	6	1	4	2	1	14	5	95	3	2	0	105	217
Total	30	10	29	14	3	86	11	257	12	5	1	286	26	6	28	16	1	77	18	328	13	23	2	384	833
*** BREAK ***																									
04:00 PM	8	3	0	0	0	11	4	106	6	0	1	117	5	3	3	2	5	18	4	75	3	1	3	86	232
04:15 PM	5	2	5	0	0	12	3	70	8	2	1	84	8	0	5	5	1	19	7	64	5	7	2	85	200
04:30 PM	5	5	1	2	0	13	4	75	5	1	0	85	1	1	4	6	3	15	5	76	3	3	0	87	200
04:45 PM	3	1	4	4	1	13	5	91	7	2	1	106	5	1	4	3	0	13	7	83	8	7	1	106	238
Total	21	11	10	6	1	49	16	342	26	5	3	392	19	5	16	16	9	65	23	298	19	18	6	364	870
05:00 PM	15	8	5	1	0	29	2	105	3	2	0	112	9	7	4	5	0	25	10	83	17	7	0	117	283
05:15 PM	4	4	6	6	0	20	2	111	8	2	0	123	11	9	2	5	2	29	9	91	10	7	0	117	289
05:30 PM	8	5	5	4	0	22	3	99	8	1	0	111	7	0	5	10	0	22	5	83	2	11	0	101	256
05:45 PM	2	4	6	9	0	21	4	83	8	3	0	98	1	1	0	9	1	12	4	97	12	13	1	127	258
Total	29	21	22	20	0	92	11	398	27	8	0	444	28	17	11	29	3	88	28	354	41	38	1	462	1086
Grand Total	95	53	86	55	6	295	44	1189	71	25	5	1334	97	33	78	78	14	300	78	1203	79	105	10	1475	3404
Apprch %	32.2	18	29.2	18.6	2		3.3	89.1	5.3	1.9	0.4		32.3	11	26	26	4.7		5.3	81.6	5.4	7.1	0.7		
Total %	2.8	1.6	2.5	1.6	0.2	8.7	1.3	34.9	2.1	0.7	0.1	39.2	2.8	1	2.3	2.3	0.4	8.8	2.3	35.3	2.3	3.1	0.3	43.3	

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NE 4th Avenue Southbound						NE 6th Street Westbound						NE 4th Avenue Northbound						NE 6th Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
07:00 AM	1	3	3	7	0	14	2	25	4	1	0	32	4	4	4	2	1	15	1	41	1	6	1	50	111
07:15 AM	0	4	4	5	2	15	0	62	1	1	1	65	5	1	6	5	0	17	3	56	2	5	0	66	163
07:30 AM	7	1	11	2	0	21	1	49	1	2	0	53	7	0	8	3	0	18	2	63	1	9	0	75	167
07:45 AM	7	4	7	1	0	19	3	56	0	3	0	62	8	0	6	7	0	21	3	66	2	6	0	77	179
Total	15	12	25	15	2	69	6	192	6	7	1	212	24	5	24	17	1	71	9	226	6	26	1	268	620
08:00 AM	8	3	8	5	1	25	3	60	5	4	0	72	5	1	10	6	0	22	1	76	1	9	1	88	207
08:15 AM	7	2	8	2	0	19	3	66	1	1	1	72	10	1	5	5	0	21	6	82	3	9	0	100	212
08:30 AM	8	2	6	5	0	21	1	61	5	0	0	67	5	3	9	3	0	20	6	83	8	3	1	101	209
08:45 AM	9	3	7	2	2	23	4	73	1	0	0	78	6	1	4	2	1	14	5	96	3	2	0	106	221
Total	32	10	29	14	3	88	11	260	12	5	1	289	26	6	28	16	1	77	18	337	15	23	2	395	849
*** BREAK ***																									
04:00 PM	8	3	0	0	0	11	4	107	6	0	1	118	5	3	3	2	5	18	4	75	3	1	3	86	233
04:15 PM	5	2	5	0	0	12	3	70	8	2	1	84	8	0	5	5	1	19	7	66	5	7	2	87	202
04:30 PM	5	5	1	2	0	13	4	76	6	1	0	87	1	1	4	6	3	15	5	76	3	3	0	87	202
04:45 PM	3	1	4	4	1	13	5	92	7	2	1	107	5	1	5	3	0	14	7	83	8	7	1	106	240
Total	21	11	10	6	1	49	16	345	27	5	3	396	19	5	17	16	9	66	23	300	19	18	6	366	877
05:00 PM	15	8	5	1	0	29	2	106	3	2	0	113	9	7	4	5	0	25	10	83	17	7	0	117	284
05:15 PM	4	4	6	6	0	20	2	114	8	2	0	126	11	9	2	5	2	29	9	91	10	7	0	117	292
05:30 PM	8	5	5	4	0	22	3	100	8	1	0	112	7	0	5	10	0	22	5	84	2	11	0	102	258
05:45 PM	2	4	6	9	0	21	4	83	8	3	0	98	2	1	0	9	1	13	4	97	12	13	1	127	259
Total	29	21	22	20	0	92	11	403	27	8	0	449	29	17	11	29	3	89	28	355	41	38	1	463	1093
Grand Total	97	54	86	55	6	298	44	1200	72	25	5	1346	98	33	80	78	14	303	78	1218	81	105	10	1492	3439
Apprch %	32.6	18.1	28.9	18.5	2		3.3	89.2	5.3	1.9	0.4		32.3	10.9	26.4	25.7	4.6		5.2	81.6	5.4	7	0.7		
Total %	2.8	1.6	2.5	1.6	0.2	8.7	1.3	34.9	2.1	0.7	0.1	39.1	2.8	1	2.3	2.3	0.4	8.8	2.3	35.4	2.4	3.1	0.3	43.4	
Passenger Cars	95	53	86	55	6	295	44	1189	71	25	5	1334	97	33	78	78	14	300	78	1203	79	105	10	1475	3404
% Passenger Cars	97.9	98.1	100	100	100	99	100	99.1	98.6	100	100	99.1	99	100	97.5	100	100	99	100	98.8	97.5	100	100	98.9	99
Heavy Vehicles	2	1	0	0	0	3	0	11	1	0	0	12	1	0	2	0	0	3	0	15	2	0	0	17	35
% Heavy Vehicles	2.1	1.9	0	0	0	1	0	0.9	1.4	0	0	0.9	1	0	2.5	0	0	1	0	1.2	2.5	0	0	1.1	1

PCEL:Pedestrians Crossing East Leg - BCEL:Bicyclists Crossing East Leg

PCNL:Pedestrians Crossing North Leg - BCNL:Bicyclists Crossing North Leg

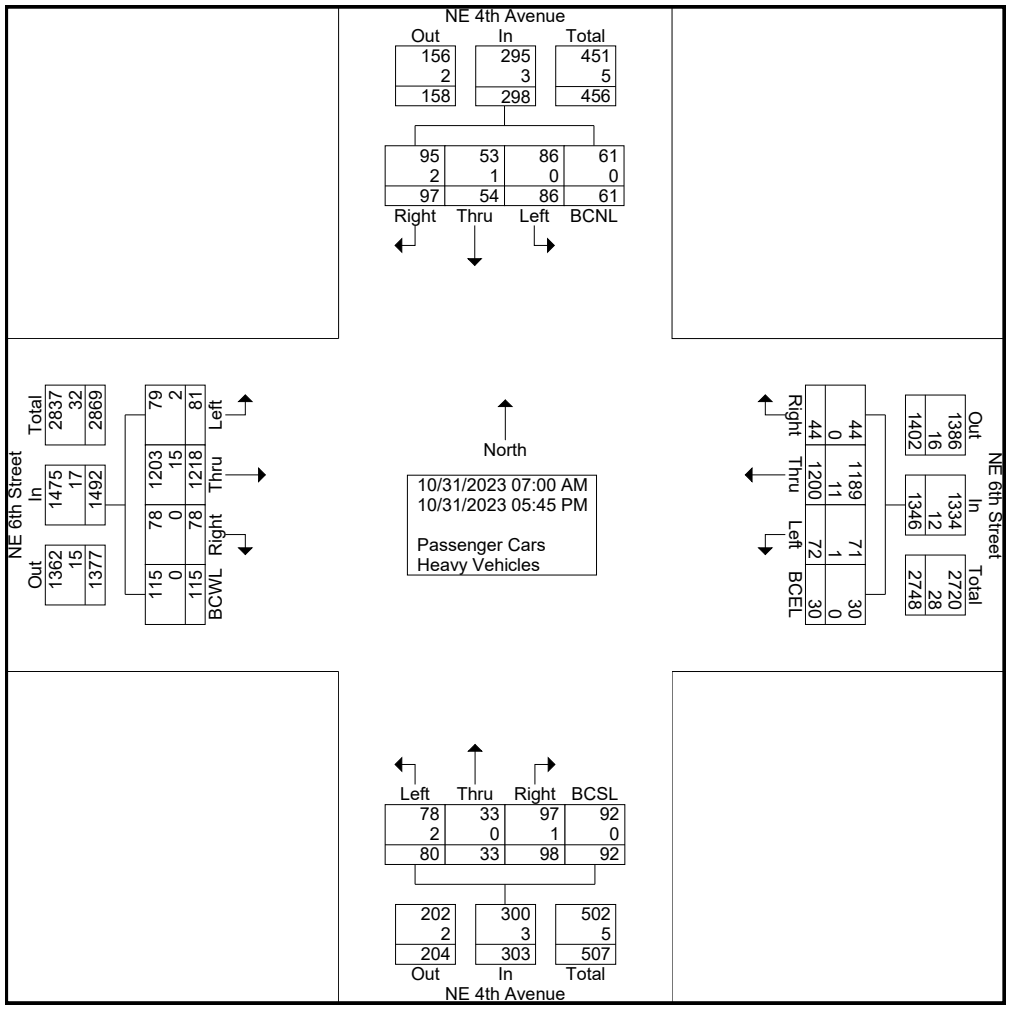
PCSL:Pedestrians Crossing South Leg - BCSL:Bicyclists Crossing South Leg

PCWL:Pedestrians Crossing West Leg - BCWL:Bicyclists Crossing West Leg

CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 2

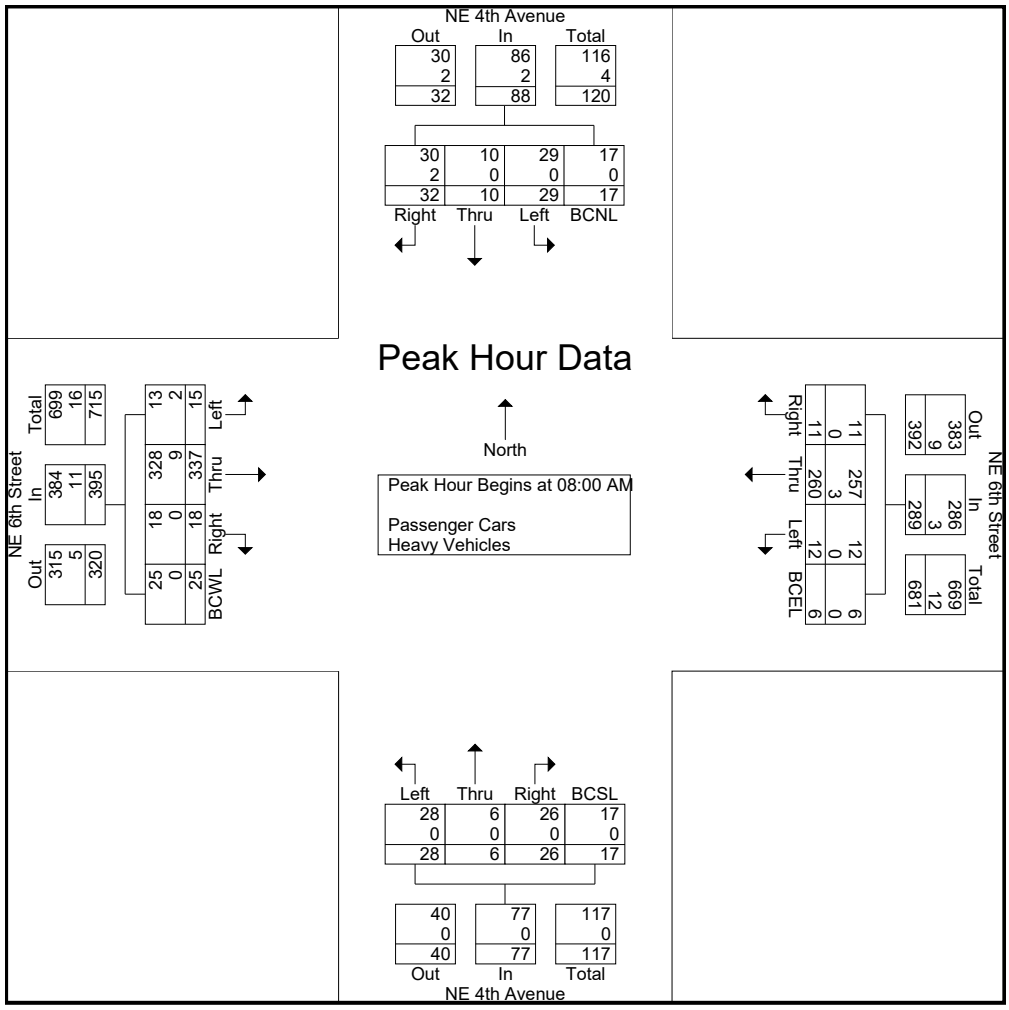


CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 3

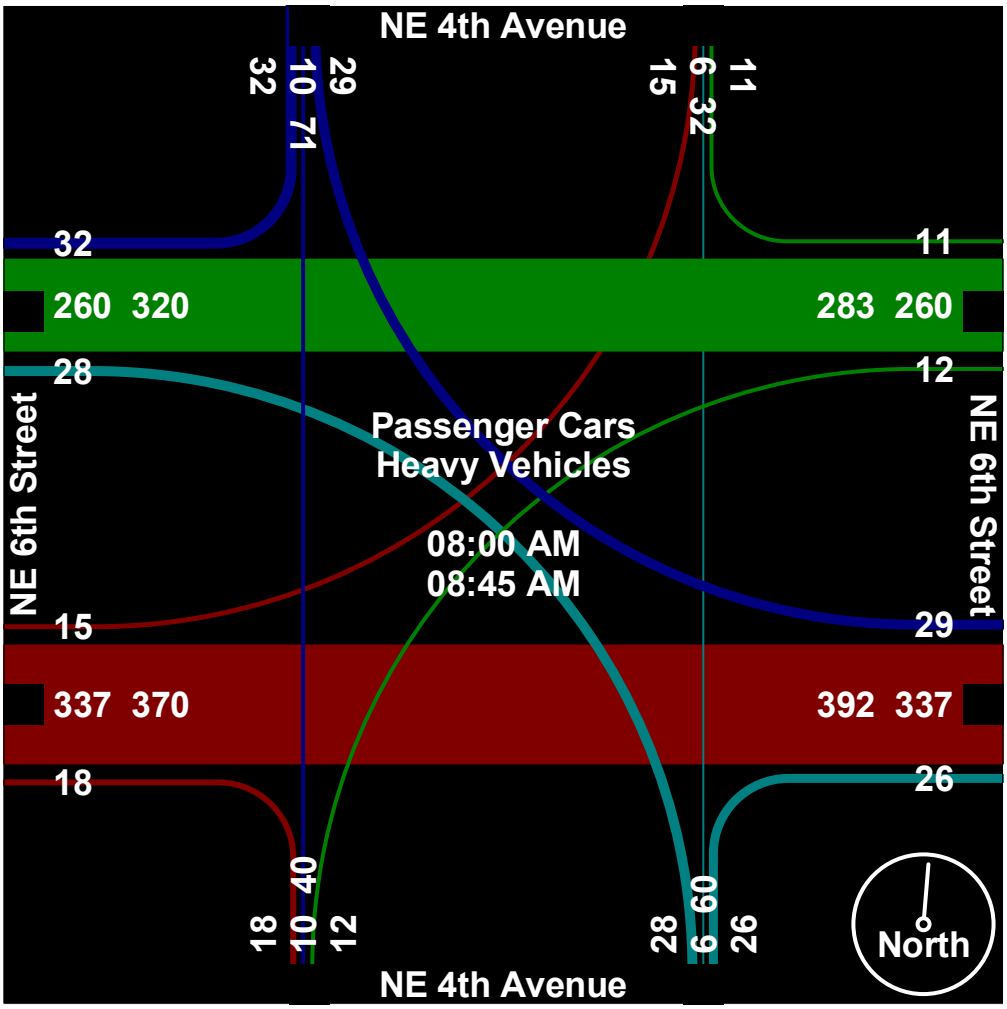
	NE 4th Avenue Southbound						NE 6th Street Westbound						NE 4th Avenue Northbound						NE 6th Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	8	**3**	**8**	**5**	1	**25**	3	60	**5**	**4**	0	72	5	1	**10**	**6**	0	**22**	1	76	1	**9**	**1**	88	207
08:15 AM	7	2	8	2	0	19	3	66	1	1	**1**	72	**10**	1	5	5	0	21	**6**	82	3	9	0	100	212
08:30 AM	8	2	6	5	0	21	1	61	5	0	0	67	5	**3**	9	3	0	20	6	83	**8**	3	1	101	209
08:45 AM	**9**	3	7	2	**2**	23	**4**	**73**	1	0	0	**78**	6	1	4	2	**1**	14	5	**96**	3	2	0	**106**	**221**
Total Volume	32	10	29	14	3	88	11	260	12	5	1	289	26	6	28	16	1	77	18	337	15	23	2	395	849
% App. Total	36.4	11.4	33	15.9	3.4		3.8	90	4.2	1.7	0.3		33.8	7.8	36.4	20.8	1.3		4.6	85.3	3.8	5.8	0.5		
PHF	.889	.833	.906	.700	.375	.880	.688	.890	.600	.313	.250	.926	.650	.500	.700	.667	.250	.875	.750	.878	.469	.639	.500	.932	.960
Passenger Cars	30	10	29	14	3	86	11	257	12	5	1	286	26	6	28	16	1	77	18	328	13	23	2	384	833
% Passenger Cars	93.8	100	100	100	100	97.7	100	98.8	100	100	100	99.0	100	100	100	100	100	100	100	97.3	86.7	100	100	97.2	98.1
Heavy Vehicles	2	0	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	9	2	0	0	11	16
% Heavy Vehicles	6.3	0	0	0	0	2.3	0	1.2	0	0	0	1.0	0	0	0	0	0	0	0	2.7	13.3	0	0	2.8	1.9



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 4

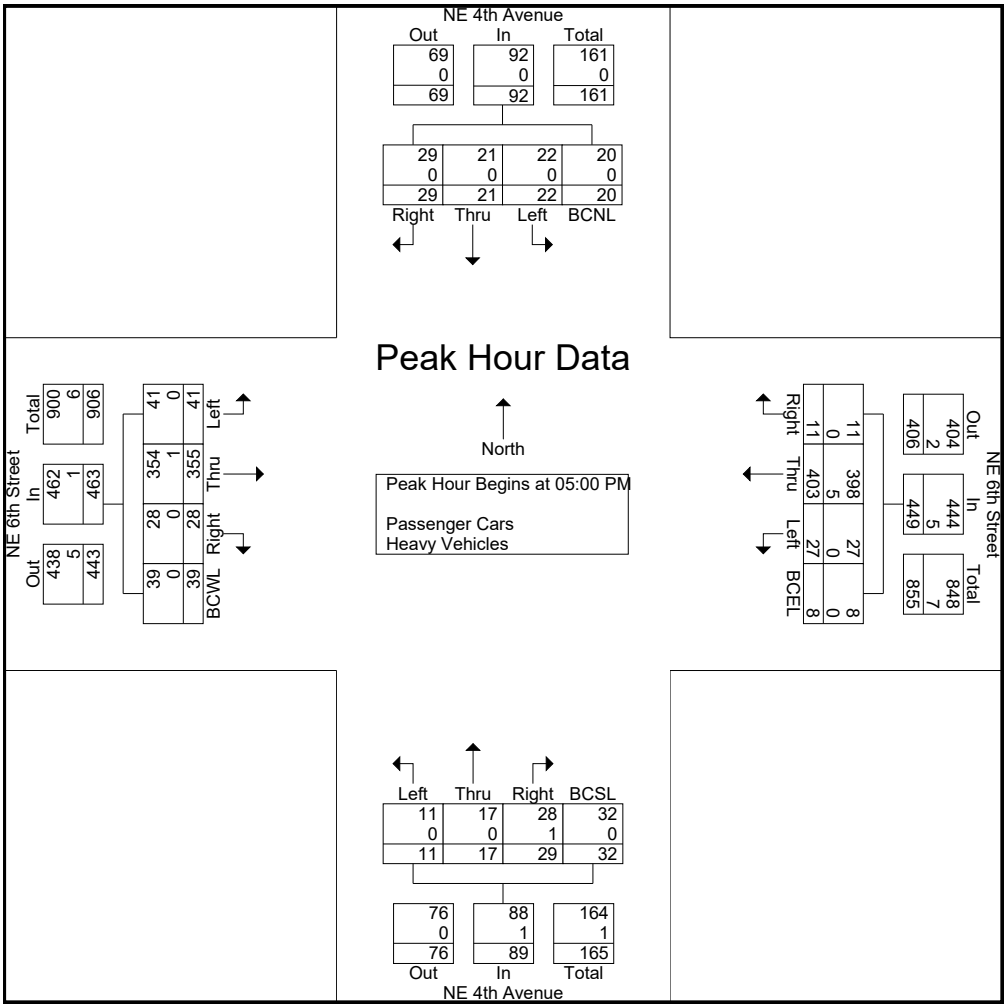


CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 5

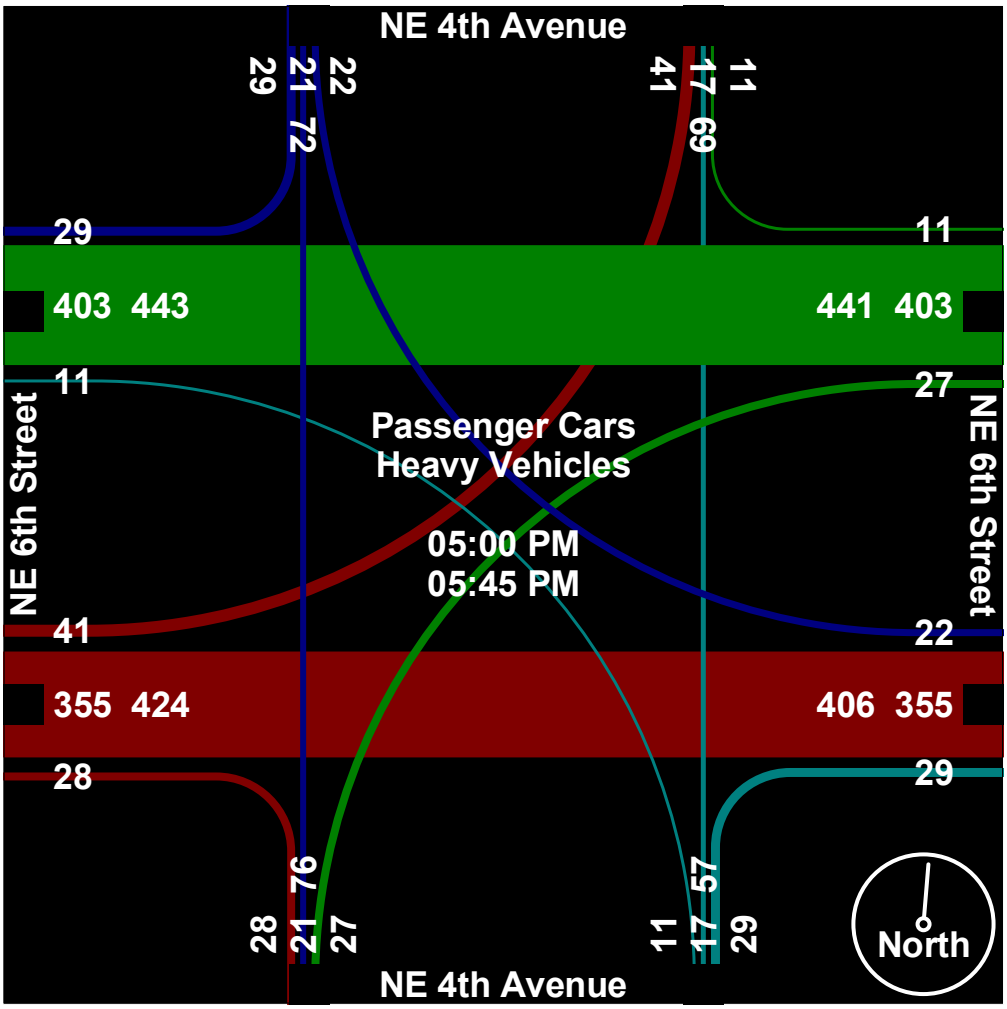
	NE 4th Avenue Southbound						NE 6th Street Westbound						NE 4th Avenue Northbound						NE 6th Street Eastbound						
Start Time	Right	Thru	Left	PCNL	BCNL	App. Total	Right	Thru	Left	PCEL	BCEL	App. Total	Right	Thru	Left	PCSL	BCSL	App. Total	Right	Thru	Left	PCWL	BCWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	**15**	**8**	5	1	0	**29**	2	106	3	2	0	113	9	7	4	5	0	25	**10**	83	**17**	7	0	117	284
05:15 PM	4	4	**6**	6	0	20	2	**114**	**8**	2	0	**126**	**11**	**9**	2	5	**2**	**29**	9	91	10	7	0	117	**292**
05:30 PM	8	5	5	4	0	22	3	100	8	1	0	112	7	0	**5**	**10**	0	22	5	84	2	11	0	102	258
05:45 PM	2	4	6	**9**	0	21	**4**	83	8	**3**	0	98	2	1	0	9	1	13	4	**97**	12	**13**	**1**	**127**	259
Total Volume	29	21	22	20	0	92	11	403	27	8	0	449	29	17	11	29	3	89	28	355	41	38	1	463	1093
% App. Total	31.5	22.8	23.9	21.7	0		2.4	89.8	6	1.8	0		32.6	19.1	12.4	32.6	3.4		6	76.7	8.9	8.2	0.2		
PHF	.483	.656	.917	.556	.000	.793	.688	.884	.844	.667	.000	.891	.659	.472	.550	.725	.375	.767	.700	.915	.603	.731	.250	.911	.936
Passenger Cars	29	21	22	20	0	92	11	398	27	8	0	444	28	17	11	29	3	88	28	354	41	38	1	462	1086
% Passenger Cars	100	100	100	100	0	100	100	98.8	100	100	0	98.9	96.6	100	100	100	100	98.9	100	99.7	100	100	100	99.8	99.4
Heavy Vehicles	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	0	1	0	0	0	1	7
% Heavy Vehicles	0	0	0	0	0	0	0	1.2	0	0	0	1.1	3.4	0	0	0	0	1.1	0	0.3	0	0	0	0.2	0.6



CHP Consulting Engineers Inc

Turning Movement Counts
NE 4th Avenue at NE 6th Street

File Name : NE 4 Ave at NE 6 St
Site Code : 00600401
Start Date : 10/31/2023
Page No : 6



Signal Timing Data

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		19		14		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/17/2023 2:16:45 PM

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	57	2	1		50			48		32		48		32								
10		3	3	80	50	3	1		50			48		32		48		32								
15		4	4	80	66	4	1		50			48		32		48		32								
18		3	3	80	50	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	50	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	50	3	1		50			48		32		48		32								

Day Plan 3											Easy																
		3	3	80	50	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	50	3	1		50			48		32		48		32								
22		100	254																							

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

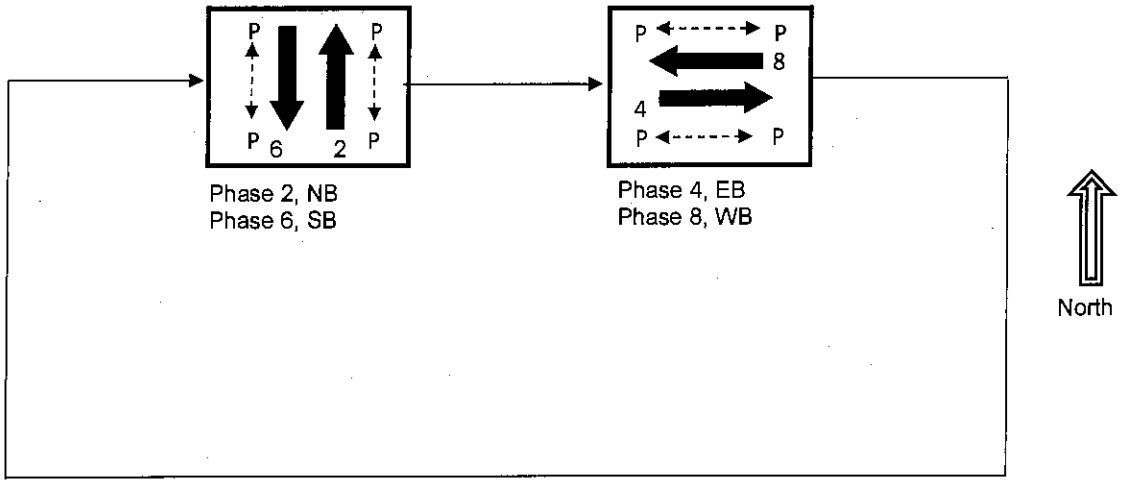
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Sequence of Operation

NE 3 Avenue and NE 4 Street

Intersection Number (2041), Fort Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2041	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2041
Modification Number	11	**Modification Date**	06/13/2017
Drawing/Project No	GRP 4	**FPL Grid Number**	87680444106
Intersection	NE 3 AVENUE and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		14		19		14		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES, AND INCREASES PH. 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/17/2023 2:18:24 PM

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	17	2	1		50			48		32		48		32								
10		3	3	80	7	3	1		50			48		32		48		32								
15		4	4	80	18	4	1		50			48		32		48		32								
18		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								

Day Plan 3											Easy																
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								
22		100	254																							

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

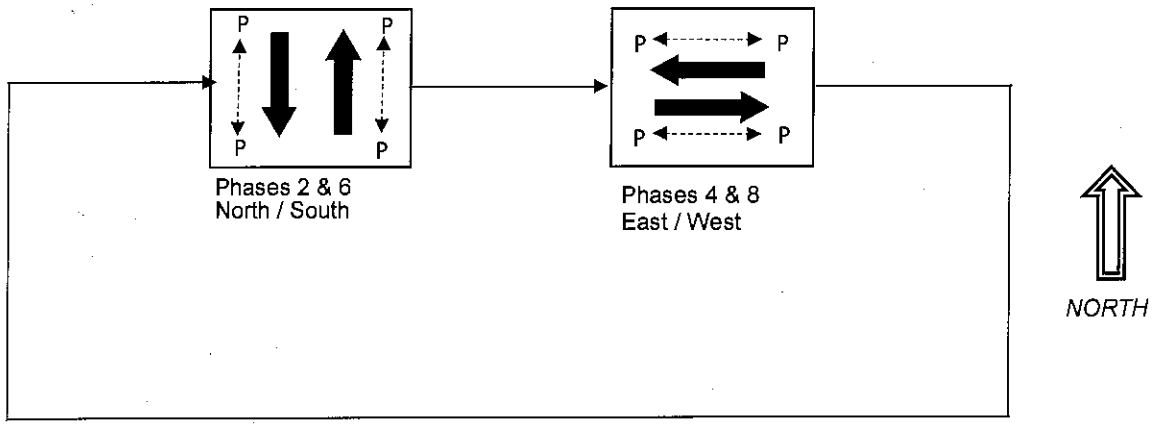
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1							1																																		2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	**Initial Operation Date**	10/21/71
Controller Type	2070	**System Number**	2040
Modification Number	12	**Modification Date**	06/14/2017
Drawing/Project No	10448	**FPL Grid Number**	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		25		17		25								
Min Green	4	12		22	4	12		22								
Gap Ext	10	3		2	10	3		2								
Max1	12	50		20	12	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		4	2	2		4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall				ON	ON											
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/17/2023 2:17:31 PM

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48	48			32	1		17		12	50		12	12	50		12								
7		2	2	160	88	2	1		50		18	99		43	18	99		43								
9		3	3	160	88	3	1		50		18	99		43	18	99		43								
15		4	4	160	88	4	1		50		18	99		43	18	99		43								
18		3	3	160	88	3	1		50		18	99		43	18	99		43								
Day Plan 2											**Easy**															
		3	3	160	88	3	1		50		18	99		43	18	99		43								
2		100	254																							
8		3	3	160	88	3	1		50		18	99		43	18	99		43								

Day Plan 3											Easy															
		3	3	160	88	3	1		50		18	99		43	18	99		43								
2		100	254																							
8		3	3	160	88	3	1		50		18	99		43	18	99		43								
22		100	254																							

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

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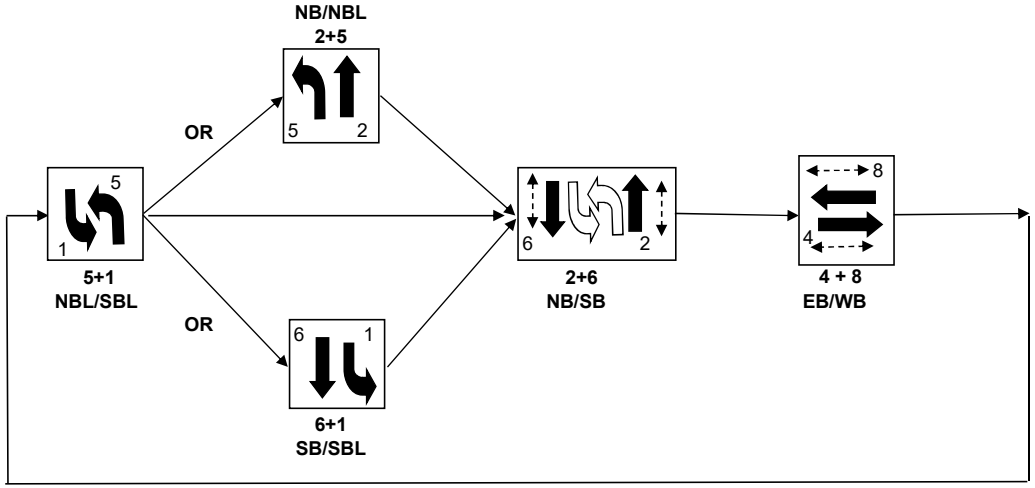
Sequence of Operation for (2024) Federal Hwy (US 1/SR 5) and NE 4 Street

Ft. Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2024	**Initial Operation Date**	6/9/71
Controller Type	2070 LN	**System Number**	2024
Modification Number	17	**Modification Date**	03/30/2022
Drawing/Project No		**FPL Grid Number**	87680664106
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	12		8	4	12		8
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	12	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		4.0	2.0	2.0		4.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		17		25		17		25
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH.
2. DUAL ENTRY EAST/WEST.
3. LEAD PEDESTRIAN INTERVAL (LPI): 5 SECONDS PHASES 4+8.
4. MOD 17 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (WR)	5 (NL)	6 (SR)	7	8 (ER)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		23		12		23								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	15	50		20	15	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/17/2023 2:19:12 PM

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48																								
7		2	2	160	138	2	1	10	50		20	94		46	20	94		46								
9		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
15		4	4	160	120	4	1	10	50		20	94		46	20	94		46								
18		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
Day Plan 2											**Easy**															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								

Day Plan 3											Easy															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
22		100	254																							

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

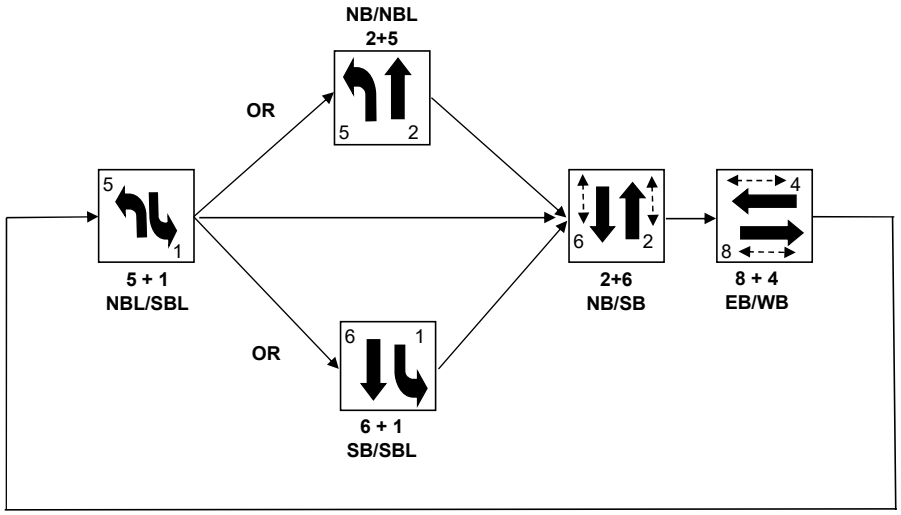
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1							1																																	2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	2
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1

| | | |

Sequence of Operation for (2026) Federal Hwy (US 1/SR5) and NE 6 Street

Fort Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2026	**Initial Operation Date**	11/6/67
Controller Type	2070 LN	**System Number**	2026
Modification Number	17	**Modification Date**	03/30/2022
Drawing/Project No		**FPL Grid Number**	87680656901
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		WB	NBL	SB		EB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	15	50		20	15	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		12		23		12		23
Permissive	NO				NO			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

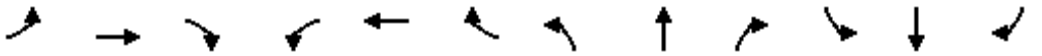
Attachment

NOTES:

1. DUAL ENTRY EAST/WEST (PHASES 4+8).
2. LEAD PEDESTRIAN INTERVAL (LPI): 5 SECONDS PHASES 4+8.
3. MOD 17 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Existing Conditions
Synchro Reports



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	153	75	95	147	30	17	354	44	27	686	23
Future Volume (veh/h)	22	153	75	95	147	30	17	354	44	27	686	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	27	184	90	120	186	38	18	385	48	30	762	26
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	285	323	158	242	407	83	405	1867	231	87	1927	65
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1175	1205	589	1114	1519	310	693	3207	397	67	3311	111
Grp Volume(v), veh/h	27	0	274	120	0	224	18	214	219	424	0	394
Grp Sat Flow(s),veh/h/ln	1175	0	1794	1114	0	1829	693	1791	1814	1807	0	1682
Q Serve(g_s), s	1.6	0.0	10.6	8.3	0.0	8.2	1.2	4.5	4.6	0.0	0.0	10.2
Cycle Q Clear(g_c), s	9.7	0.0	10.6	18.9	0.0	8.2	11.4	4.5	4.6	9.8	0.0	10.2
Prop In Lane	1.00		0.33	1.00		0.17	1.00		0.22	0.07		0.07
Lane Grp Cap(c), veh/h	285	0	481	242	0	490	405	1042	1056	1100	0	979
V/C Ratio(X)	0.09	0.00	0.57	0.50	0.00	0.46	0.04	0.21	0.21	0.39	0.00	0.40
Avail Cap(c_a), veh/h	352	0	583	305	0	595	405	1042	1056	1100	0	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	25.3	33.5	0.0	24.4	12.2	7.9	7.9	9.0	0.0	9.1
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.6	0.0	0.2	0.2	0.4	0.4	1.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.4	2.2	0.0	3.4	0.2	1.7	1.7	3.8	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	25.7	34.1	0.0	24.7	12.4	8.4	8.4	10.1	0.0	10.4
LnGrp LOS	C	A	C	C	A	C	B	A	A	B	A	B
Approach Vol, veh/h		301			344			451			818	
Approach Delay, s/veh		25.9			27.9			8.6			10.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.6		27.4		52.6		27.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.4		12.6		12.2		20.9				
Green Ext Time (p_c), s		2.9		0.9		5.9		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
21: NE 3rd Ave & NE 4th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	165	28	57	263	44	104	838	114	29	395	29
Future Volume (veh/h)	48	165	28	57	263	44	104	838	114	29	395	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	53	181	31	69	317	53	121	974	133	36	488	36
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	1	1	1
Cap, veh/h	172	422	72	291	417	70	529	1846	252	125	1632	122
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1028	1581	271	1170	1562	261	885	3166	432	126	2799	209
Grp Volume(v), veh/h	53	0	212	69	0	370	121	551	556	270	0	290
Grp Sat Flow(s),veh/h/ln	1028	0	1851	1170	0	1823	885	1791	1807	1456	0	1678
Q Serve(g_s), s	4.0	0.0	7.6	4.2	0.0	14.9	6.4	14.8	14.8	0.5	0.0	7.0
Cycle Q Clear(g_c), s	18.9	0.0	7.6	11.7	0.0	14.9	13.3	14.8	14.8	15.4	0.0	7.0
Prop In Lane	1.00		0.15	1.00		0.14	1.00		0.24	0.13		0.12
Lane Grp Cap(c), veh/h	172	0	494	291	0	486	529	1044	1054	900	0	979
V/C Ratio(X)	0.31	0.00	0.43	0.24	0.00	0.76	0.23	0.53	0.53	0.30	0.00	0.30
Avail Cap(c_a), veh/h	232	0	602	359	0	593	529	1044	1054	900	0	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	24.3	29.1	0.0	27.0	11.8	10.0	10.0	8.2	0.0	8.4
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.2	0.0	3.5	1.0	1.9	1.9	0.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.2	1.2	0.0	6.7	1.3	5.6	5.7	2.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	24.5	29.3	0.0	30.5	12.8	11.9	11.9	9.0	0.0	9.2
LnGrp LOS	D	A	C	C	A	C	B	B	B	A	A	A
Approach Vol, veh/h		265			439			1228			560	
Approach Delay, s/veh		26.8			30.3			12.0			9.1	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.7		27.3		52.7		27.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		16.8		20.9		17.4		16.9				
Green Ext Time (p_c), s		9.3		0.4		3.9		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

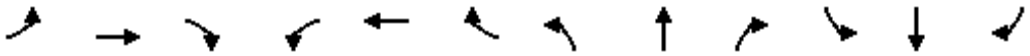
HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	307	172	33	274	40	72	334	33	38	515	47
Future Volume (veh/h)	68	307	172	33	274	40	72	334	33	38	515	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	74	334	187	35	291	43	83	384	38	46	628	57
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	202	458	388	162	462	391	476	1971	194	625	2003	182
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1038	1856	1572	881	1870	1585	757	3268	322	973	3321	301
Grp Volume(v), veh/h	74	334	187	35	291	43	83	208	214	46	338	347
Grp Sat Flow(s),veh/h/ln	1038	1856	1572	881	1870	1585	757	1777	1812	973	1791	1831
Q Serve(g_s), s	5.5	13.2	8.1	3.0	11.1	1.7	4.8	4.2	4.3	1.8	7.4	7.4
Cycle Q Clear(g_c), s	16.6	13.2	8.1	16.3	11.1	1.7	12.2	4.2	4.3	6.0	7.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.16
Lane Grp Cap(c), veh/h	202	458	388	162	462	391	476	1072	1093	625	1080	1104
V/C Ratio(X)	0.37	0.73	0.48	0.22	0.63	0.11	0.17	0.19	0.20	0.07	0.31	0.31
Avail Cap(c_a), veh/h	283	603	511	231	608	515	476	1072	1093	625	1080	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	27.7	25.8	35.1	26.9	23.3	10.8	7.1	7.1	8.5	7.8	7.8
Incr Delay (d2), s/veh	0.4	1.9	0.3	0.2	0.5	0.0	0.8	0.4	0.4	0.2	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.8	2.9	0.6	4.8	0.6	0.9	1.5	1.6	0.4	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	29.5	26.1	35.4	27.4	23.4	11.6	7.5	7.5	8.7	8.5	8.5
LnGrp LOS	C	C	C	D	C	C	B	A	A	A	A	A
Approach Vol, veh/h		595			369			505			731	
Approach Delay, s/veh		29.1			27.7			8.2			8.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.3		25.7		54.3		25.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		14.2		18.6		9.4		18.3				
Green Ext Time (p_c), s		3.3		1.2		5.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

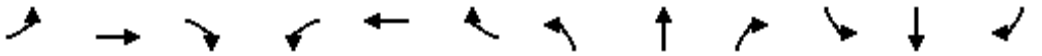


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	309	49	45	361	44	188	643	84	38	340	60
Future Volume (veh/h)	47	309	49	45	361	44	188	643	84	38	340	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	51	332	53	50	401	49	221	756	99	46	410	72
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	2	1	1	1	1	1	1	1	1	1
Cap, veh/h	171	531	443	218	527	446	553	1817	238	374	1740	303
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	955	1900	1585	1006	1885	1598	920	3184	417	651	3049	531
Grp Volume(v), veh/h	51	332	53	50	401	49	221	425	430	46	240	242
Grp Sat Flow(s),veh/h/ln	955	1900	1585	1006	1885	1598	920	1791	1810	651	1791	1790
Q Serve(g_s), s	4.1	12.2	2.0	3.7	15.6	1.8	12.6	10.7	10.7	3.4	5.3	5.4
Cycle Q Clear(g_c), s	19.7	12.2	2.0	15.9	15.6	1.8	17.9	10.7	10.7	14.1	5.3	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.30
Lane Grp Cap(c), veh/h	171	531	443	218	527	446	553	1022	1033	374	1022	1021
V/C Ratio(X)	0.30	0.63	0.12	0.23	0.76	0.11	0.40	0.42	0.42	0.12	0.23	0.24
Avail Cap(c_a), veh/h	214	618	515	263	613	519	553	1022	1033	374	1022	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	25.2	21.5	32.1	26.4	21.4	13.0	9.7	9.7	13.6	8.5	8.5
Incr Delay (d2), s/veh	0.4	0.8	0.0	0.2	3.8	0.0	2.1	1.2	1.2	0.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.3	0.7	0.9	7.1	0.7	2.7	4.1	4.1	0.5	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	26.0	21.5	32.3	30.2	21.5	15.1	10.9	10.9	14.3	9.0	9.1
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	A	A
Approach Vol, veh/h		436			500			1076			528	
Approach Delay, s/veh		26.6			29.6			11.8			9.5	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.7		28.3		51.7		28.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		19.9		21.7		16.1		17.9				
Green Ext Time (p_c), s		7.2		0.6		3.5		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

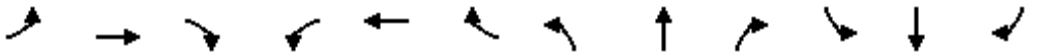
HCM 6th Signalized Intersection Summary
22: US 1 & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	94	64	83	79	20	53	971	29	50	1379	41
Future Volume (veh/h)	72	94	64	83	79	20	53	971	29	50	1379	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	97	127	86	109	104	26	69	1261	38	53	1452	43
Peak Hour Factor	0.74	0.74	0.74	0.76	0.76	0.76	0.77	0.77	0.77	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	1	1	1
Cap, veh/h	240	224	152	169	309	77	268	3315	100	315	3333	99
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.02	0.65	0.65	0.02	0.65	0.65
Sat Flow, veh/h	1270	1048	710	1168	1444	361	1781	5093	153	1795	5137	152
Grp Volume(v), veh/h	97	0	213	109	0	130	69	843	456	53	970	525
Grp Sat Flow(s),veh/h/ln	1270	0	1757	1168	0	1805	1781	1702	1843	1795	1716	1858
Q Serve(g_s), s	11.2	0.0	17.3	14.7	0.0	9.8	2.1	18.4	18.4	1.6	22.1	22.1
Cycle Q Clear(g_c), s	21.0	0.0	17.3	32.1	0.0	9.8	2.1	18.4	18.4	1.6	22.1	22.1
Prop In Lane	1.00		0.40	1.00		0.20	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	240	0	376	169	0	387	268	2215	1199	315	2226	1205
V/C Ratio(X)	0.41	0.00	0.57	0.65	0.00	0.34	0.26	0.38	0.38	0.17	0.44	0.44
Avail Cap(c_a), veh/h	261	0	406	189	0	417	358	2215	1199	409	2226	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	56.2	70.6	0.0	53.2	10.8	13.0	13.0	10.1	13.8	13.8
Incr Delay (d2), s/veh	0.4	0.0	0.8	4.3	0.0	0.2	0.2	0.5	0.9	0.1	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	7.8	4.6	0.0	4.5	0.8	7.1	7.8	0.6	8.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	57.0	74.8	0.0	53.4	11.0	13.5	13.9	10.2	14.4	14.9
LnGrp LOS	E	A	E	E	A	D	B	B	B	B	B	B
Approach Vol, veh/h		310			239			1368			1548	
Approach Delay, s/veh		58.7			63.2			13.5			14.4	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	110.1		40.3	9.9	109.8		40.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	3.6	20.4		23.0	4.1	24.1		34.1				
Green Ext Time (p_c), s	0.0	12.1		0.8	0.0	15.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	

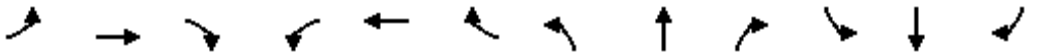


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	119	53	95	129	27	160	1368	52	68	1273	81
Future Volume (veh/h)	92	119	53	95	129	27	160	1368	52	68	1273	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	99	128	57	122	165	35	168	1440	55	72	1340	85
Peak Hour Factor	0.93	0.93	0.93	0.78	0.78	0.78	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	175	255	114	183	311	66	317	3335	127	275	3143	199
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.66	0.66	0.03	0.64	0.64
Sat Flow, veh/h	1192	1236	550	1208	1508	320	1795	5087	194	1795	4946	314
Grp Volume(v), veh/h	99	0	185	122	0	200	168	971	524	72	930	495
Grp Sat Flow(s),veh/h/ln	1192	0	1786	1208	0	1828	1795	1716	1850	1795	1716	1829
Q Serve(g_s), s	12.9	0.0	14.7	15.9	0.0	15.6	5.3	21.8	21.8	2.3	21.7	21.7
Cycle Q Clear(g_c), s	28.5	0.0	14.7	30.6	0.0	15.6	5.3	21.8	21.8	2.3	21.7	21.7
Prop In Lane	1.00		0.31	1.00		0.17	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	175	0	368	183	0	377	317	2249	1213	275	2180	1162
V/C Ratio(X)	0.57	0.00	0.50	0.67	0.00	0.53	0.53	0.43	0.43	0.26	0.43	0.43
Avail Cap(c_a), veh/h	204	0	413	214	0	423	369	2249	1213	364	2180	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	56.2	69.8	0.0	56.6	11.6	13.2	13.2	10.9	14.6	14.6
Incr Delay (d2), s/veh	1.1	0.0	0.4	4.0	0.0	0.4	0.5	0.6	1.1	0.2	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	6.7	5.2	0.0	7.3	2.1	8.5	9.3	0.9	8.5	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	0.0	56.6	73.8	0.0	57.0	12.1	13.8	14.4	11.1	15.2	15.7
LnGrp LOS	E	A	E	E	A	E	B	B	B	B	B	B
Approach Vol, veh/h		284			322			1663			1497	
Approach Delay, s/veh		61.4			63.4			13.8			15.2	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	110.9		39.0	13.3	107.7		39.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	4.3	23.8		30.5	7.3	23.7		32.6				
Green Ext Time (p_c), s	0.0	15.5		0.5	0.1	14.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		22.2	
HCM 6th LOS		C	

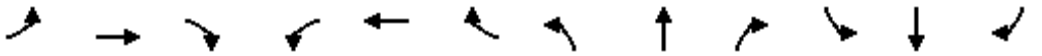
HCM 6th Signalized Intersection Summary
11: US 1 & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	94	7	125	118	123	54	981	26	20	1293	59
Future Volume (veh/h)	81	94	7	125	118	123	54	981	26	20	1293	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	99	115	9	145	137	143	59	1078	29	23	1503	69
Peak Hour Factor	0.82	0.82	0.82	0.86	0.86	0.86	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	157	467	396	297	208	217	75	3212	86	29	2991	137
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.04	0.62	0.62	0.02	0.60	0.60
Sat Flow, veh/h	1108	1885	1598	1267	838	875	1795	5153	139	1781	5003	230
Grp Volume(v), veh/h	99	115	9	145	0	280	59	718	389	23	1023	549
Grp Sat Flow(s),veh/h/ln	1108	1885	1598	1267	0	1713	1795	1716	1860	1781	1702	1829
Q Serve(g_s), s	14.1	7.8	0.7	16.6	0.0	23.5	5.2	15.9	16.0	2.1	27.6	27.6
Cycle Q Clear(g_c), s	37.6	7.8	0.7	24.4	0.0	23.5	5.2	15.9	16.0	2.1	27.6	27.6
Prop In Lane	1.00		1.00	1.00		0.51	1.00		0.07	1.00		0.13
Lane Grp Cap(c), veh/h	157	467	396	297	0	425	75	2139	1160	29	2035	1093
V/C Ratio(X)	0.63	0.25	0.02	0.49	0.00	0.66	0.78	0.34	0.34	0.79	0.50	0.50
Avail Cap(c_a), veh/h	159	471	399	300	0	428	157	2139	1160	156	2035	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.0	48.2	45.5	58.0	0.0	54.1	75.9	14.3	14.4	78.4	18.5	18.5
Incr Delay (d2), s/veh	5.8	0.1	0.0	0.5	0.0	2.9	6.5	0.4	0.8	16.3	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.7	0.3	5.4	0.0	10.5	2.5	6.3	7.0	1.1	11.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	48.3	45.5	58.4	0.0	57.0	82.5	14.8	15.1	94.7	19.4	20.2
LnGrp LOS	E	D	D	E	A	E	F	B	B	F	B	C
Approach Vol, veh/h		223			425			1166			1595	
Approach Delay, s/veh		60.8			57.5			18.3			20.7	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	105.7		45.7	12.7	101.6		45.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	4.1	18.0		26.4	7.2	29.6		39.6				
Green Ext Time (p_c), s	0.0	9.4		1.1	0.0	16.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		27.1	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	179	20	119	175	93	129	1243	52	41	1289	139
Future Volume (veh/h)	103	179	20	119	175	93	129	1243	52	41	1289	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	117	203	23	137	201	107	136	1308	55	47	1482	160
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.95	0.95	0.95	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	146	471	399	232	292	155	156	3058	129	61	2596	280
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.09	0.60	0.60	0.03	0.55	0.55
Sat Flow, veh/h	1080	1885	1598	1173	1167	621	1795	5065	213	1795	4716	509
Grp Volume(v), veh/h	117	203	23	137	0	308	136	886	477	47	1078	564
Grp Sat Flow(s),veh/h/ln	1080	1885	1598	1173	0	1788	1795	1716	1847	1795	1716	1794
Q Serve(g_s), s	15.0	14.5	1.8	17.8	0.0	25.0	12.0	22.1	22.1	4.2	33.0	33.0
Cycle Q Clear(g_c), s	40.0	14.5	1.8	32.3	0.0	25.0	12.0	22.1	22.1	4.2	33.0	33.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.12	1.00		0.28
Lane Grp Cap(c), veh/h	146	471	399	232	0	447	156	2071	1115	61	1888	987
V/C Ratio(X)	0.80	0.43	0.06	0.59	0.00	0.69	0.87	0.43	0.43	0.78	0.57	0.57
Avail Cap(c_a), veh/h	146	471	399	232	0	447	157	2071	1115	157	1888	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	50.4	45.7	64.0	0.0	54.4	72.1	16.9	16.9	76.7	23.6	23.6
Incr Delay (d2), s/veh	24.3	0.2	0.0	2.7	0.0	3.7	35.9	0.6	1.2	7.6	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	6.9	0.7	5.5	0.0	11.7	7.1	8.9	9.7	2.1	13.6	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	50.7	45.7	66.7	0.0	58.1	108.0	17.6	18.1	84.3	24.8	26.0
LnGrp LOS	F	D	D	E	A	E	F	B	B	F	C	C
Approach Vol, veh/h		343			445			1499			1689	
Approach Delay, s/veh		66.4			60.7			26.0			26.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	102.6		46.0	19.9	94.1		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	6.2	24.1		34.3	14.0	35.0		42.0				
Green Ext Time (p_c), s	0.0	13.1		0.8	0.0	17.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		33.7	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	5	16	31	29	25	54	8	385	6	15	716	5
Future Vol, veh/h	5	16	31	29	25	54	8	385	6	15	716	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	77	77	77	93	93	93	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	6	18	36	38	32	70	9	414	6	16	778	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1054	1251	392	865	1250	210	783	0	0	420	0	0
Stage 1	813	813	-	435	435	-	-	-	-	-	-	-
Stage 2	241	438	-	430	815	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	174	613	251	174	802	831	-	-	1136	-	-
Stage 1	343	395	-	575	584	-	-	-	-	-	-	-
Stage 2	747	582	-	579	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	167	613	210	167	802	831	-	-	1136	-	-
Mov Cap-2 Maneuver	138	167	-	210	167	-	-	-	-	-	-	-
Stage 1	338	385	-	567	576	-	-	-	-	-	-	-
Stage 2	634	574	-	506	384	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	26.6	0.3	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	285	304	1136	-	-
HCM Lane V/C Ratio	0.01	-	-	0.21	0.461	0.014	-	-
HCM Control Delay (s)	9.4	0.1	-	21	26.6	8.2	0.1	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	2.3	0	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	10	22	23	11	24	32	17	870	37	20	399	16
Future Vol, veh/h	10	22	23	11	24	32	17	870	37	20	399	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	73	73	73	92	92	92	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	14	31	32	15	33	44	18	946	40	24	475	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1059	1555	247	1303	1544	493	494	0	0	986	0	0
Stage 1	533	533	-	1002	1002	-	-	-	-	-	-	-
Stage 2	526	1022	-	301	542	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	180	113	756	120	116	527	1073	-	-	703	-	-
Stage 1	501	526	-	264	323	-	-	-	-	-	-	-
Stage 2	506	314	-	689	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	104	756	83	106	527	1073	-	-	703	-	-
Mov Cap-2 Maneuver	118	104	-	83	106	-	-	-	-	-	-	-
Stage 1	482	501	-	254	311	-	-	-	-	-	-	-
Stage 2	400	302	-	590	498	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43.6	54.1	0.2	0.7
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	168	160	703	-	-
HCM Lane V/C Ratio	0.017	-	-	0.461	0.574	0.034	-	-
HCM Control Delay (s)	8.4	0.1	-	43.6	54.1	10.3	0.2	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	3	0.1	-	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	47	83	81	54
Demand Flow Rate, veh/h	47	84	81	54
Vehicles Circulating, veh/h	45	71	39	120
Vehicles Exiting, veh/h	129	49	53	35
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.4	3.2	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	47	84	81	54
Cap Entry Lane, veh/h	1318	1283	1326	1221
Entry HV Adj Factor	0.994	0.983	1.000	1.000
Flow Entry, veh/h	47	83	81	54
Cap Entry, veh/h	1310	1262	1326	1221
V/C Ratio	0.036	0.065	0.061	0.044
Control Delay, s/veh	3.0	3.4	3.2	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	96	86	96	75
Demand Flow Rate, veh/h	96	86	96	75
Vehicles Circulating, veh/h	90	78	80	102
Vehicles Exiting, veh/h	87	98	106	62
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	96	86	96	75
Cap Entry Lane, veh/h	1259	1274	1272	1244
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	96	86	96	75
Cap Entry, veh/h	1259	1274	1272	1244
V/C Ratio	0.076	0.067	0.075	0.060
Control Delay, s/veh	3.5	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	70	0	0	22	27	1054	35	77	1361	21
Future Vol, veh/h	0	0	70	0	0	22	27	1054	35	77	1361	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	81	81	81	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	27	31	1226	41	85	1496	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	760	-	-	634	1519	0	0	1267	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	303	0	0	365	218	-	-	290	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	303	-	-	365	218	-	-	290	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	15.7	0.6	1.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	218	-	-	303	365	290	-	-
HCM Lane V/C Ratio	0.144	-	-	0.33	0.074	0.292	-	-
HCM Control Delay (s)	24.3	-	-	22.6	15.7	22.4	-	-
HCM Lane LOS	C	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.4	0.2	1.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	45	0	0	68	77	1368	38	36	1342	59
Future Vol, veh/h	0	0	45	0	0	68	77	1368	38	36	1342	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	83	83	83	95	95	95	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	69	0	0	82	81	1440	40	40	1491	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	779	-	-	740	1557	0	0	1480	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.11	-	-
Pot Cap-1 Maneuver	0	0	294	0	0	312	211	-	-	230	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	294	-	-	312	211	-	-	230	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	20.6	1.7	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	211	-	-	294	312	230	-	-
HCM Lane V/C Ratio	0.384	-	-	0.235	0.263	0.174	-	-
HCM Control Delay (s)	32.3	-	-	21	20.6	23.9	-	-
HCM Lane LOS	D	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	1.7	-	-	0.9	1	0.6	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	350	19	12	270	11	29	6	27	30	10	33
Future Vol, veh/h	16	350	19	12	270	11	29	6	27	30	10	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	2	2	2
Mvmt Flow	17	376	20	13	290	12	33	7	31	34	11	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	396	0	0	767	748	386	761	752	296
Stage 1	-	-	-	-	-	-	420	420	-	322	322	-
Stage 2	-	-	-	-	-	-	347	328	-	439	430	-
Critical Hdwy	4.13	-	-	4.11	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.209	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1253	-	-	1168	-	-	322	343	666	322	339	743
Stage 1	-	-	-	-	-	-	615	593	-	690	651	-
Stage 2	-	-	-	-	-	-	673	651	-	597	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1168	-	-	291	333	666	296	329	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	333	-	296	329	-
Stage 1	-	-	-	-	-	-	605	583	-	678	643	-
Stage 2	-	-	-	-	-	-	620	643	-	553	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	16.2	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	1253	-	-	1168	-	-	414
HCM Lane V/C Ratio	0.18	0.014	-	-	0.011	-	-	0.2
HCM Control Delay (s)	16.2	7.9	0	-	8.1	0	-	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	369	29	28	419	11	11	18	30	23	22	30
Future Vol, veh/h	43	369	29	28	419	11	11	18	30	23	22	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	77	77	77	79	79	79
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	47	405	32	31	471	12	14	23	39	29	28	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	483	0	0	437	0	0	1087	1060	421	1085	1070	477
Stage 1	-	-	-	-	-	-	515	515	-	539	539	-
Stage 2	-	-	-	-	-	-	572	545	-	546	531	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.11	6.51	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.509	4.009	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1090	-	-	1128	-	-	194	225	635	196	223	592
Stage 1	-	-	-	-	-	-	544	536	-	530	525	-
Stage 2	-	-	-	-	-	-	507	520	-	526	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1090	-	-	1128	-	-	151	204	635	156	202	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	204	-	156	202	-
Stage 1	-	-	-	-	-	-	513	505	-	500	505	-
Stage 2	-	-	-	-	-	-	431	500	-	444	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	22.4	28.9
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	283	1090	-	-	1128	-	-	244
HCM Lane V/C Ratio	0.271	0.043	-	-	0.028	-	-	0.389
HCM Control Delay (s)	22.4	8.5	0	-	8.3	0	-	28.9
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	1.7

Appendix C

Growth Rate

Growth Rate -
Historical Growth Trends

FDOT Site	Location	Linear		Exponential		Decaying Exponential		AADT (2022)	Growth Rate (Highest R^2)
		R^2	GR	R^2	GR	R^2	GR		
863502	NE 3rd Street, west of US 1	45.79%	4.32%	47.47%	3.72%	**62.28%**	**4.61%**	2,100	4.61%
867365	NE 6th Street, east of Andrews Avenue	10.75%	4.01%	14.70%	4.84%	**33.46%**	**6.89%**	6,600	6.89%
867374	US 1, north of Broward Blvd	23.98%	2.07%	**24.96%**	**1.92%**	22.98%	1.95%	45,500	1.92%
869039	NE 3rd Avenue, north of NE 6th Street	28.59%	1.74%	**28.86%**	**1.63%**	22.78%	1.57%	12,600	1.63%
869235	NE 6th Street, east OF US 1	5.66%	2.18%	5.01%	1.86%	**19.68%**	**4.07%**	4,100	4.07%
									2.54%

Notes:

(1) Souce: FDOT's Florida Traffic Online (2022)

(2) GR = Growth Rate

(3) Data included for Trend Analysis from 2013 to 2023

(4) AADTs for 2020 and 2021 were removed from the trends calculation, given the low volumes reported due to the COVID 19 pandemic.

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3502 - NE 3RD ST WEST OF FEDERAL HWY (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	2100 C	E 800	W 1300	9.00	57.00	3.40
2021	2150 C	E 850	W 1300	9.00	53.80	3.70
2020	2500 C	E 1100	W 1400	9.00	53.90	3.90
2019	2400 F	E 900	W 1500	9.00	54.60	4.80
2018	2400 C	E 900	W 1500	9.00	54.50	4.80
2017	2300 C	E 800	W 1500	9.00	51.90	5.50
2016	2200 C	E 900	W 1300	9.00	54.10	3.90
2015	1750 C	E 900	W 850	9.00	54.00	4.80
2014	1600 C	E 600	W 1000	9.00	54.20	6.10
2013	1650 C	E 550	W 1100	9.00	53.60	4.50
2012	1550 C	E 550	W 1000	9.00	52.20	3.30
2011	1750 C	E 650	W 1100	9.00	52.50	7.40
2010	1750 C	E 650	W 1100	8.35	52.69	7.40
2009	2100 C	E 800	W 1300	8.53	53.89	3.50
2008	1850 C	E 750	W 1100	8.81	54.16	7.50
2007	1600 C	E 650	W 950	8.63	55.75	3.60

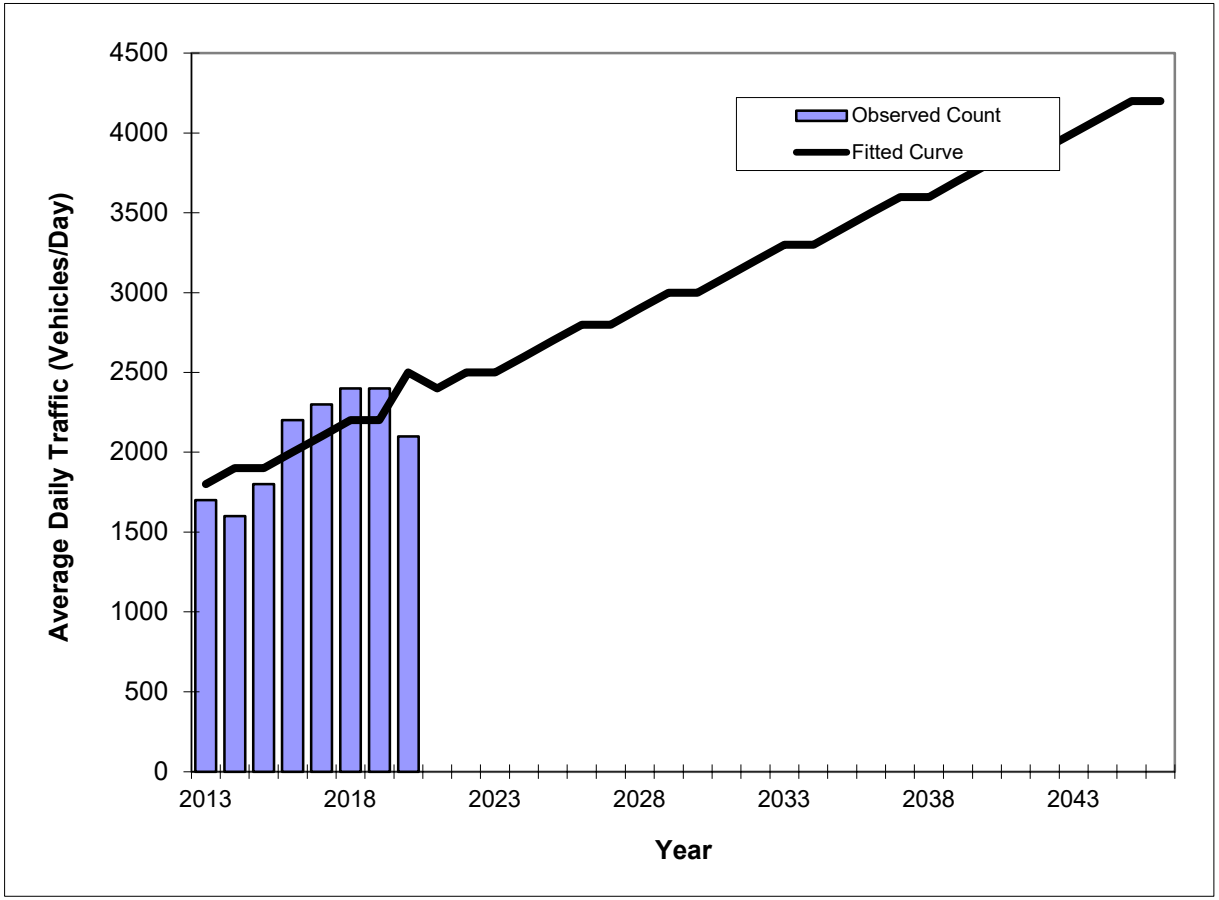
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	863502
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1800
2014	1600	1900
2015	1800	1900
2016	2200	2000
2017	2300	2100
2018	2400	2200
2019	2400	2200
2022	2100	2500
2026 Opening Year Trend		
2026	N/A	2800
2036 Mid-Year Trend		
2036	N/A	3500
2046 Design Year Trend		
2046	N/A	4200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	74
Trend R-squared:	45.79%
Trend Annual Historic Growth Rate:	**4.32%**
Trend Growth Rate (2022 to Design Year):	2.83%
Printed:	16-Nov-23
Straight Line Growth Option	

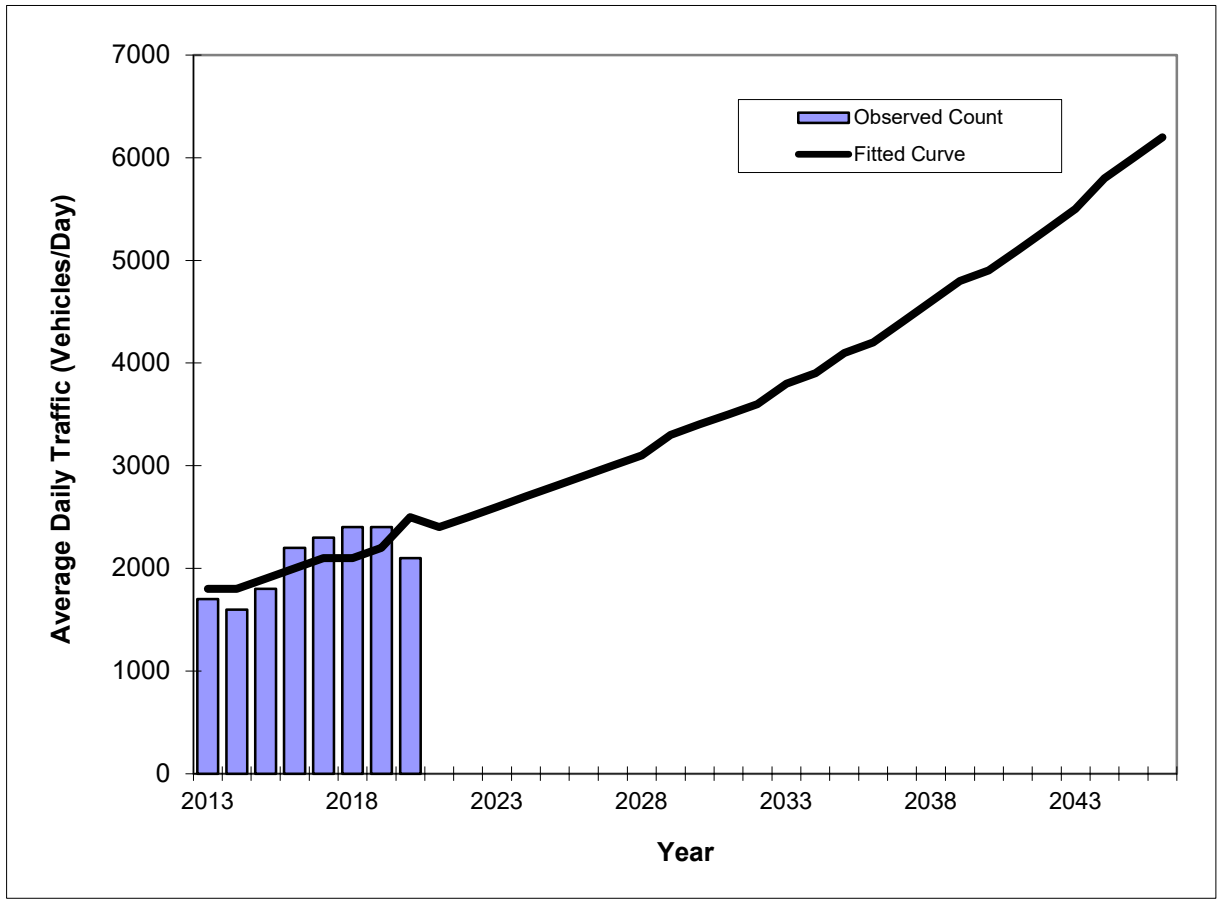
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	863502
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1800
2014	1600	1800
2015	1800	1900
2016	2200	2000
2017	2300	2100
2018	2400	2100
2019	2400	2200
2022	2100	2500
2026 Opening Year Trend		
2026	N/A	2900
2036 Mid-Year Trend		
2036	N/A	4200
2046 Design Year Trend		
2046	N/A	6200
TRANPLAN Forecasts/Trends		

Trend R-squared:	47.47%
Compounded Annual Historic Growth Rate:	**3.72%**
Compounded Growth Rate (2022 to Design Year):	3.86%
Printed:	16-Nov-23

Exponential Growth Option

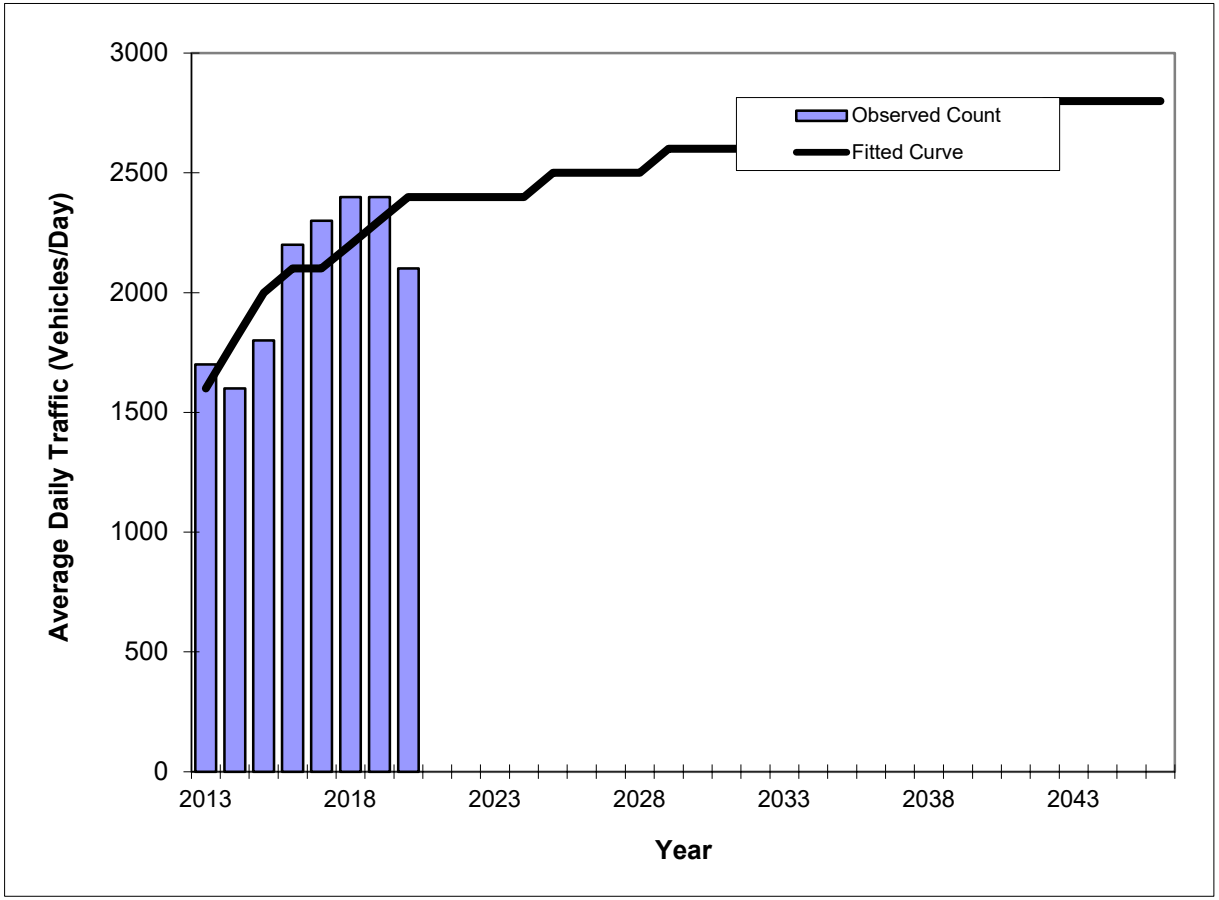
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	863502
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1600
2014	1600	1800
2015	1800	2000
2016	2200	2100
2017	2300	2100
2018	2400	2200
2019	2400	2300
2022	2100	2400
2026 Opening Year Trend		
2026	N/A	2500
2036 Mid-Year Trend		
2036	N/A	2700
2046 Design Year Trend		
2046	N/A	2800
TRANPLAN Forecasts/Trends		

Trend R-squared:	62.28%
Compounded Annual Historic Growth Rate:	**4.61%**
Compounded Growth Rate (2022 to Design Year):	0.64%
Printed:	16-Nov-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7365 - NE 6 ST, E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	6600 S	E 3000	W 3600	9.00	57.00	5.40
2021	6600 F	E 3000	W 3600	9.00	53.80	14.30
2020	6600 C	E 3000	W 3600	9.00	53.90	8.80
2019	10100 R	E 4100	W 6000	9.00	54.60	5.50
2018	10100 T	E 4100	W 6000	9.00	54.50	6.00
2017	10100 S	E 4100	W 6000	9.00	51.90	6.20
2016	10100 F	E 4100	W 6000	9.00	54.10	2.90
2015	10000 C	E 4100	W 5900	9.00	54.00	3.40
2014	4700 X			9.00	54.20	7.40
2013	4700 X	0	0	9.00	53.60	7.60
2012	4700 T	0	0	9.00	52.20	5.90
2011	4700 S	0	0	9.00	52.50	6.30
2010	4700 F	0	0	8.35	52.69	9.30
2009	4700 C	E 0	W 0	8.53	53.89	5.30
2008	5400 C	E 0	W 0	8.81	54.16	6.50
2007	6600 C	E 0	W 0	8.63	55.75	4.80

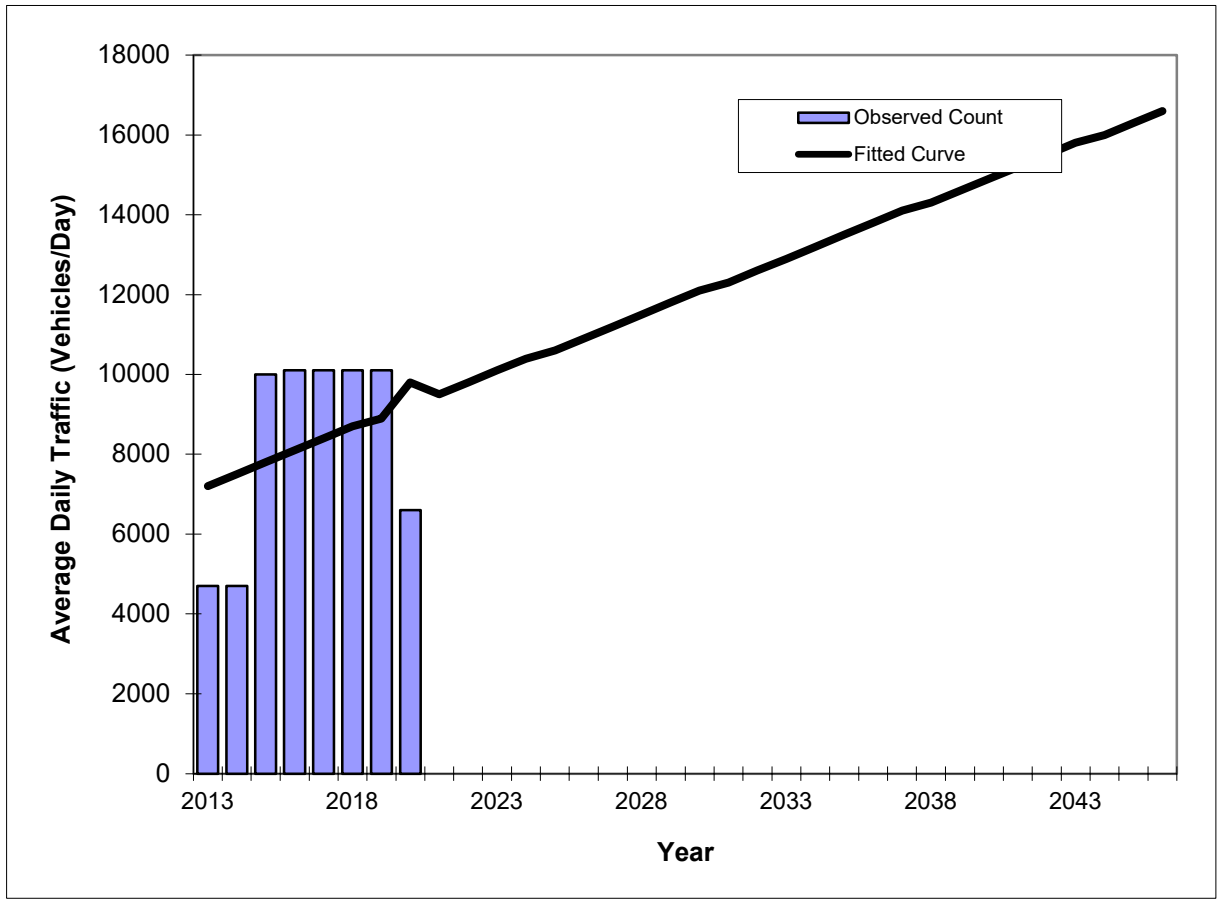
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867365
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4700	7200
2014	4700	7500
2015	10000	7800
2016	10100	8100
2017	10100	8400
2018	10100	8700
2019	10100	8900
2022	6600	9800
2026 Opening Year Trend		
2026	N/A	10900
2036 Mid-Year Trend		
2036	N/A	13800
2046 Design Year Trend		
2046	N/A	16600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	284
Trend R-squared:	10.75%
Trend Annual Historic Growth Rate:	**4.01%**
Trend Growth Rate (2022 to Design Year):	2.89%
Printed:	16-Nov-23
Straight Line Growth Option	

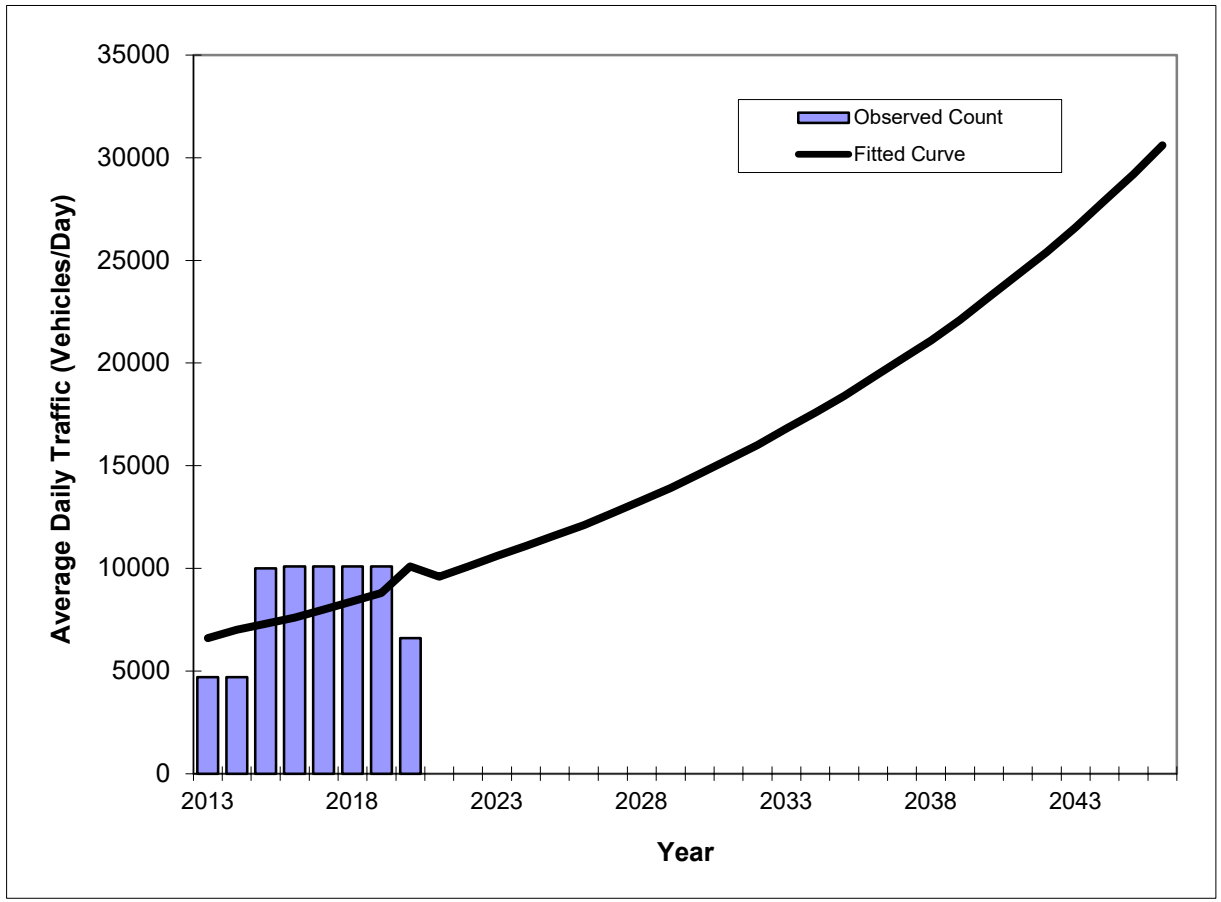
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867365
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4700	6600
2014	4700	7000
2015	10000	7300
2016	10100	7600
2017	10100	8000
2018	10100	8400
2019	10100	8800
2022	6600	10100
2026 Opening Year Trend		
2026	N/A	12100
2036 Mid-Year Trend		
2036	N/A	19300
2046 Design Year Trend		
2046	N/A	30600
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.70%
Compounded Annual Historic Growth Rate:	**4.84%**
Compounded Growth Rate (2022 to Design Year):	4.73%
Printed:	16-Nov-23

Exponential Growth Option

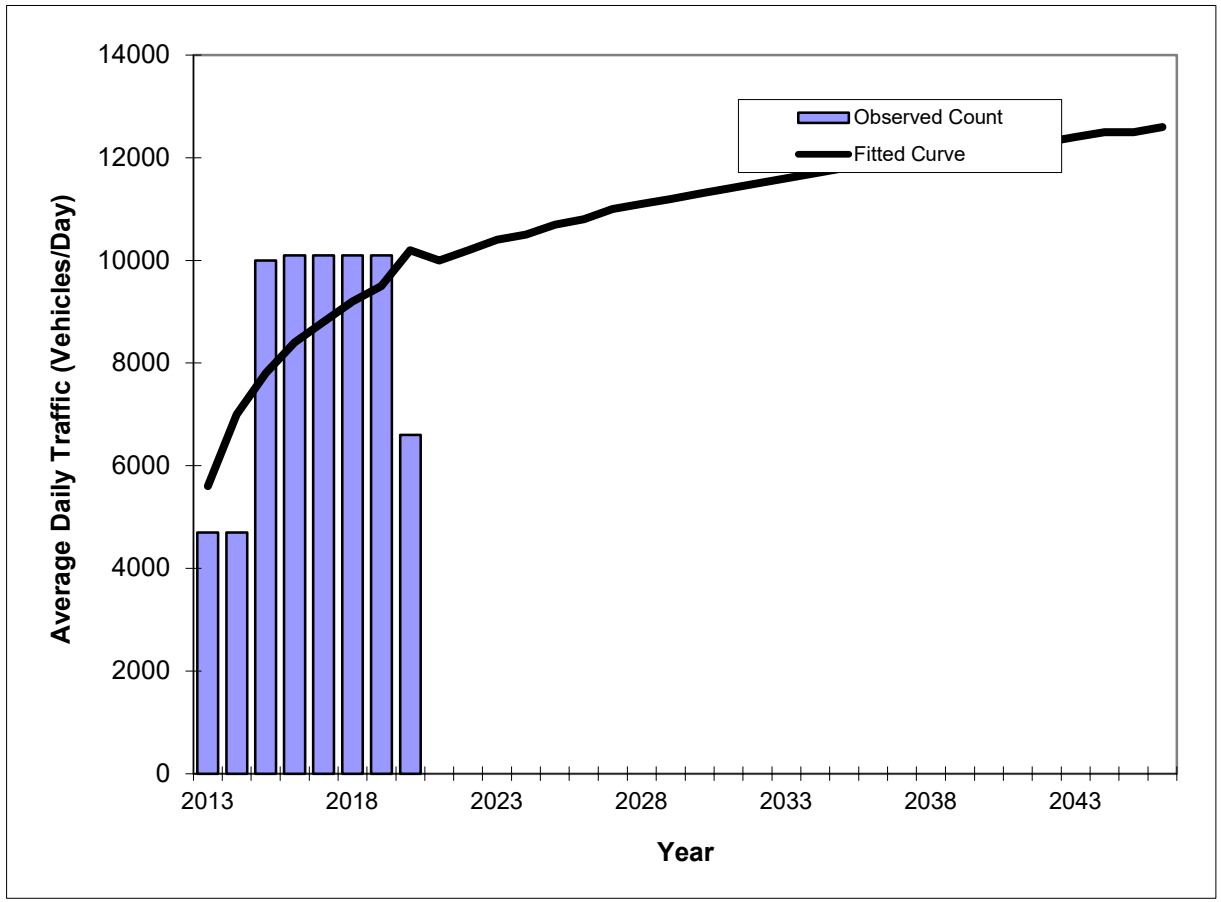
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867365
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4700	5600
2014	4700	7000
2015	10000	7800
2016	10100	8400
2017	10100	8800
2018	10100	9200
2019	10100	9500
2022	6600	10200
2026 Opening Year Trend		
2026	N/A	10800
2036 Mid-Year Trend		
2036	N/A	11900
2046 Design Year Trend		
2046	N/A	12600
TRANPLAN Forecasts/Trends		

Trend R-squared:	33.46%
Compounded Annual Historic Growth Rate:	**6.89%**
Compounded Growth Rate (2022 to Design Year):	0.88%
Printed:	16-Nov-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	45500 C	N 21500	S 24000	9.00	53.50	3.80
2021	42000 C	N 20500	S 21500	9.00	54.50	3.80
2020	39000 C	N 18000	S 21000	9.00	53.50	3.80
2019	40000 C	N 19500	S 20500	9.00	54.70	4.00
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40

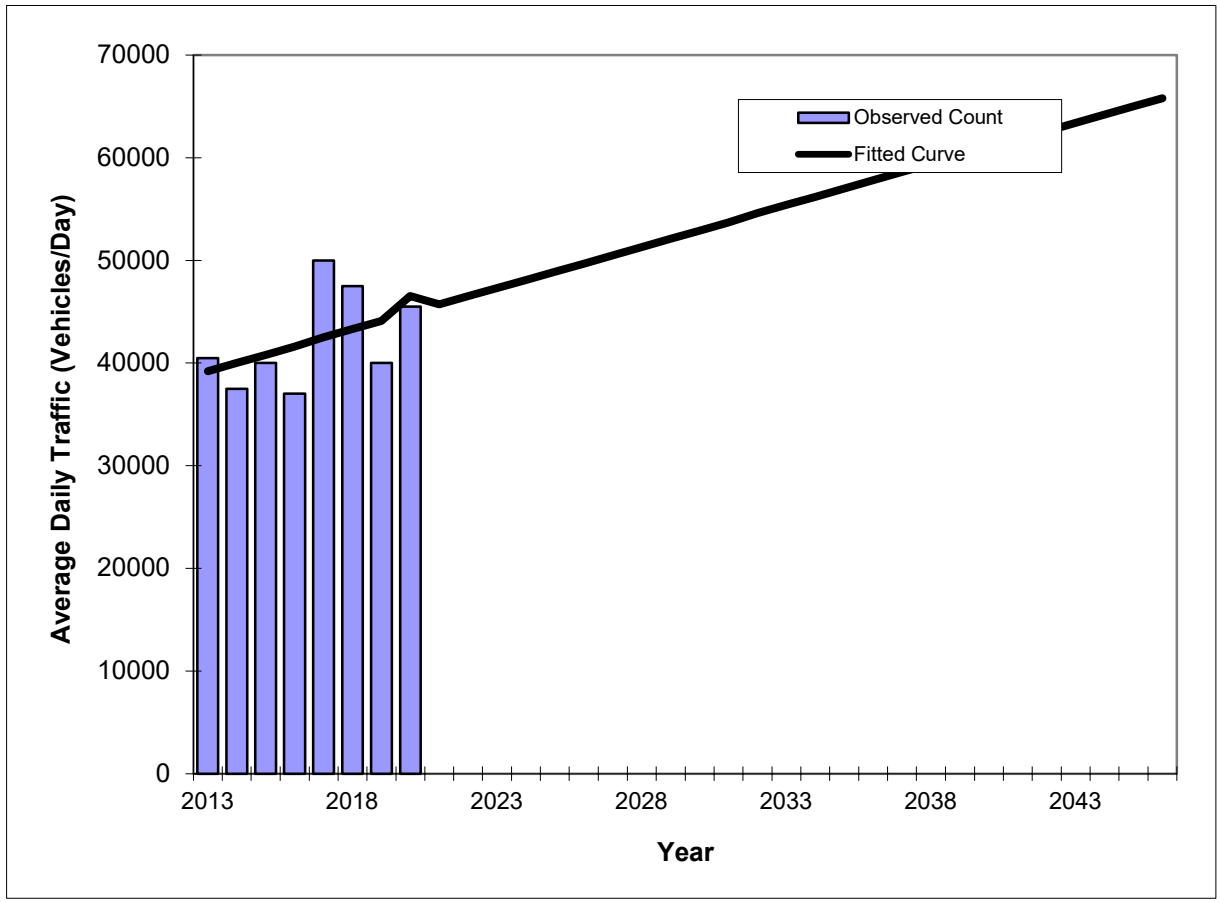
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867374
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40500	39200
2014	37500	40000
2015	40000	40800
2016	37000	41600
2017	50000	42500
2018	47500	43300
2019	40000	44100
2022	45500	46500
2026 Opening Year Trend		
2026	N/A	49700
2036 Mid-Year Trend		
2036	N/A	57800
2046 Design Year Trend		
2046	N/A	65800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	807
Trend R-squared:	23.98%
Trend Annual Historic Growth Rate:	**2.07%**
Trend Growth Rate (2022 to Design Year):	1.73%
Printed:	17-Nov-23
Straight Line Growth Option	

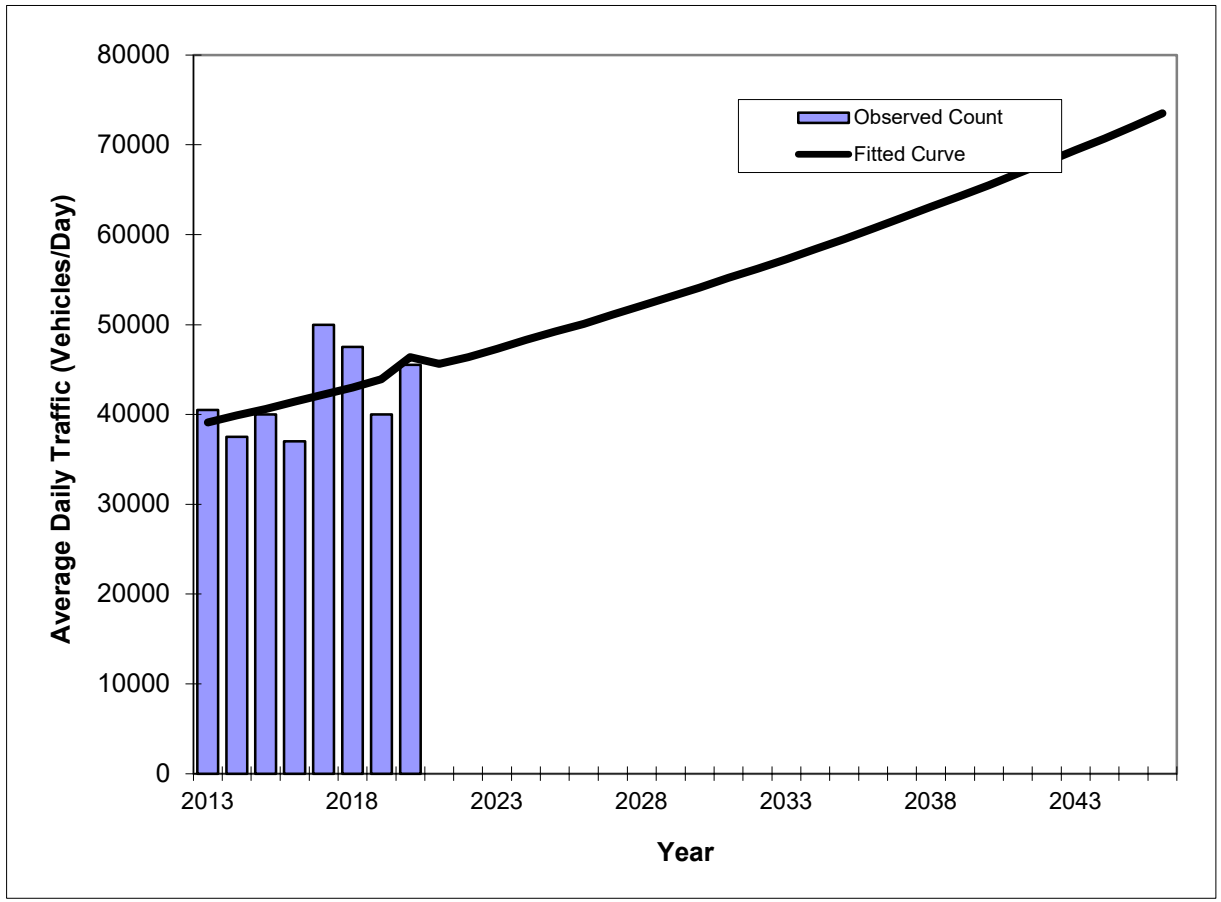
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867374
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40500	39100
2014	37500	39900
2015	40000	40600
2016	37000	41400
2017	50000	42200
2018	47500	43000
2019	40000	43900
2022	45500	46400
2026 Opening Year Trend		
2026	N/A	50100
2036 Mid-Year Trend		
2036	N/A	60700
2046 Design Year Trend		
2046	N/A	73500
TRANPLAN Forecasts/Trends		

Trend R-squared:	24.96%
Compounded Annual Historic Growth Rate:	**1.92%**
Compounded Growth Rate (2022 to Design Year):	1.94%
Printed:	17-Nov-23

Exponential Growth Option

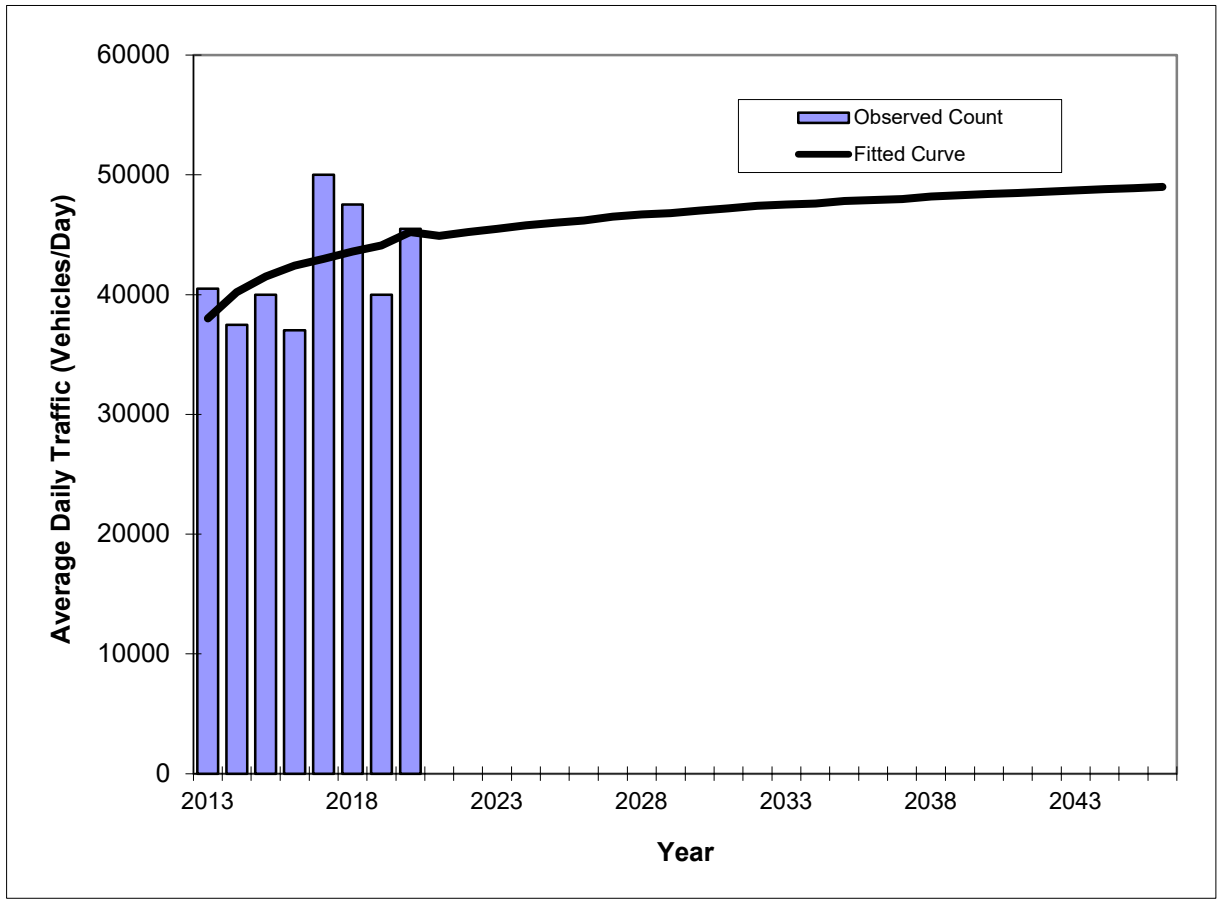
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	867374
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40500	38000
2014	37500	40200
2015	40000	41500
2016	37000	42400
2017	50000	43000
2018	47500	43600
2019	40000	44100
2022	45500	45200
2026 Opening Year Trend		
2026	N/A	46200
2036 Mid-Year Trend		
2036	N/A	47900
2046 Design Year Trend		
2046	N/A	49000
TRANPLAN Forecasts/Trends		

Trend R-squared:	22.98%
Compounded Annual Historic Growth Rate:	**1.95%**
Compounded Growth Rate (2022 to Design Year):	0.34%
Printed:	17-Nov-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	12600 F	N 6800	S 5800	9.00	57.00	2.60
2021	12800 C	N 6900	S 5900	9.00	53.80	2.60
2020	13200 S	N 7100	S 6100	9.00	53.90	4.60
2019	13900 F	N 7500	S 6400	9.00	54.60	4.60
2018	13900 C	N 7500	S 6400	9.00	54.50	4.60
2017	11400 S	N 5200	S 6200	9.00	51.90	12.60
2016	11400 F	N 5200	S 6200	9.00	54.10	12.60
2015	11200 C	N 5100	S 6100	9.00	54.00	12.60
2014	12000 S	N 7000	S 5000	9.00	54.20	1.70
2013	11900 F	N 6900	S 5000	9.00	53.60	1.70
2012	11900 C	N 6900	S 5000	9.00	52.20	1.70
2011	12300 S	0	0	9.00	52.50	6.30
2010	12300 F	N 6100	S 6200	8.35	52.69	3.60
2009	12300 C	N 6100	S 6200	8.53	53.89	3.60
2008	11400 C	N 6100	S 5300	8.81	54.16	3.60
2007	13000 C	N 6600	S 6400	8.63	55.75	4.80

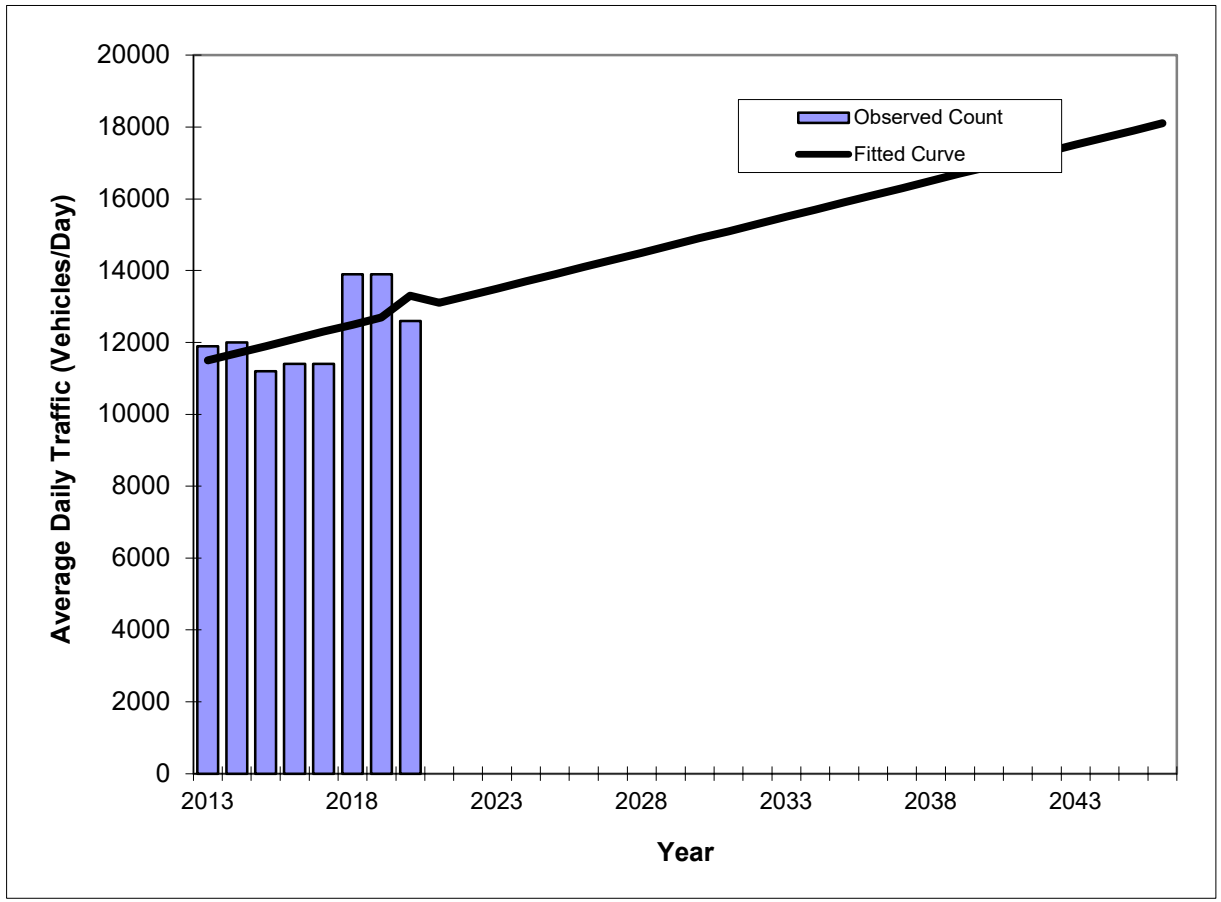
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869039
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11900	11500
2014	12000	11700
2015	11200	11900
2016	11400	12100
2017	11400	12300
2018	13900	12500
2019	13900	12700
2022	12600	13300
2026 Opening Year Trend		
2026	N/A	14100
2036 Mid-Year Trend		
2036	N/A	16100
2046 Design Year Trend		
2046	N/A	18100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	200
Trend R-squared:	28.59%
Trend Annual Historic Growth Rate:	**1.74%**
Trend Growth Rate (2022 to Design Year):	1.50%
Printed:	17-Nov-23
Straight Line Growth Option	

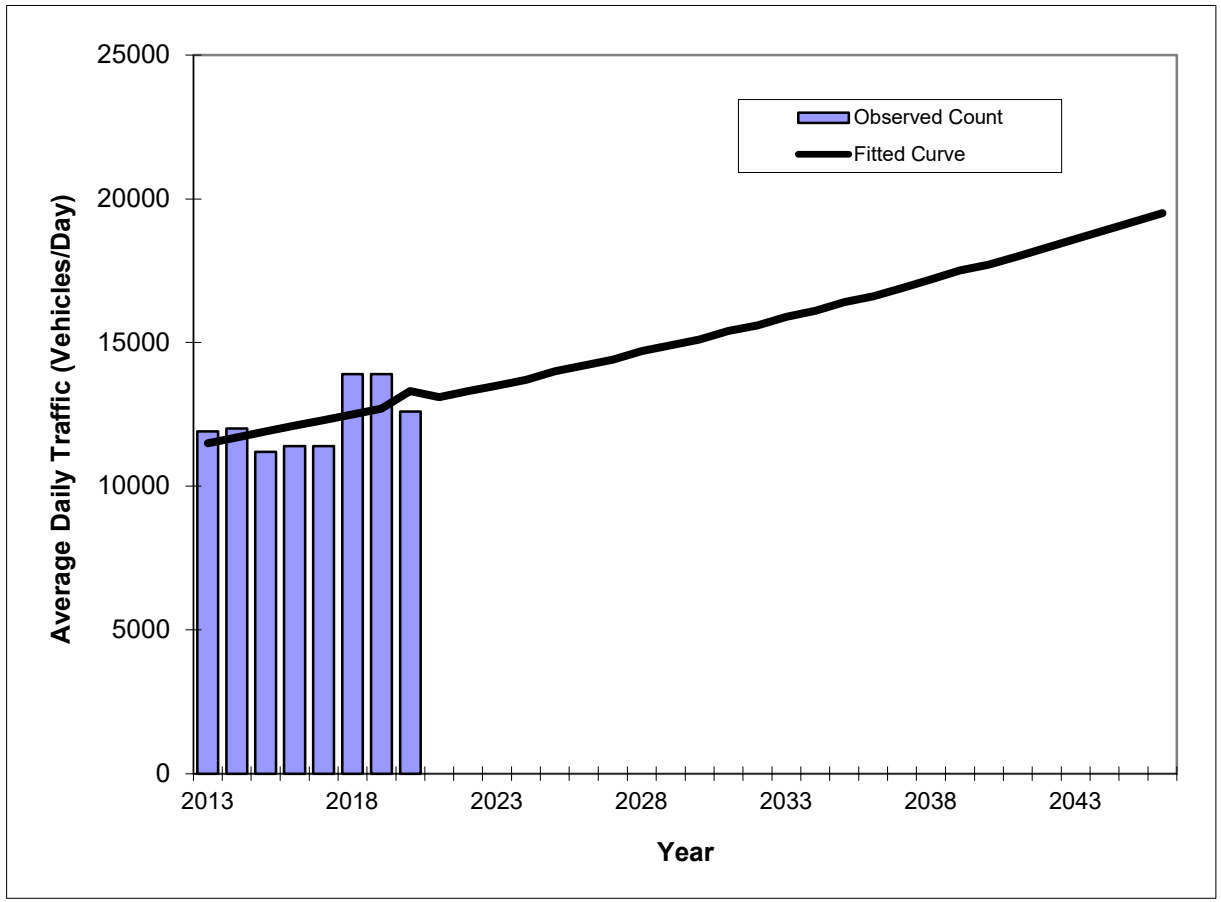
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869039
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11900	11500
2014	12000	11700
2015	11200	11900
2016	11400	12100
2017	11400	12300
2018	13900	12500
2019	13900	12700
2022	12600	13300
2026 Opening Year Trend		
2026	N/A	14200
2036 Mid-Year Trend		
2036	N/A	16600
2046 Design Year Trend		
2046	N/A	19500
TRANPLAN Forecasts/Trends		

Trend R-squared:	28.86%
Compounded Annual Historic Growth Rate:	**1.63%**
Compounded Growth Rate (2022 to Design Year):	1.61%
Printed:	17-Nov-23

Exponential Growth Option

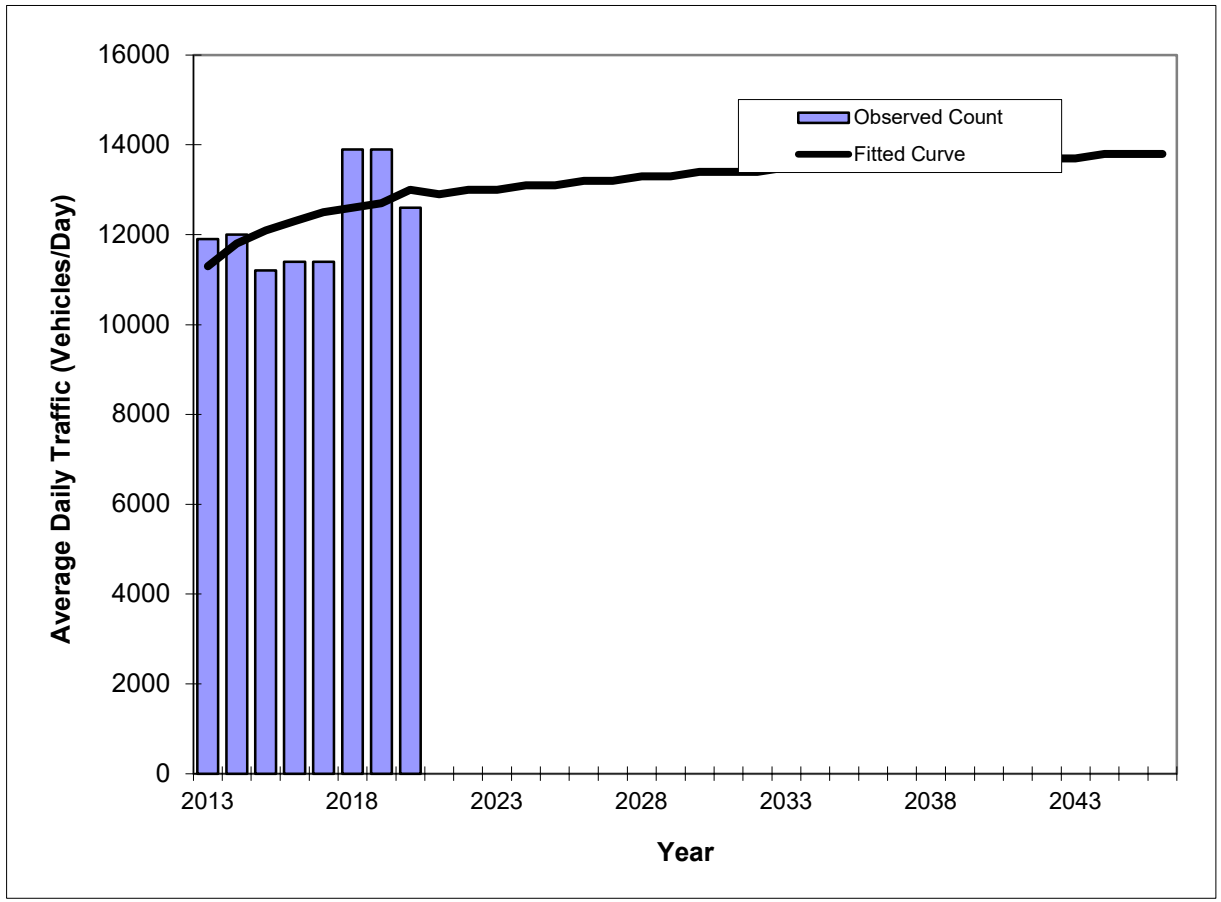
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869039
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11900	11300
2014	12000	11800
2015	11200	12100
2016	11400	12300
2017	11400	12500
2018	13900	12600
2019	13900	12700
2022	12600	13000
2026 Opening Year Trend		
2026	N/A	13200
2036 Mid-Year Trend		
2036	N/A	13600
2046 Design Year Trend		
2046	N/A	13800
TRANPLAN Forecasts/Trends		

Trend R-squared:	22.78%
Compounded Annual Historic Growth Rate:	**1.57%**
Compounded Growth Rate (2022 to Design Year):	0.25%
Printed:	17-Nov-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9235 - NE 6 STREET, E OF US 1

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	4100 S	E	1500	W	2600	9.00	53.50	5.40
2021	4000 F	E	1500	W	2500	9.00	54.50	14.30
2020	4000 C	E	1500	W	2500	9.00	53.50	8.80
2019	6800 T	E	2900	W	3900	9.00	54.70	5.50
2018	6800 S	E	2900	W	3900	9.00	54.10	6.00
2017	6700 F	E	2900	W	3800	9.00	53.80	6.20
2016	6700 C	E	2900	W	3800	9.00	55.20	2.90
2015	4300 V		0		0	9.00	54.90	3.40
2014	4300 R					9.00	54.50	7.40
2013	4300 T		0		0	9.00	54.60	7.60
2012	4300 S		0		0	9.00	55.00	5.90
2011	4200 F		0		0	9.00	54.50	6.30
2010	4100 C	E	0	W	0	9.37	54.06	9.30
2009	3700 F		0		0	9.31	53.74	5.30
2008	3800 C	E	0	W	0	9.70	54.48	6.50
2007	4500 C	E	0	W	0	9.10	53.47	4.80

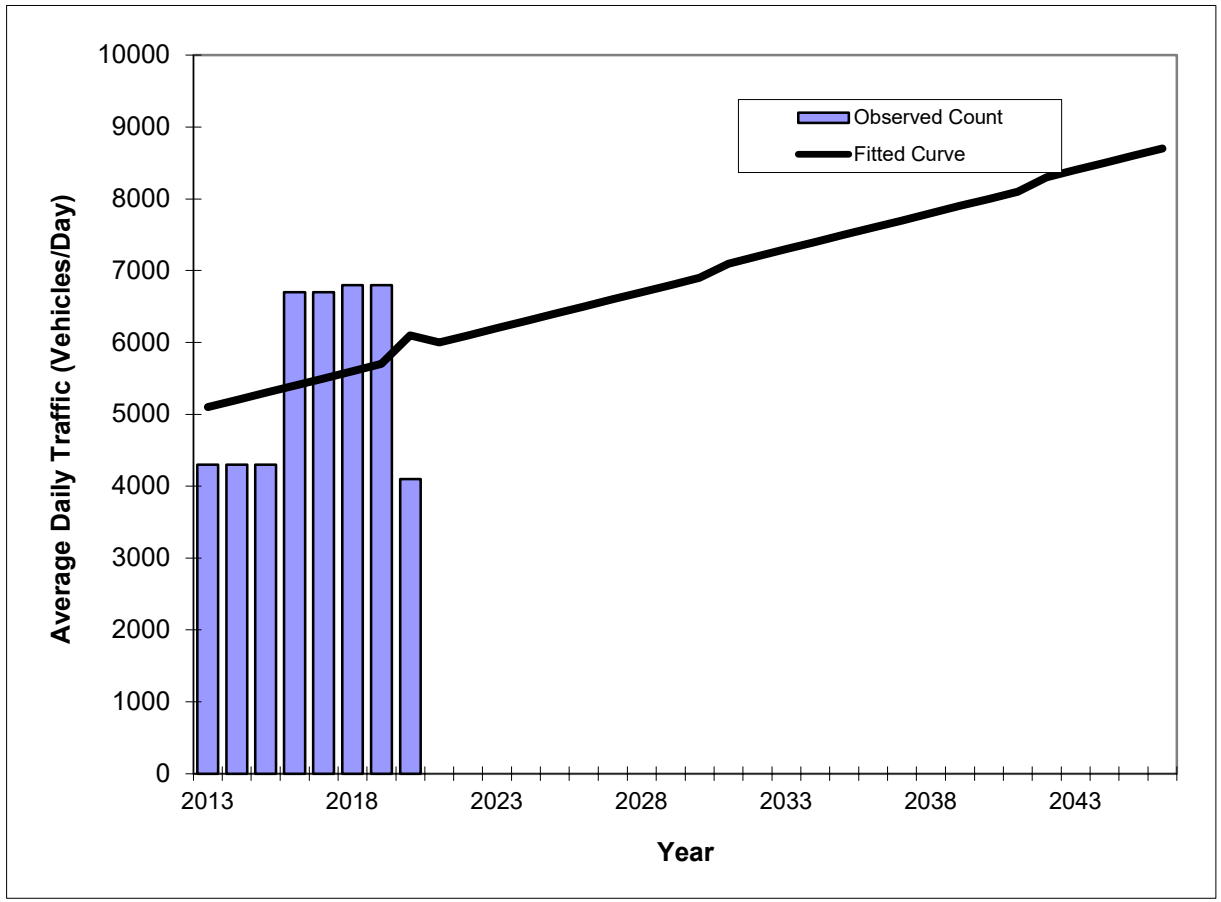
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869235
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4300	5100
2014	4300	5200
2015	4300	5300
2016	6700	5400
2017	6700	5500
2018	6800	5600
2019	6800	5700
2022	4100	6100
2026 Opening Year Trend		
2026	N/A	6500
2036 Mid-Year Trend		
2036	N/A	7600
2046 Design Year Trend		
2046	N/A	8700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	109
Trend R-squared:	5.66%
Trend Annual Historic Growth Rate:	**2.18%**
Trend Growth Rate (2022 to Design Year):	1.78%
Printed:	17-Nov-23
Straight Line Growth Option	

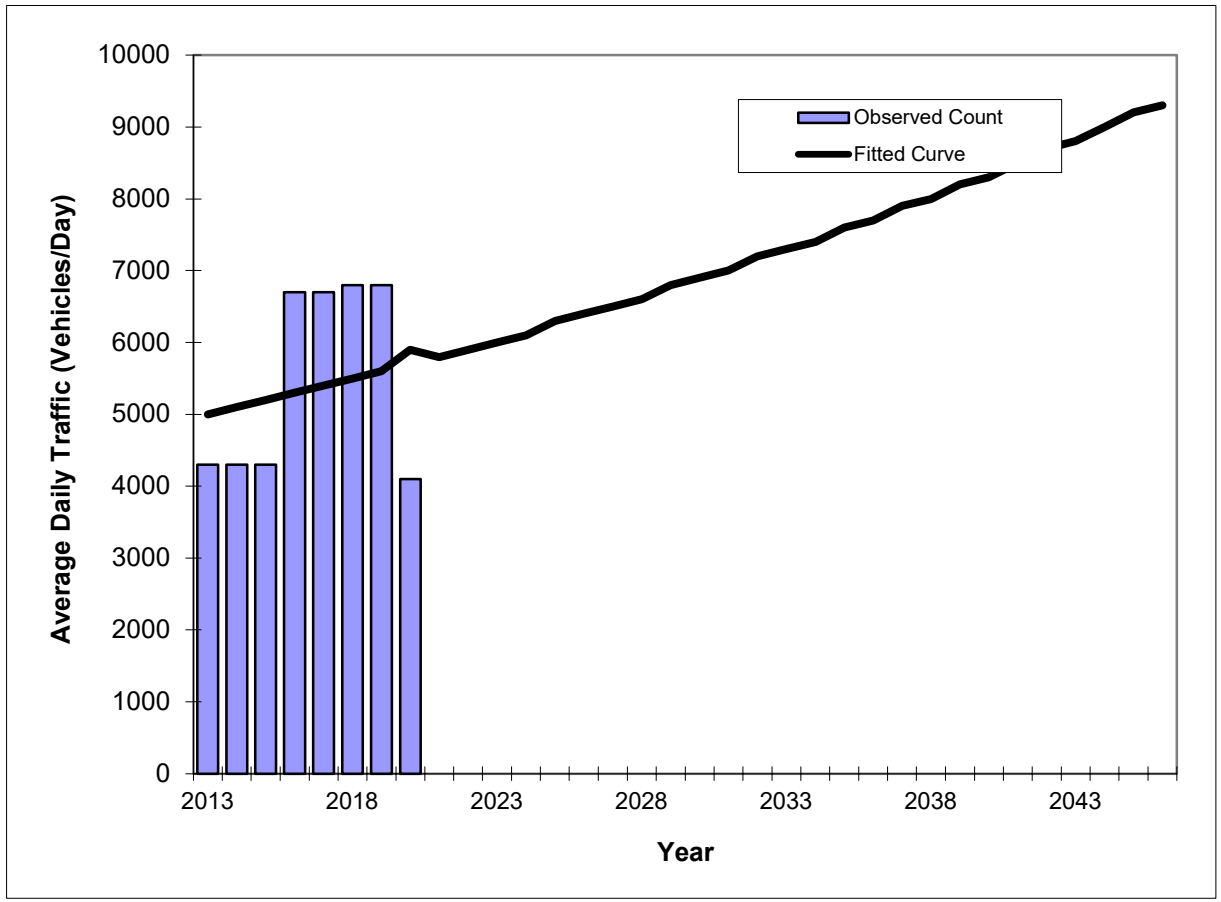
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869235
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4300	5000
2014	4300	5100
2015	4300	5200
2016	6700	5300
2017	6700	5400
2018	6800	5500
2019	6800	5600
2022	4100	5900
2026 Opening Year Trend		
2026	N/A	6400
2036 Mid-Year Trend		
2036	N/A	7700
2046 Design Year Trend		
2046	N/A	9300
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.01%
Compounded Annual Historic Growth Rate:	**1.86%**
Compounded Growth Rate (2022 to Design Year):	1.91%
Printed:	17-Nov-23

Exponential Growth Option

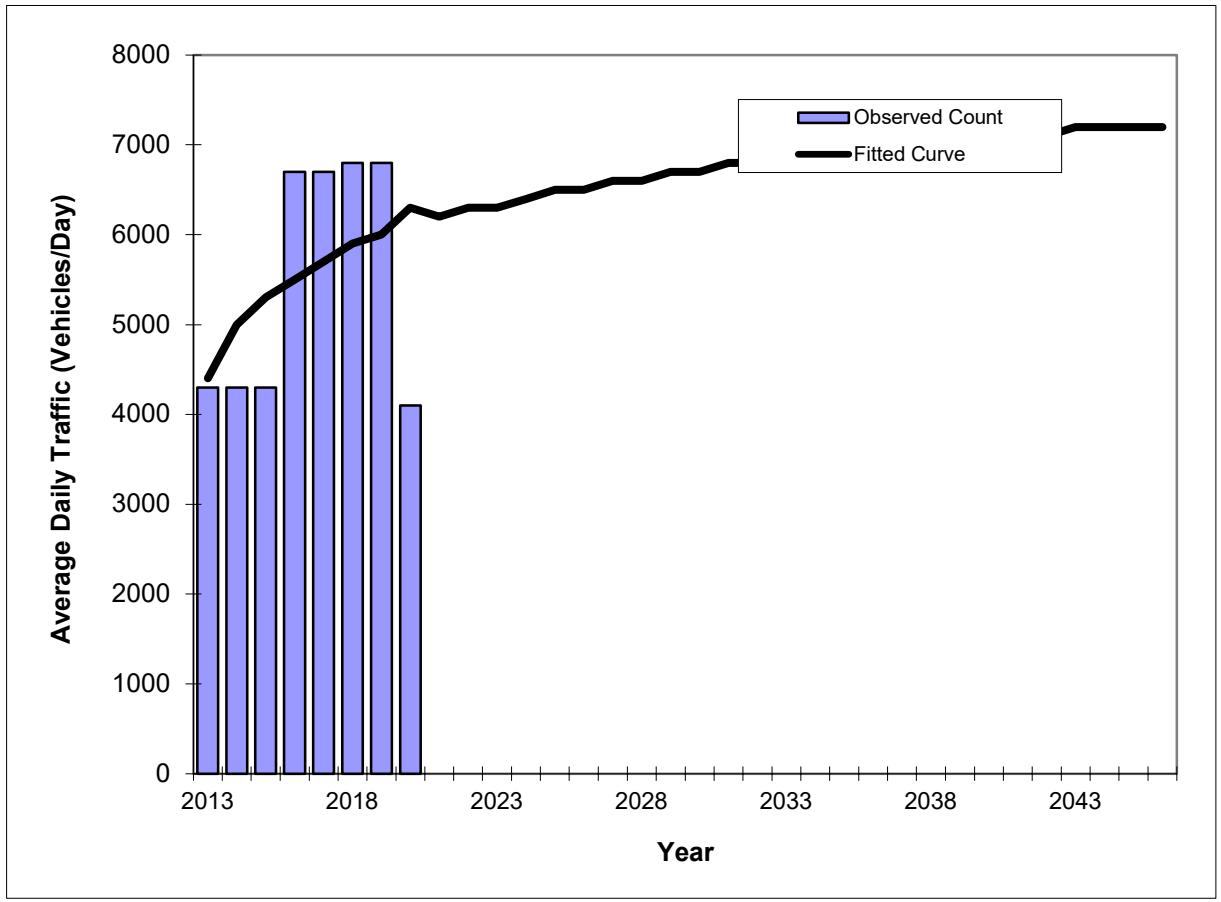
***Axle-Adjusted**

Traffic Trends - V03.a

SR 5/US-1/N Roosevelt Boulevard

FIN#	1234
Location	1

County:	Broward (86)
Station #:	869235
Highway:	



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4300	4400
2014	4300	5000
2015	4300	5300
2016	6700	5500
2017	6700	5700
2018	6800	5900
2019	6800	6000
2022	4100	6300
2026 Opening Year Trend		
2026	N/A	6500
2036 Mid-Year Trend		
2036	N/A	7000
2046 Design Year Trend		
2046	N/A	7200
TRANPLAN Forecasts/Trends		

Trend R-squared:	19.68%
Compounded Annual Historic Growth Rate:	**4.07%**
Compounded Growth Rate (2022 to Design Year):	0.56%
Printed:	17-Nov-23

Decaying Exponential Growth Option

***Axle-Adjusted**

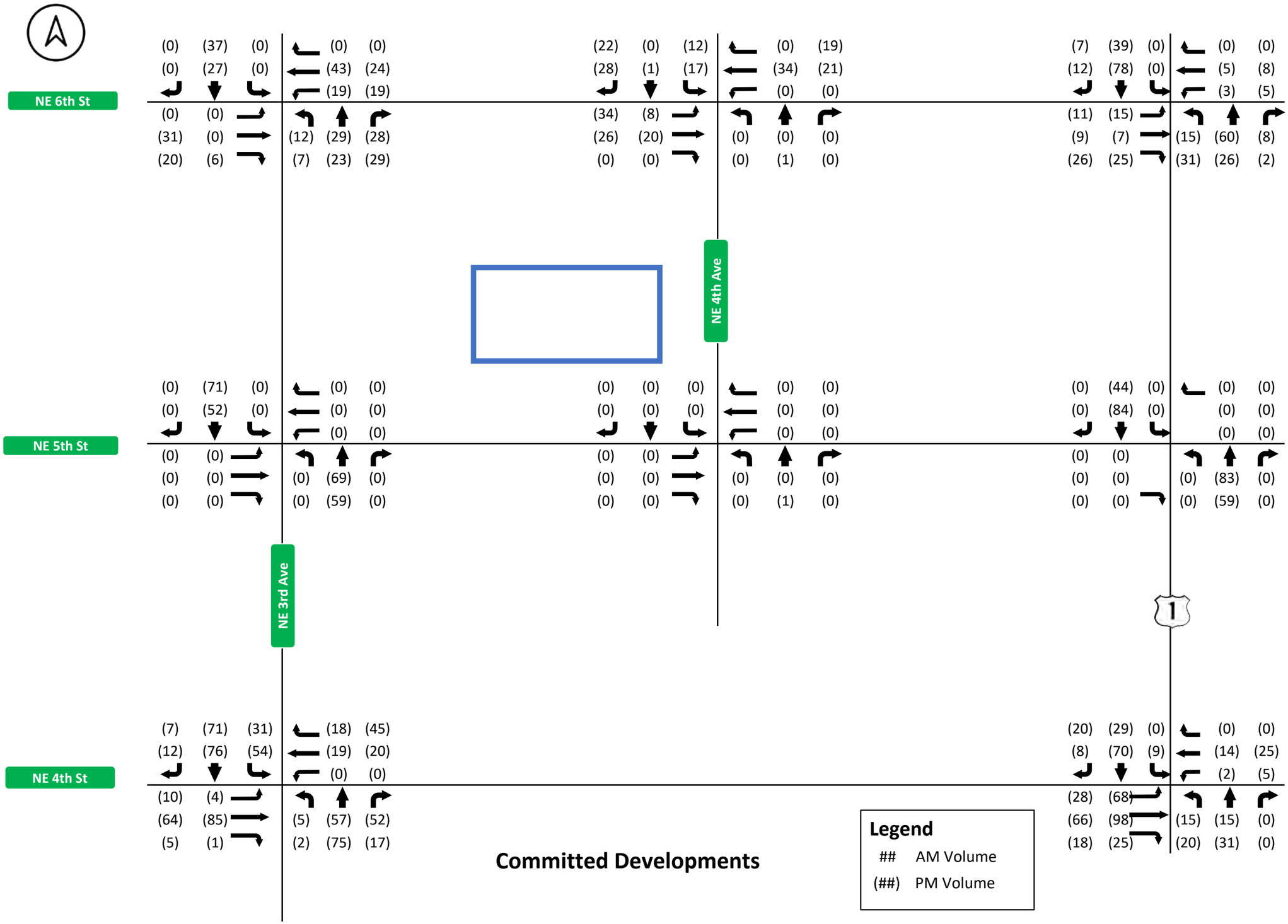
Growth Rate -
SERPM Model Outputs

Station #	SERPM Network	SERPM - 2015	SERPM - 2045	Difference	Growth Rate	Annual Growth Rate
863502	NE 3rd Avenue - N of NE 3rd Street	13,831	18,510	4,679	33.83%	1.13%
867374	US 1 - N of NE 2nd Street	38,421	50,992	12,571	32.72%	1.09%
867365	NE 6th Street - E of N Andrews Ave	16,256	19,064	2,808	17.27%	0.58%
869039	NE 3rd Avenue - N of NE 6th Street	8,379	17,311	8,932	106.60%	3.55%
869235	NE 6th Street - E of US 1	7,369	12,304	4,935	66.97%	2.23%
						1.72%

Appendix D

Future Background Conditions Analysis Supporting Documents

Committed Developments


NE 6th St
NE 5th St
NE 4th St
NE 4th Ave
NE 3rd Ave
1
(0) (37) (0) (0) (0) (0) (43) (24) (0) (0) (19) (19) (0) (0) (31) (0) (20) (6) (12) (29) (28) (7) (23) (29)
(22) (0) (12) (28) (1) (17) (34) (21) (0) (0) (34) (8) (26) (20) (0) (0) (0) (1) (0) (0) (0)
(7) (39) (0) (12) (78) (0) (0) (5) (8) (3) (5) (11) (15) (9) (7) (15) (60) (8) (26) (25) (31) (26) (2)
(0) (71) (0) (0) (52) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (69) (0) (0) (59) (0)
(0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)
(0) (44) (0) (0) (84) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0) (83) (0) (0) (59) (0)
(7) (71) (31) (12) (76) (54) (10) (4) (64) (85) (5) (1) (18) (19) (0) (45) (20) (0) (5) (57) (52) (2) (75) (17)
(20) (29) (0) (8) (70) (9) (28) (68) (66) (98) (18) (25) (0) (14) (2) (25) (5) (15) (15) (0) (20) (31) (0)
Committed Developments
Legend
AM Volume
(##) PM Volume

317 N Federal

Fort Lauderdale, Florida

prepared for:

616 SE 4th Avenue LLC

traffic study

TRAFTECH ENGINEERING, INC.

May 2021

TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
Existing Land Use 3
Proposed Land Use and Access 3

EXISTING CONDITIONS 4
Roadway System 4
Nearby Intersections 4

TRAFFIC COUNTS 6

TRIP GENERATION 9

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 10

TRAFFIC ANALYSES 12
Future Conditions Traffic Volumes 12
Level of Service (LOS) Analyses 16
Transit Services 17

CONCLUSIONS 18

LIST OF FIGURES

FIGURE 1 – Project Location Map 2
FIGURE 2 – Existing Lane Geometry 5
FIGURE 3 – Existing Traffic Counts 8
FIGURE 4 – Project Traffic Assignment 11
FIGURE 5 – Background Traffic – AM Peak Hour (Year 2025) 14
FIGURE 6 – Total Traffic with Project – AM Peak Hour (Year 2025) 15

LIST OF TABLES

TABLE 1 – Trip Generation 9
TABLE 2 –Intersection Capacity / Level of Service Analyses 16

APPENDICES

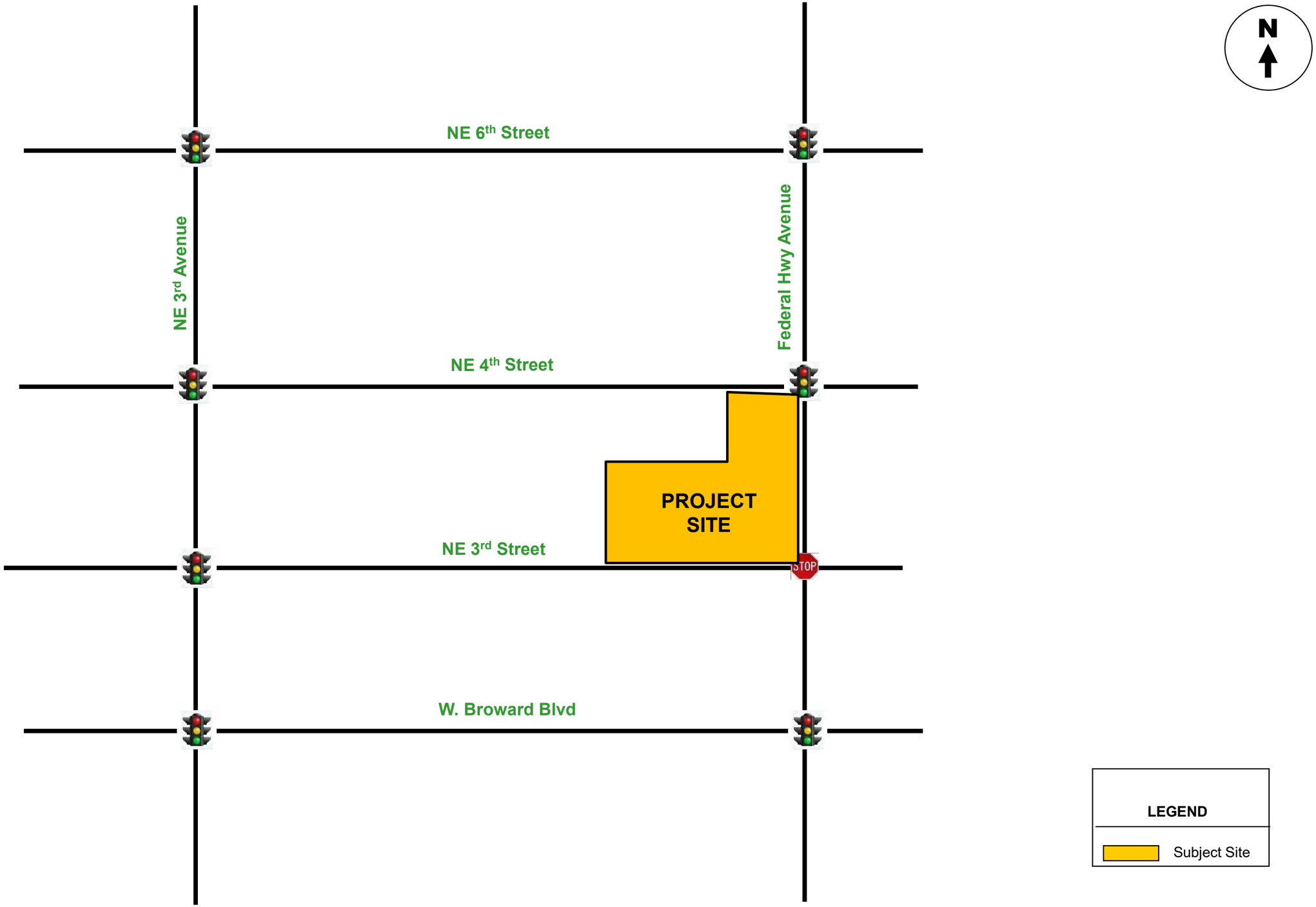
Appendix A: Site Plan - 317 N. Federal & Traffic Methodology
Appendix B: Traffic Counts
Appendix C: Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments
Appendix D: Covid-19 Adjustment Factors
Appendix E: Future Turning Movement Volumes
Appendix F: SYNCHRO Analyses
Appendix G: Transit Routes

INTRODUCTION

317 N. Federal is a proposed residential development planned to be located on the west side of North Federal Highway between NE 4th Street and NE 3rd Street in the City of Fort Lauderdale in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by 616 SE 4th Avenue, LLC to conduct a traffic study in connection with the proposed residential development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



TRAFTECH ENGINEERING, INC.

PROJECT LOCATION MAP

FIGURE1
317 N Federal
Fort Lauderdale, Florida

INVENTORY

Existing Land Use

The project site currently has two one-story buildings with full access driveways on both NE 4th Street and NE 3rd Street.

Proposed Land Uses and Access

The 317 N. Federal project consists of the following land uses and intensity:

- A total 716 residential units (High Rise with Retail on 1st Floor) distributed as follows:
  - 326 units on the East Tower
  - 390 units on the West Tower

Access to the site consists of two driveways on NE 3rd Street. The east driveway will provide access to the East Tower residents and the west driveway will provide access to the West Tower residents. Drop-off/pick-up lanes are provided for both towers via the east access driveway. Another driveway is proposed on NE 4th Street for delivery-vehicles only. The proposed residential development is anticipated to be built and occupied in 2025. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

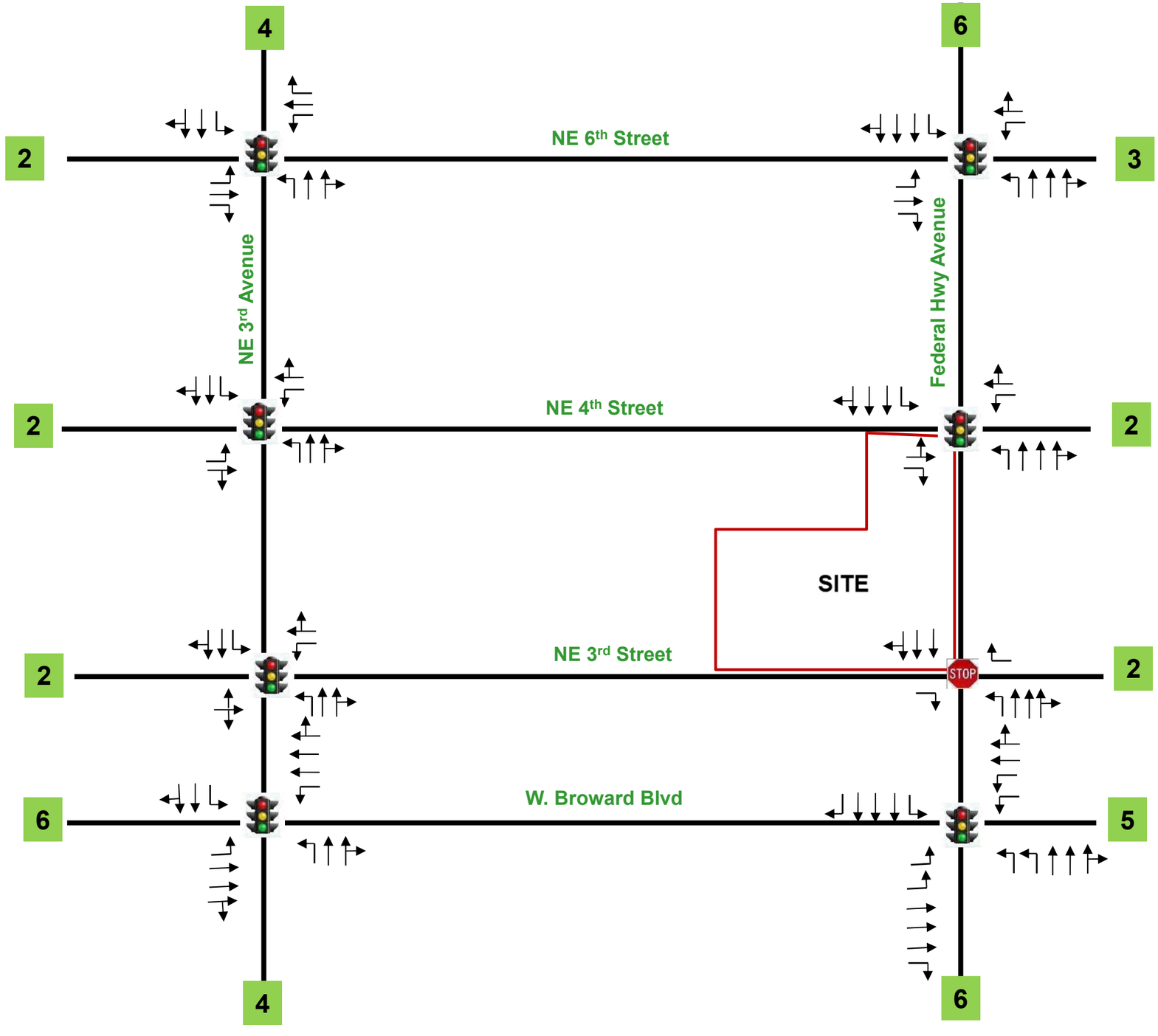
The roadway system located near the project site includes Federal Highway, NE 3rd Avenue, Broward Boulevard, NE 3rd Street, NE 4th Street, and NE 6 Street. Federal Highway and Broward Boulevard are six-lane divided major arterials near the project site. NE 3rd Avenue is a four-lane undivided facility and NE 3rd Street, NE 4th Street, and NE 6th Street are all two-lane local streets.

Nearby Intersections

Eight intersections plus the NE 3rd Street access driveways were identified as the locations that will be impacted the most by the proposed project. These eight intersections include:

1. N Federal Highway and Broward Boulevard (signalized)
2. N Federal Highway and NE 3rd Street (directional median opening)
3. N Federal Highway and NE 4th Street (signalized)
4. N Federal Highway and NE 6th Street (signalized)
5. NE 3rd Avenue and Broward Boulevard (signalized)
6. NE 3rd Avenue and NE 3rd Street (signalized)
7. NE 3rd Avenue and NE 4th Street (signalized)
8. NE 3rd Avenue and NE 6th Street (signalized)

Figure 2 shows the existing lane geometry of the eight intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



TRAFTECH ENGINEERING, INC.

EXISTING LANE GEOMETRY

FIGURE 2
317 N Federal
Fort Lauderdale ,Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the eight study intersections. The intersection turning movement counts were collected on Tuesday, March 2, 2021 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following eight intersections located near the project site:

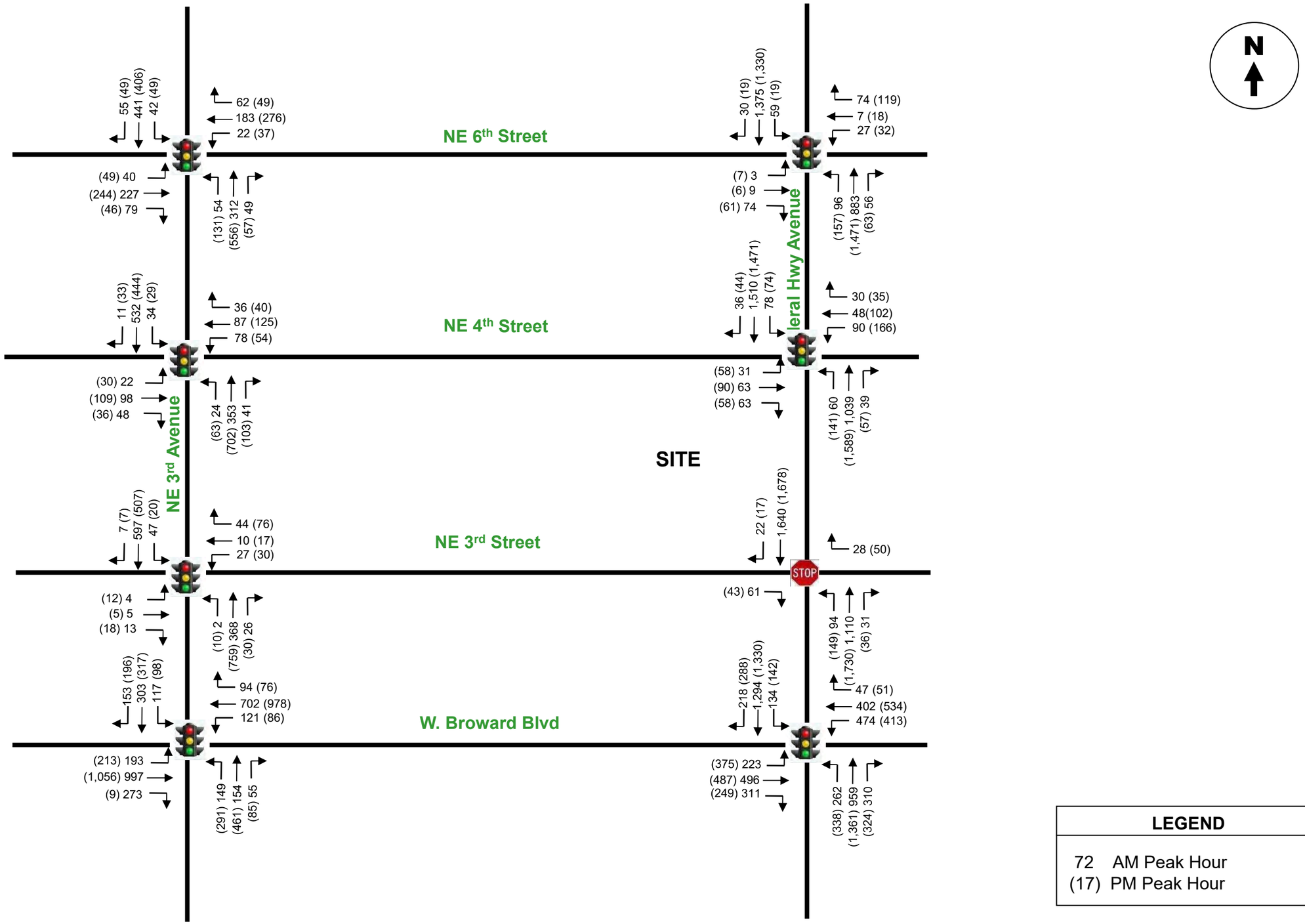
1. N Federal Highway and Broward Boulevard
2. N Federal Highway and NE 3rd Street
3. N Federal Highway and NE 4th Street
4. N Federal Highway and NE 6th Street
5. NE 3rd Avenue and Broward Boulevard
6. NE 3rd Avenue and NE 3rd Street
7. NE 3rd Avenue and NE 4th Street
8. NE 3rd Avenue and NE 6th Street

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersection were obtained from the Broward County Traffic Engineering Division and are also included in Appendix B. The traffic counts were adjusted by utilizing a peak season factor based on FDOT peak season adjustment factors. The State-published adjustment factors are contained in Appendix C.

Machine traffic counts were collected during a 2-day period at the following nearby FDOT traffic count stations:

SITE 867374 (N Federal Highway north of NE 2nd Street)
SITE 863502 (NE 3rd Street east of NE 3rd Avenue)
SITE 860024 (Broward Boulevard east of NE 3rd Avenue)

Additionally, an adjustment factor was applied to account for the effects of COVID-19. The calculations used to account for COVID-19 is reflected in Table D-1 located in Appendix D. Figure 3 shows the 2021 peak season AM and PM peak hour traffic volumes adjusted to account for Covid-19.



LEGEND
72 AM Peak Hour
(17) PM Peak Hour

TRAFTECH ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour

FIGURE 3
317 N Federal
Fort Lauderdale, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed use includes ITE's Land Use 232 – High-Rise Residential Condominium with 1st Floor Commercial. Table 1 summarizes the external trips associated with the proposed development.

TABLE 1
Trip Generation Summary
317 N Federal Highway

Land Use	Size	AM Peak Hour			PM Peak Hour		
		Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
E-High Rise w/Retail 1st Floor LUC 232	326	101	24	77	68	41	27
W-High Rise w/Retail 1st Floor LUC 232	390	121	29	92	82	50	32
External Trips	**716**	**222**	**53**	**169**	**150**	**91**	**59**

Source: ITE Trip Generation Manual (10th Edition)
NOTE: Directional Distribution n/a (used High Rise LUC 222)

As indicated in Table 1, the external trips generated by the proposed residential development consists of approximately 222 trips during the AM peak hour (53 inbound and 169 outbound) and approximately 150 trips during the PM peak hour (91 inbound and 59 outbound). The trip generation equations used to determine the trips associated with the proposed use are presented below:

ITE Land Use 232 – High-Rise Residential Condominium

Weekday AM Peak Hour of Adjacent Street
T = 0.31 (X) (24% inbound and 76% outbound)
Where T = number of weekday AM peak hour trips and
X = number of units

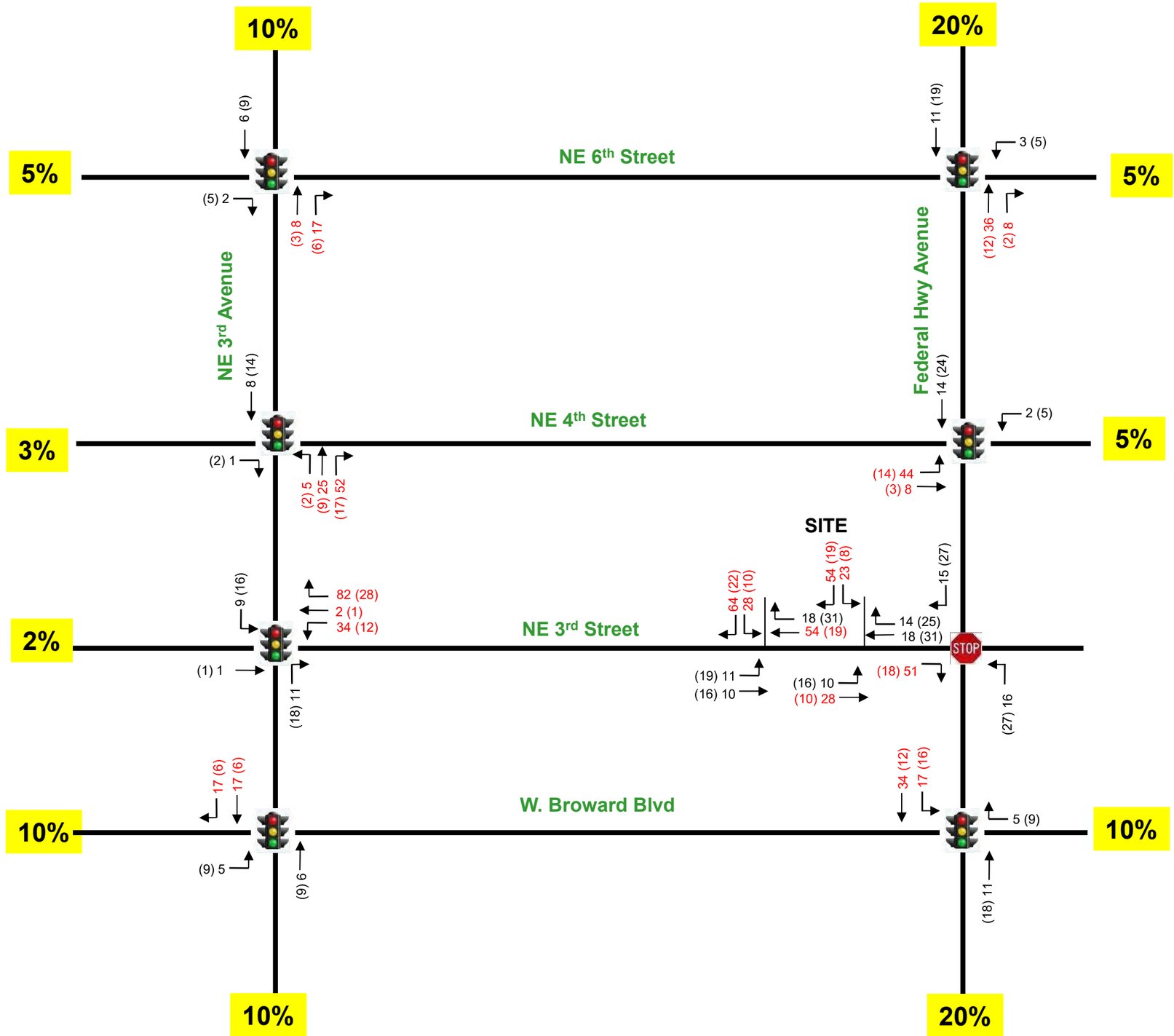
Weekday PM Peak Hour of Adjacent Street
T = 0.21 (X) (61% inbound and 39% outbound)
Where T = number of weekday PM peak hour trips and
X = number of units

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. Based on the above, the following traffic assignment was assumed for the proposed development:

- 20% to and from the north via N Federal Highway
- 10% to and from the north via NE 3rd Avenue
- 20% to and from the south via N Federal Highway
- 10% to and from the south via NE 3rd Avenue
- 5% to and from the east via NE 6th Street
- 5% to and from the east via NE 4th Street
- 10% to and from the east via Broward Boulevard
- 5% to and from the west via NE 6th Street
- 3% to and from the west via NE 4th Street
- 2% to and from the west via NE 3rd Street
- 10% to and from the west via Broward Boulevard

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4.



LEGEND	
72	AM Peak Hour
(17)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

PROJEC TRAFFIC ASSIGNMENT

FIGURE 4
317 N Federal
Fort Lauderdale, Florida

TRAFFIC ANALYSIS

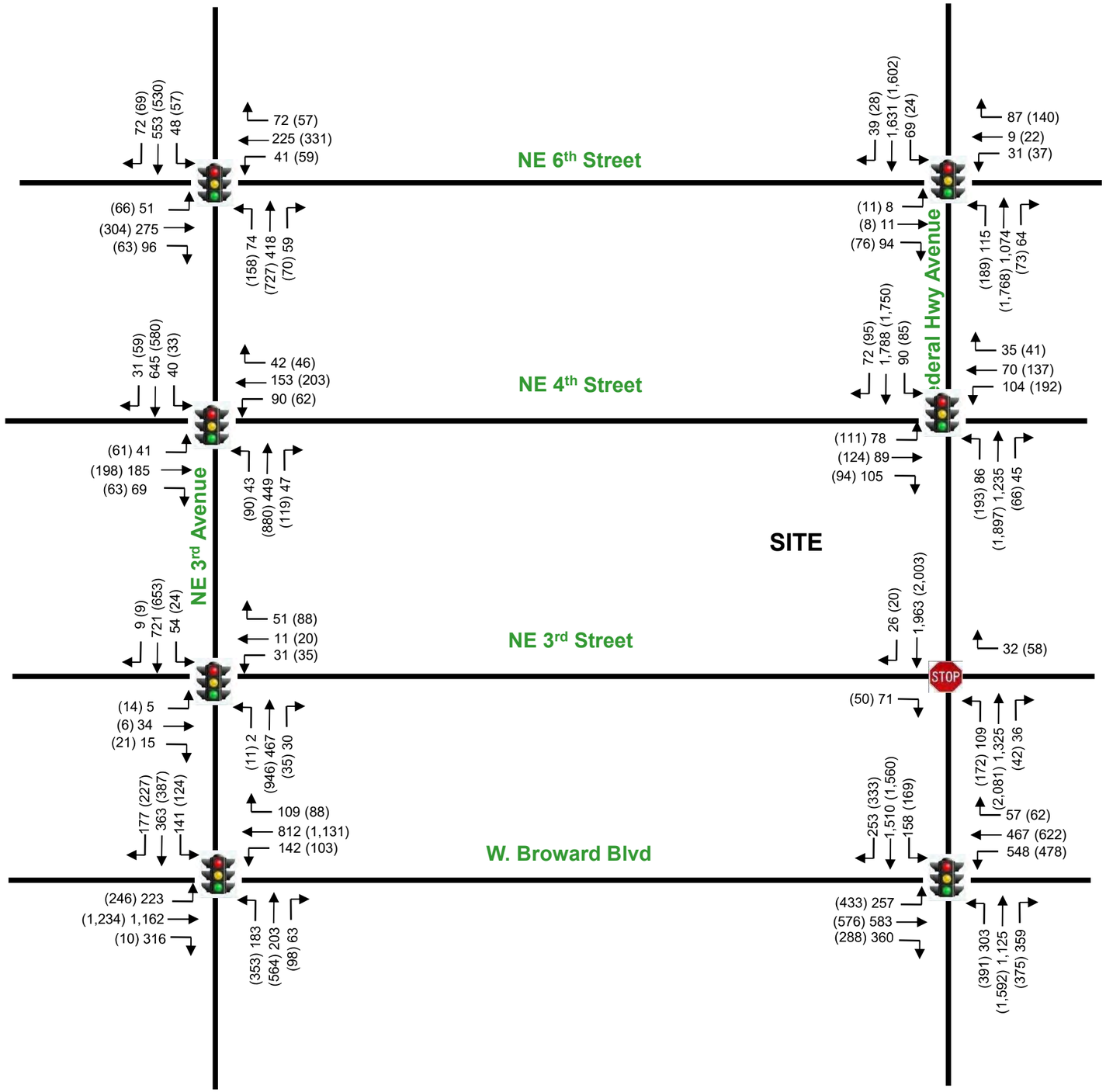
This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2025 traffic volumes (project anticipated to be built and occupied by the year 2025), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of March to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.00 is required to convert traffic counts collected during the first week of March to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2021 peak season traffic volumes to the year 2025. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has occurred during the past five years (refer to Appendix C). Based on the historical traffic count analysis, a 3.7% growth rate was used for purposes of this study. Additionally, trips associated with approved developments in the immediate area are included in the analysis. The following committed developments were included: 627 N Federal Highway, Fairfield Inn & Suites, Quantum @ Flagler Village, FAT City, and URBN Flagler. The new trips generated by the proposed project (refer to Figure 4) were added to the 2025 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, Covid-19 adjustment, growth rates, committed development trips and project traffic) are presented in tabular format in Appendix E. Figures 5 and 6 present the year 2025 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the project.

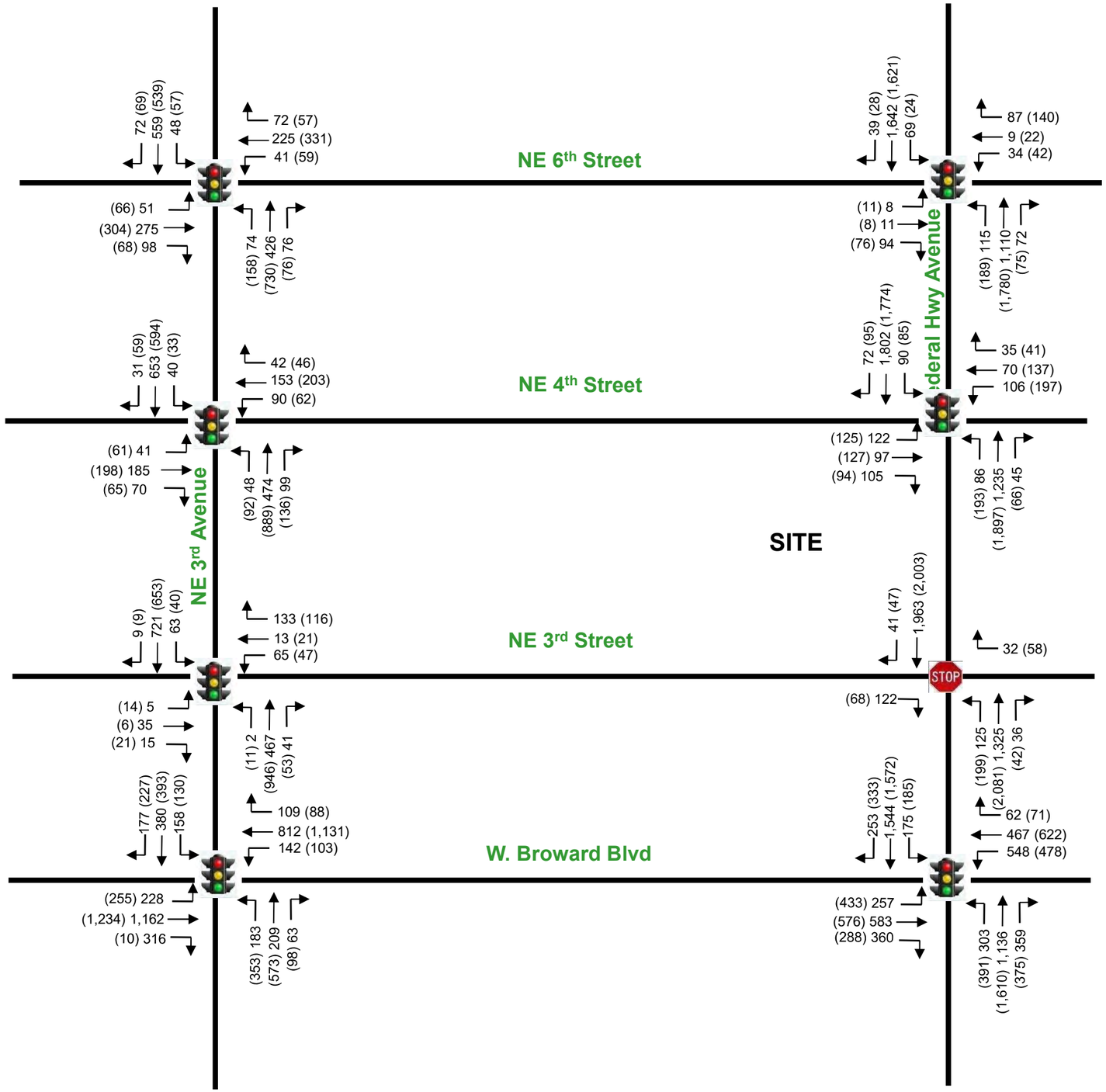


LEGEND
72 AM Peak Hour
(17) PM Peak Hour

TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC-YEAR 2025

FIGURE 5
317 N Federal
Fort Lauderdale, Florida



LEGEND	
72	AM Peak Hour
(17)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC VOLUMES with Project Trips
(Year 2025 Peak Season)

FIGURE 6
317 N Federal
Fort Lauderdale, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the eight study intersections and the two residential driveways that provide access to the parking garage. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 2.

TABLE 2
Intersection Level of Service
317 N Federal

Intersection	2021 Existing	Future Traffic Conditions 2025 w/o Project	2025 With Project
N Federal Hwy & Broward Blvd	D (E) 54.0 (61.5)	E (F) 70.0 (106.8)	E (F) 71.6 (98.9)*
N Federal Hwy & NE 3rd St -EBR -WBR	B (B) 13.9 (13.7) B (B) 11.6 (14.1)	C (C) 15.8 (15.4) B (C) 12.3 (16.2)	C (C) 18.0 (16.2) B (C) 12.3 (16.2)
N Federal Hwy & NE 4th Ave	B (B) 14.4 (19.6)	C (D) 21.7 (40.2)	C (D) 23.1 (42.4)
N Federal Hwy & NE 6th Ave	B (C) 18.5 (25.2)	C (C) 21.4 (32.3)	C (C) 21.3 (32.3)
NE 3rd Ave & Broward Blvd	C (D) 29.7 (44.1)	D (E) 38.2 (60.6)	D (E) 39.1 (61.6)
NE 3rd Ave & NE 3rd St	A (A) 3.4 (6.8)	A (A) 3.9 (5.4)	A (A) 5.9 (6.1)
NE 3rd Ave & NE 4th St	A (B) 9.1 (11.0)	B (B) 16.2 (15.3)	B (B) 15.6 (15.3)
NE 3rd Ave & NE 6th St	B (C) 17.8 (20.2)	B (C) 19.0 (22.8)	B (C) 19.1 (22.9)
NE 3rd St & East Driveway -SB			A (A) 9.4 (9.5)
NE 3rd S & West Driveway -SB			A (A) 9.8 (9.6)

Source: Highway Capacity Manual 6th Edition. AM (PM)
**With minor signal optimization*

As indicated in Table 2, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2025 with the proposed project in place, except for the intersection of N Federal Highway and Broward Boulevard. This intersection is projected to operate deficiently without the project in place. However, if minor signal optimization is implemented with the project in place, the project's traffic impacts are mitigated.

Additionally, the intersection of Broward Boulevard and NE 3rd Avenue is expected to operate deficiency during the afternoon peak period. However, the increase in delay due to the proposed project is 1.6 seconds. Hence, the 317 N Federal project will have de-minimus traffic impacts to the Broward Boulevard/NE 3rd Avenue intersection.

The computer printouts of the intersection capacity analyses are contained in Appendix F.

Transit Services

Currently, Broward County Transit (BCt) routes 10, 20, and 50 serve the study area. BCt Route 10 travels north and south along North Federal Highway. For northbound traffic, there is a bus stop on the east side of US 1, just south of NE 4th Street. Pedestrian features are provided at the intersection of US 1 and NE 4th Street to safely cross North Federal Highway. For transit patrons traveling in the southbound direction, a bus stop is provided on the west side of US 1, just north of NE 3rd Street.

Broward County Transit Route 20 travels north-south along North Federal Highway, the east west along NE 4th Street. BCt Route 50 travels north and south along NE 3rd Avenue, located within walking distance (approximately 700 feet) from the project site. Appendix G contains maps of the transit routes.

CONCLUSIONS AND RECOMMENDATIONS

317 N. Federal is a proposed residential development planned to be located on the west side of North Federal Highway between NE 4th Street and NE 3rd Street in the City of Fort Lauderdale in Broward County, Florida. The site will be re-developed with the following land uses and intensities:

- A total 716 residential units (High Rise with 1st Floor Commercial) distributed as follows:
  - 326 units in the East Tower
  - 390 units in the West Tower

Access to the site consists of two full-access driveways on NE 3rd Street. The east driveway will provide access to the East Tower residents and the west driveway will provide access to the West Tower residents. Drop-off/pick-up lanes are provided for both towers via the east access driveway. Another driveway is proposed on NE 4th Street for delivery-vehicles only.

The conclusions and recommendations of the traffic study are presented below:

- The external trips anticipated to be generated by the proposed residential development consist of approximately 222 trips during the AM peak hour (53 inbound and 169 outbound) and approximately 150 trips during the PM peak hour (91 inbound and 59 outbound).

- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2025 with the proposed project in place, with two exceptions. The two exceptions include the intersections of Broward Boulevard at North Federal Highway and at NE 3rd Avenue.

  The Broward Boulevard/N Federal Highway intersection is projected to operate deficiently without the project in place. However, with minor signal timing optimization, the project's traffic impacts are mitigated.

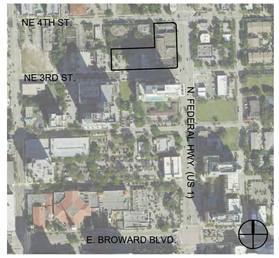
Additionally, the intersection of Broward Boulevard and NE 3rd Avenue is expected to operate deficiency during the afternoon peak period. However, the increase in delay due to the proposed project is 1.6 seconds. Hence, the 317 N Federal project will have de-minimus traffic impacts to the Broward Boulevard/NE 3rd Avenue intersection.

Based on the above, the proposed 317 N Federal project will not have a negative effect to traffic conditions near the project site.

APPENDIX A

Site Plan - 317 N. Federal & Traffic Methodology

LOCATION MAP:



SITE PLAN DATA:

JURISDICTION:	CITY OF FORT LAUDERDALE, FL
CURRENT USE:	COMMERCIAL
LAND USE:	DOWNTOWN RAC
ZONING DISTRICT:	RAC-CC (CITY CENTER DISTRICT)
WATER/ WASTE WATER PROVIDER:	CITY OF FORT LAUDERDALE, FL

SITE AREA: (LIMITS OF SITE PLAN)	**AREA:**	**% OF SITE:**
GROSS SITE AREA:	115,116 (2.6 Ac.)	
NET SITE AREA:	**78,487 sf (1.8 Ac.)**	**100%**
EAST BLDG. COVERAGE:	32,529 sf	
WEST BLDG. COVERAGE:	34,754 sf	
TOTAL BLDG. COVERAGE:	**67,283sf**	**85.7%**
LANDSCAPE:	**2,568 sf**	**3.3%**
VEHICULAR USE:	**912 sf**	**1.2%**
SIDEWALK/ PAVER AREA:	**7,724 sf**	**9.8%**

GROSS FLOOR AREA (GFA):	
EAST BUILDING:	
RESIDENTIAL (INCL. GARAGE)	700,864 sf
RETAIL/ COMMERCIAL	5,927 sf
WEST BUILDING:	
RESIDENTIAL (INCL. GARAGE)	685,013 sf
RETAIL/ COMMERCIAL	2,613 sf
TOTAL GFA	**1,394,417 sf**
F.A.R.: 1,397,126 sf / 78,487 sf	17.8

UNIT MIX:	**UNITS**	**UNIT SF**
EAST BUILDING:	**326**	
1 BEDROOM	92	833 sf
1 BEDROOM + DEN	24	1,123 sf
2 BEDROOM	167	1,225 sf
3 BEDROOM	20	1,455 sf
STUDIO	23	604 sf
WEST BUILDING:	**390**	
1 BEDROOM	199	801 sf
2 BEDROOM	126	1,074 sf
STUDIO	65	571 sf
TOTAL UNITS:	**716**	

SITE DENSITY:	**GROSS**	**NET**
716 UNITS	275.4	397.8

BUILDING HEIGHT:		
EAST BUILDING (TOP OF PARAPET):	499'-8"	45 FLOORS
WEST BUILDING (TOP OF PARAPET):	464'-10"	42 FLOORS

BUILDING TOWER FLOOR PLATE:	**REQUIRED**	**PROVIDED**
	MAX. 12,500 sf	12,500 sf
PODIUM STEP-BACK:	0'	0'
TOWER SEPERATION:	60' MIN.	97'-2"

BUILDING STREETWALL LENGTH:	**ALLOWED**	**PROVIDED**
EAST BUILDING		
N. FEDERAL HIGHWAY	MAX. 300'	279'-8"
NE. 3RD STREET		120'-7"
WEST BUILDING		
NE. 3RD STREET	MAX. 300'	278'-9"

BUILDING SETBACK:	**REQUIRED**	**PROVIDED**
FRONT YARD (EAST- US1):	10'	10'
SIDE YARD (NORTH- 4TH ST):	5'	5.33'
SIDE YARD (SOUTH- 3RD ST):	0'	5'
REAR YARD:	30' for tower	40.5'

OPEN SPACE:	**REQUIRED**	**PROVIDED**
OPEN SPACE: 10% OF LOT AREA	7,849 sf	61,389 sf
OPEN SPACE AT GRADE		10,162 sf
OPEN SPACE AT AMENITY DECK		44,579 sf
OPEN SPACE AT EAST BLDG POOL DECK		6,648 sf
LANDSCAPE AREA: 25% OF REQ. OPEN SPACE	1,963 sf	5,117 sf
AT-GRADE OPEN SPACE: MIN. 40%	3,140 sf	10,162 sf

PARKING DATA:	**REQUIRED**	**PROVIDED**
EAST BUILDING:		
RESIDENTIAL	0	
RETAIL/ COMMERCIAL	0	
TOTAL=	**0**	**517**
WEST BUILDING:		
RESIDENTIAL	0	
RETAIL/ COMMERCIAL	0	
TOTAL=	**0**	**553**
TOTAL PARKING (INCLUDES ACCESSIBLE SPACES):		**1,070**
ACCESSIBLE PARKING:		
EAST BUILDING		
TOTAL ACCESSIBLE SPACES	11	11
VAN ACCESSIBLE SPACES	2	2*
WEST BUILDING		
TOTAL ACCESSIBLE SPACES	12	12
VAN ACCESSIBLE SPACES	2	2*
*-VAN ACCESSIBLE SPACES INCLUDED IN TOTAL ACCESSIBLE SPACES		
SURFACE PARKING:		
PARALLEL PARKING:		4
COMPACT PARKING:		
EAST BUILDING (35% MAX. OF TOTAL PROVIDED)	180 ALLOWED	79*
*- COMPACT SPACES INCLUDED IN PARKING TOTAL		
LOADING SPACE:		
EAST BUILDING		
RESIDENTIAL	0	2- 12 'X 35'
RETAIL/ COMMERCIAL	0	
WEST BUILDING		
RESIDENTIAL	0	1- 12' X 25'
RETAIL/ COMMERCIAL	0	1- 12' X 35'
BICYCLE PARKING:		
EAST BUILDING		
SHORT-TERM	0	5
LONG-TERM	0	160
WEST BUILDING		
SHORT-TERM	0	5
LONG-TERM	0	150

Legal Description:

PARCEL 1:

The East 12.00 feet of Lot 10 less the South 15.00 feet thereof; and Lots 11 and 12 less the South 15.00 feet of such Lots; and Lot 13 less the South 15.00 feet and less the East 30.00 feet thereof; and the South one-half (S 1/2) of that certain 10 foot alley lying North of and adjacent to the above described East 12.00 feet of Lot 10 and the South one-half (S 1/2) of that certain 10 foot alley lying North of and adjacent to the above described Lots 11, 12 and 13; and Lot 14, less the East 30.00 feet thereof; and all of Lots 15 through 19, together with the North one-half (N 1/2) of that portion of a certain 10 foot alley lying South of and adjacent to the above described Lots 14 through 19, all in Block " B" , FORT LAUDERDALE LAND AND DEVELOPMENT CO. SUBDIVISION of Lots 1 and 2, Block 1, Fort Lauderdale, according to the plat thereof, recorded in Plat Book 1, Page 56, of the Public Records of Dade County, Florida, said lands lying, being and situated in Broward County, Florida.

LESS AND EXCEPT THEREFROM:

THAT PART OF SAID LOTS 12 AND 13 OF THE EXTERNAL AREA FORMED BY A 12 FOOT RADIUS ARC WHICH IS TANGENT TO A LINE 15 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID LOTS 12 AND 13, AND TANGENT TO A LINE 30 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID LOT 13.

AND

THAT PART OF SAID LOTS 14 AND 15 OF THE EXTERNAL AREA FORMED BY A 12 FOOT RADIUS ARC WHICH IS TANGENT TO A LINE 5 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOTS 14 AND 15, AND TANGENT TO A LINE 30 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID LOT 14.

AND

THE NORTH 5 FEET OF LOT 14 LYING EAST OF A LINE BEING 62.04 FEET WEST OF THE BASELINE OF SURVEY OF STATE ROAD NO. 5 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP 86010-2112.

PARCEL 2:

Lot 8, less the West 5.00 feet and less the South 15.00 feet thereof; and Lot 9, less the South 15.00 feet thereof; and West 13.00 feet of Lot 10 less the South 15.00 feet thereof; all in Block B, FORT LAUDERDALE LAND AND DEVELOPMENT CO. SUBDIVISION of Lots 1 and 2, Block 1, Fort Lauderdale, according to the plat thereof , recorded in Plat Book 1, Page 56, of the Public Records of Dade County, Florida, said lands lying, being and situated in Broward County, Florida.

PLUS:

The South one-half (1/2) of the vacated 10 foot alley lying North of and adjacent to the following described property:

Lot 8, LESS West 5 feet and LESS South 15 feet for street; Lot 9, LESS South 15 feet for street; West 13 feet of Lot 10, LESS South 15 feet for street; Block B, Fort Lauderdale Land and Development Subdivision of Lots 1 and 2, Block 1, Fort Lauderdale, according to the plat thereof, recorded in Plat Book 1, Page 56, of the Public Records of Dade County, Florida, said lands lying, being and situated in Broward County, Florida.

PARCEL 3:

Lots 3, 4, 5, 6, and 7 and the West 5 feet of Lot 8, Block "B"; less the South 15 feet of said Lots for Street; together with the South Half (S ½) of the vacated alley abutting said Lots in Block " B"; "FORT LAUDERDALE AND DEVELOPMENT CO., OF LOTS 1 and 2, Block 1, according to the plat thereof, as recorded in Plat Book 1, at Page 56, of the Public Records of Dade County, Florida; said lands lying, being and situated in Broward County, Florida.

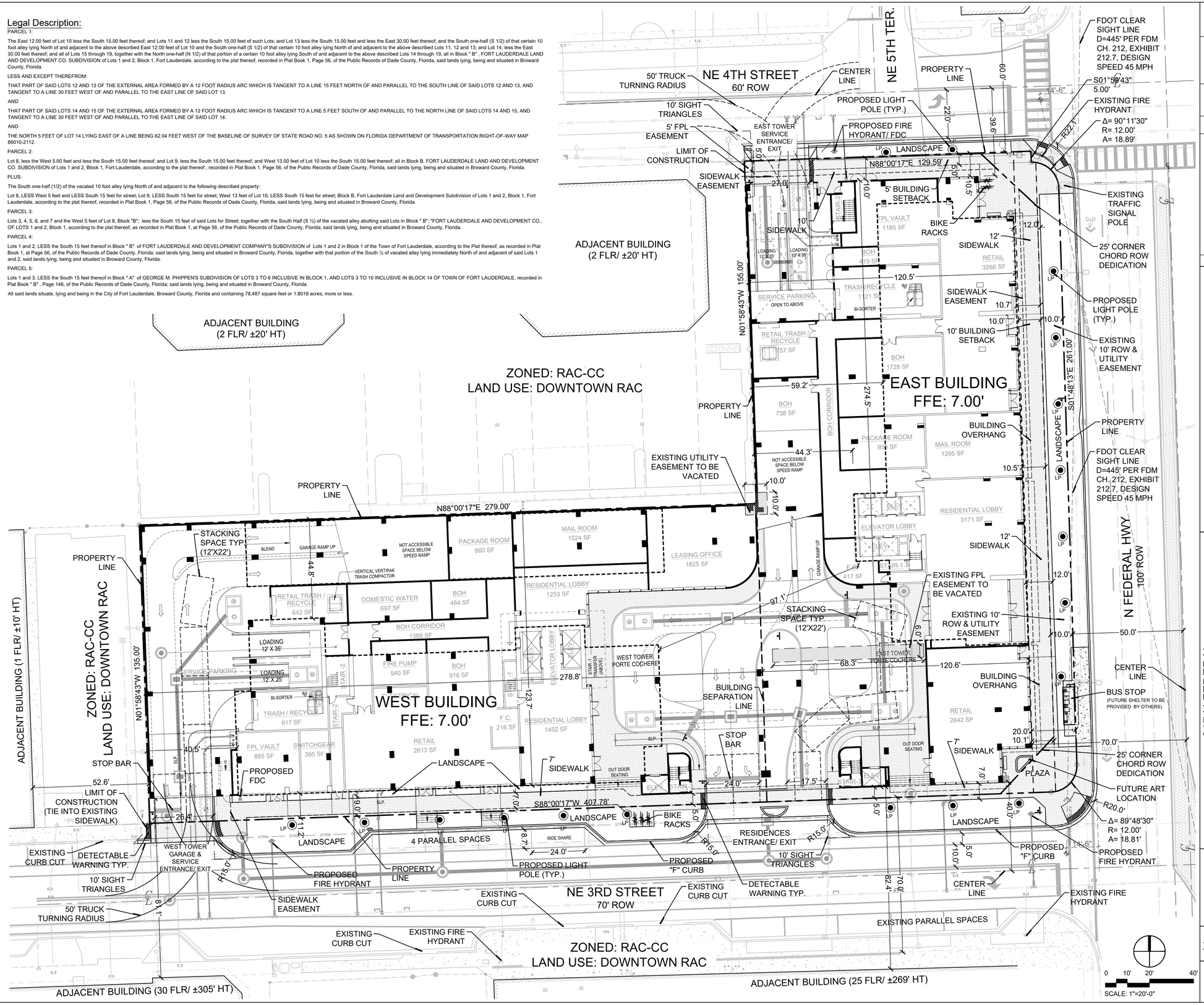
PARCEL 4:

Lots 1 and 2, LESS the South 15 feet thereof in Block " B" of FORT LAUDERDALE AND DEVELOPMENT COMPANY'S SUBDIVISION of Lots 1 and 2 in Block 1 of the Town of Fort Lauderdale, according to the Plat thereof, as recorded in Plat Book 1, at Page 56, of the Public Records of Dade County, Florida; said lands lying, being and situated in Broward County, Florida, together with that portion of the South ½ of vacated alley lying immediately North of and adjacent of said Lots 1 and 2, said lands lying, being and situated in Broward County, Florida.

PARCEL 5:

Lots 1 and 3, LESS the South 15 feet thereof in Block " A" of GEORGE M. PHIPPEN'S SUBDIVISION OF LOTS 3 TO 6 INCLUSIVE IN BLOCK 1, AND LOTS 3 TO 10 INCLUSIVE IN BLOCK 14 OF TOWN OF FORT LAUDERDALE, recorded in Plat Book " B" , Page 146, of the Public Records of Dade County, Florida; said lands lying, being and situated in Broward County, Florida.

All said lands situate, lying and being in the City of Fort Lauderdale, Broward County, Florida and containing 78,487 square feet or 1.8018 acres, more or less.



DATE:	03/12/21
SCALE:	1" = 20'
DESIGN BY:	SWP
DRAWN BY:	SWP
CHECKED BY:	JDH
APPROVED BY:	SWP

1	REVISED PER DRC COMMENTS	SWP	05/03/21
	DESCRIPTION:	BY:	DATE:

CRAVEN • THOMPSON AND ASSOCIATES, INC.
ENGINEERS • PLANNERS • SURVEYORS
3563 N.W. 53RD STREET, FORT LAUDERDALE, FLORIDA 33309
FAX: (954) 739-6409 TEL: (954) 739-6400
FLORIDA LICENSED ENGINEERING, SURVEYING & MAPPING BUSINESS No. 271
FLORIDA LICENSED LANDSCAPE ARCHITECTURE BUSINESS No. C000314

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317 N FEDERAL
CITY OF FORT LAUDERDALE
PREPARED FOR:
MERRIMAC VENTURES
SITE PLAN

Scott W. Peavler
Florida R.L.A. No. 6666976
May 3, 2021

PROJECT NO.
21-0005-001-01

SP-1
SHEET 1 OF ____

R:\Landscape\2021\21-0005-001 317 N Fed Hwy\Drawings\21-0005-001-01-SP.dwg [SP-1] May 03, 2021 11:19am SPEAVLER

TRAFTECH ENGINEERING, INC.

MEMORANDUM

To: Benjamin Restrepo

From: Joaquin Vargas, P.E.

Date: February 23, 2021

Subject: 317 N Federal - Traffic Study Methodology

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. Table 1 attached documents the trip generation for the project.

- The anticipated land use and intensity is as follows:
  - Residential (up to 750 units – High Rise with retail on the ground floor of up to 15,000 sf)
  - Parking Garage (1,200 parking spaces)

- The trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e., no travel demand modeling will be performed).

- Intersection turning movement counts will be collected for the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The study intersections include:
  - N Federal Highway and Broward Boulevard (signalized)
  - N Federal Highway and NE 3rd Street (directional median opening)
  - N Federal Highway and NE 4th Street (signalized)
  - N Federal Highway and NE 6th Street (signalized)
  - NE 3rd Avenue and Broward Boulevard
  - NE 3rd Avenue and NE 3rd Street
  - NE 3rd Avenue and NE 4th Street
  - NE 3rd Avenue and NE 6th Street

  The traffic counts will include pedestrians and bicyclists.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- Machine traffic counts will be collected during a 2-day period at the following nearby FDOT traffic count stations:
  - SITE 867374 (N Federal Highway north of NE 2nd Street)
  - SITE 863502 (NE 3rd Street east of NE 3rd Avenue)
  - SITE 860024 (Broward Boulevard east of NE 3rd Avenue)

  The 2021 traffic counts (during Covid-19) collected at the above three FDOT nearby traffic count stations will be compared against FDOT's 2019 traffic counts (pre-pandemic) to develop an appropriate Covid-19 adjustment factor. The FDOT 2019 traffic counts will be grown to the year 2021 based on historical traffic counts for the adjustment factor determination.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative "growth" rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)

- The project traffic associated with approved developments in the immediate area will be obtained and included in the traffic analysis. *(RD Las Olas, Las Olas Walk, Fairfield Inn & Suites, 4 West Las Olas, 100 East Las Olas, Urban Flagler Village, FAT Village and Riverfront Residential)*

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

  - Existing traffic
  - Proposed project traffic distribution
  - Background conditions for buildout year
  - Future conditions with project traffic

- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.

- All traffic data obtained for this project will be included in the Appendix of the traffic study.
- Mode splits will be confirmed with City staff prior to the completion of the traffic study.
- Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.
- The project buildout year is 2025.

APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave Southbound				NE 6th Street Westbound				NE 3rd Ave Northbound				NE 6th Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	1	2	0	0	1	0	0	0	3	0	0	0	3	10
07:15	0	0	0	1	2	0	0	1	2	0	0	3	3	0	0	6	18
07:30	3	0	0	1	1	0	0	5	0	0	0	7	0	0	0	6	23
07:45	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	6	14
Total	3	0	0	3	5	0	0	11	2	0	0	17	3	0	0	21	65
08:00	0	0	0	2	0	0	0	1	0	0	0	9	1	0	0	4	17
08:15	0	0	0	0	0	0	0	2	2	0	0	5	0	0	0	3	12
08:30	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	8
08:45	0	0	0	0	0	0	0	2	1	0	0	5	0	0	0	1	9
Total	0	0	0	4	0	0	0	6	3	0	0	24	1	0	0	8	46
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	3	0	0	0	5	0	0	0	3	12
16:15	0	0	0	0	2	0	0	3	1	0	0	11	0	0	0	1	18
16:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12
16:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
Total	0	0	0	0	3	0	0	6	1	0	0	31	2	0	0	5	48
17:00	0	0	0	3	1	0	0	9	0	0	0	6	2	0	0	0	21
17:15	0	0	0	4	0	0	0	5	0	0	0	3	0	0	0	2	14
17:30	0	0	0	3	1	0	0	5	0	0	0	5	0	0	0	1	15
17:45	0	0	0	1	0	0	0	1	1	1	0	15	0	0	0	3	22
Total	0	0	0	11	2	0	0	20	1	1	0	29	2	0	0	6	72
Grand Total	3	0	0	18	10	0	0	43	7	1	0	101	8	0	0	40	231
Apprch %	14.3	0	0	85.7	18.9	0	0	81.1	6.4	0.9	0	92.7	16.7	0	0	83.3	
Total %	1.3	0	0	7.8	4.3	0	0	18.6	3	0.4	0	43.7	3.5	0	0	17.3	

Traf Tech Engineering Inc.

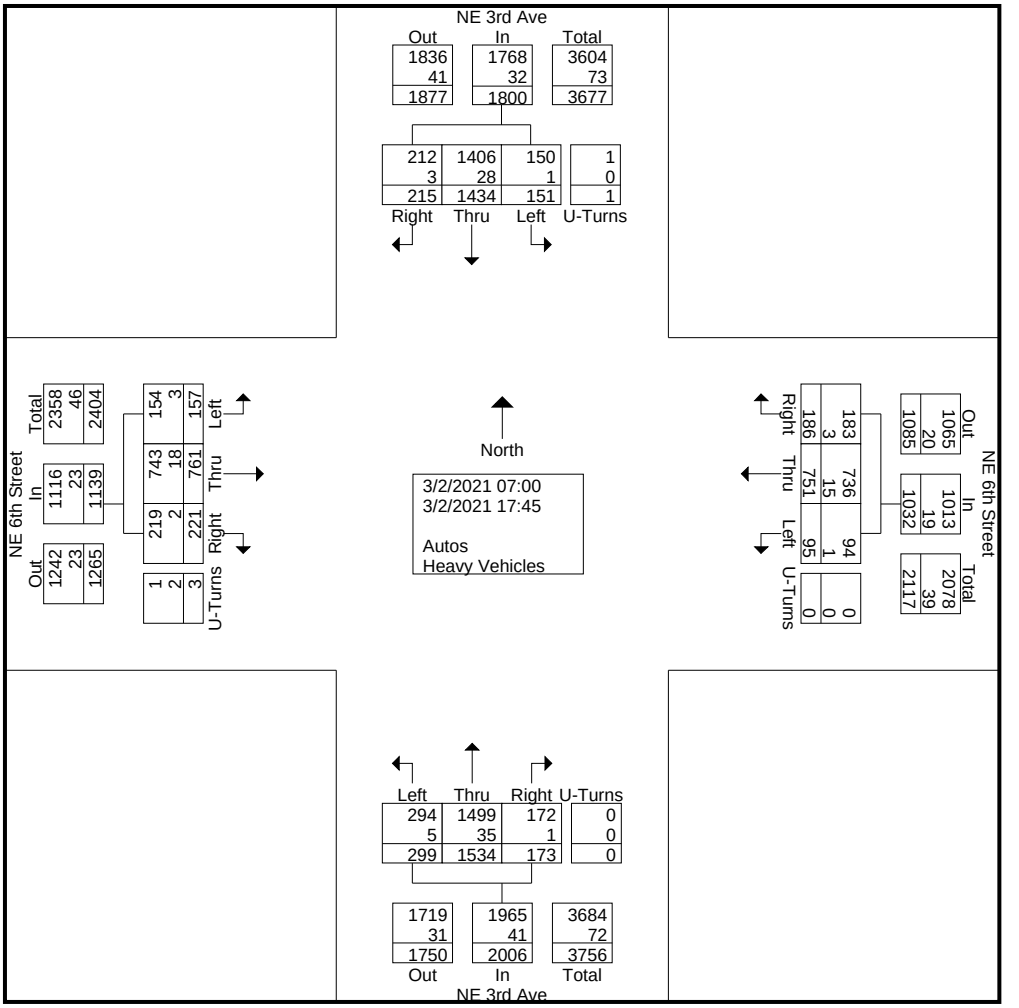
File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave Southbound					NE 6th Street Westbound					NE 3rd Ave Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	53	5	0	60	1	22	1	0	24	6	30	7	0	43	6	23	4	0	33	160
07:15	4	62	5	0	71	11	26	4	0	41	9	44	9	0	62	9	31	12	0	52	226
07:30	2	75	10	0	87	8	30	2	0	40	13	66	6	0	85	17	48	13	0	78	290
07:45	15	95	9	0	119	14	48	9	0	71	12	76	14	0	102	25	43	7	0	75	367
Total	23	285	29	0	337	34	126	16	0	176	40	216	36	0	292	57	145	36	0	238	1043
08:00	6	96	10	0	112	20	40	5	0	65	18	71	12	0	101	19	57	10	0	86	364
08:15	18	117	13	0	148	12	38	5	0	55	11	74	13	0	98	18	58	12	2	90	391
08:30	12	104	7	0	123	12	45	2	0	59	5	71	11	0	87	12	54	6	0	72	341
08:45	6	117	7	0	130	13	28	5	0	46	12	80	11	0	103	31	39	6	0	76	355
Total	42	434	37	0	513	57	151	17	0	225	46	296	47	0	389	80	208	34	2	324	1451
*** BREAK ***																					
16:00	20	84	6	0	110	17	41	6	0	64	7	133	25	0	165	13	40	12	0	65	404
16:15	24	87	13	0	124	9	54	6	0	69	9	122	22	0	153	11	42	8	0	61	407
16:30	18	81	8	0	107	10	59	10	0	79	10	134	32	0	176	9	50	9	0	68	430
16:45	16	92	7	0	115	5	60	7	0	72	4	134	19	0	157	11	57	13	0	81	425
Total	78	344	34	0	456	41	214	29	0	284	30	523	98	0	651	44	189	42	0	275	1666
17:00	21	81	12	0	114	9	61	10	0	80	16	142	40	0	198	8	52	13	0	73	465
17:15	19	99	12	1	131	13	60	9	0	82	14	125	30	0	169	12	52	9	0	73	455
17:30	16	107	14	0	137	19	77	9	0	105	19	119	33	0	171	12	67	10	1	90	503
17:45	16	84	13	0	113	13	62	5	0	80	8	113	15	0	136	8	48	13	0	69	398
Total	72	371	51	1	495	54	260	33	0	347	57	499	118	0	674	40	219	45	1	305	1821
Grand Total	215	1434	151	1	1801	186	751	95	0	1032	173	1534	299	0	2006	221	761	157	3	1142	5981
Apprch %	11.9	79.6	8.4	0.1		18	72.8	9.2	0		8.6	76.5	14.9	0		19.4	66.6	13.7	0.3		
Total %	3.6	24	2.5	0	30.1	3.1	12.6	1.6	0	17.3	2.9	25.6	5	0	33.5	3.7	12.7	2.6	0.1	19.1	
Autos	212	1406	150	1	1769	183	736	94	0	1013	172	1499	294	0	1965	219	743	154	1	1117	5864
% Autos	98.6	98	99.3	100	98.2	98.4	98	98.9	0	98.2	99.4	97.7	98.3	0	98	99.1	97.6	98.1	33.3	97.8	98
Heavy Vehicles																					
% Heavy Vehicles	1.4	2	0.7	0	1.8	1.6	2	1.1	0	1.8	0.6	2.3	1.7	0	2	0.9	2.4	1.9	66.7	2.2	2

Traf Tech Engineering Inc.

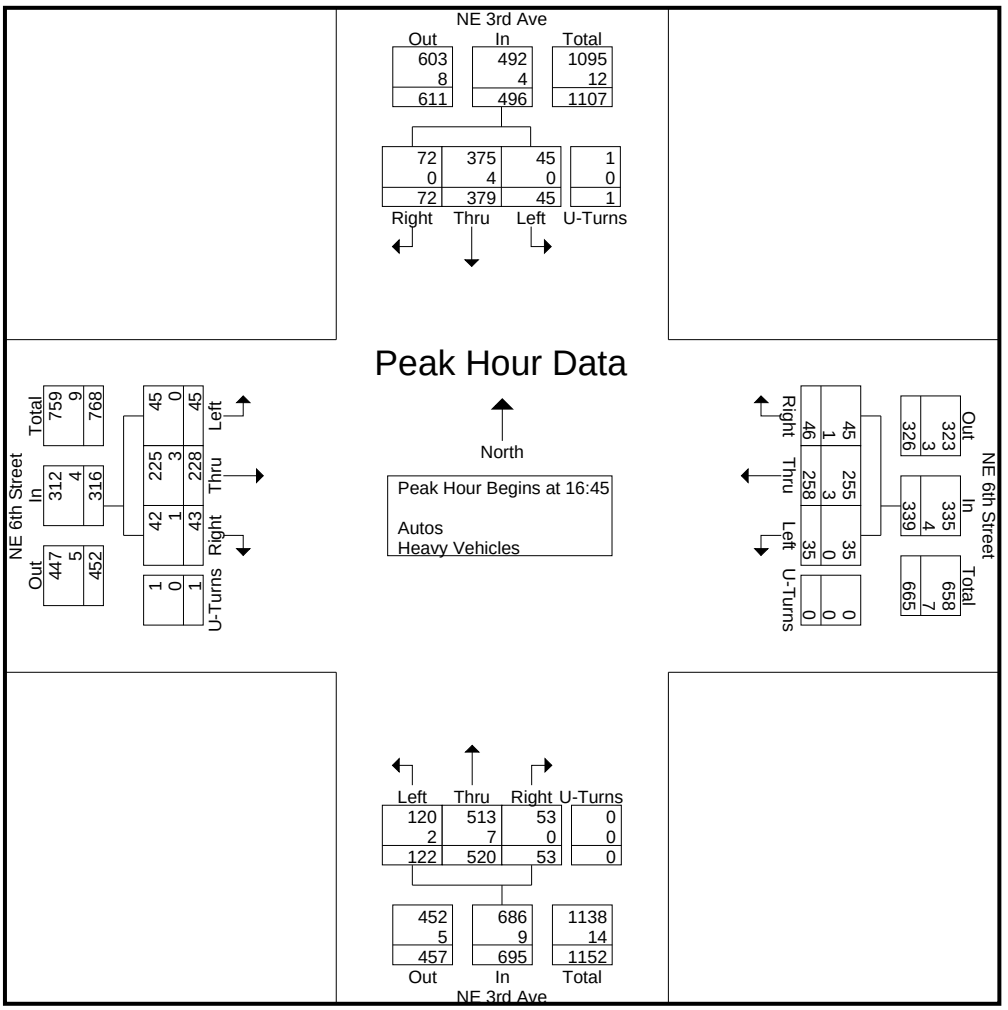
File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

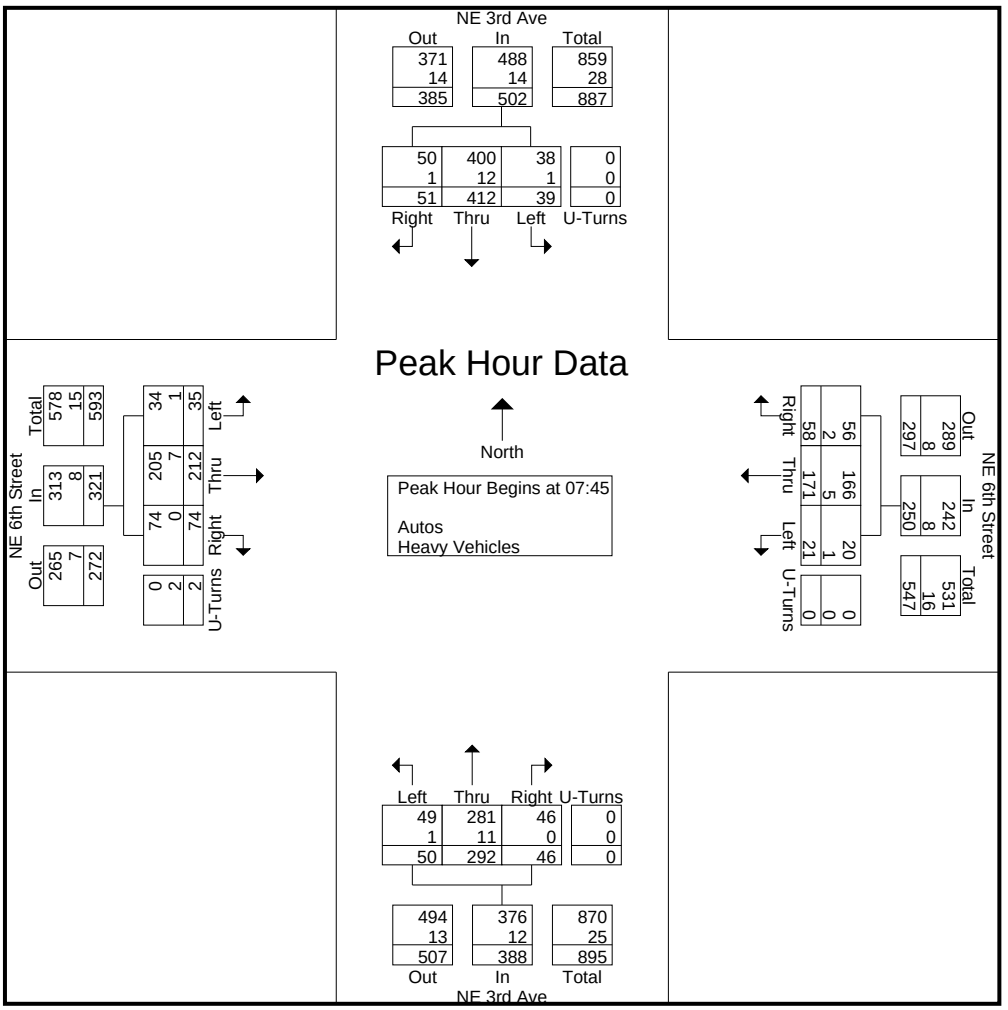
	NE 3rd Ave Southbound					NE 6th Street Westbound					NE 3rd Ave Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	16	92	7	0	115	5	60	7	0	72	4	134	19	0	157	11	57	13	0	81	425
17:00	21	81	12	0	114	9	61	10	0	80	16	142	40	0	198	8	52	13	0	73	465
17:15	19	99	12	1	131	13	60	9	0	82	14	125	30	0	169	12	52	9	0	73	455
17:30	16	107	14	0	137	19	77	9	0	105	19	119	33	0	171	12	67	10	1	90	503
Total Volume	72	379	45	1	497	46	258	35	0	339	53	520	122	0	695	43	228	45	1	317	1848
% App. Total	14.5	76.3	9.1	0.2		13.6	76.1	10.3	0		7.6	74.8	17.6	0		13.6	71.9	14.2	0.3		
PHF	.857	.886	.804	.250	.907	.605	.838	.875	.000	.807	.697	.915	.763	.000	.878	.896	.851	.865	.250	.881	.918
Autos	72	375	45	1	493	45	255	35	0	335	53	513	120	0	686	42	225	45	1	313	1827
% Autos	100	98.9				97.8	98.8					98.7	98.4	0	98.7	97.7	98.7				
Heavy Vehicles	0	4	0	0	4	1	3	0	0	4	0	7	2	0	9	1	3	0	0	4	21
% Heavy Vehicles	0	1.1	0	0	0.8	2.2	1.2	0	0	1.2	0	1.3	1.6	0	1.3	2.3	1.3	0	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

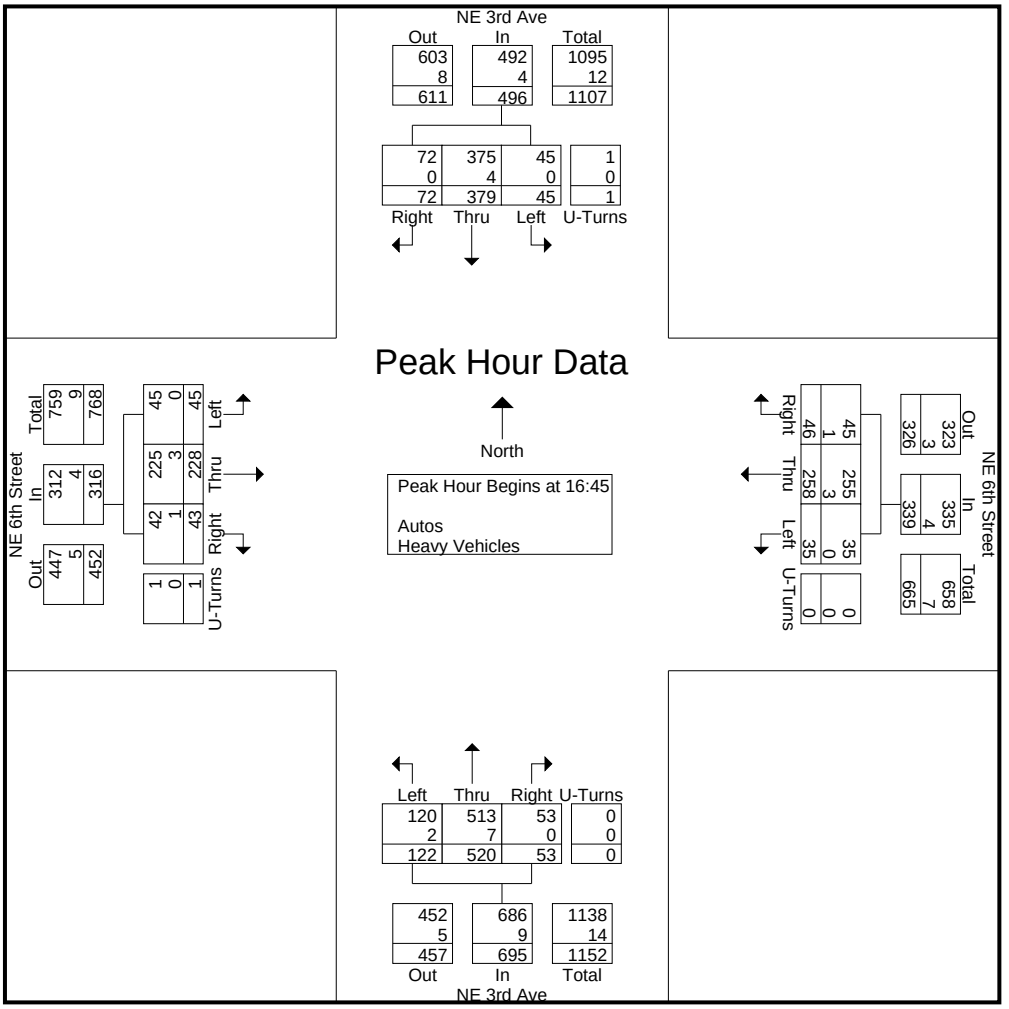
	NE 3rd Ave Southbound					NE 6th Street Westbound					NE 3rd Ave Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	15	95	9	0	119	14	48	9	0	71	12	76	14	0	102	25	43	7	0	75	367
08:00	6	96	10	0	112	20	40	5	0	65	18	71	12	0	101	19	57	10	0	86	364
08:15	18	117	13	0	148	12	38	5	0	55	11	74	13	0	98	18	58	12	2	90	391
08:30	12	104	7	0	123	12	45	2	0	59	5	71	11	0	87	12	54	6	0	72	341
Total Volume	51	412	39	0	502	58	171	21	0	250	46	292	50	0	388	74	212	35	2	323	1463
% App. Total	10.2	82.1	7.8	0		23.2	68.4	8.4	0		11.9	75.3	12.9	0		22.9	65.6	10.8	0.6		
PHF	.708	.880	.750	.000	.848	.725	.891	.583	.000	.880	.639	.961	.893	.000	.951	.740	.914	.729	.250	.897	.935
Autos	50	400	38	0	488	56	166	20	0	242	46	281	49	0	376	74	205	34	0	313	1419
% Autos	98.0	97.1	97.4	0	97.2	96.6	97.1	95.2	0	96.8	100	96.2	98.0	0	96.9	100	96.7	97.1	0	96.9	97.0
Heavy Vehicles																					
% Heavy Vehicles	2.0	2.9	2.6	0	2.8	3.4	2.9	4.8	0	3.2	0	3.8	2.0	0	3.1	0	3.3	2.9	100	3.1	3.0



Traf Tech Engineering Inc.

File Name : 1-NE 3rd Ave & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	NE 3rd Ave Southbound					NE 6th Street Westbound					NE 3rd Ave Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	16	92	7	0	115	5	60	7	0	72	4	134	19	0	157	11	57	13	0	81	425
17:00	21	81	12	0	114	9	61	10	0	80	16	142	40	0	198	8	52	13	0	73	465
17:15	19	99	12	1	131	13	60	9	0	82	14	125	30	0	169	12	52	9	0	73	455
17:30	16	107	14	0	137	19	77	9	0	105	19	119	33	0	171	12	67	10	1	90	503
Total Volume	72	379	45	1	497	46	258	35	0	339	53	520	122	0	695	43	228	45	1	317	1848
% App. Total	14.5	76.3	9.1	0.2		13.6	76.1	10.3	0		7.6	74.8	17.6	0		13.6	71.9	14.2	0.3		
PHF	.857	.886	.804	.250	.907	.605	.838	.875	.000	.807	.697	.915	.763	.000	.878	.896	.851	.865	.250	.881	.918
Autos	72	375	45	1	493	45	255	35	0	335	53	513	120	0	686	42	225	45	1	313	1827
% Autos	100	98.9				97.8	98.8					98.7	98.4	0	98.7	97.7	98.7				
Heavy Vehicles	0	4	0	0	4	1	3	0	0	4	0	7	2	0	9	1	3	0	0	4	21
% Heavy Vehicles	0	1.1	0	0	0.8	2.2	1.2	0	0	1.2	0	1.3	1.6	0	1.3	2.3	1.3	0	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave Southbound				NE 4th Street Westbound				NE 3rd Ave Northbound				NE 4th Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	6
07:15	0	0	0	2	2	0	0	4	1	0	0	2	1	0	0	4	16
07:30	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	4	11
07:45	1	0	0	3	0	0	0	1	1	0	0	1	0	0	0	2	9
Total	1	0	0	11	2	0	0	8	5	0	0	4	1	0	0	10	42
08:00	0	0	0	6	2	0	0	8	1	0	0	6	0	0	0	5	28
08:15	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	2	6
08:30	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	9
08:45	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	6
Total	1	0	0	10	4	0	0	17	1	0	0	9	0	0	0	7	49
*** BREAK ***																	
16:00	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	6
16:15	0	0	0	1	1	0	0	1	1	0	0	1	0	0	0	1	6
16:30	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
16:45	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	0	7
Total	1	0	0	8	3	0	0	3	1	0	0	4	0	0	0	2	22
17:00	2	0	0	3	2	0	0	3	1	0	0	1	0	0	0	1	13
17:15	2	0	0	4	0	0	0	3	0	0	0	2	1	0	0	1	13
17:30	0	0	0	2	1	0	0	4	1	0	0	0	2	0	0	1	11
17:45	2	0	0	5	1	0	0	2	1	0	0	3	2	0	0	2	18
Total	6	0	0	14	4	0	0	12	3	0	0	6	5	0	0	5	55
Grand Total	9	0	0	43	13	0	0	40	10	0	0	23	6	0	0	24	168
Apprch %	17.3	0	0	82.7	24.5	0	0	75.5	30.3	0	0	69.7	20	0	0	80	
Total %	5.4	0	0	25.6	7.7	0	0	23.8	6	0	0	13.7	3.6	0	0	14.3	

Traf Tech Engineering Inc.

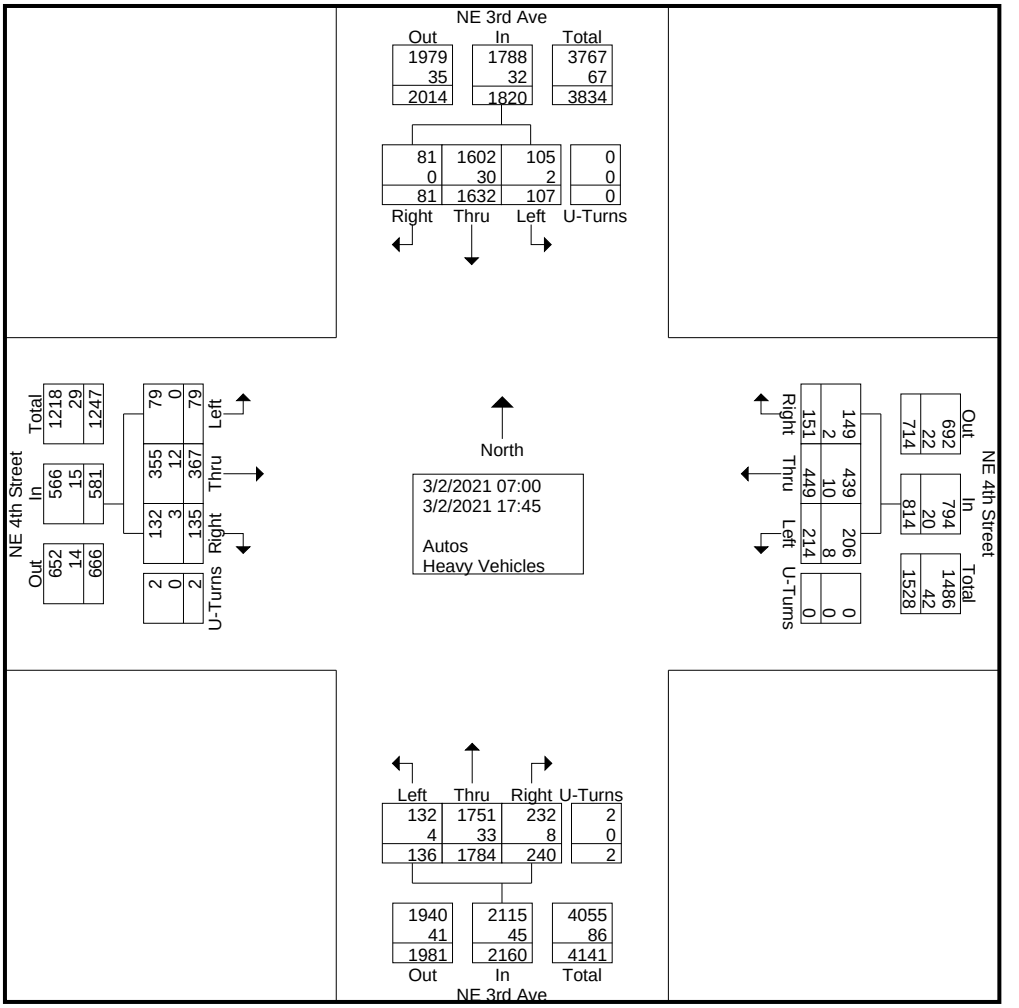
File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave Southbound					NE 4th Street Westbound					NE 3rd Ave Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	3	48	3	0	54	6	12	8	0	26	4	41	2	0	47	10	13	2	0	25	152
07:15	2	73	5	0	80	2	15	8	0	25	7	48	3	0	58	10	16	2	0	28	191
07:30	5	96	7	0	108	8	18	10	0	36	7	77	1	0	85	11	17	3	0	31	260
07:45	2	127	7	0	136	13	19	14	0	46	5	77	4	1	87	9	24	2	1	36	305
Total	12	344	22	0	378	29	64	40	0	133	23	243	10	1	277	40	70	9	1	120	908
08:00	4	122	7	0	133	10	19	17	0	46	6	84	6	0	96	10	21	6	0	37	312
08:15	1	131	7	0	139	7	12	19	0	38	10	86	4	0	100	7	20	3	0	30	307
08:30	1	119	6	0	126	7	32	16	0	55	10	85	5	1	101	15	31	6	0	52	334
08:45	4	125	12	0	141	10	18	21	0	49	12	75	6	0	93	13	20	6	0	39	322
Total	10	497	32	0	539	34	81	73	0	188	38	330	21	1	390	45	92	21	0	158	1275
*** BREAK ***																					
16:00	8	95	5	0	108	11	29	15	0	55	23	153	16	0	192	4	38	7	0	49	404
16:15	7	107	6	0	120	17	31	9	0	57	14	111	9	0	134	5	21	8	0	34	345
16:30	4	87	10	0	101	10	38	8	0	56	18	158	10	0	186	3	26	3	0	32	375
16:45	10	96	10	0	116	11	36	6	0	53	28	154	12	0	194	7	23	7	0	37	400
Total	29	385	31	0	445	49	134	38	0	221	83	576	47	0	706	19	108	25	0	152	1524
17:00	7	89	6	0	102	10	61	6	0	77	22	181	19	0	222	9	27	8	0	44	445
17:15	6	105	5	0	116	10	49	25	0	84	25	153	16	0	194	6	27	8	0	41	435
17:30	8	125	6	0	139	6	31	13	0	50	21	168	12	0	201	12	25	5	0	42	432
17:45	9	87	5	0	101	13	29	19	0	61	28	133	11	0	172	4	18	3	1	26	360
Total	30	406	22	0	458	39	170	63	0	272	96	635	58	0	789	31	97	24	1	153	1672
Grand Total	81	1632	107	0	1820	151	449	214	0	814	240	1784	136	2	2162	135	367	79	2	583	5379
Apprch %	4.5	89.7	5.9	0		18.6	55.2	26.3	0		11.1	82.5	6.3	0.1		23.2	63	13.6	0.3		
Total %	1.5	30.3	2	0	33.8	2.8	8.3	4	0	15.1	4.5	33.2	2.5	0	40.2	2.5	6.8	1.5	0	10.8	
Autos	81	1602	105	0	1788	149	439	206	0	794	232	1751	132	2	2117	132	355	79	2	568	5267
% Autos	100	98.2	98.1	0	98.2	98.7	97.8	96.3	0	97.5	96.7	98.2	97.1	100	97.9	97.8	96.7	100	100	97.4	97.9
Heavy Vehicles	0	30	2	0	32	2	10	8	0	20	8	33	4	0	45	3	12	0	0	15	112
% Heavy Vehicles	0	1.8	1.9	0	1.8	1.3	2.2	3.7	0	2.5	3.3	1.8	2.9	0	2.1	2.2	3.3	0	0	2.6	2.1

Traf Tech Engineering Inc.

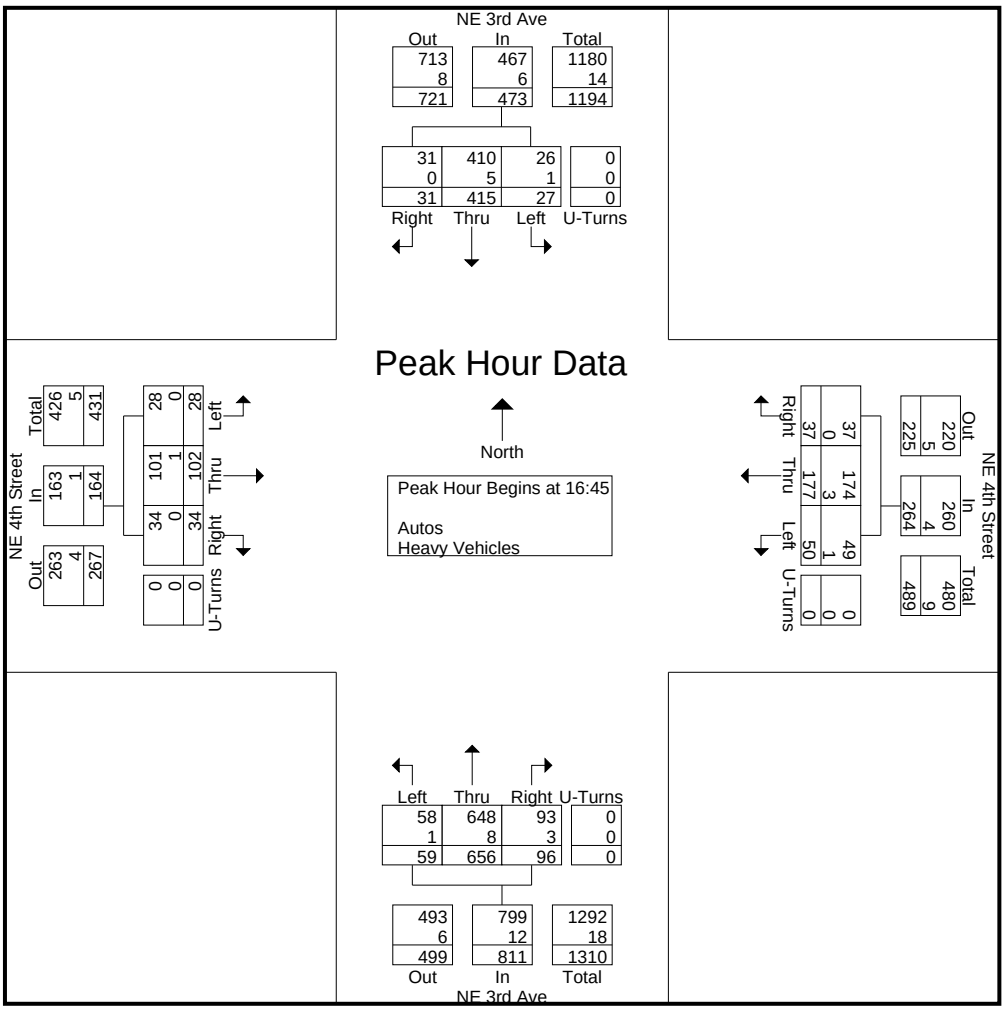
File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

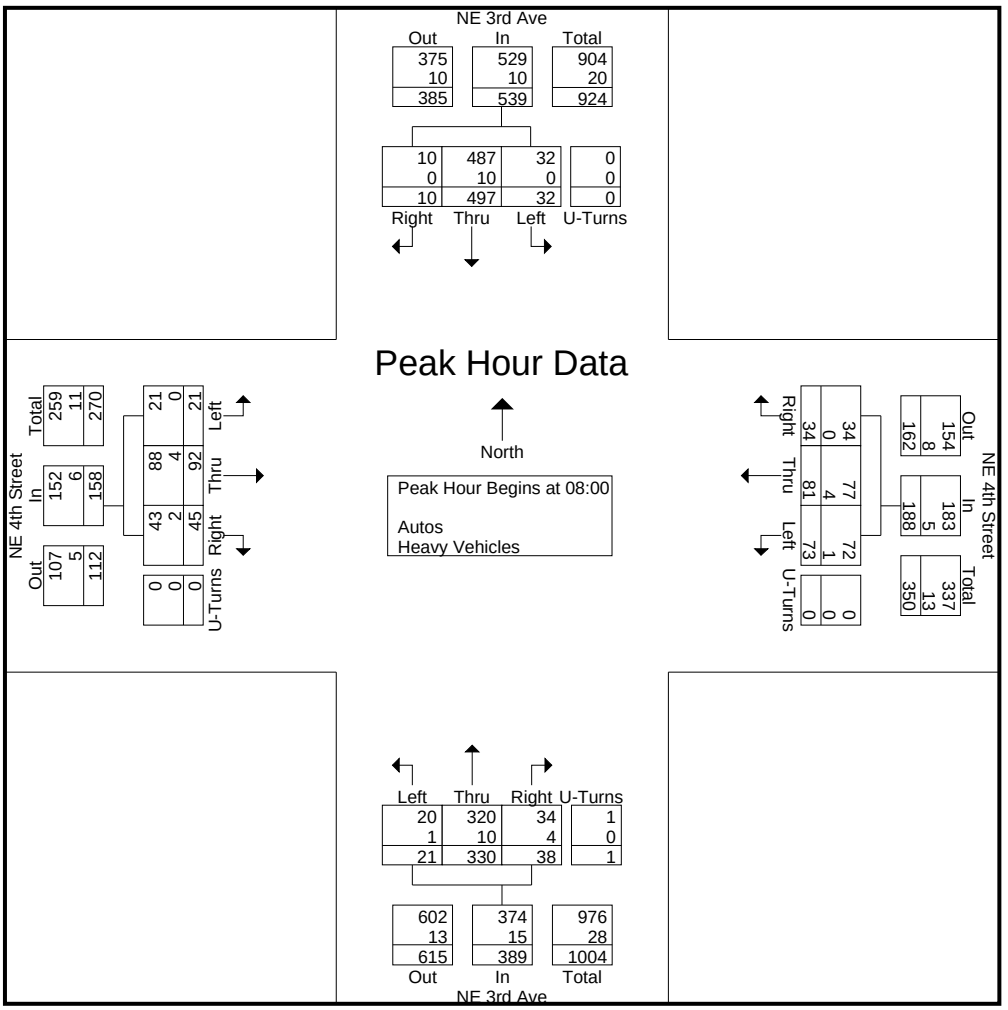
	NE 3rd Ave Southbound					NE 4th Street Westbound					NE 3rd Ave Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	10	96	10	0	116	11	36	6	0	53	28	154	12	0	194	7	23	7	0	37	400
17:00	7	89	6	0	102	10	61	6	0	77	22	181	19	0	222	9	27	8	0	44	445
17:15	6	105	5	0	116	10	49	25	0	84	25	153	16	0	194	6	27	8	0	41	435
17:30	8	125	6	0	139	6	31	13	0	50	21	168	12	0	201	12	25	5	0	42	432
Total Volume	31	415	27	0	473	37	177	50	0	264	96	656	59	0	811	34	102	28	0	164	1712
% App. Total	6.6	87.7	5.7	0		14	67	18.9	0		11.8	80.9	7.3	0		20.7	62.2	17.1	0		
PHF	.775	.830	.675	.000	.851	.841	.725	.500	.000	.786	.857	.906	.776	.000	.913	.708	.944	.875	.000	.932	.962
Autos	31	410	26	0	467	37	174	49	0	260	93	648	58	0	799	34	101	28	0	163	1689
% Autos	100	98.8	96.3	0	98.7	100	98.3	98.0	0	98.5	96.9	98.8	98.3	0	98.5	100	99.0				
Heavy Vehicles	0	5	1	0	6	0	3	1	0	4	3	8	1	0	12	0	1	0	0	1	23
% Heavy Vehicles	0	1.2	3.7	0	1.3	0	1.7	2.0	0	1.5	3.1	1.2	1.7	0	1.5	0	1.0	0	0	0.6	1.3



Traf Tech Engineering Inc.

File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

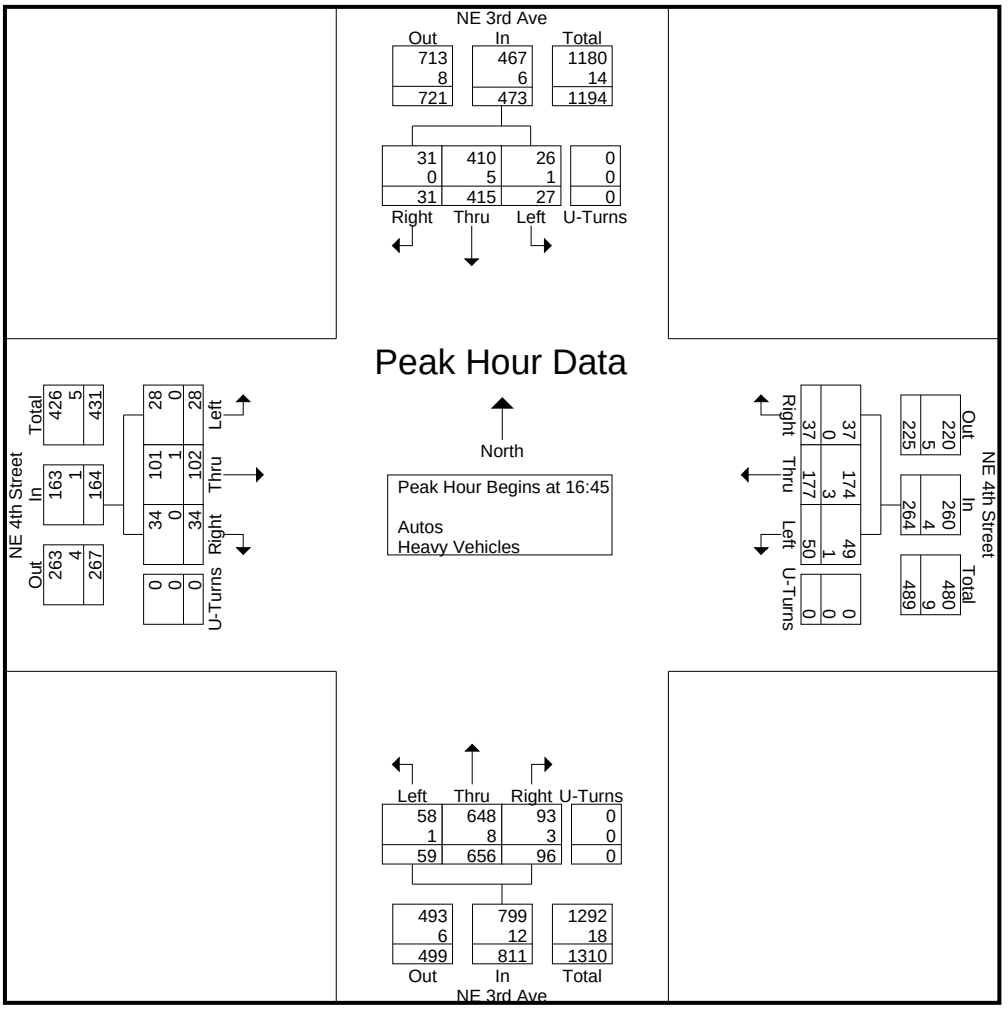
	NE 3rd Ave Southbound					NE 4th Street Westbound					NE 3rd Ave Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	4	122	7	0	133	10	19	17	0	46	6	84	6	0	96	10	21	6	0	37	312
08:15	1	131	7	0	139	7	12	19	0	38	10	86	4	0	100	7	20	3	0	30	307
08:30	1	119	6	0	126	7	32	16	0	55	10	85	5	1	101	15	31	6	0	52	334
08:45	4	125	12	0	141	10	18	21	0	49	12	75	6	0	93	13	20	6	0	39	322
Total Volume	10	497	32	0	539	34	81	73	0	188	38	330	21	1	390	45	92	21	0	158	1275
% App. Total	1.9	92.2	5.9	0		18.1	43.1	38.8	0		9.7	84.6	5.4	0.3		28.5	58.2	13.3	0		
PHF	.625	.948	.667	.000	.956	.850	.633	.869	.000	.855	.792	.959	.875	.250	.965	.750	.742	.875	.000	.760	.954
Autos	10	487	32	0	529	34	77	72	0	183	34	320	20	1	375	43	88	21	0	152	1239
% Autos	100	98.0					95.1	98.6	0	97.3	89.5	97.0	95.2	100	96.2	95.6	95.7				
Heavy Vehicles	0	10	0	0	10	0	4	1	0	5	4	10	1	0	15	2	4	0	0	6	36
% Heavy Vehicles	0	2.0	0	0	1.9	0	4.9	1.4	0	2.7	10.5	3.0	4.8	0	3.8	4.4	4.3	0	0	3.8	2.8



Traf Tech Engineering Inc.

File Name : 2-NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	NE 3rd Ave Southbound					NE 4th Street Westbound					NE 3rd Ave Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	10	96	10	0	116	11	36	6	0	53	28	154	12	0	194	7	23	7	0	37	400
17:00	7	89	6	0	102	10	61	6	0	77	22	181	19	0	222	9	27	8	0	44	445
17:15	6	105	5	0	116	10	49	25	0	84	25	153	16	0	194	6	27	8	0	41	435
17:30	8	125	6	0	139	6	31	13	0	50	21	168	12	0	201	12	25	5	0	42	432
Total Volume	31	415	27	0	473	37	177	50	0	264	96	656	59	0	811	34	102	28	0	164	1712
% App. Total	6.6	87.7	5.7	0		14	67	18.9	0		11.8	80.9	7.3	0		20.7	62.2	17.1	0		
PHF	.775	.830	.675	.000	.851	.841	.725	.500	.000	.786	.857	.906	.776	.000	.913	.708	.944	.875	.000	.932	.962
Autos	31	410	26	0	467	37	174	49	0	260	93	648	58	0	799	34	101	28	0	163	1689
% Autos	100	98.8	96.3	0	98.7	100	98.3	98.0	0	98.5	96.9	98.8	98.3	0	98.5	100	99.0				
Heavy Vehicles	0	5	1	0	6	0	3	1	0	4	3	8	1	0	12	0	1	0	0	1	23
% Heavy Vehicles	0	1.2	3.7	0	1.3	0	1.7	2.0	0	1.5	3.1	1.2	1.7	0	1.5	0	1.0	0	0	0.6	1.3



Traf Tech Engineering Inc.

File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave Southbound				NE 3rd Street Westbound				NE 3rd Ave Northbound				NE 3rd Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	1	0	0	8	0	0	0	2	0	0	0	3	14
07:15	0	0	0	2	2	0	0	8	0	0	0	0	3	1	0	4	20
07:30	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	3	11
07:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	6
Total	0	0	0	3	3	0	0	25	0	0	0	3	3	1	0	13	51
08:00	0	0	0	1	1	0	0	9	0	0	0	3	0	0	0	2	16
08:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	7
08:30	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	5	9
08:45	0	0	0	2	0	0	0	6	0	1	0	3	0	0	0	0	12
Total	0	0	0	4	2	0	0	20	0	1	0	6	0	0	0	11	44
*** BREAK ***																	
16:00	0	0	0	0	4	0	0	1	0	0	0	2	0	0	0	3	10
16:15	0	0	0	1	1	0	0	2	0	0	0	4	0	0	0	4	12
16:30	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	3	8
16:45	1	0	0	0	0	0	0	3	0	0	0	1	2	0	0	3	10
Total	1	0	0	1	6	0	0	9	0	0	0	7	3	0	0	13	40
17:00	0	0	0	0	0	0	0	7	0	0	0	1	3	0	0	8	19
17:15	0	0	0	2	2	0	0	5	0	0	0	1	0	0	0	5	15
17:30	0	0	0	4	1	0	0	5	0	0	0	0	1	0	0	5	16
17:45	0	0	0	0	0	0	0	1	0	0	0	3	2	0	0	2	8
Total	0	0	0	6	3	0	0	18	0	0	0	5	6	0	0	20	58
Grand Total	1	0	0	14	14	0	0	72	0	1	0	21	12	1	0	57	193
Apprch %	6.7	0	0	93.3	16.3	0	0	83.7	0	4.5	0	95.5	17.1	1.4	0	81.4	
Total %	0.5	0	0	7.3	7.3	0	0	37.3	0	0.5	0	10.9	6.2	0.5	0	29.5	

Traf Tech Engineering Inc.

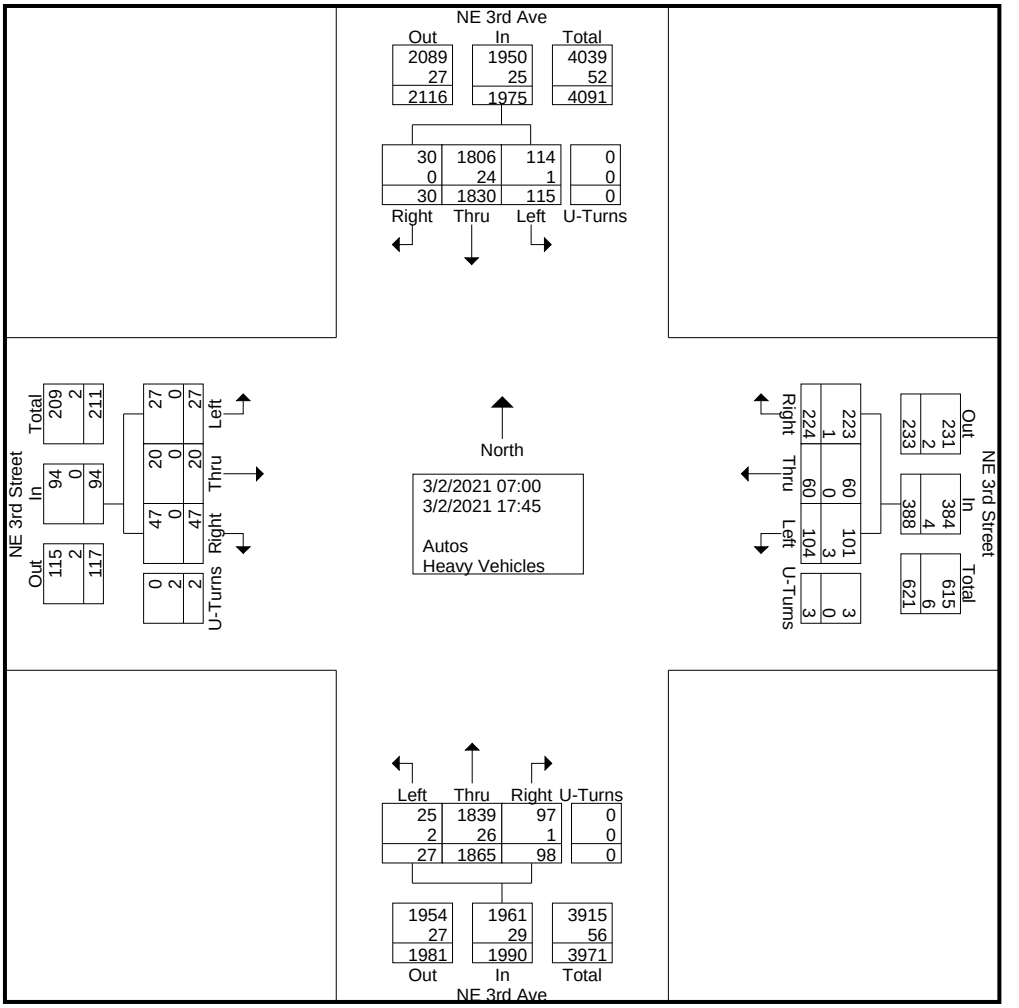
File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave Southbound					NE 3rd Street Westbound					NE 3rd Ave Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	65	10	0	75	8	2	7	0	17	5	35	4	0	44	3	2	0	1	6	142
07:15	0	80	5	0	85	6	3	0	0	9	8	54	2	0	64	2	0	0	0	2	160
07:30	1	113	4	0	118	11	2	10	0	23	4	74	1	0	79	3	0	0	0	3	223
07:45	2	134	18	0	154	9	3	4	0	16	4	76	0	0	80	2	4	0	0	6	256
Total	3	392	37	0	432	34	10	21	0	65	21	239	7	0	267	10	6	0	1	17	781
08:00	0	114	16	0	130	15	1	4	0	20	5	82	0	0	87	4	0	1	0	5	242
08:15	1	158	8	0	167	12	2	4	1	19	8	91	2	0	101	2	2	0	0	4	291
08:30	4	138	13	0	155	6	1	12	0	19	6	86	0	0	92	4	2	2	0	8	274
08:45	2	148	7	0	157	8	5	4	0	17	5	85	0	0	90	2	1	1	0	4	268
Total	7	558	44	0	609	41	9	24	1	75	24	344	2	0	370	12	5	4	0	21	1075
*** BREAK ***																					
16:00	6	98	4	0	108	32	5	6	1	44	6	140	3	0	149	1	0	2	0	3	304
16:15	4	107	5	0	116	14	10	10	1	35	8	121	3	0	132	1	2	6	1	10	293
16:30	0	103	3	0	106	23	6	8	0	37	3	158	1	0	162	2	0	2	0	4	309
16:45	1	111	4	0	116	20	3	5	0	28	7	157	3	0	167	5	1	6	0	12	323
Total	11	419	16	0	446	89	24	29	2	144	24	576	10	0	610	9	3	16	1	29	1229
17:00	1	94	5	0	100	17	3	7	0	27	7	207	2	0	216	4	1	2	0	7	350
17:15	4	142	5	0	151	22	3	7	0	32	6	182	3	0	191	4	2	2	0	8	382
17:30	1	127	5	0	133	12	7	9	0	28	8	163	1	0	172	4	1	1	0	6	339
17:45	3	98	3	0	104	9	4	7	0	20	8	154	2	0	164	4	2	2	0	8	296
Total	9	461	18	0	488	60	17	30	0	107	29	706	8	0	743	16	6	7	0	29	1367
Grand Total	30	1830	115	0	1975	224	60	104	3	391	98	1865	27	0	1990	47	20	27	2	96	4452
Apprch %	1.5	92.7	5.8	0		57.3	15.3	26.6	0.8		4.9	93.7	1.4	0		49	20.8	28.1	2.1		
Total %	0.7	41.1	2.6	0	44.4	5	1.3	2.3	0.1	8.8	2.2	41.9	0.6	0	44.7	1.1	0.4	0.6	0	2.2	
Autos	30	1806	114	0	1950	223	60	101	3	387	97	1839	25	0	1961	47	20	27	0	94	4392
% Autos	100	98.7	99.1	0	98.7	99.6	100	97.1	100	99	99	98.6	92.6	0	98.5	100	100	100	0	97.9	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0.9	0	1.3	0.4	0	2.9	0	1	1	1.4	7.4	0	1.5	0	0	0	100	2.1	1.3

Traf Tech Engineering Inc.

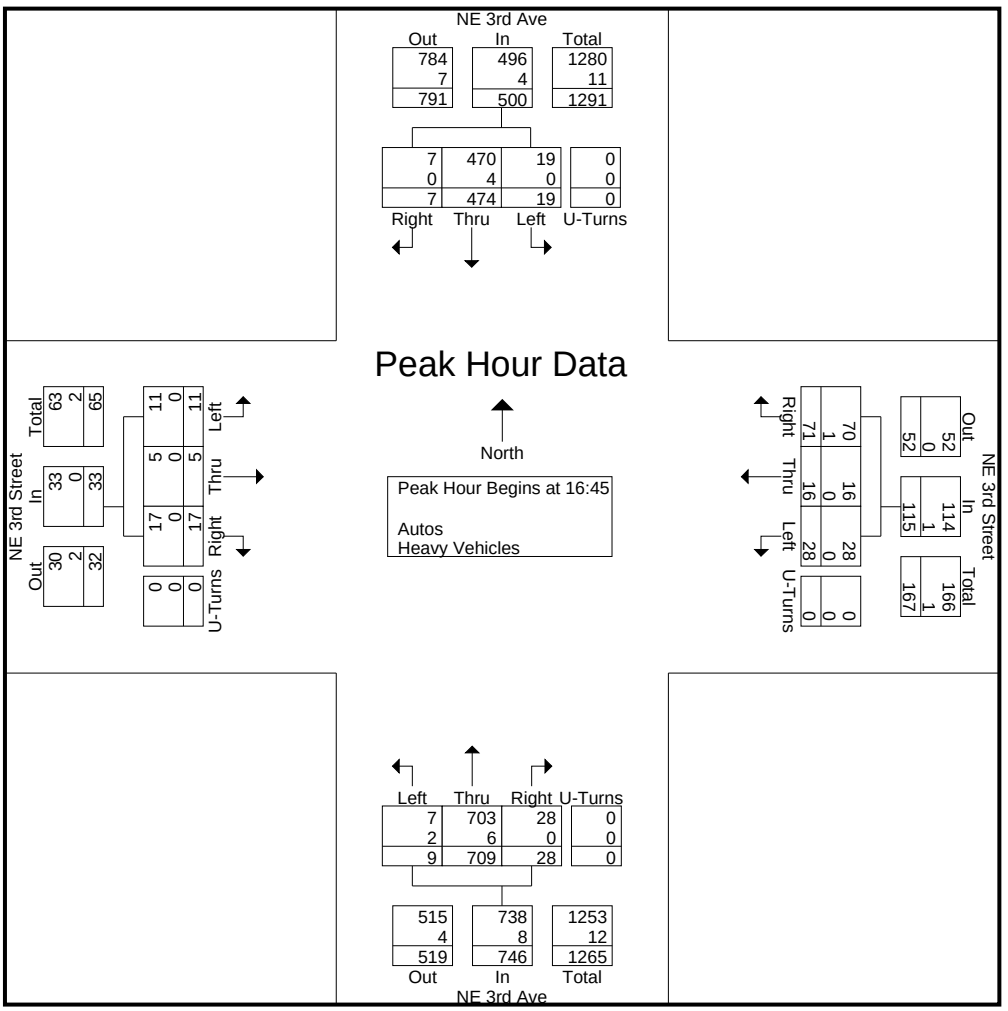
File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

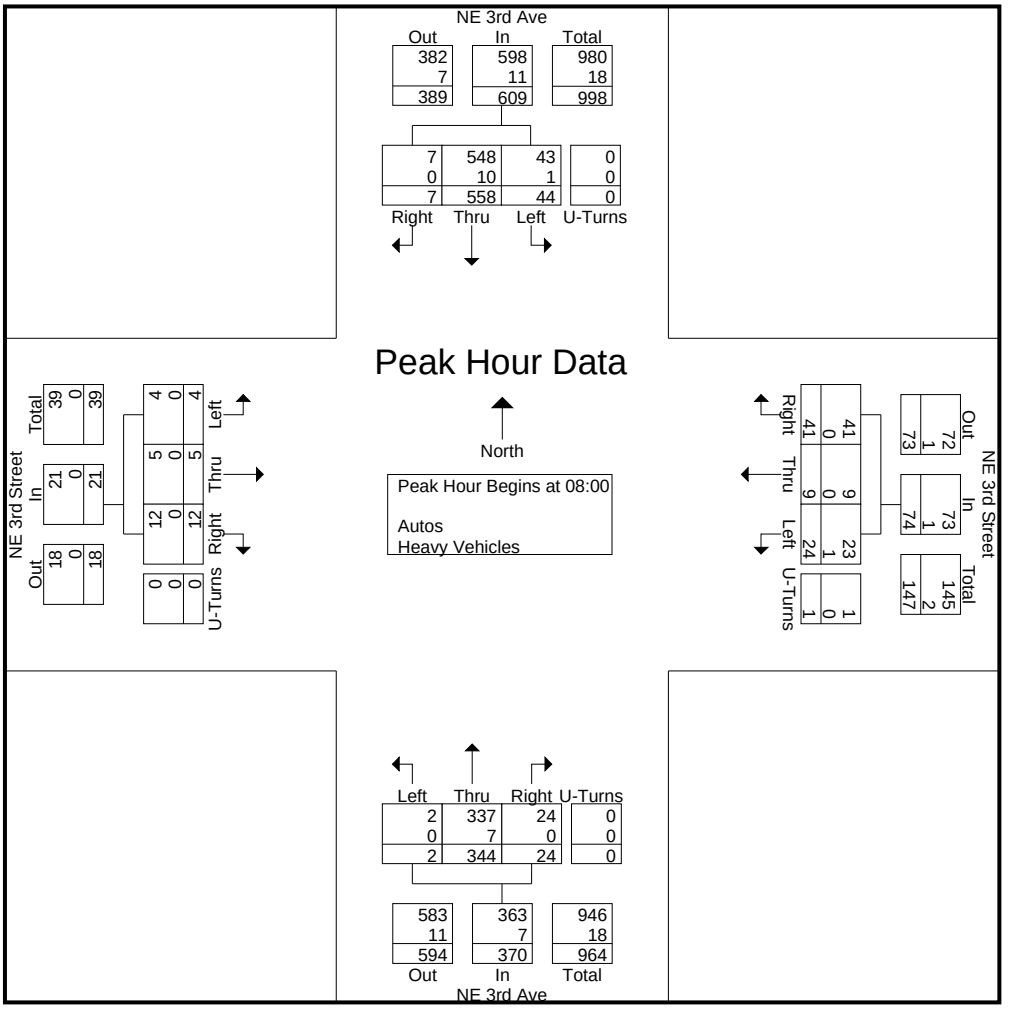
	NE 3rd Ave Southbound					NE 3rd Street Westbound					NE 3rd Ave Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	111	4	0	116	20	3	5	0	28	7	157	3	0	167	5	1	6	0	12	323
17:00	1	94	5	0	100	17	3	7	0	27	7	207	2	0	216	4	1	2	0	7	350
17:15	4	142	5	0	151	22	3	7	0	32	6	182	3	0	191	4	2	2	0	8	382
17:30	1	127	5	0	133	12	7	9	0	28	8	163	1	0	172	4	1	1	0	6	339
Total Volume	7	474	19	0	500	71	16	28	0	115	28	709	9	0	746	17	5	11	0	33	1394
% App. Total	1.4	94.8	3.8	0		61.7	13.9	24.3	0		3.8	95	1.2	0		51.5	15.2	33.3	0		
PHF	.438	.835	.950	.000	.828	.807	.571	.778	.000	.898	.875	.856	.750	.000	.863	.850	.625	.458	.000	.688	.912
Autos	7	470	19	0	496	70	16	28	0	114	28	703	7	0	738	17	5	11	0	33	1381
% Autos	100	99.2				98.6	100	100	0	99.1	100	99.2	77.8	0	98.9	100	100	100	0	100	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.8	1.4	0	0	0	0.9	0	0.8	22.2	0	1.1	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

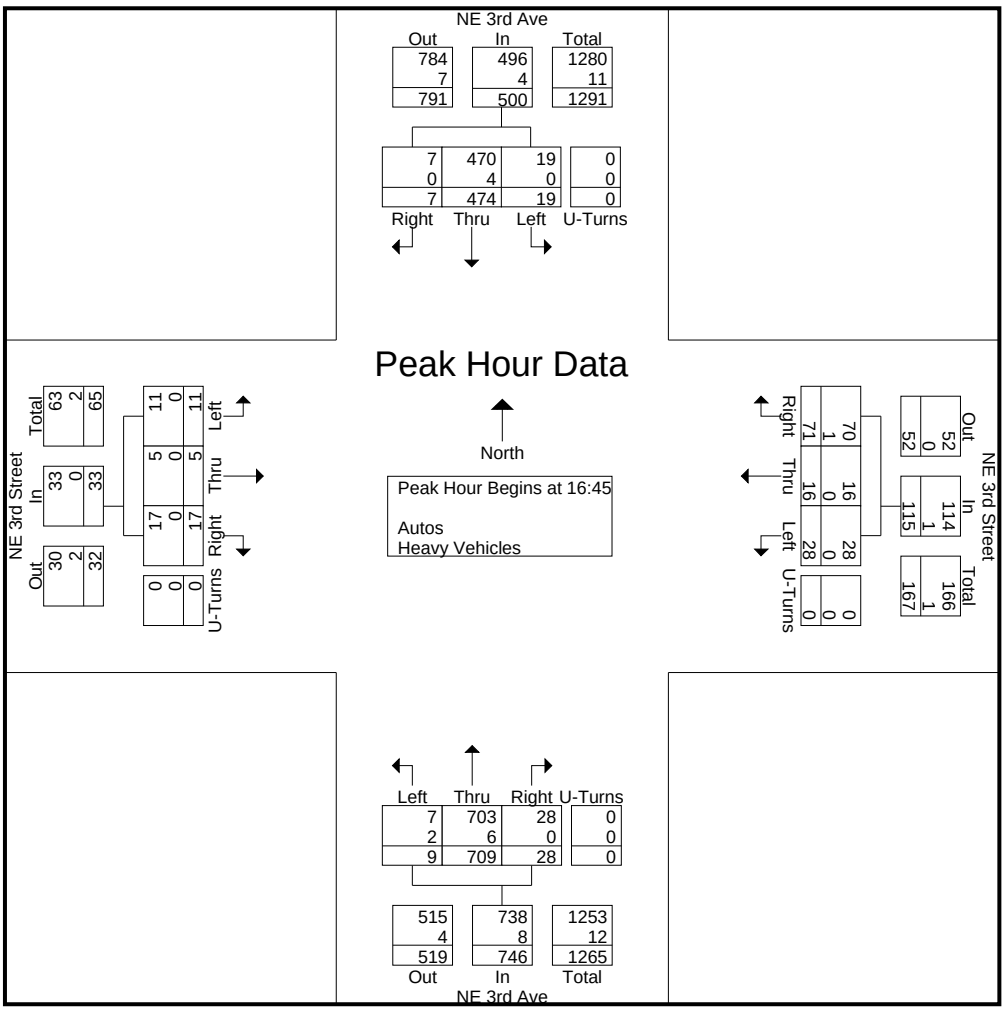
Start Time	NE 3rd Ave Southbound					NE 3rd Street Westbound					NE 3rd Ave Northbound					NE 3rd Street Eastbound					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	114	16	0	130	15	1	4	0	20	5	82	0	0	87	4	0	1	0	5	242
08:15	1	158	8	0	167	12	2	4	1	19	8	91	2	0	101	2	2	0	0	4	291
08:30	4	138	13	0	155	6	1	12	0	19	6	86	0	0	92	4	2	2	0	8	274
08:45	2	148	7	0	157	8	5	4	0	17	5	85	0	0	90	2	1	1	0	4	268
Total Volume	7	558	44	0	609	41	9	24	1	75	24	344	2	0	370	12	5	4	0	21	1075
% App. Total	1.1	91.6	7.2	0		54.7	12	32	1.3		6.5	93	0.5	0		57.1	23.8	19	0		
PHF	.438	.883	.688	.000	.912	.683	.450	.500	.250	.938	.750	.945	.250	.000	.916	.750	.625	.500	.000	.656	.924
Autos	7	548	43	0	598	41	9	23	1	74	24	337	2	0	363	12	5	4	0	21	1056
% Autos	100	98.2	97.7	0	98.2	100	100	95.8	100	98.7	100	98.0									
Heavy Vehicles	0	10	1	0	11	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	19
% Heavy Vehicles	0	1.8	2.3	0	1.8	0	0	4.2	0	1.3	0	2.0	0	0	1.9	0	0	0	0	0	1.8



Traf Tech Engineering Inc.

File Name : 3-NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	NE 3rd Ave Southbound					NE 3rd Street Westbound					NE 3rd Ave Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	111	4	0	116	20	3	5	0	28	7	157	3	0	167	5	1	6	0	12	323
17:00	1	94	5	0	100	17	3	7	0	27	7	207	2	0	216	4	1	2	0	7	350
17:15	4	142	5	0	151	22	3	7	0	32	6	182	3	0	191	4	2	2	0	8	382
17:30	1	127	5	0	133	12	7	9	0	28	8	163	1	0	172	4	1	1	0	6	339
Total Volume	7	474	19	0	500	71	16	28	0	115	28	709	9	0	746	17	5	11	0	33	1394
% App. Total	1.4	94.8	3.8	0		61.7	13.9	24.3	0		3.8	95	1.2	0		51.5	15.2	33.3	0		
PHF	.438	.835	.950	.000	.828	.807	.571	.778	.000	.898	.875	.856	.750	.000	.863	.850	.625	.458	.000	.688	.912
Autos	7	470	19	0	496	70	16	28	0	114	28	703	7	0	738	17	5	11	0	33	1381
% Autos	100	99.2				98.6	100	100	0	99.1	100	99.2	77.8	0	98.9	100	100	100	0	100	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.8	1.4	0	0	0	0.9	0	0.8	22.2	0	1.1	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave Southbound				Broward Blvd Westbound				NE 3rd Ave Northbound				Broward Blvd Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	1	0	0	0	7	1	0	0	2	0	0	0	2	13
07:15	0	0	0	2	0	0	0	4	1	0	0	1	1	0	0	4	13
07:30	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0	2	10
07:45	1	0	0	2	1	0	0	4	1	0	0	0	0	0	0	5	14
Total	1	0	0	6	1	0	0	20	3	0	0	5	1	0	0	13	50
08:00	0	0	0	2	1	0	0	9	1	0	0	0	1	0	0	1	15
08:15	0	0	0	1	0	0	0	3	1	0	0	1	1	0	0	1	8
08:30	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	3	11
08:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
Total	0	0	0	6	1	0	0	19	2	0	0	2	2	0	0	7	39
*** BREAK ***																	
16:00	0	0	0	3	2	0	0	2	2	0	0	0	1	0	0	2	12
16:15	3	0	0	4	1	0	0	2	2	0	0	3	0	0	0	2	17
16:30	2	0	0	3	0	0	0	4	0	0	0	1	0	0	0	2	12
16:45	1	0	0	1	0	0	0	2	0	0	0	1	2	0	0	4	11
Total	6	0	0	11	3	0	0	10	4	0	0	5	3	0	0	10	52
17:00	1	0	0	1	2	0	0	4	0	0	0	2	0	0	0	7	17
17:15	1	0	0	3	0	0	0	8	1	0	0	0	0	0	0	7	20
17:30	0	0	0	0	4	0	0	6	0	0	0	4	0	0	0	1	15
17:45	2	0	0	1	1	0	0	8	0	0	0	2	0	0	0	6	20
Total	4	0	0	5	7	0	0	26	1	0	0	8	0	0	0	21	72
Grand Total	11	0	0	28	12	0	0	75	10	0	0	20	6	0	0	51	213
Apprch %	28.2	0	0	71.8	13.8	0	0	86.2	33.3	0	0	66.7	10.5	0	0	89.5	
Total %	5.2	0	0	13.1	5.6	0	0	35.2	4.7	0	0	9.4	2.8	0	0	23.9	

Traf Tech Engineering Inc.

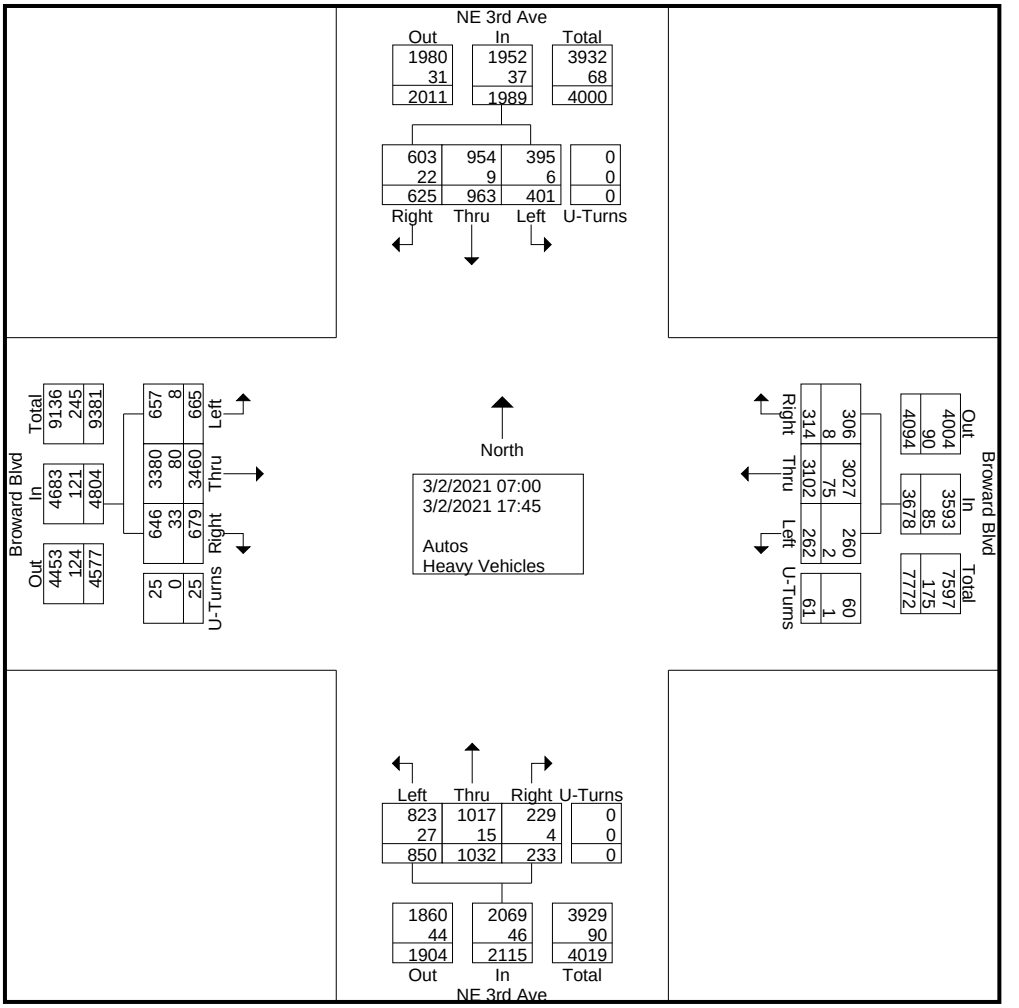
File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave Southbound					Broward Blvd Westbound					NE 3rd Ave Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	20	25	7	0	52	6	139	8	3	156	5	15	26	0	46	40	126	29	1	196	450
07:15	22	34	22	0	78	13	144	8	2	167	6	25	49	0	80	61	138	33	2	234	559
07:30	42	66	18	0	126	16	180	12	4	212	2	22	41	0	65	55	227	43	1	326	729
07:45	43	61	37	0	141	19	160	14	2	195	9	37	40	0	86	42	207	44	1	294	716
Total	127	186	84	0	397	54	623	42	11	730	22	99	156	0	277	198	698	149	5	1050	2454
08:00	34	60	19	0	113	18	177	17	2	214	9	31	31	0	71	65	228	40	1	334	732
08:15	37	63	28	0	128	37	152	21	6	216	8	42	40	0	90	55	231	44	0	330	764
08:30	39	96	32	0	167	15	147	24	6	192	20	39	36	0	95	59	189	40	4	292	746
08:45	33	64	30	0	127	18	180	31	6	235	14	32	32	0	78	76	284	51	0	411	851
Total	143	283	109	0	535	88	656	93	20	857	51	144	139	0	334	255	932	175	5	1367	3093
*** BREAK ***																					
16:00	35	44	29	0	108	28	256	13	5	302	18	85	72	0	175	40	218	34	3	295	880
16:15	50	59	30	0	139	20	266	14	2	302	20	75	59	0	154	23	247	38	2	310	905
16:30	42	43	27	0	112	30	204	12	7	253	18	109	67	0	194	22	181	36	2	241	800
16:45	40	64	21	0	125	19	269	18	5	311	9	85	55	0	149	29	240	45	3	317	902
Total	167	210	107	0	484	97	995	57	19	1168	65	354	253	0	672	114	886	153	10	1163	3487
17:00	44	64	27	0	135	21	245	16	2	284	28	150	84	0	262	23	265	42	1	331	1012
17:15	47	84	17	0	148	16	211	20	1	248	26	102	62	0	190	23	219	48	3	293	879
17:30	52	84	27	0	163	15	189	13	5	222	16	94	71	0	181	35	263	56	1	355	921
17:45	45	52	30	0	127	23	183	21	3	230	25	89	85	0	199	31	197	42	0	270	826
Total	188	284	101	0	573	75	828	70	11	984	95	435	302	0	832	112	944	188	5	1249	3638
Grand Total	625	963	401	0	1989	314	3102	262	61	3739	233	1032	850	0	2115	679	3460	665	25	4829	12672
Apprch %	31.4	48.4	20.2	0		8.4	83	7	1.6		11	48.8	40.2	0		14.1	71.7	13.8	0.5		
Total %	4.9	7.6	3.2	0	15.7	2.5	24.5	2.1	0.5	29.5	1.8	8.1	6.7	0	16.7	5.4	27.3	5.2	0.2	38.1	
Autos	603	954	395	0	1952	306	3027	260	60	3653	229	1017	823	0	2069	646	3380	657	25	4708	12382
% Autos	96.5	99.1	98.5	0	98.1	97.5	97.6	99.2	98.4	97.7	98.3	98.5	96.8	0	97.8	95.1	97.7	98.8	100	97.5	97.7
Heavy Vehicles																					
% Heavy Vehicles	3.5	0.9	1.5	0	1.9	2.5	2.4	0.8	1.6	2.3	1.7	1.5	3.2	0	2.2	4.9	2.3	1.2	0	2.5	2.3

Traf Tech Engineering Inc.

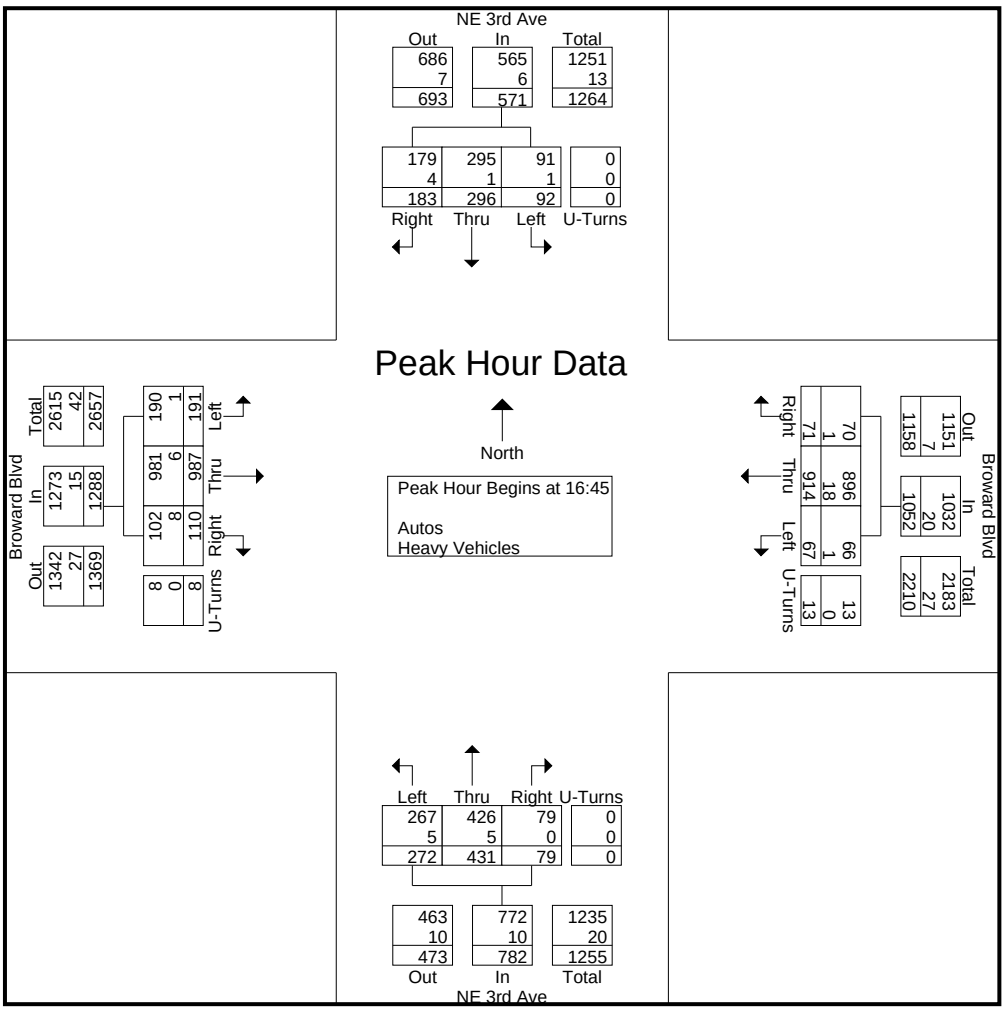
File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

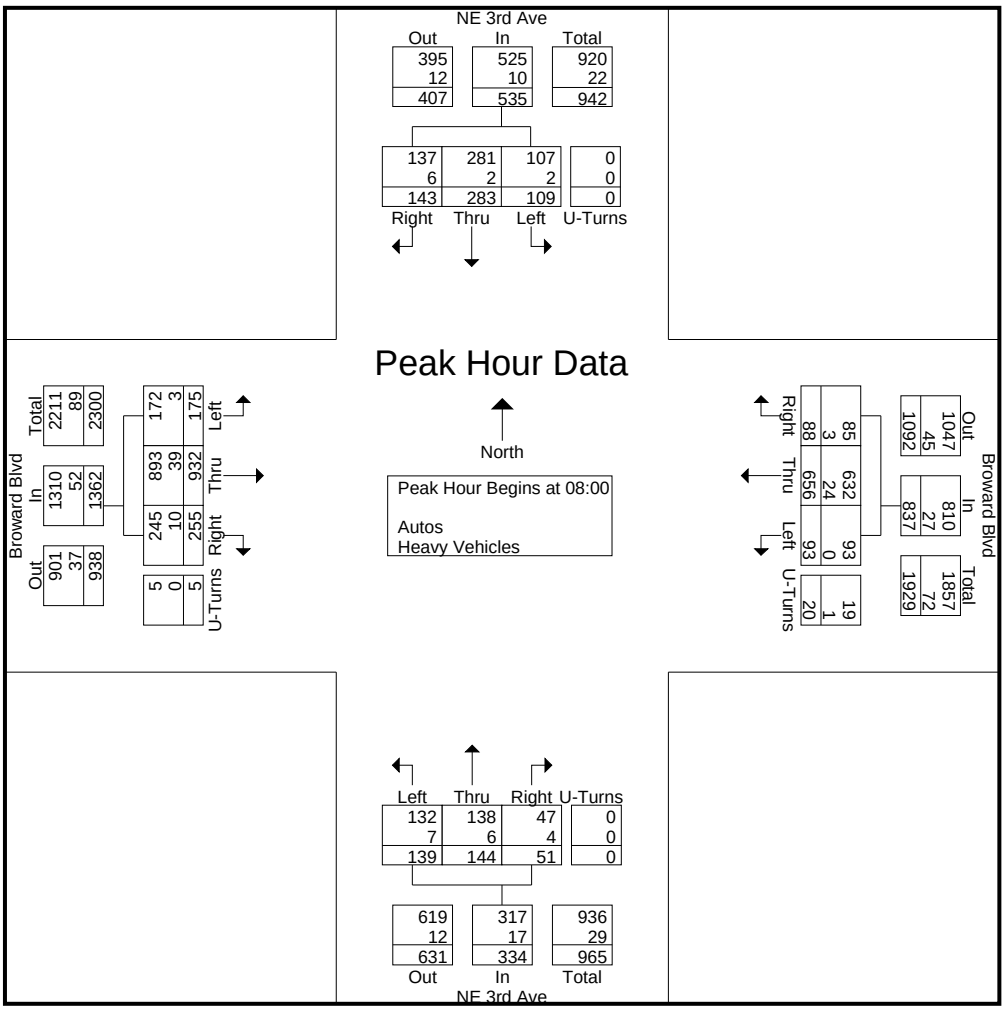
	NE 3rd Ave Southbound					Broward Blvd Westbound					NE 3rd Ave Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	40	64	21	0	125	19	269	18	5	311	9	85	55	0	149	29	240	45	3	317	902
17:00	44	64	27	0	135	21	245	16	2	284	28	150	84	0	262	23	265	42	1	331	1012
17:15	47	84	17	0	148	16	211	20	1	248	26	102	62	0	190	23	219	48	3	293	879
17:30	52	84	27	0	163	15	189	13	5	222	16	94	71	0	181	35	263	56	1	355	921
Total Volume	183	296	92	0	571	71	914	67	13	1065	79	431	272	0	782	110	987	191	8	1296	3714
% App. Total	32	51.8	16.1	0		6.7	85.8	6.3	1.2		10.1	55.1	34.8	0		8.5	76.2	14.7	0.6		
PHF	.880	.881	.852	.000	.876	.845	.849	.838	.650	.856	.705	.718	.810	.000	.746	.786	.931	.853	.667	.913	.917
Autos	179	295	91	0	565	70	896	66	13	1045	79	426	267	0	772	102	981	190	8	1281	3663
% Autos	97.8	99.7	98.9	0	98.9	98.6	98.0	98.5	100	98.1	100	98.8	98.2	0	98.7	92.7	99.4	99.5	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.2	0.3	1.1	0	1.1	1.4	2.0	1.5	0	1.9	0	1.2	1.8	0	1.3	7.3	0.6	0.5	0	1.2	1.4



Traf Tech Engineering Inc.

File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

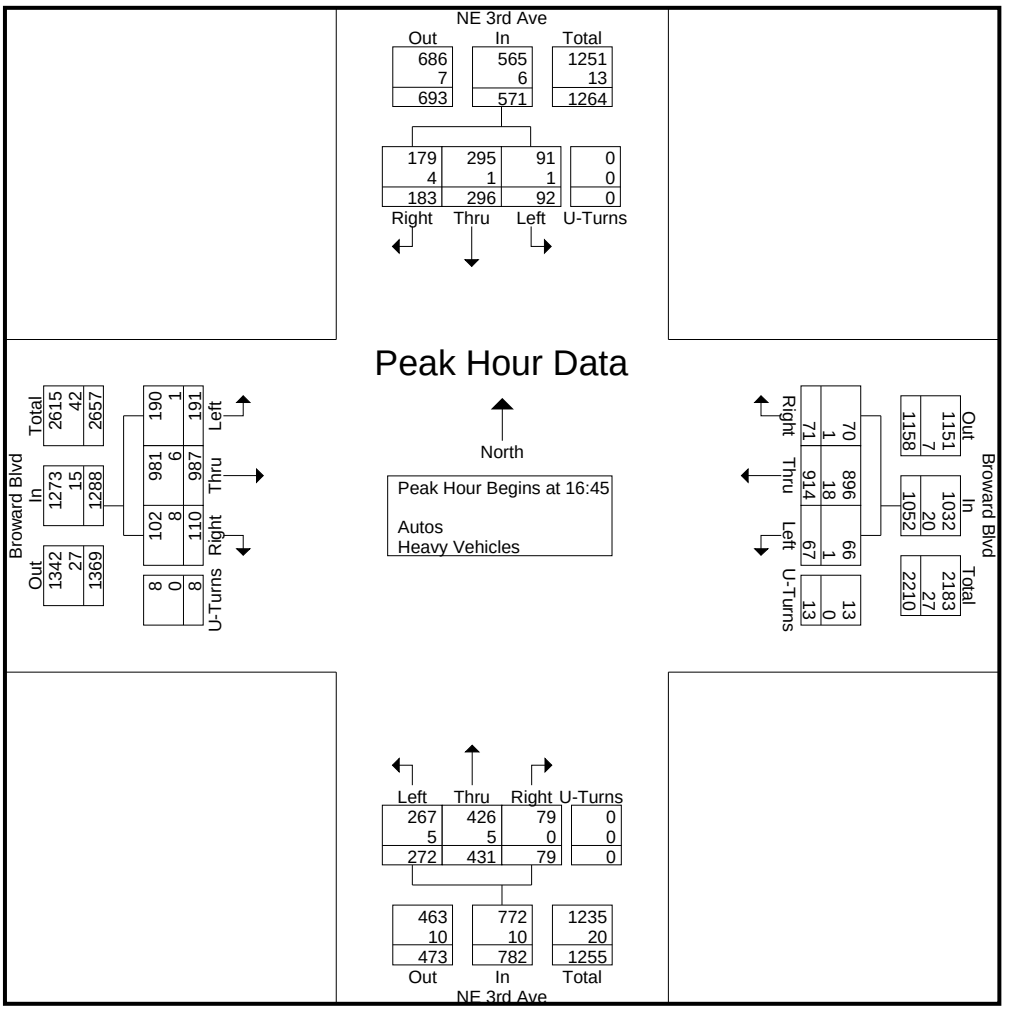
	NE 3rd Ave Southbound					Broward Blvd Westbound					NE 3rd Ave Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	34	60	19	0	113	18	177	17	2	214	9	31	31	0	71	65	228	40	1	334	732
08:15	37	63	28	0	128	37	152	21	6	216	8	42	40	0	90	55	231	44	0	330	764
08:30	39	96	32	0	167	15	147	24	6	192	20	39	36	0	95	59	189	40	4	292	746
08:45	33	64	30	0	127	18	180	31	6	235	14	32	32	0	78	76	284	51	0	411	851
Total Volume	143	283	109	0	535	88	656	93	20	857	51	144	139	0	334	255	932	175	5	1367	3093
% App. Total	26.7	52.9	20.4	0		10.3	76.5	10.9	2.3		15.3	43.1	41.6	0		18.7	68.2	12.8	0.4		
PHF	.917	.737	.852	.000	.801	.595	.911	.750	.833	.912	.638	.857	.869	.000	.879	.839	.820	.858	.313	.832	.909
Autos	137	281	107	0	525	85	632	93	19	829	47	138	132	0	317	245	893	172	5	1315	2986
% Autos	95.8	99.3	98.2	0	98.1	96.6	96.3		95.0	96.7	92.2	95.8	95.0	0	94.9	96.1	95.8	98.3	100	96.2	96.5
Heavy Vehicles																					
% Heavy Vehicles	4.2	0.7	1.8	0	1.9	3.4	3.7	0	5.0	3.3	7.8	4.2	5.0	0	5.1	3.9	4.2	1.7	0	3.8	3.5



Traf Tech Engineering Inc.

File Name : 4-NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	NE 3rd Ave Southbound					Broward Blvd Westbound					NE 3rd Ave Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	40	64	21	0	125	19	269	18	5	311	9	85	55	0	149	29	240	45	3	317	902
17:00	44	64	27	0	135	21	245	16	2	284	28	150	84	0	262	23	265	42	1	331	1012
17:15	47	84	17	0	148	16	211	20	1	248	26	102	62	0	190	23	219	48	3	293	879
17:30	52	84	27	0	163	15	189	13	5	222	16	94	71	0	181	35	263	56	1	355	921
Total Volume	183	296	92	0	571	71	914	67	13	1065	79	431	272	0	782	110	987	191	8	1296	3714
% App. Total	32	51.8	16.1	0		6.7	85.8	6.3	1.2		10.1	55.1	34.8	0		8.5	76.2	14.7	0.6		
PHF	.880	.881	.852	.000	.876	.845	.849	.838	.650	.856	.705	.718	.810	.000	.746	.786	.931	.853	.667	.913	.917
Autos	179	295	91	0	565	70	896	66	13	1045	79	426	267	0	772	102	981	190	8	1281	3663
% Autos	97.8	99.7	98.9	0	98.9	98.6	98.0	98.5	100	98.1	100	98.8	98.2	0	98.7	92.7	99.4	99.5	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.2	0.3	1.1	0	1.1	1.4	2.0	1.5	0	1.9	0	1.2	1.8	0	1.3	7.3	0.6	0.5	0	1.2	1.4



Traf Tech Engineering Inc.

File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	Federal Hwy Southbound				NE 6th Street Westbound				Federal Hwy Northbound				NE 6th Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	1	0	0	9	0	0	0	2	0	0	0	5	17
07:15	0	0	0	2	2	0	0	12	0	0	0	0	3	1	0	7	27
07:30	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	5	17
07:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	6
Total	0	0	0	3	3	0	0	33	0	0	0	4	3	1	0	20	67
08:00	0	0	0	1	1	0	0	9	0	0	0	3	0	0	0	2	16
08:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	7
08:30	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	5	9
08:45	0	0	0	3	0	0	0	7	0	1	0	3	0	0	0	2	16
Total	0	0	0	5	2	0	0	21	0	1	0	6	0	0	0	13	48
*** BREAK ***																	
16:00	0	0	0	0	4	0	0	1	0	0	0	2	0	0	0	3	10
16:15	0	0	0	1	1	0	0	2	0	0	0	4	0	0	0	4	12
16:30	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	3	8
16:45	1	0	0	1	0	0	0	5	0	0	0	1	2	0	0	8	18
Total	1	0	0	2	6	0	0	11	0	0	0	7	3	0	0	18	48
17:00	0	0	0	0	0	0	0	7	0	0	0	1	3	0	0	8	19
17:15	0	0	0	2	2	0	0	5	0	0	0	1	0	0	0	5	15
17:30	0	0	0	4	1	0	0	5	0	0	0	0	1	0	0	5	16
17:45	0	0	0	0	0	0	0	1	0	0	0	3	2	0	0	2	8
Total	0	0	0	6	3	0	0	18	0	0	0	5	6	0	0	20	58
Grand Total	1	0	0	16	14	0	0	83	0	1	0	22	12	1	0	71	221
Apprch %	5.9	0	0	94.1	14.4	0	0	85.6	0	4.3	0	95.7	14.3	1.2	0	84.5	
Total %	0.5	0	0	7.2	6.3	0	0	37.6	0	0.5	0	10	5.4	0.5	0	32.1	

Traf Tech Engineering Inc.

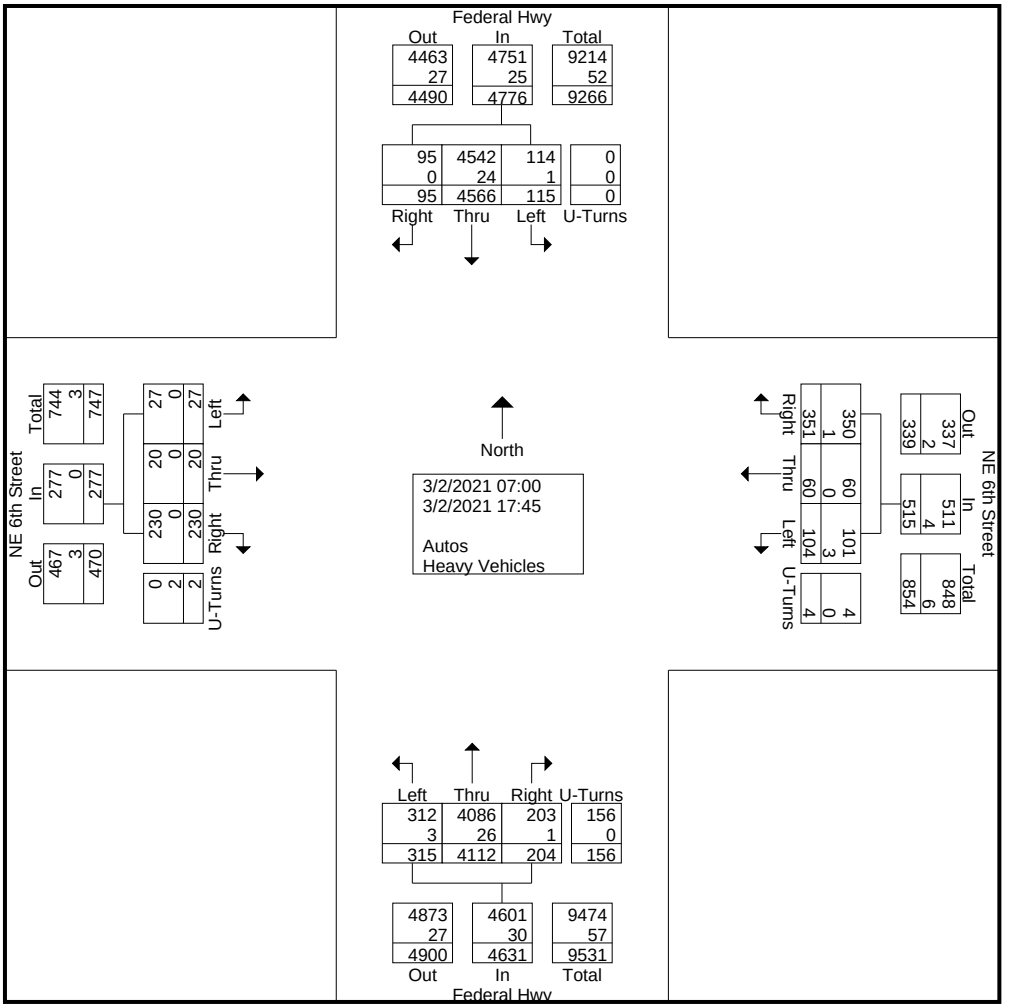
File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Federal Hwy Southbound					NE 6th Street Westbound					Federal Hwy Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	3	170	10	0	183	9	2	7	0	18	6	100	14	4	124	19	2	0	1	22	347
07:15	2	220	5	0	227	6	3	0	0	9	12	190	14	0	216	15	0	0	0	15	467
07:30	1	192	4	0	197	13	2	10	0	25	15	201	19	6	241	12	0	0	0	12	475
07:45	8	341	18	0	367	12	3	4	0	19	16	244	9	8	277	10	4	0	0	14	677
Total	14	923	37	0	974	40	10	21	0	71	49	735	56	18	858	56	6	0	1	63	1966
08:00	3	278	16	0	297	22	1	4	0	27	11	185	20	6	222	24	0	1	0	25	571
08:15	5	340	8	0	353	19	2	4	1	26	13	203	19	8	243	18	2	0	0	20	642
08:30	12	326	13	0	351	15	1	12	0	28	12	193	14	6	225	17	2	2	0	21	625
08:45	8	289	7	0	304	10	5	4	0	19	9	257	11	8	285	14	1	1	0	16	624
Total	28	1233	44	0	1305	66	9	24	1	100	45	838	64	28	975	73	5	4	0	82	2462
*** BREAK ***																					
16:00	11	268	4	0	283	41	5	6	1	53	13	287	37	13	350	9	0	2	0	11	697
16:15	12	261	5	0	278	29	10	10	1	50	11	257	27	19	314	9	2	6	1	18	660
16:30	6	335	3	0	344	34	6	8	1	49	15	298	28	6	347	12	0	2	0	14	754
16:45	6	303	4	0	313	30	3	5	0	38	12	322	18	10	362	14	1	6	0	21	734
Total	35	1167	16	0	1218	134	24	29	3	190	51	1164	110	48	1373	44	3	16	1	64	2845
17:00	3	320	5	0	328	31	3	7	0	41	15	352	26	24	417	14	1	2	0	17	803
17:15	7	307	5	0	319	29	3	7	0	39	15	357	26	11	409	15	2	2	0	19	786
17:30	4	269	5	0	278	26	7	9	0	42	18	345	15	16	394	15	1	1	0	17	731
17:45	4	347	3	0	354	25	4	7	0	36	11	321	18	11	361	13	2	2	0	17	768
Total	18	1243	18	0	1279	111	17	30	0	158	59	1375	85	62	1581	57	6	7	0	70	3088
Grand Total	95	4566	115	0	4776	351	60	104	4	519	204	4112	315	156	4787	230	20	27	2	279	10361
Apprch %	2	95.6	2.4	0		67.6	11.6	20	0.8		4.3	85.9	6.6	3.3		82.4	7.2	9.7	0.7		
Total %	0.9	44.1	1.1	0	46.1	3.4	0.6	1	0	5	2	39.7	3	1.5	46.2	2.2	0.2	0.3	0	2.7	
Autos	95	4542	114	0	4751	350	60	101	4	515	203	4086	312	156	4757	230	20	27	0	277	10300
% Autos	100	99.5	99.1	0	99.5	99.7	100	97.1	100	99.2	99.5	99.4	99	100	99.4	100	100	100	0	99.3	99.4
Heavy Vehicles	0	24	1	0	25	1	0	3	0	4	1	26	3	0	30	0	0	0	2	2	61
% Heavy Vehicles	0	0.5	0.9	0	0.5	0.3	0	2.9	0	0.8	0.5	0.6	1	0	0.6	0	0	0	100	0.7	0.6

Traf Tech Engineering Inc.

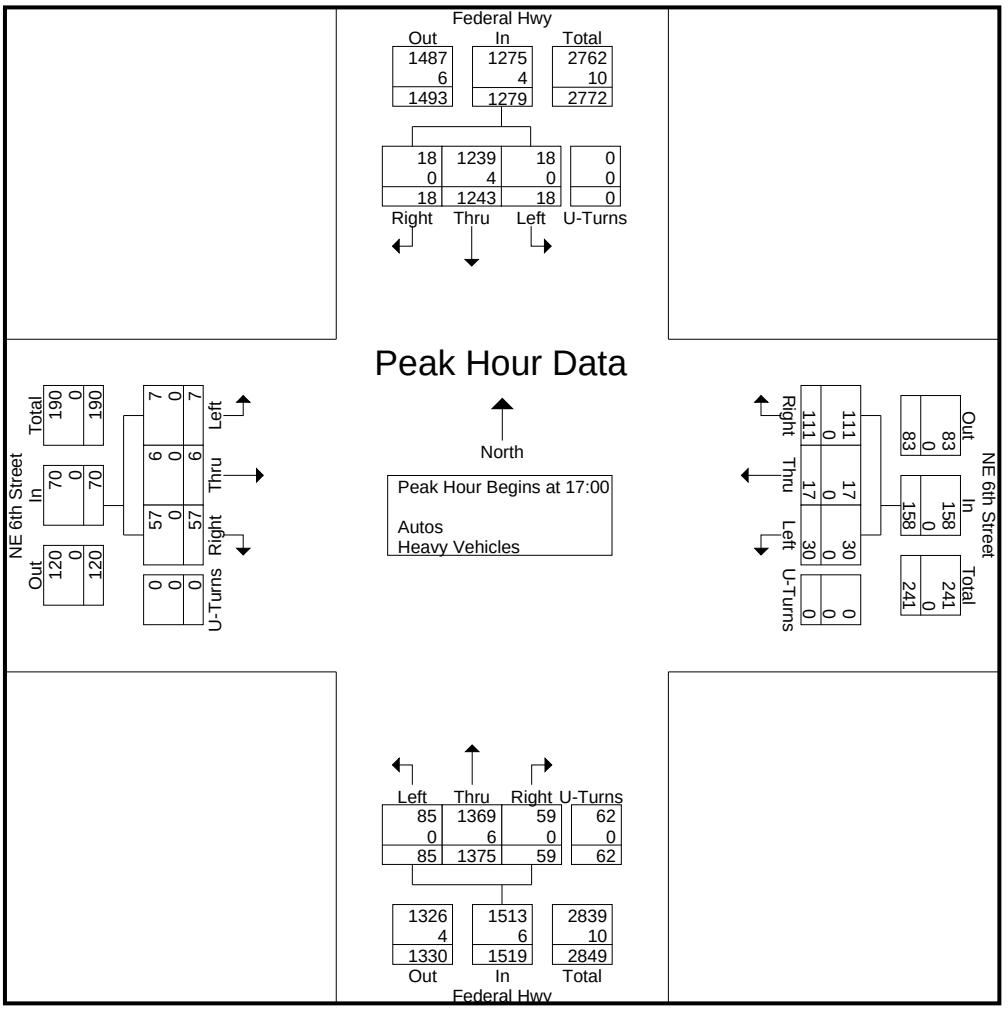
File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

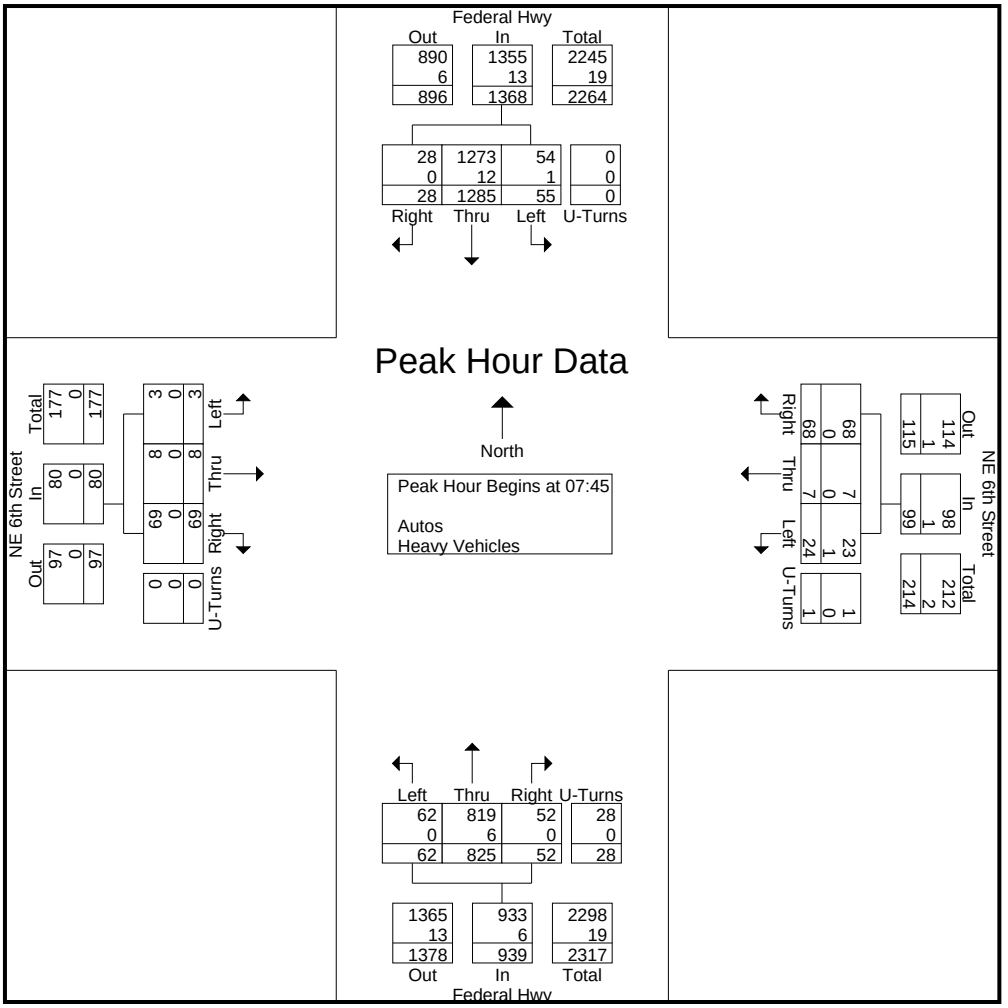
	Federal Hwy Southbound					NE 6th Street Westbound					Federal Hwy Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	320	5	0	328	31	3	7	0	41	15	352	26	24	417	14	1	2	0	17	803
17:15	7	307	5	0	319	29	3	7	0	39	15	357	26	11	409	15	2	2	0	19	786
17:30	4	269	5	0	278	26	7	9	0	42	18	345	15	16	394	15	1	1	0	17	731
17:45	4	347	3	0	354	25	4	7	0	36	11	321	18	11	361	13	2	2	0	17	768
Total Volume	18	1243	18	0	1279	111	17	30	0	158	59	1375	85	62	1581	57	6	7	0	70	3088
% App. Total	1.4	97.2	1.4	0		70.3	10.8	19	0		3.7	87	5.4	3.9		81.4	8.6	10	0		
PHF	.643	.896	.900	.000	.903	.895	.607	.833	.000	.940	.819	.963	.817	.646	.948	.950	.750	.875	.000	.921	.961
Autos	18	1239										1369									
% Autos	100	99.7	100	0	99.7	100	100	100	0	100	100	99.6	100	100	99.6	100	100	100	0	100	99.7
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% Heavy Vehicles	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.3



Traf Tech Engineering Inc.

File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

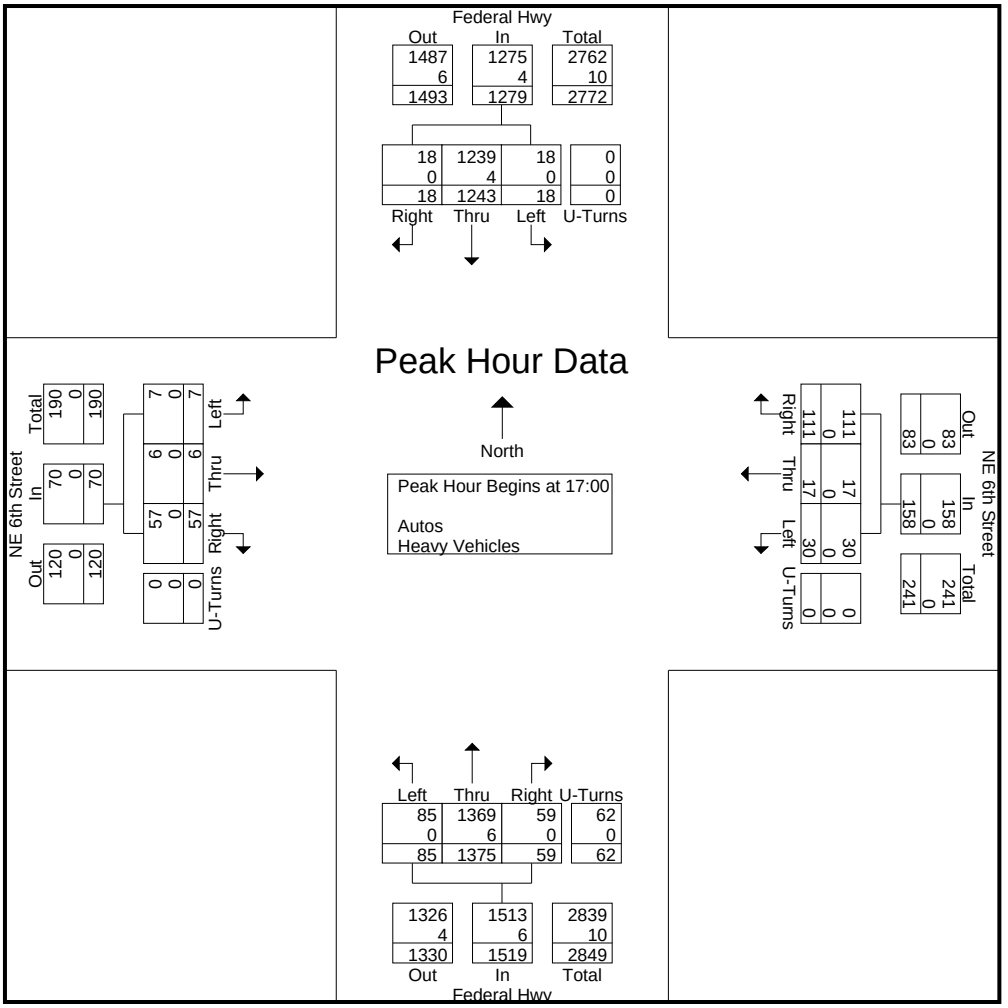
	Federal Hwy Southbound					NE 6th Street Westbound					Federal Hwy Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	8	341	18	0	367	12	3	4	0	19	16	244	9	8	277	10	4	0	0	14	677
08:00	3	278	16	0	297	22	1	4	0	27	11	185	20	6	222	24	0	1	0	25	571
08:15	5	340	8	0	353	19	2	4	1	26	13	203	19	8	243	18	2	0	0	20	642
08:30	12	326	13	0	351	15	1	12	0	28	12	193	14	6	225	17	2	2	0	21	625
Total Volume	28	1285	55	0	1368	68	7	24	1	100	52	825	62	28	967	69	8	3	0	80	2515
% App. Total	2	93.9	4	0		68	7	24	1		5.4	85.3	6.4	2.9		86.2	10	3.8	0		
PHF	.583	.942	.764	.000	.932	.773	.583	.500	.250	.893	.813	.845	.775	.875	.873	.719	.500	.375	.000	.800	.929
Autos	28	1273																			
% Autos	100	99.1	98.2	0	99.0	100	100	95.8	100	99.0	100	99.3	100	100	99.4	100	100	100	0	100	99.2
Heavy Vehicles	0	12	1	0	13	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	20
% Heavy Vehicles	0	0.9	1.8	0	1.0	0	0	4.2	0	1.0	0	0.7	0	0	0.6	0	0	0	0	0	0.8



Traf Tech Engineering Inc.

File Name : 5-Federal Hwy & NE 6th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	Federal Hwy Southbound					NE 6th Street Westbound					Federal Hwy Northbound					NE 6th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	320	5	0	328	31	3	7	0	41	15	352	26	24	417	14	1	2	0	17	803
17:15	7	307	5	0	319	29	3	7	0	39	15	357	26	11	409	15	2	2	0	19	786
17:30	4	269	5	0	278	26	7	9	0	42	18	345	15	16	394	15	1	1	0	17	731
17:45	4	347	3	0	354	25	4	7	0	36	11	321	18	11	361	13	2	2	0	17	768
Total Volume	18	1243	18	0	1279	111	17	30	0	158	59	1375	85	62	1581	57	6	7	0	70	3088
% App. Total	1.4	97.2	1.4	0		70.3	10.8	19	0		3.7	87	5.4	3.9		81.4	8.6	10	0		
PHF	.643	.896	.900	.000	.903	.895	.607	.833	.000	.940	.819	.963	.817	.646	.948	.950	.750	.875	.000	.921	.961
Autos	18	1239										1369									
% Autos	100	99.7	100	0	99.7	100	100	100	0	100	100	99.6	100	100	99.6	100	100	100	0	100	99.7
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% Heavy Vehicles	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.3



Traf Tech Engineering Inc.

File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	Federal Hwy Southbound				NE 4th Street Westbound				Federal Hwy Northbound				NE 4th Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	2	1	0	0	1	3	0	0	1	0	0	0	1	9
07:15	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4
07:30	1	0	0	2	2	0	0	2	2	0	0	0	0	0	0	0	9
07:45	1	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	5
Total	3	0	0	4	4	0	0	6	5	0	0	2	1	0	0	2	27
08:00	0	0	0	4	1	0	0	3	1	0	0	1	0	0	0	0	10
08:15	3	0	0	1	0	0	0	3	0	0	0	1	0	0	0	2	10
08:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
08:45	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	7
Total	4	0	0	7	2	0	0	10	1	0	0	2	0	0	0	3	29
*** BREAK ***																	
16:00	2	0	0	1	3	0	0	1	1	0	0	1	1	0	0	0	10
16:15	0	0	0	1	3	0	0	1	1	0	0	1	0	0	0	3	10
16:30	0	0	0	0	1	0	0	2	1	0	0	3	0	0	0	6	13
16:45	0	0	0	1	0	0	0	1	0	0	0	2	1	0	0	2	7
Total	2	0	0	3	7	0	0	5	3	0	0	7	2	0	0	11	40
17:00	0	0	0	1	1	0	0	9	1	0	0	0	0	0	0	4	16
17:15	2	0	0	2	0	0	0	1	1	0	0	1	1	0	0	6	14
17:30	0	0	0	0	0	0	0	2	1	0	0	2	0	0	0	4	9
17:45	4	0	0	12	1	0	0	6	0	0	0	1	2	0	0	5	31
Total	6	0	0	15	2	0	0	18	3	0	0	4	3	0	0	19	70
Grand Total	15	0	0	29	15	0	0	39	12	0	0	15	6	0	0	35	166
Apprch %	34.1	0	0	65.9	27.8	0	0	72.2	44.4	0	0	55.6	14.6	0	0	85.4	
Total %	9	0	0	17.5	9	0	0	23.5	7.2	0	0	9	3.6	0	0	21.1	

Traf Tech Engineering Inc.

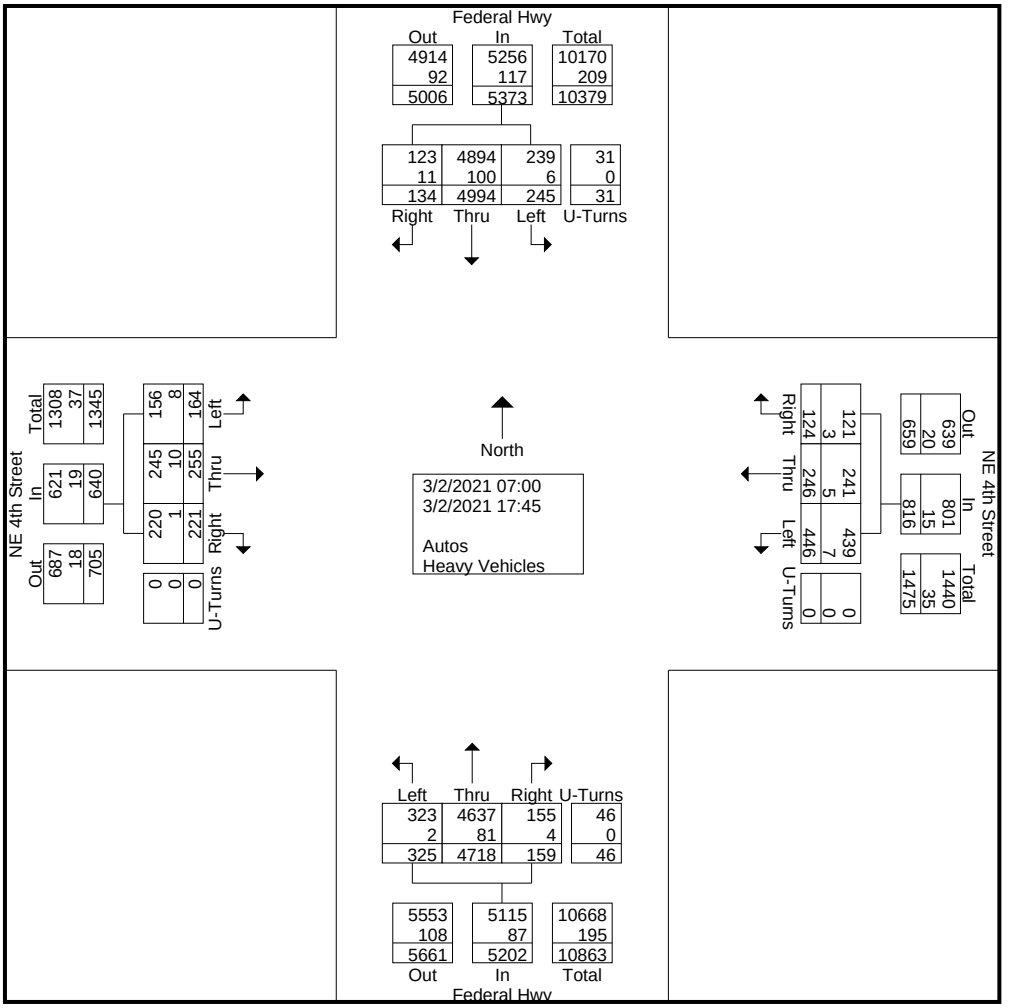
File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Federal Hwy Southbound					NE 4th Street Westbound					Federal Hwy Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	4	200	12	1	217	4	1	5	0	10	4	131	8	1	144	11	10	5	0	26	397
07:15	4	244	13	1	262	6	5	13	0	24	7	225	9	4	245	14	9	7	0	30	561
07:30	8	205	15	2	230	10	6	22	0	38	8	238	12	1	259	17	10	6	0	33	560
07:45	8	357	26	1	392	12	10	22	0	44	10	277	15	1	303	16	16	8	0	40	779
Total	24	1006	66	5	1101	32	22	62	0	116	29	871	44	7	951	58	45	26	0	129	2297
08:00	6	320	16	0	342	10	10	12	0	32	14	216	16	1	247	12	14	9	0	35	656
08:15	3	378	13	0	394	3	10	25	0	38	5	252	12	2	271	10	6	4	0	20	723
08:30	17	356	16	1	390	3	15	25	0	43	7	226	13	3	249	21	23	8	0	52	734
08:45	12	314	19	1	346	6	11	21	0	38	6	296	11	4	317	13	17	7	0	37	738
Total	38	1368	64	2	1472	22	46	83	0	151	32	990	52	10	1084	56	60	28	0	144	2851
*** BREAK ***																					
16:00	6	287	17	5	315	8	27	30	0	65	14	334	25	3	376	20	19	21	0	60	816
16:15	6	287	11	3	307	10	19	38	0	67	15	298	32	2	347	12	12	10	0	34	755
16:30	9	372	14	3	398	7	24	39	0	70	20	348	16	2	386	15	21	6	0	42	896
16:45	8	328	14	2	352	11	13	46	0	70	10	344	31	3	388	13	21	20	0	54	864
Total	29	1274	56	13	1372	36	83	153	0	272	59	1324	104	10	1497	60	73	57	0	190	3331
17:00	11	347	15	1	374	5	26	37	0	68	12	397	40	4	453	13	16	9	0	38	933
17:15	13	328	15	5	361	10	32	33	0	75	11	396	34	2	443	13	26	19	0	58	937
17:30	9	288	18	2	317	12	16	42	0	70	6	378	17	7	408	14	18	19	0	51	846
17:45	10	383	11	3	407	7	21	36	0	64	10	362	34	6	412	7	17	6	0	30	913
Total	43	1346	59	11	1459	34	95	148	0	277	39	1533	125	19	1716	47	77	53	0	177	3629
Grand Total	134	4994	245	31	5404	124	246	446	0	816	159	4718	325	46	5248	221	255	164	0	640	12108
Apprch %	2.5	92.4	4.5	0.6		15.2	30.1	54.7	0		3	89.9	6.2	0.9		34.5	39.8	25.6	0		
Total %	1.1	41.2	2	0.3	44.6	1	2	3.7	0	6.7	1.3	39	2.7	0.4	43.3	1.8	2.1	1.4	0	5.3	
Autos	123	4894	239	31	5287	121	241	439	0	801	155	4637	323	46	5161	220	245	156	0	621	11870
% Autos	91.8	98	97.6	100	97.8	97.6	98	98.4	0	98.2	97.5	98.3	99.4	100	98.3	99.5	96.1	95.1	0	97	98
Heavy Vehicles																					
% Heavy Vehicles	8.2	2	2.4	0	2.2	2.4	2	1.6	0	1.8	2.5	1.7	0.6	0	1.7	0.5	3.9	4.9	0	3	2

Traf Tech Engineering Inc.

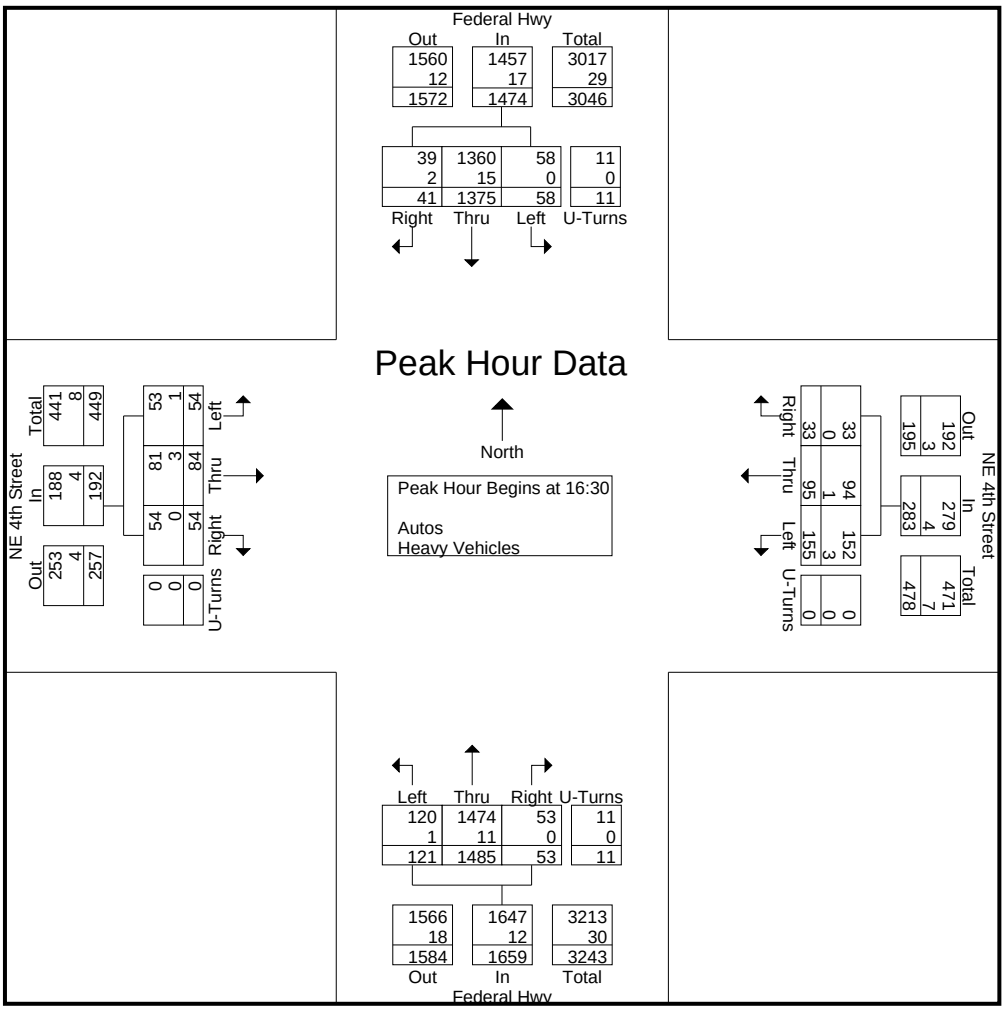
File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

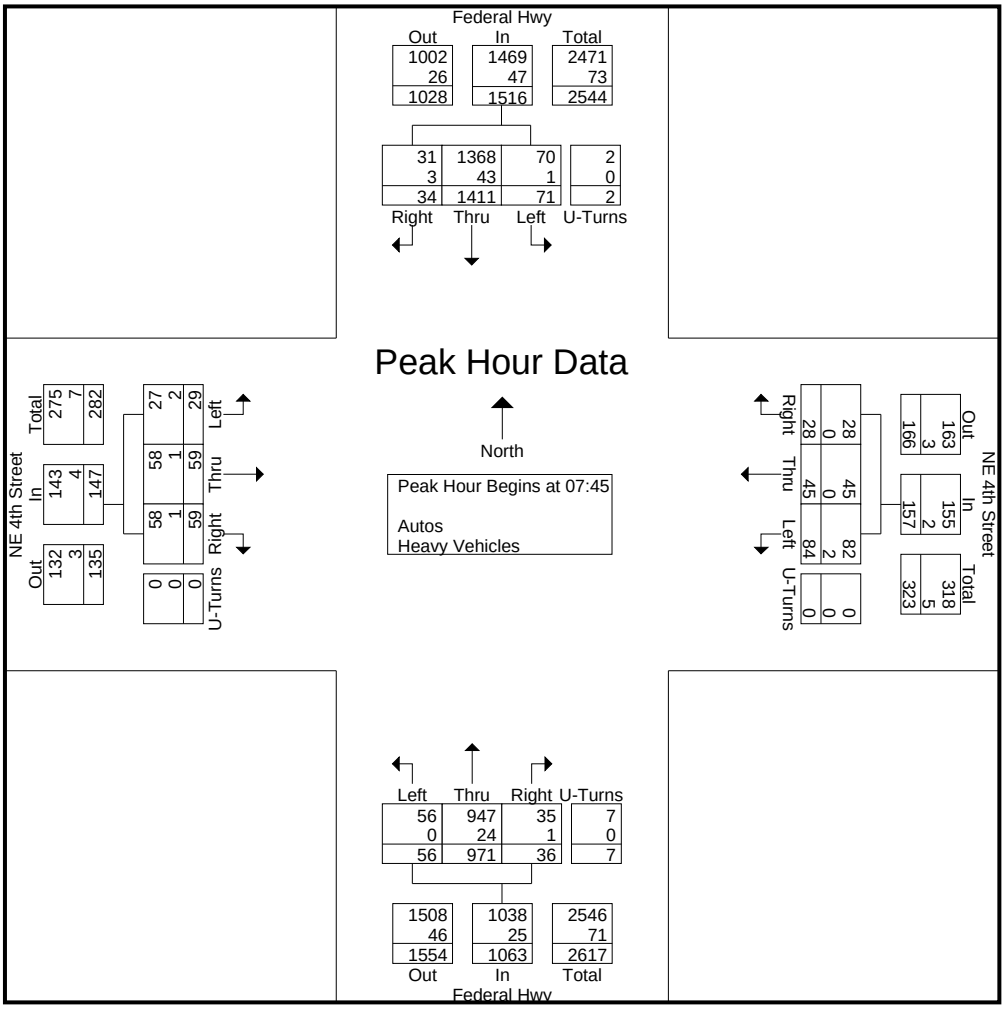
	Federal Hwy Southbound					NE 4th Street Westbound					Federal Hwy Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	372	14	3	398	7	24	39	0	70	20	348	16	2	386	15	21	6	0	42	896
16:45	8	328	14	2	352	11	13	46	0	70	10	344	31	3	388	13	21	20	0	54	864
17:00	11	347	15	1	374	5	26	37	0	68	12	397	40	4	453	13	16	9	0	38	933
17:15	13	328	15	5	361	10	32	33	0	75	11	396	34	2	443	13	26	19	0	58	937
Total Volume	41	1375	58	11	1485	33	95	155	0	283	53	1485	121	11	1670	54	84	54	0	192	3630
% App. Total	2.8	92.6	3.9	0.7		11.7	33.6	54.8	0		3.2	88.9	7.2	0.7		28.1	43.8	28.1	0		
PHF	.788	.924	.967	.550	.933	.750	.742	.842	.000	.943	.663	.935	.756	.688	.922	.900	.808	.675	.000	.828	.969
Autos	39	1360										1474									
% Autos	95.1	98.9	100	100	98.9	100	98.9	98.1	0	98.6	100	99.3	99.2	100	99.3	100	96.4	98.1	0	97.9	99.0
Heavy Vehicles																					
% Heavy Vehicles	4.9	1.1	0	0	1.1	0	1.1	1.9	0	1.4	0	0.7	0.8	0	0.7	0	3.6	1.9	0	2.1	1.0



Traf Tech Engineering Inc.

File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

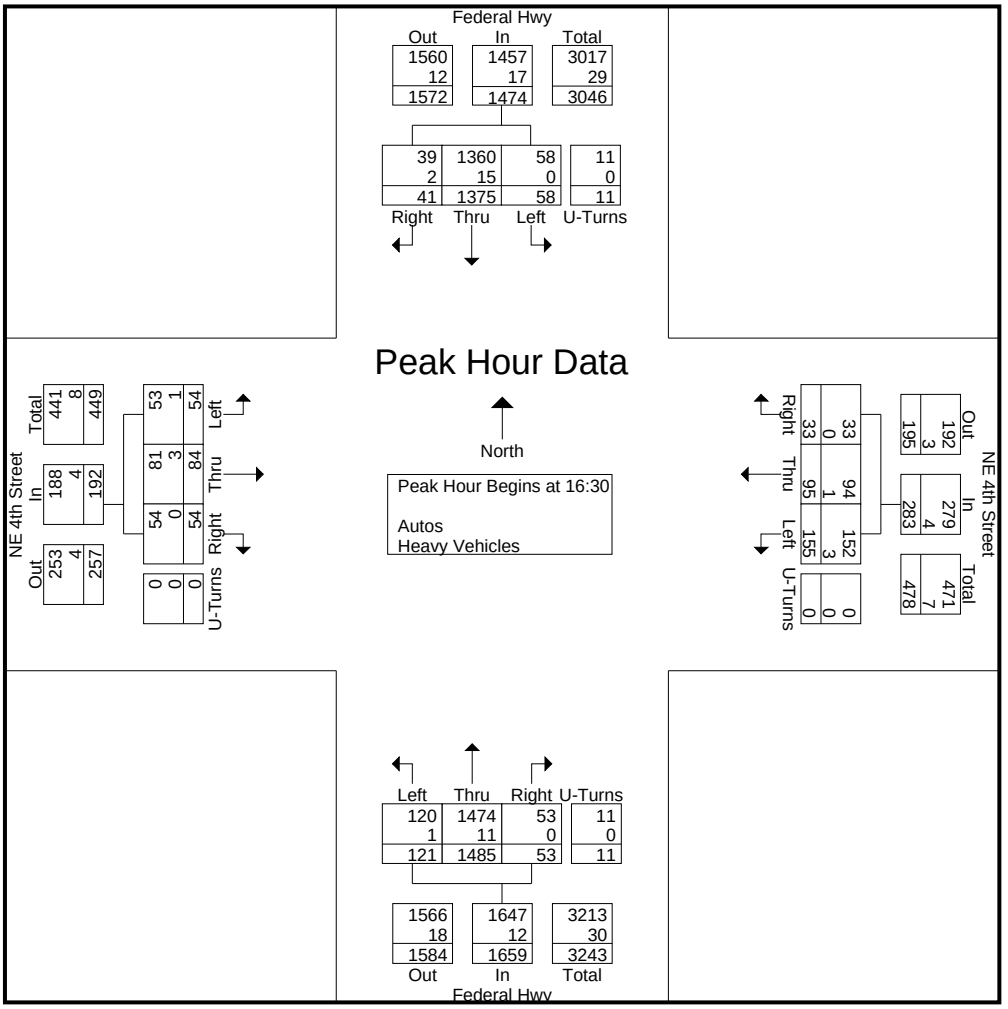
	Federal Hwy Southbound					NE 4th Street Westbound					Federal Hwy Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	8	357	26	1	392	12	10	22	0	44	10	277	15	1	303	16	16	8	0	40	779
08:00	6	320	16	0	342	10	10	12	0	32	14	216	16	1	247	12	14	9	0	35	656
08:15	3	378	13	0	394	3	10	25	0	38	5	252	12	2	271	10	6	4	0	20	723
08:30	17	356	16	1	390	3	15	25	0	43	7	226	13	3	249	21	23	8	0	52	734
Total Volume	34	1411	71	2	1518	28	45	84	0	157	36	971	56	7	1070	59	59	29	0	147	2892
% App. Total	2.2	93	4.7	0.1		17.8	28.7	53.5	0		3.4	90.7	5.2	0.7		40.1	40.1	19.7	0		
PHF	.500	.933	.683	.500	.963	.583	.750	.840	.000	.892	.643	.876	.875	.583	.883	.702	.641	.806	.000	.707	.928
Autos	31	1368																			
% Autos	91.2	97.0	98.6	100	96.9	100	100	97.6	0	98.7	97.2	97.5	100	100	97.7	98.3	98.3	93.1	0	97.3	97.3
Heavy Vehicles																					
% Heavy Vehicles	8.8	3.0	1.4	0	3.1	0	0	2.4	0	1.3	2.8	2.5	0	0	2.3	1.7	1.7	6.9	0	2.7	2.7



Traf Tech Engineering Inc.

File Name : 6-Federal Hwy & NE 4th St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	Federal Hwy Southbound					NE 4th Street Westbound					Federal Hwy Northbound					NE 4th Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	372	14	3	398	7	24	39	0	70	20	348	16	2	386	15	21	6	0	42	896
16:45	8	328	14	2	352	11	13	46	0	70	10	344	31	3	388	13	21	20	0	54	864
17:00	11	347	15	1	374	5	26	37	0	68	12	397	40	4	453	13	16	9	0	38	933
17:15	13	328	15	5	361	10	32	33	0	75	11	396	34	2	443	13	26	19	0	58	937
Total Volume	41	1375	58	11	1485	33	95	155	0	283	53	1485	121	11	1670	54	84	54	0	192	3630
% App. Total	2.8	92.6	3.9	0.7		11.7	33.6	54.8	0		3.2	88.9	7.2	0.7		28.1	43.8	28.1	0		
PHF	.788	.924	.967	.550	.933	.750	.742	.842	.000	.943	.663	.935	.756	.688	.922	.900	.808	.675	.000	.828	.969
Autos	39	1360										1474									
% Autos	95.1	98.9	100	100	98.9	100	98.9	98.1	0	98.6	100	99.3	99.2	100	99.3	100	96.4	98.1	0	97.9	99.0
Heavy Vehicles																					
% Heavy Vehicles	4.9	1.1	0	0	1.1	0	1.1	1.9	0	1.4	0	0.7	0.8	0	0.7	0	3.6	1.9	0	2.1	1.0



Traf Tech Engineering Inc.

File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	Federal Hwy Southbound				NE 3rd Street Westbound				Federal Hwy Northbound				NE 3rd Street Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:15	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	8
07:30	1	0	0	1	0	0	0	3	0	0	0	1	1	0	0	6	13
07:45	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	7
Total	2	0	0	4	0	0	0	9	0	0	0	1	1	0	0	14	31
08:00	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	2	5
08:15	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	5	8
08:30	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	9
08:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	4
Total	0	0	0	5	0	0	0	7	0	0	0	0	2	0	0	12	26
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	8
16:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	8
16:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	7
16:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	8
Total	2	0	0	1	0	0	0	13	0	0	0	0	0	0	0	15	31
17:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	6
17:15	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	11
17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
17:45	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	4	9
Total	0	0	0	4	0	0	0	10	0	0	0	0	0	0	0	16	30
Grand Total	4	0	0	14	0	0	0	39	0	0	0	1	3	0	0	57	118
Apprch %	22.2	0	0	77.8	0	0	0	100	0	0	0	100	5	0	0	95	
Total %	3.4	0	0	11.9	0	0	0	33.1	0	0	0	0.8	2.5	0	0	48.3	

Traf Tech Engineering Inc.

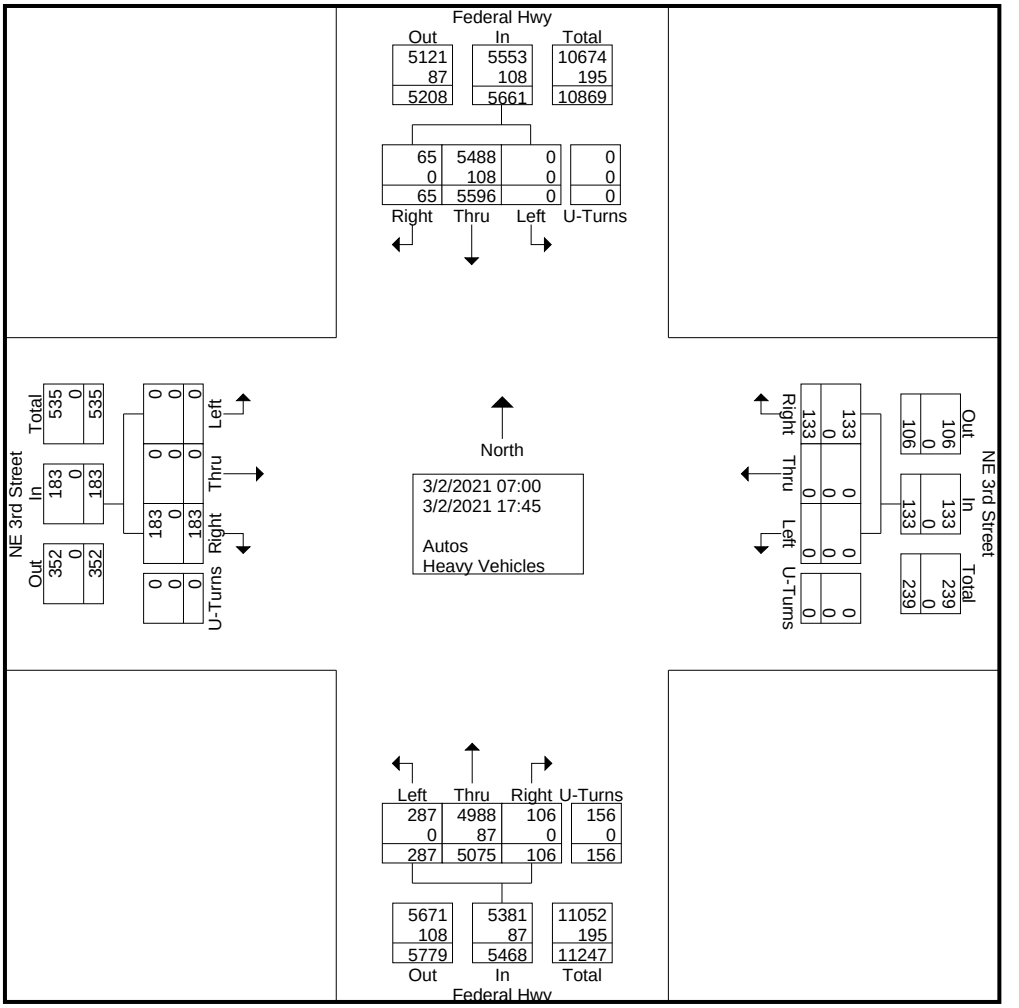
File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Federal Hwy Southbound					NE 3rd Street Westbound					Federal Hwy Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	3	213	0	0	216	1	0	0	0	1	1	142	10	4	157	16	0	0	0	16	390
07:15	2	269	0	0	271	1	0	0	0	1	4	241	12	0	257	13	0	0	0	13	542
07:30	0	244	0	0	244	2	0	0	0	2	11	256	18	6	291	9	0	0	0	9	546
07:45	6	389	0	0	395	3	0	0	0	3	12	299	9	8	328	8	0	0	0	8	734
Total	11	1115	0	0	1126	7	0	0	0	7	28	938	49	18	1033	46	0	0	0	46	2212
08:00	3	341	0	0	344	7	0	0	0	7	6	239	20	6	271	20	0	0	0	20	642
08:15	4	409	0	0	413	7	0	0	0	7	5	262	17	8	292	16	0	0	0	16	728
08:30	8	394	0	0	402	9	0	0	0	9	6	237	14	6	263	13	0	0	0	13	687
08:45	6	342	0	0	348	2	0	0	0	2	4	311	11	8	334	12	0	0	0	12	696
Total	21	1486	0	0	1507	25	0	0	0	25	21	1049	62	28	1160	61	0	0	0	61	2753
*** BREAK ***																					
16:00	5	332	0	0	337	9	0	0	0	9	7	364	34	13	418	8	0	0	0	8	772
16:15	8	329	0	0	337	15	0	0	0	15	3	330	24	19	376	8	0	0	0	8	736
16:30	6	420	0	0	426	11	0	0	0	11	12	373	27	6	418	10	0	0	0	10	865
16:45	5	382	0	0	387	10	0	0	0	10	5	375	14	10	404	9	0	0	0	9	810
Total	24	1463	0	0	1487	45	0	0	0	45	27	1442	99	48	1616	35	0	0	0	35	3183
17:00	2	395	0	0	397	14	0	0	0	14	8	435	24	24	491	10	0	0	0	10	912
17:15	3	371	0	0	374	12	0	0	0	12	9	434	23	11	477	11	0	0	0	11	874
17:30	3	341	0	0	344	14	0	0	0	14	10	387	14	16	427	11	0	0	0	11	796
17:45	1	425	0	0	426	16	0	0	0	16	3	390	16	11	420	9	0	0	0	9	871
Total	9	1532	0	0	1541	56	0	0	0	56	30	1646	77	62	1815	41	0	0	0	41	3453
Grand Total	65	5596	0	0	5661	133	0	0	0	133	106	5075	287	156	5624	183	0	0	0	183	11601
Apprch %	1.1	98.9	0	0		100	0	0	0		1.9	90.2	5.1	2.8		100	0	0	0		
Total %	0.6	48.2	0	0	48.8	1.1	0	0	0	1.1	0.9	43.7	2.5	1.3	48.5	1.6	0	0	0	1.6	
Autos	65	5488	0	0	5553	133	0	0	0	133	106	4988	287	156	5537	183	0	0	0	183	11406
% Autos	100	98.1	0	0	98.1	100	0	0	0	100	100	98.3	100	100	98.5	100	0	0	0	100	98.3
Heavy Vehicles	0	108	0	0	108	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	195
% Heavy Vehicles	0	1.9	0	0	1.9	0	0	0	0	0	0	1.7	0	0	1.5	0	0	0	0	0	1.7

Traf Tech Engineering Inc.

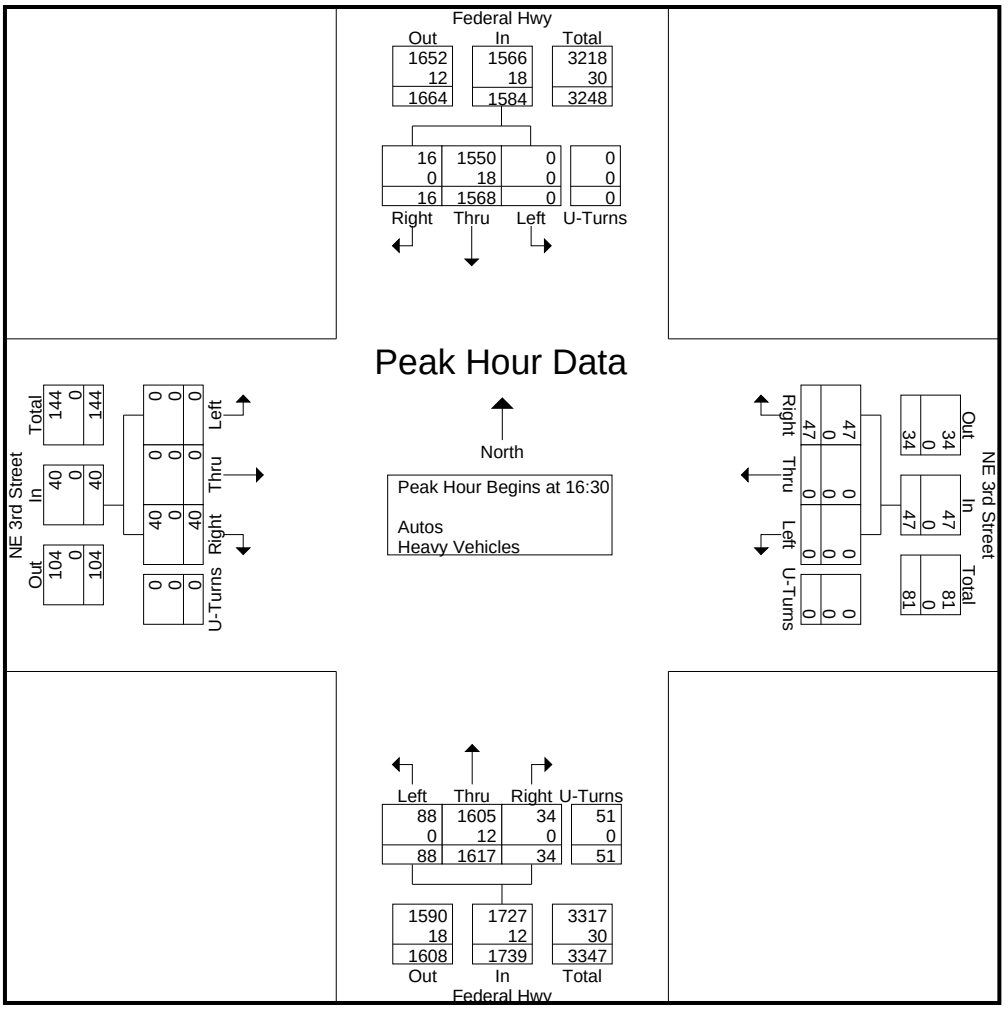
File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

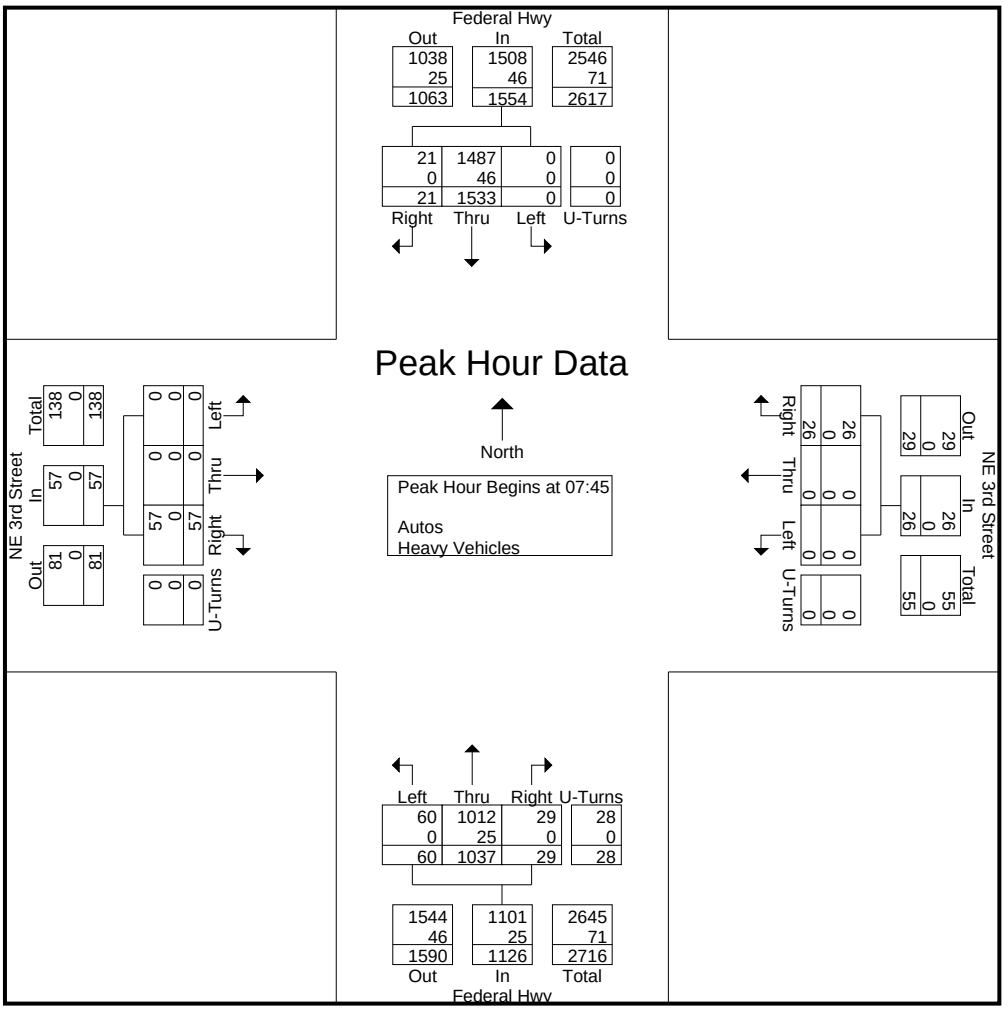
	Federal Hwy Southbound					NE 3rd Street Westbound					Federal Hwy Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	6	420	0	0	426	11	0	0	0	11	12	373	27	6	418	10	0	0	0	10	865
16:45	5	382	0	0	387	10	0	0	0	10	5	375	14	10	404	9	0	0	0	9	810
17:00	2	395	0	0	397	14	0	0	0	14	8	435	24	24	491	10	0	0	0	10	912
17:15	3	371	0	0	374	12	0	0	0	12	9	434	23	11	477	11	0	0	0	11	874
Total Volume	16	1568	0	0	1584	47	0	0	0	47	34	1617	88	51	1790	40	0	0	0	40	3461
% App. Total	1	99	0	0		100	0	0	0		1.9	90.3	4.9	2.8		100	0	0	0		
PHF	.667	.933	.000	.000	.930	.839	.000	.000	.000	.839	.708	.929	.815	.531	.911	.909	.000	.000	.000	.909	.949
Autos	16	1550										1605									
% Autos	100	98.9	0	0	98.9	100	0	0	0	100	100	99.3	100	100	99.3	100	0	0	0	100	99.1
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	30
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

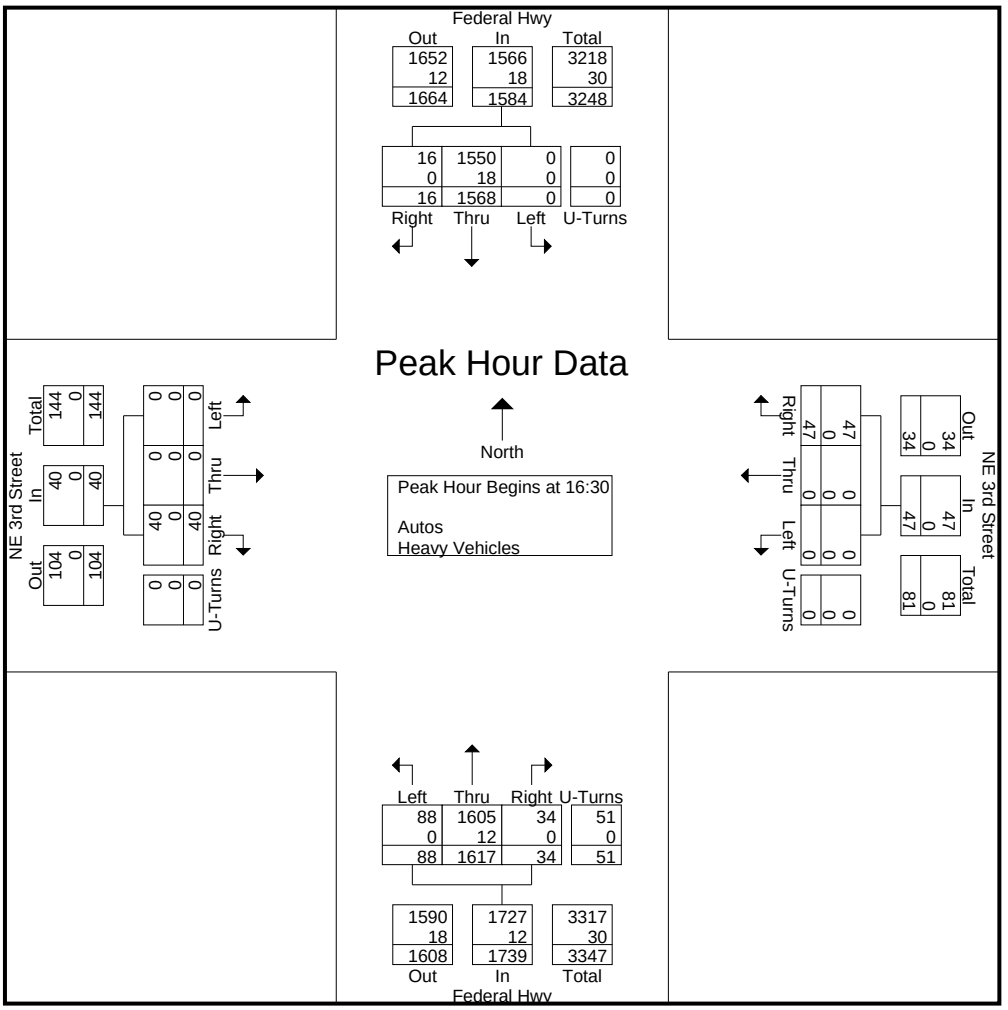
	Federal Hwy Southbound					NE 3rd Street Westbound					Federal Hwy Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	6	389	0	0	395	3	0	0	0	3	12	299	9	8	328	8	0	0	0	8	734
08:00	3	341	0	0	344	7	0	0	0	7	6	239	20	6	271	20	0	0	0	20	642
08:15	4	409	0	0	413	7	0	0	0	7	5	262	17	8	292	16	0	0	0	16	728
08:30	8	394	0	0	402	9	0	0	0	9	6	237	14	6	263	13	0	0	0	13	687
Total Volume	21	1533	0	0	1554	26	0	0	0	26	29	1037	60	28	1154	57	0	0	0	57	2791
% App. Total	1.4	98.6	0	0		100	0	0	0		2.5	89.9	5.2	2.4		100	0	0	0		
PHF	.656	.937	.000	.000	.941	.722	.000	.000	.000	.722	.604	.867	.750	.875	.880	.713	.000	.000	.000	.713	.951
Autos	21	1487										1012									
% Autos	100	97.0	0	0	97.0	100	0	0	0	100	100	97.6	100	100	97.8	100	0	0	0	100	97.5
Heavy Vehicles	0	46	0	0	46	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	71
% Heavy Vehicles	0	3.0	0	0	3.0	0	0	0	0	0	0	2.4	0	0	2.2	0	0	0	0	0	2.5



Traf Tech Engineering Inc.

File Name : 7-Federal Hwy & NE 3rd St
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	Federal Hwy Southbound					NE 3rd Street Westbound					Federal Hwy Northbound					NE 3rd Street Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	6	420	0	0	426	11	0	0	0	11	12	373	27	6	418	10	0	0	0	10	865
16:45	5	382	0	0	387	10	0	0	0	10	5	375	14	10	404	9	0	0	0	9	810
17:00	2	395	0	0	397	14	0	0	0	14	8	435	24	24	491	10	0	0	0	10	912
17:15	3	371	0	0	374	12	0	0	0	12	9	434	23	11	477	11	0	0	0	11	874
Total Volume	16	1568	0	0	1584	47	0	0	0	47	34	1617	88	51	1790	40	0	0	0	40	3461
% App. Total	1	99	0	0		100	0	0	0		1.9	90.3	4.9	2.8		100	0	0	0		
PHF	.667	.933	.000	.000	.930	.839	.000	.000	.000	.839	.708	.929	.815	.531	.911	.909	.000	.000	.000	.909	.949
Autos	16	1550										1605									
% Autos	100	98.9	0	0	98.9	100	0	0	0	100	100	99.3	100	100	99.3	100	0	0	0	100	99.1
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	30
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Peds & Bikes

	Federal Hwy Southbound				Broward Blvd Westbound				Federal Hwy Northbound				Broward Blvd Eastbound				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0	5	21
07:15	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	5
07:30	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	13	1	0	0	13	0	0	0	0	0	0	0	5	33
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	6
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
16:30	3	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	11
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Total	6	0	0	1	5	0	0	7	0	0	0	0	0	0	0	0	19
17:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
17:45	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	16
Grand Total	12	0	0	26	6	0	0	25	0	0	0	0	0	0	0	5	74
Apprch %	31.6	0	0	68.4	19.4	0	0	80.6	0	0	0	0	0	0	0	100	
Total %	16.2	0	0	35.1	8.1	0	0	33.8	0	0	0	0	0	0	0	6.8	

Traf Tech Engineering Inc.

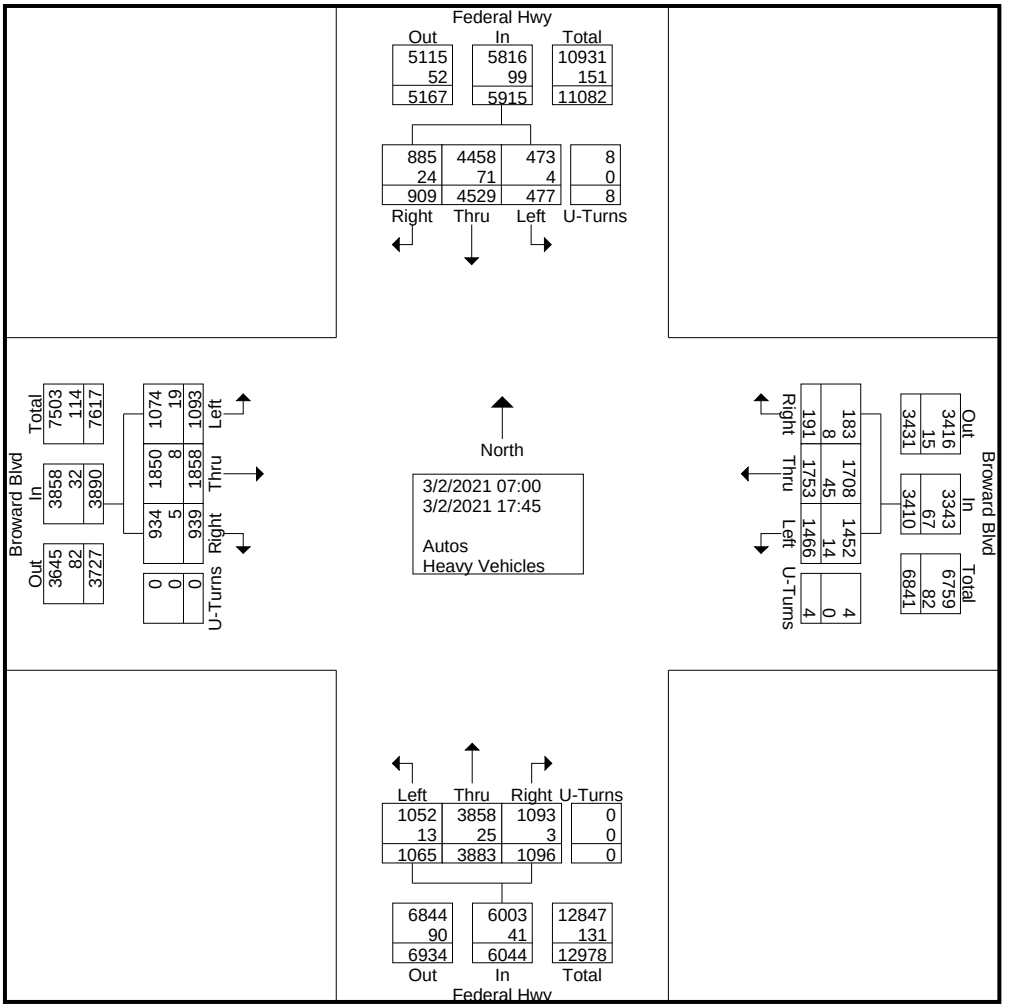
File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Federal Hwy Southbound					Broward Blvd Westbound					Federal Hwy Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	39	172	15	0	226	6	76	61	0	143	47	142	40	0	229	39	67	28	0	134	732
07:15	47	233	12	1	293	8	75	58	0	141	51	154	50	0	255	30	86	34	0	150	839
07:30	42	286	14	1	343	16	105	130	1	252	81	249	67	0	397	89	106	64	0	259	1251
07:45	53	322	34	0	409	12	96	105	0	213	69	207	39	0	315	60	107	40	0	207	1144
Total	181	1013	75	2	1271	42	352	354	1	749	248	752	196	0	1196	218	366	166	0	750	3966
08:00	46	298	41	0	385	7	88	110	0	205	71	245	83	0	399	79	125	45	0	249	1238
08:15	63	303	35	0	401	9	87	97	0	193	69	195	56	0	320	63	126	59	0	248	1162
08:30	54	300	37	1	392	16	84	71	0	171	56	196	62	0	314	69	122	45	0	236	1113
08:45	55	247	44	0	346	10	104	93	0	207	70	233	70	0	373	93	149	55	0	297	1223
Total	218	1148	157	1	1524	42	363	371	0	776	266	869	271	0	1406	304	522	204	0	1030	4736
*** BREAK ***																					
16:00	58	247	27	1	333	18	154	73	1	246	62	205	81	0	348	55	106	104	0	265	1192
16:15	65	238	34	1	338	16	144	96	1	257	75	261	80	0	416	51	125	97	0	273	1284
16:30	79	312	36	1	428	11	103	96	0	210	82	290	80	0	452	49	100	77	0	226	1316
16:45	75	275	33	2	385	15	150	107	0	272	79	307	79	0	465	56	112	87	0	255	1377
Total	277	1072	130	5	1484	60	551	372	2	985	298	1063	320	0	1681	211	443	365	0	1019	5169
17:00	67	369	34	0	470	12	119	96	0	227	68	332	83	0	483	66	131	95	0	292	1472
17:15	48	287	30	0	365	10	127	87	0	224	74	343	74	0	491	62	112	91	0	265	1345
17:30	59	315	26	0	400	9	106	79	0	194	69	286	65	0	420	28	156	88	0	272	1286
17:45	59	325	25	0	409	16	135	107	1	259	73	238	56	0	367	50	128	84	0	262	1297
Total	233	1296	115	0	1644	47	487	369	1	904	284	1199	278	0	1761	206	527	358	0	1091	5400
Grand Total	909	4529	477	8	5923	191	1753	1466	4	3414	1096	3883	1065	0	6044	939	1858	1093	0	3890	19271
Apprch %	15.3	76.5	8.1	0.1		5.6	51.3	42.9	0.1		18.1	64.2	17.6	0		24.1	47.8	28.1	0		
Total %	4.7	23.5	2.5	0	30.7	1	9.1	7.6	0	17.7	5.7	20.1	5.5	0	31.4	4.9	9.6	5.7	0	20.2	
Autos	885	4458	473	8	5824	183	1708	1452	4	3347	1093	3858	1052	0	6003	934	1850	1074	0	3858	19032
% Autos	97.4	98.4	99.2	100	98.3	95.8	97.4	99	100	98	99.7	99.4	98.8	0	99.3	99.5	99.6	98.3	0	99.2	98.8
Heavy Vehicles																					
% Heavy Vehicles	2.6	1.6	0.8	0	1.7	4.2	2.6	1	0	2	0.3	0.6	1.2	0	0.7	0.5	0.4	1.7	0	0.8	1.2

Traf Tech Engineering Inc.

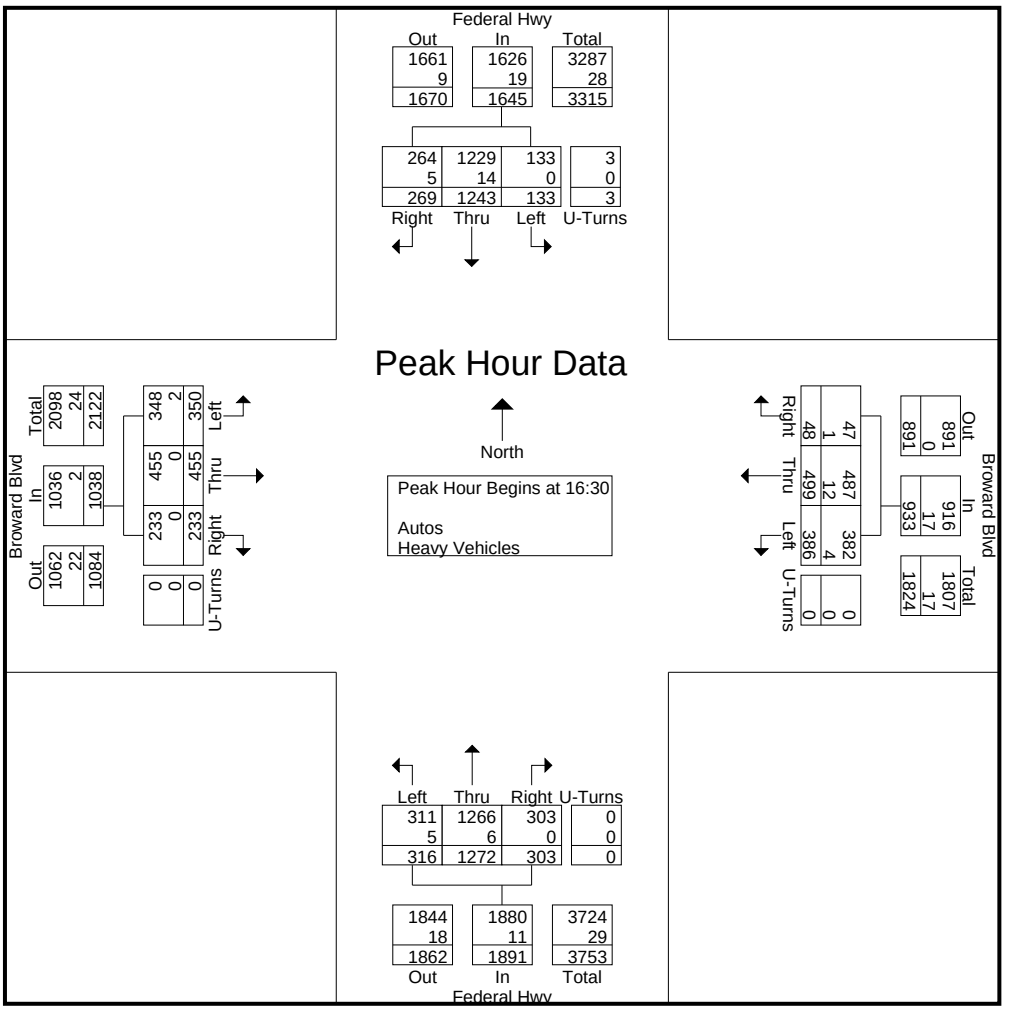
File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 3

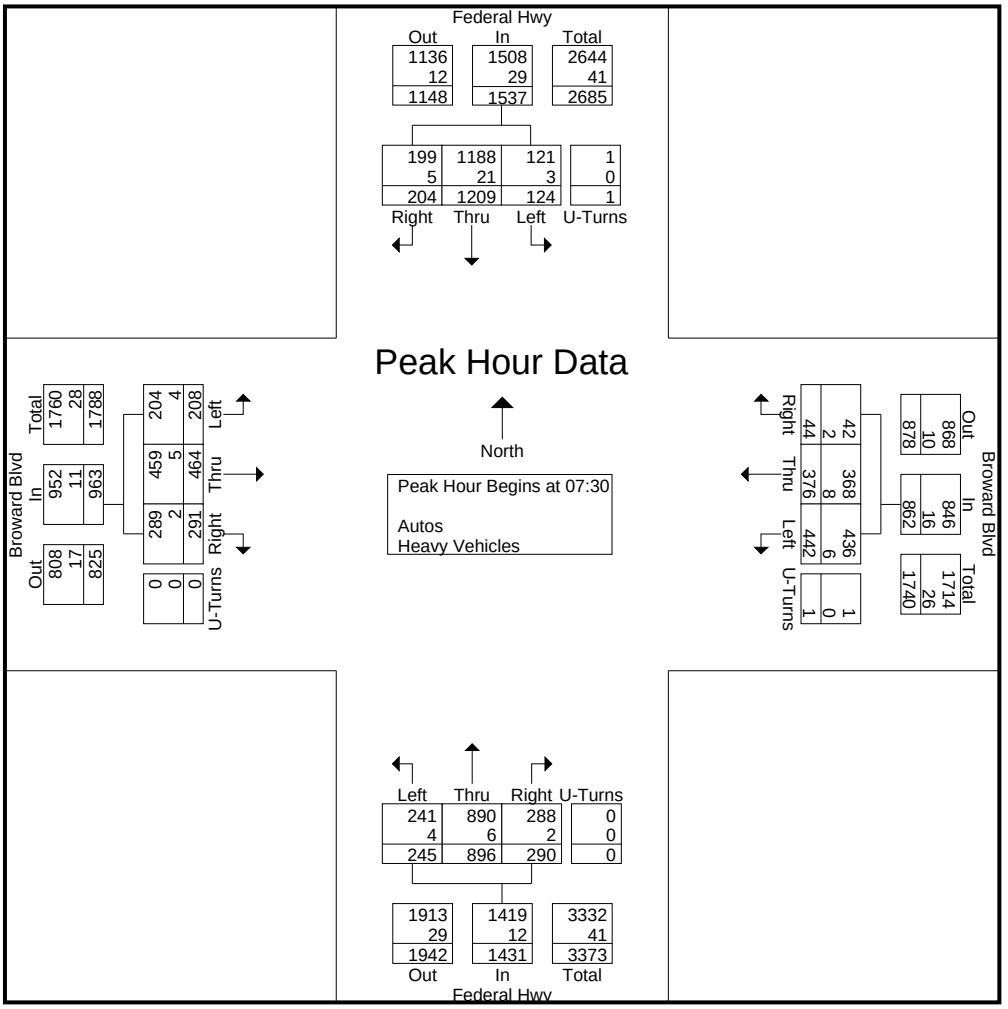
	Federal Hwy Southbound					Broward Blvd Westbound					Federal Hwy Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	79	312	36	1	428	11	103	96	0	210	82	290	80	0	452	49	100	77	0	226	1316
16:45	75	275	33	2	385	15	150	107	0	272	79	307	79	0	465	56	112	87	0	255	1377
17:00	67	369	34	0	470	12	119	96	0	227	68	332	83	0	483	66	131	95	0	292	1472
17:15	48	287	30	0	365	10	127	87	0	224	74	343	74	0	491	62	112	91	0	265	1345
Total Volume	269	1243	133	3	1648	48	499	386	0	933	303	1272	316	0	1891	233	455	350	0	1038	5510
% App. Total	16.3	75.4	8.1	0.2		5.1	53.5	41.4	0		16	67.3	16.7	0		22.4	43.8	33.7	0		
PHF	.851	.842	.924	.375	.877	.800	.832	.902	.000	.858	.924	.927	.952	.000	.963	.883	.868	.921	.000	.889	.936
Autos	264	1229										1266									
% Autos	98.1	98.9	100	100	98.8	97.9	97.6	99.0	0	98.2	100	99.5	98.4	0	99.4	100	100	99.4	0	99.8	99.1
Heavy Vehicles																					
% Heavy Vehicles	1.9	1.1	0	0	1.2	2.1	2.4	1.0	0	1.8	0	0.5	1.6	0	0.6	0	0	0.6	0	0.2	0.9



Traf Tech Engineering Inc.

File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 4

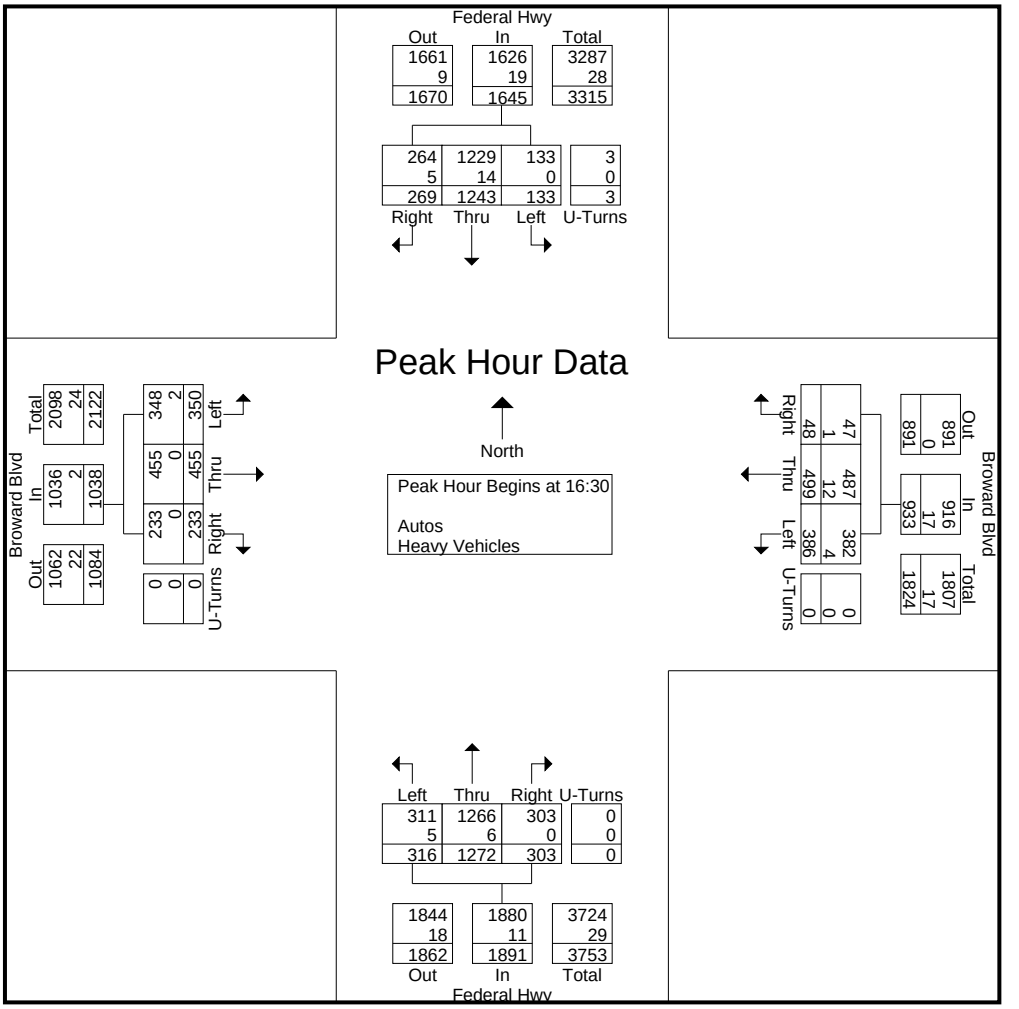
	Federal Hwy Southbound					Broward Blvd Westbound					Federal Hwy Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	42	286	14	1	343	16	105	130	1	252	81	249	67	0	397	89	106	64	0	259	1251
07:45	53	322	34	0	409	12	96	105	0	213	69	207	39	0	315	60	107	40	0	207	1144
08:00	46	298	41	0	385	7	88	110	0	205	71	245	83	0	399	79	125	45	0	249	1238
08:15	63	303	35	0	401	9	87	97	0	193	69	195	56	0	320	63	126	59	0	248	1162
Total Volume	204	1209	124	1	1538	44	376	442	1	863	290	896	245	0	1431	291	464	208	0	963	4795
% App. Total	13.3	78.6	8.1	0.1		5.1	43.6	51.2	0.1		20.3	62.6	17.1	0		30.2	48.2	21.6	0		
PHF	.810	.939	.756	.250	.940	.688	.895	.850	.250	.856	.895	.900	.738	.000	.897	.817	.921	.813	.000	.930	.958
Autos	199	1188																			
% Autos	97.5	98.3	97.6	100	98.1	95.5	97.9	98.6	100	98.1	99.3	99.3	98.4	0	99.2	99.3	98.9	98.1	0	98.9	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.5	1.7	2.4	0	1.9	4.5	2.1	1.4	0	1.9	0.7	0.7	1.6	0	0.8	0.7	1.1	1.9	0	1.1	1.4



Traf Tech Engineering Inc.

File Name : 8-Federal Hwy & Broward Blvd
Site Code : 00000000
Start Date : 3/2/2021
Page No : 5

	Federal Hwy Southbound					Broward Blvd Westbound					Federal Hwy Northbound					Broward Blvd Eastbound					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	79	312	36	1	428	11	103	96	0	210	82	290	80	0	452	49	100	77	0	226	1316
16:45	75	275	33	2	385	15	150	107	0	272	79	307	79	0	465	56	112	87	0	255	1377
17:00	67	369	34	0	470	12	119	96	0	227	68	332	83	0	483	66	131	95	0	292	1472
17:15	48	287	30	0	365	10	127	87	0	224	74	343	74	0	491	62	112	91	0	265	1345
Total Volume	269	1243	133	3	1648	48	499	386	0	933	303	1272	316	0	1891	233	455	350	0	1038	5510
% App. Total	16.3	75.4	8.1	0.2		5.1	53.5	41.4	0		16	67.3	16.7	0		22.4	43.8	33.7	0		
PHF	.851	.842	.924	.375	.877	.800	.832	.902	.000	.858	.924	.927	.952	.000	.963	.883	.868	.921	.000	.889	.936
Autos	264	1229										1266									
% Autos	98.1	98.9	100	100	98.8	97.9	97.6	99.0	0	98.2	100	99.5	98.4	0	99.4	100	100	99.4	0	99.8	99.1
Heavy Vehicles																					
% Heavy Vehicles	1.9	1.1	0	0	1.2	2.1	2.4	1.0	0	1.8	0	0.5	1.6	0	0.6	0	0	0.6	0	0.2	0.9



APPENDIX C

Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2023	**Initial Operation Date**	1960
Controller Type	2070 LN	**System Number**	2023
Modification Number	19	**Modification Date**	05/22/2016
Drawing/Project No	86006-3516	**FPL Grid Number**	87680661204
Intersection	FEDERAL HWY. (US 1/SR 5) and BROWARD BLVD. (SR 842)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	7	4	12	4	7
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	20	45	25	30	25	45	20	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				
Walk		7		7		7		7
Pedestrian Clearance		25		26		25		25
Permissive	NO		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

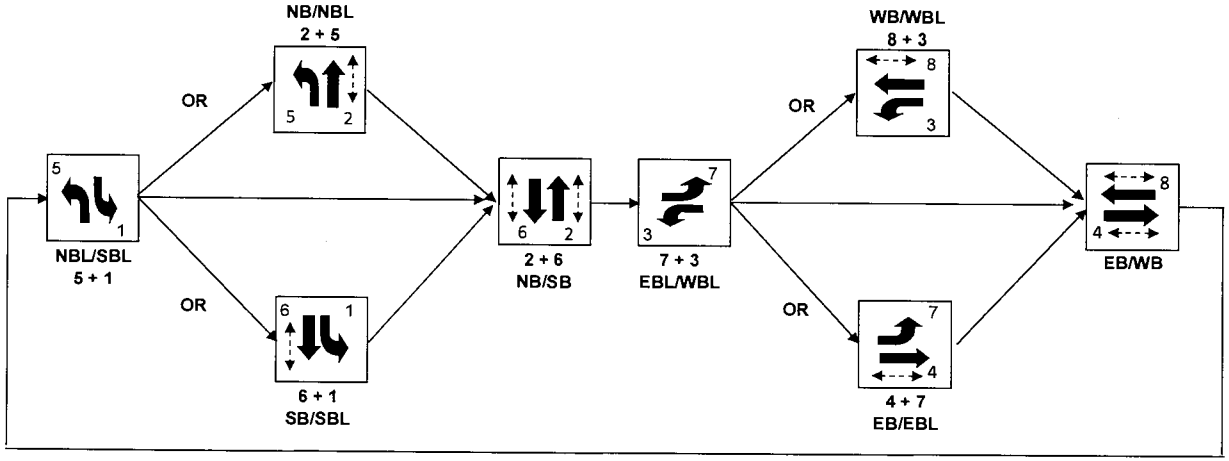
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 19 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2023) Federal Hwy (US 1/SR 5) and Broward Blvd (SR 842) Fort Lauderdale



Station : 2023 - US 1 & Broward Blvd (Standard File)

Phase	1 (SL)	2 (NR)	3 (WL)	4 (ER)	5 (NL)	6 (SR)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		25		26		25		25								
Min Green	4	12	4	7	4	12	4	7								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	20	45	25	30	25	45	20	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2023 - US 1 & Broward Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	63	2	1		50		33	58	30	39	25	66	30	39								
9		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
15		4	4	160	62	4	1		50		31	60	30	39	30	61	49	20								
18		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
Day Plan 2											**Easy**															
		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
2		100	254																							
8		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
Day Plan 3											**Easy**															
		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
2		100	254																							
8		3	3	160	64	3	1	2	50		31	58	30	41	31	58	30	41								
22		100	254																							

Station : 2023 - US 1 & Broward Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

Plan	Month J	F	M	A	M	J	J	A	S	O	N	D	Day of Week S	M	T	W	T	F	S	Day of Month 1	2	3	4	5	6	7	8	9	1 0	1	2	3	4	5	6	7	8	9	2 0	1	2	3	4	5	6	7	8	9	3 0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1					1																												2
9							1							1									1																												2
10									1					1						1	1	1	1	1	1	1	1																									2
11												1						1																																		2
12												1							1																																		2
13													1		1				1																																		2
14													1		1	1	1	1	1																																	2
15													1		1																																					2
16													1		1				1																																		2
17																																																				1
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30																																																				1
31																																																				1
32																																																				1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2043	**Initial Operation Date**	4/20/66
Controller Type	2070 TS2 (BIU)	**System Number**	2043
Modification Number	29	**Modification Date**	03/13/2019
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87680441107
Intersection	BROWARD BLVD. (SR 842) and NE-SE 3 AVENUE/JW MCLAUGHLIN AVE.		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	40	20	35	20	40	25	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		20		30		20		26
Permissive	YES		YES		YES		YES	
Flash Operation		RED		RED		RED		RED

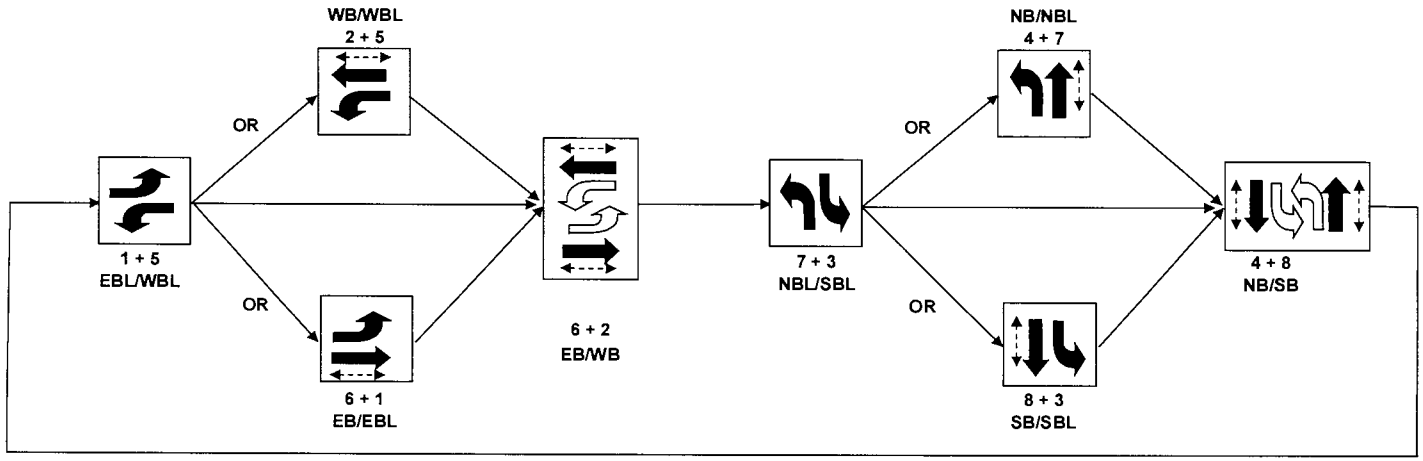
Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 29 RELFECTS FDOT BROWARD BLVD. CORRIDOR PROJECT.

Submitted By _____ **Approved By** _____

SEQUENCE of OPERATION for (2043) Broward Blvd (SR842) and E 3rd Avenue Ft. Lauderdale



Denotes pedestrian crosswalk signal

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		30		20		26								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	40	20	35	20	40	25	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green			1	1	1	1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9	9	9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				200
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				ON
No Skip				ON
Priority P1				6
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	154	2	1		50		25	66	20	49	20	71	25	44								
10		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
15		4	4	160	134	4	1		50		25	60	18	57	18	67	30	45								
18		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
Day Plan 2											**Easy**															
		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
2		100	254																							
8		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
Day Plan 3											**Easy**															
		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
2		100	254																							
8		3	3	160	150	3	1		50		20	62	20	58	23	59	30	48								
22		100	254																							

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1			2
13												1		1				1																													1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
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32																																																				1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2024	**Initial Operation Date**	6/9/71
Controller Type	2070 LN	**System Number**	2024
Modification Number	16	**Modification Date**	01/04/2021
Drawing/Project No		**FPL Grid Number**	87680664106
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	12		8	4	12		8
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	12	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		4.0	2.0	2.0		4.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7*		7*		7*		7*
Pedestrian Clearance		17		25		17		25
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

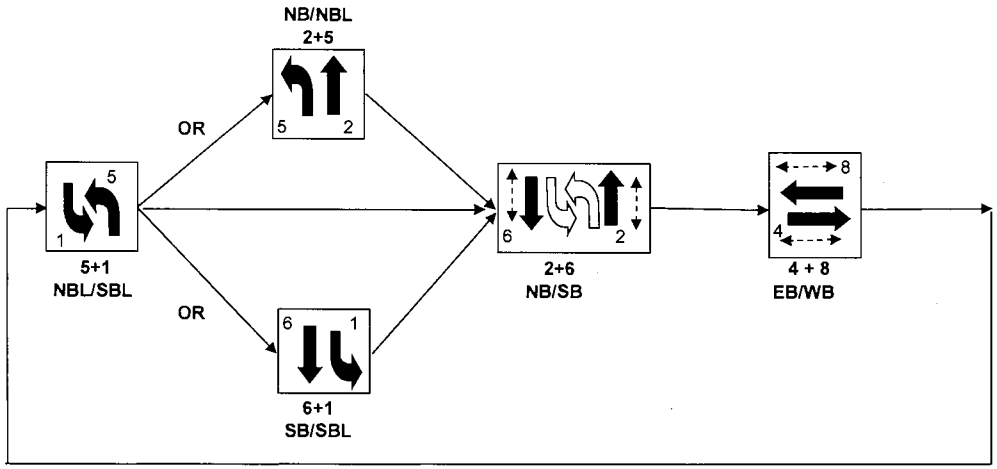
NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH, DUAL ENTRY HARDWIRED EAST/WEST.
2. *LED PEDESTRIAN INTERVAL (LPI) OF 5 SECONDS FOR NB/SB (P2 AND P6) AND 4 SECONDS FOR EB/WB (P4 AND P8)
3. ADDS P2, P4,P6, P8 LPI PER CITY OF FORT LAUDERDALE'S REQUEST (UPDATE IO LOGIC)
4. MOD 16 ADJUSTMENT TO ADD 2 SECONDS TO EB/WB MID GREEN AND ALL-RED DUE TO TEMPORARY EASTBOUND STOP BAR RELOCATION FROM A CRASH THAT DAMAGED THE EASTBOUND MAST ARM.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2024) Federal Hwy (US 1/SR 5) and NE 4 Street

Ft. Lauderdale



Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		25		17		25								
Min Green	4	12		22	4	12		22								
Gap Ext	10	3		2	10	3		2								
Max1	12	50		20	12	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		4	2	2		4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON			ON	ON			ON								
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48	48			32	1		17		12	50		12	12	50		12								
7		2	2	160	88	2	1		50		18	99		43	18	99		43								
9		3	3	160	88	3	1		50		18	99		43	18	99		43								
15		4	4	160	88	4	1		50		18	99		43	18	99		43								
18		3	3	160	88	3	1		50		18	99		43	18	99		43								
Day Plan 2											**Easy**															
		3	3	160	88	3	1		50		18	99		43	18	99		43								
2		100	254																							
8		3	3	160	88	3	1		50		18	99		43	18	99		43								
Day Plan 3											**Easy**															
		3	3	160	88	3	1		50		18	99		43	18	99		43								
2		100	254																							
8		3	3	160	88	3	1		50		18	99		43	18	99		43								
22		100	254																							

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																					2
7							1											1					1																													2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1			2
13												1		1				1																													1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
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27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2041	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2041
Modification Number	11	**Modification Date**	06/13/2017
Drawing/Project No	GRP 4	**FPL Grid Number**	87680444106
Intersection	NE 3 AVENUE and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		14		19		14		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

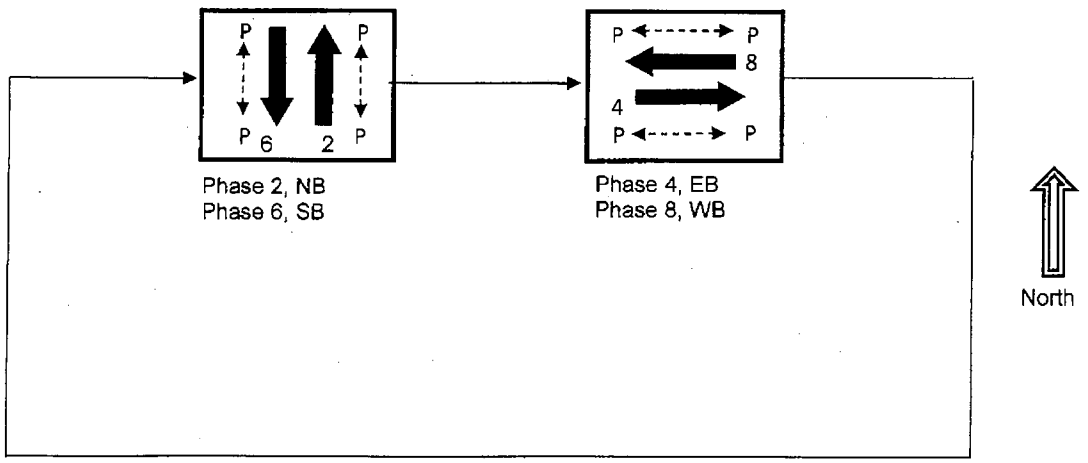
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES, AND INCREASES PH. 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 4 Street

Intersection Number (2041), Fort Lauderdale



Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		19		14		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	57	2	1		50			48		32		48		32								
15		4	4	80	44	4	1		50			48		32		48		32								
18		3	3	80	50	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	50	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	50	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	50	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	50	3	1		50			48		32		48		32								
22		100	254																							

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1	1			2
13												1		1				1																												1							2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
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31																																																					1
32																																																					1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2026	**Initial Operation Date**	11/6/67
Controller Type	2070 LN	**System Number**	2026
Modification Number	16	**Modification Date**	07/23/2020
Drawing/Project No		**FPL Grid Number**	87680656901
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		WB	NBL	SB		EB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	15	50		20	15	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7*		7*		7*		7*
Pedestrian Clearance		12		23		12		23
Permissive	NO				NO			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

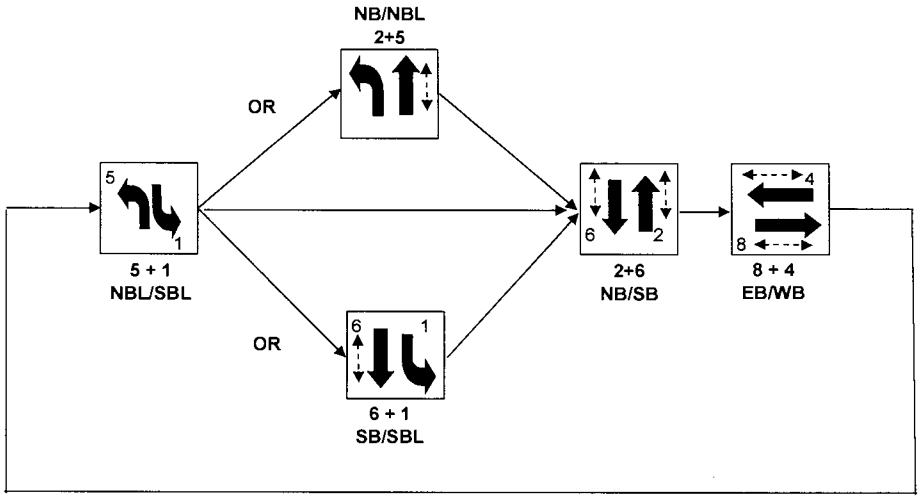
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST (PHASES 4+8).
2. *LEAD PEDESTRIAN INTERVAL (LPI) OF 4 SECONDS USED ON P2, P4, P6, AND P8.
3. MOD 16 ADDS P2, P4, P6 AND P8 LPI PER CITY OF FORT LAUDERDALE'S REQUEST (UPDATE IO LOGIC).

Submitted By _____ **Approved By** _____

Sequence of Operation for (2026) Federal Hwy (US 1/SR5) and NE 6 Street

Fort Lauderdale



Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (WR)	5 (NL)	6 (SR)	7	8 (ER)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		23		12		23								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	15	50		20	15	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48																								
7		2	2	160	138	2	1	10	50		20	94		46	20	94		46								
9		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
15		4	4	160	120	4	1	10	50		20	94		46	20	94		46								
18		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
Day Plan 2											**Easy**															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
Day Plan 3											**Easy**															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
22		100	254																							

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																														2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1	1																									2
11											1						1																													1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																																1			2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
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27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	**Initial Operation Date**	10/21/71
Controller Type	2070	**System Number**	2040
Modification Number	12	**Modification Date**	06/14/2017
Drawing/Project No	10448	**FPL Grid Number**	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

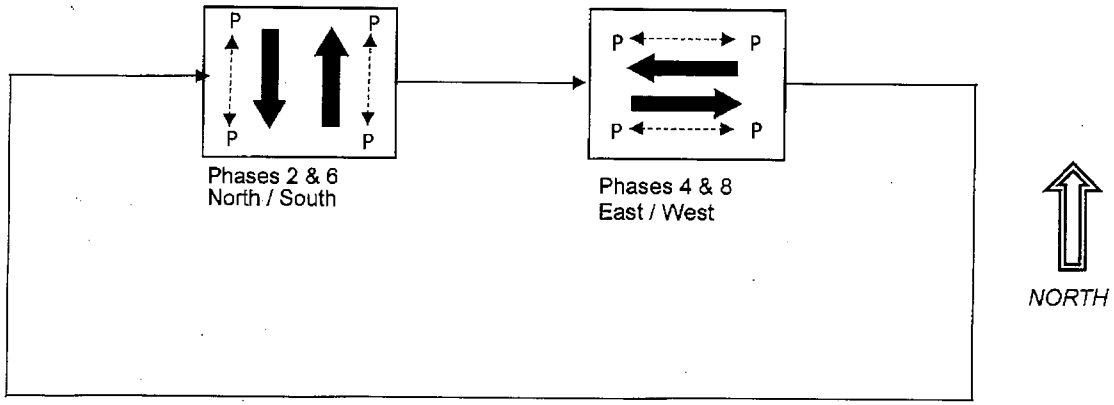
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	17	2	1		50			48		32		48		32								
15		4	4	80	12	4	1		50			48		32		48		32								
18		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								
22		100	254																							

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1	1			2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
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30																																																				1
31																																																				1
32																																																				1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2163	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2163
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87680443401
Intersection	NE 3 AVENUE and NE 3 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		7		6		7		6
Vehicle Ext.(GAP)		1.0		2.0		1.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MAXPED		OFF		MAXPED		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		15		18		15		18
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

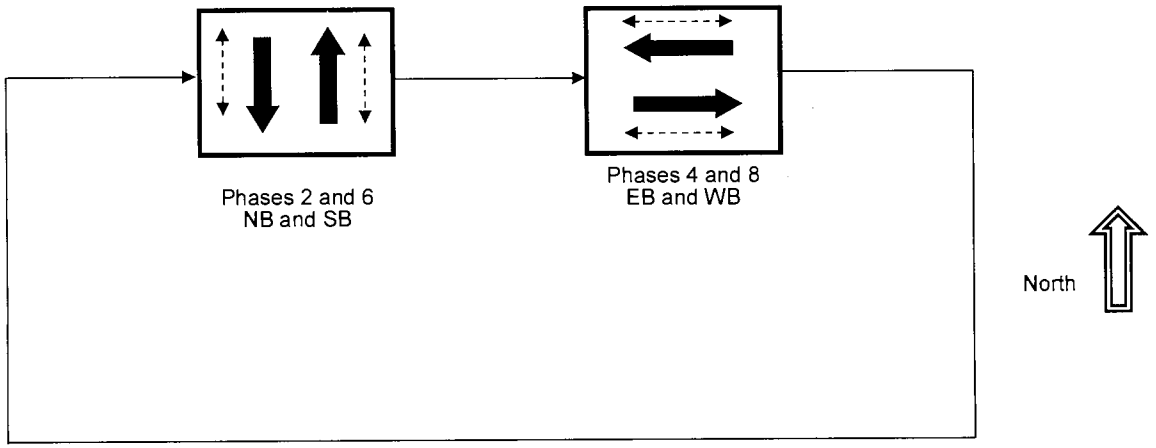
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST
2. AUDIBLE PEDESTRIAN SIGNALS: P2/P6 PROVIDE A STEADY TONE AND P4/P8 PROVIDE A BEEP.
3. MOD.9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation
NE 3 Avenue and NE 3 Street
Intersection Number (2163) Fort Lauderdale



Broward County | Timing Sheet | 3/2/2021 2:30:01 PM

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		18		15		18								
Min Green		7		6		7		6								
Gap Ext		1		2		1		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	59	2	1		50			49		31		49		31								
15		4	4	80	70	4	1		50			49		31		49		31								
18		3	3	80	56	3	1		50			49		31		49		31								
Day Plan 2											**Easy**															
		3	3	80	56	3	1		50			49		31		49		31								
2		100	254																							
8		3	3	80	56	3	1		50			49		31		49		31								
Day Plan 3											**Easy**															
		3	3	80	56	3	1		50			49		31		49		31								
2		100	254																							
8		3	3	80	56	3	1		50			49		31		49		31								
22		100	254																							

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | | | | | | | | |

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0024 - SR 842/BROWARD BLVD - W OF SR 5/E OF NE 3 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	37000 C	E 19000	W 18000	9.00	54.60	3.30
2018	37000 C	E 19000	W 18000	9.00	54.50	3.30
2017	33000 C	E 17500	W 15500	9.00	51.90	2.90
2016	35500 C	E 19000	W 16500	9.00	54.10	2.90
2015	38500 C	E 20500	W 18000	9.00	54.00	2.90
2014	36000 C	E 19000	W 17000	9.00	54.20	2.90
2013	35500 C	E 19000	W 16500	9.00	53.60	2.90
2012	35500 C	E 19500	W 16000	9.00	52.20	2.90
2011	37000 C	E 18500	W 18500	9.00	52.50	4.10
2010	34000 C	E 17500	W 16500	8.35	52.69	4.10
2009	32500 C	E 17000	W 15500	8.53	53.89	4.10
2008	34500 C	E 18500	W 16000	8.81	54.16	3.00
2007	36000 C	E 18500	W 17500	8.63	55.75	3.00
2006	37500 C	E 19000	W 18500	8.40	55.34	3.70
2005	36500 C	E 19000	W 17500	8.20	51.70	2.30
2004	36500 C	E 18500	W 18000	9.10	55.30	2.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3502 - NE 3RD ST WEST OF FEDERAL HWY (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2400 F	E 900	W 1500	9.00	54.60	4.80
2018	2400 C	E 900	W 1500	9.00	54.50	4.80
2017	2300 C	E 800	W 1500	9.00	51.90	5.50
2016	2200 C	E 900	W 1300	9.00	54.10	3.90
2015	1750 C	E 900	W 850	9.00	54.00	4.80
2014	1600 C	E 600	W 1000	9.00	54.20	6.10
2013	1650 C	E 550	W 1100	9.00	53.60	4.50
2012	1550 C	E 550	W 1000	9.00	52.20	3.30
2011	1750 C	E 650	W 1100	9.00	52.50	7.40
2010	1750 C	E 650	W 1100	8.35	52.69	7.40
2009	2100 C	E 800	W 1300	8.53	53.89	3.50
2008	1850 C	E 750	W 1100	8.81	54.16	7.50
2007	1600 C	E 650	W 950	8.63	55.75	3.60
2006	1800 C	E 800	W 1000	8.40	55.34	3.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7373 - US 1, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	48000 C	N 24000	S 24000	9.00	54.70	2.00
2018	43500 C	N 21500	S 22000	9.00	54.10	2.00
2017	60000 C	N 29500	S 30500	9.00	53.80	2.00
2016	45500 C	N 22500	S 23000	9.00	55.20	3.60
2015	40500 C	N 18000	S 22500	9.00	54.90	3.60
2014	47500 C	N 23500	S 24000	9.00	54.50	3.30
2013	45000 C	N 22500	S 22500	9.00	54.60	2.90
2012	44500 C	N 23000	S 21500	9.00	55.00	2.90
2011	42500 C	N 22000	S 20500	9.00	54.50	2.20
2010	41000 C	N 20500	S 20500	9.37	54.06	2.20
2009	45000 C	N 22500	S 22500	9.31	53.74	2.20
2008	52500 S	N 27000	S 25500	9.70	54.48	3.10
2007	54500 F	N 28000	S 26500	9.10	53.47	3.40
2006	54500 C	N 28000	S 26500	9.48	53.59	4.20
2005	51000 C	N 25000	S 26000	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	40000 C	N 19500	S 20500	9.00	54.70	4.00
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40
2006	35000 C	N 20000	S 15000	9.48	53.59	4.20
2005	43500 C	N 21000	S 22500	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7744 - SE 3 AVE, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	24500 C	N 11500	S 13000	9.00	54.60	3.30
2018	25500 S	N 13000	S 12500	9.00	54.50	2.30
2017	25500 F	N 13000	S 12500	9.00	51.90	2.30
2016	25500 C	N 13000	S 12500	9.00	54.10	2.30
2015	21000 S	N 10500	S 10500	9.00	54.00	3.40
2014	21000 F	N 10500	S 10500	9.00	54.20	1.10
2013	21000 C	N 10500	S 10500	9.00	53.60	1.10
2012	26500 C	N 12500	S 14000	9.00	52.20	1.10
2011	23000 C	N 11000	S 12000	9.00	52.50	5.90
2010	23000 C	N 12000	S 11000	8.35	52.69	5.90
2009	22500 C	N 11500	S 11000	8.53	53.89	1.20
2008	18400 C	N 8400	S 10000	8.81	54.16	8.20
2007	21500 C	N 11000	S 10500	8.63	55.75	4.80
2006	21900 C	N 12000	S 9900	8.40	55.34	2.90
2005	23500 C	N 11000	S 12500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	13900 F	N 7500	S 6400	9.00	54.60	4.60
2018	13900 C	N 7500	S 6400	9.00	54.50	4.60
2017	11400 S	N 5200	S 6200	9.00	51.90	12.60
2016	11400 F	N 5200	S 6200	9.00	54.10	12.60
2015	11200 C	N 5100	S 6100	9.00	54.00	12.60
2014	12000 S	N 7000	S 5000	9.00	54.20	1.70
2013	11900 F	N 6900	S 5000	9.00	53.60	1.70
2012	11900 C	N 6900	S 5000	9.00	52.20	1.70
2011	12300 S	0	0	9.00	52.50	6.30
2010	12300 F	N 6100	S 6200	8.35	52.69	3.60
2009	12300 C	N 6100	S 6200	8.53	53.89	3.60
2008	11400 C	N 6100	S 5300	8.81	54.16	3.60
2007	13000 C	N 6600	S 6400	8.63	55.75	4.80
2006	14900 C	N 7600	S 7300	8.40	55.34	2.90
2005	15500 C	N 7300	S 8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9235 - NE 6 STREET, E OF US 1

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	6800 T	E	2900	W	3900	9.00	54.70	5.50
2018	6800 S	E	2900	W	3900	9.00	54.10	6.00
2017	6700 F	E	2900	W	3800	9.00	53.80	6.20
2016	6700 C	E	2900	W	3800	9.00	55.20	2.90
2015	4300 V		0		0	9.00	54.90	3.40
2014	4300 R					9.00	54.50	7.40
2013	4300 T		0		0	9.00	54.60	7.60
2012	4300 S		0		0	9.00	55.00	5.90
2011	4200 F		0		0	9.00	54.50	6.30
2010	4100 C	E	0	W	0	9.37	54.06	9.30
2009	3700 F		0		0	9.31	53.74	5.30
2008	3800 C	E	0	W	0	9.70	54.48	6.50
2007	4500 C	E	0	W	0	9.10	53.47	4.80
2006	4200 C	E	0	W	0	9.48	53.59	2.90
2005	4900 C	E		W		10.60	58.90	0.00

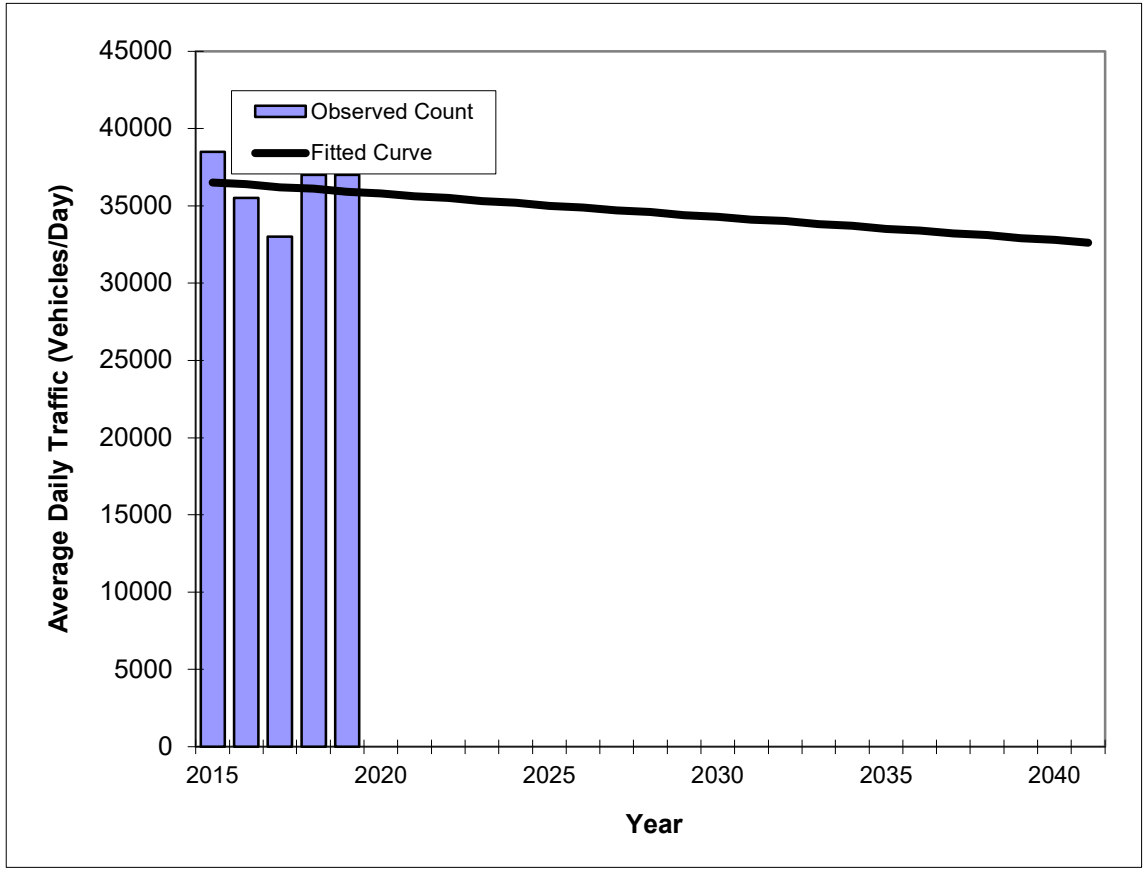
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 842/BROWARD BLVD -- W OF SR 5/E OF NE 3 AVE

PIN#	0
Location	1

County:	Broward
Station #:	0024
Highway:	SR 842/BROWARD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	38500	36500
2016	35500	36400
2017	33000	36200
2018	37000	36100
2019	37000	35900
2021 Opening Year Trend		
2021	N/A	35600
2023 Mid-Year Trend		
2023	N/A	35300
2025 Design Year Trend		
2025	N/A	35000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-150
Trend R-squared:	1.30%
Trend Annual Historic Growth Rate:	-0.41%
Trend Growth Rate (2019 to Design Year):	-0.42%
Printed:	2-Mar-21

Straight Line Growth Option

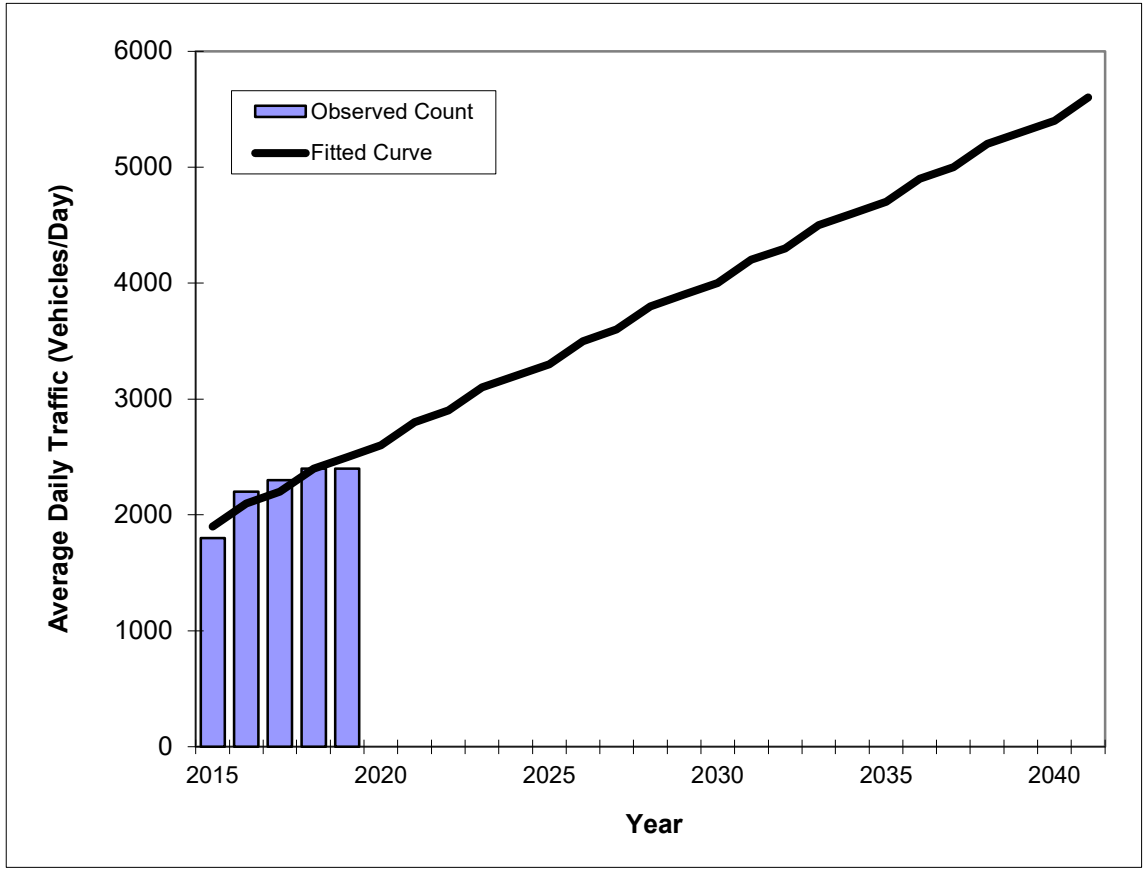
***Axle-Adjusted**

Traffic Trends - V2.0

NE 3RD -- WEST OF FEDERAL HWY

PIN#	0
Location	2

County:	Broward
Station #:	3502
Highway:	NE 3RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	1800	1900
2016	2200	2100
2017	2300	2200
2018	2400	2400
2019	2400	2500
2021 Opening Year Trend		
2021	N/A	2800
2023 Mid-Year Trend		
2023	N/A	3100
2025 Design Year Trend		
2025	N/A	3300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	140
Trend R-squared:	79.03%
Trend Annual Historic Growth Rate:	7.89%
Trend Growth Rate (2019 to Design Year):	5.33%
Printed:	2-Mar-21

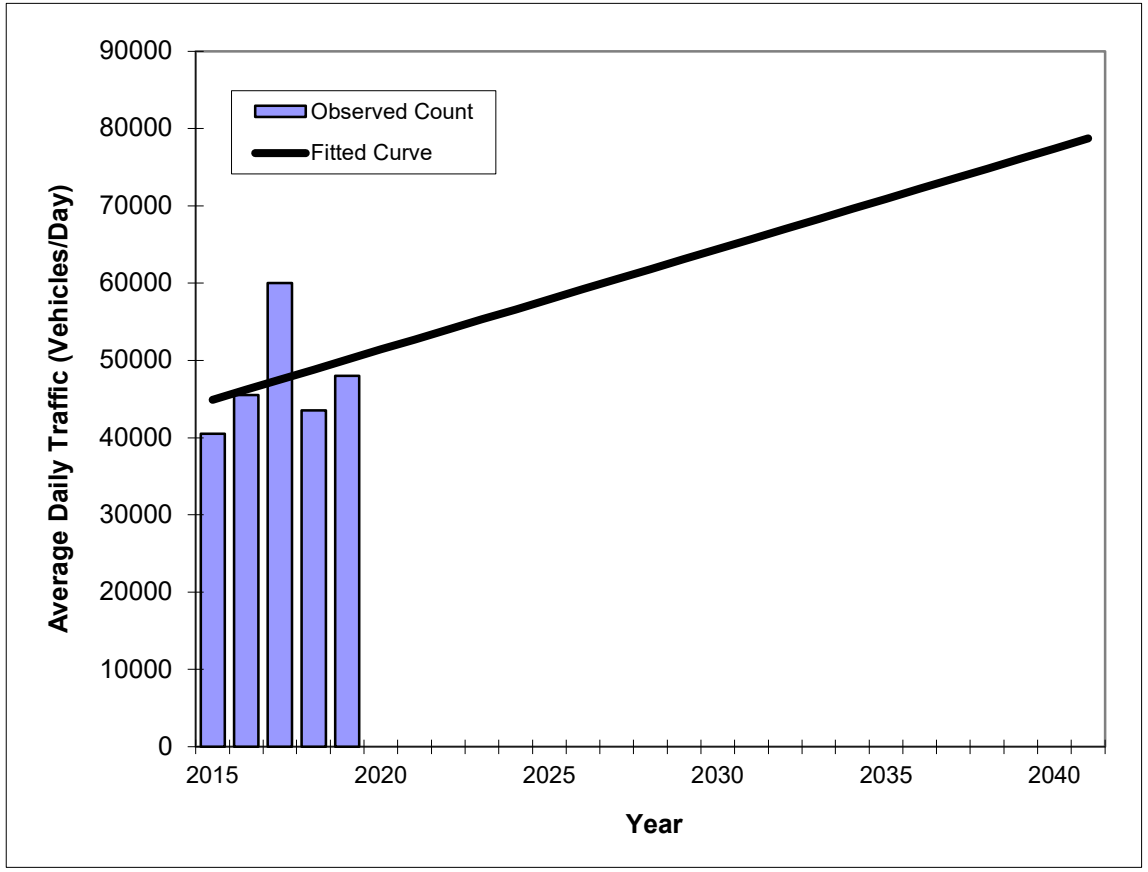
Straight Line Growth Option

Traffic Trends - V2.0

NE 3RD -- WEST OF FEDERAL HWY

PIN#	0
Location	3

County:	Broward
Station #:	7373
Highway:	NE 3RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	40500	44900
2016	45500	46200
2017	60000	47500
2018	43500	48800
2019	48000	50100
2018 Opening Year Trend		
2018	N/A	48800
2021 Mid-Year Trend		
2021	N/A	52700
2023 Design Year Trend		
2023	N/A	55300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,300
Trend R-squared:	7.49%
Trend Annual Historic Growth Rate:	2.90%
Trend Growth Rate (2019 to Design Year):	2.59%
Printed:	2-Mar-21

Straight Line Growth Option

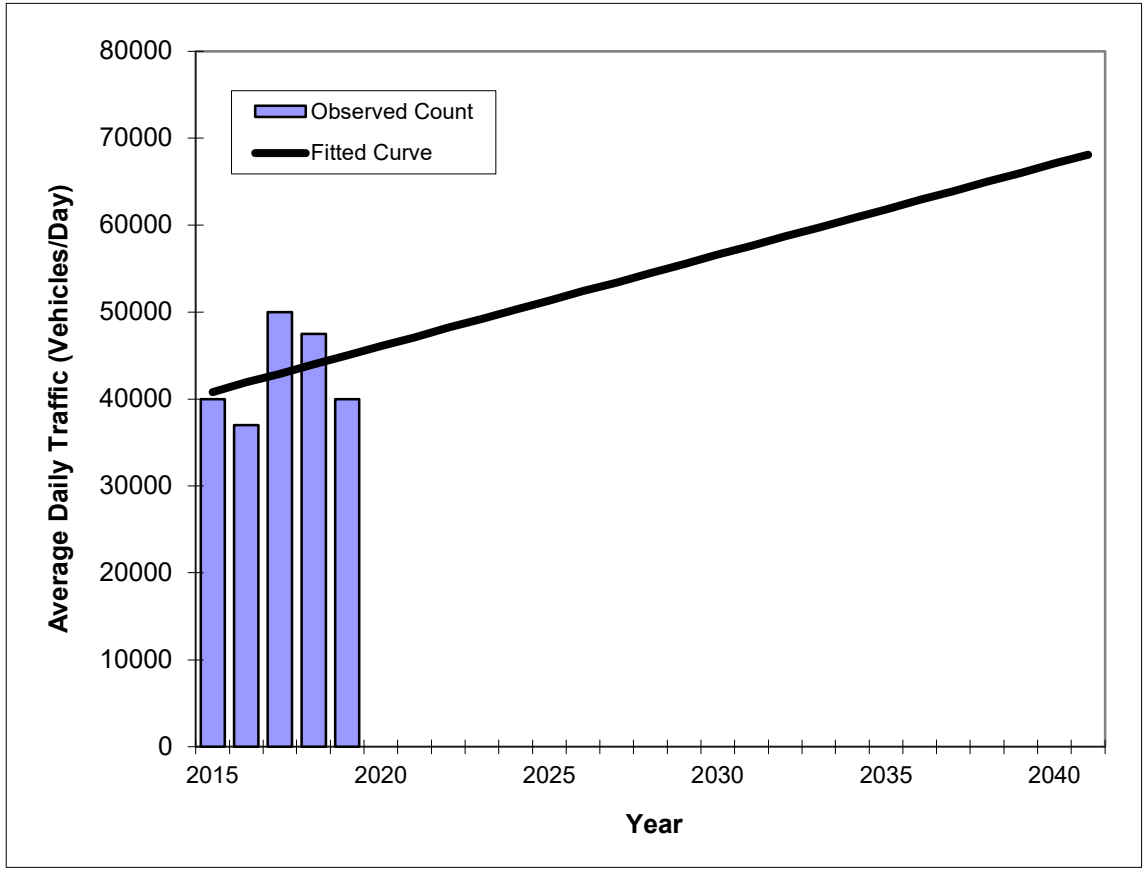
***Axle-Adjusted**

Traffic Trends - V2.0

US 1 -- N OF BROWARD BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2015	40000	40800
2016	37000	41900
2017	50000	42900
2018	47500	44000
2019	40000	45000
2021 Opening Year Trend		
2021	N/A	47100
2023 Mid-Year Trend		
2023	N/A	49200
2025 Design Year Trend		
2025	N/A	51300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,050
Trend R-squared:	8.95%
Trend Annual Historic Growth Rate:	2.57%
Trend Growth Rate (2019 to Design Year):	2.33%
Printed:	2-Mar-21

Straight Line Growth Option

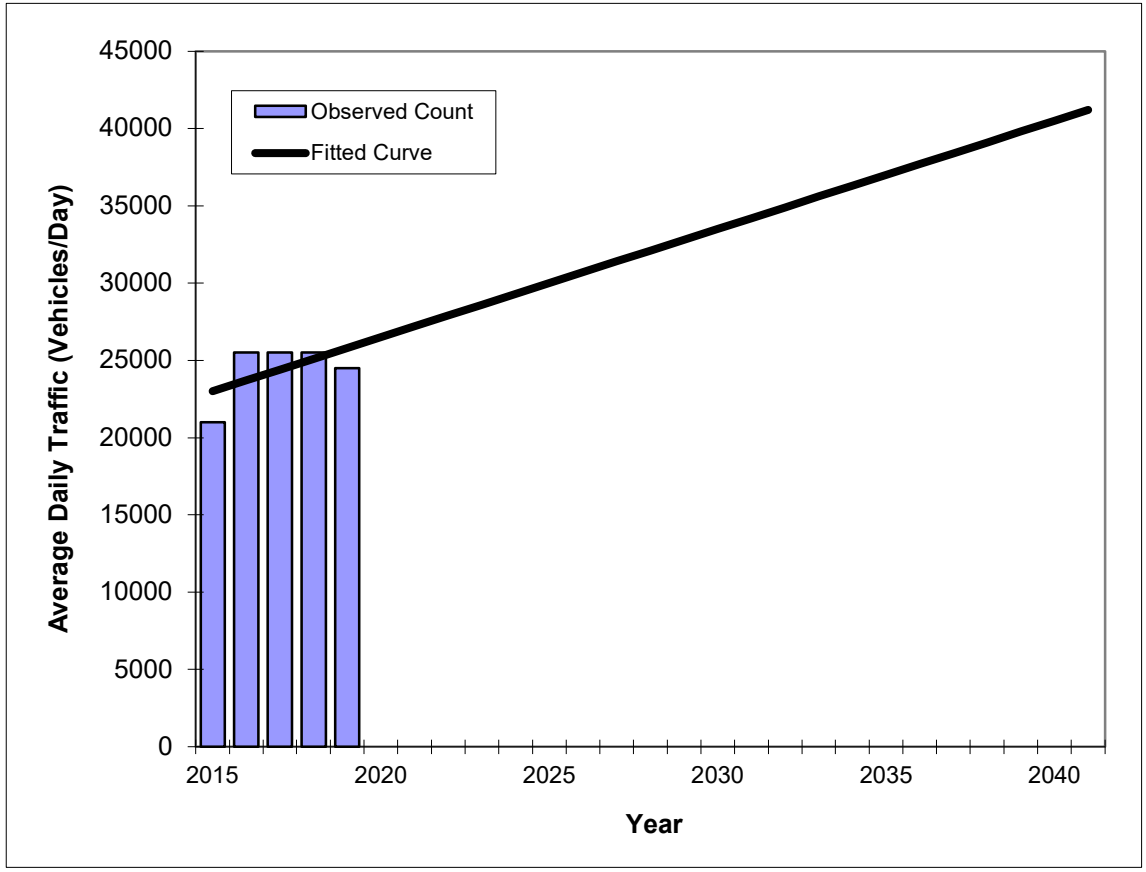
***Axle-Adjusted**

Traffic Trends - V2.0

SE 3 AVE -- S OF BROWARD BLVD

PIN#	0
Location	5

County:	Broward
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2015	21000	23000
2016	25500	23700
2017	25500	24400
2018	25500	25100
2019	24500	25800
2021 Opening Year Trend		
2021	N/A	27200
2023 Mid-Year Trend		
2023	N/A	28600
2025 Design Year Trend		
2025	N/A	30000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	700
Trend R-squared:	32.24%
Trend Annual Historic Growth Rate:	3.04%
Trend Growth Rate (2019 to Design Year):	2.71%
Printed:	2-Mar-21

Straight Line Growth Option

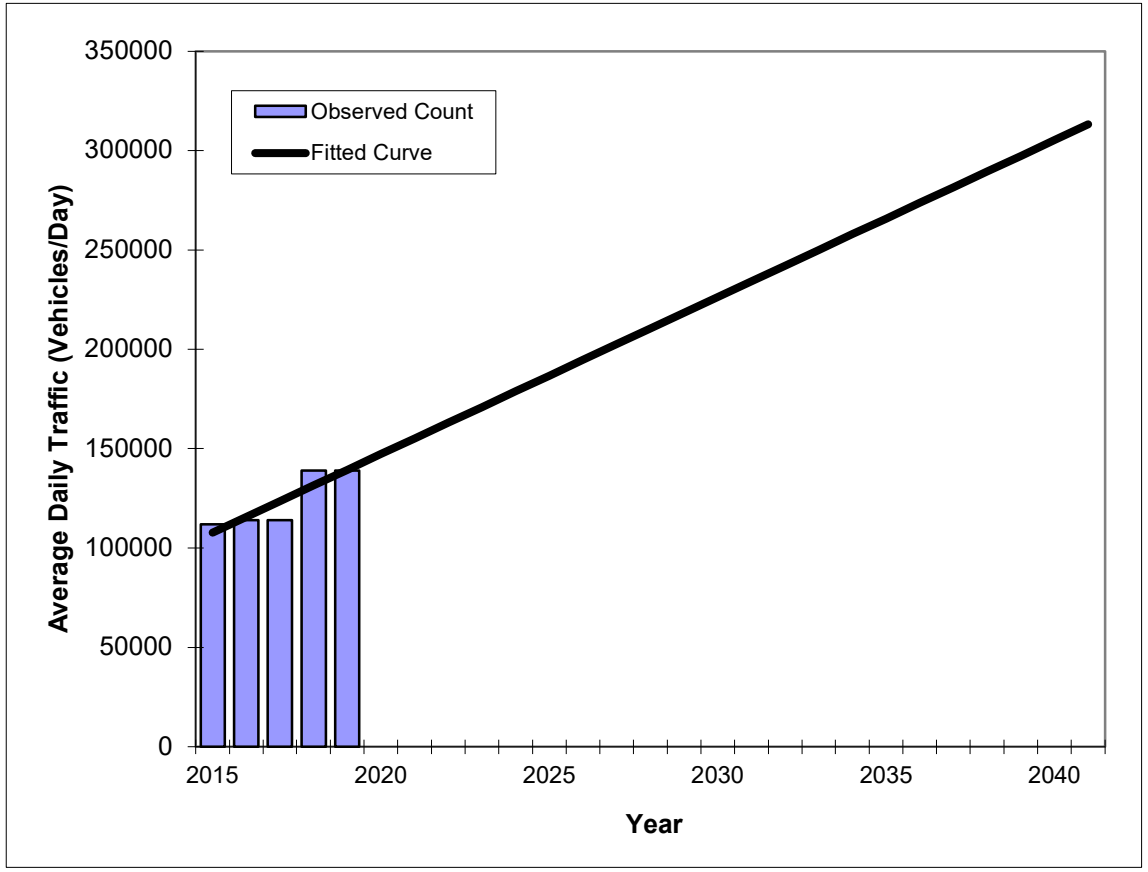
***Axle-Adjusted**

Traffic Trends - V2.0

SE 3 AVE -- N OF 6 STREET

PIN#	0
Location	6

County:	Broward
Station #:	9039
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2015	112000	107800
2016	114000	115700
2017	114000	123600
2018	139000	131500
2019	139000	139400
2021 Opening Year Trend		
2021	N/A	155200
2023 Mid-Year Trend		
2023	N/A	171000
2025 Design Year Trend		
2025	N/A	186800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	7,900
Trend R-squared:	78.68%
Trend Annual Historic Growth Rate:	7.33%
Trend Growth Rate (2019 to Design Year):	5.67%
Printed:	2-Mar-21

Straight Line Growth Option

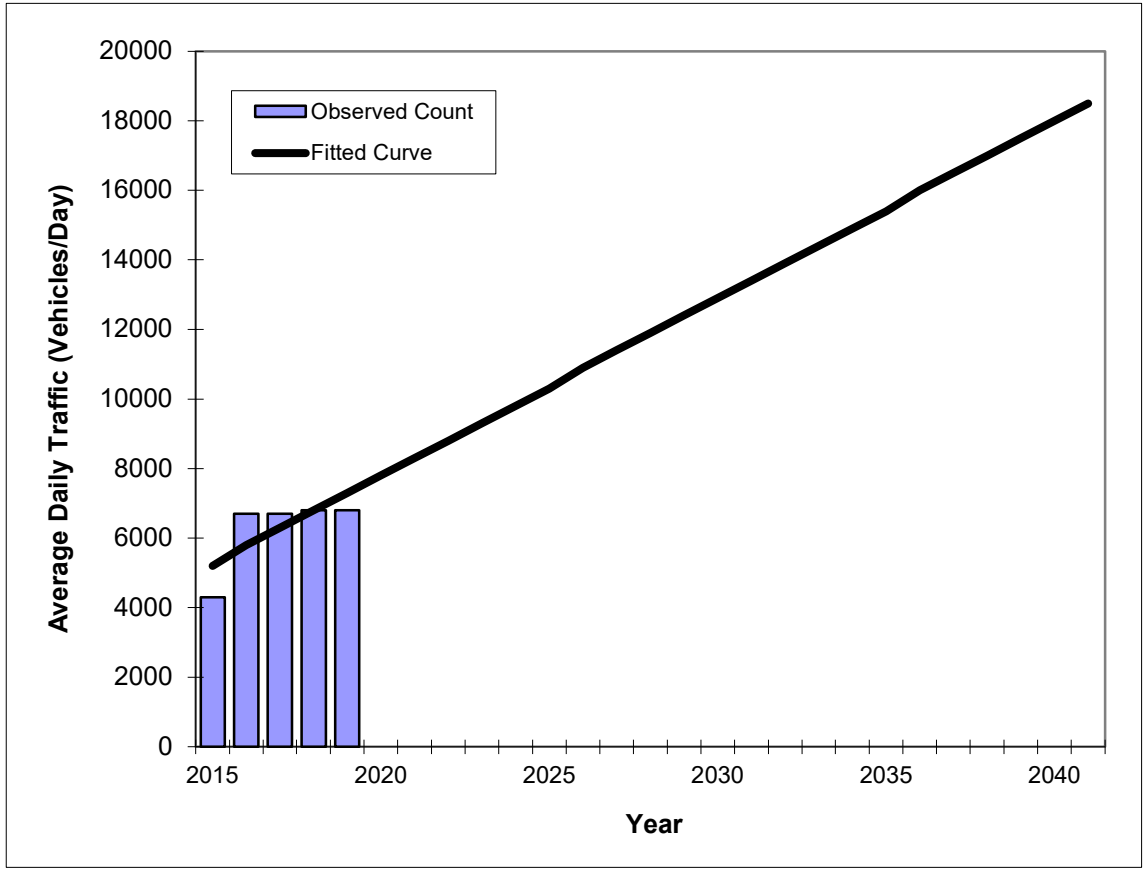
***Axle-Adjusted**

Traffic Trends - V2.0

NE 6 STREET -- E OF US 1

PIN#	0
Location	7

County:	Broward
Station #:	9235
Highway:	NE 6 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2015	4300	5200
2016	6700	5800
2017	6700	6300
2018	6800	6800
2019	6800	7300
2021 Opening Year Trend		
2021	N/A	8300
2023 Mid-Year Trend		
2023	N/A	9300
2025 Design Year Trend		
2025	N/A	10300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	510
Trend R-squared:	54.05%
Trend Annual Historic Growth Rate:	10.10%
Trend Growth Rate (2019 to Design Year):	6.85%
Printed:	2-Mar-21

Straight Line Growth Option

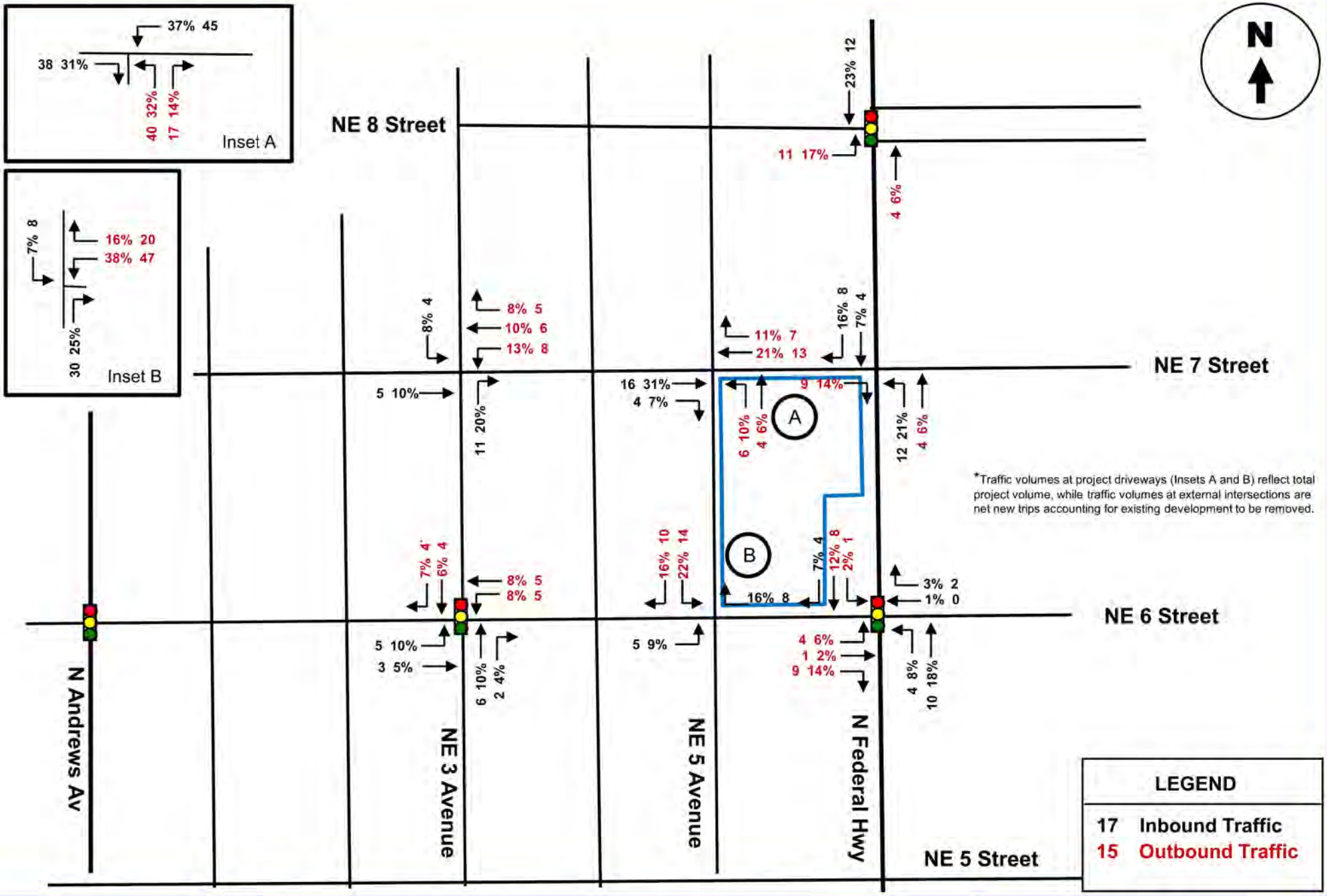
***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

Description	Station #							
	0024	**3502**	**7373**	**7374**	**7744**	**9039**	**9235**	
Trend Growth Rate(1)	-0.42	5.33	2.59	2.33	2.71	5.67	6.85	
Adjusted Trend Growth Rate	0.50	5.33	2.59	2.33	2.71	5.67	6.85	
Average Growth Rate								3.71
Growth Rate Used								**3.71**

Notes:

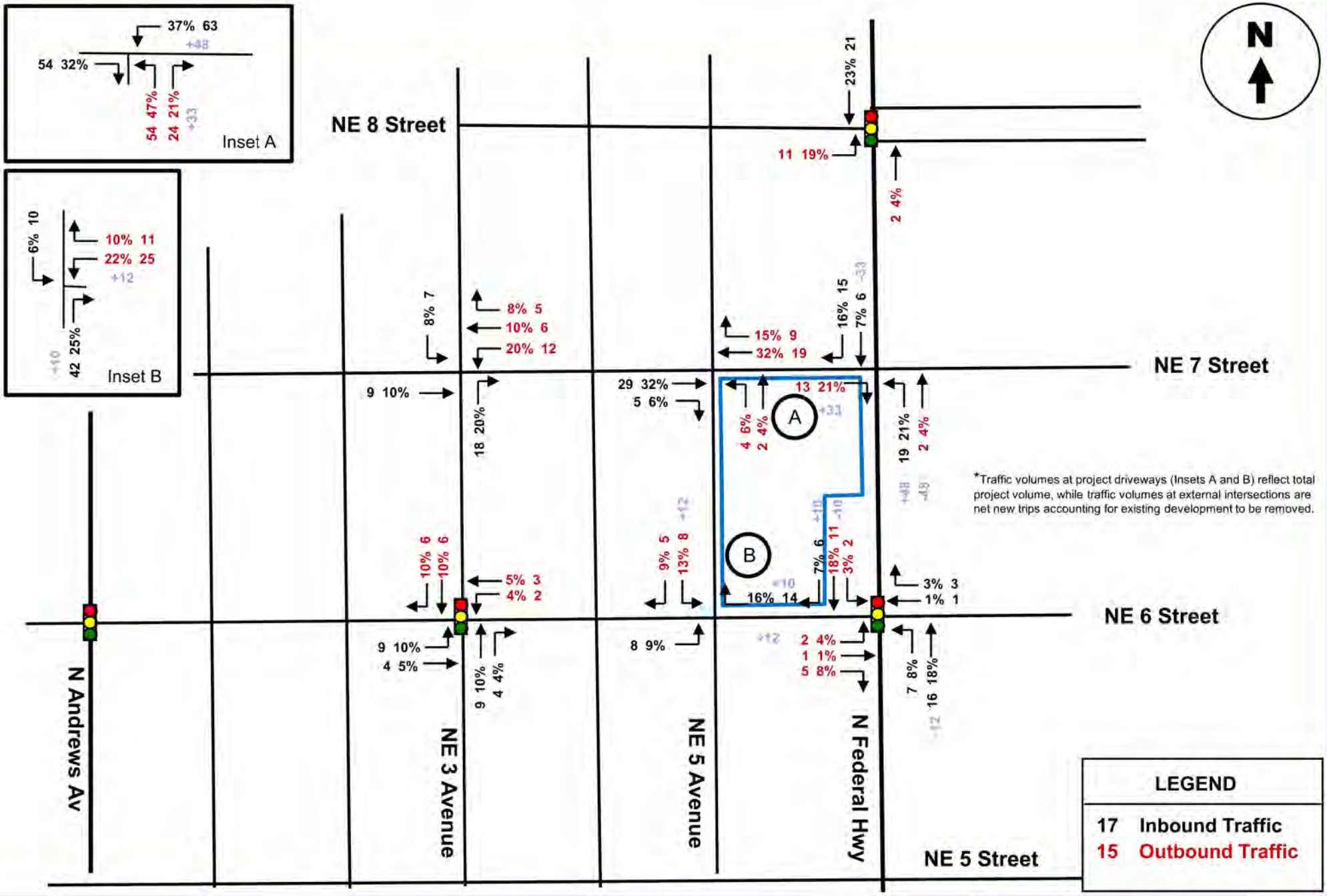
1: Refer to Trend Analysis Chart



DC Engineers, Inc.

New Project Traffic Assignment
AM Peak Hour

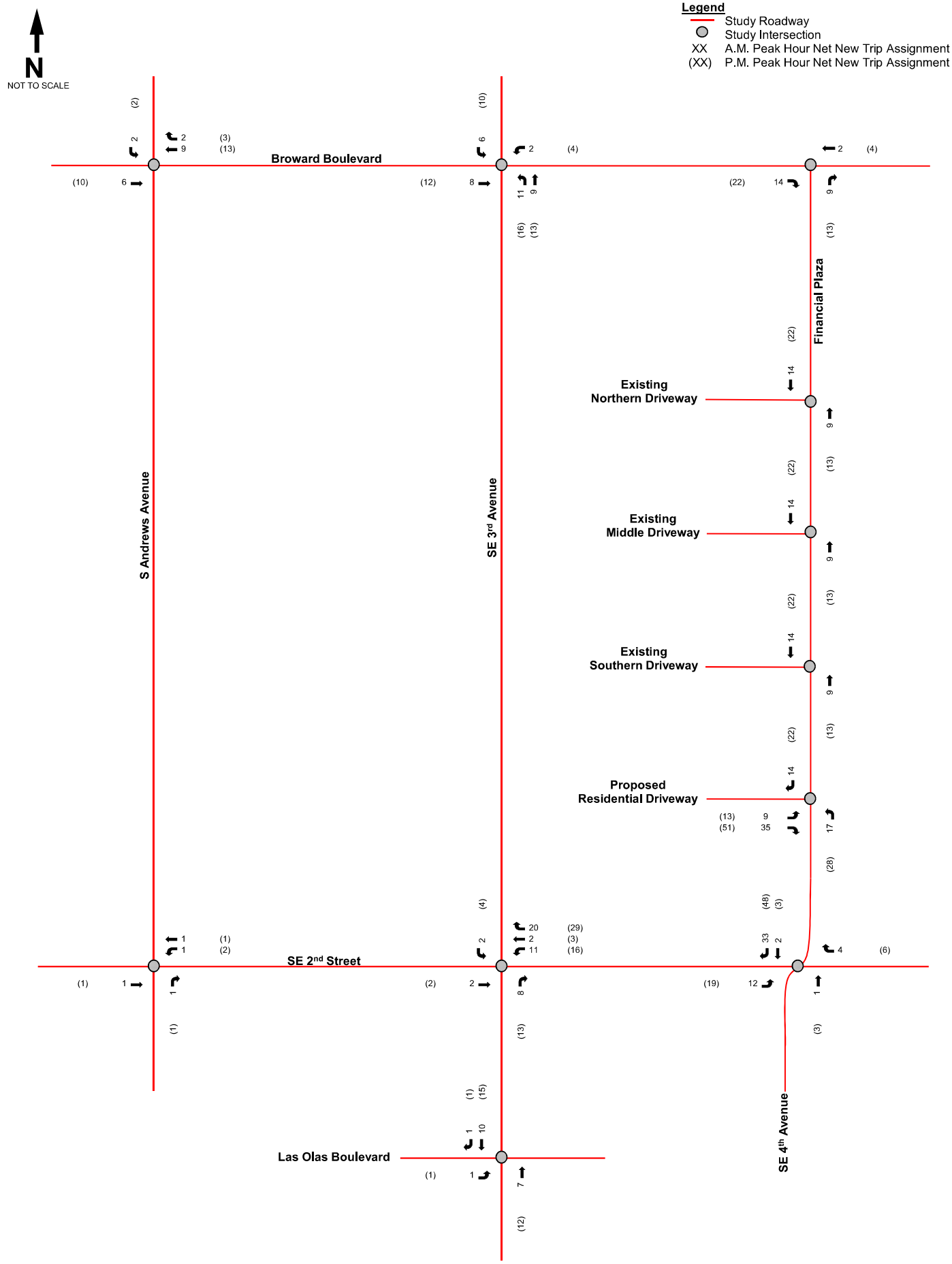
FIGURE 5a
627 N. Federal Highway
Fort Lauderdale, Florida



DC Engineers, Inc.

New Project Traffic Assignment
PM Peak Hour

FIGURE 5b
627 N. Federal Highway
Fort Lauderdale, Florida



© 2019

Figure 5
Peak Hour Project Trip Assignment
Fairfield One Fiancial Plaza
Fort Lauderdale, Florida

TRAFFIC IMPACT ANALYSIS

FAT CITY
FORT LAUDERDALE, FL

PREPARED FOR:
ADACHE GROUP
ARCHITECTS

Kimley»Horn

Project #040879006
February 24, 2017
Revised May 11, 2017
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	60	243	201	0	50	204	54	0	77	317	29	0	35	649	37
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**60**	**243**	**201**	**0**	**50**	**204**	**54**	**0**	**77**	**317**	**29**	**0**	**35**	**649**	**37**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	59	245	45	0	29	263	37	0	251	890	73	0	40	382	71
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**59**	**245**	**45**	**0**	**29**	**263**	**37**	**0**	**251**	**890**	**73**	**0**	**40**	**382**	**71**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	6	5	0	1	5	1	0	2	8	1	0	1	16	1
AM NON-PROJECT TRAFFIC	**0**	**62**	**249**	**206**	**0**	**51**	**209**	**55**	**0**	**79**	**325**	**30**	**0**	**36**	**665**	**38**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	6	1	0	1	7	1	0	6	22	2	0	1	10	2
PM NON-PROJECT TRAFFIC	**0**	**60**	**251**	**46**	**0**	**30**	**270**	**38**	**0**	**257**	**912**	**75**	**0**	**41**	**392**	**73**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			3				3				15				19	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**19**	**0**
AM TOTAL TRAFFIC		**0**	**62**	**252**	**206**	**0**	**51**	**212**	**55**	**0**	**79**	**340**	**30**	**0**	**36**	**684**	**38**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			4				3				26				21	
PM TOTAL PROJECT TRAFFIC				**4**				**3**				**26**				**21**	
PM TOTAL TRAFFIC		**0**	**60**	**255**	**46**	**0**	**30**	**273**	**38**	**0**	**257**	**938**	**75**	**0**	**41**	**413**	**73**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	23	146	103	0	96	121	34	0	38	335	41	0	65	922	28
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**23**	**146**	**103**	**0**	**96**	**121**	**34**	**0**	**38**	**335**	**41**	**0**	**65**	**922**	**28**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	39	141	36	0	36	196	58	0	125	1,087	123	0	38	409	49
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**39**	**141**	**36**	**0**	**36**	**196**	**58**	**0**	**125**	**1,087**	**123**	**0**	**38**	**409**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	4	3	0	2	3	1	0	1	8	1	0	2	23	1
AM NON-PROJECT TRAFFIC	**0**	**24**	**234**	**106**	**0**	**98**	**133**	**35**	**0**	**39**	**343**	**42**	**0**	**67**	**945**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	4	1	0	1	5	1	0	3	27	3	0	1	10	1
PM NON-PROJECT TRAFFIC	**0**	**40**	**205**	**37**	**0**	**37**	**220**	**59**	**0**	**128**	**1,114**	**126**	**0**	**39**	**419**	**50**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		15	43	13			53			16						19
AM TOTAL PROJECT TRAFFIC		**0**	**15**	**43**	**13**	**0**	**0**	**53**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**19**
AM TOTAL TRAFFIC		**0**	**39**	**277**	**119**	**0**	**98**	**186**	**35**	**0**	**55**	**343**	**42**	**0**	**67**	**945**	**48**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		26	72	21			58			17						21
PM TOTAL PROJECT TRAFFIC			**26**	**72**	**21**			**58**			**17**						**21**
PM TOTAL TRAFFIC		**0**	**66**	**277**	**58**	**0**	**37**	**278**	**59**	**0**	**145**	**1,114**	**126**	**0**	**39**	**419**	**71**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**Broward Blvd & NE 3rd Ave**
COUNT DATE:	**February 16, 2017**
AM PEAK HOUR FACTOR:	**0.95**
PM PEAK HOUR FACTOR:	**0.95**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	109	712	287	0	186	710	160	0	134	202	52	0	178	588	91
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**109**	**712**	**287**	**0**	**186**	**710**	**160**	**0**	**134**	**202**	**52**	**0**	**178**	**588**	**91**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	223	1,022	99	0	134	796	113	0	347	765	101	0	137	371	118
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**223**	**1,022**	**99**	**0**	**134**	**796**	**113**	**0**	**347**	**765**	**101**	**0**	**137**	**371**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	3	18	7	0	5	18	4	0	3	5	1	0	4	15	2
AM NON-PROJECT TRAFFIC	**0**	**112**	**730**	**294**	**0**	**191**	**728**	**164**	**0**	**137**	**207**	**53**	**0**	**182**	**603**	**93**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	6	26	2	0	3	20	3	0	9	19	3	0	3	9	3
PM NON-PROJECT TRAFFIC	**0**	**229**	**1,048**	**101**	**0**	**137**	**816**	**116**	**0**	**356**	**784**	**104**	**0**	**140**	**380**	**121**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											16				13	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**13**	**0**
AM TOTAL TRAFFIC		**0**	**112**	**730**	**294**	**0**	**191**	**728**	**164**	**0**	**137**	**223**	**53**	**0**	**182**	**616**	**93**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											17				21	
PM TOTAL PROJECT TRAFFIC												**17**				**21**	
PM TOTAL TRAFFIC		**0**	**229**	**1,048**	**101**	**0**	**137**	**816**	**116**	**0**	**356**	**801**	**104**	**0**	**140**	**401**	**121**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & Federal Hwy
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	89	116	0	74	56	22	0	80	909	40	0	103	2,035	63
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**41**	**89**	**116**	**0**	**74**	**56**	**22**	**0**	**80**	**909**	**40**	**0**	**103**	**2,035**	**63**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	71	87	69	0	100	102	38	0	125	1,656	68	0	94	1,053	56
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**71**	**87**	**69**	**0**	**100**	**102**	**38**	**0**	**125**	**1,656**	**68**	**0**	**94**	**1,053**	**56**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	2	3	0	2	1	1	0	2	23	1	0	3	51	2
AM NON-PROJECT TRAFFIC	**0**	**42**	**175**	**119**	**0**	**76**	**66**	**23**	**0**	**82**	**932**	**41**	**0**	**106**	**2,086**	**65**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	2	2	0	3	3	1	0	3	42	2	0	2	27	1
PM NON-PROJECT TRAFFIC	**0**	**73**	**149**	**71**	**0**	**103**	**124**	**39**	**0**	**128**	**1,698**	**70**	**0**	**96**	**1,080**	**57**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		18	10	8			12			9						22
AM TOTAL PROJECT TRAFFIC		**0**	**18**	**10**	**8**	**0**	**0**	**12**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**22**
AM TOTAL TRAFFIC		**0**	**60**	**185**	**127**	**0**	**76**	**78**	**23**	**0**	**91**	**932**	**41**	**0**	**106**	**2,086**	**87**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		30	17	13			14			10						24
PM TOTAL PROJECT TRAFFIC			**30**	**17**	**13**			**14**			**10**						**24**
PM TOTAL TRAFFIC		**0**	**103**	**166**	**84**	**0**	**103**	**138**	**39**	**0**	**138**	**1,698**	**70**	**0**	**96**	**1,080**	**81**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**Broward Blvd & Federal Hwy**
COUNT DATE:	**February 16, 2017**
AM PEAK HOUR FACTOR:	**0.95**
PM PEAK HOUR FACTOR:	**0.95**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	168	438	256	0	480	524	53	0	458	890	367	0	193	1,645	293
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**168**	**438**	**256**	**0**	**480**	**524**	**53**	**0**	**458**	**890**	**367**	**0**	**193**	**1,645**	**293**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	597	589	308	0	479	582	74	0	350	1,391	337	0	130	1,284	206
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**597**	**589**	**308**	**0**	**479**	**582**	**74**	**0**	**350**	**1,391**	**337**	**0**	**130**	**1,284**	**206**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	4	11	6	0	12	13	1	0	12	22	9	0	5	42	7
AM NON-PROJECT TRAFFIC	**0**	**172**	**449**	**262**	**0**	**492**	**537**	**54**	**0**	**470**	**912**	**376**	**0**	**198**	**1,687**	**300**

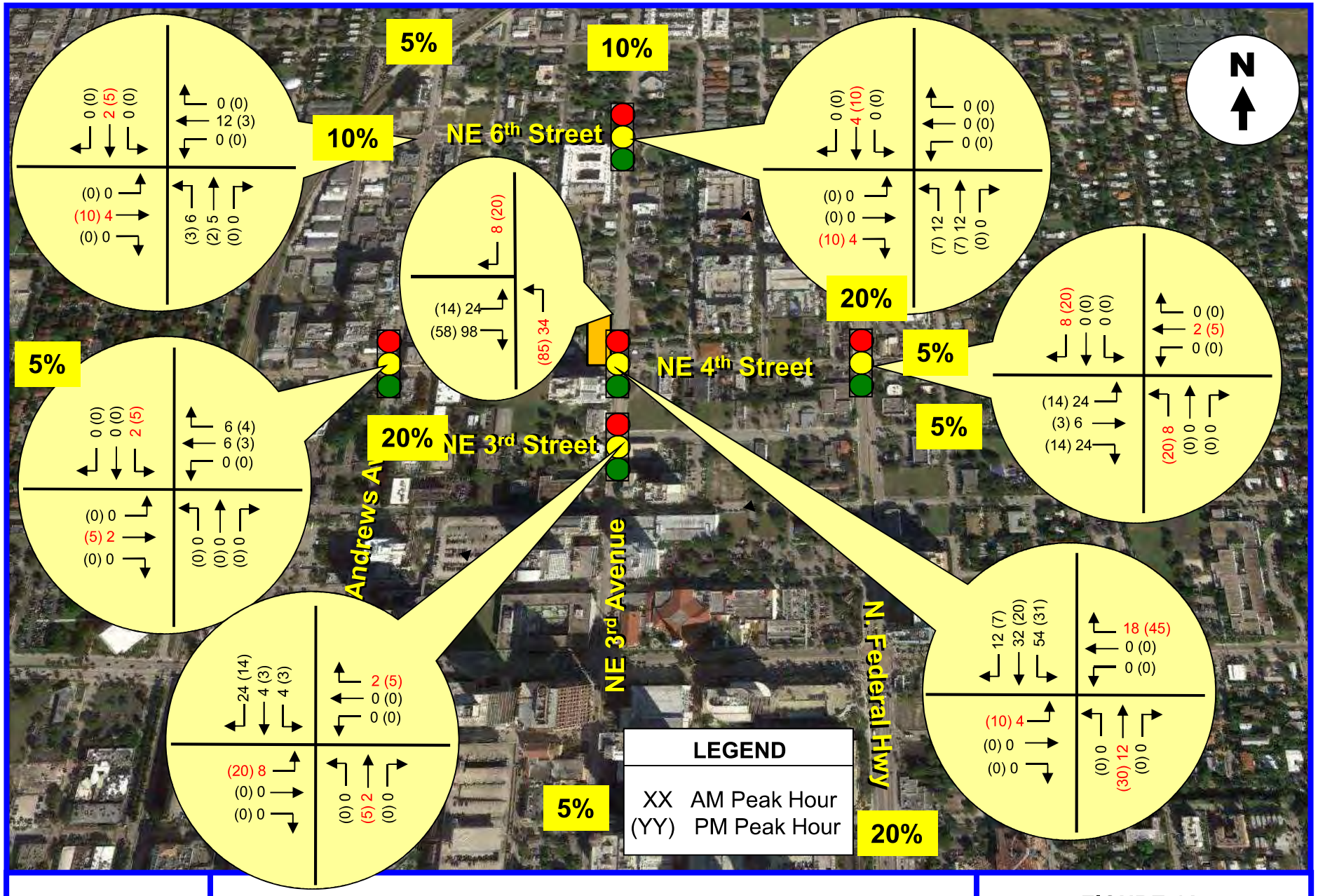
"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	15	15	8	0	12	15	2	0	9	35	9	0	3	32	5
PM NON-PROJECT TRAFFIC	**0**	**612**	**604**	**316**	**0**	**491**	**597**	**76**	**0**	**359**	**1,426**	**346**	**0**	**133**	**1,316**	**211**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								1.0%			5.0%					
Distribution	Exiting														1.0%	5.0%	

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								1.0%			5.0%					
Distribution	Exiting														1.0%	5.0%	

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								3			16			3	13	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**16**	**0**	**0**	**3**	**13**	**0**
AM TOTAL TRAFFIC		**0**	**172**	**449**	**262**	**0**	**492**	**537**	**57**	**0**	**470**	**928**	**376**	**0**	**201**	**1,700**	**300**

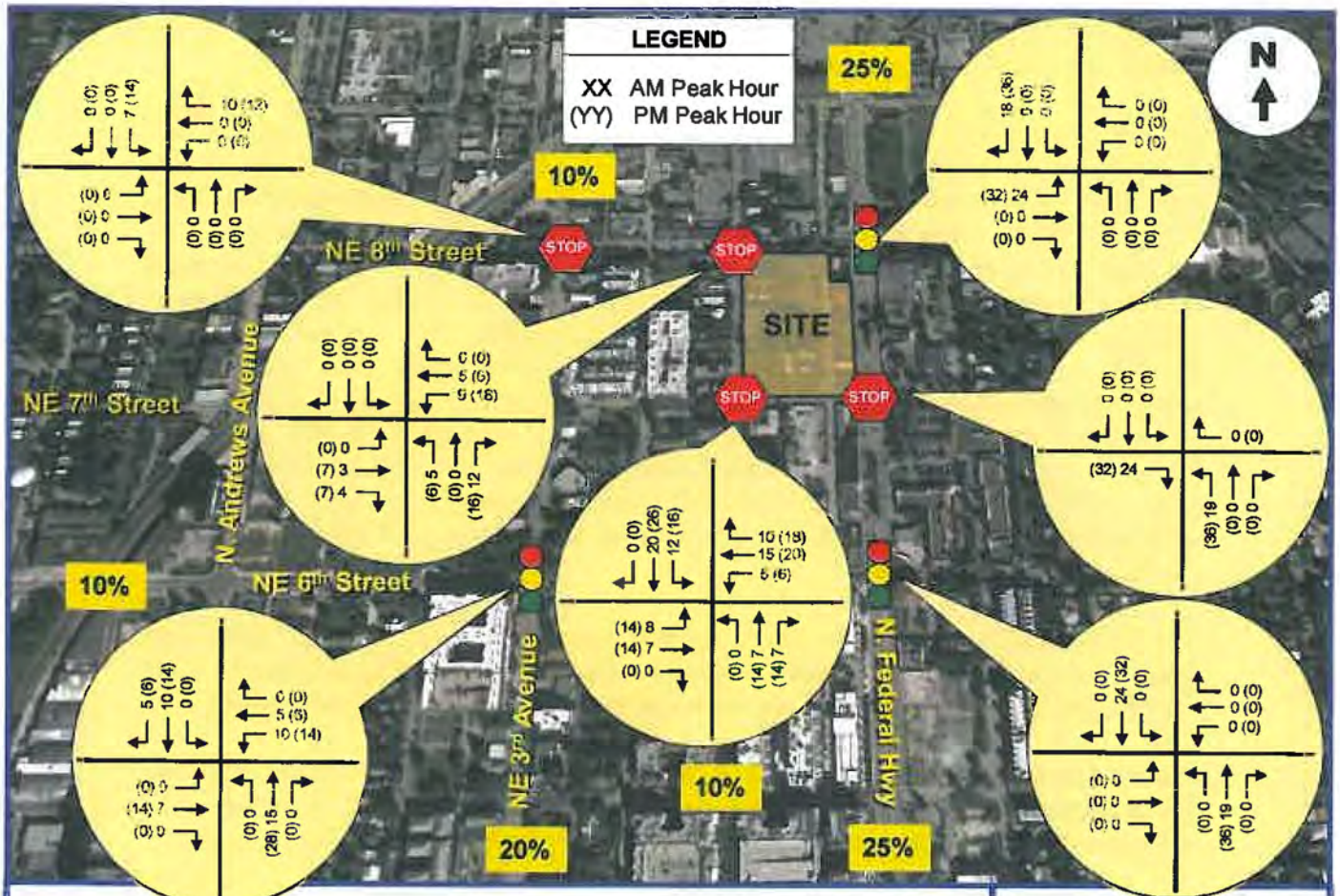
"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								3			17			4	21	
PM TOTAL PROJECT TRAFFIC									**3**			**17**			**4**	**21**	
PM TOTAL TRAFFIC		**0**	**612**	**604**	**316**	**0**	**491**	**597**	**79**	**0**	**359**	**1,443**	**346**	**0**	**137**	**1,337**	**211**



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4A
URBN@flaglervillage
Ft. Lauderdale, Florida



TrafTech ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4
Flagler Village
Fort Lauderdale, Florida

APPENDIX D

Covid-19 Adjustment Factors

TABLE D-1
Covid-19 Adjustment Factor

Roadway	Location	Daily Volumes 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	Adjustment Factor
US 1	N of Broward	40,000	43,023	43,448	0.99
Broward	W of US 1	37,000	39,796	33,654	1.18
NE 3rd St	W of US 1	2,400	2,581	3,055	0.84
	Totals	**79,400**	**85,400**	**80,157**	**1.07**

(1) SOURCE: FDOT

(2) A 3.71% growth was used to develop 2021 pre-covid traffic volumes.

(3) Average of 2-day counts

TRAFTECH ENGINEERING, INC.

Traf Tech Engineering, Inc.

Date Start: 03/02/21
US 1, N OF BROWARD BLVD

Start Time	03/02/21 Tue	Northbound	Southbound	Combined Total
12:00 AM		192	186	378
01:00		133	116	249
02:00		94	77	171
03:00		73	74	147
04:00		87	100	187
05:00		190	227	417
06:00		433	574	1007
07:00		1086	1327	2413
08:00		1240	1642	2882
09:00		1233	1390	2623
10:00		1345	1293	2638
11:00		1317	1324	2641
12:00 PM		1379	1474	2853
01:00		1482	1457	2939
02:00		1486	1493	2979
03:00		1567	1558	3125
04:00		1724	1580	3304
05:00		1932	1688	3620
06:00		1550	1540	3090
07:00		1152	1270	2422
08:00		876	916	1792
09:00		401	682	1083
10:00		329	495	824
11:00		238	313	551
Total		21539	22796	44335
Percent		48.6%	51.4%	

Traf Tech Engineering, Inc.

Date Start: 03/02/21
US 1, N OF BROWARD BLVD

Start Time	03/03/21 Wed	Northbound	Southbound	Combined Total
12:00 AM		193	203	396
01:00		141	146	287
02:00		101	119	220
03:00		61	78	139
04:00		91	92	183
05:00		181	227	408
06:00		429	562	991
07:00		1087	1279	2366
08:00		1295	1583	2878
09:00		1204	1356	2560
10:00		1218	1278	2496
11:00		1350	1394	2744
12:00 PM		1457	1420	2877
01:00		1328	1542	2870
02:00		1418	1548	2966
03:00		1549	1433	2982
04:00		1566	1543	3109
05:00		1746	1575	3321
06:00		1445	1444	2889
07:00		939	1072	2011
08:00		466	754	1220
09:00		531	616	1147
10:00		479	413	892
11:00		341	267	608
Total		20616	21944	42560
Percent		48.4%	51.6%	
Grand Total		42155	44740	
Percentage		48.5%	51.5%	
ADT		ADT 43,138		AADT 43,138

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	40000 C	N 19500	S 20500	9.00	54.70	4.00
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40
2006	35000 C	N 20000	S 15000	9.48	53.59	4.20
2005	43500 C	N 21000	S 22500	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traf Tech Engineering, Inc.

Date Start: 03/02/21
Broward Blvd - W of SR 5/E of NE 3rd Ave

Start Time	03/02/21 Tue	Eastbound	Westbound	Combined Total
12:00 AM		198	275	473
01:00		156	146	302
02:00		102	94	196
03:00		67	82	149
04:00		66	60	126
05:00		120	118	238
06:00		381	293	674
07:00		817	746	1563
08:00		1087	857	1944
09:00		1102	861	1963
10:00		1043	871	1914
11:00		1037	904	1941
12:00 PM		1188	1028	2216
01:00		1151	1156	2307
02:00		1200	1135	2335
03:00		1067	1123	2190
04:00		1115	1213	2328
05:00		1258	1055	2313
06:00		1211	966	2177
07:00		937	857	1794
08:00		756	712	1468
09:00		702	548	1250
10:00		587	489	1076
11:00		418	362	780
Total		17766	15951	33717
Percent		52.7%	47.3%	

Traf Tech Engineering, Inc.

Date Start: 03/02/21
Broward Blvd - W of SR 5/E of NE 3rd Ave

Start Time	03/03/21 Wed	Eastbound	Westbound	Combined Total
12:00 AM		355	288	643
01:00		282	180	462
02:00		200	133	333
03:00		104	82	186
04:00		73	73	146
05:00		131	115	246
06:00		366	288	654
07:00		889	720	1609
08:00		1137	876	2013
09:00		1153	901	2054
10:00		1095	944	2039
11:00		1074	1051	2125
12:00 PM		1166	983	2149
01:00		1067	1119	2186
02:00		1155	1123	2278
03:00		1072	1048	2120
04:00		1102	1074	2176
05:00		1170	1065	2235
06:00		1136	956	2092
07:00		893	867	1760
08:00		729	811	1540
09:00		459	529	988
10:00		411	537	948
11:00		244	364	608
Total		17463	16127	33590
Percent		52.0%	48.0%	
Grand Total		35229	32078	
Percentage		52.3%	47.7%	
ADT		ADT 33,654		AADT 33,654

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0024 - SR 842/BROWARD BLVD - W OF SR 5/E OF NE 3 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	37000 C	E 19000	W 18000	9.00	54.60	3.30
2018	37000 C	E 19000	W 18000	9.00	54.50	3.30
2017	33000 C	E 17500	W 15500	9.00	51.90	2.90
2016	35500 C	E 19000	W 16500	9.00	54.10	2.90
2015	38500 C	E 20500	W 18000	9.00	54.00	2.90
2014	36000 C	E 19000	W 17000	9.00	54.20	2.90
2013	35500 C	E 19000	W 16500	9.00	53.60	2.90
2012	35500 C	E 19500	W 16000	9.00	52.20	2.90
2011	37000 C	E 18500	W 18500	9.00	52.50	4.10
2010	34000 C	E 17500	W 16500	8.35	52.69	4.10
2009	32500 C	E 17000	W 15500	8.53	53.89	4.10
2008	34500 C	E 18500	W 16000	8.81	54.16	3.00
2007	36000 C	E 18500	W 17500	8.63	55.75	3.00
2006	37500 C	E 19000	W 18500	8.40	55.34	3.70
2005	36500 C	E 19000	W 17500	8.20	51.70	2.30
2004	36500 C	E 18500	W 18000	9.10	55.30	2.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traf Tech Engineering, Inc.

Date Start: 03/02/21
NE 3RD ST WEST OF FEDERAL HWY

Start Time	03/02/21 Tue	Eastbound	Westbound	Combined Total
12:00 AM		19	33	52
01:00		9	23	32
02:00		4	17	21
03:00		6	19	25
04:00		9	6	15
05:00		41	40	81
06:00		39	55	94
07:00		48	83	131
08:00		58	127	185
09:00		11	176	187
10:00		10	163	173
11:00		57	109	166
12:00 PM		80	99	179
01:00		80	106	186
02:00		79	96	175
03:00		62	120	182
04:00		48	162	210
05:00		55	142	197
06:00		60	143	203
07:00		41	114	155
08:00		39	73	112
09:00		41	75	116
10:00		34	30	64
11:00		26	27	53
Total		956	2038	2994
Percent		31.9%	68.1%	

Traf Tech Engineering, Inc.

Date Start: 03/02/21
NE 3RD ST WEST OF FEDERAL HWY

Start Time	03/03/21 Wed	Eastbound	Westbound	Combined Total
12:00 AM		28	47	75
01:00		7	9	16
02:00		12	24	36
03:00		8	7	15
04:00		8	6	14
05:00		33	33	66
06:00		52	81	133
07:00		56	103	159
08:00		74	130	204
09:00		74	108	182
10:00		68	88	156
11:00		74	85	159
12:00 PM		69	90	159
01:00		78	104	182
02:00		70	115	185
03:00		57	139	196
04:00		52	131	183
05:00		56	183	239
06:00		43	111	154
07:00		78	120	198
08:00		47	84	131
09:00		33	72	105
10:00		28	57	85
11:00		34	50	84
Total		1139	1977	3116
Percent		36.6%	63.4%	
Grand Total		2095	4015	
Percentage		34.3%	65.7%	
ADT		ADT 3,052		AADT 3,052

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3502 - NE 3RD ST WEST OF FEDERAL HWY (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2400 F	E 900	W 1500	9.00	54.60	4.80
2018	2400 C	E 900	W 1500	9.00	54.50	4.80
2017	2300 C	E 800	W 1500	9.00	51.90	5.50
2016	2200 C	E 900	W 1300	9.00	54.10	3.90
2015	1750 C	E 900	W 850	9.00	54.00	4.80
2014	1600 C	E 600	W 1000	9.00	54.20	6.10
2013	1650 C	E 550	W 1100	9.00	53.60	4.50
2012	1550 C	E 550	W 1000	9.00	52.20	3.30
2011	1750 C	E 650	W 1100	9.00	52.50	7.40
2010	1750 C	E 650	W 1100	8.35	52.69	7.40
2009	2100 C	E 800	W 1300	8.53	53.89	3.50
2008	1850 C	E 750	W 1100	8.81	54.16	7.50
2007	1600 C	E 650	W 950	8.63	55.75	3.60
2006	1800 C	E 800	W 1000	8.40	55.34	3.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and Broward Boulevard
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			Broward Blvd Eastbound			Broward Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	245	896	290	125	1,209	204	208	464	291	443	376	44
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	262	959	310	134	1294	218	223	496	311	474	402	47
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy												
Fairfield Inn & Suites								9			2	
Quantum @ Flagler Village												
FAT City		16		3	13							3
URBN Flager												
2025 Background Traffic	303	1,125	359	158	1,510	253	257	583	360	548	467	57
317 N Federal		11		17	34							5
2025 Total Traffic	**303**	**1,136**	**359**	**175**	**1,544**	**253**	**257**	**583**	**360**	**548**	**467**	**62**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and Broward Boulevard
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			Broward Blvd Eastbound			Broward Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	316	1,272	303	133	1,243	269	350	455	233	386	499	48
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	338	1361	324	142	1330	288	375	487	249	413	534	51
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy												
Fairfield Inn & Suites								13			4	
Quantum @ Flagler Village												
FAT City		17		4	21							3
URBN Flager												
2025 Background Traffic	391	1,592	375	169	1,560	333	433	576	288	478	622	62
317 N Federal		18		16	12							9
2025 Total Traffic	**391**	**1,610**	**375**	**185**	**1,572**	**333**	**433**	**576**	**288**	**478**	**622**	**71**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 3rd Street
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	88	1,037	29		1,533	21			57			26
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	94	1110	31	0	1640	22	0	0	61	0	0	28
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		14			17							
Fairfield Inn & Suites												
Quantum @ Flagler Village		19			24							
FAT City												
URBN Flager		8			24							
2025 Background Traffic	109	1,325	36	0	1,963	26	0	0	71	0	0	32
317 N Federal	16					15			51			
2025 Total Traffic	**125**	**1,325**	**36**	**0**	**1,963**	**41**	**0**	**0**	**122**	**0**	**0**	**32**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 3rd Street
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	139	1,617	34		1,568	16			40			47
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	149	1730	36	0	1678	17	0	0	43	0	0	50
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		23			16							
Fairfield Inn & Suites												
Quantum @ Flagler Village		36			32							
FAT City												
URBN Flager		20			14							
2025 Background Traffic	172	2,081	42	0	2,003	20	0	0	50	0	0	58
317 N Federal	27					27			18			
2025 Total Traffic	**199**	**2,081**	**42**	**0**	**2,003**	**47**	**0**	**0**	**68**	**0**	**0**	**58**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 4th Street
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	56	971	36	73	1,411	34	29	59	59	84	45	28
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	60	1039	39	78	1510	36	31	63	63	90	48	30
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		14			17							
Fairfield Inn & Suites												
Quantum @ Flagler Village		19			24							
FAT City	9					22	18	10	8		12	
URBN Flager	8					8	24	6	24		2	
2025 Background Traffic	86	1,235	45	90	1,788	72	78	89	105	104	70	35
317 N Federal					14		44	8		2		
2025 Total Traffic	**86**	**1,235**	**45**	**90**	**1,802**	**72**	**122**	**97**	**105**	**106**	**70**	**35**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 4th Street
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	132	1,485	53	69	1,375	41	54	84	54	155	95	33
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	141	1589	57	74	1471	44	58	90	58	166	102	35
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		23			16							
Fairfield Inn & Suites												
Quantum @ Flagler Village		36			32							
FAT City	10					24	30	17	13		14	
URBN Flager	20					20	14	3	14		5	
2025 Background Traffic	193	1,897	66	85	1,750	95	111	124	94	192	137	41
317 N Federal					24		14	3		5		
2025 Total Traffic	**193**	**1,897**	**66**	**85**	**1,774**	**95**	**125**	**127**	**94**	**197**	**137**	**41**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 6th Street
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	90	825	52	55	1,285	28	3	8	69	25	7	69
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	96	883	56	59	1375	30	3	9	74	27	7	74
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy	4	10		1	8	4	4	1	9			2
Fairfield Inn & Suites												
Quantum @ Flagler Village		19			24							
FAT City												
URBN Flager		24			8							
2025 Background Traffic	115	1,074	64	69	1,631	39	8	11	94	31	9	87
317 N Federal		36	8		11					3		
2025 Total Traffic	**115**	**1,110**	**72**	**69**	**1,642**	**39**	**8**	**11**	**94**	**34**	**9**	**87**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and NE 6th Street
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	147	1,375	59	18	1,243	18	7	6	57	30	17	111
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	157	1471	63	19	1330	19	7	6	61	32	18	119
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy	7	16		2	11	6	2	1	5		1	3
Fairfield Inn & Suites												
Quantum @ Flagler Village		36			32							
FAT City												
URBN Flager		14			20							
2025 Background Traffic	189	1,768	73	24	1,602	28	11	8	76	37	22	140
317 N Federal		12	2		19					5		
2025 Total Traffic	**189**	**1,780**	**75**	**24**	**1,621**	**28**	**11**	**8**	**76**	**42**	**22**	**140**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and Broward Boulevard
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			Broward Blvd Eastbound			Broward Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	139	144	51	109	283	143	180	932	255	113	656	88
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	149	154	55	117	303	153	193	997	273	121	702	94
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy												
Fairfield Inn & Suites	11	9		6				8		2		
Quantum @ Flagler Village												
FAT City		16			13							
URBN Flager												
2025 Background Traffic	183	203	63	141	363	177	223	1,162	316	142	812	109
317 N Federal		6		17	17		5					
2025 Total Traffic	**183**	**209**	**63**	**158**	**380**	**177**	**228**	**1,162**	**316**	**142**	**812**	**109**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and Broward Boulevard
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			Broward Blvd Eastbound			Broward Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	272	431	79	92	296	183	199	987	8	80	914	71
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	291	461	85	98	317	196	213	1056	9	86	978	76
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy												
Fairfield Inn & Suites	16	13		10				12		4		
Quantum @ Flagler Village												
FAT City		17			21							
URBN Flager												
2025 Background Traffic	353	564	98	124	387	227	246	1,234	10	103	1,131	88
317 N Federal		9		6	6		9					
2025 Total Traffic	**353**	**573**	**98**	**130**	**393**	**227**	**255**	**1,234**	**10**	**103**	**1,131**	**88**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 3rd Street
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	2	344	24	44	558	7	4	5	12	25	9	41
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	2	368	26	47	597	7	4	5	13	27	10	44
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		8			9							
Fairfield Inn & Suites		9			6							
Quantum @ Flagler Village					15			20				
FAT City												
URBN Flager		24						8				
2025 Background Traffic	2	467	30	54	721	9	5	34	15	31	11	51
317 N Federal			11	9				1		34	2	82
2025 Total Traffic	**2**	**467**	**41**	**63**	**721**	**9**	**5**	**35**	**15**	**65**	**13**	**133**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 3rd Street
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	9	709	28	19	474	7	11	5	17	28	16	71
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	10	759	30	20	507	7	12	5	18	30	17	76
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		13			8							
Fairfield Inn & Suites		13			10							
Quantum @ Flagler Village		28			28							
FAT City												
URBN Flager		14			20							
2025 Background Traffic	11	946	35	24	653	9	14	6	21	35	20	88
317 N Federal			18	16				1		12	1	28
2025 Total Traffic	**11**	**946**	**53**	**40**	**653**	**9**	**14**	**7**	**21**	**47**	**21**	**116**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 4th Street
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	22	330	38	32	497	10	21	92	45	73	81	34
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	24	353	41	34	532	11	22	98	48	78	87	36
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		8			9							
Fairfield Inn & Suites		9			6							
Quantum @ Flagler Village					15			20				
FAT City	16					19	15	43	13		53	
URBN Flager		24						8				
2025 Background Traffic	43	449	47	40	645	31	41	185	69	90	153	42
317 N Federal	5	25	52		8				1			
2025 Total Traffic	**48**	**474**	**99**	**40**	**653**	**31**	**41**	**185**	**70**	**90**	**153**	**42**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 4th Street
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	59	656	96	27	415	31	28	102	34	50	117	37
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	63	702	103	29	444	33	30	109	36	54	125	40
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		13			8							
Fairfield Inn & Suites		13			10							
Quantum @ Flagler Village		28			28							
FAT City	17					21	26	72	21		58	
URBN Flager		14			20							
2025 Background Traffic	90	880	119	33	580	59	61	198	63	62	203	46
317 N Federal	2	9	17		14				2			
2025 Total Traffic	**92**	**889**	**136**	**33**	**594**	**59**	**61**	**198**	**65**	**62**	**203**	**46**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6th Street and NE 3rd Avenue
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	50	292	46	39	412	51	37	212	74	21	171	58
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	54	312	49	42	441	55	40	227	79	22	183	62
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		6	2		4	4	5	3		5	5	
Fairfield Inn & Suites		9			6							
Quantum @ Flagler Village		15			10	5		7		10	5	
FAT City		15			19			3			3	
URBN Flager	12	12			4				4			
2025 Background Traffic	74	418	59	48	553	72	51	275	96	41	225	72
317 N Federal		8	17		6				2			
2025 Total Traffic	**74**	**426**	**76**	**48**	**559**	**72**	**51**	**275**	**98**	**41**	**225**	**72**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6th Street and NE 3rd Avenue
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/2/2021)	122	520	53	46	379	46	46	228	43	35	258	46
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	131	556	57	49	406	49	49	244	46	37	276	49
Annual Growth Rate	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
Committed developments												
627 N Federal Hwy		9	4		6	6	9	4		2	3	
Fairfield Inn & Suites		13			10							
Quantum @ Flagler Village		28			14	6		14		14	6	
FAT City		26			21			4			3	
URBN Flager	7	7			10				10			
2025 Background Traffic	158	727	70	57	530	69	66	304	63	59	331	57
317 N Federal		3	6		9				5			
2025 Total Traffic	**158**	**730**	**76**	**57**	**539**	**69**	**66**	**304**	**68**	**59**	**331**	**57**

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APPENDIX F

SYNCHRO Analyses

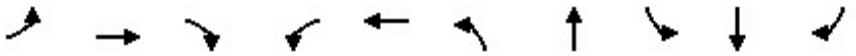
Timings
101: Broward Boulevard & Federal Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	223	496	311	474	402	262	959	134	1294	218
Future Volume (vph)	223	496	311	474	402	262	959	134	1294	218
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	38.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	30.0	39.0	39.0	30.0	39.0	25.0	58.0	33.0	66.0	66.0
Total Split (%)	18.8%	24.4%	24.4%	18.8%	24.4%	15.6%	36.3%	20.6%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.9	25.4	25.4	24.0	33.5	17.2	68.6	18.0	69.4	69.4
Actuated g/C Ratio	0.10	0.16	0.16	0.15	0.21	0.11	0.43	0.11	0.43	0.43
v/c Ratio	0.76	0.71	0.79	1.07	0.71	0.82	0.69	0.78	0.68	0.34
Control Delay	110.9	61.6	29.9	123.2	64.3	89.6	39.3	103.9	29.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.9	61.6	29.9	123.2	64.3	89.6	39.3	103.9	29.9	13.2
LOS	F	E	C	F	E	F	D	F	C	B
Approach Delay		62.7			94.6		47.9		33.8	
Approach LOS		E			F		D		C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 54.7	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



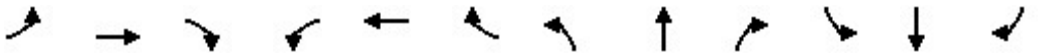
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	232	517	324	494	468	273	1322	140	1348	227
v/c Ratio	0.76	0.71	0.79	1.07	0.71	0.82	0.69	0.78	0.68	0.34
Control Delay	110.9	61.6	29.9	123.2	64.3	89.6	39.3	103.9	29.9	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.9	61.6	29.9	123.2	64.3	89.6	39.3	103.9	29.9	13.2
Queue Length 50th (ft)	132	145	39	~292	240	145	389	150	263	48
Queue Length 95th (ft)	181	162	170	#411	297	198	527	228	264	83
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	463	944	469	463	665	370	1912	268	1985	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.55	0.69	1.07	0.70	0.74	0.69	0.52	0.68	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	496	311	474	402	47	262	959	310	134	1294	218
Future Volume (veh/h)	223	496	311	474	402	47	262	959	310	134	1294	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	232	517	324	494	419	49	273	999	323	140	1348	227
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	948	293	467	776	90	311	1359	439	157	1810	559
Arrive On Green	0.14	0.34	0.34	0.15	0.27	0.27	0.10	0.40	0.40	0.20	0.79	0.79
Sat Flow, veh/h	3110	4595	1418	3110	2880	335	3110	3433	1109	1603	4595	1420
Grp Volume(v), veh/h	232	517	324	494	231	237	273	892	430	140	1348	227
Grp Sat Flow(s),veh/h/ln	1555	1532	1418	1555	1599	1616	1555	1532	1478	1603	1532	1420
Q Serve(g_s), s	11.7	14.5	33.0	24.0	19.8	20.0	13.9	39.7	39.7	13.6	24.1	8.0
Cycle Q Clear(g_c), s	11.7	14.5	33.0	24.0	19.8	20.0	13.9	39.7	39.7	13.6	24.1	8.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	270	948	293	467	431	436	311	1213	585	157	1810	559
V/C Ratio(X)	0.86	0.55	1.11	1.06	0.54	0.54	0.88	0.74	0.74	0.89	0.74	0.41
Avail Cap(c_a), veh/h	467	948	293	467	431	436	369	1213	585	271	1810	559
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	46.4	52.4	68.0	49.9	50.0	71.1	41.2	41.2	63.5	12.9	11.1
Incr Delay (d2), s/veh	2.4	0.4	78.2	58.1	1.1	1.1	16.7	4.0	8.0	9.0	2.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.2	17.2	13.3	8.1	8.3	6.3	15.7	15.9	5.5	4.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	46.8	130.7	126.1	51.0	51.1	87.8	45.2	49.2	72.5	15.7	13.3
LnGrp LOS	E	D	F	F	D	D	F	D	D	E	B	B
Approach Vol, veh/h		1073			962			1595			1715	
Approach Delay, s/veh		77.1			89.6			53.6			20.0	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	69.3	30.0	39.0	22.0	69.0	19.9	49.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	15.6	41.7	26.0	35.0	15.9	26.1	13.7	22.0
Green Ext Time (p_c), s	0.1	6.2	0.0	0.0	0.1	14.1	0.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	61	0	0	28	94	1110	31	0	1640	22
Future Vol, veh/h	0	0	61	0	0	28	94	1110	31	0	1640	22
Conflicting Peds, #/hr	0	0	0	0	0	6	13	0	7	7	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	64	0	0	29	99	1168	33	0	1726	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	888	-	-	614	1762	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	472	0	0	585	165	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	467	-	-	579	163	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	11.6	4.3	0
HCM LOS	B	B		

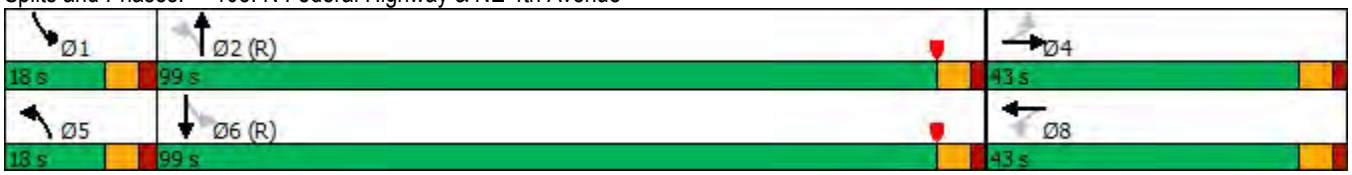
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	163	-	-	467	579	-	-
HCM Lane V/C Ratio	0.607	-	-	0.137	0.051	-	-
HCM Control Delay (s)	56.4	-	-	13.9	11.6	-	-
HCM Lane LOS	F	-	-	B	B	-	-
HCM 95th %tile Q(veh)	3.3	-	-	0.5	0.2	-	-

Timings
103: N Federal Highway & NE 4th Avenue

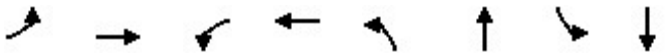
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	63	90	48	60	1039	78	1510
Future Volume (vph)	31	63	90	48	60	1039	78	1510
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	21.7	21.7	21.7	21.7	119.8	114.3	120.8	114.7
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.75	0.71	0.76	0.72
v/c Ratio	0.24	0.64	0.94	0.41	0.34	0.36	0.26	0.51
Control Delay	56.8	57.3	141.5	53.0	13.0	9.7	6.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	57.3	141.5	53.0	13.0	9.7	6.9	11.7
LOS	E	E	F	D	B	A	A	B
Approach Delay		57.2		100.4		9.9		11.4
Approach LOS		E		F		A		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue

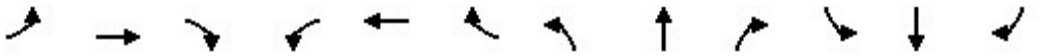


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	136	97	84	65	1159	84	1663
v/c Ratio	0.24	0.64	0.94	0.41	0.34	0.36	0.26	0.51
Control Delay	56.8	57.3	141.5	53.0	13.0	9.7	6.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	57.3	141.5	53.0	13.0	9.7	6.9	11.7
Queue Length 50th (ft)	30	99	102	64	17	122	17	260
Queue Length 95th (ft)	64	166	#174	114	m42	189	41	384
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	234	342	176	339	257	3247	375	3267
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.40	0.55	0.25	0.25	0.36	0.22	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	63	63	90	48	30	60	1039	39	78	1510	36
Future Volume (veh/h)	31	63	63	90	48	30	60	1039	39	78	1510	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	33	68	68	97	52	32	65	1117	42	84	1624	39
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	131	131	159	165	102	217	3034	114	382	3102	74
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.05	1.00	1.00	0.03	0.67	0.67
Sat Flow, veh/h	1175	687	687	1122	869	534	1603	4540	171	1603	4613	111
Grp Volume(v), veh/h	33	0	136	97	0	84	65	754	405	84	1079	584
Grp Sat Flow(s),veh/h/ln	1175	0	1374	1122	0	1403	1603	1532	1647	1603	1532	1660
Q Serve(g_s), s	4.0	0.0	14.2	13.6	0.0	8.2	2.1	0.0	0.0	2.7	28.5	28.5
Cycle Q Clear(g_c), s	12.2	0.0	14.2	27.8	0.0	8.2	2.1	0.0	0.0	2.7	28.5	28.5
Prop In Lane	1.00		0.50	1.00		0.38	1.00		0.10	1.00		0.07
Lane Grp Cap(c), veh/h	208	0	262	159	0	267	217	2047	1100	382	2060	1116
V/C Ratio(X)	0.16	0.00	0.52	0.61	0.00	0.31	0.30	0.37	0.37	0.22	0.52	0.52
Avail Cap(c_a), veh/h	256	0	318	205	0	324	298	2047	1100	456	2060	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.00	0.82	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	0.0	58.2	70.7	0.0	55.8	10.8	0.0	0.0	7.8	13.2	13.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	1.4	0.0	0.2	0.3	0.5	1.0	0.1	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.0	4.0	0.0	3.0	0.7	0.1	0.3	0.9	10.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	0.0	58.7	72.1	0.0	56.0	11.0	0.5	1.0	7.9	14.2	15.0
LnGrp LOS	E	A	E	E	A	E	B	A	A	A	B	B
Approach Vol, veh/h		169			181			1224			1747	
Approach Delay, s/veh		59.1			64.6			1.2			14.2	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	112.9		36.5	9.9	113.6		36.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	4.7	2.0		16.2	4.1	30.5		29.8				
Green Ext Time (p_c), s	0.0	10.8		0.5	0.0	19.8		0.3				

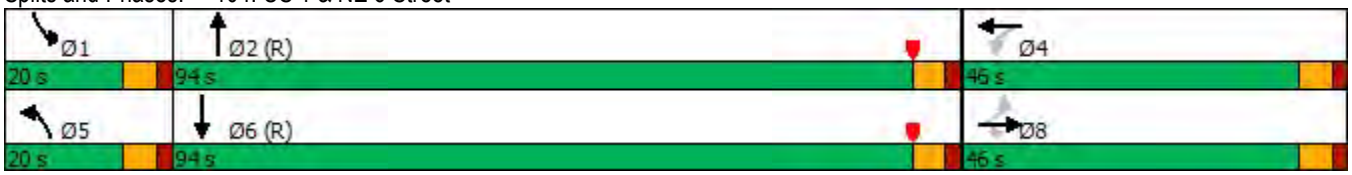
Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

Timings
104: US 1 & NE 6 Street

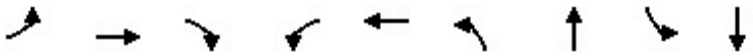
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	3	9	74	27	7	96	883	59	1375
Future Volume (vph)	3	9	74	27	7	96	883	59	1375
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	9.0	9.0	9.0	9.0	9.0	14.7	125.1	10.2	118.3
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.06	0.09	0.78	0.06	0.74
v/c Ratio	0.06	0.12	0.55	0.46	0.60	0.71	0.29	0.62	0.45
Control Delay	72.0	72.9	27.5	95.1	33.6	94.5	5.8	97.8	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	72.9	27.5	95.1	33.6	94.5	5.8	97.8	9.2
LOS	E	E	C	F	C	F	A	F	A
Approach Delay		33.9			48.8		14.0		12.8
Approach LOS		C			D		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



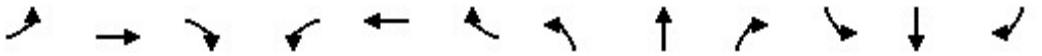
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	10	80	29	88	103	1009	63	1510
v/c Ratio	0.06	0.12	0.55	0.46	0.60	0.71	0.29	0.62	0.45
Control Delay	72.0	72.9	27.5	95.1	33.6	94.5	5.8	97.8	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	72.9	27.5	95.1	33.6	94.5	5.8	97.8	9.2
Queue Length 50th (ft)	3	10	0	30	8	106	100	66	202
Queue Length 95th (ft)	15	32	57	66	68	170	152	117	293
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	211	377	375	281	381	160	3530	141	3369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.21	0.10	0.23	0.64	0.29	0.45	0.45

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	9	74	27	7	74	96	883	56	59	1375	30
Future Volume (veh/h)	3	9	74	27	7	74	96	883	56	59	1375	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	3	10	80	29	8	80	103	949	60	63	1478	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	159	120	149	11	111	121	3282	207	78	3320	72
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.08	0.74	0.74	0.05	0.72	0.72
Sat Flow, veh/h	1172	1683	1272	1166	117	1173	1603	4408	278	1603	4627	100
Grp Volume(v), veh/h	3	10	80	29	0	88	103	659	350	63	979	531
Grp Sat Flow(s),veh/h/ln	1172	1683	1272	1166	0	1291	1603	1532	1623	1603	1532	1664
Q Serve(g_s), s	0.4	0.9	9.7	3.7	0.0	10.6	10.2	11.2	11.3	6.2	21.2	21.2
Cycle Q Clear(g_c), s	11.0	0.9	9.7	4.6	0.0	10.6	10.2	11.2	11.3	6.2	21.2	21.2
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	78	159	120	149	0	122	121	2281	1208	78	2198	1194
V/C Ratio(X)	0.04	0.06	0.66	0.19	0.00	0.72	0.85	0.29	0.29	0.81	0.45	0.45
Avail Cap(c_a), veh/h	260	421	318	330	0	323	140	2281	1208	140	2198	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.7	66.0	70.0	68.1	0.0	70.4	73.1	6.7	6.7	75.4	9.4	9.4
Incr Delay (d2), s/veh	0.1	0.1	2.3	0.2	0.0	3.0	30.4	0.3	0.6	7.4	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	3.3	1.1	0.0	3.6	5.2	3.6	3.9	2.7	7.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	66.0	72.3	68.3	0.0	73.3	103.5	7.0	7.3	82.8	10.0	10.6
LnGrp LOS	E	E	E	E	A	E	F	A	A	F	B	B
Approach Vol, veh/h		93			117			1112			1573	
Approach Delay, s/veh		71.8			72.1			16.0			13.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	125.1		21.1	18.0	120.8		21.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	8.2	13.3		12.6	12.2	23.2		13.0				
Green Ext Time (p_c), s	0.0	8.3		0.4	0.0	15.6		0.2				

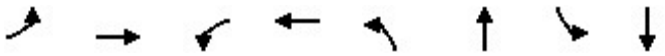
Intersection Summary		
HCM 6th Ctrl Delay		18.5
HCM 6th LOS		B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	193	997	121	702	149	154	117	303
Future Volume (vph)	193	997	121	702	149	154	117	303
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	71.0	20.0	66.0	25.0	49.0	20.0	44.0
Total Split (%)	15.6%	44.4%	12.5%	41.3%	15.6%	30.6%	12.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	93.9	79.9	86.7	76.2	49.9	33.2	41.5	28.9
Actuated g/C Ratio	0.59	0.50	0.54	0.48	0.31	0.21	0.26	0.18
v/c Ratio	0.61	0.63	0.65	0.41	0.72	0.35	0.42	0.86
Control Delay	23.8	31.3	45.3	25.0	57.5	47.2	34.1	58.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	31.3	45.3	25.0	57.5	47.2	34.1	58.5
LOS	C	C	D	C	E	D	C	E
Approach Delay		30.3		27.6		51.5		53.5
Approach LOS		C		C		D		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue

Queues
105: Broward Boulevard & NE 3rd Avenue

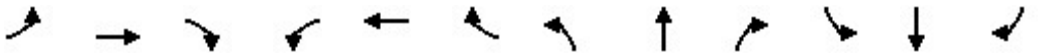


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	212	1396	133	874	164	229	129	501
v/c Ratio	0.61	0.63	0.65	0.41	0.72	0.35	0.42	0.86
Control Delay	23.8	31.3	45.3	25.0	57.5	47.2	34.1	58.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	31.3	45.3	25.0	57.5	47.2	34.1	58.5
Queue Length 50th (ft)	101	375	69	128	128	94	83	192
Queue Length 95th (ft)	169	505	m140	215	179	128	118	221
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	393	2226	244	2143	248	838	322	751
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.63	0.55	0.41	0.66	0.27	0.40	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	997	273	121	702	94	149	154	55	117	303	153
Future Volume (veh/h)	193	997	273	121	702	94	149	154	55	117	303	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	212	1096	300	133	771	103	164	169	60	129	333	168
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	1829	501	237	2003	266	223	478	163	313	386	190
Arrive On Green	0.08	0.51	0.51	0.11	0.98	0.98	0.09	0.21	0.21	0.15	0.38	0.38
Sat Flow, veh/h	1603	3573	978	1603	4103	544	1603	2321	791	1603	2052	1010
Grp Volume(v), veh/h	212	940	456	133	574	300	164	114	115	129	258	243
Grp Sat Flow(s),veh/h/ln	1603	1532	1487	1603	1532	1583	1603	1599	1513	1603	1599	1463
Q Serve(g_s), s	10.6	34.6	34.6	6.8	1.1	1.2	13.1	9.8	10.4	10.3	23.7	24.9
Cycle Q Clear(g_c), s	10.6	34.6	34.6	6.8	1.1	1.2	13.1	9.8	10.4	10.3	23.7	24.9
Prop In Lane	1.00		0.66	1.00		0.34	1.00		0.52	1.00		0.69
Lane Grp Cap(c), veh/h	446	1568	761	237	1496	773	223	329	311	313	301	275
V/C Ratio(X)	0.48	0.60	0.60	0.56	0.38	0.39	0.74	0.35	0.37	0.41	0.86	0.88
Avail Cap(c_a), veh/h	510	1568	761	288	1496	773	262	430	407	329	380	348
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	17.3	27.5	27.5	21.5	1.0	1.0	48.3	54.3	54.6	43.3	47.9	48.2
Incr Delay (d2), s/veh	0.3	1.7	3.5	0.6	0.5	1.0	6.6	0.2	0.3	0.3	12.0	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	13.1	13.1	2.4	0.4	0.5	5.7	4.0	4.0	3.8	9.3	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	29.2	31.0	22.1	1.5	2.0	54.9	54.6	54.9	43.6	59.9	64.8
LnGrp LOS	B	C	C	C	A	A	D	D	D	D	E	E
Approach Vol, veh/h		1608			1007			393			630	
Approach Delay, s/veh		28.2			4.4			54.8			58.4	
Approach LOS		C			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	84.1	18.3	38.9	14.9	87.9	21.1	36.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	12.6	3.2	12.3	12.4	8.8	36.6	15.1	26.9
Green Ext Time (p_c), s	0.1	7.2	0.0	0.9	0.0	12.1	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Timings
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	5	27	10	2	368	47	597
Future Volume (vph)	4	5	27	10	2	368	47	597
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.2	7.2	7.2	64.4	64.4	64.4	64.4
Actuated g/C Ratio		0.09	0.09	0.09	0.80	0.80	0.80	0.80
v/c Ratio		0.18	0.29	0.36	0.00	0.17	0.08	0.26
Control Delay		24.0	36.8	17.9	2.0	1.7	1.0	1.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.0	36.8	17.9	2.0	1.7	1.0	1.2
LOS		C	D	B	A	A	A	A
Approach Delay		24.0		24.1		1.7		1.2
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

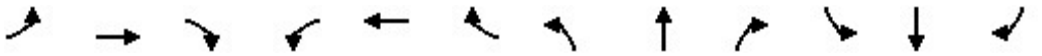
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	29	59	2	428	51	657
v/c Ratio	0.18	0.29	0.36	0.00	0.17	0.08	0.26
Control Delay	24.0	36.8	17.9	2.0	1.7	1.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	36.8	17.9	2.0	1.7	1.0	1.2
Queue Length 50th (ft)	4	16	15	0	25	1	5
Queue Length 95th (ft)	25	m28	m36	m1	34	3	12
Internal Link Dist (ft)	180		680		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	405	347	441	538	2530	664	2556
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.13	0.00	0.17	0.08	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	5	13	27	10	44	2	368	26	47	597	7
Future Volume (veh/h)	4	5	13	27	10	44	2	368	26	47	597	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	0.99		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	4	5	14	29	11	48	2	400	28	51	649	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	42	79	218	24	106	612	2270	158	733	2427	30
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	92	418	793	1234	243	1059	695	3025	211	857	3235	40
Grp Volume(v), veh/h	23	0	0	29	0	59	2	211	217	51	321	336
Grp Sat Flow(s),veh/h/ln	1303	0	0	1234	0	1301	695	1599	1637	857	1599	1676
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	1.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.17		0.61	1.00		0.81	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	183	0	0	218	0	130	612	1200	1228	733	1200	1257
V/C Ratio(X)	0.13	0.00	0.00	0.13	0.00	0.45	0.00	0.18	0.18	0.07	0.27	0.27
Avail Cap(c_a), veh/h	450	0	0	481	0	407	612	1200	1228	733	1200	1257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.88	0.88	0.96	0.96	0.96
Uniform Delay (d), s/veh	33.0	0.0	0.0	33.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.9	0.0	0.3	0.3	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	1.1	0.0	0.1	0.1	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	0.0	33.1	0.0	34.9	0.0	0.3	0.3	0.2	0.5	0.5
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		23			88			430			708	
Approach Delay, s/veh		33.1			34.3			0.3			0.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		14.0		66.0		14.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0		3.3		2.0		5.4				
Green Ext Time (p_c), s		0.9		0.0		1.5		0.2				

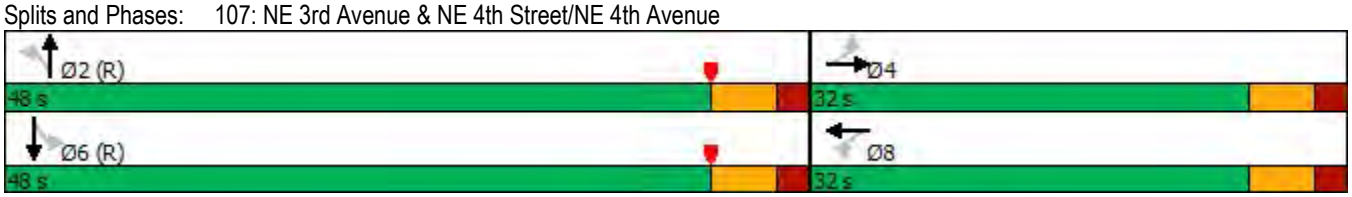
Intersection Summary												
HCM 6th Ctrl Delay			3.4									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

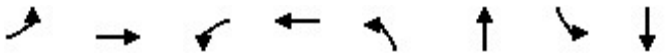
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	22	98	78	87	24	353	34	532
Future Volume (vph)	22	98	78	87	24	353	34	532
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	11.5	11.5	11.5	11.5	56.5	56.5	56.5	56.5
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.71	0.71	0.71	0.71
v/c Ratio	0.16	0.66	0.60	0.57	0.05	0.19	0.06	0.26
Control Delay	30.0	38.0	47.0	31.9	6.8	5.6	9.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	38.0	47.0	31.9	6.8	5.6	9.4	9.9
LOS	C	D	D	C	A	A	A	A
Approach Delay		37.0		37.7		5.7		9.9
Approach LOS		D		D		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



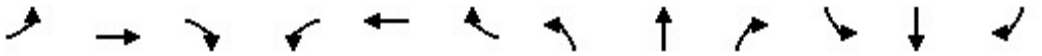
Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	154	82	130	25	415	36	572
v/c Ratio	0.16	0.66	0.60	0.57	0.05	0.19	0.06	0.26
Control Delay	30.0	38.0	47.0	31.9	6.8	5.6	9.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	38.0	47.0	31.9	6.8	5.6	9.4	9.9
Queue Length 50th (ft)	10	58	47	61	5	46	10	94
Queue Length 95th (ft)	29	108	68	85	15	67	31	147
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	329	485	310	485	512	2205	589	2240
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.32	0.26	0.27	0.05	0.19	0.06	0.26

Intersection Summary

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	98	48	78	87	36	24	353	41	34	532	11
Future Volume (veh/h)	22	98	48	78	87	36	24	353	41	34	532	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	23	103	51	82	92	38	25	372	43	36	560	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	204	101	222	219	90	567	1827	209	640	2031	43
Arrive On Green	0.22	0.22	0.22	0.07	0.07	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1128	949	470	1104	1016	420	751	2878	330	866	3200	69
Grp Volume(v), veh/h	23	0	154	82	0	130	25	205	210	36	280	292
Grp Sat Flow(s),veh/h/ln	1128	0	1418	1104	0	1435	751	1599	1609	866	1599	1670
Q Serve(g_s), s	1.5	0.0	7.6	5.9	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	7.6	13.5	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.29	1.00		0.21	1.00		0.04
Lane Grp Cap(c), veh/h	235	0	305	222	0	309	567	1015	1021	640	1015	1060
V/C Ratio(X)	0.10	0.00	0.50	0.37	0.00	0.42	0.04	0.20	0.21	0.06	0.28	0.28
Avail Cap(c_a), veh/h	359	0	461	343	0	466	567	1015	1021	640	1015	1060
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.93	0.00	0.93	0.99	0.99	0.99	0.97	0.97	0.97
Uniform Delay (d), s/veh	31.0	0.0	27.6	39.2	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.4	0.0	0.3	0.1	0.4	0.5	0.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.6	1.7	0.0	2.5	0.0	0.1	0.1	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	28.1	39.5	0.0	32.7	0.1	0.4	0.5	0.2	0.7	0.6
LnGrp LOS	C	A	C	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		177			212			440			608	
Approach Delay, s/veh		28.5			35.3			0.4			0.6	
Approach LOS		C			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.8		23.2		56.8		23.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		2.0		10.4		2.0		15.5				
Green Ext Time (p_c), s		2.9		0.5		4.1		0.5				

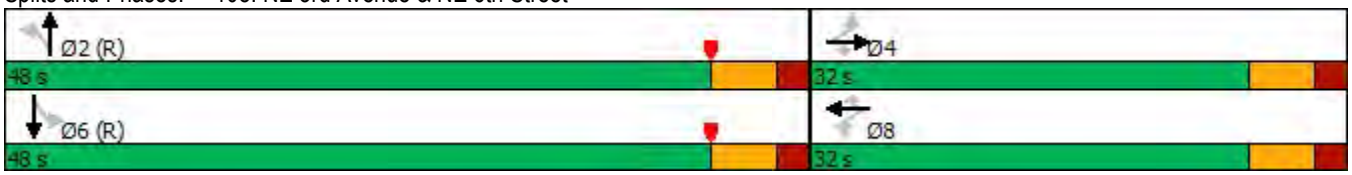
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									

Timings
108: NE 3rd Avenue & NE 6th Street

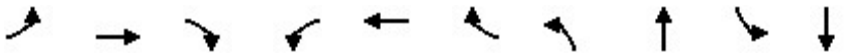
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	40	227	79	22	183	62	54	312	42	441
Future Volume (vph)	40	227	79	22	183	62	54	312	42	441
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	17.5	17.5	17.5	17.5	17.5	17.5	50.5	50.5	50.5	50.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.63	0.63	0.63	0.63
v/c Ratio	0.23	0.74	0.25	0.16	0.60	0.20	0.12	0.20	0.08	0.27
Control Delay	26.4	42.2	7.3	25.0	34.8	7.5	14.0	11.5	8.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	42.2	7.3	25.0	34.8	7.5	14.0	11.5	8.0	7.5
LOS	C	D	A	C	C	A	B	B	A	A
Approach Delay		32.4			27.6			11.8		7.5
Approach LOS		C			C			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



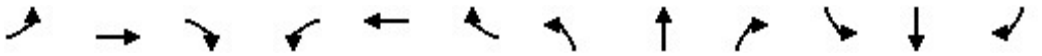
Queues
108: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	244	85	24	197	67	58	388	45	533
v/c Ratio	0.23	0.74	0.25	0.16	0.60	0.20	0.12	0.20	0.08	0.27
Control Delay	26.4	42.2	7.3	25.0	34.8	7.5	14.0	11.5	8.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	42.2	7.3	25.0	34.8	7.5	14.0	11.5	8.0	7.5
Queue Length 50th (ft)	18	114	0	10	89	0	14	47	8	52
Queue Length 95th (ft)	40	169	30	27	137	27	52	124	26	99
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	280	490	460	229	490	455	475	1974	548	1978
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.50	0.18	0.10	0.40	0.15	0.12	0.20	0.08	0.27

Intersection Summary

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	227	79	22	183	62	54	312	49	42	441	55
Future Volume (veh/h)	40	227	79	22	183	62	54	312	49	42	441	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	43	244	85	24	197	67	58	335	53	45	474	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	408	298	196	408	298	503	1681	263	541	1733	215
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.20	0.20	0.20	0.61	0.61	0.61
Sat Flow, veh/h	988	1683	1230	933	1683	1232	781	2766	433	893	2852	353
Grp Volume(v), veh/h	43	244	85	24	197	67	58	192	196	45	265	268
Grp Sat Flow(s),veh/h/ln	988	1683	1230	933	1683	1232	781	1599	1600	893	1599	1606
Q Serve(g_s), s	3.1	10.3	4.5	1.9	8.0	3.5	5.0	8.0	8.2	2.1	6.2	6.3
Cycle Q Clear(g_c), s	11.2	10.3	4.5	12.1	8.0	3.5	11.3	8.0	8.2	10.3	6.2	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.22
Lane Grp Cap(c), veh/h	230	408	298	196	408	298	503	972	972	541	972	976
V/C Ratio(X)	0.19	0.60	0.29	0.12	0.48	0.22	0.12	0.20	0.20	0.08	0.27	0.27
Avail Cap(c_a), veh/h	312	547	400	273	547	400	503	972	972	541	972	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	26.9	24.7	32.2	26.0	24.3	19.7	15.7	15.8	10.3	7.4	7.4
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.1	0.3	0.1	0.5	0.5	0.5	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.0	1.3	0.4	3.2	1.0	1.1	3.1	3.2	0.4	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	27.4	24.9	32.3	26.3	24.4	20.2	16.2	16.3	10.6	8.1	8.1
LnGrp LOS	C	C	C	C	C	C	C	B	B	B	A	A
Approach Vol, veh/h		372			288			446			578	
Approach Delay, s/veh		27.2			26.4			16.7			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.6		25.4		54.6		25.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.3		13.2		12.3		14.1				
Green Ext Time (p_c), s		2.9		1.0		3.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									

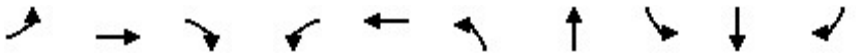
Timings
101: Broward Boulevard & Federal Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	257	583	360	548	467	303	1125	158	1510	253
Future Volume (vph)	257	583	360	548	467	303	1125	158	1510	253
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	38.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	30.0	39.0	39.0	30.0	39.0	25.0	58.0	33.0	66.0	66.0
Total Split (%)	18.8%	24.4%	24.4%	18.8%	24.4%	15.6%	36.3%	20.6%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.8	28.8	28.8	24.0	35.1	18.7	62.9	20.2	64.5	64.5
Actuated g/C Ratio	0.11	0.18	0.18	0.15	0.22	0.12	0.39	0.13	0.40	0.40
v/c Ratio	0.78	0.74	0.86	1.23	0.79	0.88	0.88	0.82	0.85	0.42
Control Delay	103.6	69.0	45.2	176.3	67.4	93.8	50.5	97.9	43.4	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.6	69.0	45.2	176.3	67.4	93.8	50.5	97.9	43.4	23.8
LOS	F	E	D	F	E	F	D	F	D	C
Approach Delay		69.3			123.1		57.9		45.3	
Approach LOS		E			F		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 67.8	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	607	375	571	545	316	1546	165	1573	264
v/c Ratio	0.78	0.74	0.86	1.23	0.79	0.88	0.88	0.82	0.85	0.42
Control Delay	103.6	69.0	45.2	176.3	67.4	93.8	50.5	97.9	43.4	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.6	69.0	45.2	176.3	67.4	93.8	50.5	97.9	43.4	23.8
Queue Length 50th (ft)	153	175	160	~378	282	167	535	178	309	65
Queue Length 95th (ft)	m189	215	m226	#502	358	#253	#731	m256	541	m174
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	463	944	466	463	690	374	1759	268	1845	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.64	0.80	1.23	0.79	0.84	0.88	0.62	0.85	0.42

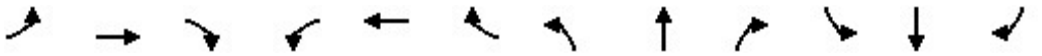
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	583	360	548	467	57	303	1125	359	158	1510	253
Future Volume (veh/h)	257	583	360	548	467	57	303	1125	359	158	1510	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	268	607	375	571	486	59	316	1172	374	165	1573	264
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	948	293	467	740	89	352	1311	418	182	1749	540
Arrive On Green	0.16	0.34	0.34	0.15	0.26	0.26	0.11	0.38	0.38	0.23	0.76	0.76
Sat Flow, veh/h	3110	4595	1418	3110	2866	346	3110	3444	1099	1603	4595	1420
Grp Volume(v), veh/h	268	607	375	571	270	275	316	1042	504	165	1573	264
Grp Sat Flow(s),veh/h/ln	1555	1532	1418	1555	1599	1614	1555	1532	1479	1603	1532	1420
Q Serve(g_s), s	13.5	17.8	33.0	24.0	24.1	24.4	16.0	51.1	51.2	16.0	41.5	11.3
Cycle Q Clear(g_c), s	13.5	17.8	33.0	24.0	24.1	24.4	16.0	51.1	51.2	16.0	41.5	11.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	305	948	293	467	413	417	352	1166	563	182	1749	540
V/C Ratio(X)	0.88	0.64	1.28	1.22	0.65	0.66	0.90	0.89	0.89	0.91	0.90	0.49
Avail Cap(c_a), veh/h	467	948	293	467	413	417	369	1166	563	271	1749	540
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	47.5	52.4	68.0	53.0	53.1	70.0	46.5	46.5	61.1	16.8	13.2
Incr Delay (d2), s/veh	4.4	0.7	140.1	118.7	3.4	3.5	22.3	10.7	19.3	19.1	7.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	6.4	22.2	17.3	10.2	10.4	7.5	21.2	21.8	6.9	9.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	48.1	192.5	186.7	56.4	56.6	92.3	57.2	65.8	80.1	24.6	16.3
LnGrp LOS	E	D	F	F	E	E	F	E	E	F	C	B
Approach Vol, veh/h		1250			1116			1862			2002	
Approach Delay, s/veh		96.2			123.1			65.5			28.1	
Approach LOS		F			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.1	66.9	30.0	39.0	24.1	66.9	21.7	47.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	18.0	53.2	26.0	35.0	18.0	43.5	15.5	26.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	11.1	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	71	0	0	32	109	1325	36	0	1963	26
Future Vol, veh/h	0	0	71	0	0	32	109	1325	36	0	1963	26
Conflicting Peds, #/hr	0	0	0	0	0	6	13	0	7	7	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	34	115	1395	38	0	2066	27

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1060	-	-	730	2106	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	411	0	0	535	~ 110	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	407	-	-	529	~ 109	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	12.3	13	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 109	-	-	407	529	-	-
HCM Lane V/C Ratio	1.053	-	-	0.184	0.064	-	-
HCM Control Delay (s)	175.5	-	-	15.8	12.3	-	-
HCM Lane LOS	F	-	-	C	B	-	-
HCM 95th %tile Q(veh)	6.9	-	-	0.7	0.2	-	-

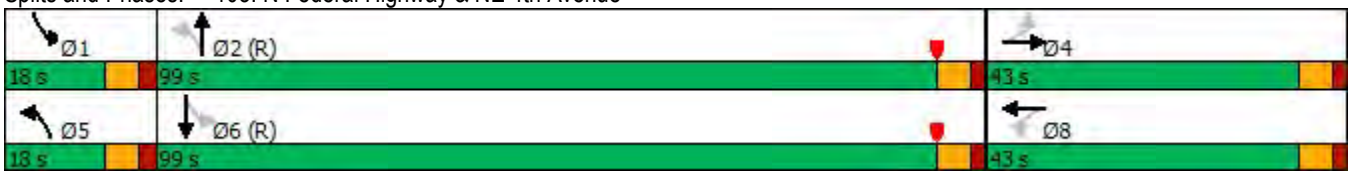
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
103: N Federal Highway & NE 4th Avenue

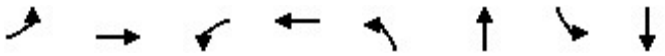
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	78	89	104	70	86	1235	90	1788
Future Volume (vph)	78	89	104	70	86	1235	90	1788
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	29.6	29.6	29.6	29.6	113.4	105.5	111.4	104.5
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.71	0.66	0.70	0.65
v/c Ratio	0.49	0.74	1.03	0.41	0.61	0.46	0.40	0.67
Control Delay	60.4	59.7	156.3	52.3	42.8	13.7	12.1	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	59.7	156.3	52.3	42.8	13.7	12.1	20.1
LOS	E	E	F	D	D	B	B	C
Approach Delay		59.9		104.1		15.5		19.7
Approach LOS		E		F		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue

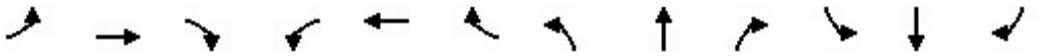


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	209	112	113	92	1376	97	2000
v/c Ratio	0.49	0.74	1.03	0.41	0.61	0.46	0.40	0.67
Control Delay	60.4	59.7	156.3	52.3	42.8	13.7	12.1	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	59.7	156.3	52.3	42.8	13.7	12.1	20.1
Queue Length 50th (ft)	79	182	118	90	54	156	27	460
Queue Length 95th (ft)	132	260	#234	149	m87	231	52	611
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	215	344	136	340	191	3000	293	2971
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.61	0.82	0.33	0.48	0.46	0.33	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	89	105	104	70	35	86	1235	45	90	1788	72
Future Volume (veh/h)	78	89	105	104	70	35	86	1235	45	90	1788	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	84	96	113	112	75	38	92	1328	48	97	1923	77
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	145	171	132	217	110	165	2828	102	320	2819	113
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.07	1.00	1.00	0.03	0.62	0.62
Sat Flow, veh/h	1147	627	738	1053	940	476	1603	4547	164	1603	4527	181
Grp Volume(v), veh/h	84	0	209	112	0	113	92	895	481	97	1300	700
Grp Sat Flow(s),veh/h/ln	1147	0	1365	1053	0	1417	1603	1532	1648	1603	1532	1645
Q Serve(g_s), s	11.4	0.0	23.8	13.2	0.0	10.7	3.4	0.0	0.0	3.5	44.5	44.8
Cycle Q Clear(g_c), s	22.0	0.0	23.8	37.0	0.0	10.7	3.4	0.0	0.0	3.5	44.5	44.8
Prop In Lane	1.00		0.54	1.00		0.34	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	234	0	316	132	0	328	165	1905	1025	320	1907	1024
V/C Ratio(X)	0.36	0.00	0.66	0.85	0.00	0.34	0.56	0.47	0.47	0.30	0.68	0.68
Avail Cap(c_a), veh/h	234	0	316	132	0	328	232	1905	1025	386	1907	1024
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.67	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	0.0	67.8	74.9	0.0	51.4	20.8	0.0	0.0	10.1	19.8	19.8
Incr Delay (d2), s/veh	0.2	0.0	2.8	36.6	0.0	0.2	1.1	0.8	1.5	0.2	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	9.1	6.0	0.0	3.9	1.6	0.2	0.4	1.3	16.2	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	0.0	70.6	111.5	0.0	51.6	21.9	0.8	1.5	10.3	21.8	23.5
LnGrp LOS	E	A	E	F	A	D	C	A	A	B	C	C
Approach Vol, veh/h		293			225			1468			2097	
Approach Delay, s/veh		71.1			81.4			2.4			21.8	
Approach LOS		E			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	105.5		43.0	11.4	105.6		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	5.5	2.0		25.8	5.4	46.8		39.0				
Green Ext Time (p_c), s	0.0	14.5		0.8	0.0	24.5		0.0				

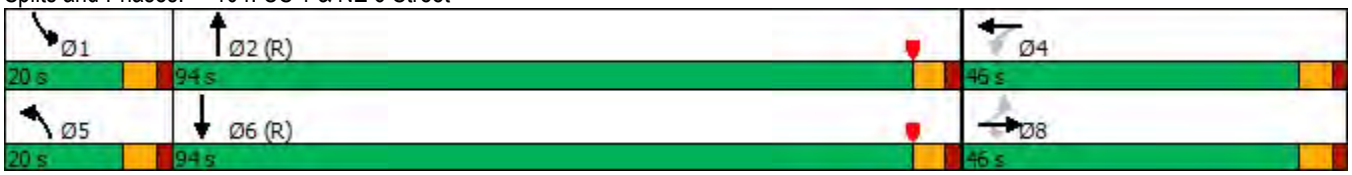
Intersection Summary			
HCM 6th Ctrl Delay		21.7	
HCM 6th LOS		C	

Timings
104: US 1 & NE 6 Street

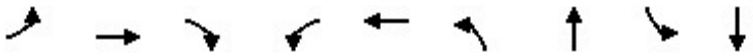
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	11	94	31	9	115	1074	69	1631
Future Volume (vph)	8	11	94	31	9	115	1074	69	1631
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	9.5	9.5	9.5	9.5	9.5	18.0	121.2	11.3	114.5
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.06	0.11	0.76	0.07	0.72
v/c Ratio	0.23	0.13	0.60	0.50	0.63	0.69	0.36	0.66	0.55
Control Delay	83.0	72.7	26.6	96.3	33.3	87.8	7.2	98.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	72.7	26.6	96.3	33.3	87.8	7.2	98.2	12.1
LOS	F	E	C	F	C	F	A	F	B
Approach Delay		35.3			48.4		14.7		15.6
Approach LOS		D			D		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



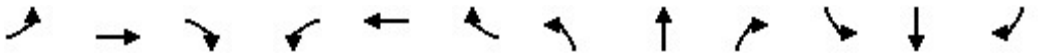
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	12	101	33	104	124	1224	74	1796
v/c Ratio	0.23	0.13	0.60	0.50	0.63	0.69	0.36	0.66	0.55
Control Delay	83.0	72.7	26.6	96.3	33.3	87.8	7.2	98.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	72.7	26.6	96.3	33.3	87.8	7.2	98.2	12.1
Queue Length 50th (ft)	9	12	0	34	10	127	137	77	298
Queue Length 95th (ft)	29	35	62	73	76	196	206	132	411
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	171	377	391	281	391	182	3425	144	3258
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.26	0.12	0.27	0.68	0.36	0.51	0.55

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	11	94	31	9	87	115	1074	64	69	1631	39
Future Volume (veh/h)	8	11	94	31	9	87	115	1074	64	69	1631	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	9	12	101	33	10	94	124	1155	69	74	1754	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	183	139	162	14	127	140	3197	191	90	3189	76
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.09	0.72	0.72	0.06	0.69	0.69
Sat Flow, veh/h	1156	1683	1273	1144	124	1169	1603	4425	264	1603	4615	110
Grp Volume(v), veh/h	9	12	101	33	0	104	124	799	425	74	1164	632
Grp Sat Flow(s),veh/h/ln	1156	1683	1273	1144	0	1293	1603	1532	1626	1603	1532	1662
Q Serve(g_s), s	1.2	1.0	12.3	4.3	0.0	12.5	12.2	15.7	15.7	7.3	30.3	30.3
Cycle Q Clear(g_c), s	13.7	1.0	12.3	5.3	0.0	12.5	12.2	15.7	15.7	7.3	30.3	30.3
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.16	1.00		0.07
Lane Grp Cap(c), veh/h	81	183	139	162	0	141	140	2213	1174	90	2117	1148
V/C Ratio(X)	0.11	0.07	0.73	0.20	0.00	0.74	0.88	0.36	0.36	0.82	0.55	0.55
Avail Cap(c_a), veh/h	244	421	318	324	0	323	140	2213	1174	140	2117	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.7	64.0	69.0	66.3	0.0	69.1	72.2	8.3	8.3	74.7	12.3	12.3
Incr Delay (d2), s/veh	0.2	0.1	2.7	0.2	0.0	2.8	42.4	0.5	0.9	10.7	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	4.1	1.3	0.0	4.3	6.7	5.1	5.6	3.3	10.3	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	64.0	71.7	66.6	0.0	71.9	114.6	8.8	9.2	85.4	13.3	14.2
LnGrp LOS	E	E	E	E	A	E	F	A	A	F	B	B
Approach Vol, veh/h		122			137			1348			1870	
Approach Delay, s/veh		71.3			70.6			18.7			16.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	121.6		23.4	20.0	116.6		23.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	9.3	17.7		14.5	14.2	32.3		15.7				
Green Ext Time (p_c), s	0.0	11.1		0.5	0.0	20.8		0.2				

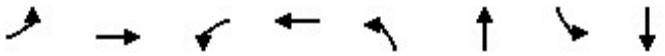
Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	223	1162	142	812	183	203	141	363
Future Volume (vph)	223	1162	142	812	183	203	141	363
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	71.0	20.0	66.0	25.0	49.0	20.0	44.0
Total Split (%)	15.6%	44.4%	12.5%	41.3%	15.6%	30.6%	12.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	87.5	71.0	81.4	68.0	56.6	38.5	46.5	33.4
Actuated g/C Ratio	0.55	0.44	0.51	0.42	0.35	0.24	0.29	0.21
v/c Ratio	0.80	0.82	0.85	0.53	0.85	0.39	0.48	0.89
Control Delay	39.3	42.9	84.4	33.7	67.8	47.2	33.3	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	42.9	84.4	33.7	67.8	47.2	33.3	60.1
LOS	D	D	F	C	E	D	C	E
Approach Delay		42.4		40.4		55.6		54.5
Approach LOS		D		D		E		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue

Queues
105: Broward Boulevard & NE 3rd Avenue

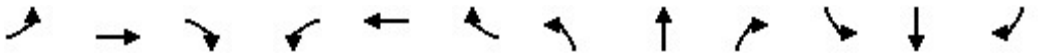


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	245	1624	156	1012	201	292	155	594
v/c Ratio	0.80	0.82	0.85	0.53	0.85	0.39	0.48	0.89
Control Delay	39.3	42.9	84.4	33.7	67.8	47.2	33.3	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	42.9	84.4	33.7	67.8	47.2	33.3	60.1
Queue Length 50th (ft)	132	558	128	196	151	122	94	217
Queue Length 95th (ft)	#225	632	m#202	247	#264	165	160	258
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	330	1985	194	1913	245	839	336	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.82	0.80	0.53	0.82	0.35	0.46	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1162	316	142	812	109	183	203	63	141	363	177
Future Volume (veh/h)	223	1162	316	142	812	109	183	203	63	141	363	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	245	1277	347	156	892	120	201	223	69	155	399	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	1657	450	201	1779	238	237	556	167	331	432	208
Arrive On Green	0.10	0.46	0.46	0.14	0.87	0.87	0.11	0.23	0.23	0.17	0.42	0.42
Sat Flow, veh/h	1603	3580	972	1603	4097	549	1603	2406	722	1603	2071	997
Grp Volume(v), veh/h	245	1093	531	156	666	346	201	146	146	155	307	287
Grp Sat Flow(s),veh/h/ln	1603	1532	1488	1603	1532	1582	1603	1599	1529	1603	1599	1468
Q Serve(g_s), s	13.4	47.6	47.8	8.9	8.1	8.2	15.6	12.3	13.0	12.2	29.0	30.0
Cycle Q Clear(g_c), s	13.4	47.6	47.8	8.9	8.1	8.2	15.6	12.3	13.0	12.2	29.0	30.0
Prop In Lane	1.00		0.65	1.00		0.35	1.00		0.47	1.00		0.68
Lane Grp Cap(c), veh/h	392	1418	689	201	1330	687	237	370	354	331	333	306
V/C Ratio(X)	0.62	0.77	0.77	0.78	0.50	0.50	0.85	0.39	0.41	0.47	0.92	0.94
Avail Cap(c_a), veh/h	427	1418	689	231	1330	687	251	430	411	331	380	349
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	20.9	35.9	35.9	30.5	6.5	6.5	45.8	52.0	52.3	40.0	45.4	45.7
Incr Delay (d2), s/veh	1.6	4.1	8.2	7.2	0.8	1.6	20.4	0.3	0.3	0.4	23.4	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	18.6	18.9	3.4	2.0	2.2	7.6	5.0	5.1	4.4	12.2	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	40.0	44.1	37.7	7.3	8.1	66.2	52.3	52.6	40.4	68.8	74.2
LnGrp LOS	C	D	D	D	A	A	E	D	D	D	E	E
Approach Vol, veh/h		1869			1168			493			749	
Approach Delay, s/veh		38.9			11.6			58.0			65.0	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	75.5	20.0	43.0	16.9	80.1	23.7	39.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	15.4	10.2	14.2	15.0	10.9	49.8	17.6	32.0
Green Ext Time (p_c), s	0.1	8.7	0.0	1.1	0.0	9.9	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Timings
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	34	31	11	2	467	54	721
Future Volume (vph)	5	34	31	11	2	467	54	721
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.6	7.6	7.6	64.0	64.0	64.0	64.0
Actuated g/C Ratio		0.10	0.10	0.10	0.80	0.80	0.80	0.80
v/c Ratio		0.40	0.33	0.39	0.00	0.21	0.10	0.31
Control Delay		34.1	38.4	18.9	2.5	2.0	0.9	0.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.1	38.4	18.9	2.5	2.0	0.9	0.9
LOS		C	D	B	A	A	A	A
Approach Delay		34.1		25.5		2.0		0.9
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

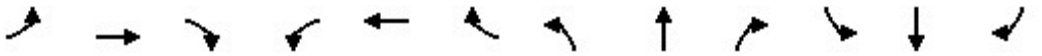
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	34	67	2	541	59	794
v/c Ratio	0.40	0.33	0.39	0.00	0.21	0.10	0.31
Control Delay	34.1	38.4	18.9	2.5	2.0	0.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	38.4	18.9	2.5	2.0	0.9	0.9
Queue Length 50th (ft)	20	19	14	0	28	1	5
Queue Length 95th (ft)	54	m28	m32	m1	45	m3	13
Internal Link Dist (ft)	180		680		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	444	337	445	468	2519	593	2542
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.10	0.15	0.00	0.21	0.10	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	34	15	31	11	51	2	467	30	54	721	9
Future Volume (veh/h)	5	34	15	31	11	51	2	467	30	54	721	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	5	37	16	34	12	55	2	508	33	59	784	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	101	41	230	24	112	546	2267	147	666	2409	31
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	52	969	389	1200	233	1068	612	3042	197	773	3233	41
Grp Volume(v), veh/h	58	0	0	34	0	67	2	266	275	59	388	406
Grp Sat Flow(s),veh/h/ln	1409	0	0	1200	0	1301	612	1599	1640	773	1599	1675
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	1.6	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.09		0.28	1.00		0.82	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	196	0	0	230	0	136	546	1192	1222	666	1192	1248
V/C Ratio(X)	0.30	0.00	0.00	0.15	0.00	0.49	0.00	0.22	0.22	0.09	0.33	0.33
Avail Cap(c_a), veh/h	484	0	0	480	0	406	546	1192	1222	666	1192	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.79	0.79	0.79	0.93	0.93	0.93
Uniform Delay (d), s/veh	33.4	0.0	0.0	32.8	0.0	33.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	1.0	0.0	0.3	0.3	0.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.6	0.0	1.2	0.0	0.1	0.1	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	0.0	32.9	0.0	34.8	0.0	0.3	0.3	0.2	0.7	0.6
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		58			101			543			853	
Approach Delay, s/veh		33.7			34.2			0.3			0.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.6		14.4		65.6		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0		5.0		2.0		5.9				
Green Ext Time (p_c), s		1.2		0.1		2.0		0.3				

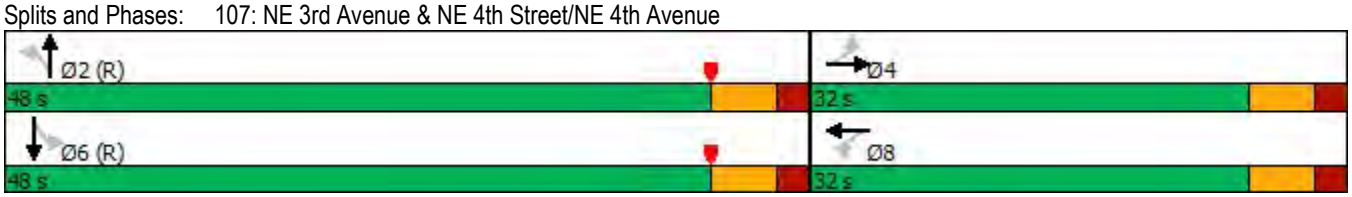
Intersection Summary												
HCM 6th Ctrl Delay			3.9									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

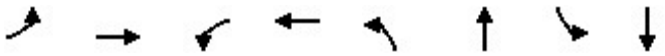
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	185	90	153	43	449	40	645
Future Volume (vph)	41	185	90	153	43	449	40	645
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.1	18.1	18.1	18.1	49.9	49.9	49.9	49.9
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.23	0.78	0.64	0.60	0.12	0.27	0.09	0.36
Control Delay	25.7	41.2	42.4	28.6	11.2	9.7	13.8	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	41.2	42.4	28.6	11.2	9.7	13.8	15.3
LOS	C	D	D	C	B	A	B	B
Approach Delay		39.0		32.9		9.8		15.2
Approach LOS		D		C		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

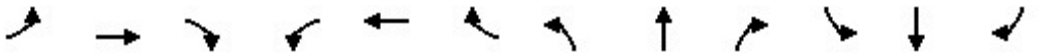


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	268	95	205	45	522	42	712
v/c Ratio	0.23	0.78	0.64	0.60	0.12	0.27	0.09	0.36
Control Delay	25.7	41.2	42.4	28.6	11.2	9.7	13.8	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	41.2	42.4	28.6	11.2	9.7	13.8	15.3
Queue Length 50th (ft)	18	114	43	84	13	75	14	143
Queue Length 95th (ft)	40	175	m60	105	31	116	41	218
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	274	484	213	485	380	1956	471	1973
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.55	0.45	0.42	0.12	0.27	0.09	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	185	69	90	153	42	43	449	47	40	645	31
Future Volume (veh/h)	41	185	69	90	153	42	43	449	47	40	645	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	43	195	73	95	161	44	45	473	49	42	679	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	304	114	218	333	91	354	1628	168	529	1733	84
Arrive On Green	0.29	0.29	0.29	0.10	0.10	0.10	1.00	1.00	1.00	0.37	0.37	0.37
Sat Flow, veh/h	1056	1045	391	997	1144	313	662	2914	300	785	3101	151
Grp Volume(v), veh/h	43	0	268	95	0	205	45	259	263	42	350	362
Grp Sat Flow(s),veh/h/ln	1056	0	1436	997	0	1456	662	1599	1615	785	1599	1653
Q Serve(g_s), s	2.9	0.0	13.0	7.5	0.0	10.7	1.8	0.0	0.0	2.8	12.8	12.9
Cycle Q Clear(g_c), s	13.5	0.0	13.0	20.5	0.0	10.7	14.6	0.0	0.0	2.8	12.8	12.9
Prop In Lane	1.00		0.27	1.00		0.21	1.00		0.19	1.00		0.09
Lane Grp Cap(c), veh/h	257	0	418	218	0	424	354	894	902	529	894	924
V/C Ratio(X)	0.17	0.00	0.64	0.44	0.00	0.48	0.13	0.29	0.29	0.08	0.39	0.39
Avail Cap(c_a), veh/h	292	0	467	252	0	473	354	894	902	529	894	924
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	29.6	0.0	24.7	41.3	0.0	30.4	2.1	0.0	0.0	11.9	15.1	15.1
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.4	0.0	0.3	0.7	0.8	0.8	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	2.0	0.0	4.1	0.1	0.2	0.2	0.5	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	26.4	41.8	0.0	30.7	2.8	0.8	0.8	12.2	16.3	16.3
LnGrp LOS	C	A	C	D	A	C	A	A	A	B	B	B
Approach Vol, veh/h		311			300			567			754	
Approach Delay, s/veh		26.8			34.2			1.0			16.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.7		29.3		50.7		29.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		16.6		15.5		14.9		22.5				
Green Ext Time (p_c), s		3.7		0.9		5.1		0.4				

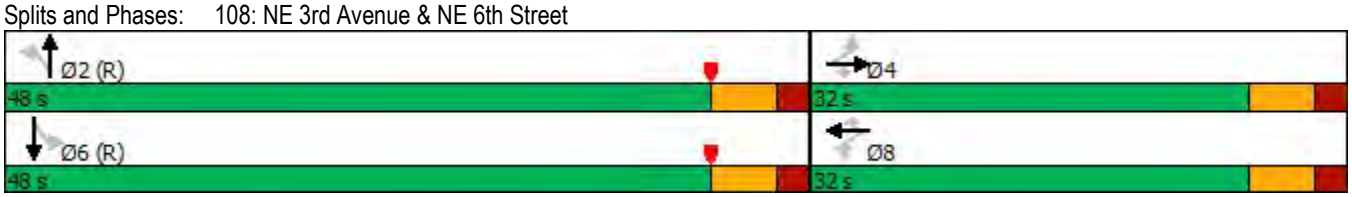
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

Timings
108: NE 3rd Avenue & NE 6th Street

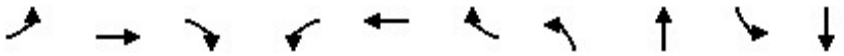
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	51	275	96	41	225	72	74	418	48	553
Future Volume (vph)	51	275	96	41	225	72	74	418	48	553
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.7	19.7	19.7	19.7	19.7	19.7	48.3	48.3	48.3	48.3
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60
v/c Ratio	0.30	0.80	0.27	0.30	0.65	0.21	0.21	0.27	0.11	0.36
Control Delay	26.8	43.8	6.5	27.9	34.8	6.7	17.5	15.1	9.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	43.8	6.5	27.9	34.8	6.7	17.5	15.1	9.3	9.1
LOS	C	D	A	C	C	A	B	B	A	A
Approach Delay		33.2			28.0			15.4		9.2
Approach LOS		C			C			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



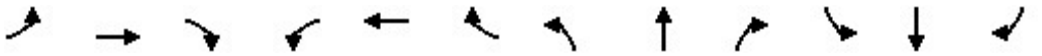
Queues
108: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	296	103	44	242	77	80	512	52	672
v/c Ratio	0.30	0.80	0.27	0.30	0.65	0.21	0.21	0.27	0.11	0.36
Control Delay	26.8	43.8	6.5	27.9	34.8	6.7	17.5	15.1	9.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	43.8	6.5	27.9	34.8	6.7	17.5	15.1	9.3	9.1
Queue Length 50th (ft)	22	138	0	18	108	0	39	127	10	77
Queue Length 95th (ft)	49	205	33	42	165	28	76	174	31	134
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	246	490	472	196	490	462	383	1892	465	1890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.60	0.22	0.22	0.49	0.17	0.21	0.27	0.11	0.36

Intersection Summary

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	275	96	41	225	72	74	418	59	48	553	72
Future Volume (veh/h)	51	275	96	41	225	72	74	418	59	48	553	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	55	296	103	44	242	77	80	449	63	52	595	77
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	459	336	193	459	337	410	1625	227	441	1638	211
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.19	0.19	0.19	0.58	0.58	0.58
Sat Flow, veh/h	943	1683	1235	878	1683	1236	687	2814	393	797	2836	366
Grp Volume(v), veh/h	55	296	103	44	242	77	80	254	258	52	335	337
Grp Sat Flow(s),veh/h/ln	943	1683	1235	878	1683	1236	687	1599	1607	797	1599	1603
Q Serve(g_s), s	4.2	12.4	5.3	3.7	9.8	3.9	8.2	10.9	11.0	3.1	8.9	9.0
Cycle Q Clear(g_c), s	14.0	12.4	5.3	16.1	9.8	3.9	17.2	10.9	11.0	14.1	8.9	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.23
Lane Grp Cap(c), veh/h	232	459	336	193	459	337	410	924	928	441	924	926
V/C Ratio(X)	0.24	0.65	0.31	0.23	0.53	0.23	0.20	0.28	0.28	0.12	0.36	0.36
Avail Cap(c_a), veh/h	281	547	401	239	547	402	410	924	928	441	924	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	25.7	23.1	32.8	24.7	22.6	24.6	18.1	18.1	13.4	9.0	9.0
Incr Delay (d2), s/veh	0.2	1.1	0.2	0.2	0.4	0.1	1.0	0.7	0.7	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	1.5	0.8	3.8	1.1	1.6	4.7	4.8	0.6	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	26.8	23.3	33.0	25.1	22.7	25.6	18.8	18.8	13.9	10.1	10.1
LnGrp LOS	C	C	C	C	C	C	C	B	B	B	B	B
Approach Vol, veh/h		454			363			592			724	
Approach Delay, s/veh		26.5			25.5			19.7			10.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.2		27.8		52.2		27.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		19.2		16.0		16.1		18.1				
Green Ext Time (p_c), s		3.9		1.1		4.9		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

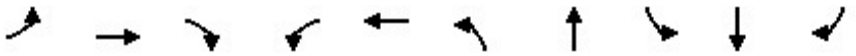
Timings
101: Broward Boulevard & Federal Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	257	583	360	548	467	303	1136	175	1544	253
Future Volume (vph)	257	583	360	548	467	303	1136	175	1544	253
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	38.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	30.0	39.0	39.0	30.0	39.0	25.0	58.0	33.0	66.0	66.0
Total Split (%)	18.8%	24.4%	24.4%	18.8%	24.4%	15.6%	36.3%	20.6%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.8	28.8	28.8	24.0	35.1	18.7	61.7	21.5	64.5	64.5
Actuated g/C Ratio	0.11	0.18	0.18	0.15	0.22	0.12	0.39	0.13	0.40	0.40
v/c Ratio	0.78	0.74	0.86	1.23	0.80	0.88	0.90	0.85	0.87	0.42
Control Delay	102.3	69.5	45.5	176.3	67.9	93.8	53.1	100.2	45.1	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.3	69.5	45.5	176.3	67.9	93.8	53.1	100.2	45.1	24.4
LOS	F	E	D	F	E	F	D	F	D	C
Approach Delay		69.3			123.0		60.0		47.3	
Approach LOS		E			F		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 68.9	Intersection LOS: E
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	607	375	571	551	316	1557	182	1608	264
v/c Ratio	0.78	0.74	0.86	1.23	0.80	0.88	0.90	0.85	0.87	0.42
Control Delay	102.3	69.5	45.5	176.3	67.9	93.8	53.1	100.2	45.1	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.3	69.5	45.5	176.3	67.9	93.8	53.1	100.2	45.1	24.4
Queue Length 50th (ft)	153	176	162	~378	285	167	552	197	352	73
Queue Length 95th (ft)	m188	216	m218	#502	363	#253	#739	m279	#601	m175
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	463	944	466	463	690	374	1724	268	1845	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.64	0.80	1.23	0.80	0.84	0.90	0.68	0.87	0.42

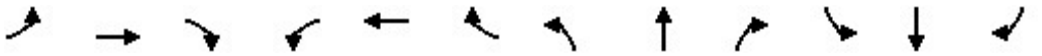
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	583	360	548	467	62	303	1136	359	175	1544	253
Future Volume (veh/h)	257	583	360	548	467	62	303	1136	359	175	1544	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	268	607	375	571	486	65	316	1183	374	182	1608	264
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	948	293	467	731	97	352	1278	404	198	1749	540
Arrive On Green	0.16	0.34	0.34	0.15	0.26	0.26	0.11	0.37	0.37	0.25	0.76	0.76
Sat Flow, veh/h	3110	4595	1418	3110	2830	377	3110	3453	1091	1603	4595	1420
Grp Volume(v), veh/h	268	607	375	571	274	277	316	1050	507	182	1608	264
Grp Sat Flow(s),veh/h/ln	1555	1532	1418	1555	1599	1608	1555	1532	1481	1603	1532	1420
Q Serve(g_s), s	13.5	17.8	33.0	24.0	24.5	24.8	16.0	52.5	52.6	17.7	44.5	11.3
Cycle Q Clear(g_c), s	13.5	17.8	33.0	24.0	24.5	24.8	16.0	52.5	52.6	17.7	44.5	11.3
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	305	948	293	467	413	415	352	1134	548	198	1749	540
V/C Ratio(X)	0.88	0.64	1.28	1.22	0.66	0.67	0.90	0.93	0.93	0.92	0.92	0.49
Avail Cap(c_a), veh/h	467	948	293	467	413	415	369	1134	548	271	1749	540
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	47.5	52.4	68.0	53.1	53.2	70.0	48.3	48.3	59.4	17.1	13.2
Incr Delay (d2), s/veh	4.3	0.7	139.6	118.7	3.6	3.8	22.3	13.9	23.9	24.4	9.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.4	22.2	17.3	10.3	10.5	7.5	22.2	23.0	7.9	10.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	48.1	192.1	186.7	56.7	57.0	92.3	62.2	72.2	83.9	26.5	16.3
LnGrp LOS	E	D	F	F	E	E	F	E	E	F	C	B
Approach Vol, veh/h		1250			1122			1873			2054	
Approach Delay, s/veh		96.0			122.9			70.0			30.3	
Approach LOS		F			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	65.2	30.0	39.0	24.1	66.9	21.7	47.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	19.7	54.6	26.0	35.0	18.0	46.5	15.5	26.8
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	9.7	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	71.6
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	122	0	0	32	125	1325	36	0	1963	41
Future Vol, veh/h	0	0	122	0	0	32	125	1325	36	0	1963	41
Conflicting Peds, #/hr	0	0	0	0	0	6	13	0	7	7	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	128	0	0	34	132	1395	38	0	2066	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1068	-	-	730	2122	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	409	0	0	535	~ 108	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	405	-	-	529	~ 107	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	12.3	19.9	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 107	-	-	405	529	-	-
HCM Lane V/C Ratio	1.23	-	-	0.317	0.064	-	-
HCM Control Delay (s)	236.2	-	-	18	12.3	-	-
HCM Lane LOS	F	-	-	C	B	-	-
HCM 95th %tile Q(veh)	8.7	-	-	1.3	0.2	-	-

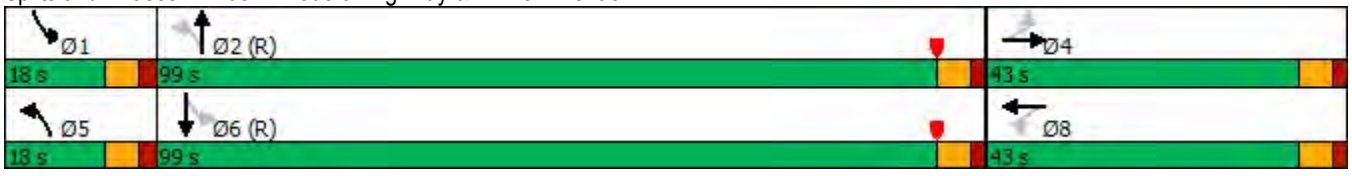
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
103: N Federal Highway & NE 4th Avenue

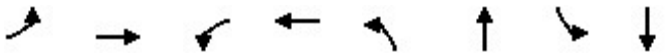
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	122	97	106	70	86	1235	90	1802
Future Volume (vph)	122	97	106	70	86	1235	90	1802
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	30.4	30.4	30.4	30.4	112.6	104.6	110.5	103.6
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.70	0.65	0.69	0.65
v/c Ratio	0.74	0.75	1.05	0.40	0.62	0.46	0.40	0.68
Control Delay	76.0	60.1	159.5	51.5	43.7	14.1	12.4	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	60.1	159.5	51.5	43.7	14.1	12.4	20.8
LOS	E	E	F	D	D	B	B	C
Approach Delay		66.1		105.8		16.0		20.4
Approach LOS		E		F		B		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 27.3	Intersection LOS: C
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue

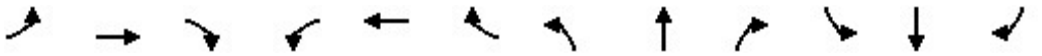


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	217	114	113	92	1376	97	2015
v/c Ratio	0.74	0.75	1.05	0.40	0.62	0.46	0.40	0.68
Control Delay	76.0	60.1	159.5	51.5	43.7	14.1	12.4	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	60.1	159.5	51.5	43.7	14.1	12.4	20.8
Queue Length 50th (ft)	129	176	119	89	57	166	28	484
Queue Length 95th (ft)	197	186	#240	149	m86	231	52	619
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	216	343	132	340	188	2973	291	2944
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.63	0.86	0.33	0.49	0.46	0.33	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	97	105	106	70	35	86	1235	45	90	1802	72
Future Volume (veh/h)	122	97	105	106	70	35	86	1235	45	90	1802	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	131	104	113	114	75	38	92	1328	48	97	1938	77
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	152	165	125	217	110	164	2828	102	320	2820	112
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.07	1.00	1.00	0.03	0.62	0.62
Sat Flow, veh/h	1147	657	713	1046	940	476	1603	4547	164	1603	4529	180
Grp Volume(v), veh/h	131	0	217	114	0	113	92	895	481	97	1310	705
Grp Sat Flow(s),veh/h/ln	1147	0	1370	1046	0	1417	1603	1532	1648	1603	1532	1645
Q Serve(g_s), s	18.0	0.0	24.7	12.3	0.0	10.7	3.4	0.0	0.0	3.5	45.1	45.3
Cycle Q Clear(g_c), s	28.6	0.0	24.7	37.0	0.0	10.7	3.4	0.0	0.0	3.5	45.1	45.3
Prop In Lane	1.00		0.52	1.00		0.34	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	234	0	317	125	0	328	164	1905	1025	320	1907	1024
V/C Ratio(X)	0.56	0.00	0.68	0.91	0.00	0.34	0.56	0.47	0.47	0.30	0.69	0.69
Avail Cap(c_a), veh/h	234	0	317	125	0	328	230	1905	1025	386	1907	1024
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.67	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.3	0.0	68.2	75.7	0.0	51.4	21.3	0.0	0.0	10.1	19.9	20.0
Incr Delay (d2), s/veh	1.3	0.0	3.4	52.4	0.0	0.2	1.1	0.8	1.5	0.2	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	9.5	6.6	0.0	3.9	1.7	0.2	0.4	1.3	16.4	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	0.0	71.6	128.1	0.0	51.6	22.4	0.8	1.5	10.3	21.9	23.7
LnGrp LOS	E	A	E	F	A	D	C	A	A	B	C	C
Approach Vol, veh/h		348			227			1468			2112	
Approach Delay, s/veh		73.5			90.0			2.4			22.0	
Approach LOS		E			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	105.5		43.0	11.4	105.6		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	5.5	2.0		30.6	5.4	47.3		39.0				
Green Ext Time (p_c), s	0.0	14.5		0.6	0.0	24.6		0.0				

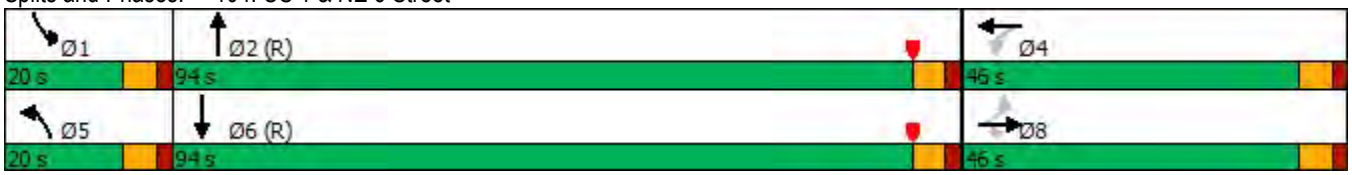
Intersection Summary			
HCM 6th Ctrl Delay		23.1	
HCM 6th LOS		C	

Timings
104: US 1 & NE 6 Street

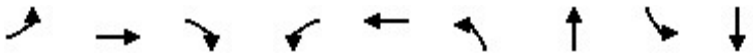
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	11	94	34	9	115	1110	69	1642
Future Volume (vph)	8	11	94	34	9	115	1110	69	1642
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.0	10.0	10.0	10.0	10.0	18.0	120.7	11.3	114.0
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.06	0.11	0.75	0.07	0.71
v/c Ratio	0.20	0.13	0.58	0.53	0.62	0.69	0.37	0.66	0.56
Control Delay	80.0	71.6	25.4	97.2	31.7	87.8	7.6	98.2	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	71.6	25.4	97.2	31.7	87.8	7.6	98.2	12.5
LOS	E	E	C	F	C	F	A	F	B
Approach Delay		34.0			48.9		14.7		15.9
Approach LOS		C			D		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



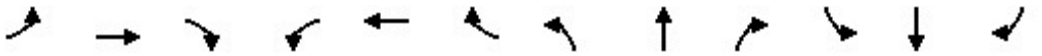
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	12	101	37	104	124	1271	74	1808
v/c Ratio	0.20	0.13	0.58	0.53	0.62	0.69	0.37	0.66	0.56
Control Delay	80.0	71.6	25.4	97.2	31.7	87.8	7.6	98.2	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	71.6	25.4	97.2	31.7	87.8	7.6	98.2	12.5
Queue Length 50th (ft)	9	12	0	38	10	127	147	77	306
Queue Length 95th (ft)	29	35	62	79	75	196	221	132	423
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	176	377	391	281	391	182	3405	144	3246
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.26	0.13	0.27	0.68	0.37	0.51	0.56

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	11	94	34	9	87	115	1110	72	69	1642	39
Future Volume (veh/h)	8	11	94	34	9	87	115	1110	72	69	1642	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	9	12	101	37	10	94	124	1194	77	74	1766	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	183	139	162	14	127	140	3180	205	90	3190	76
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.09	0.72	0.72	0.06	0.69	0.69
Sat Flow, veh/h	1156	1683	1273	1144	124	1169	1603	4401	284	1603	4616	110
Grp Volume(v), veh/h	9	12	101	37	0	104	124	831	440	74	1172	636
Grp Sat Flow(s),veh/h/ln	1156	1683	1273	1144	0	1293	1603	1532	1621	1603	1532	1662
Q Serve(g_s), s	1.2	1.0	12.3	4.8	0.0	12.5	12.2	16.5	16.5	7.3	30.6	30.7
Cycle Q Clear(g_c), s	13.7	1.0	12.3	5.8	0.0	12.5	12.2	16.5	16.5	7.3	30.6	30.7
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.17	1.00		0.07
Lane Grp Cap(c), veh/h	81	183	139	162	0	141	140	2213	1171	90	2117	1149
V/C Ratio(X)	0.11	0.07	0.73	0.23	0.00	0.74	0.88	0.38	0.38	0.82	0.55	0.55
Avail Cap(c_a), veh/h	244	421	318	324	0	323	140	2213	1171	140	2117	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.7	64.0	69.0	66.6	0.0	69.1	72.2	8.5	8.5	74.7	12.4	12.4
Incr Delay (d2), s/veh	0.2	0.1	2.7	0.3	0.0	2.8	42.4	0.5	0.9	10.7	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	4.1	1.4	0.0	4.3	6.7	5.4	5.9	3.3	10.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	64.0	71.7	66.9	0.0	71.9	114.6	8.9	9.4	85.4	13.4	14.3
LnGrp LOS	E	E	E	E	A	E	F	A	A	F	B	B
Approach Vol, veh/h		122			141			1395			1882	
Approach Delay, s/veh		71.3			70.6			18.5			16.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	121.6		23.4	20.0	116.6		23.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	9.3	18.5		14.5	14.2	32.7		15.7				
Green Ext Time (p_c), s	0.0	11.8		0.5	0.0	21.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		21.3	
HCM 6th LOS		C	

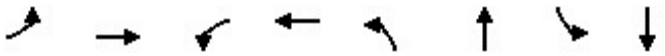
Timings
105: Broward Boulevard & NE 3rd Avenue

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	228	1162	142	812	183	209	158	380
Future Volume (vph)	228	1162	142	812	183	209	158	380
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	71.0	20.0	66.0	25.0	49.0	20.0	44.0
Total Split (%)	15.6%	44.4%	12.5%	41.3%	15.6%	30.6%	12.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	87.2	70.3	80.0	66.7	57.1	38.9	47.7	34.3
Actuated g/C Ratio	0.54	0.44	0.50	0.42	0.36	0.24	0.30	0.21
v/c Ratio	0.82	0.83	0.87	0.54	0.85	0.39	0.53	0.90
Control Delay	42.3	43.6	87.5	34.2	68.2	47.3	34.5	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	43.6	87.5	34.2	68.2	47.3	34.5	61.3
LOS	D	D	F	C	E	D	C	E
Approach Delay		43.4		41.3		55.7		55.3
Approach LOS		D		D		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 46.4	Intersection LOS: D
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue

Queues
105: Broward Boulevard & NE 3rd Avenue

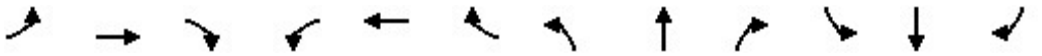


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	251	1624	156	1012	201	299	174	613
v/c Ratio	0.82	0.83	0.87	0.54	0.85	0.39	0.53	0.90
Control Delay	42.3	43.6	87.5	34.2	68.2	47.3	34.5	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	43.6	87.5	34.2	68.2	47.3	34.5	61.3
Queue Length 50th (ft)	139	562	129	197	149	125	104	228
Queue Length 95th (ft)	#249	632	m#201	247	#268	170	178	274
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	325	1966	191	1878	245	838	336	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.83	0.82	0.54	0.82	0.36	0.52	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	1162	316	142	812	109	183	209	63	158	380	177
Future Volume (veh/h)	228	1162	316	142	812	109	183	209	63	158	380	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	251	1277	347	156	892	120	201	230	69	174	418	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1639	445	199	1750	234	236	571	167	333	449	207
Arrive On Green	0.10	0.46	0.46	0.14	0.85	0.85	0.11	0.24	0.24	0.17	0.43	0.43
Sat Flow, veh/h	1603	3580	972	1603	4097	549	1603	2425	707	1603	2105	969
Grp Volume(v), veh/h	251	1093	531	156	666	346	201	149	150	174	316	297
Grp Sat Flow(s),veh/h/ln	1603	1532	1488	1603	1532	1582	1603	1599	1533	1603	1599	1475
Q Serve(g_s), s	13.9	48.1	48.2	9.0	9.0	9.1	15.5	12.6	13.2	14.0	30.0	30.9
Cycle Q Clear(g_c), s	13.9	48.1	48.2	9.0	9.0	9.1	15.5	12.6	13.2	14.0	30.0	30.9
Prop In Lane	1.00		0.65	1.00		0.35	1.00		0.46	1.00		0.66
Lane Grp Cap(c), veh/h	391	1403	681	199	1308	676	236	377	361	333	341	315
V/C Ratio(X)	0.64	0.78	0.78	0.78	0.51	0.51	0.85	0.40	0.41	0.52	0.93	0.94
Avail Cap(c_a), veh/h	421	1403	681	229	1308	676	250	430	412	333	380	350
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	21.3	36.6	36.6	30.9	7.3	7.3	45.4	51.6	51.8	40.1	44.7	44.9
Incr Delay (d2), s/veh	2.1	4.3	8.6	7.6	0.9	1.7	21.3	0.3	0.3	0.7	24.8	29.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	18.9	19.2	3.5	2.2	2.4	7.6	5.1	5.2	5.0	12.7	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	40.9	45.2	38.5	8.2	9.0	66.7	51.8	52.1	40.8	69.4	74.5
LnGrp LOS	C	D	D	D	A	A	E	D	D	D	E	E
Approach Vol, veh/h		1875			1168			500			787	
Approach Delay, s/veh		39.8			12.5			57.9			65.0	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.3	20.0	43.7	17.0	79.3	23.6	40.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	15.9	11.1	16.0	15.2	11.0	50.2	17.5	32.9
Green Ext Time (p_c), s	0.1	8.7	0.0	1.2	0.0	9.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	35	65	13	2	467	63	721
Future Volume (vph)	5	35	65	13	2	467	63	721
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.0	10.0	10.0	58.0	58.0	58.0	58.0
Actuated g/C Ratio		0.12	0.12	0.12	0.72	0.72	0.72	0.72
v/c Ratio		0.32	0.53	0.55	0.00	0.24	0.13	0.34
Control Delay		28.1	44.5	13.8	3.5	2.8	1.6	2.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.1	44.5	13.8	3.5	2.8	1.6	2.0
LOS		C	D	B	A	A	A	A
Approach Delay		28.1		23.3		2.8		2.0
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

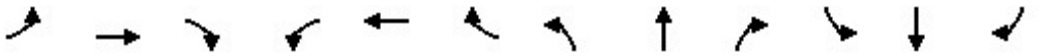
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	71	159	2	553	68	794
v/c Ratio	0.32	0.53	0.55	0.00	0.24	0.13	0.34
Control Delay	28.1	44.5	13.8	3.5	2.8	1.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	44.5	13.8	3.5	2.8	1.6	2.0
Queue Length 50th (ft)	20	36	16	0	35	2	12
Queue Length 95th (ft)	51	m53	m44	m1	55	6	26
Internal Link Dist (ft)	180		166		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	444	337	500	418	2275	532	2303
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.21	0.32	0.00	0.24	0.13	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	35	15	65	13	133	2	467	41	63	721	9
Future Volume (veh/h)	5	35	15	65	13	133	2	467	41	63	721	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	1.00		0.96	0.99		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	5	38	16	71	14	145	2	508	45	68	784	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	164	63	235	19	200	506	2014	178	610	2198	28
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	37	966	373	1207	113	1175	612	2963	262	764	3233	41
Grp Volume(v), veh/h	59	0	0	71	0	159	2	273	280	68	388	406
Grp Sat Flow(s),veh/h/ln	1376	0	0	1207	0	1289	612	1599	1625	764	1599	1675
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	7.6	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.08		0.27	1.00		0.91	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	283	0	0	235	0	219	506	1087	1105	610	1087	1139
V/C Ratio(X)	0.21	0.00	0.00	0.30	0.00	0.73	0.00	0.25	0.25	0.11	0.36	0.36
Avail Cap(c_a), veh/h	479	0	0	407	0	403	506	1087	1105	610	1087	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.78	0.78	0.78	0.92	0.92	0.92
Uniform Delay (d), s/veh	28.7	0.0	0.0	30.7	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	1.7	0.0	0.4	0.4	0.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.2	0.0	2.9	0.0	0.1	0.1	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	0.0	31.0	0.0	33.1	0.0	0.4	0.4	0.3	0.8	0.8
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		59			230			555			862	
Approach Delay, s/veh		28.9			32.5			0.4			0.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.4		19.6		60.4		19.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0		11.4		2.0		11.3				
Green Ext Time (p_c), s		1.2		0.1		2.0		0.6				

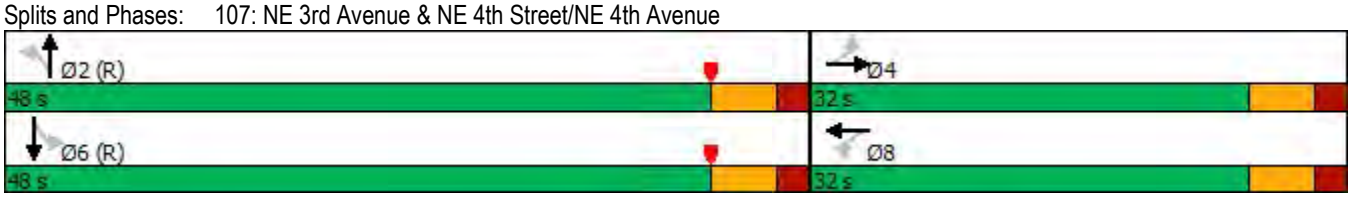
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

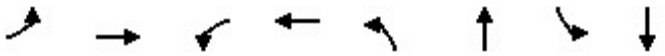
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	185	90	153	48	474	40	653
Future Volume (vph)	41	185	90	153	48	474	40	653
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.1	18.1	18.1	18.1	49.9	49.9	49.9	49.9
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.23	0.78	0.64	0.60	0.14	0.31	0.10	0.37
Control Delay	25.6	41.1	42.2	28.2	10.8	9.5	14.0	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	41.1	42.2	28.2	10.8	9.5	14.0	15.3
LOS	C	D	D	C	B	A	B	B
Approach Delay		39.0		32.7		9.6		15.3
Approach LOS		D		C		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

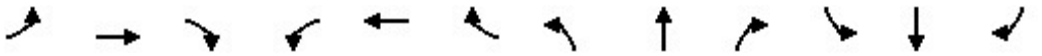


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	269	95	205	51	603	42	720
v/c Ratio	0.23	0.78	0.64	0.60	0.14	0.31	0.10	0.37
Control Delay	25.6	41.1	42.2	28.2	10.8	9.5	14.0	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	41.1	42.2	28.2	10.8	9.5	14.0	15.3
Queue Length 50th (ft)	18	115	42	83	14	85	14	146
Queue Length 95th (ft)	40	176	m60	105	28	133	41	221
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	274	484	212	485	376	1931	431	1970
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.56	0.45	0.42	0.14	0.31	0.10	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	185	70	90	153	42	48	474	99	40	653	31
Future Volume (veh/h)	41	185	70	90	153	42	48	474	99	40	653	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	43	195	74	95	161	44	51	499	104	42	687	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	304	115	218	334	91	350	1461	302	497	1732	83
Arrive On Green	0.29	0.29	0.29	0.10	0.10	0.10	1.00	1.00	1.00	0.37	0.37	0.37
Sat Flow, veh/h	1056	1040	395	996	1144	313	658	2617	542	729	3103	149
Grp Volume(v), veh/h	43	0	269	95	0	205	51	304	299	42	354	366
Grp Sat Flow(s),veh/h/ln	1056	0	1435	996	0	1456	658	1599	1560	729	1599	1653
Q Serve(g_s), s	2.9	0.0	13.1	7.5	0.0	10.7	2.1	0.0	0.0	3.0	13.0	13.0
Cycle Q Clear(g_c), s	13.5	0.0	13.1	20.6	0.0	10.7	15.1	0.0	0.0	3.0	13.0	13.0
Prop In Lane	1.00		0.28	1.00		0.21	1.00		0.35	1.00		0.09
Lane Grp Cap(c), veh/h	257	0	419	218	0	425	350	893	871	497	893	923
V/C Ratio(X)	0.17	0.00	0.64	0.44	0.00	0.48	0.15	0.34	0.34	0.08	0.40	0.40
Avail Cap(c_a), veh/h	292	0	466	251	0	473	350	893	871	497	893	923
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	29.5	0.0	24.7	41.4	0.0	30.4	2.2	0.0	0.0	12.0	15.1	15.1
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.4	0.0	0.3	0.9	1.0	1.1	0.3	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	2.0	0.0	4.1	0.2	0.3	0.3	0.5	5.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	26.4	41.8	0.0	30.7	3.1	1.0	1.1	12.3	16.4	16.4
LnGrp LOS	C	A	C	D	A	C	A	A	A	B	B	B
Approach Vol, veh/h		312			300			654			762	
Approach Delay, s/veh		26.8			34.2			1.2			16.2	
Approach LOS		C			C			A			B	

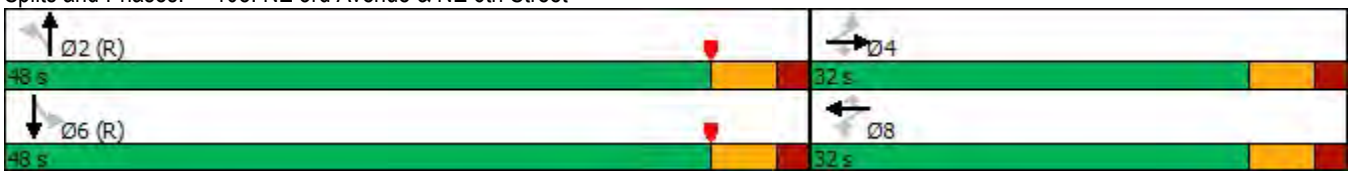
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.7		29.3		50.7		29.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		17.1		15.5		15.0		22.6				
Green Ext Time (p_c), s		4.5		0.9		5.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

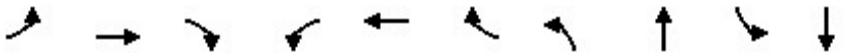
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	51	275	98	41	225	72	74	426	48	559
Future Volume (vph)	51	275	98	41	225	72	74	426	48	559
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.8	19.8	19.8	19.8	19.8	19.8	48.2	48.2	48.2	48.2
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60
v/c Ratio	0.29	0.79	0.27	0.29	0.65	0.21	0.21	0.29	0.12	0.36
Control Delay	26.5	43.1	6.4	27.6	34.4	6.7	17.4	15.1	9.4	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	43.1	6.4	27.6	34.4	6.7	17.4	15.1	9.4	9.3
LOS	C	D	A	C	C	A	B	B	A	A
Approach Delay		32.6			27.7			15.4		9.3
Approach LOS		C			C			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



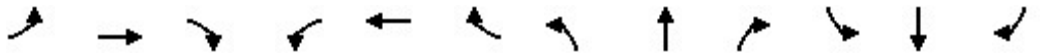
Queues
108: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	296	105	44	242	77	80	540	52	678
v/c Ratio	0.29	0.79	0.27	0.29	0.65	0.21	0.21	0.29	0.12	0.36
Control Delay	26.5	43.1	6.4	27.6	34.4	6.7	17.4	15.1	9.4	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	43.1	6.4	27.6	34.4	6.7	17.4	15.1	9.4	9.3
Queue Length 50th (ft)	22	138	0	18	108	0	38	132	10	78
Queue Length 95th (ft)	49	205	33	42	165	28	74	180	32	135
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	247	490	473	197	490	462	379	1878	451	1886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.60	0.22	0.22	0.49	0.17	0.21	0.29	0.12	0.36

Intersection Summary

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	275	98	41	225	72	74	426	76	48	559	72
Future Volume (veh/h)	51	275	98	41	225	72	74	426	76	48	559	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	55	296	105	44	242	77	80	458	82	52	601	77
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	459	336	193	459	337	407	1564	278	425	1640	210
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.19	0.19	0.19	0.58	0.58	0.58
Sat Flow, veh/h	943	1683	1235	876	1683	1236	684	2708	482	777	2840	363
Grp Volume(v), veh/h	55	296	105	44	242	77	80	269	271	52	338	340
Grp Sat Flow(s),veh/h/ln	943	1683	1235	876	1683	1236	684	1599	1590	777	1599	1604
Q Serve(g_s), s	4.2	12.4	5.4	3.7	9.8	3.9	8.2	11.5	11.7	3.3	9.1	9.1
Cycle Q Clear(g_c), s	14.0	12.4	5.4	16.2	9.8	3.9	17.3	11.5	11.7	14.9	9.1	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.23
Lane Grp Cap(c), veh/h	232	459	336	193	459	337	407	924	918	425	924	926
V/C Ratio(X)	0.24	0.65	0.31	0.23	0.53	0.23	0.20	0.29	0.29	0.12	0.37	0.37
Avail Cap(c_a), veh/h	281	547	401	239	547	402	407	924	918	425	924	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	25.7	23.1	32.8	24.7	22.6	24.7	18.4	18.4	13.9	9.1	9.1
Incr Delay (d2), s/veh	0.2	1.1	0.2	0.2	0.4	0.1	1.0	0.8	0.8	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	1.5	0.8	3.8	1.1	1.6	5.1	5.1	0.6	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	26.8	23.3	33.0	25.1	22.7	25.7	19.1	19.2	14.4	10.2	10.2
LnGrp LOS	C	C	C	C	C	C	C	B	B	B	B	B
Approach Vol, veh/h		456			363			620			730	
Approach Delay, s/veh		26.5			25.5			20.0			10.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.2		27.8		52.2		27.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		19.3		16.0		16.9		18.2				
Green Ext Time (p_c), s		4.1		1.1		4.9		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	99	152	14	23	54
Future Vol, veh/h	10	99	152	14	23	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	165	15	25	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	303	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.12	-	-	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	744	946
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	738	946
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1396	-	-	-	738	946
HCM Lane V/C Ratio	0.008	-	-	-	0.034	0.062
HCM Control Delay (s)	7.6	0	-	-	10	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	81	188	18	28	64
Future Vol, veh/h	11	81	188	18	28	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	88	204	20	30	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	326	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1345	-	-	-	726	915
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1345	-	-	-	719	915
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.8
HCM LOS			A

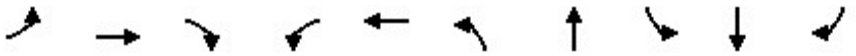
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	845
HCM Lane V/C Ratio	0.009	-	-	-	0.118
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	375	487	249	413	534	338	1361	142	1330	288
Future Volume (vph)	375	487	249	413	534	338	1361	142	1330	288
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	20.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	49.0	39.0	39.0	30.0	20.0	30.0	60.0	31.0	61.0	61.0
Total Split (%)	30.6%	24.4%	24.4%	18.8%	12.5%	18.8%	37.5%	19.4%	38.1%	38.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.8	33.3	33.3	23.7	32.2	21.5	60.2	18.8	57.5	57.5
Actuated g/C Ratio	0.16	0.21	0.21	0.15	0.20	0.13	0.38	0.12	0.36	0.36
v/c Ratio	0.83	0.54	0.53	0.96	0.98	0.87	1.06	0.81	0.86	0.51
Control Delay	91.1	34.7	7.6	99.6	92.5	88.6	86.6	101.3	42.8	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	34.7	7.6	99.6	92.5	88.6	86.6	101.3	42.8	18.7
LOS	F	C	A	F	F	F	F	F	D	B
Approach Delay		47.7			95.4		86.9		43.6	
Approach LOS		D			F		F		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 62 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 68.0	Intersection LOS: E
Intersection Capacity Utilization 96.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	399	518	265	439	622	360	1793	151	1415	306
v/c Ratio	0.83	0.54	0.53	0.96	0.98	0.87	1.06	0.81	0.86	0.51
Control Delay	91.1	34.7	7.6	99.6	92.5	88.6	86.6	101.3	42.8	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	34.7	7.6	99.6	92.5	88.6	86.6	101.3	42.8	18.7
Queue Length 50th (ft)	161	181	126	238	342	191	~748	163	279	62
Queue Length 95th (ft)	241	127	19	#346	#547	249	#908	m235	424	m145
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	830	951	504	463	635	463	1687	248	1645	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54	0.53	0.95	0.98	0.78	1.06	0.61	0.86	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	487	249	413	534	51	338	1361	324	142	1330	288
Future Volume (veh/h)	375	487	249	413	534	51	338	1361	324	142	1330	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	399	518	265	439	568	54	360	1448	345	151	1415	306
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	913	283	467	613	58	398	1465	347	168	1716	528
Arrive On Green	0.23	0.33	0.33	0.15	0.21	0.21	0.13	0.40	0.40	0.21	0.75	0.75
Sat Flow, veh/h	3110	4595	1424	3110	2946	279	3110	3691	875	1603	4595	1415
Grp Volume(v), veh/h	399	518	265	439	308	314	360	1201	592	151	1415	306
Grp Sat Flow(s),veh/h/ln	1555	1532	1424	1555	1599	1627	1555	1532	1503	1603	1532	1415
Q Serve(g_s), s	20.0	14.8	28.9	22.4	30.2	30.3	18.3	62.2	62.8	14.7	32.5	15.4
Cycle Q Clear(g_c), s	20.0	14.8	28.9	22.4	30.2	30.3	18.3	62.2	62.8	14.7	32.5	15.4
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	437	913	283	467	333	339	398	1216	596	168	1716	528
V/C Ratio(X)	0.91	0.57	0.94	0.94	0.92	0.93	0.90	0.99	0.99	0.90	0.82	0.58
Avail Cap(c_a), veh/h	836	948	294	467	333	339	467	1216	596	250	1716	528
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	47.8	52.5	67.3	62.1	62.2	68.8	47.9	48.0	62.4	16.8	14.6
Incr Delay (d2), s/veh	2.6	0.5	30.7	27.1	30.5	30.9	17.6	23.1	35.3	18.5	4.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	5.3	12.0	10.7	15.1	15.5	8.3	27.5	29.2	6.3	7.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	48.3	83.2	94.4	92.6	93.1	86.4	70.9	83.3	80.9	21.5	19.2
LnGrp LOS	E	D	F	F	F	F	F	E	F	F	C	B
Approach Vol, veh/h		1182			1061			2153			1872	
Approach Delay, s/veh		61.1			93.5			76.9			25.9	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	69.5	30.0	37.8	26.5	65.7	28.5	39.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	54.0	24.0	33.0	24.0	55.0	43.0	14.0
Max Q Clear Time (g_c+I1), s	16.7	64.8	24.4	30.9	20.3	34.5	22.0	32.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.9	0.2	11.9	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	43	0	0	50	149	1730	36	0	1678	17
Future Vol, veh/h	0	0	43	0	0	50	149	1730	36	0	1678	17
Conflicting Peds, #/hr	0	0	0	0	0	3	17	0	11	17	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	45	0	0	53	157	1821	38	0	1766	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	909	-	-	944	1801	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	464	0	0	452	158	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	457	-	-	447	~ 156	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	14.1	10.2	0
HCM LOS	B	B		

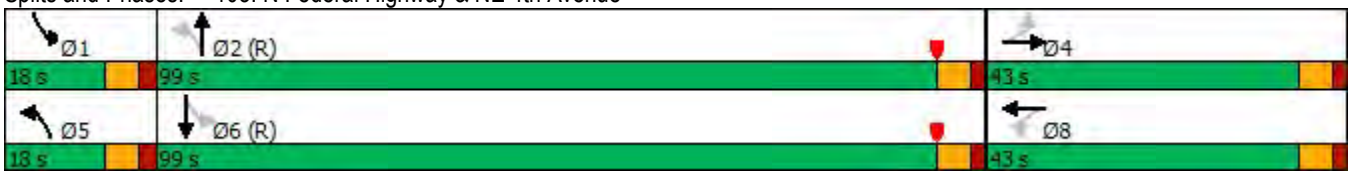
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 156	-	-	457	447	-	-
HCM Lane V/C Ratio	1.005	-	-	0.099	0.118	-	-
HCM Control Delay (s)	131.5	-	-	13.7	14.1	-	-
HCM Lane LOS	F	-	-	B	B	-	-
HCM 95th %tile Q(veh)	7.7	-	-	0.3	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

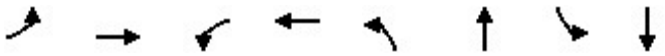
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	58	90	166	102	141	1589	74	1471
Future Volume (vph)	58	90	166	102	141	1589	74	1471
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	34.3	34.3	34.3	34.3	110.2	101.3	105.3	98.9
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.69	0.63	0.66	0.62
v/c Ratio	0.32	0.49	0.97	0.44	0.69	0.59	0.45	0.55
Control Delay	54.5	49.9	120.4	54.6	37.7	16.5	17.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	49.9	120.4	54.6	37.7	16.5	17.0	19.3
LOS	D	D	F	D	D	B	B	B
Approach Delay		51.2		90.7		18.1		19.2
Approach LOS		D		F		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue

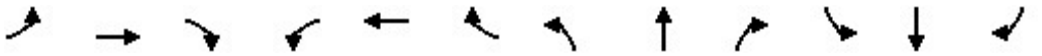


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	153	171	141	145	1697	76	1561
v/c Ratio	0.32	0.49	0.97	0.44	0.69	0.59	0.45	0.55
Control Delay	54.5	49.9	120.4	54.6	37.7	16.5	17.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	49.9	120.4	54.6	37.7	16.5	17.0	19.3
Queue Length 50th (ft)	56	132	175	118	83	250	24	348
Queue Length 95th (ft)	99	180	#326	191	m103	m253	42	413
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	200	339	191	341	241	2880	223	2813
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.90	0.41	0.60	0.59	0.34	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	90	58	166	102	35	141	1589	57	74	1471	44
Future Volume (veh/h)	58	90	58	166	102	35	141	1589	57	74	1471	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	60	93	60	171	105	36	145	1638	59	76	1516	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	197	127	185	248	85	246	2849	103	251	2783	83
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.10	1.00	1.00	0.03	0.61	0.61
Sat Flow, veh/h	1118	852	549	1106	1072	367	1603	4547	164	1603	4581	136
Grp Volume(v), veh/h	60	0	153	171	0	141	145	1103	594	76	1014	547
Grp Sat Flow(s),veh/h/ln	1118	0	1401	1106	0	1439	1603	1532	1647	1603	1532	1653
Q Serve(g_s), s	8.3	0.0	16.7	20.3	0.0	13.4	5.8	0.0	0.0	2.9	31.1	31.1
Cycle Q Clear(g_c), s	21.7	0.0	16.7	37.0	0.0	13.4	5.8	0.0	0.0	2.9	31.1	31.1
Prop In Lane	1.00		0.39	1.00		0.26	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	210	0	324	185	0	333	246	1920	1032	251	1861	1004
V/C Ratio(X)	0.29	0.00	0.47	0.92	0.00	0.42	0.59	0.57	0.58	0.30	0.54	0.54
Avail Cap(c_a), veh/h	210	0	324	185	0	333	288	1920	1032	323	1861	1004
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.00	0.84	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.3	0.0	64.5	71.7	0.0	52.4	15.2	0.0	0.0	11.1	18.4	18.4
Incr Delay (d2), s/veh	0.2	0.0	0.3	44.3	0.0	0.3	0.9	1.3	2.3	0.3	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	6.4	9.4	0.0	4.9	1.9	0.3	0.7	1.1	11.3	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	0.0	64.9	116.0	0.0	52.7	16.1	1.3	2.3	11.3	19.6	20.5
LnGrp LOS	E	A	E	F	A	D	B	A	A	B	B	C
Approach Vol, veh/h		213			312			1842			1637	
Approach Delay, s/veh		67.3			87.4			2.8			19.5	
Approach LOS		E			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	106.3		43.0	13.8	103.2		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0		23.7	7.8	33.1		39.0				
Green Ext Time (p_c), s	0.0	21.9		0.6	0.0	17.5		0.0				

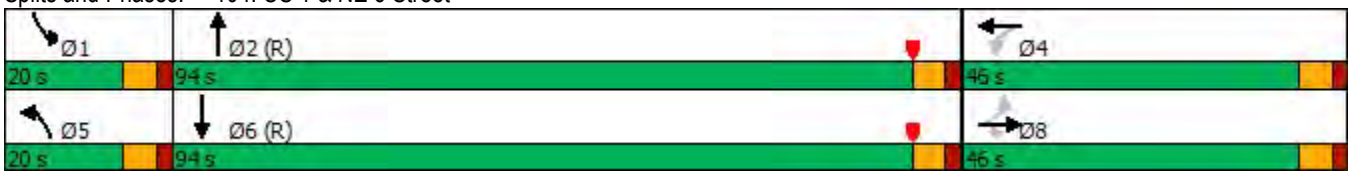
Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	

Timings
104: US 1 & NE 6 Street

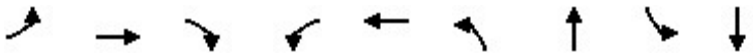
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	7	6	61	32	18	157	1471	19	1330
Future Volume (vph)	7	6	61	32	18	157	1471	19	1330
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.1	10.1	10.1	10.1	10.1	27.1	130.0	6.1	104.8
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.06	0.17	0.81	0.04	0.66
v/c Ratio	0.19	0.06	0.46	0.46	0.73	0.61	0.43	0.33	0.47
Control Delay	79.7	68.5	25.3	91.3	36.5	72.5	5.7	89.0	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	68.5	25.3	91.3	36.5	72.5	5.7	89.0	14.7
LOS	E	E	C	F	D	E	A	F	B
Approach Delay		33.6			46.8		11.9		15.7
Approach LOS		C			D		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



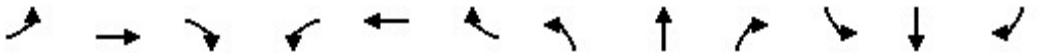
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	7	6	64	33	143	164	1598	20	1405
v/c Ratio	0.19	0.06	0.46	0.46	0.73	0.61	0.43	0.33	0.47
Control Delay	79.7	68.5	25.3	91.3	36.5	72.5	5.7	89.0	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	68.5	25.3	91.3	36.5	72.5	5.7	89.0	14.7
Queue Length 50th (ft)	7	6	0	34	19	163	169	21	240
Queue Length 95th (ft)	25	22	48	71	94	246	264	52	330
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	148	377	362	282	415	269	3682	139	2988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.02	0.18	0.12	0.34	0.61	0.43	0.14	0.47

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	6	61	32	18	119	157	1471	63	19	1330	19
Future Volume (veh/h)	7	6	61	32	18	119	157	1471	63	19	1330	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	7	6	64	33	19	124	164	1532	66	20	1385	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	233	175	205	24	155	140	3312	143	24	3086	45
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.09	0.73	0.73	0.01	0.66	0.66
Sat Flow, veh/h	1113	1683	1267	1184	172	1123	1603	4509	194	1603	4664	67
Grp Volume(v), veh/h	7	6	64	33	0	143	164	1041	557	20	910	495
Grp Sat Flow(s),veh/h/ln	1113	1683	1267	1184	0	1295	1603	1532	1640	1603	1532	1668
Q Serve(g_s), s	1.0	0.5	7.3	4.0	0.0	17.1	14.0	21.9	21.9	2.0	22.9	22.9
Cycle Q Clear(g_c), s	18.1	0.5	7.3	4.5	0.0	17.1	14.0	21.9	21.9	2.0	22.9	22.9
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.12	1.00		0.04
Lane Grp Cap(c), veh/h	80	233	175	205	0	179	140	2250	1204	24	2027	1104
V/C Ratio(X)	0.09	0.03	0.36	0.16	0.00	0.80	1.17	0.46	0.46	0.85	0.45	0.45
Avail Cap(c_a), veh/h	204	421	317	337	0	324	140	2250	1204	140	2027	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.5	59.6	62.5	61.5	0.0	66.8	73.0	8.6	8.6	78.6	13.0	13.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.1	0.0	3.1	128.6	0.7	1.3	24.9	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	2.4	1.2	0.0	5.8	10.8	7.1	7.8	1.0	7.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	59.6	63.0	61.7	0.0	69.8	201.6	9.2	9.8	103.5	13.8	14.4
LnGrp LOS	E	E	E	E	A	E	F	A	A	F	B	B
Approach Vol, veh/h		77			176			1762			1425	
Approach Delay, s/veh		63.9			68.3			27.3			15.2	
Approach LOS		E			E			C			B	

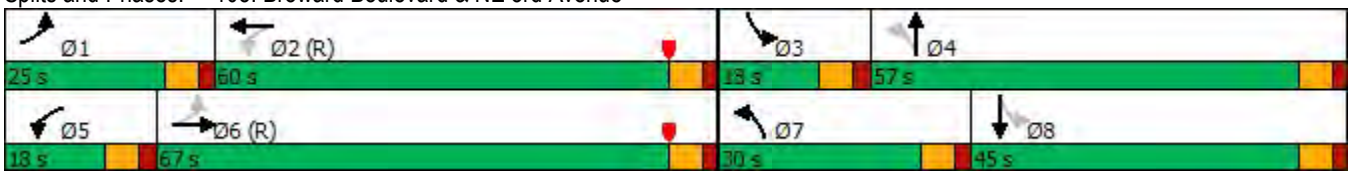
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	123.5		28.1	20.0	111.9		28.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	4.0	23.9		19.1	16.0	24.9		20.1				
Green Ext Time (p_c), s	0.0	17.4		0.6	0.0	13.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		25.2	
HCM 6th LOS		C	

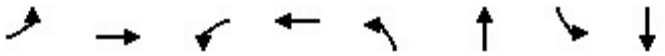
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	213	1056	86	978	291	461	98	317
Future Volume (vph)	213	1056	86	978	291	461	98	317
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	67.0	18.0	60.0	30.0	57.0	18.0	45.0
Total Split (%)	15.6%	41.9%	11.3%	37.5%	18.8%	35.6%	11.3%	28.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	86.7	72.1	69.9	61.3	61.3	44.9	41.6	31.3
Actuated g/C Ratio	0.54	0.45	0.44	0.38	0.38	0.28	0.26	0.20
v/c Ratio	0.81	0.56	0.44	0.66	1.07	0.68	0.48	0.87
Control Delay	49.2	34.8	39.1	55.1	114.4	53.7	33.2	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	34.8	39.1	55.1	114.4	53.7	33.2	57.2
LOS	D	C	D	E	F	D	C	E
Approach Delay		37.2		53.9		74.8		53.4
Approach LOS		D		D		E		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 52.8	Intersection LOS: D
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue



Queues
105: Broward Boulevard & NE 3rd Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	232	1158	93	1146	316	593	107	558
v/c Ratio	0.81	0.56	0.44	0.66	1.07	0.68	0.48	0.87
Control Delay	49.2	34.8	39.1	55.1	114.4	53.7	33.2	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	34.8	39.1	55.1	114.4	53.7	33.2	57.2
Queue Length 50th (ft)	134	321	60	331	~304	287	70	208
Queue Length 95th (ft)	#302	421	m91	m387	#484	336	107	251
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	294	2060	244	1736	294	995	238	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.56	0.38	0.66	1.07	0.60	0.45	0.72

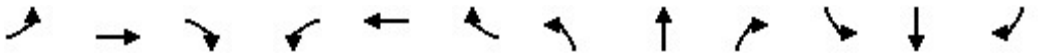
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1056	9	86	978	76	291	461	85	98	317	196
Future Volume (veh/h)	213	1056	9	86	978	76	291	461	85	98	317	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	232	1148	10	93	1063	83	316	501	92	107	345	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	2092	18	236	1715	134	302	789	144	243	392	236
Arrive On Green	0.10	0.45	0.45	0.09	0.79	0.79	0.15	0.29	0.29	0.02	0.07	0.07
Sat Flow, veh/h	1603	4698	41	1603	4340	338	1603	2683	490	1603	1884	1135
Grp Volume(v), veh/h	232	749	409	93	750	396	316	297	296	107	292	266
Grp Sat Flow(s),veh/h/ln	1603	1532	1675	1603	1532	1615	1603	1599	1573	1603	1599	1420
Q Serve(g_s), s	13.4	28.7	28.7	5.6	16.1	16.1	24.0	25.8	26.1	8.3	28.9	29.8
Cycle Q Clear(g_c), s	13.4	28.7	28.7	5.6	16.1	16.1	24.0	25.8	26.1	8.3	28.9	29.8
Prop In Lane	1.00		0.02	1.00		0.21	1.00		0.31	1.00		0.80
Lane Grp Cap(c), veh/h	330	1364	746	236	1211	638	302	470	463	243	333	295
V/C Ratio(X)	0.70	0.55	0.55	0.39	0.62	0.62	1.05	0.63	0.64	0.44	0.88	0.90
Avail Cap(c_a), veh/h	365	1364	746	281	1211	638	302	510	502	261	390	346
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	25.1	32.6	32.6	26.8	11.8	11.8	44.9	49.0	49.1	48.1	72.5	72.9
Incr Delay (d2), s/veh	4.1	1.6	2.9	0.2	1.1	2.0	64.4	1.5	1.7	0.5	15.8	21.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	11.1	12.4	2.1	3.6	4.0	15.0	10.6	10.6	3.6	14.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	34.2	35.5	26.9	12.9	13.8	109.4	50.5	50.8	48.6	88.2	94.3
LnGrp LOS	C	C	D	C	B	B	F	D	D	D	F	F
Approach Vol, veh/h		1390			1239			909			665	
Approach Delay, s/veh		33.7			14.2			71.1			84.3	
Approach LOS		C			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	69.2	16.2	53.0	13.5	77.3	30.0	39.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	15.4	18.1	10.3	28.1	7.6	30.7	26.0	31.8
Green Ext Time (p_c), s	0.1	9.8	0.0	2.4	0.0	9.4	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	5	30	17	10	759	20	507
Future Volume (vph)	12	5	30	17	10	759	20	507
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		7.7	7.7	7.7	63.9	63.9	63.9	63.9
Actuated g/C Ratio		0.10	0.10	0.10	0.80	0.80	0.80	0.80
v/c Ratio		0.29	0.31	0.51	0.02	0.34	0.05	0.22
Control Delay		25.9	35.1	17.7	2.2	2.6	3.1	4.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.9	35.1	17.7	2.2	2.6	3.1	4.2
LOS		C	D	B	A	A	A	A
Approach Delay		25.9		21.9		2.6		4.1
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 5.3	Intersection LOS: A
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

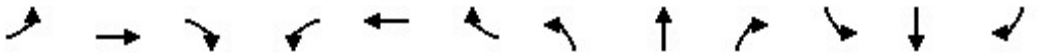
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	33	103	11	867	22	565
v/c Ratio	0.29	0.31	0.51	0.02	0.34	0.05	0.22
Control Delay	25.9	35.1	17.7	2.2	2.6	3.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.1	17.7	2.2	2.6	3.1	4.2
Queue Length 50th (ft)	9	16	23	0	85	3	81
Queue Length 95th (ft)	35	m20	m28	m2	120	5	97
Internal Link Dist (ft)	180		680		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	380	344	465	579	2525	431	2538
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.22	0.02	0.34	0.05	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	5	18	30	17	76	10	759	30	20	507	7
Future Volume (veh/h)	12	5	18	30	17	76	10	759	30	20	507	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	13	5	20	33	19	84	11	834	33	22	557	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	36	65	241	31	136	560	2256	89	502	2325	33
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	0.48	0.48	0.48
Sat Flow, veh/h	172	280	501	1236	238	1053	758	3131	124	572	3227	46
Grp Volume(v), veh/h	38	0	0	33	0	103	11	426	441	22	276	289
Grp Sat Flow(s),veh/h/ln	953	0	0	1236	0	1291	758	1599	1656	572	1599	1674
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.0	0.2	0.0	0.0	1.6	8.1	8.1
Cycle Q Clear(g_c), s	6.1	0.0	0.0	2.1	0.0	6.0	8.2	0.0	0.0	1.6	8.1	8.1
Prop In Lane	0.34		0.53	1.00		0.82	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	184	0	0	241	0	167	560	1152	1193	502	1152	1206
V/C Ratio(X)	0.21	0.00	0.00	0.14	0.00	0.62	0.02	0.37	0.37	0.04	0.24	0.24
Avail Cap(c_a), veh/h	404	0	0	467	0	403	560	1152	1193	502	1152	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.63	0.63	0.63	0.98	0.98	0.98
Uniform Delay (d), s/veh	31.2	0.0	0.0	31.2	0.0	32.9	0.6	0.0	0.0	6.2	7.9	7.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	1.4	0.0	0.6	0.6	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	1.9	0.0	0.2	0.2	0.2	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	31.3	0.0	34.3	0.6	0.6	0.6	6.4	8.4	8.3
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		38			136			878			587	
Approach Delay, s/veh		31.4			33.6			0.6			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.6		16.4		63.6		16.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		10.2		8.1		10.1		8.0				
Green Ext Time (p_c), s		2.0		0.1		1.3		0.4				

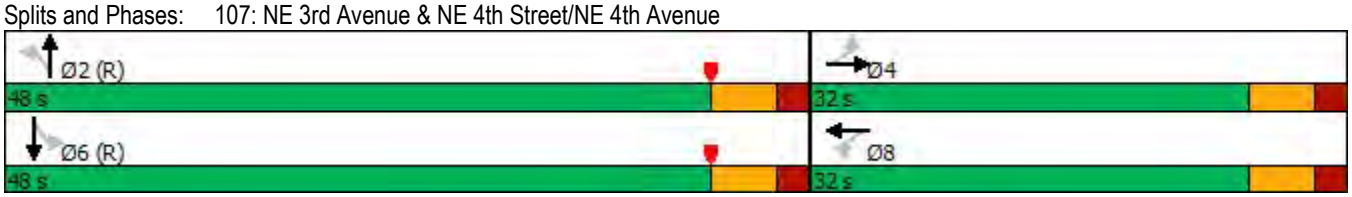
Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

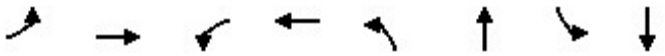
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	109	54	125	63	702	29	444
Future Volume (vph)	30	109	54	125	63	702	29	444
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.9	12.9	12.9	12.9	55.1	55.1	55.1	55.1
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.69	0.69	0.69	0.69
v/c Ratio	0.22	0.61	0.36	0.69	0.12	0.39	0.08	0.23
Control Delay	30.5	35.9	37.4	42.8	8.2	8.6	6.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	35.9	37.4	42.8	8.2	8.6	6.4	6.8
LOS	C	D	D	D	A	A	A	A
Approach Delay		35.0		41.5		8.6		6.8
Approach LOS		D		D		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 44 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

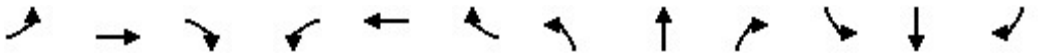


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	152	56	172	66	838	30	497
v/c Ratio	0.22	0.61	0.36	0.69	0.12	0.39	0.08	0.23
Control Delay	30.5	35.9	37.4	42.8	8.2	8.6	6.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	35.9	37.4	42.8	8.2	8.6	6.4	6.8
Queue Length 50th (ft)	14	61	32	90	21	157	7	70
Queue Length 95th (ft)	35	109	m51	123	46	204	26	116
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	289	484	318	485	531	2146	370	2168
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.31	0.18	0.35	0.12	0.39	0.08	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	109	36	54	125	40	63	702	103	29	444	33
Future Volume (veh/h)	30	109	36	54	125	40	63	702	103	29	444	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	31	114	38	56	130	42	66	731	107	30	462	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	212	71	202	213	69	541	1822	266	474	1971	144
Arrive On Green	0.20	0.20	0.20	0.06	0.06	0.06	1.00	1.00	1.00	0.44	0.44	0.44
Sat Flow, veh/h	1086	1084	361	1105	1090	352	807	2783	407	587	3011	221
Grp Volume(v), veh/h	31	0	152	56	0	172	66	420	418	30	245	251
Grp Sat Flow(s),veh/h/ln	1086	0	1446	1105	0	1442	807	1599	1591	587	1599	1633
Q Serve(g_s), s	2.2	0.0	7.6	4.0	0.0	9.3	1.1	0.0	0.0	2.4	7.7	7.7
Cycle Q Clear(g_c), s	11.5	0.0	7.6	11.5	0.0	9.3	8.8	0.0	0.0	2.4	7.7	7.7
Prop In Lane	1.00		0.25	1.00		0.24	1.00		0.26	1.00		0.14
Lane Grp Cap(c), veh/h	176	0	283	202	0	282	541	1047	1042	474	1047	1069
V/C Ratio(X)	0.18	0.00	0.54	0.28	0.00	0.61	0.12	0.40	0.40	0.06	0.23	0.24
Avail Cap(c_a), veh/h	317	0	470	345	0	469	541	1047	1042	474	1047	1069
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	0.80	0.00	0.80	0.95	0.95	0.95	0.98	0.98	0.98
Uniform Delay (d), s/veh	34.9	0.0	28.9	39.2	0.0	34.4	0.6	0.0	0.0	8.4	9.9	9.9
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	0.6	0.4	1.1	1.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.6	1.2	0.0	3.5	0.1	0.3	0.3	0.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	29.5	39.4	0.0	35.1	1.1	1.1	1.1	8.7	10.4	10.4
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	B	B
Approach Vol, veh/h		183			228			904			526	
Approach Delay, s/veh		30.5			36.2			1.1			10.3	
Approach LOS		C			D			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.4		21.6		58.4		21.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		10.8		13.5		9.7		13.5				
Green Ext Time (p_c), s		6.7		0.5		3.6		0.6				

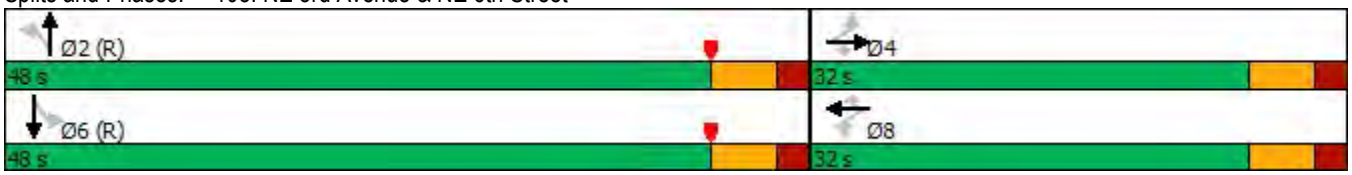
Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

Timings
108: NE 3rd Avenue & NE 6th Street

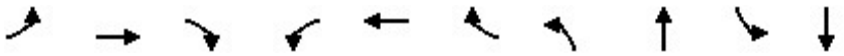
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	49	244	46	37	276	49	131	556	49	406
Future Volume (vph)	49	244	46	37	276	49	131	556	49	406
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.8	19.8	19.8	19.8	19.8	19.8	48.2	48.2	48.2	48.2
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60
v/c Ratio	0.36	0.71	0.14	0.23	0.80	0.15	0.30	0.35	0.14	0.26
Control Delay	29.9	37.5	7.3	25.4	44.1	7.2	12.0	9.6	9.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	37.5	7.3	25.4	44.1	7.2	12.0	9.6	9.9	8.4
LOS	C	D	A	C	D	A	B	A	A	A
Approach Delay		32.3			37.2			10.0		8.5
Approach LOS		C			D			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 12 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



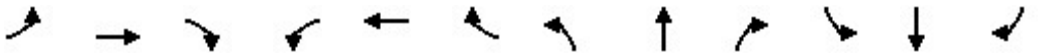
Queues
108: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	265	50	40	300	53	142	666	53	494
v/c Ratio	0.36	0.71	0.14	0.23	0.80	0.15	0.30	0.35	0.14	0.26
Control Delay	29.9	37.5	7.3	25.4	44.1	7.2	12.0	9.6	9.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	37.5	7.3	25.4	44.1	7.2	12.0	9.6	9.9	8.4
Queue Length 50th (ft)	22	120	0	16	140	0	42	103	11	53
Queue Length 95th (ft)	50	182	23	39	209	24	125	234	33	94
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	195	490	438	224	490	443	473	1889	383	1890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.54	0.11	0.18	0.61	0.12	0.30	0.35	0.14	0.26

Intersection Summary

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	244	46	37	276	49	131	556	57	49	406	49
Future Volume (veh/h)	49	244	46	37	276	49	131	556	57	49	406	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	53	265	50	40	300	53	142	604	62	53	441	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	461	344	221	461	344	493	1680	172	364	1650	197
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.19	0.19	0.19	0.58	0.58	0.58
Sat Flow, veh/h	917	1683	1257	948	1683	1257	808	2916	299	692	2863	342
Grp Volume(v), veh/h	53	265	50	40	300	53	142	331	335	53	245	249
Grp Sat Flow(s),veh/h/ln	917	1683	1257	948	1683	1257	808	1599	1616	692	1599	1606
Q Serve(g_s), s	4.3	10.9	2.4	3.0	12.6	2.6	12.5	14.4	14.4	4.0	6.1	6.2
Cycle Q Clear(g_c), s	16.9	10.9	2.4	13.9	12.6	2.6	18.7	14.4	14.4	18.4	6.1	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.21
Lane Grp Cap(c), veh/h	197	461	344	221	461	344	493	921	931	364	921	925
V/C Ratio(X)	0.27	0.58	0.15	0.18	0.65	0.15	0.29	0.36	0.36	0.15	0.27	0.27
Avail Cap(c_a), veh/h	244	547	409	270	547	409	493	921	931	364	921	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	25.0	22.0	31.0	25.7	22.0	24.1	19.5	19.6	15.8	8.5	8.5
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.1	1.2	0.1	1.4	1.0	1.0	0.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.2	0.7	0.7	5.0	0.7	2.8	6.3	6.4	0.7	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	25.5	22.0	31.2	26.9	22.1	25.4	20.6	20.6	16.7	9.2	9.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	B	A	A
Approach Vol, veh/h		368			393			808			547	
Approach Delay, s/veh		26.1			26.7			21.4			9.9	
Approach LOS		C			C			C			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.1		27.9		52.1		27.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		20.7		18.9		20.4		15.9				
Green Ext Time (p_c), s		5.2		0.8		3.4		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

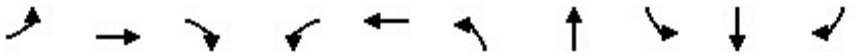
Timings
101: Broward Boulevard & Federal Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	433	576	288	478	622	391	1592	169	1560	333
Future Volume (vph)	433	576	288	478	622	391	1592	169	1560	333
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	20.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	49.0	39.0	39.0	30.0	20.0	30.0	60.0	31.0	61.0	61.0
Total Split (%)	30.6%	24.4%	24.4%	18.8%	12.5%	18.8%	37.5%	19.4%	38.1%	38.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	28.0	33.0	33.0	24.0	29.0	23.3	57.9	21.1	55.7	55.7
Actuated g/C Ratio	0.18	0.21	0.21	0.15	0.18	0.15	0.36	0.13	0.35	0.35
v/c Ratio	0.85	0.65	0.61	1.10	1.27	0.93	1.29	0.86	1.04	0.60
Control Delay	98.3	37.3	8.2	132.1	186.7	94.4	175.5	95.7	78.2	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	37.3	8.2	132.1	186.7	94.4	175.5	95.7	78.2	30.7
LOS	F	D	A	F	F	F	F	F	E	C
Approach Delay		51.2			164.2		162.1		72.0	
Approach LOS		D			F		F		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 62 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 114.5	Intersection LOS: F
Intersection Capacity Utilization 109.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	461	613	306	509	728	416	2093	180	1660	354
v/c Ratio	0.85	0.65	0.61	1.10	1.27	0.93	1.29	0.86	1.04	0.60
Control Delay	98.3	37.3	8.2	132.1	186.7	94.4	175.5	95.7	78.2	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	37.3	8.2	132.1	186.7	94.4	175.5	95.7	78.2	30.7
Queue Length 50th (ft)	225	135	31	~309	~505	223	~1026	193	~678	130
Queue Length 95th (ft)	261	193	61	#430	#716	#319	#1145	m259	m#739	m207
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	830	944	500	463	571	463	1623	248	1594	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.65	0.61	1.10	1.27	0.90	1.29	0.73	1.04	0.60

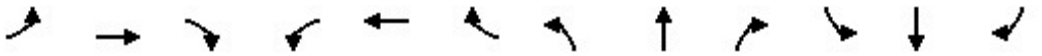
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	576	288	478	622	62	391	1592	375	169	1560	333
Future Volume (veh/h)	433	576	288	478	622	62	391	1592	375	169	1560	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	461	613	306	509	662	66	416	1694	399	180	1660	354
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	948	294	467	575	57	451	1378	319	196	1603	493
Arrive On Green	0.27	0.34	0.34	0.15	0.20	0.20	0.14	0.37	0.37	0.24	0.70	0.70
Sat Flow, veh/h	3110	4595	1424	3110	2931	292	3110	3710	859	1603	4595	1414
Grp Volume(v), veh/h	461	613	306	509	361	367	416	1394	699	180	1660	354
Grp Sat Flow(s),veh/h/ln	1555	1532	1424	1555	1599	1624	1555	1532	1506	1603	1532	1414
Q Serve(g_s), s	23.1	18.0	33.0	24.0	31.4	31.4	21.1	59.4	59.4	17.5	55.8	24.3
Cycle Q Clear(g_c), s	23.1	18.0	33.0	24.0	31.4	31.4	21.1	59.4	59.4	17.5	55.8	24.3
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	498	948	294	467	313	318	451	1138	559	196	1603	493
V/C Ratio(X)	0.92	0.65	1.04	1.09	1.15	1.15	0.92	1.23	1.25	0.92	1.04	0.72
Avail Cap(c_a), veh/h	836	948	294	467	313	318	467	1138	559	250	1603	493
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	47.5	52.4	68.0	64.3	64.3	67.5	50.3	50.3	59.7	24.2	19.4
Incr Delay (d2), s/veh	4.4	0.9	53.2	68.6	98.3	98.9	23.0	109.2	126.7	28.1	32.3	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	6.5	15.2	14.0	21.4	21.7	9.9	39.9	42.0	8.0	18.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	48.4	105.7	136.6	162.6	163.2	90.5	159.5	177.0	87.8	56.5	28.1
LnGrp LOS	E	D	F	F	F	F	F	F	F	F	F	C
Approach Vol, veh/h		1380			1237			2509			2194	
Approach Delay, s/veh		65.7			152.1			152.9			54.5	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	65.4	30.0	39.0	29.2	61.8	31.6	37.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	54.0	24.0	33.0	24.0	55.0	43.0	14.0
Max Q Clear Time (g_c+I1), s	19.5	61.4	26.0	35.0	23.1	57.8	25.1	33.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	0.0	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	50	0	0	58	172	2081	42	0	2003	20
Future Vol, veh/h	0	0	50	0	0	58	172	2081	42	0	2003	20
Conflicting Peds, #/hr	0	0	0	0	0	3	17	0	11	17	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	53	0	0	61	181	2191	44	0	2108	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1082	-	-	1132	2146	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	404	0	0	388	~ 105	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	398	-	-	383	~ 104	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	16.2	33	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 104	-	-	398	383	-	-
HCM Lane V/C Ratio	1.741	-	-	0.132	0.159	-	-
HCM Control Delay (s)	$ 440.6	-	-	15.4	16.2	-	-
HCM Lane LOS	F	-	-	C	C	-	-
HCM 95th %tile Q(veh)	14.4	-	-	0.5	0.6	-	-

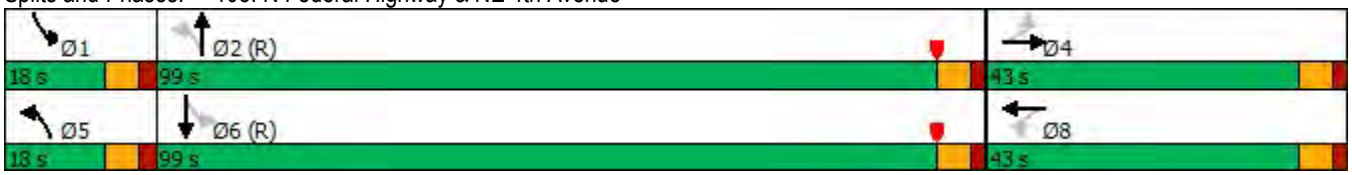
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
103: N Federal Highway & NE 4th Avenue

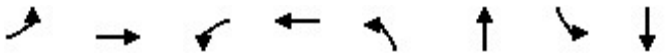
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	124	192	137	193	1897	85	1750
Future Volume (vph)	111	124	192	137	193	1897	85	1750
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	37.0	37.0	37.0	37.0	108.7	96.9	101.1	93.0
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.68	0.61	0.63	0.58
v/c Ratio	0.65	0.66	1.35	0.54	1.09	0.73	0.65	0.72
Control Delay	72.3	59.4	239.3	57.8	96.2	20.2	42.4	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	59.4	239.3	57.8	96.2	20.2	42.4	26.1
LOS	E	E	F	E	F	C	D	C
Approach Delay		63.7		152.1		27.0		26.8
Approach LOS		E		F		C		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	225	198	183	199	2024	88	1902
v/c Ratio	0.65	0.66	1.35	0.54	1.09	0.73	0.65	0.72
Control Delay	72.3	59.4	239.3	57.8	96.2	20.2	42.4	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	59.4	239.3	57.8	96.2	20.2	42.4	26.1
Queue Length 50th (ft)	112	186	~269	161	~193	309	28	507
Queue Length 95th (ft)	#191	300	#441	248	m#175	m269	88	563
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	175	339	147	342	182	2754	175	2631
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.66	1.35	0.54	1.09	0.73	0.50	0.72

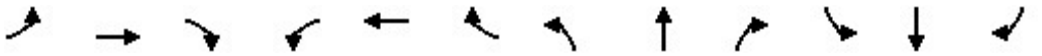
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	124	94	192	137	41	193	1897	66	85	1750	95
Future Volume (veh/h)	111	124	94	192	137	41	193	1897	66	85	1750	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	114	128	97	198	141	42	199	1956	68	88	1804	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	183	139	121	258	77	216	2835	98	184	2631	143
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.09	0.83	0.83	0.03	0.59	0.59
Sat Flow, veh/h	1077	791	600	1038	1115	332	1603	4554	158	1603	4452	241
Grp Volume(v), veh/h	114	0	225	198	0	183	199	1315	709	88	1240	662
Grp Sat Flow(s),veh/h/ln	1077	0	1391	1038	0	1447	1603	1532	1648	1603	1532	1629
Q Serve(g_s), s	16.9	0.0	25.3	11.7	0.0	17.8	8.4	27.5	27.7	3.5	44.5	44.7
Cycle Q Clear(g_c), s	34.7	0.0	25.3	37.0	0.0	17.8	8.4	27.5	27.7	3.5	44.5	44.7
Prop In Lane	1.00		0.43	1.00		0.23	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	174	0	322	121	0	335	216	1907	1026	184	1811	963
V/C Ratio(X)	0.65	0.00	0.70	1.63	0.00	0.55	0.92	0.69	0.69	0.48	0.69	0.69
Avail Cap(c_a), veh/h	174	0	322	121	0	335	232	1907	1026	250	1811	963
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.00	0.64	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.7	0.0	68.5	76.3	0.0	54.1	31.3	7.6	7.6	14.9	22.5	22.5
Incr Delay (d2), s/veh	4.4	0.0	3.6	319.5	0.0	1.1	35.9	2.1	3.8	0.7	2.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	9.9	15.8	0.0	6.7	6.8	6.4	7.4	1.3	16.5	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	0.0	72.1	395.9	0.0	55.2	67.2	9.6	11.4	15.6	24.6	26.5
LnGrp LOS	F	A	E	F	A	E	E	A	B	B	C	C
Approach Vol, veh/h		339			381			2223			1990	
Approach Delay, s/veh		76.8			232.2			15.3			24.9	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	105.6		43.0	16.4	100.6		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	5.5	29.7		36.7	10.4	46.7		39.0				
Green Ext Time (p_c), s	0.0	28.8		0.0	0.0	22.7		0.0				

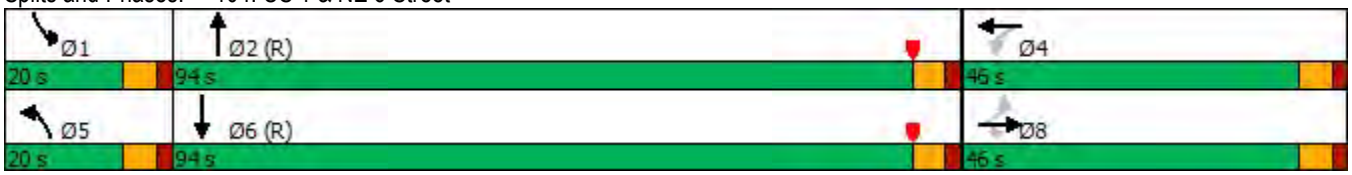
Intersection Summary			
HCM 6th Ctrl Delay		40.2	
HCM 6th LOS		D	

Timings
104: US 1 & NE 6 Street

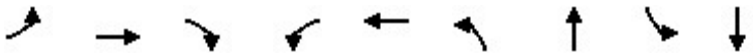
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	8	76	37	22	189	1768	24	1602
Future Volume (vph)	11	8	76	37	22	189	1768	24	1602
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	11.0	11.0	11.0	11.0	11.0	34.8	128.8	6.5	96.3
Actuated g/C Ratio	0.07	0.07	0.07	0.07	0.07	0.22	0.80	0.04	0.60
v/c Ratio	0.30	0.08	0.50	0.51	0.75	0.57	0.53	0.39	0.62
Control Delay	88.1	67.9	23.4	92.3	35.8	65.0	7.1	91.0	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	67.9	23.4	92.3	35.8	65.0	7.1	91.0	21.5
LOS	F	E	C	F	D	E	A	F	C
Approach Delay		34.3			46.4		12.5		22.5
Approach LOS		C			D		B		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



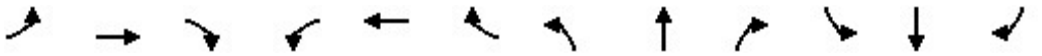
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	8	79	39	169	197	1918	25	1698
v/c Ratio	0.30	0.08	0.50	0.51	0.75	0.57	0.53	0.39	0.62
Control Delay	88.1	67.9	23.4	92.3	35.8	65.0	7.1	91.0	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	67.9	23.4	92.3	35.8	65.0	7.1	91.0	21.5
Queue Length 50th (ft)	11	8	0	40	23	192	239	26	364
Queue Length 95th (ft)	33	26	53	80	105	285	376	60	476
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	136	377	373	281	431	345	3648	139	2741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.02	0.21	0.14	0.39	0.57	0.53	0.18	0.62

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	8	76	37	22	140	189	1768	73	24	1602	28
Future Volume (veh/h)	11	8	76	37	22	140	189	1768	73	24	1602	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	8	79	39	23	146	197	1842	76	25	1669	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	262	198	222	27	175	140	3222	133	30	2995	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.09	0.71	0.71	0.02	0.64	0.64
Sat Flow, veh/h	1089	1683	1269	1167	177	1121	1603	4519	186	1603	4648	81
Grp Volume(v), veh/h	11	8	79	39	0	169	197	1248	670	25	1100	598
Grp Sat Flow(s),veh/h/ln	1089	1683	1269	1167	0	1298	1603	1532	1642	1603	1532	1665
Q Serve(g_s), s	1.6	0.6	9.0	4.7	0.0	20.2	14.0	31.6	31.7	2.5	31.9	31.9
Cycle Q Clear(g_c), s	21.8	0.6	9.0	5.3	0.0	20.2	14.0	31.6	31.7	2.5	31.9	31.9
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.11	1.00		0.05
Lane Grp Cap(c), veh/h	77	262	198	222	0	202	140	2184	1171	30	1974	1073
V/C Ratio(X)	0.14	0.03	0.40	0.18	0.00	0.84	1.40	0.57	0.57	0.83	0.56	0.56
Avail Cap(c_a), veh/h	180	421	317	332	0	324	140	2184	1171	140	1974	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	57.3	60.8	59.6	0.0	65.6	73.0	11.1	11.1	78.2	15.8	15.8
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.1	0.0	5.1	219.0	1.1	2.0	18.5	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	2.9	1.4	0.0	7.0	14.3	10.5	11.6	1.2	11.2	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	57.3	61.3	59.7	0.0	70.6	292.0	12.2	13.2	96.8	16.9	17.9
LnGrp LOS	E	E	E	E	A	E	F	B	B	F	B	B
Approach Vol, veh/h		98			208			2115			1723	
Approach Delay, s/veh		62.7			68.6			38.6			18.4	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	120.1		30.9	20.0	109.1		30.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	4.5	33.7		22.2	16.0	33.9		23.8				
Green Ext Time (p_c), s	0.0	23.3		0.7	0.0	18.6		0.1				

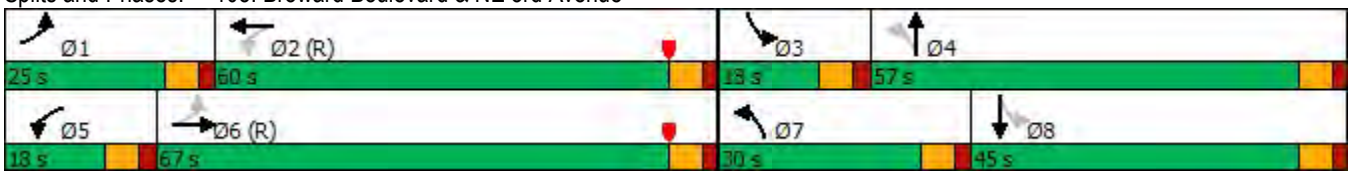
Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

Timings
105: Broward Boulevard & NE 3rd Avenue

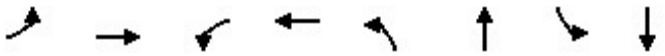
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	246	1234	103	1131	353	564	124	387
Future Volume (vph)	246	1234	103	1131	353	564	124	387
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	67.0	18.0	60.0	30.0	57.0	18.0	45.0
Total Split (%)	15.6%	41.9%	11.3%	37.5%	18.8%	35.6%	11.3%	28.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	81.7	66.0	63.7	54.0	66.3	49.3	47.3	36.3
Actuated g/C Ratio	0.51	0.41	0.40	0.34	0.41	0.31	0.30	0.23
v/c Ratio	1.03	0.72	0.67	0.87	1.33	0.75	0.64	0.92
Control Delay	111.2	42.7	53.1	67.8	206.8	54.3	45.0	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.2	42.7	53.1	67.8	206.8	54.3	45.0	63.0
LOS	F	D	D	E	F	D	D	E
Approach Delay		54.0		66.7		107.3		60.0
Approach LOS		D		E		F		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 70.5	Intersection LOS: E
Intersection Capacity Utilization 107.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue



Queues
105: Broward Boulevard & NE 3rd Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	267	1352	112	1325	384	720	135	668
v/c Ratio	1.03	0.72	0.67	0.87	1.33	0.75	0.64	0.92
Control Delay	111.2	42.7	53.1	67.8	206.8	54.3	45.0	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.2	42.7	53.1	67.8	206.8	54.3	45.0	63.0
Queue Length 50th (ft)	~276	442	90	404	~458	347	83	232
Queue Length 95th (ft)	#476	515	m111	m421	#675	424	172	#345
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	258	1886	191	1530	289	995	220	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.72	0.59	0.87	1.33	0.72	0.61	0.86

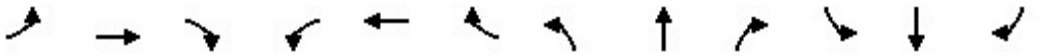
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	1234	10	103	1131	88	353	564	98	124	387	227
Future Volume (veh/h)	246	1234	10	103	1131	88	353	564	98	124	387	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	267	1341	11	112	1229	96	384	613	107	135	421	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1905	16	198	1500	117	297	844	147	237	455	263
Arrive On Green	0.12	0.41	0.41	0.12	0.69	0.69	0.15	0.31	0.31	0.02	0.08	0.08
Sat Flow, veh/h	1603	4701	39	1603	4339	339	1603	2706	471	1603	1918	1112
Grp Volume(v), veh/h	267	874	478	112	868	457	384	362	358	135	350	318
Grp Sat Flow(s),veh/h/ln	1603	1532	1676	1603	1532	1614	1603	1599	1578	1603	1599	1431
Q Serve(g_s), s	16.8	38.0	38.0	7.3	32.3	32.3	24.0	32.2	32.3	10.1	34.8	35.4
Cycle Q Clear(g_c), s	16.8	38.0	38.0	7.3	32.3	32.3	24.0	32.2	32.3	10.1	34.8	35.4
Prop In Lane	1.00		0.02	1.00		0.21	1.00		0.30	1.00		0.78
Lane Grp Cap(c), veh/h	287	1242	679	198	1059	558	297	499	492	237	379	339
V/C Ratio(X)	0.93	0.70	0.70	0.56	0.82	0.82	1.30	0.72	0.73	0.57	0.92	0.94
Avail Cap(c_a), veh/h	289	1242	679	226	1059	558	297	510	503	237	390	349
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	34.4	39.6	39.6	32.1	21.1	21.1	47.5	48.9	49.0	45.3	72.3	72.6
Incr Delay (d2), s/veh	34.6	3.4	6.0	0.1	0.7	1.3	155.5	4.3	4.4	2.0	25.9	30.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	15.0	16.9	2.7	8.0	8.6	22.4	13.5	13.4	4.4	17.8	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	42.9	45.6	32.2	21.8	22.4	203.1	53.2	53.4	47.3	98.2	103.4
LnGrp LOS	E	D	D	C	C	C	F	D	D	D	F	F
Approach Vol, veh/h		1619			1437			1104			803	
Approach Delay, s/veh		48.0			22.8			105.4			91.7	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	61.3	18.0	55.9	15.2	70.8	30.0	43.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	18.8	34.3	12.1	34.3	9.3	40.0	26.0	37.4
Green Ext Time (p_c), s	0.0	9.3	0.0	2.8	0.0	9.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	60.6
HCM 6th LOS	E

Timings
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	6	35	20	11	946	24	653
Future Volume (vph)	14	6	35	20	11	946	24	653
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.5	8.5	8.5	63.1	63.1	63.1	63.1
Actuated g/C Ratio		0.11	0.11	0.11	0.79	0.79	0.79	0.79
v/c Ratio		0.31	0.33	0.58	0.02	0.43	0.08	0.29
Control Delay		24.9	30.3	16.2	2.3	3.0	2.2	3.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.9	30.3	16.2	2.3	3.0	2.2	3.2
LOS		C	C	B	A	A	A	A
Approach Delay		24.9		19.6		3.0		3.1
Approach LOS		C		B		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 4.8	Intersection LOS: A
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

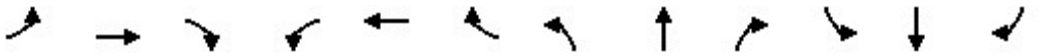
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	38	119	12	1078	26	728
v/c Ratio	0.31	0.33	0.58	0.02	0.43	0.08	0.29
Control Delay	24.9	30.3	16.2	2.3	3.0	2.2	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	30.3	16.2	2.3	3.0	2.2	3.2
Queue Length 50th (ft)	10	19	31	1	109	1	8
Queue Length 95th (ft)	38	m19	m31	m3	m161	m3	26
Internal Link Dist (ft)	180		680		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	382	342	459	490	2496	333	2506
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	16	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.26	0.02	0.43	0.08	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	6	21	35	20	88	11	946	35	24	653	9
Future Volume (veh/h)	14	6	21	35	20	88	11	946	35	24	653	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	15	7	23	38	22	97	12	1040	38	26	718	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	40	65	244	34	149	498	2227	81	423	2289	32
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	153	286	459	1231	239	1053	652	3142	115	469	3229	45
Grp Volume(v), veh/h	45	0	0	38	0	119	12	529	549	26	356	372
Grp Sat Flow(s),veh/h/ln	899	0	0	1231	0	1292	652	1599	1658	469	1599	1674
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.0	0.2	0.0	0.0	1.4	6.7	6.7
Cycle Q Clear(g_c), s	7.1	0.0	0.0	2.7	0.0	7.0	6.8	0.0	0.0	1.4	6.7	6.7
Prop In Lane	0.33		0.51	1.00		0.82	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	187	0	0	244	0	182	498	1134	1175	423	1134	1187
V/C Ratio(X)	0.24	0.00	0.00	0.16	0.00	0.65	0.02	0.47	0.47	0.06	0.31	0.31
Avail Cap(c_a), veh/h	393	0	0	455	0	404	498	1134	1175	423	1134	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.45	0.45	0.45	0.95	0.95	0.95
Uniform Delay (d), s/veh	30.6	0.0	0.0	30.7	0.0	32.5	0.4	0.0	0.0	3.6	4.4	4.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	1.5	0.0	0.6	0.6	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.6	0.0	2.2	0.0	0.2	0.2	0.1	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	0.0	30.8	0.0	34.0	0.4	0.6	0.6	3.9	5.0	5.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		45			157			1090			754	
Approach Delay, s/veh		30.8			33.2			0.6			5.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.7		17.3		62.7		17.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		8.8		9.1		8.7		9.0				
Green Ext Time (p_c), s		2.7		0.1		1.8		0.4				

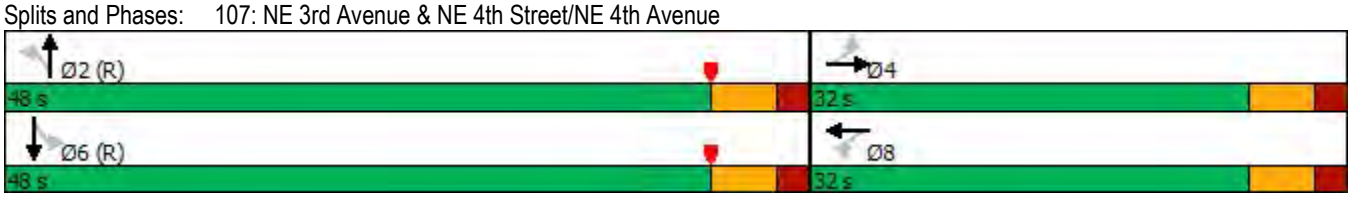
Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

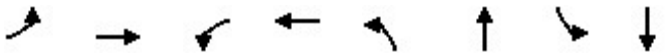
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	198	62	203	90	880	33	580
Future Volume (vph)	61	198	62	203	90	880	33	580
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.4	18.4	18.4	18.4	49.6	49.6	49.6	49.6
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.41	0.78	0.44	0.75	0.24	0.54	0.14	0.34
Control Delay	32.0	41.4	34.1	38.1	12.3	13.3	11.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	41.4	34.1	38.1	12.3	13.4	11.0	10.3
LOS	C	D	C	D	B	B	B	B
Approach Delay		39.6		37.3		13.3		10.4
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 44 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

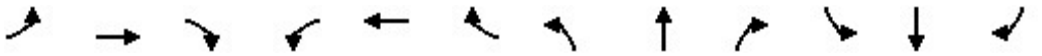


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	272	65	259	94	1041	34	665
v/c Ratio	0.41	0.78	0.44	0.75	0.24	0.54	0.14	0.34
Control Delay	32.0	41.4	34.1	38.1	12.3	13.3	11.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	41.4	34.1	38.1	12.3	13.4	11.0	10.3
Queue Length 50th (ft)	27	118	37	150	37	235	10	114
Queue Length 95th (ft)	57	179	m42	m153	71	297	35	182
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	223	485	211	485	397	1937	242	1944
Starvation Cap Reductn	0	0	0	0	0	79	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.56	0.31	0.53	0.24	0.56	0.14	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	198	63	62	203	46	90	880	119	33	580	59
Future Volume (veh/h)	61	198	63	62	203	46	90	880	119	33	580	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	64	206	66	65	211	48	94	917	124	34	604	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	299	96	194	324	74	365	1625	220	370	1686	170
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	1005	1097	352	993	1189	271	692	2815	381	486	2920	294
Grp Volume(v), veh/h	64	0	272	65	0	259	94	521	520	34	330	335
Grp Sat Flow(s),veh/h/ln	1005	0	1449	993	0	1460	692	1599	1596	486	1599	1615
Q Serve(g_s), s	4.9	0.0	13.4	5.2	0.0	13.7	4.4	0.0	0.0	4.6	14.3	14.4
Cycle Q Clear(g_c), s	18.6	0.0	13.4	18.6	0.0	13.7	18.8	0.0	0.0	4.6	14.3	14.4
Prop In Lane	1.00		0.24	1.00		0.19	1.00		0.24	1.00		0.18
Lane Grp Cap(c), veh/h	192	0	395	194	0	398	365	923	921	370	923	932
V/C Ratio(X)	0.33	0.00	0.69	0.33	0.00	0.65	0.26	0.56	0.56	0.09	0.36	0.36
Avail Cap(c_a), veh/h	244	0	471	246	0	475	365	923	921	370	923	932
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.45	0.00	0.45	0.90	0.90	0.90	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.5	0.0	26.0	41.6	0.0	32.7	2.9	0.0	0.0	15.6	19.5	19.5
Incr Delay (d2), s/veh	0.4	0.0	2.2	0.2	0.0	0.6	1.5	2.2	2.3	0.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.7	1.4	0.0	5.4	0.4	0.6	0.6	0.5	6.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	28.2	41.7	0.0	33.3	4.5	2.2	2.3	16.0	20.5	20.5
LnGrp LOS	C	A	C	D	A	C	A	A	A	B	C	C
Approach Vol, veh/h		336			324			1135			699	
Approach Delay, s/veh		29.5			35.0			2.4			20.3	
Approach LOS		C			D			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.2		27.8		52.2		27.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		20.8		20.6		16.4		20.6				
Green Ext Time (p_c), s		8.1		0.6		4.9		0.6				

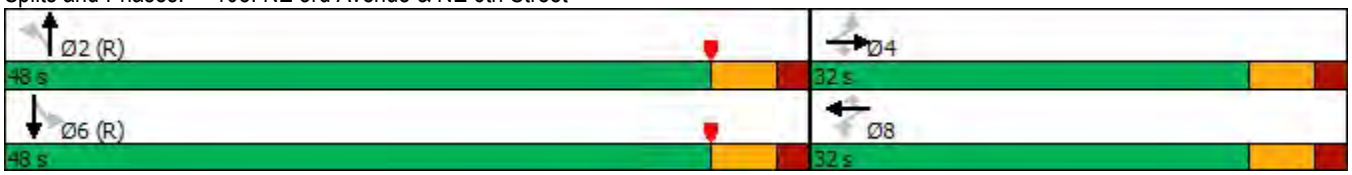
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Timings
108: NE 3rd Avenue & NE 6th Street

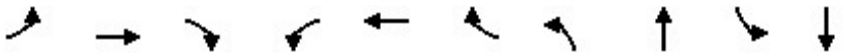
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	304	63	59	331	57	158	727	57	530
Future Volume (vph)	66	304	63	59	331	57	158	727	57	530
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.3	22.3	22.3	22.3	22.3	22.3	45.7	45.7	45.7	45.7
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57
v/c Ratio	0.51	0.79	0.17	0.40	0.86	0.16	0.47	0.48	0.23	0.36
Control Delay	36.3	40.1	6.5	30.1	47.1	6.6	22.8	17.7	12.8	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	40.1	6.5	30.1	47.1	6.6	22.8	17.7	12.8	10.2
LOS	D	D	A	C	D	A	C	B	B	B
Approach Delay		34.6			39.7			18.5		10.5
Approach LOS		C			D			B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 12 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



Queues
108: NE 3rd Avenue & NE 6th Street

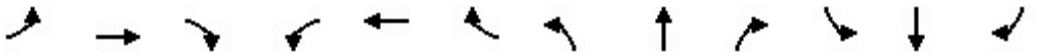


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	330	68	64	360	62	172	866	62	651
v/c Ratio	0.51	0.79	0.17	0.40	0.86	0.16	0.47	0.48	0.23	0.36
Control Delay	36.3	40.1	6.5	30.1	47.1	6.6	22.8	17.7	12.8	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	40.1	6.5	30.1	47.1	6.6	22.8	17.7	12.8	10.2
Queue Length 50th (ft)	29	147	0	25	165	0	95	253	15	85
Queue Length 95th (ft)	70	233	27	60	#282	26	165	337	41	129
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	166	490	450	187	490	450	369	1795	272	1794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.67	0.15	0.34	0.73	0.14	0.47	0.48	0.23	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	304	63	59	331	57	158	727	70	57	530	69
Future Volume (veh/h)	66	304	63	59	331	57	158	727	70	57	530	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	72	330	68	64	360	62	172	790	76	62	576	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	519	389	213	519	389	387	1590	153	262	1534	199
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.18	0.18	0.18	0.54	0.54	0.54
Sat Flow, veh/h	862	1683	1260	881	1683	1260	700	2936	282	575	2831	368
Grp Volume(v), veh/h	72	330	68	64	360	62	172	430	436	62	325	326
Grp Sat Flow(s),veh/h/ln	862	1683	1260	881	1683	1260	700	1599	1619	575	1599	1600
Q Serve(g_s), s	6.4	13.5	3.2	5.4	15.1	2.9	18.4	19.4	19.4	6.8	9.3	9.4
Cycle Q Clear(g_c), s	21.5	13.5	3.2	18.9	15.1	2.9	27.8	19.4	19.4	26.2	9.3	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	194	519	389	213	519	389	387	866	877	262	866	867
V/C Ratio(X)	0.37	0.64	0.18	0.30	0.69	0.16	0.44	0.50	0.50	0.24	0.37	0.38
Avail Cap(c_a), veh/h	208	547	410	228	547	410	387	866	877	262	866	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	23.8	20.2	31.9	24.3	20.1	30.9	23.0	23.0	22.0	10.5	10.6
Incr Delay (d2), s/veh	0.4	1.6	0.1	0.3	2.9	0.1	3.1	1.7	1.7	2.1	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.4	0.9	1.1	6.1	0.8	3.7	8.6	8.7	1.0	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	25.4	20.3	32.2	27.2	20.2	33.9	24.7	24.7	24.1	11.8	11.8
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		470			486			1038			713	
Approach Delay, s/veh		26.0			27.0			26.2			12.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.3		30.7		49.3		30.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		29.8		23.5		28.2		20.9				
Green Ext Time (p_c), s		5.5		0.5		4.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

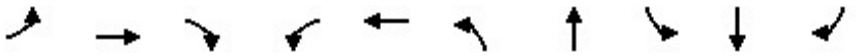
Timings
101: Broward Boulevard & Federal Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	433	576	288	478	622	391	1610	185	1572	333
Future Volume (vph)	433	576	288	478	622	391	1610	185	1572	333
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	20.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	49.0	39.0	39.0	30.0	20.0	30.0	60.0	31.0	61.0	61.0
Total Split (%)	30.6%	24.4%	24.4%	18.8%	12.5%	18.8%	37.5%	19.4%	38.1%	38.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	28.0	33.0	33.0	24.0	29.0	23.3	56.7	22.3	55.7	55.7
Actuated g/C Ratio	0.18	0.21	0.21	0.15	0.18	0.15	0.35	0.14	0.35	0.35
v/c Ratio	0.85	0.65	0.61	1.10	1.29	0.93	1.33	0.89	1.05	0.60
Control Delay	98.7	37.3	8.1	132.1	193.1	94.4	191.6	98.3	81.0	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.7	37.3	8.1	132.1	193.1	94.4	191.6	98.3	81.0	31.1
LOS	F	D	A	F	F	F	F	F	F	C
Approach Delay		51.3			168.2		175.6		74.6	
Approach LOS		D			F		F		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 62 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 120.7	Intersection LOS: F
Intersection Capacity Utilization 111.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway

Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	461	613	306	509	738	416	2112	197	1672	354
v/c Ratio	0.85	0.65	0.61	1.10	1.29	0.93	1.33	0.89	1.05	0.60
Control Delay	98.7	37.3	8.1	132.1	193.1	94.4	191.6	98.3	81.0	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.7	37.3	8.1	132.1	193.1	94.4	191.6	98.3	81.0	31.1
Queue Length 50th (ft)	227	132	28	~309	~516	223	~1064	212	~689	132
Queue Length 95th (ft)	262	194	61	#430	#727	#319	#1160	m#296	m#745	m209
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	830	944	500	463	571	463	1591	248	1594	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.65	0.61	1.10	1.29	0.90	1.33	0.79	1.05	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	576	288	478	622	71	391	1610	375	185	1572	333
Future Volume (veh/h)	433	576	288	478	622	71	391	1610	375	185	1572	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	461	613	306	509	662	76	416	1713	399	197	1672	354
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	948	294	467	565	65	451	1343	307	213	1603	493
Arrive On Green	0.27	0.34	0.34	0.15	0.20	0.20	0.14	0.36	0.36	0.27	0.70	0.70
Sat Flow, veh/h	3110	4595	1424	3110	2885	331	3110	3719	851	1603	4595	1414
Grp Volume(v), veh/h	461	613	306	509	367	371	416	1406	706	197	1672	354
Grp Sat Flow(s),veh/h/ln	1555	1532	1424	1555	1599	1616	1555	1532	1507	1603	1532	1414
Q Serve(g_s), s	23.1	18.0	33.0	24.0	31.4	31.4	21.1	57.8	57.8	19.2	55.8	24.3
Cycle Q Clear(g_c), s	23.1	18.0	33.0	24.0	31.4	31.4	21.1	57.8	57.8	19.2	55.8	24.3
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	498	948	294	467	313	317	451	1106	544	213	1603	493
V/C Ratio(X)	0.92	0.65	1.04	1.09	1.17	1.17	0.92	1.27	1.30	0.93	1.04	0.72
Avail Cap(c_a), veh/h	836	948	294	467	313	317	467	1106	544	250	1603	493
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	47.5	52.4	68.0	64.3	64.3	67.5	51.1	51.1	58.0	24.2	19.4
Incr Delay (d2), s/veh	4.3	0.9	52.9	68.6	105.1	105.9	23.0	129.0	147.1	32.7	34.7	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	6.5	15.2	14.0	22.0	22.3	9.9	41.9	44.0	8.9	18.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	48.4	105.3	136.6	169.4	170.2	90.5	180.1	198.2	90.7	58.9	28.1
LnGrp LOS	E	D	F	F	F	F	F	F	F	F	F	C
Approach Vol, veh/h		1380			1247			2528			2223	
Approach Delay, s/veh		65.6			156.3			170.4			56.8	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.2	63.8	30.0	39.0	29.2	61.8	31.6	37.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	54.0	24.0	33.0	24.0	55.0	43.0	14.0
Max Q Clear Time (g_c+I1), s	21.2	59.8	26.0	35.0	23.1	57.8	25.1	33.4
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	0.0	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	26.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	68	0	0	58	199	2081	42	0	2003	47
Future Vol, veh/h	0	0	68	0	0	58	199	2081	42	0	2003	47
Conflicting Peds, #/hr	0	0	0	0	0	3	17	0	11	17	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	72	0	0	61	209	2191	44	0	2108	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1096	-	-	1132	2174	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	400	0	0	388	~ 102	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	394	-	-	383	~ 101	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	16.2	50.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 101	-	-	394	383	-	-
HCM Lane V/C Ratio	2.074	-	-	0.182	0.159	-	-
HCM Control Delay (s)	$ 585	-	-	16.2	16.2	-	-
HCM Lane LOS	F	-	-	C	C	-	-
HCM 95th %tile Q(veh)	17.9	-	-	0.7	0.6	-	-

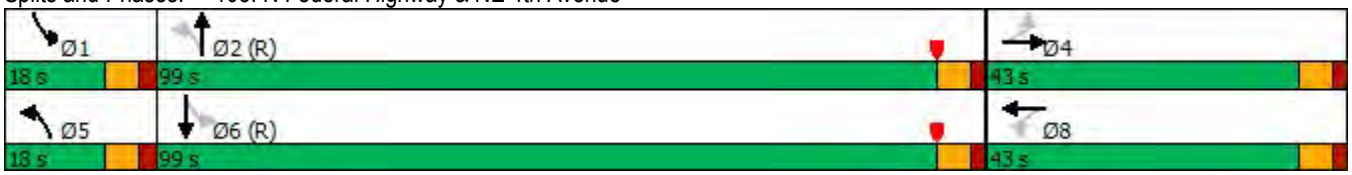
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
103: N Federal Highway & NE 4th Avenue

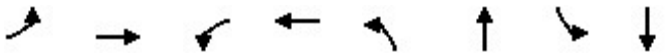
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	125	127	197	137	193	1897	85	1774
Future Volume (vph)	125	127	197	137	193	1897	85	1774
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	99.0	18.0	99.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	11.3%	61.9%	11.3%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	37.0	37.0	37.0	37.0	108.7	96.9	101.1	93.0
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.68	0.61	0.63	0.58
v/c Ratio	0.74	0.67	1.40	0.54	1.11	0.73	0.65	0.73
Control Delay	78.8	59.6	259.4	57.8	103.0	20.3	42.4	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	59.6	259.4	57.8	103.0	20.3	42.4	26.4
LOS	E	E	F	E	F	C	D	C
Approach Delay		66.6		163.9		27.7		27.1
Approach LOS		E		F		C		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 103: N Federal Highway & NE 4th Avenue



Queues
103: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	129	228	203	183	199	2024	88	1927
v/c Ratio	0.74	0.67	1.40	0.54	1.11	0.73	0.65	0.73
Control Delay	78.8	59.6	259.4	57.8	103.0	20.3	42.4	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	59.6	259.4	57.8	103.0	20.3	42.4	26.4
Queue Length 50th (ft)	131	188	~282	161	~198	313	28	518
Queue Length 95th (ft)	#237	303	#456	248	m#175	m264	88	575
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	175	340	145	342	179	2754	175	2632
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.67	1.40	0.54	1.11	0.73	0.50	0.73

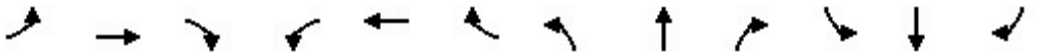
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
103: N Federal Highway & NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	127	94	197	137	41	193	1897	66	85	1774	95
Future Volume (veh/h)	125	127	94	197	137	41	193	1897	66	85	1774	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	129	131	97	203	141	42	199	1956	68	88	1829	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	185	137	119	258	77	216	2834	98	184	2623	140
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.09	0.83	0.83	0.03	0.59	0.59
Sat Flow, veh/h	1077	800	592	1035	1115	332	1603	4554	158	1603	4455	238
Grp Volume(v), veh/h	129	0	228	203	0	183	199	1315	709	88	1256	671
Grp Sat Flow(s),veh/h/ln	1077	0	1392	1035	0	1447	1603	1532	1648	1603	1532	1630
Q Serve(g_s), s	19.2	0.0	25.6	11.4	0.0	17.8	8.8	27.6	27.8	3.5	45.7	46.0
Cycle Q Clear(g_c), s	37.0	0.0	25.6	37.0	0.0	17.8	8.8	27.6	27.8	3.5	45.7	46.0
Prop In Lane	1.00		0.43	1.00		0.23	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	174	0	322	119	0	335	216	1907	1026	184	1804	960
V/C Ratio(X)	0.74	0.00	0.71	1.71	0.00	0.55	0.92	0.69	0.69	0.48	0.70	0.70
Avail Cap(c_a), veh/h	174	0	322	119	0	335	228	1907	1026	250	1804	960
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.00	0.63	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.8	0.0	68.6	76.5	0.0	54.1	32.9	7.6	7.6	15.0	22.9	23.0
Incr Delay (d2), s/veh	9.0	0.0	3.8	351.7	0.0	1.1	36.8	2.1	3.8	0.7	2.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	10.0	16.6	0.0	6.7	6.8	6.4	7.4	1.3	17.0	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.8	0.0	72.5	428.2	0.0	55.2	69.7	9.6	11.4	15.7	25.2	27.2
LnGrp LOS	F	A	E	F	A	E	E	A	B	B	C	C
Approach Vol, veh/h		357			386			2223			2015	
Approach Delay, s/veh		79.5			251.3			15.6			25.4	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	105.6		43.0	16.8	100.2		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	93.0		37.0	12.0	93.0		37.0				
Max Q Clear Time (g_c+I1), s	5.5	29.8		39.0	10.8	48.0		39.0				
Green Ext Time (p_c), s	0.0	28.8		0.0	0.0	22.9		0.0				

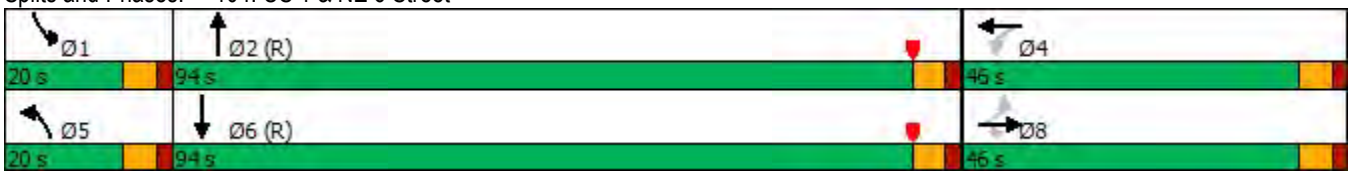
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

Timings
104: US 1 & NE 6 Street

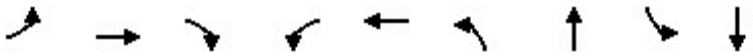
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	8	76	42	22	189	1780	24	1621
Future Volume (vph)	11	8	76	42	22	189	1780	24	1621
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4					
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	35.0	35.0	35.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	11.4	11.4	11.4	11.4	11.4	34.8	128.3	6.5	95.9
Actuated g/C Ratio	0.07	0.07	0.07	0.07	0.07	0.22	0.80	0.04	0.60
v/c Ratio	0.30	0.07	0.49	0.55	0.74	0.57	0.53	0.39	0.63
Control Delay	87.8	67.4	22.8	95.0	34.6	65.0	7.3	91.0	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	67.4	22.8	95.0	34.6	65.0	7.3	91.0	22.0
LOS	F	E	C	F	C	E	A	F	C
Approach Delay		33.7			47.1		12.6		22.9
Approach LOS		C			D		B		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: US 1 & NE 6 Street



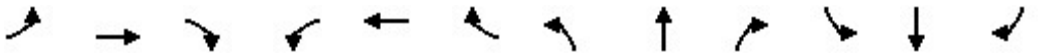
Queues
104: US 1 & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	8	79	44	169	197	1932	25	1718
v/c Ratio	0.30	0.07	0.49	0.55	0.74	0.57	0.53	0.39	0.63
Control Delay	87.8	67.4	22.8	95.0	34.6	65.0	7.3	91.0	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	67.4	22.8	95.0	34.6	65.0	7.3	91.0	22.0
Queue Length 50th (ft)	11	8	0	46	23	192	248	26	376
Queue Length 95th (ft)	33	26	53	87	105	285	380	60	485
Internal Link Dist (ft)		461			273		545		240
Turn Bay Length (ft)	300		160	80		300		160	
Base Capacity (vph)	131	377	373	281	431	345	3636	139	2729
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.02	0.21	0.16	0.39	0.57	0.53	0.18	0.63

Intersection Summary

HCM 6th Signalized Intersection Summary
104: US 1 & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	8	76	42	22	140	189	1780	75	24	1621	28
Future Volume (veh/h)	11	8	76	42	22	140	189	1780	75	24	1621	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	8	79	44	23	146	197	1854	78	25	1689	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	262	198	222	27	175	140	3219	135	30	2995	51
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.09	0.71	0.71	0.02	0.64	0.64
Sat Flow, veh/h	1089	1683	1269	1167	177	1121	1603	4515	190	1603	4649	80
Grp Volume(v), veh/h	11	8	79	44	0	169	197	1257	675	25	1113	605
Grp Sat Flow(s),veh/h/ln	1089	1683	1269	1167	0	1298	1603	1532	1641	1603	1532	1665
Q Serve(g_s), s	1.6	0.6	9.0	5.3	0.0	20.2	14.0	31.9	32.1	2.5	32.5	32.5
Cycle Q Clear(g_c), s	21.8	0.6	9.0	6.0	0.0	20.2	14.0	31.9	32.1	2.5	32.5	32.5
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.12	1.00		0.05
Lane Grp Cap(c), veh/h	77	262	198	222	0	202	140	2184	1170	30	1974	1073
V/C Ratio(X)	0.14	0.03	0.40	0.20	0.00	0.84	1.40	0.58	0.58	0.83	0.56	0.56
Avail Cap(c_a), veh/h	180	421	317	332	0	324	140	2184	1170	140	1974	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	57.3	60.8	59.8	0.0	65.6	73.0	11.2	11.2	78.2	15.9	15.9
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2	0.0	5.1	219.0	1.1	2.1	18.5	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	2.9	1.6	0.0	7.0	14.3	10.6	11.8	1.2	11.4	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	57.3	61.3	60.0	0.0	70.6	292.0	12.3	13.3	96.8	17.1	18.0
LnGrp LOS	E	E	E	E	A	E	F	B	B	F	B	B
Approach Vol, veh/h		98			213			2129			1743	
Approach Delay, s/veh		62.7			68.4			38.5			18.5	
Approach LOS		E			E			D			B	

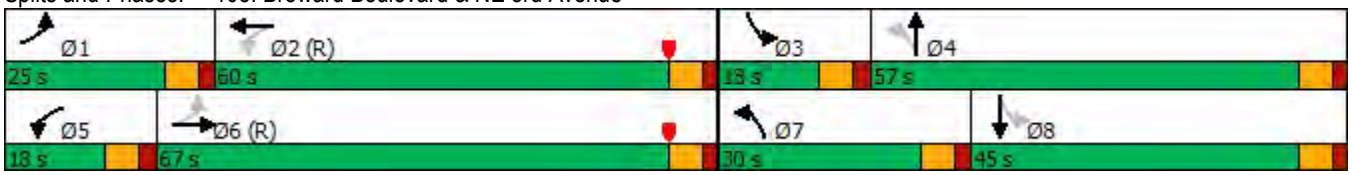
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	120.1		30.9	20.0	109.1		30.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	4.5	34.1		22.2	16.0	34.5		23.8				
Green Ext Time (p_c), s	0.0	23.5		0.7	0.0	19.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		32.3	
HCM 6th LOS		C	

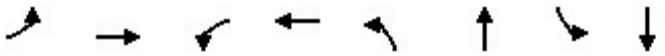
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	255	1234	103	1131	353	573	130	393
Future Volume (vph)	255	1234	103	1131	353	573	130	393
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	67.0	18.0	60.0	30.0	57.0	18.0	45.0
Total Split (%)	15.6%	41.9%	11.3%	37.5%	18.8%	35.6%	11.3%	28.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	81.4	65.7	63.7	54.0	66.6	49.4	47.7	36.6
Actuated g/C Ratio	0.51	0.41	0.40	0.34	0.42	0.31	0.30	0.23
v/c Ratio	1.09	0.72	0.67	0.87	1.33	0.76	0.67	0.92
Control Delay	125.2	42.9	50.5	66.9	206.9	54.6	49.5	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.2	42.9	50.5	66.9	206.9	54.6	49.5	65.6
LOS	F	D	D	E	F	D	D	E
Approach Delay		56.9		65.6		107.1		62.8
Approach LOS		E		E		F		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 71.6	Intersection LOS: E
Intersection Capacity Utilization 107.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 105: Broward Boulevard & NE 3rd Avenue



Queues
105: Broward Boulevard & NE 3rd Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	1352	112	1325	384	730	141	674
v/c Ratio	1.09	0.72	0.67	0.87	1.33	0.76	0.67	0.92
Control Delay	125.2	42.9	50.5	66.9	206.9	54.6	49.5	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.2	42.9	50.5	66.9	206.9	54.6	49.5	65.6
Queue Length 50th (ft)	~303	444	91	404	~459	353	91	232
Queue Length 95th (ft)	#498	515	m111	m419	#676	432	189	#378
Internal Link Dist (ft)		645		680		571		966
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	255	1878	190	1530	289	995	218	774
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.72	0.59	0.87	1.33	0.73	0.65	0.87

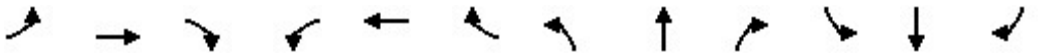
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	1234	10	103	1131	88	353	573	98	130	393	227
Future Volume (veh/h)	255	1234	10	103	1131	88	353	573	98	130	393	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	277	1341	11	112	1229	96	384	623	107	141	427	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1898	16	198	1488	116	296	850	146	235	460	263
Arrive On Green	0.12	0.40	0.40	0.12	0.69	0.69	0.15	0.31	0.31	0.02	0.08	0.08
Sat Flow, veh/h	1603	4701	39	1603	4339	339	1603	2714	465	1603	1929	1103
Grp Volume(v), veh/h	277	874	478	112	868	457	384	367	363	141	353	321
Grp Sat Flow(s),veh/h/ln	1603	1532	1676	1603	1532	1614	1603	1599	1580	1603	1599	1433
Q Serve(g_s), s	17.8	38.1	38.1	7.3	32.8	32.8	24.0	32.7	32.8	10.5	35.1	35.7
Cycle Q Clear(g_c), s	17.8	38.1	38.1	7.3	32.8	32.8	24.0	32.7	32.8	10.5	35.1	35.7
Prop In Lane	1.00		0.02	1.00		0.21	1.00		0.29	1.00		0.77
Lane Grp Cap(c), veh/h	287	1237	677	198	1051	554	296	501	495	235	381	341
V/C Ratio(X)	0.97	0.71	0.71	0.57	0.83	0.83	1.30	0.73	0.73	0.60	0.93	0.94
Avail Cap(c_a), veh/h	287	1237	677	225	1051	554	296	510	504	235	390	349
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	35.6	39.8	39.8	32.3	21.7	21.7	47.7	48.9	49.0	45.4	72.3	72.6
Incr Delay (d2), s/veh	43.6	3.4	6.1	0.1	0.7	1.4	156.3	4.6	4.7	2.8	26.4	31.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	15.0	16.9	2.7	8.3	8.8	22.5	13.8	13.7	4.7	18.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	43.2	45.9	32.4	22.4	23.0	204.0	53.5	53.7	48.3	98.7	103.8
LnGrp LOS	E	D	D	C	C	C	F	D	D	D	F	F
Approach Vol, veh/h		1629			1437			1114			815	
Approach Delay, s/veh		50.1			23.4			105.5			92.0	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	60.9	18.0	56.1	15.3	70.6	30.0	44.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	19.8	34.8	12.5	34.8	9.3	40.1	26.0	37.7
Green Ext Time (p_c), s	0.0	9.2	0.0	2.8	0.0	9.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	7	47	21	11	946	40	653
Future Volume (vph)	14	7	47	21	11	946	40	653
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	49.0	49.0	49.0	49.0
Total Split (%)	38.8%	38.8%	38.8%	38.8%	61.3%	61.3%	61.3%	61.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.0	10.0	10.0	58.0	58.0	58.0	58.0
Actuated g/C Ratio		0.12	0.12	0.12	0.72	0.72	0.72	0.72
v/c Ratio		0.28	0.38	0.66	0.03	0.48	0.15	0.32
Control Delay		22.1	33.0	23.3	2.9	4.2	4.3	5.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.1	33.0	23.3	2.9	4.2	4.3	5.2
LOS		C	C	C	A	A	A	A
Approach Delay		22.1		25.8		4.1		5.2
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 7.0	Intersection LOS: A
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 106: NE 3rd Avenue & NE 3rd Street

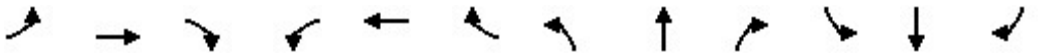
Queues
106: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	52	150	12	1098	44	728
v/c Ratio	0.28	0.38	0.66	0.03	0.48	0.15	0.32
Control Delay	22.1	33.0	23.3	2.9	4.2	4.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	33.0	23.3	2.9	4.2	4.3	5.2
Queue Length 50th (ft)	11	25	39	1	149	2	60
Queue Length 95th (ft)	37	m28	m45	m3	m171	m10	85
Internal Link Dist (ft)	180		160		966		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	382	341	456	450	2286	290	2302
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	2	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.15	0.33	0.03	0.48	0.15	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: NE 3rd Avenue & NE 3rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	7	21	47	21	116	11	946	53	40	653	9
Future Volume (veh/h)	14	7	21	47	21	116	11	946	53	40	653	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	15	8	23	52	23	127	12	1040	58	44	718	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	44	65	250	32	178	479	2109	118	406	2216	31
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	0.69	0.69	0.69
Sat Flow, veh/h	127	269	396	1232	197	1090	652	3073	171	461	3229	45
Grp Volume(v), veh/h	46	0	0	52	0	150	12	541	557	44	356	372
Grp Sat Flow(s),veh/h/ln	792	0	0	1232	0	1287	652	1599	1645	461	1599	1674
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	8.8	0.2	0.0	0.0	2.6	7.2	7.2
Cycle Q Clear(g_c), s	9.0	0.0	0.0	4.3	0.0	8.8	7.4	0.0	0.0	2.6	7.2	7.2
Prop In Lane	0.33		0.50	1.00		0.85	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	189	0	0	250	0	210	479	1098	1129	406	1098	1150
V/C Ratio(X)	0.24	0.00	0.00	0.21	0.00	0.71	0.03	0.49	0.49	0.11	0.32	0.32
Avail Cap(c_a), veh/h	367	0	0	434	0	402	479	1098	1129	406	1098	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.42	0.42	0.42	0.94	0.94	0.94
Uniform Delay (d), s/veh	29.1	0.0	0.0	29.8	0.0	31.7	0.5	0.0	0.0	4.3	5.1	5.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	1.7	0.0	0.7	0.6	0.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.9	0.0	2.8	0.0	0.2	0.2	0.3	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	0.0	29.9	0.0	33.4	0.5	0.7	0.6	4.9	5.8	5.8
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		46			202			1110			772	
Approach Delay, s/veh		29.4			32.5			0.7			5.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.9		19.1		60.9		19.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		25.0		43.0		25.0				
Max Q Clear Time (g_c+I1), s		9.4		11.0		9.2		10.8				
Green Ext Time (p_c), s		2.8		0.1		2.0		0.6				

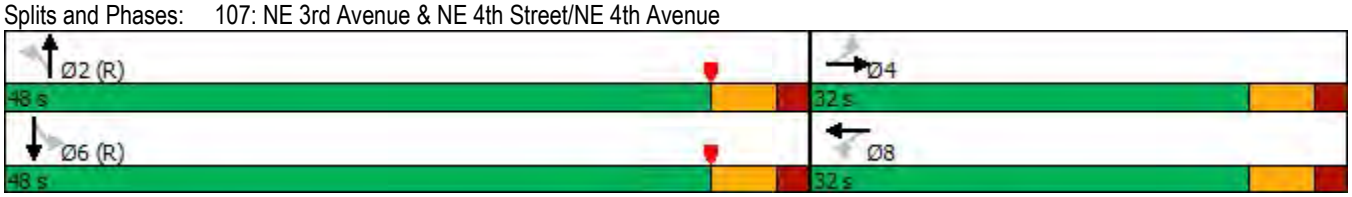
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Timings
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

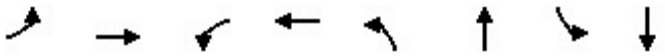
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	198	62	203	92	889	33	594
Future Volume (vph)	61	198	62	203	92	889	33	594
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.5	18.5	18.5	18.5	49.5	49.5	49.5	49.5
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.40	0.78	0.44	0.74	0.25	0.55	0.15	0.35
Control Delay	31.7	41.4	33.9	37.8	12.7	13.4	11.4	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	41.4	33.9	37.8	12.7	13.4	11.4	10.5
LOS	C	D	C	D	B	B	B	B
Approach Delay		39.6		37.0		13.4		10.5
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 44 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

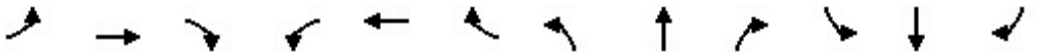


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	274	65	259	96	1068	34	680
v/c Ratio	0.40	0.78	0.44	0.74	0.25	0.55	0.15	0.35
Control Delay	31.7	41.4	33.9	37.8	12.7	13.4	11.4	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	41.4	33.9	37.8	12.7	13.4	11.4	10.5
Queue Length 50th (ft)	27	118	37	150	37	238	10	117
Queue Length 95th (ft)	57	180	m42	m151	71	305	35	187
Internal Link Dist (ft)		287		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	224	485	210	485	390	1930	232	1943
Starvation Cap Reductn	0	0	0	0	0	68	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.56	0.31	0.53	0.25	0.57	0.15	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
107: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	198	65	62	203	46	92	889	136	33	594	59
Future Volume (veh/h)	61	198	65	62	203	46	92	889	136	33	594	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	64	206	68	65	211	48	96	926	142	34	619	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	298	98	193	326	74	357	1592	244	363	1687	166
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	1005	1088	359	992	1189	271	683	2762	423	474	2928	288
Grp Volume(v), veh/h	64	0	274	65	0	259	96	536	532	34	338	342
Grp Sat Flow(s),veh/h/ln	1005	0	1448	992	0	1460	683	1599	1586	474	1599	1617
Q Serve(g_s), s	4.9	0.0	13.6	5.2	0.0	13.7	4.8	0.0	0.0	4.8	14.7	14.8
Cycle Q Clear(g_c), s	18.6	0.0	13.6	18.7	0.0	13.7	19.5	0.0	0.0	4.8	14.7	14.8
Prop In Lane	1.00		0.25	1.00		0.19	1.00		0.27	1.00		0.18
Lane Grp Cap(c), veh/h	193	0	396	193	0	400	357	921	914	363	921	932
V/C Ratio(X)	0.33	0.00	0.69	0.34	0.00	0.65	0.27	0.58	0.58	0.09	0.37	0.37
Avail Cap(c_a), veh/h	244	0	470	244	0	475	357	921	914	363	921	932
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.44	0.00	0.44	0.87	0.87	0.87	0.94	0.94	0.94
Uniform Delay (d), s/veh	34.4	0.0	26.0	41.6	0.0	32.7	3.1	0.0	0.0	15.7	19.7	19.7
Incr Delay (d2), s/veh	0.4	0.0	2.3	0.2	0.0	0.6	1.6	2.3	2.4	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.7	1.4	0.0	5.4	0.4	0.6	0.6	0.5	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	28.3	41.8	0.0	33.3	4.7	2.3	2.4	16.1	20.7	20.8
LnGrp LOS	C	A	C	D	A	C	A	A	A	B	C	C
Approach Vol, veh/h		338			324			1164			714	
Approach Delay, s/veh		29.6			35.0			2.5			20.5	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.1		27.9		52.1		27.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		21.5		20.6		16.8		20.7				
Green Ext Time (p_c), s		8.3		0.6		5.0		0.6				

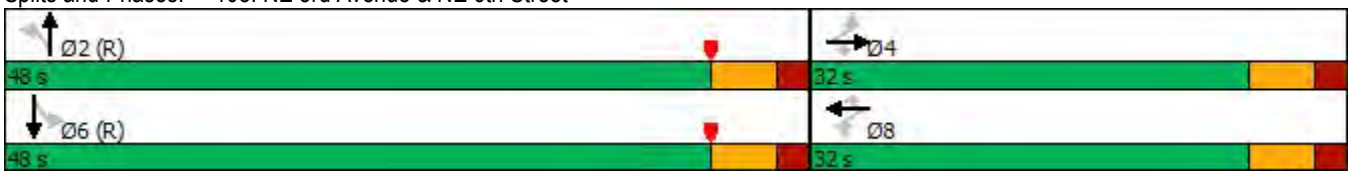
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Timings
108: NE 3rd Avenue & NE 6th Street

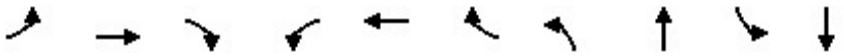
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	304	68	59	331	57	158	730	57	539
Future Volume (vph)	66	304	68	59	331	57	158	730	57	539
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.3	22.3	22.3	22.3	22.3	22.3	45.7	45.7	45.7	45.7
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57
v/c Ratio	0.51	0.79	0.18	0.40	0.86	0.16	0.47	0.49	0.23	0.37
Control Delay	36.3	40.1	6.4	30.1	47.1	6.6	22.6	17.3	12.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	40.1	6.4	30.1	47.1	6.6	22.6	17.3	12.9	10.3
LOS	D	D	A	C	D	A	C	B	B	B
Approach Delay		34.3			39.7			18.1		10.5
Approach LOS		C			D			B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 12 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 108: NE 3rd Avenue & NE 6th Street



Queues
108: NE 3rd Avenue & NE 6th Street

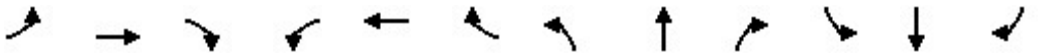


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	330	74	64	360	62	172	876	62	661
v/c Ratio	0.51	0.79	0.18	0.40	0.86	0.16	0.47	0.49	0.23	0.37
Control Delay	36.3	40.1	6.4	30.1	47.1	6.6	22.6	17.3	12.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	40.1	6.4	30.1	47.1	6.6	22.6	17.3	12.9	10.3
Queue Length 50th (ft)	29	147	0	25	165	0	96	256	15	86
Queue Length 95th (ft)	70	233	28	60	#282	26	160	330	42	132
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	166	490	454	187	490	450	363	1793	268	1794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.67	0.16	0.34	0.73	0.14	0.47	0.49	0.23	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
108: NE 3rd Avenue & NE 6th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	304	68	59	331	57	158	730	76	57	539	69
Future Volume (veh/h)	66	304	68	59	331	57	158	730	76	57	539	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	72	330	74	64	360	62	172	793	83	62	586	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	519	389	212	519	389	383	1576	165	258	1537	196
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.18	0.18	0.18	0.54	0.54	0.54
Sat Flow, veh/h	862	1683	1260	876	1683	1260	694	2909	304	569	2838	362
Grp Volume(v), veh/h	72	330	74	64	360	62	172	436	440	62	329	332
Grp Sat Flow(s),veh/h/ln	862	1683	1260	876	1683	1260	694	1599	1614	569	1599	1601
Q Serve(g_s), s	6.4	13.5	3.5	5.4	15.1	2.9	18.6	19.7	19.7	6.9	9.5	9.6
Cycle Q Clear(g_c), s	21.5	13.5	3.5	18.9	15.1	2.9	28.2	19.7	19.7	26.6	9.5	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.23
Lane Grp Cap(c), veh/h	194	519	389	212	519	389	383	866	874	258	866	867
V/C Ratio(X)	0.37	0.64	0.19	0.30	0.69	0.16	0.45	0.50	0.50	0.24	0.38	0.38
Avail Cap(c_a), veh/h	208	547	410	227	547	410	383	866	874	258	866	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	23.8	20.3	31.9	24.3	20.1	31.1	23.1	23.1	22.3	10.6	10.6
Incr Delay (d2), s/veh	0.4	1.6	0.1	0.3	2.9	0.1	3.1	1.7	1.7	2.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.4	1.0	1.1	6.1	0.8	3.7	8.7	8.8	1.0	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	25.4	20.4	32.2	27.2	20.2	34.2	24.9	24.8	24.5	11.9	11.9
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		476			486			1048			723	
Approach Delay, s/veh		26.0			27.0			26.4			12.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.3		30.7		49.3		30.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		30.2		23.5		28.6		20.9				
Green Ext Time (p_c), s		5.5		0.5		4.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	60	221	25	8	19
Future Vol, veh/h	16	60	221	25	8	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	65	240	27	9	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	353	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.12	-	-	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	706	886
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	696	886
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1297	-	-	-	696	886
HCM Lane V/C Ratio	0.013	-	-	-	0.012	0.023
HCM Control Delay (s)	7.8	0	-	-	10.2	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	66	209	31	10	22
Future Vol, veh/h	19	66	209	31	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	72	227	34	11	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	261	0	-	0	358	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1303	-	-	-	702	893
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1303	-	-	-	690	893
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.6
HCM LOS			A

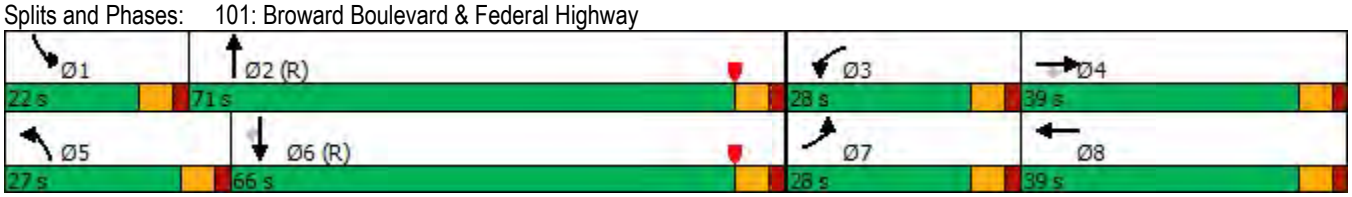
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1303	-	-	-	818
HCM Lane V/C Ratio	0.016	-	-	-	0.043
HCM Control Delay (s)	7.8	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Timings
101: Broward Boulevard & Federal Highway

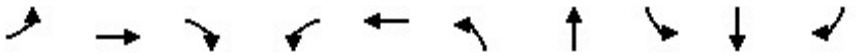
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	433	576	288	478	622	391	1610	185	1572	333
Future Volume (vph)	433	576	288	478	622	391	1610	185	1572	333
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	7.0	7.0	4.0	7.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	39.0	39.0	10.0	39.0	10.0	38.0	10.0	38.0	38.0
Total Split (s)	28.0	39.0	39.0	28.0	39.0	27.0	71.0	22.0	66.0	66.0
Total Split (%)	17.5%	24.4%	24.4%	17.5%	24.4%	16.9%	44.4%	13.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.0	33.0	33.0	22.0	33.0	21.0	65.0	16.0	60.0	60.0
Actuated g/C Ratio	0.14	0.21	0.21	0.14	0.21	0.13	0.41	0.10	0.38	0.38
v/c Ratio	1.09	0.65	0.70	1.20	1.13	1.03	1.16	1.24	0.97	0.58
Control Delay	151.2	38.7	15.4	166.8	132.9	118.0	120.1	193.1	60.2	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	151.2	38.7	15.4	166.8	132.9	118.0	120.1	193.1	60.2	31.8
LOS	F	D	B	F	F	F	F	F	E	C
Approach Delay		71.1			146.8		119.8		67.4	
Approach LOS		E			F		F		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 62 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 99.5	Intersection LOS: F
Intersection Capacity Utilization 111.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Broward Boulevard & Federal Highway



Queues
101: Broward Boulevard & Federal Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	461	613	306	509	738	416	2112	197	1672	354
v/c Ratio	1.09	0.65	0.70	1.20	1.13	1.03	1.16	1.24	0.97	0.58
Control Delay	151.2	38.7	15.4	166.8	132.9	118.0	120.1	193.1	60.2	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	151.2	38.7	15.4	166.8	132.9	118.0	120.1	193.1	60.2	31.8
Queue Length 50th (ft)	~277	123	16	~331	~468	~238	~947	~259	463	150
Queue Length 95th (ft)	#405	194	83	#452	#603	#352	#1037	m#396	m#620	m228
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	424	944	437	424	651	405	1821	159	1716	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.65	0.70	1.20	1.13	1.03	1.16	1.24	0.97	0.58

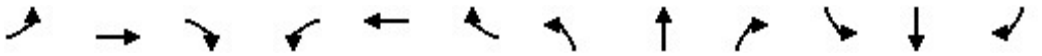
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	576	288	478	622	71	391	1610	375	185	1572	333
Future Volume (veh/h)	433	576	288	478	622	71	391	1610	375	185	1572	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	461	613	306	509	662	76	416	1713	399	197	1672	354
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	948	294	428	595	68	408	1511	346	160	1723	531
Arrive On Green	0.23	0.34	0.34	0.14	0.21	0.21	0.13	0.41	0.41	0.20	0.75	0.75
Sat Flow, veh/h	3110	4595	1424	3110	2885	331	3110	3720	852	1603	4595	1415
Grp Volume(v), veh/h	461	613	306	509	367	371	416	1405	707	197	1672	354
Grp Sat Flow(s),veh/h/ln	1555	1532	1424	1555	1599	1616	1555	1532	1508	1603	1532	1415
Q Serve(g_s), s	22.0	18.0	33.0	22.0	33.0	33.0	21.0	65.0	65.0	16.0	53.4	20.0
Cycle Q Clear(g_c), s	22.0	18.0	33.0	22.0	33.0	33.0	21.0	65.0	65.0	16.0	53.4	20.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	428	948	294	428	330	333	408	1245	613	160	1723	531
V/C Ratio(X)	1.08	0.65	1.04	1.19	1.11	1.11	1.02	1.13	1.15	1.23	0.97	0.67
Avail Cap(c_a), veh/h	428	948	294	428	330	333	408	1245	613	160	1723	531
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	47.5	52.4	69.0	63.5	63.5	69.5	47.5	47.5	64.0	19.2	15.0
Incr Delay (d2), s/veh	57.5	0.9	52.9	106.7	83.0	83.7	49.5	68.8	86.6	145.6	15.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	6.5	15.2	15.1	21.1	21.3	11.2	36.5	39.0	12.5	13.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.1	48.4	105.3	175.7	146.5	147.2	119.0	116.3	134.1	209.6	34.9	21.5
LnGrp LOS	F	D	F	F	F	F	F	F	F	F	C	C
Approach Vol, veh/h		1380			1247			2528			2223	
Approach Delay, s/veh		84.7			158.7			121.7			48.2	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	71.0	28.0	39.0	27.0	66.0	28.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	65.0	22.0	33.0	21.0	60.0	22.0	33.0
Max Q Clear Time (g_c+I1), s	18.0	67.0	24.0	35.0	23.0	55.4	24.0	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

APPENDIX G

Transit Services

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 10
ALL WEEK
SCHEDULE

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/U.S. 1

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
			5:10a	5:20a	5:39a
			5:42a	5:53a	6:05a
5:30a	5:44a	5:51a	6:01a	6:12a	6:25a
6:00a	6:17a	6:24a	6:34a	6:46a	7:00a
6:30a	6:46a	6:54a	7:05a	7:18a	7:32a
6:46a	7:03a	7:12a	7:23a	7:37a	7:51a G
7:01a	7:20a	7:28a	7:40a	7:55a	8:09a
7:31a	7:50a	7:59a	8:12a	8:28a	8:41a
7:58a	8:19a	8:29a	8:43a	8:58a	9:12a
8:19a	8:37a	8:45a	8:57a	9:11a	9:24a G
8:30a	8:48a	8:57a	9:10a	9:23a	9:41a
8:58a	9:18a	9:29a	9:42a	9:58a	10:13a
9:29a	9:52a	10:01a	10:15a	10:30a	10:43a
10:12a	10:33a	10:43a	10:58a	11:15a	11:30a
10:42a	11:03a	11:13a	11:30a	11:47a	12:01p
10:59a	11:20a	11:30a	11:44a	12:00p	12:14p G
11:14a	11:33a	11:42a	11:56a	12:12p	12:27p
11:43a	12:07p	12:16p	12:35p	12:52p	1:08p
12:12p	12:35p	12:45p	1:03p	1:22p	1:35p
12:43p	1:08p	1:18p	1:33p	1:49p	2:04p
1:14p	1:38p	1:49p	2:04p	2:20p	2:35p
1:41p	2:05p	2:15p	2:29p	2:47p	3:02p
2:12p	2:36p	2:47p	3:05p	3:26p	3:43p
2:45p	3:10p	3:20p	3:35p	3:50p	4:04p
3:14p	3:40p	3:50p	4:04p	4:20p	4:33p
3:45p	4:09p	4:19p	4:34p	4:51p	5:07p
4:18p	4:41p	4:51p	5:05p	5:21p	5:35p
4:48p	5:11p	5:21p	5:34p	5:49p	6:03p
5:23p	5:49p	5:59p	6:14p	6:28p	6:43p
5:47p	6:09p	6:18p	6:30p	6:45p	6:58p
6:13p	6:36p	6:44p	6:56p	7:11p	7:24p G
6:37p	6:59p	7:07p	7:18p	7:33p	7:47p
7:10p	7:30p	7:38p	7:49p	8:03p	8:16p
7:41p	8:00p	8:07p	8:19p	8:30p	8:43p
8:10p	8:30p	8:38p	8:50p	9:04p	9:18p
8:42p	9:00p	9:08p	9:19p	9:30p	9:43p
9:15p	9:32p	9:39p	9:49p	10:01p	10:14p
9:45p	10:03p	10:10p	10:20p	10:32p	10:50p G
10:16p	10:35p	10:41p	10:52p	11:05p	11:14p G

SOUTHBOUND

To Broward Central Terminal

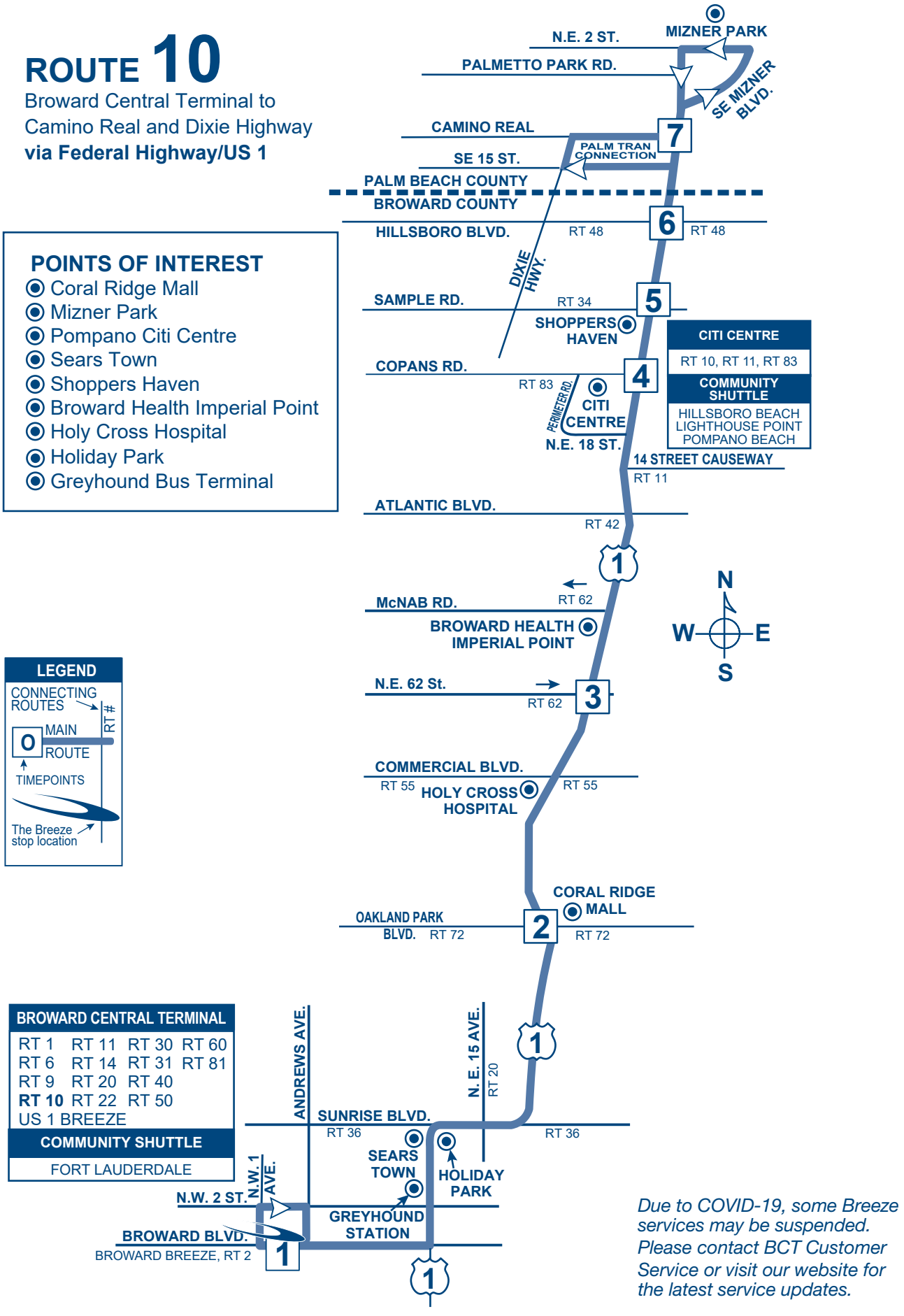
CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	5:09a	5:21a	5:28a	5:40a
	5:38a	5:49a	5:56a	6:09a
5:50a	6:05a	6:16a	6:23a	6:37a
6:20a	6:35a	6:48a	6:56a	7:11a
6:50a	7:08a	7:21a	7:29a	7:44a
7:20a	7:38a	7:54a	8:02a	8:18a
7:51a	8:08a	8:23a	8:32a	8:48a
8:21a	8:38a	8:54a	9:02a	9:19a
8:51a	9:10a	9:27a	9:36a	9:54a
9:22a	9:41a	9:57a	10:07a	10:26a
9:51a	10:10a	10:26a	10:36a	10:56a
10:23a	10:42a	10:59a	11:10a	11:31a
10:53a	11:11a	11:29a	11:41a	12:01p
11:21a	11:41a	11:59a	12:11p	12:32p
11:48a	12:10p	12:27p	12:39p	1:01p
12:21p	12:41p	12:59p	1:10p	1:31p
12:49p	1:11p	1:29p	1:40p	2:02p
1:21p	1:44p	2:02p	2:14p	2:35p
1:51p	2:13p	2:31p	2:43p	3:04p
2:18p	2:41p	2:58p	3:11p	3:35p
2:48p	3:14p	3:32p	3:45p	4:08p
3:20p	3:43p	4:01p	4:14p	4:36p
3:53p	4:18p	4:36p	4:49p	5:13p
4:23p	4:44p	5:01p	5:13p	5:35p
4:51p	5:13p	5:29p	5:41p	6:02p
5:07p	5:27p	5:43p	5:53p	6:13p G
5:22p	5:43p	5:58p	6:09p	6:27p
5:52p	6:13p	6:29p	6:39p	6:57p
6:21p	6:39p	6:54p	7:04p	7:22p
6:55p	7:16p	7:31p	7:41p	7:58p
7:22p	7:40p	7:54p	8:02p	8:18p
7:57p	8:13p	8:28p	8:35p	8:54p
8:26p	8:43p	8:55p	9:03p	9:20p
8:53p	9:07p	9:21p	9:29p	9:45p
9:28p	9:45p	9:56p	10:02p	10:17p G
9:57p	10:11p	10:23p	10:30p	10:45p G
10:32p	10:46p	10:57p	11:06p	11:23p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 10

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1



Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
			5:10a	5:18a	5:32a
			5:42a	5:51a	6:03a
5:30a	5:44a	5:51a	6:01a	6:14a	6:34a
6:01a	6:17a	6:25a	6:34a	6:46a	7:01a
6:31a	6:47a	6:54a	7:05a	7:18a	7:31a
7:02a	7:19a	7:28a	7:41a	7:55a	8:08a
7:31a	7:49a	7:57a	8:09a	8:23a	8:35a
8:01a	8:20a	8:28a	8:42a	8:55a	9:07a
8:32a	8:51a	9:00a	9:13a	9:27a	9:41a
9:02a	9:24a	9:32a	9:46a	10:00a	10:13a
9:34a	9:57a	10:05a	10:20a	10:32a	10:45a
10:12a	10:34a	10:43a	10:57a	11:14a	11:27a
10:40a	11:03a	11:11a	11:25a	11:41a	11:56a
11:12a	11:36a	11:45a	11:59a	12:17p	12:32p
11:42a	12:05p	12:14p	12:27p	12:43p	12:58p
12:14p	12:38p	12:47p	1:03p	1:21p	1:36p
12:44p	1:09p	1:20p	1:36p	1:54p	2:08p
1:13p	1:37p	1:46p	2:00p	2:16p	2:30p
1:41p	2:06p	2:15p	2:32p	2:49p	3:03p
2:15p	2:40p	2:51p	3:09p	3:26p	3:41p
2:43p	3:08p	3:17p	3:31p	3:48p	4:01p
3:12p	3:39p	3:50p	4:04p	4:20p	4:36p
3:46p	4:13p	4:25p	4:33p	4:53p	5:05p
4:15p	4:38p	4:48p	5:02p	5:18p	5:33p
4:43p	5:07p	5:16p	5:29p	5:44p	5:58p
5:16p	5:39p	5:46p	6:00p	6:10p	6:25p
5:44p	6:07p	6:15p	6:29p	6:45p	6:59p
6:13p	6:34p	6:43p	6:56p	7:12p	7:24p G
6:38p	6:59p	7:08p	7:19p	7:32p	7:44p
7:09p	7:31p	7:39p	7:50p	8:04p	8:19p
7:43p	8:02p	8:09p	8:19p	8:31p	8:44p
8:13p	8:32p	8:39p	8:50p	9:02p	9:14p
8:45p	9:05p	9:13p	9:23p	9:36p	9:49p
9:13p	9:32p	9:39p	9:49p	10:02p	10:16p
9:44p	10:04p	10:11p	10:22p	10:35p	10:48p G
10:17p	10:36p	10:43p	10:53p	11:04p	11:16p G

SOUTHBOUND To Broward Central Terminal

CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	5:11a	5:22a	5:28a	5:40a
	5:39a	5:50a	5:57a	6:09a
5:50a	6:03a	6:16a	6:22a	6:35a
6:21a	6:35a	6:47a	6:54a	7:09a
6:50a	7:06a	7:19a	7:26a	7:42a
7:21a	7:38a	7:51a	7:58a	8:14a
7:51a	8:07a	8:22a	8:30a	8:45a
8:24a	8:40a	8:55a	9:02a	9:20a
8:51a	9:08a	9:23a	9:33a	9:50a
9:20a	9:39a	9:55a	10:04a	10:23a
9:52a	10:10a	10:26a	10:36a	10:56a
10:25a	10:42a	10:58a	11:07a	11:27a
10:56a	11:15a	11:30a	11:41a	12:01p
11:22a	11:44a	12:01p	12:12p	12:34p
11:51a	12:11p	12:28p	12:39p	1:02p
12:20p	12:40p	12:56p	1:09p	1:29p
12:51p	1:13p	1:30p	1:40p	2:06p
1:21p	1:42p	1:59p	2:10p	2:32p
1:50p	2:12p	2:30p	2:41p	3:03p
2:22p	2:43p	3:01p	3:12p	3:36p
2:50p	3:14p	3:31p	3:41p	4:05p
3:21p	3:42p	3:59p	4:08p	4:30p
3:52p	4:13p	4:31p	4:42p	5:03p
4:23p	4:45p	5:01p	5:10p	5:33p
4:50p	5:11p	5:27p	5:36p	6:01p
5:20p	5:41p	5:55p	6:03p	6:26p
5:52p	6:12p	6:28p	6:36p	6:56p
6:22p	6:41p	6:55p	7:05p	7:24p
6:55p	7:12p	7:27p	7:36p	7:52p
7:23p	7:42p	7:56p	8:04p	8:20p
7:52p	8:08p	8:23p	8:32p	8:49p
8:28p	8:45p	8:58p	9:06p	9:24p
8:52p	9:09p	9:22p	9:29p	9:45p
9:24p	9:38p	9:50p	9:58p	10:13p G
9:58p	10:14p	10:27p	10:34p	10:49p G
10:31p	10:45p	10:57p	11:05p	11:21p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

SUNDAY

NORTHBOUND To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
8:20a	8:38a	8:47a	9:00a	9:13a	9:28a
9:02a	9:22a	9:30a	9:43a	9:56a	10:10a
9:42a	10:02a	10:10a	10:23a	10:37a	10:50a
10:21a	10:42a	10:51a	11:03a	11:19a	11:34a
11:02a	11:23a	11:33a	11:46a	12:01p	12:14p
11:42a	12:04p	12:13p	12:26p	12:42p	12:57p
12:22p	12:46p	12:55p	1:07p	1:22p	1:37p
1:02p	1:25p	1:33p	1:47p	2:02p	2:17p
1:47p	2:10p	2:19p	2:33p	2:50p	3:04p
2:32p	2:55p	3:06p	3:21p	3:37p	3:48p
3:17p	3:39p	3:48p	4:04p	4:20p	4:35p
3:57p	4:20p	4:29p	4:41p	4:57p	5:09p
4:38p	4:58p	5:07p	5:20p	5:33p	5:47p
5:16p	5:37p	5:46p	5:59p	6:14p	6:29p
5:58p	6:20p	6:29p	6:41p	6:55p	7:08p
6:38p	6:58p	7:05p	7:17p	7:30p	7:42p
7:19p	7:39p	7:47p	7:58p	8:06p	8:19p
7:56p	8:16p	8:25p	8:35p	8:50p	9:04p G
8:36p	8:56p	9:03p	9:13p	9:24p	9:36p G

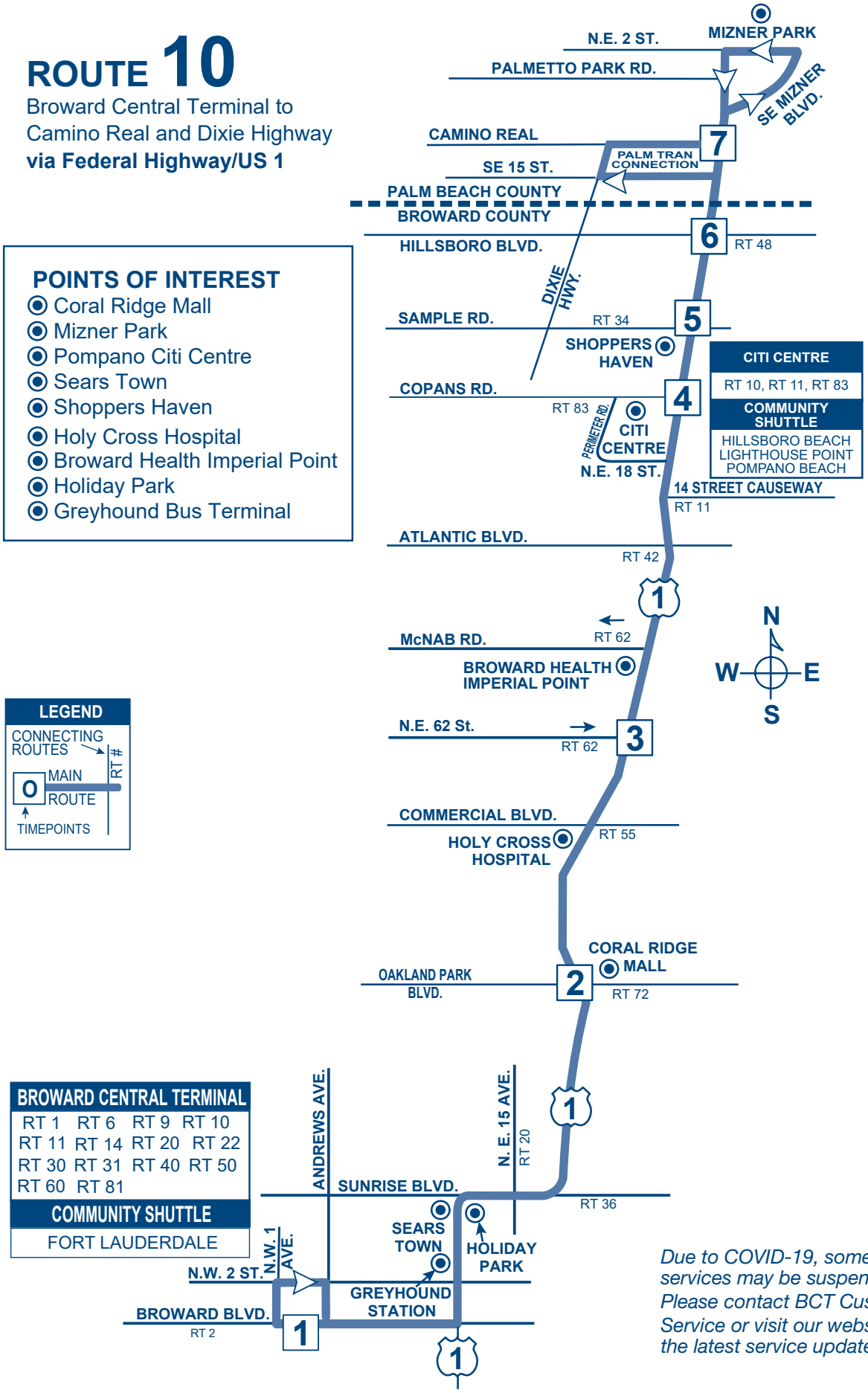
SOUTHBOUND To Broward Central Terminal

CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	8:36a	8:50a	8:57a	9:23a
	9:23a	9:35a	9:44a	10:01a
9:47a	10:05a	10:20a	10:30a	10:47a
10:26a	10:43a	10:59a	11:07a	11:26a
11:06a	11:25a	11:40a	11:49a	12:07p
11:46a	12:04p	12:21p	12:32p	12:52p
12:24p	12:42p	12:57p	1:07p	1:35p
1:02p	1:22p	1:39p	1:49p	2:12p
1:47p	2:07p	2:22p	2:32p	2:56p
2:31p	2:56p	3:10p	3:20p	3:42p
3:17p	3:35p	3:51p	4:00p	4:20p
4:02p	4:21p	4:37p	4:46p	5:09p
4:43p	5:02p	5:18p	5:28p	5:48p
5:23p	5:40p	5:54p	6:02p	6:21p
6:04p	6:20p	6:34p	6:43p	7:00p
6:41p	6:58p	7:14p	7:23p	7:40p
7:22p	7:37p	7:52p	8:00p	8:14p
8:04p	8:17p	8:31p	8:39p	8:54p G
8:38p	8:52p	9:08p	9:13p	9:29p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 10

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1



POINTS OF INTEREST

- Coral Ridge Mall
- Mizner Park
- Pompano Citi Centre
- Sears Town
- Shoppers Haven
- Holy Cross Hospital
- Broward Health Imperial Point
- Holiday Park
- Greyhound Bus Terminal

LEGEND

CONNECTING ROUTES → RT #

0 MAIN ROUTE

TIMEPOINTS

BROWARD CENTRAL TERMINAL

RT 1 RT 6 RT 9 RT 10
RT 11 RT 14 RT 20 RT 22
RT 30 RT 31 RT 40 RT 50
RT 60 RT 81

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 20 ALL WEEK SCHEDULE

Broward Central Terminal
to Broward Health North

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Health North

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
1	**2**	**3**	**4**	**5**	**6**	**7**
6:00a	6:08a	6:17a	6:25a	6:41a	6:51a	6:58a
6:50a	6:58a	7:09a	7:18a	7:29a	7:39a	7:46a
7:40a	7:50a	8:01a	8:10a	8:21a	8:30a	8:37a
8:30a	8:40a	8:51a	9:00a	9:11a	9:20a	9:27a
9:20a	9:30a	9:41a	9:50a	10:00a	10:09a	10:16a
10:10a	10:20a	10:31a	10:40a	10:55a	11:04a	11:11a
11:00a	11:10a	11:21a	11:31a	11:42a	11:52a	11:59a
11:50a	12:00p	12:11p	12:21p	12:32p	12:42p	12:49p
12:40p	12:50p	1:02p	1:11p	1:24p	1:34p	1:41p
1:30p	1:40p	1:53p	2:03p	2:14p	2:24p	2:31p
2:20p	2:30p	2:43p	2:53p	3:04p	3:14p	3:22p
3:10p	3:20p	3:32p	3:43p	3:54p	4:04p	4:11p
4:00p	4:11p	4:23p	4:33p	4:44p	4:54p	5:01p
4:50p	5:01p	5:13p	5:23p	5:34p	5:44p	5:51p
5:40p	5:51p	6:03p	6:13p	6:23p	6:33p	6:39p
6:30p	6:40p	6:51p	7:00p	7:10p	7:20p	7:26p
7:20p	7:28p	7:39p	7:47p	7:57p	8:07p	8:13p
8:00p	8:08p	8:19p	8:27p	8:37p	8:47p	8:53p G

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	**6**	**5**	**4**	**3**	**2**	**1**
6:15a	6:21a	6:31a	6:39a	6:47a	6:56a	7:02a
7:10a	7:17a	7:30a	7:40a	7:48a	7:56a	8:04a
8:05a	8:12a	8:23a	8:33a	8:42a	8:51a	8:59a
8:55a	9:01a	9:11a	9:20a	9:29a	9:38a	9:46a
9:45a	9:51a	10:01a	10:10a	10:20a	10:29a	10:37a
10:35a	10:41a	10:51a	11:00a	11:10a	11:19a	11:27a
11:25a	11:31a	11:41a	11:50a	12:00p	12:10p	12:19p
12:15p	12:21p	12:31p	12:40p	12:50p	1:00p	1:09p
1:05p	1:11p	1:21p	1:30p	1:40p	1:50p	1:59p
1:55p	2:01p	2:11p	2:20p	2:30p	2:40p	2:49p
2:45p	2:51p	3:01p	3:10p	3:21p	3:31p	3:41p
3:35p	3:42p	3:52p	4:02p	4:14p	4:24p	4:34p
4:25p	4:32p	4:42p	4:52p	5:04p	5:14p	5:24p
5:15p	5:22p	5:32p	5:42p	5:54p	6:03p	6:11p
6:05p	6:12p	6:22p	6:31p	6:41p	6:49p	6:57p
6:55p	7:01p	7:10p	7:18p	7:26p	7:34p	7:42p
7:45p	7:51p	8:00p	8:08p	8:16p	8:24p	8:32p G
8:25p	8:31p	8:40p	8:48p	8:56p	9:04p	9:12p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

SATURDAY

NORTHBOUND

To Broward Health North

1 BROWARD CENTRAL TERMINAL	2 SUNRISE BLVD & NE 15TH AVE	3 OAKLAND PARK BLVD & US 1	4 NE 62 ST & NE 18 AVE	5 NORTHEAST TRANSIT CENTER	6 COPANS RD & NW 3 AVE	7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
6:00a	6:10a	6:19a	6:27a	6:37a	6:45a	6:50a
6:50a	7:00a	7:09a	7:17a	7:27a	7:35a	7:42a
7:40a	7:50a	7:59a	8:08a	8:18a	8:27a	8:33a
8:30a	8:40a	8:50a	8:58a	9:08a	9:18a	9:25a
9:20a	9:30a	9:39a	9:47a	9:57a	10:07a	10:14a
10:10a	10:20a	10:29a	10:37a	10:48a	10:57a	11:03a
11:00a	11:12a	11:22a	11:30a	11:41a	11:50a	11:56a
11:50a	12:02p	12:12p	12:21p	12:32p	12:42p	12:49p
12:40p	12:51p	1:03p	1:12p	1:23p	1:32p	1:39p
1:30p	1:42p	1:54p	2:03p	2:14p	2:23p	2:29p
2:20p	2:33p	2:46p	2:56p	3:04p	3:12p	3:18p
3:10p	3:23p	3:36p	3:46p	3:54p	4:03p	4:09p
4:00p	4:11p	4:21p	4:32p	4:42p	4:52p	4:58p
4:50p	5:01p	5:11p	5:22p	5:32p	5:42p	5:48p
5:40p	5:50p	5:59p	6:08p	6:17p	6:27p	6:33p
6:30p	6:40p	6:49p	6:58p	7:07p	7:16p	7:22p
7:20p	7:29p	7:38p	7:47p	7:56p	8:05p	8:11p
8:00p	8:09p	8:18p	8:27p	8:36p	8:45p	8:51p G

SOUTHBOUND

To Broward Central Terminal

7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	6 COPANS RD & NW 3 AVE	5 NORTHEAST TRANSIT CENTER	4 NE 62 ST & NE 18 AVE	3 OAKLAND PARK BLVD & US 1	2 SUNRISE BLVD & NE 15TH AVE	1 BROWARD CENTRAL TERMINAL
6:15a	6:20a	6:30a	6:38a	6:47a	6:55a	7:05a
7:10a	7:15a	7:25a	7:33a	7:42a	7:50a	8:00a
8:05a	8:10a	8:20a	8:28a	8:37a	8:45a	8:55a
8:55a	9:00a	9:10a	9:18a	9:27a	9:35a	9:45a
9:45a	9:50a	10:00a	10:08a	10:17a	10:25a	10:35a
10:35a	10:40a	10:50a	10:58a	11:07a	11:15a	11:25a
11:25a	11:30a	11:40a	11:48a	11:57a	12:05p	12:15p
12:15p	12:20p	12:30p	12:38p	12:47p	12:55p	1:05p
1:05p	1:10p	1:20p	1:28p	1:37p	1:45p	1:55p
1:55p	2:00p	2:10p	2:18p	2:27p	2:35p	2:45p
2:45p	2:50p	3:00p	3:08p	3:17p	3:25p	3:35p
3:35p	3:40p	3:50p	3:58p	4:07p	4:15p	4:25p
4:25p	4:30p	4:40p	4:48p	4:57p	5:05p	5:15p
5:15p	5:20p	5:30p	5:38p	5:47p	5:55p	6:05p
6:05p	6:10p	6:20p	6:28p	6:37p	6:45p	6:55p
6:55p	7:00p	7:10p	7:18p	7:27p	7:35p	7:45p
7:45p	7:50p	8:00p	8:08p	8:17p	8:25p	8:35p G
8:25p	8:30p	8:40p	8:48p	8:57p	9:05p	9:15p G

SUNDAY

NORTHBOUND

To Broward Health North

1	2	3	4	5	6	7
10:00a	10:10a	10:18a	10:27a	10:35a	10:45a	10:50a
11:00a	11:10a	11:18a	11:27a	11:35a	11:45a	11:50a
12:00p	12:10p	12:18p	12:27p	12:35p	12:45p	12:50p
1:00p	1:10p	1:18p	1:27p	1:35p	1:45p	1:50p
2:00p	2:10p	2:18p	2:27p	2:35p	2:45p	2:50p
3:00p	3:10p	3:18p	3:27p	3:35p	3:45p	3:50p
4:00p	4:10p	4:18p	4:27p	4:35p	4:45p	4:50p
5:00p	5:10p	5:18p	5:27p	5:35p	5:45p	5:50p
6:00p	6:10p	6:18p	6:27p	6:35p	6:45p G	
7:00p	7:10p	7:18p	7:27p	7:35p	7:45p G	

SOUTHBOUND

To Broward Central Terminal

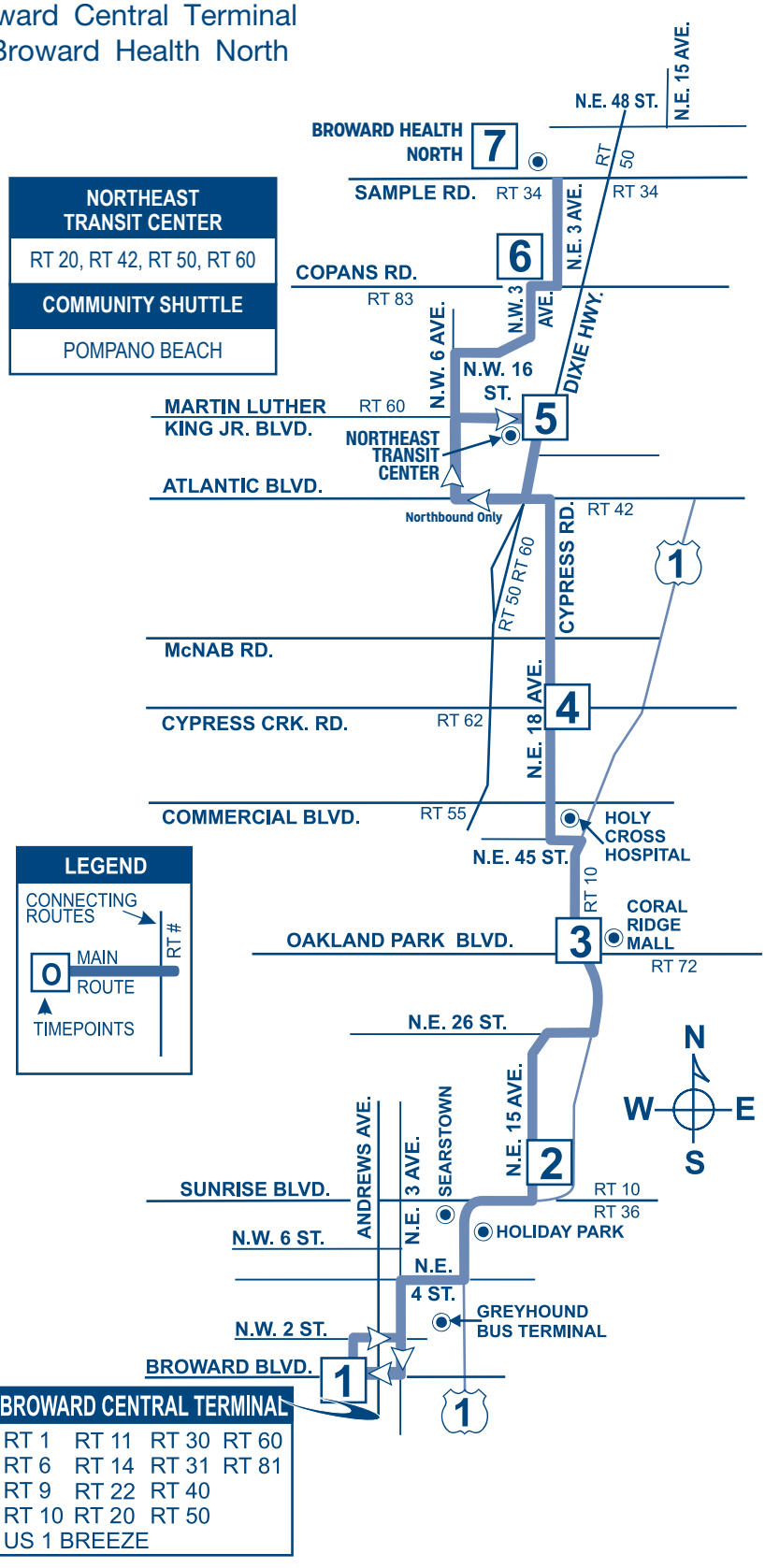
7	6	5	4	3	2	1
10:00a	10:05a	10:15a	10:23a	10:32a	10:40a	10:50a
11:00a	11:05a	11:15a	11:23a	11:32a	11:40a	11:50a
12:00p	12:05p	12:15p	12:23p	12:32p	12:40p	12:50p
1:00p	1:05p	1:15p	1:23p	1:32p	1:40p	1:50p
2:00p	2:05p	2:15p	2:23p	2:32p	2:40p	2:50p
3:00p	3:05p	3:15p	3:23p	3:32p	3:40p	3:50p
4:00p	4:05p	4:15p	4:23p	4:32p	4:40p	4:50p
5:00p	5:05p	5:15p	5:23p	5:32p	5:40p	5:50p
6:00p	6:05p	6:15p	6:23p	6:32p	6:40p	6:50p

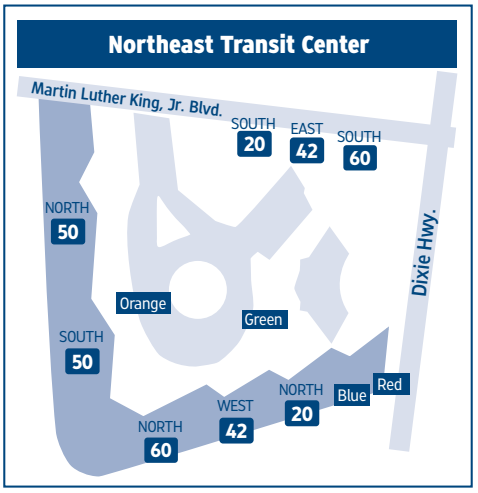
NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 20

Broward Central Terminal
to Broward Health North





POINTS OF INTEREST

- North Broward Medical Center
- Northeast Transit Center
- Holy Cross Hosptial
- Coral Ridge Mall
- Searstown
- Holiday Park
- Greyhound Bus Terminal

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
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Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 50 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 50

BROWARD COUNTY TRANSIT

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.

via Dixie Highway

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	2	3	4	5	6
5:30a	5:41a	5:50a	6:00a	6:14a	6:25a
5:48a	5:59a	6:09a	6:19a	6:33a	6:44a
6:00a	6:13a	6:23a	6:33a	6:47a	6:58a
6:30a	6:43a	6:53a	7:03a	7:15a	7:27a
7:00a	7:15a	7:27a	7:38a	7:50a	8:02a
7:30a	7:45a	7:57a	8:08a	8:20a	8:32a
8:00a	8:15a	8:27a	8:38a	8:50a	9:02a
8:30a	8:45a	8:57a	9:08a	9:20a	9:32a
9:00a	9:15a	9:27a	9:38a	9:50a	10:02a
9:30a	9:45a	9:57a	10:08a	10:20a	10:32a
10:00a	10:15a	10:27a	10:38a	10:50a	11:02a
10:30a	10:45a	10:57a	11:07a	11:19a	11:31a
11:05a	11:21a	11:31a	11:41a	11:53a	12:05p
11:40a	11:56a	12:07p	12:19p	12:31p	12:43p
12:15p	12:32p	12:43p	12:55p	1:07p	1:19p
12:50p	1:07p	1:19p	1:29p	1:41p	1:53p
1:25p	1:43p	1:55p	2:05p	2:17p	2:29p
2:00p	2:18p	2:30p	2:42p	2:54p	3:07p
2:30p	2:48p	3:00p	3:12p	3:24p	3:37p
3:00p	3:18p	3:30p	3:41p	3:53p	4:06p
3:15p	3:33p	3:46p	3:57p	4:09p	4:22p G
3:30p	3:49p	4:02p	4:13p	4:25p	4:38p
3:45p	4:04p	4:17p	4:28p	4:40p	4:53p
4:00p	4:19p	4:32p	4:43p	4:55p	5:08p
4:15p	4:34p	4:47p	4:58p	5:10p	5:23p
4:30p	4:49p	5:02p	5:13p	5:25p	5:38p
4:45p	5:04p	5:17p	5:28p	5:41p	5:54p
5:00p	5:19p	5:32p	5:42p	5:55p	6:08p G
5:15p	5:34p	5:45p	5:55p	6:08p	6:21p G
5:30p	5:48p	5:59p	6:09p	6:22p	6:35p
5:45p	6:03p	6:14p	6:24p	6:36p	6:48p G
6:00p	6:18p	6:29p	6:39p	6:51p	7:03p G
6:15p	6:33p	6:43p	6:53p	7:05p	7:17p
6:30p	6:45p	6:55p	7:05p	7:17p	7:29p G
7:15p	7:30p	7:40p	7:50p	8:02p	8:14p
8:00p	8:15p	8:25p	8:35p	8:47p	8:59p
8:45p	9:00p	9:10p	9:20p	9:32p	9:43p
9:30p	9:44p	9:54p	10:04p	10:15p	10:26p G
10:15p	10:29p	10:39p	10:49p	11:00p	11:11p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	5	4	3	2	1
5:15a	5:27a	5:39a	5:48a	5:57a	6:10a
5:45a	5:57a	6:11a	6:19a	6:27a	6:41a
6:00a	6:12a	6:26a	6:35a	6:44a	6:58a G
6:15a	6:27a	6:39a	6:48a	6:57a	7:11a
6:30a	6:43a	6:55a	7:04a	7:13a	7:28a G
6:45a	6:58a	7:10a	7:19a	7:30a	7:45a
7:00a	7:13a	7:27a	7:37a	7:48a	8:05a G
7:15a	7:27a	7:41a	7:51a	8:02a	8:19a
7:30a	7:42a	7:56a	8:06a	8:17a	8:34a G
7:45a	7:58a	8:12a	8:22a	8:33a	8:50a
8:00a	8:13a	8:27a	8:37a	8:48a	9:05a G
8:15a	8:28a	8:42a	8:51a	9:01a	9:18a
8:45a	8:58a	9:14a	9:23a	9:33a	9:50a
9:00a	9:13a	9:29a	9:38a	9:49a	10:06a G
9:15a	9:28a	9:44a	9:54a	10:06a	10:23a
9:45a	9:59a	10:13a	10:23a	10:35a	10:52a
10:15a	10:29a	10:43a	10:53a	11:05a	11:22a
10:45a	10:59a	11:13a	11:23a	11:35a	11:52a
11:15a	11:29a	11:43a	11:53a	12:05p	12:23p
11:50a	12:04p	12:24p	12:34p	12:46p	1:04p
12:25p	12:39p	12:58p	1:08p	1:20p	1:38p
1:00p	1:15p	1:33p	1:43p	1:55p	2:13p
1:35p	1:50p	2:08p	2:18p	2:31p	2:50p
2:10p	2:26p	2:41p	2:52p	3:05p	3:23p
2:45p	3:00p	3:18p	3:29p	3:42p	4:00p
3:20p	3:35p	3:53p	4:04p	4:17p	4:34p
3:50p	4:05p	4:22p	4:33p	4:46p	5:03p
4:00p	4:15p	4:30p	4:41p	4:54p	5:11p
4:20p	4:36p	4:51p	5:02p	5:15p	5:32p
4:50p	5:06p	5:21p	5:32p	5:45p	6:00p
5:10p	5:26p	5:41p	5:51p	6:01p	6:16p
5:25p	5:41p	5:55p	6:05p	6:15p	6:30p G
5:40p	5:55p	6:09p	6:19p	6:29p	6:44p G
5:55p	6:09p	6:23p	6:33p	6:43p	6:58p
6:15p	6:29p	6:43p	6:53p	7:03p	7:18p G
6:50p	7:04p	7:18p	7:28p	7:38p	7:53p
7:35p	7:49p	8:03p	8:13p	8:23p	8:36p
8:20p	8:32p	8:44p	8:52p	9:01p	9:14p
9:05p	9:17p	9:29p	9:37p	9:46p	10:00p
9:50p	10:02p	10:14p	10:22p	10:31p	10:46p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	6
BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
5:30a	5:41a	5:51a	6:01a	6:16a	6:27a
6:00a	6:11a	6:21a	6:31a	6:45a	6:56a
6:30a	6:42a	6:52a	7:02a	7:16a	7:27a
7:00a	7:12a	7:22a	7:32a	7:46a	7:57a
7:30a	7:42a	7:52a	8:02a	8:13a	8:24a
8:00a	8:14a	8:24a	8:35a	8:46a	8:57a
8:30a	8:44a	8:54a	9:05a	9:16a	9:27a
9:00a	9:16a	9:26a	9:37a	9:48a	9:59a
9:30a	9:46a	9:56a	10:07a	10:18a	10:29a
10:00a	10:16a	10:26a	10:37a	10:49a	11:00a
10:30a	10:46a	10:57a	11:08a	11:20a	11:31a
11:00a	11:16a	11:27a	11:38a	11:50a	12:01p
11:30a	11:46a	11:57a	12:08p	12:20p	12:31p
12:00p	12:16p	12:27p	12:38p	12:49p	1:01p
12:30p	12:48p	12:59p	1:10p	1:21p	1:33p
1:00p	1:18p	1:29p	1:39p	1:50p	2:02p
1:30p	1:47p	1:58p	2:08p	2:19p	2:31p
2:00p	2:17p	2:28p	2:38p	2:49p	3:01p
2:30p	2:47p	2:58p	3:08p	3:19p	3:31p
3:00p	3:17p	3:28p	3:39p	3:50p	4:01p
3:30p	3:49p	4:00p	4:11p	4:23p	4:34p
4:00p	4:17p	4:28p	4:39p	4:51p	5:02p
4:30p	4:47p	4:58p	5:09p	5:20p	5:31p
5:00p	5:17p	5:27p	5:38p	5:49p	6:00p
5:30p	5:47p	5:57p	6:08p	6:19p	6:30p
6:00p	6:17p	6:27p	6:38p	6:49p	7:00p
6:30p	6:47p	6:57p	7:08p	7:19p	7:30p
7:15p	7:32p	7:42p	7:53p	8:04p	8:15p
8:00p	8:15p	8:25p	8:36p	8:47p	8:57p
8:45p	9:00p	9:10p	9:21p	9:32p	9:42p
9:30p	9:44p	9:53p	10:03p	10:14p	10:24p G
10:15p	10:29p	10:38p	10:48p	10:59p	11:09p G

SOUTHBOUND

To Broward Central Terminal

6	5	4	3	2	1
HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
5:15a	5:26a	5:37a	5:44a	5:52a	6:05a
5:45a	5:56a	6:07a	6:14a	6:22a	6:35a
6:15a	6:26a	6:39a	6:47a	6:57a	7:10a
6:45a	6:58a	7:11a	7:19a	7:29a	7:42a
7:15a	7:28a	7:41a	7:51a	8:02a	8:17a
7:40a	7:53a	8:06a	8:18a	8:29a	8:44a
8:10a	8:23a	8:38a	8:48a	8:59a	9:13a
8:40a	8:53a	9:10a	9:20a	9:31a	9:45a
9:10a	9:23a	9:39a	9:49a	10:00a	10:14a
9:40a	9:53a	10:09a	10:19a	10:30a	10:45a
10:10a	10:23a	10:39a	10:49a	11:00a	11:15a
10:40a	10:53a	11:09a	11:19a	11:29a	11:44a
11:10a	11:23a	11:39a	11:49a	11:59a	12:15p
11:40a	11:53a	12:09p	12:19p	12:29p	12:45p
12:10p	12:24p	12:40p	12:50p	1:01p	1:18p
12:40p	12:54p	1:10p	1:19p	1:30p	1:47p
1:10p	1:24p	1:40p	1:49p	2:00p	2:16p
1:40p	1:53p	2:07p	2:16p	2:27p	2:43p
2:10p	2:23p	2:39p	2:50p	3:00p	3:16p
2:40p	2:53p	3:10p	3:21p	3:31p	3:47p
3:10p	3:23p	3:40p	3:51p	4:01p	4:17p
3:40p	3:53p	4:08p	4:19p	4:29p	4:44p
4:15p	4:28p	4:42p	4:53p	5:04p	5:19p
4:45p	4:58p	5:12p	5:22p	5:33p	5:48p
5:15p	5:28p	5:41p	5:50p	6:01p	6:16p
5:45p	5:58p	6:11p	6:20p	6:31p	6:46p
6:15p	6:28p	6:41p	6:50p	7:01p	7:16p G
6:45p	6:58p	7:11p	7:20p	7:30p	7:45p
7:20p	7:33p	7:46p	7:55p	8:05p	8:20p
7:50p	8:03p	8:16p	8:26p	8:36p	8:50p G
8:20p	8:32p	8:44p	8:54p	9:04p	9:17p
9:05p	9:17p	9:29p	9:38p	9:47p	10:00p
9:50p	10:02p	10:14p	10:23p	10:32p	10:45p G

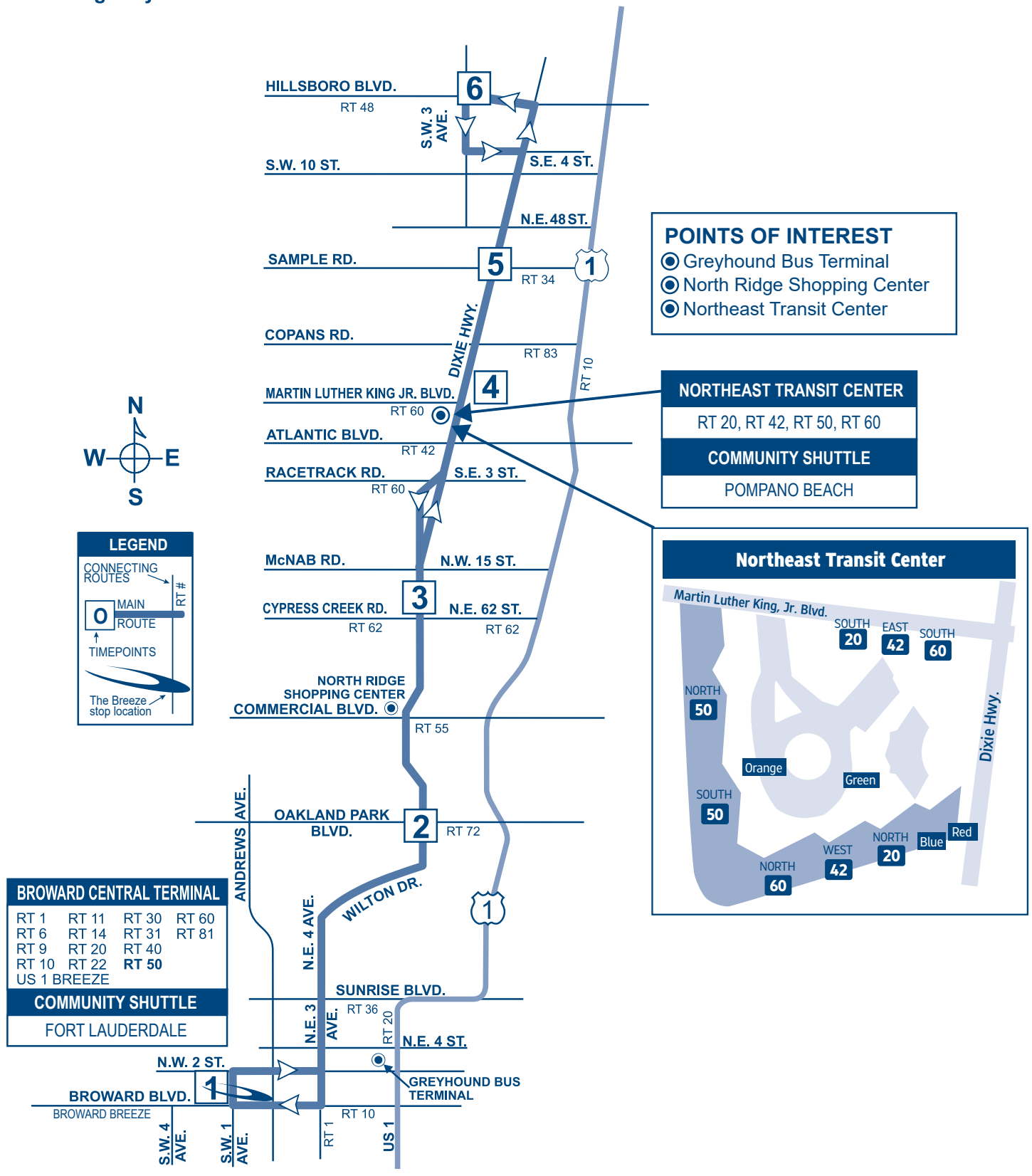
SUNDAY

1	2	3	4	5	6
8:00a	8:13a	8:23a	8:34a	8:45a	8:55a
8:50a	9:05a	9:15a	9:25a	9:36a	9:46a
9:40a	9:55a	10:05a	10:15a	10:26a	10:36a
10:30a	10:44a	10:53a	11:03a	11:14a	11:24a
11:20a	11:36a	11:46a	11:57a	12:08p	12:18p
12:10p	12:26p	12:36p	12:46p	12:57p	1:07p
1:00p	1:16p	1:27p	1:37p	1:48p	1:59p
1:50p	2:08p	2:18p	2:28p	2:39p	2:50p
2:40p	2:57p	3:07p	3:17p	3:28p	3:39p
3:30p	3:47p	3:57p	4:08p	4:19p	4:30p
4:20p	4:37p	4:47p	4:58p	5:10p	5:21p
5:10p	5:26p	5:36p	5:46p	5:58p	6:09p
6:00p	6:16p	6:26p	6:36p	6:48p	6:59p
6:50p	7:06p	7:16p	7:26p	7:37p	7:47p
7:40p	7:55p	8:05p	8:15p	8:26p	8:36p G
8:30p	8:45p	8:55p	9:05p	9:16p	9:26p G

6	5	4	3	2	1
7:35a	7:47a	7:59a	8:08a	8:19a	8:32a
8:25a	8:37a	8:49a	8:58a	9:08a	9:21a
9:15a	9:27a	9:39a	9:48a	9:58a	10:13a
10:05a	10:18a	10:31a	10:40a	10:50a	11:05a
10:55a	11:08a	11:21a	11:30a	11:40a	11:55a
11:45a	11:58a	12:12p	12:21p	12:31p	12:46p
12:35p	12:48p	1:02p	1:11p	1:21p	1:36p
1:25p	1:38p	1:53p	2:02p	2:12p	2:27p
2:15p	2:28p	2:43p	2:52p	3:02p	3:17p
3:05p	3:17p	3:30p	3:39p	3:49p	4:04p
3:55p	4:07p	4:20p	4:29p	4:39p	4:54p
4:45p	4:57p	5:10p	5:19p	5:29p	5:44p
5:35p	5:47p	6:00p	6:09p	6:18p	6:31p
6:25p	6:37p	6:50p	6:59p	7:08p	7:21p
7:15p	7:27p	7:40p	7:49p	7:58p	8:12p
8:05p	8:17p	8:31p	8:40p	8:49p	9:03p G

ROUTE 50

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.
via Dixie Highway



POINTS OF INTEREST

- Greyhound Bus Terminal
- North Ridge Shopping Center
- Northeast Transit Center

NORTHEAST TRANSIT CENTER

RT 20, RT 42, RT 50, RT 60

COMMUNITY SHUTTLE

POMPANO BEACH

Northeast Transit Center

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	**RT 50**	
US 1 BREEZE			

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

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1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Attachment A

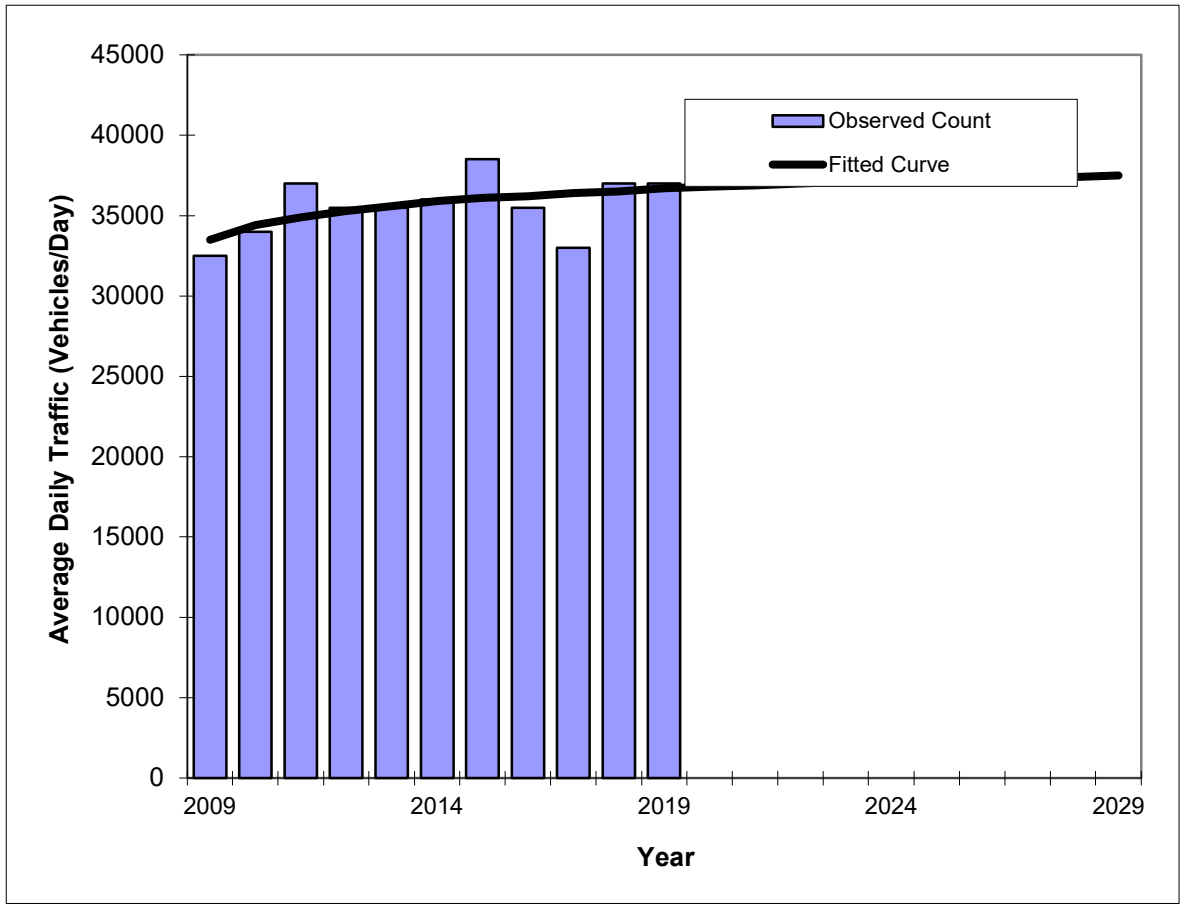
Growth Rate Analysis

Traffic Trends - V03.a

SR 842/BROWARD BLVD -- W OF SR 5/E OF NE 3 AVE

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0024
Highway:	SR 842/BROWARD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	32500	33500
2010	34000	34400
2011	37000	34900
2012	35500	35300
2013	35500	35600
2014	36000	35900
2015	38500	36100
2016	35500	36200
2017	33000	36400
2018	37000	36500
2019	37000	36700
2021 Opening Year Trend		
2021	N/A	36900
2023 Mid-Year Trend		
2023	N/A	37100
2025 Design Year Trend		
2025	N/A	37200
TRANPLAN Forecasts/Trends		

Trend R-squared:	28.80%
Compounded Annual Historic Growth Rate:	0.92%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	15-Apr-21

Decaying Exponential Growth Option

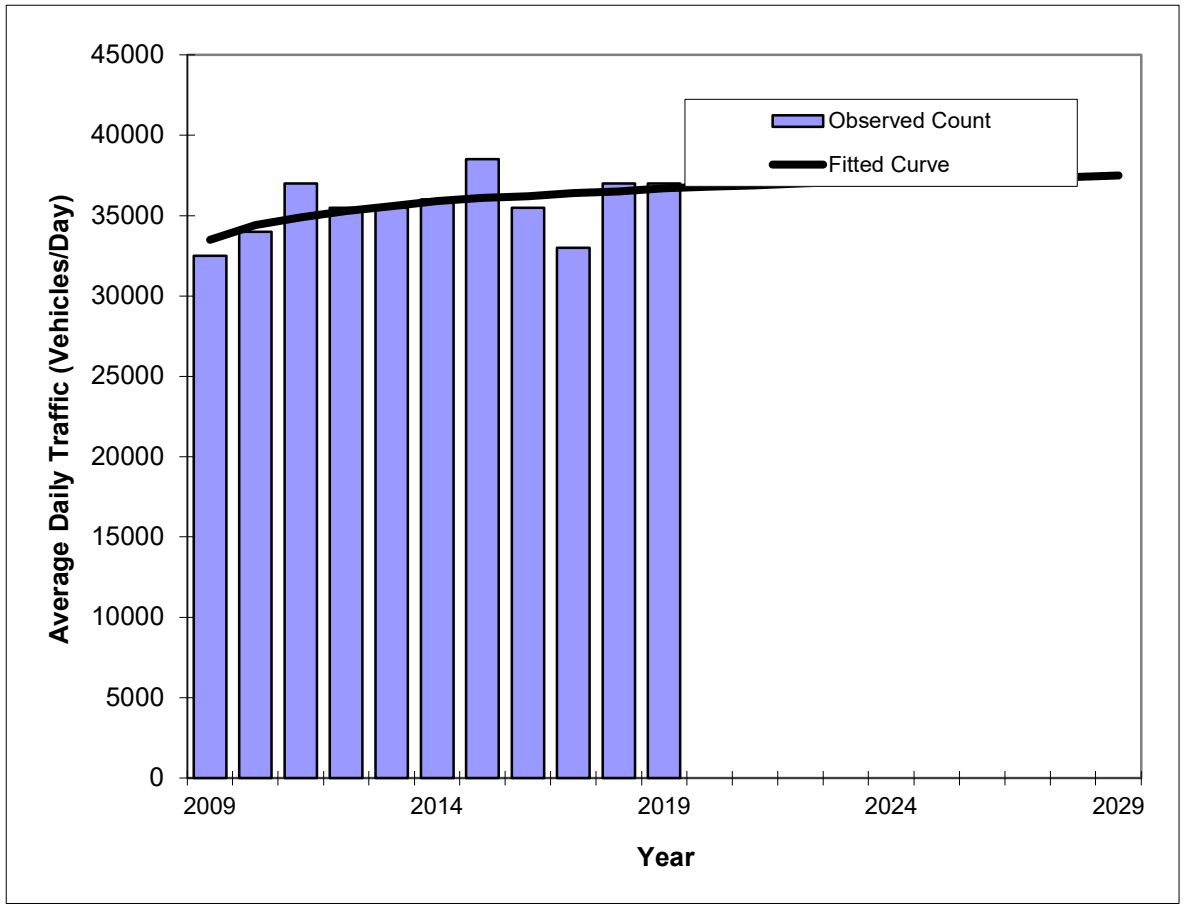
***Axle-Adjusted**

Traffic Trends - V03.a

SR 842/BROWARD BLVD -- W OF SR 5/E OF NE 3 AVE

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0024
Highway:	SR 842/BROWARD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	32500	33500
2010	34000	34400
2011	37000	34900
2012	35500	35300
2013	35500	35600
2014	36000	35900
2015	38500	36100
2016	35500	36200
2017	33000	36400
2018	37000	36500
2019	37000	36700
2021 Opening Year Trend		
2021	N/A	36900
2023 Mid-Year Trend		
2023	N/A	37100
2025 Design Year Trend		
2025	N/A	37200
TRANPLAN Forecasts/Trends		

Trend R-squared:	17.75%
Compounded Annual Historic Growth Rate:	0.92%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	15-Apr-21

Exponential Growth Option

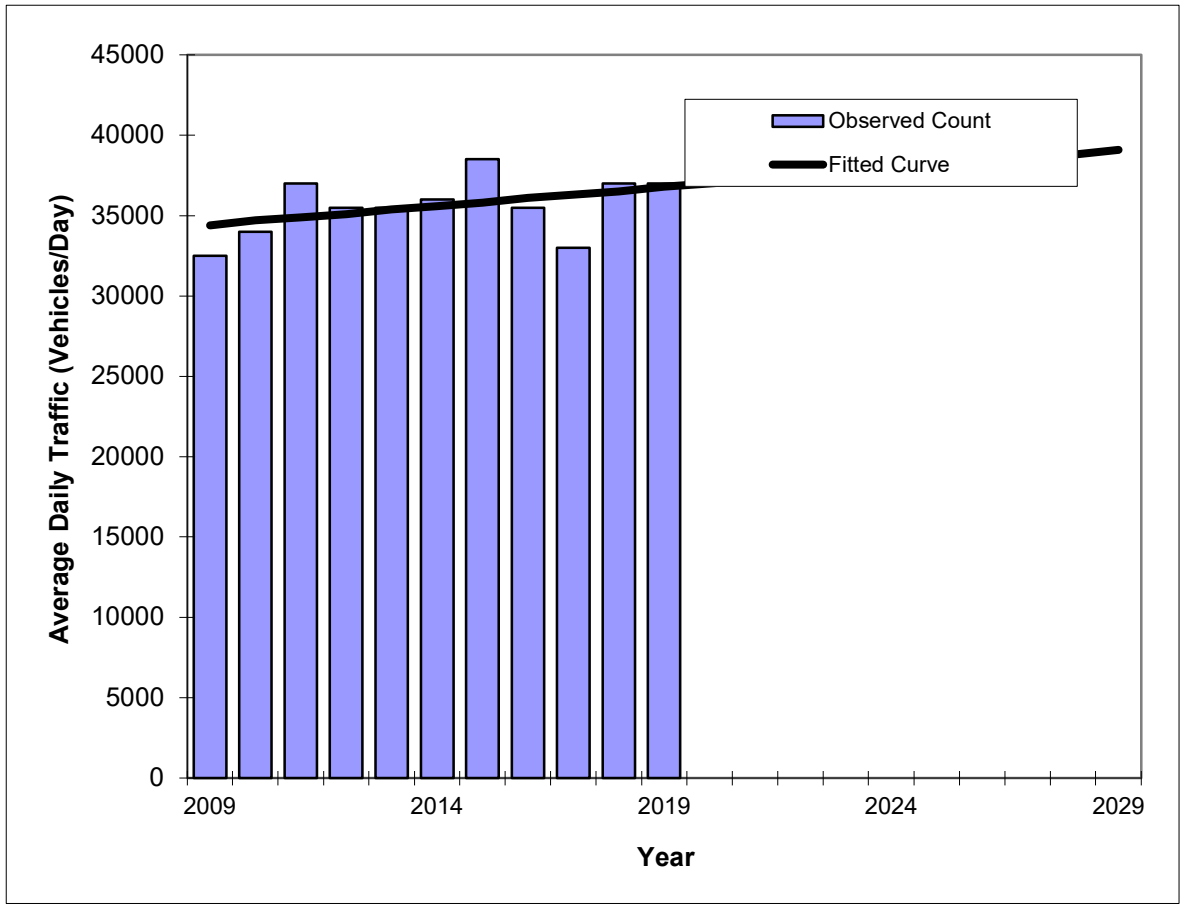
***Axle-Adjusted**

Traffic Trends - V03.a

SR 842/BROWARD BLVD -- W OF SR 5/E OF NE 3 AVE

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0024
Highway:	SR 842/BROWARD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	32500	34400
2010	34000	34700
2011	37000	34900
2012	35500	35100
2013	35500	35400
2014	36000	35600
2015	38500	35800
2016	35500	36100
2017	33000	36300
2018	37000	36500
2019	37000	36800
2021 Opening Year Trend		
2021	N/A	37200
2023 Mid-Year Trend		
2023	N/A	37700
2025 Design Year Trend		
2025	N/A	38100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	232
Trend R-squared:	17.69%
Trend Annual Historic Growth Rate:	0.70%
Trend Growth Rate (2019 to Design Year):	0.59%
Printed:	15-Apr-21

Straight Line Growth Option

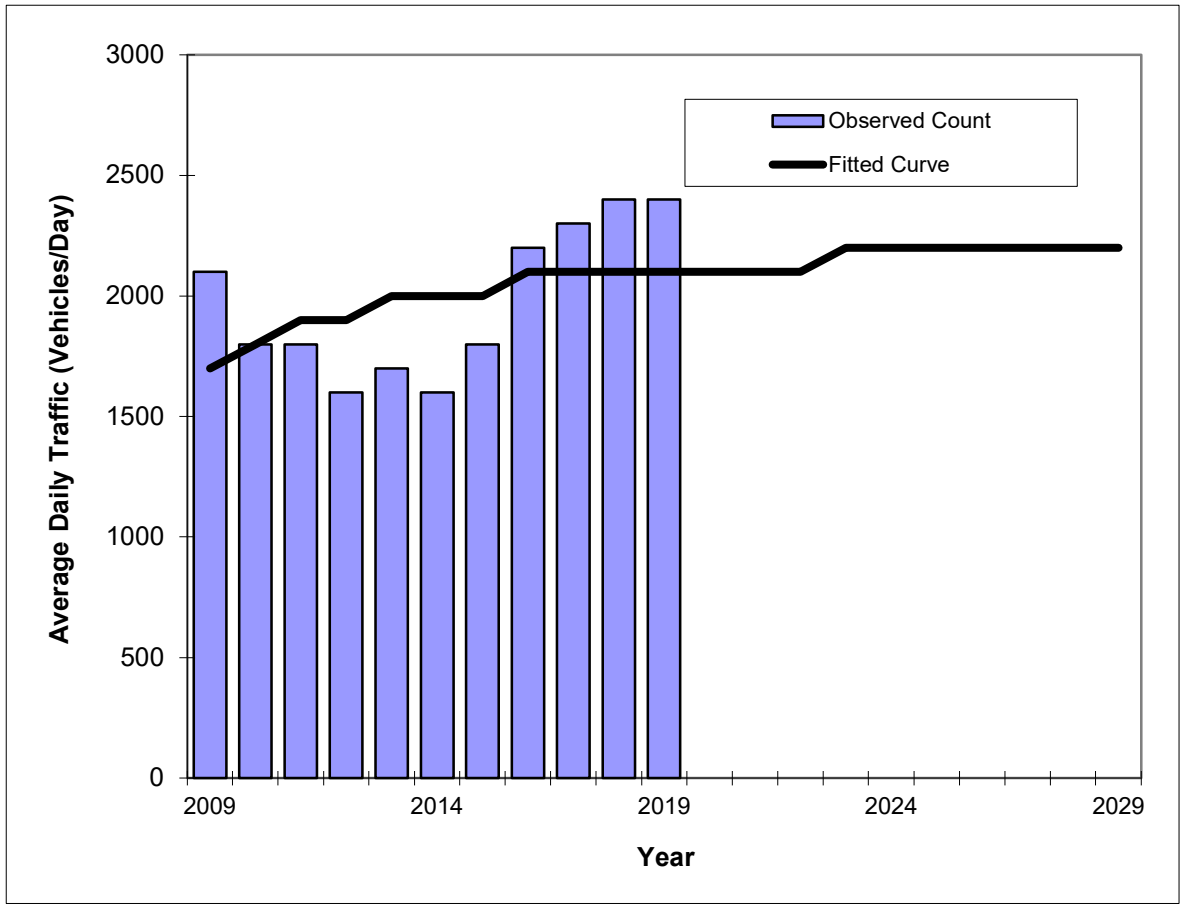
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2009	2100	1700
2010	1800	1800
2011	1800	1900
2012	1600	1900
2013	1700	2000
2014	1600	2000
2015	1800	2000
2016	2200	2100
2017	2300	2100
2018	2400	2100
2019	2400	2100
2021 Opening Year Trend		
2021	N/A	2100
2023 Mid-Year Trend		
2023	N/A	2200
2025 Design Year Trend		
2025	N/A	2200
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.90%
Compounded Annual Historic Growth Rate:	2.14%
Compounded Growth Rate (2019 to Design Year):	0.78%
Printed:	15-Apr-21

Decaying Exponential Growth Option

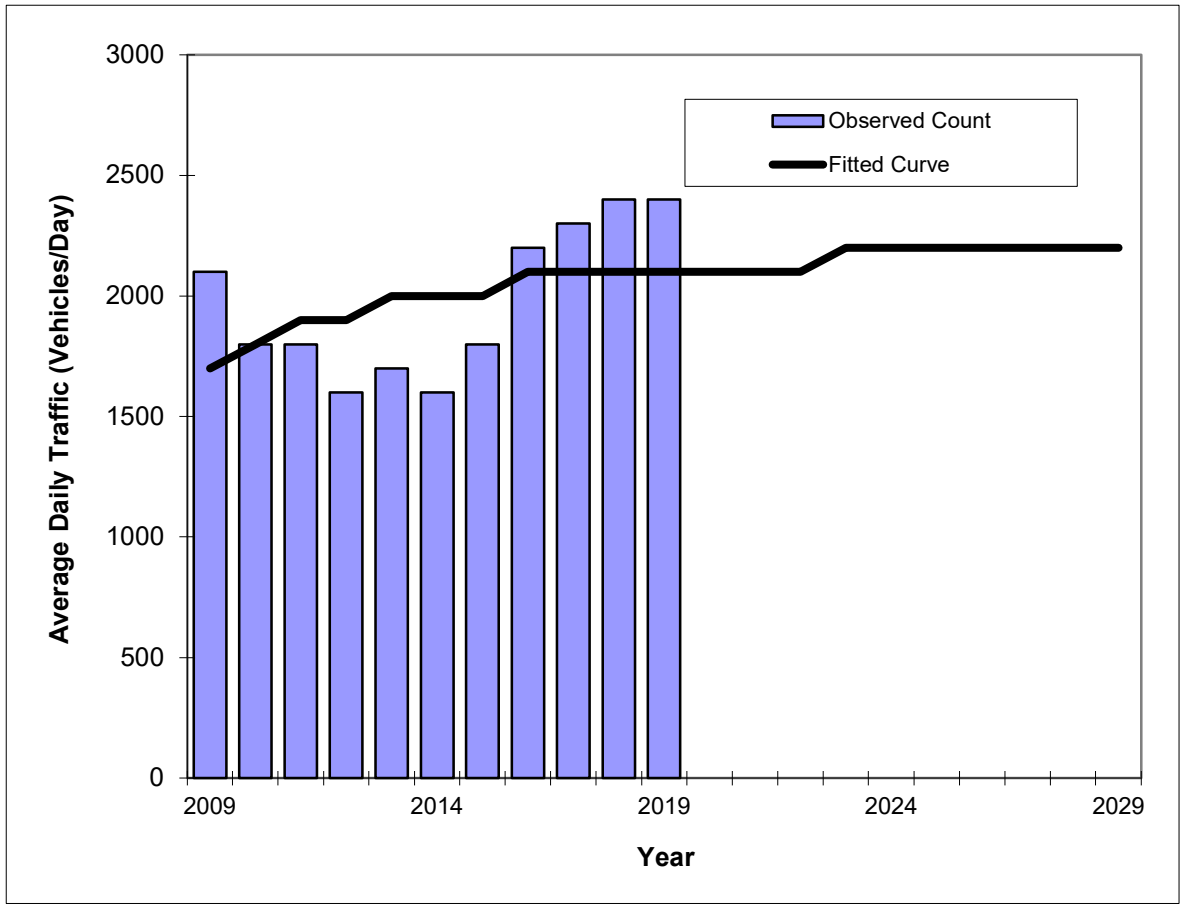
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2009	2100	1700
2010	1800	1800
2011	1800	1900
2012	1600	1900
2013	1700	2000
2014	1600	2000
2015	1800	2000
2016	2200	2100
2017	2300	2100
2018	2400	2100
2019	2400	2100
2021 Opening Year Trend		
2021	N/A	2100
2023 Mid-Year Trend		
2023	N/A	2200
2025 Design Year Trend		
2025	N/A	2200
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.38%
Compounded Annual Historic Growth Rate:	2.14%
Compounded Growth Rate (2019 to Design Year):	0.78%
Printed:	15-Apr-21

Exponential Growth Option

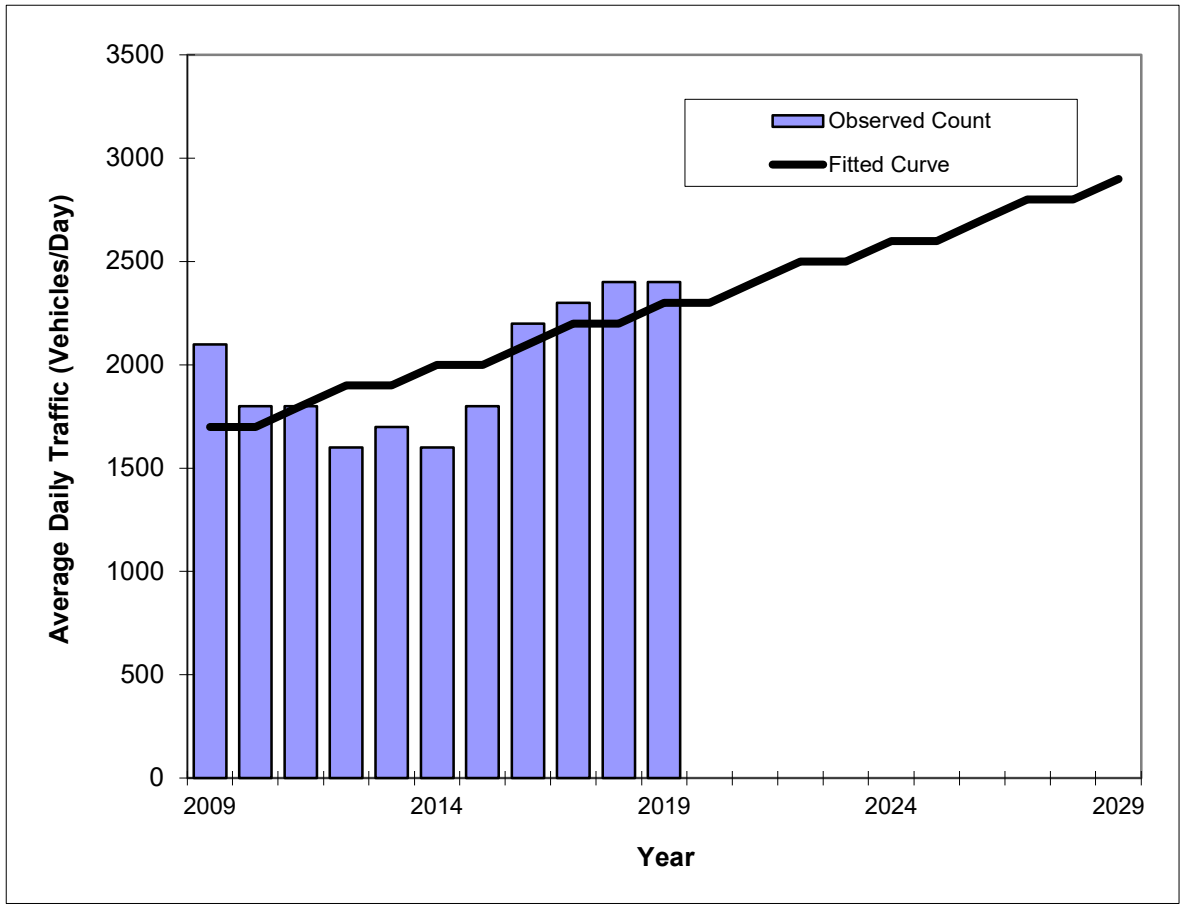
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2009	2100	1700
2010	1800	1700
2011	1800	1800
2012	1600	1900
2013	1700	1900
2014	1600	2000
2015	1800	2000
2016	2200	2100
2017	2300	2200
2018	2400	2200
2019	2400	2300
2021 Opening Year Trend		
2021	N/A	2400
2023 Mid-Year Trend		
2023	N/A	2500
2025 Design Year Trend		
2025	N/A	2600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	61
Trend R-squared:	41.56%
Trend Annual Historic Growth Rate:	3.53%
Trend Growth Rate (2019 to Design Year):	2.17%
Printed:	15-Apr-21
Straight Line Growth Option	

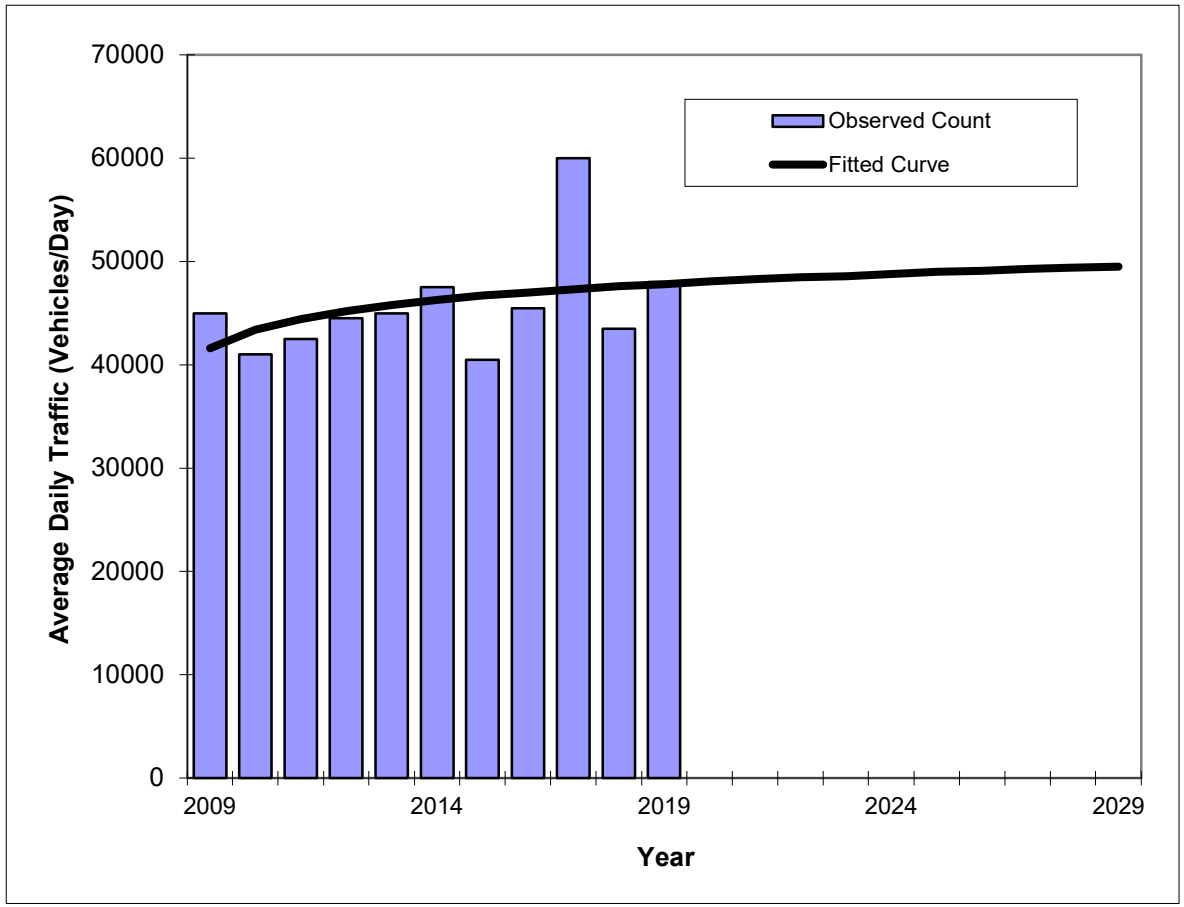
*Axle-Adjusted

Traffic Trends - V03.a

US 1 -- S OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7373
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	45000	41600
2010	41000	43400
2011	42500	44400
2012	44500	45200
2013	45000	45800
2014	47500	46300
2015	40500	46700
2016	45500	47000
2017	60000	47300
2018	43500	47600
2019	48000	47800
2021 Opening Year Trend		
2021	N/A	48300
2023 Mid-Year Trend		
2023	N/A	48600
2025 Design Year Trend		
2025	N/A	49000
TRANPLAN Forecasts/Trends		

Trend R-squared:	13.58%
Compounded Annual Historic Growth Rate:	1.40%
Compounded Growth Rate (2019 to Design Year):	0.41%
Printed:	15-Apr-21

Decaying Exponential Growth Option

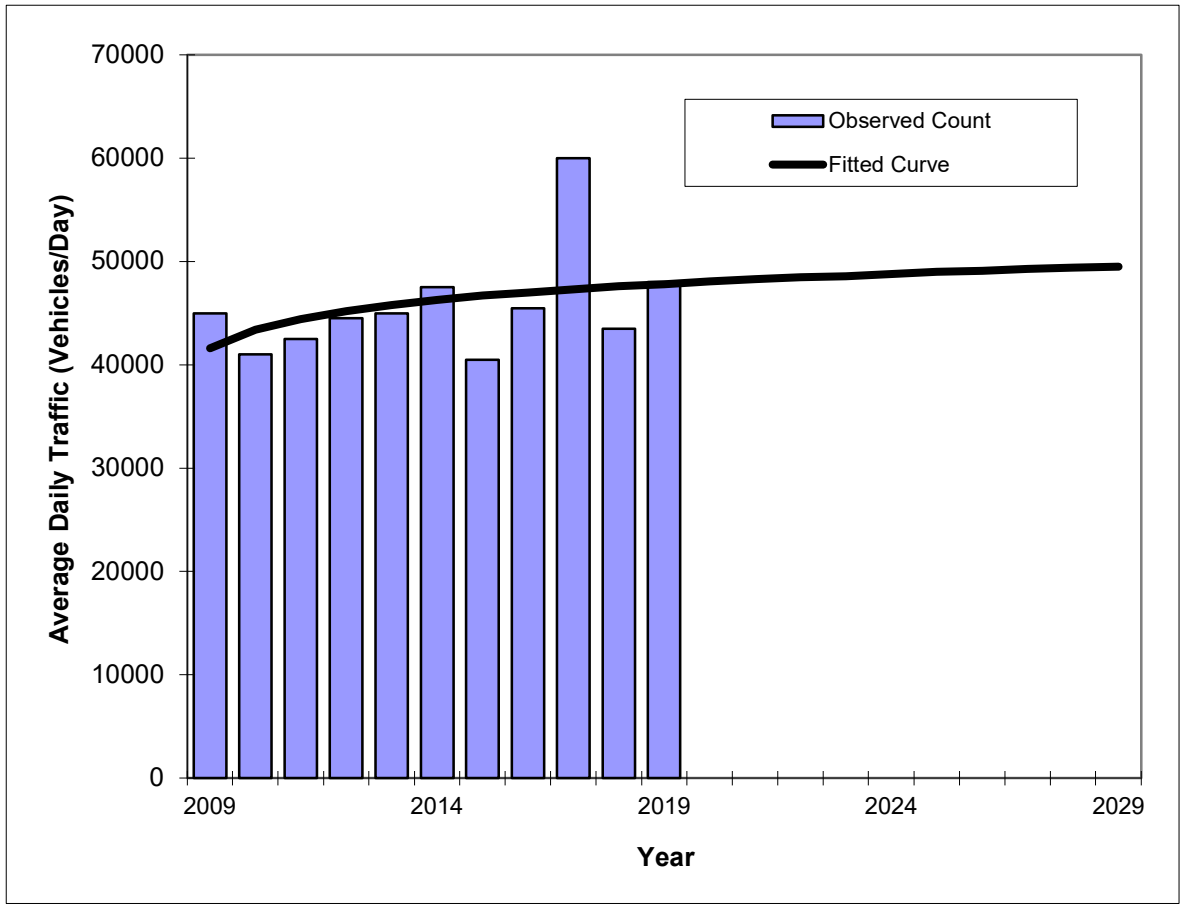
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- S OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7373
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	45000	41600
2010	41000	43400
2011	42500	44400
2012	44500	45200
2013	45000	45800
2014	47500	46300
2015	40500	46700
2016	45500	47000
2017	60000	47300
2018	43500	47600
2019	48000	47800
2021 Opening Year Trend		
2021	N/A	48300
2023 Mid-Year Trend		
2023	N/A	48600
2025 Design Year Trend		
2025	N/A	49000
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.90%
Compounded Annual Historic Growth Rate:	1.40%
Compounded Growth Rate (2019 to Design Year):	0.41%
Printed:	15-Apr-21

Exponential Growth Option

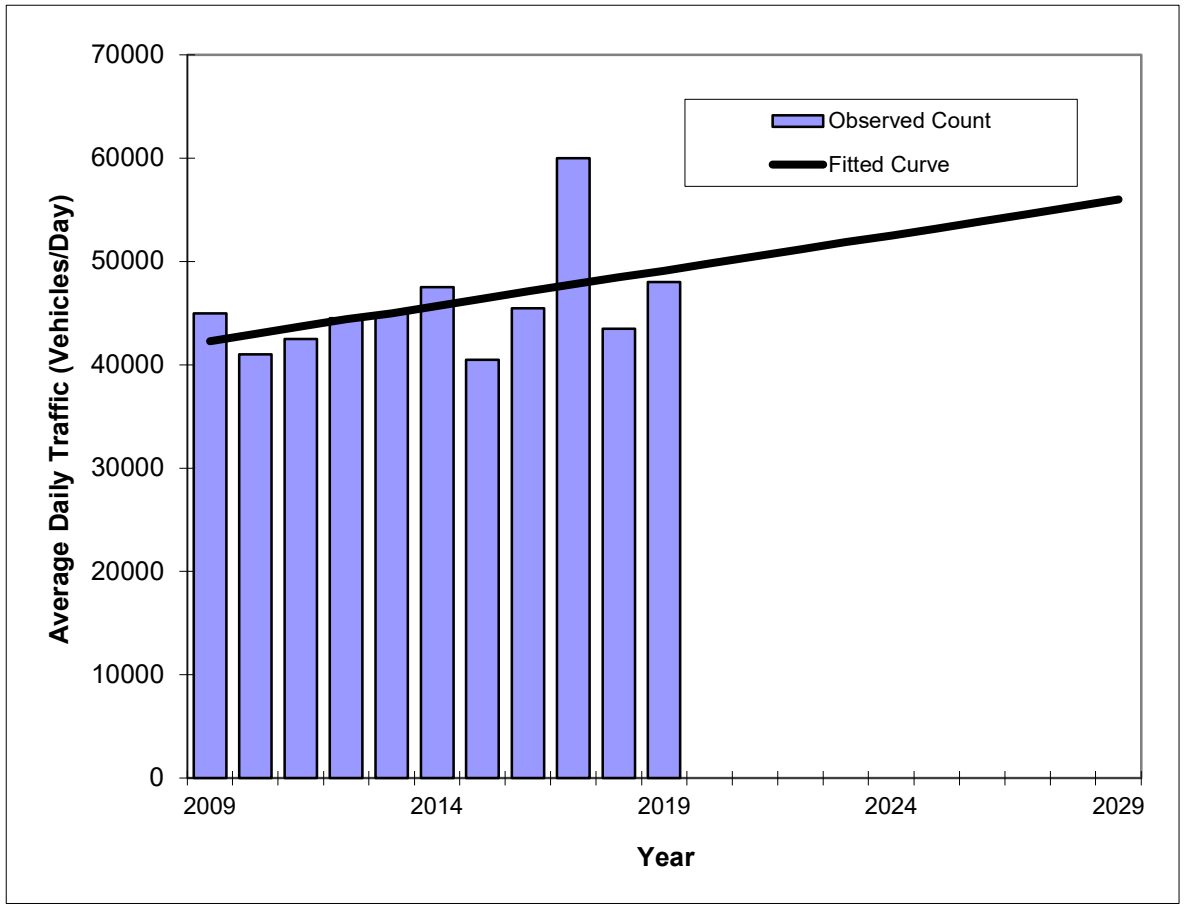
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- S OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7373
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	45000	42300
2010	41000	43000
2011	42500	43700
2012	44500	44400
2013	45000	45000
2014	47500	45700
2015	40500	46400
2016	45500	47100
2017	60000	47800
2018	43500	48500
2019	48000	49100
2021 Opening Year Trend		
2021	N/A	50500
2023 Mid-Year Trend		
2023	N/A	51900
2025 Design Year Trend		
2025	N/A	53200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	682
Trend R-squared:	18.28%
Trend Annual Historic Growth Rate:	1.61%
Trend Growth Rate (2019 to Design Year):	1.39%
Printed:	15-Apr-21

Straight Line Growth Option

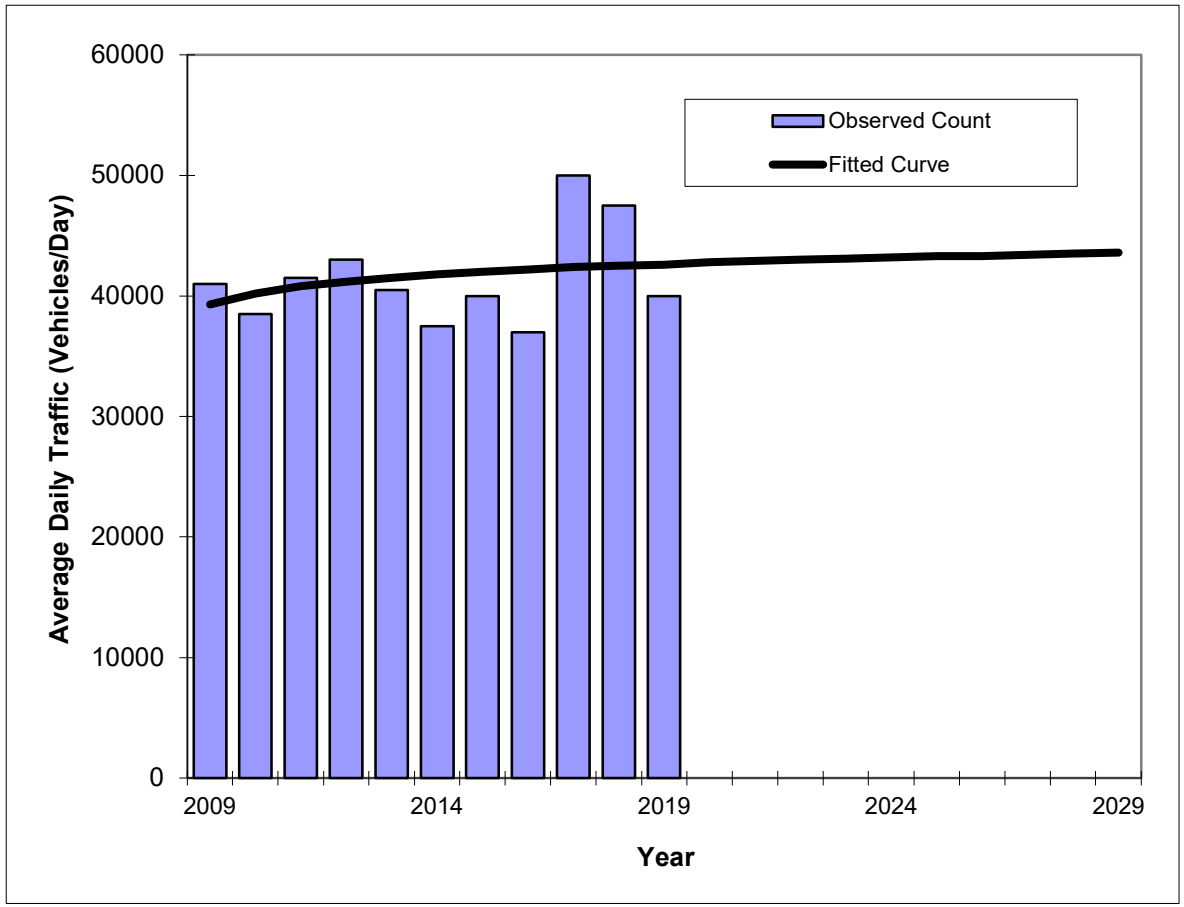
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41000	39300
2010	38500	40200
2011	41500	40800
2012	43000	41200
2013	40500	41500
2014	37500	41800
2015	40000	42000
2016	37000	42200
2017	50000	42400
2018	47500	42500
2019	40000	42600
2021 Opening Year Trend		
2021	N/A	42900
2023 Mid-Year Trend		
2023	N/A	43100
2025 Design Year Trend		
2025	N/A	43300
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.86%
Compounded Annual Historic Growth Rate:	0.81%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	15-Apr-21

Decaying Exponential Growth Option

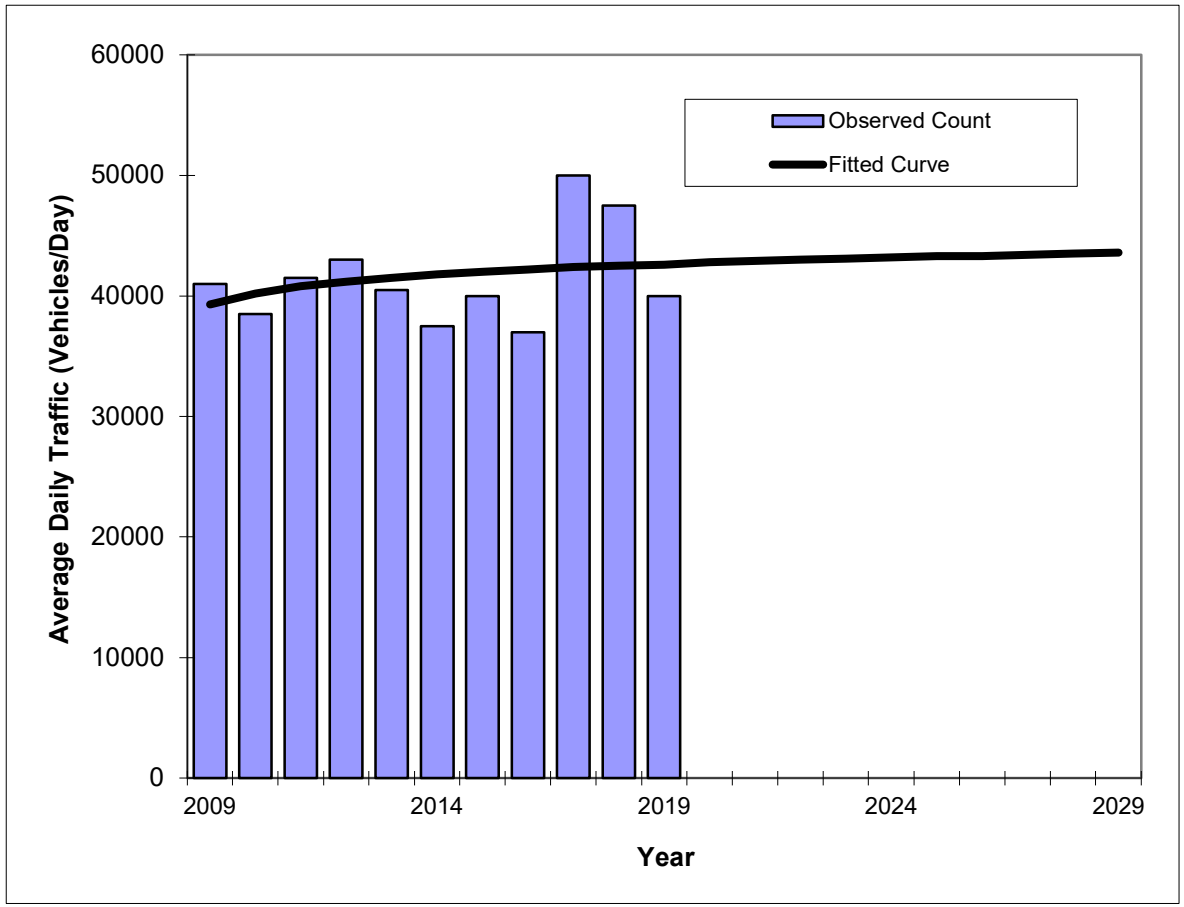
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41000	39300
2010	38500	40200
2011	41500	40800
2012	43000	41200
2013	40500	41500
2014	37500	41800
2015	40000	42000
2016	37000	42200
2017	50000	42400
2018	47500	42500
2019	40000	42600
2021 Opening Year Trend		
2021	N/A	42900
2023 Mid-Year Trend		
2023	N/A	43100
2025 Design Year Trend		
2025	N/A	43300
TRANPLAN Forecasts/Trends		

Trend R-squared:	9.74%
Compounded Annual Historic Growth Rate:	0.81%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	15-Apr-21

Exponential Growth Option

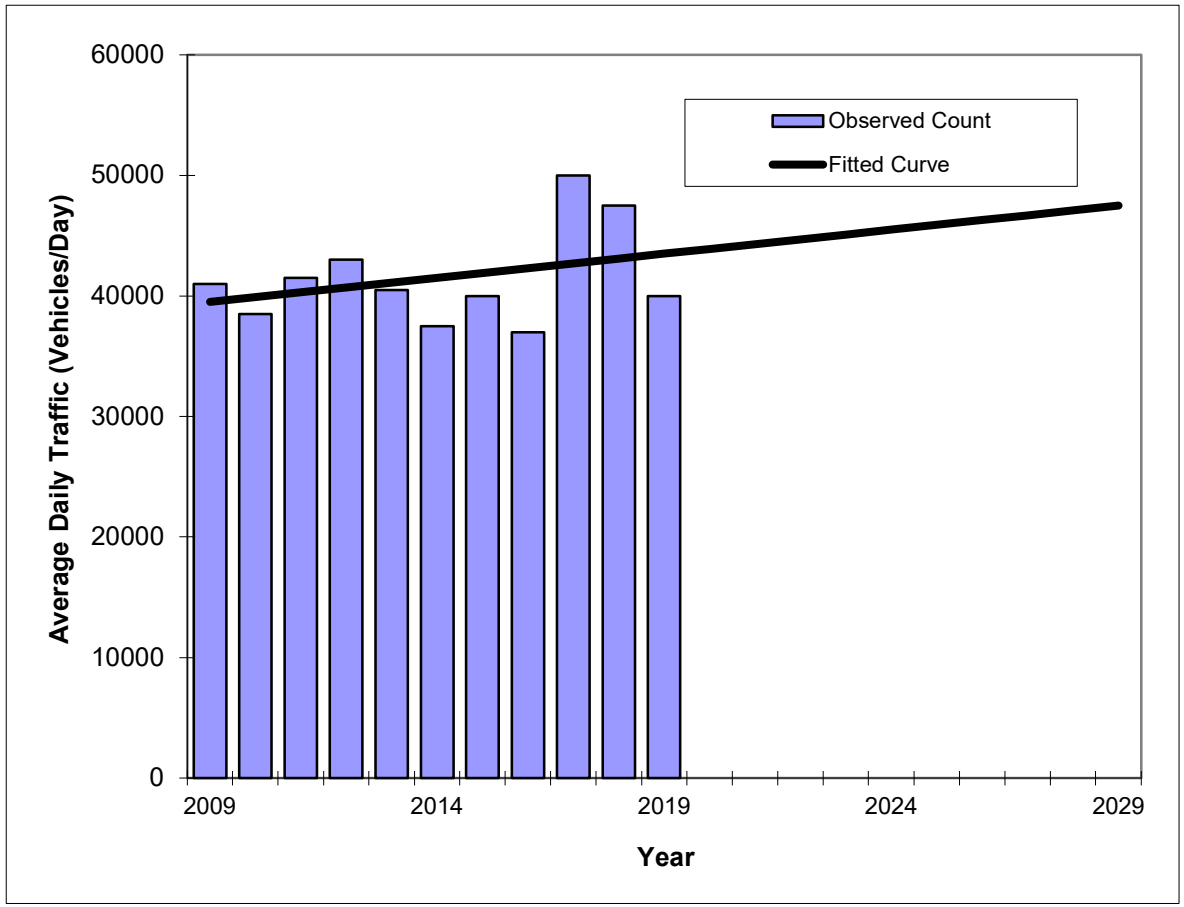
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41000	39500
2010	38500	39900
2011	41500	40300
2012	43000	40700
2013	40500	41100
2014	37500	41500
2015	40000	41900
2016	37000	42300
2017	50000	42700
2018	47500	43100
2019	40000	43500
2021 Opening Year Trend		
2021	N/A	44300
2023 Mid-Year Trend		
2023	N/A	45100
2025 Design Year Trend		
2025	N/A	45900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	400
Trend R-squared:	10.90%
Trend Annual Historic Growth Rate:	1.01%
Trend Growth Rate (2019 to Design Year):	0.92%
Printed:	15-Apr-21

Straight Line Growth Option

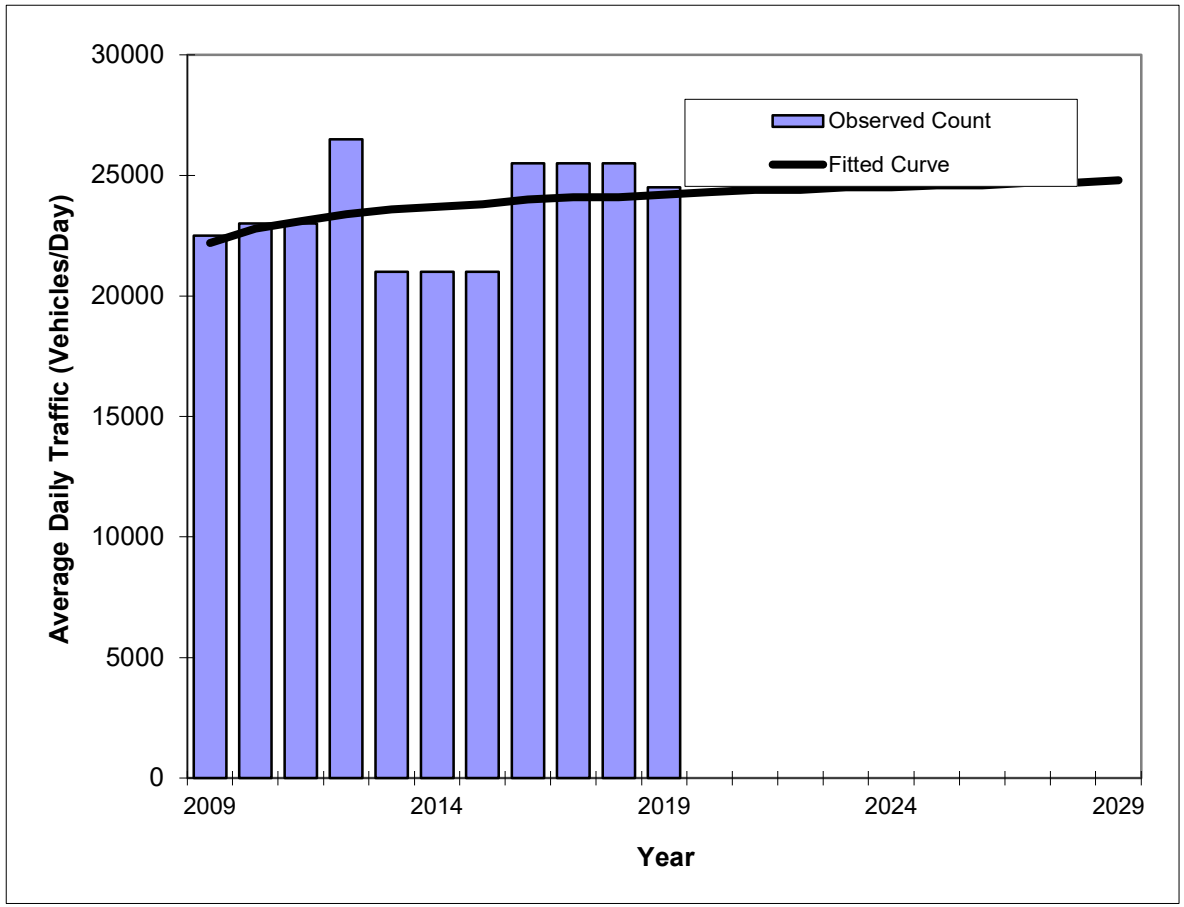
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	5

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	22500	22200
2010	23000	22800
2011	23000	23100
2012	26500	23400
2013	21000	23600
2014	21000	23700
2015	21000	23800
2016	25500	24000
2017	25500	24100
2018	25500	24100
2019	24500	24200
2021 Opening Year Trend		
2021	N/A	24400
2023 Mid-Year Trend		
2023	N/A	24500
2025 Design Year Trend		
2025	N/A	24600
TRANPLAN Forecasts/Trends		

Trend R-squared:	9.25%
Compounded Annual Historic Growth Rate:	0.87%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	15-Apr-21

Decaying Exponential Growth Option

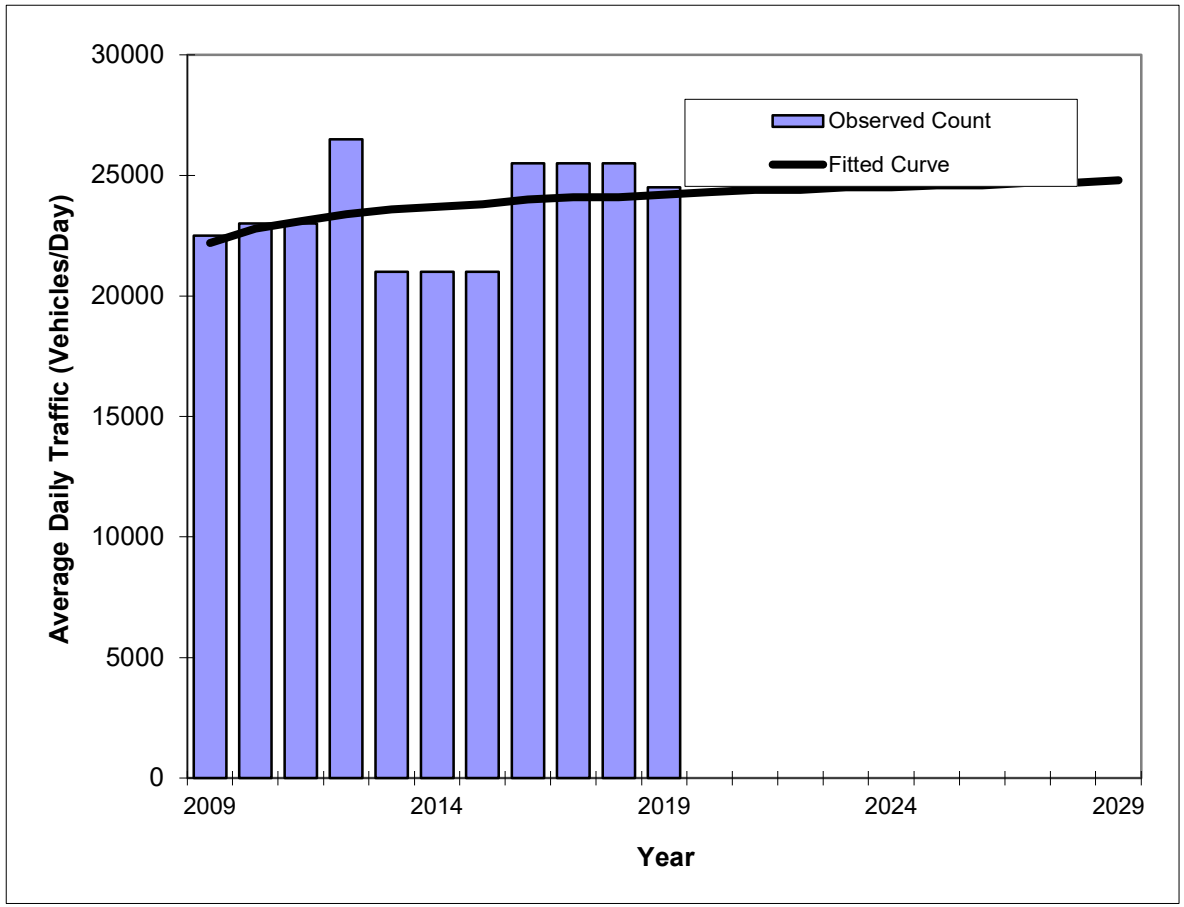
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	5

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	22500	22200
2010	23000	22800
2011	23000	23100
2012	26500	23400
2013	21000	23600
2014	21000	23700
2015	21000	23800
2016	25500	24000
2017	25500	24100
2018	25500	24100
2019	24500	24200
2021 Opening Year Trend		
2021	N/A	24400
2023 Mid-Year Trend		
2023	N/A	24500
2025 Design Year Trend		
2025	N/A	24600
TRANPLAN Forecasts/Trends		

Trend R-squared:	13.56%
Compounded Annual Historic Growth Rate:	0.87%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	15-Apr-21

Exponential Growth Option

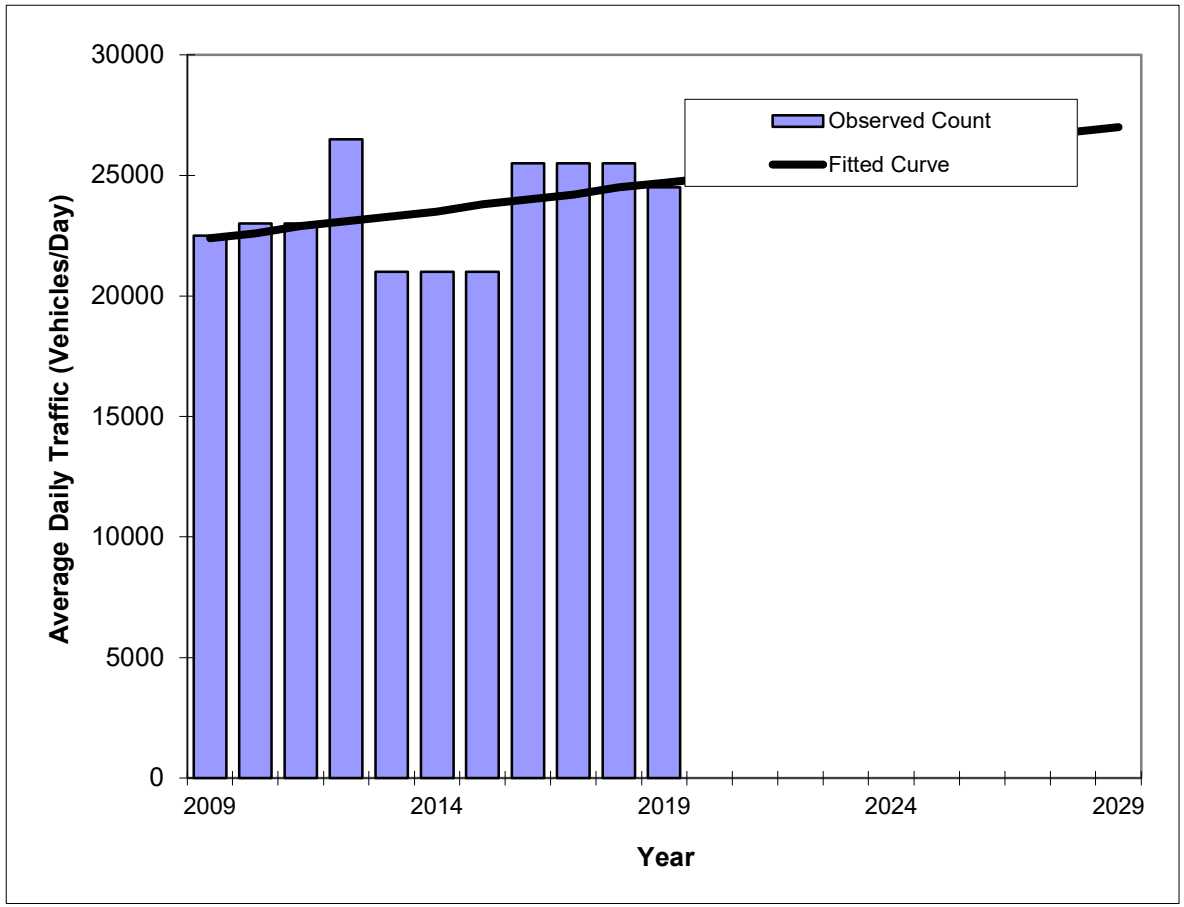
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	5

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	22500	22400
2010	23000	22600
2011	23000	22900
2012	26500	23100
2013	21000	23300
2014	21000	23500
2015	21000	23800
2016	25500	24000
2017	25500	24200
2018	25500	24500
2019	24500	24700
2021 Opening Year Trend		
2021	N/A	25200
2023 Mid-Year Trend		
2023	N/A	25600
2025 Design Year Trend		
2025	N/A	26100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	232
Trend R-squared:	14.00%
Trend Annual Historic Growth Rate:	1.03%
Trend Growth Rate (2019 to Design Year):	0.94%
Printed:	15-Apr-21

Straight Line Growth Option

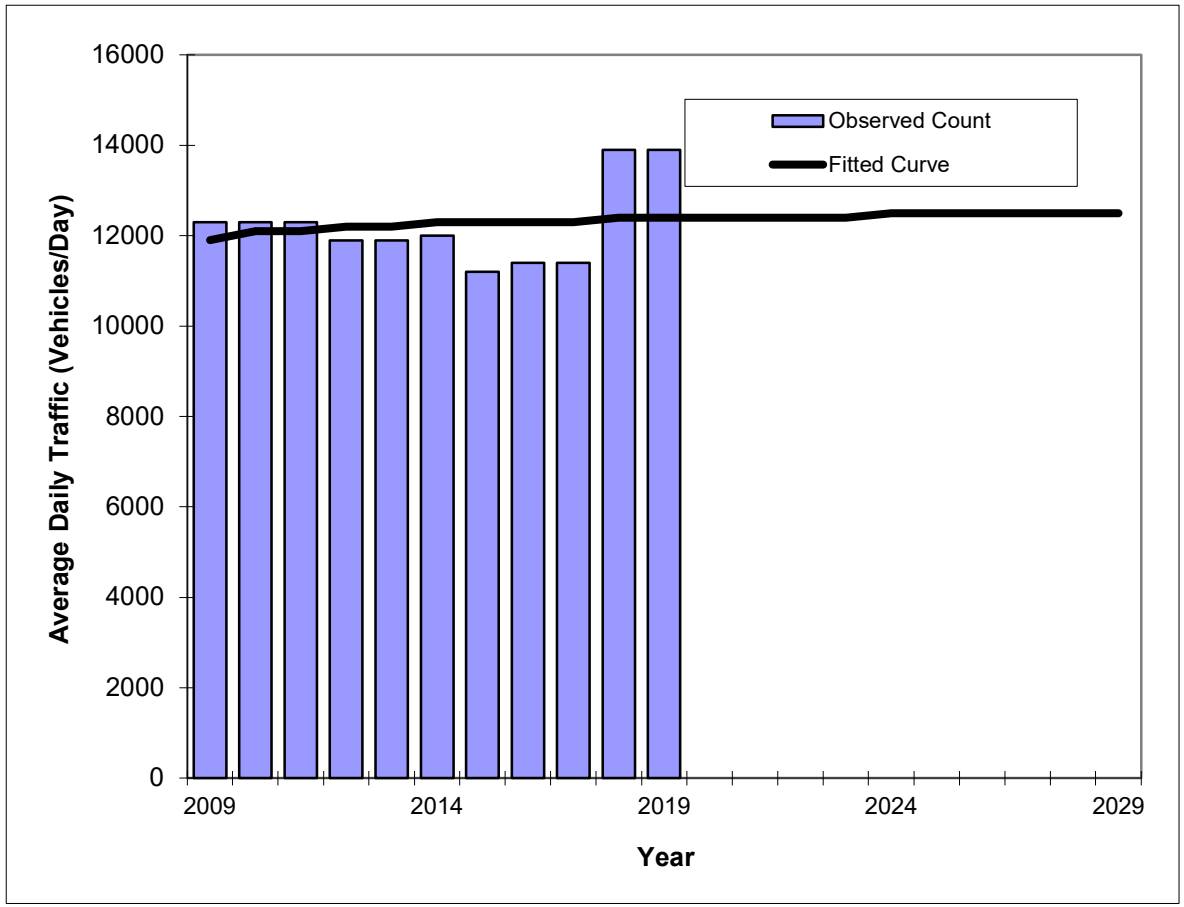
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3 AVE -- N OF NE 6 STREET

FIN#	1234
Location	6

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	12300	11900
2010	12300	12100
2011	12300	12100
2012	11900	12200
2013	11900	12200
2014	12000	12300
2015	11200	12300
2016	11400	12300
2017	11400	12300
2018	13900	12400
2019	13900	12400
2021 Opening Year Trend		
2021	N/A	12400
2023 Mid-Year Trend		
2023	N/A	12400
2025 Design Year Trend		
2025	N/A	12500
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.48%
Compounded Annual Historic Growth Rate:	0.41%
Compounded Growth Rate (2019 to Design Year):	0.13%
Printed:	15-Apr-21

Decaying Exponential Growth Option

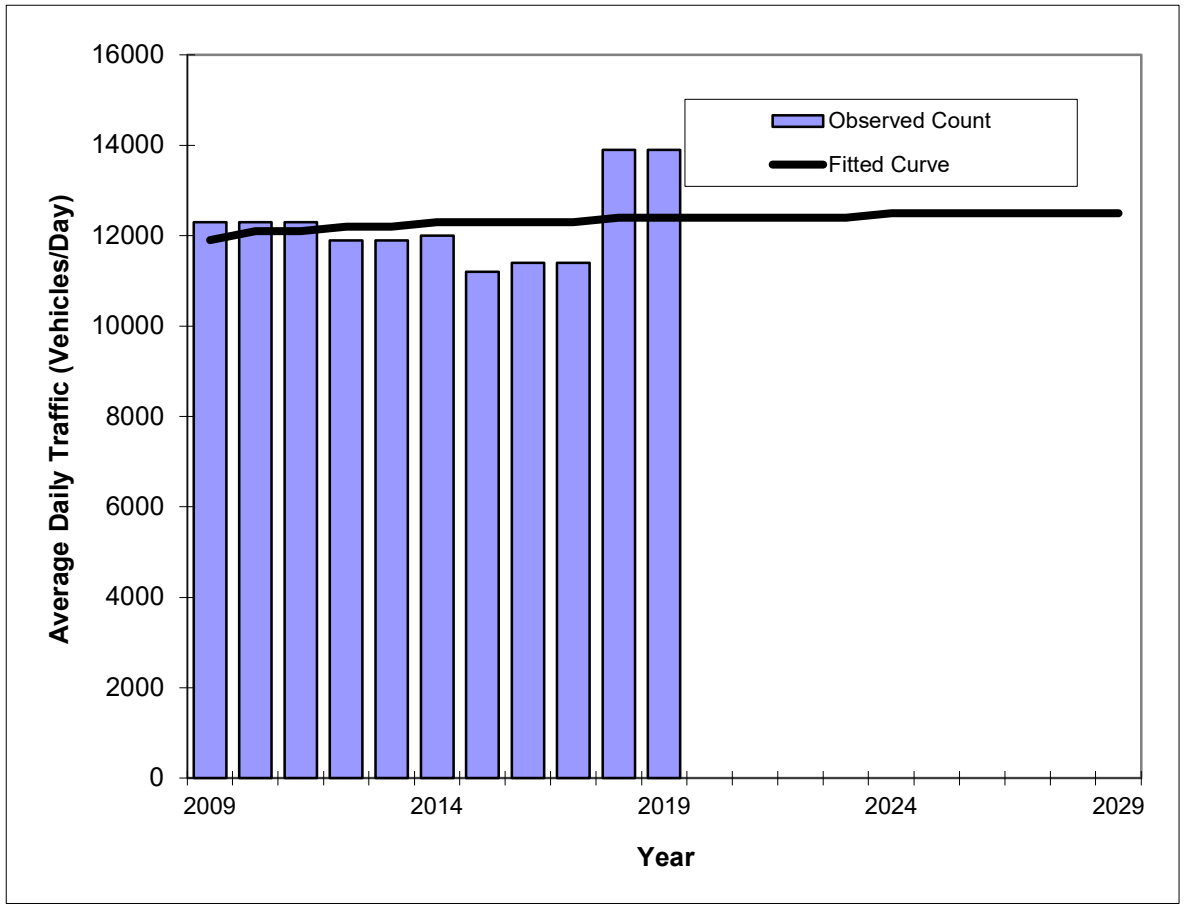
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3 AVE -- N OF NE 6 STREET

FIN#	1234
Location	6

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	12300	11900
2010	12300	12100
2011	12300	12100
2012	11900	12200
2013	11900	12200
2014	12000	12300
2015	11200	12300
2016	11400	12300
2017	11400	12300
2018	13900	12400
2019	13900	12400
2021 Opening Year Trend		
2021	N/A	12400
2023 Mid-Year Trend		
2023	N/A	12400
2025 Design Year Trend		
2025	N/A	12500
TRANPLAN Forecasts/Trends		

Trend R-squared:	9.17%
Compounded Annual Historic Growth Rate:	0.41%
Compounded Growth Rate (2019 to Design Year):	0.13%
Printed:	15-Apr-21

Exponential Growth Option

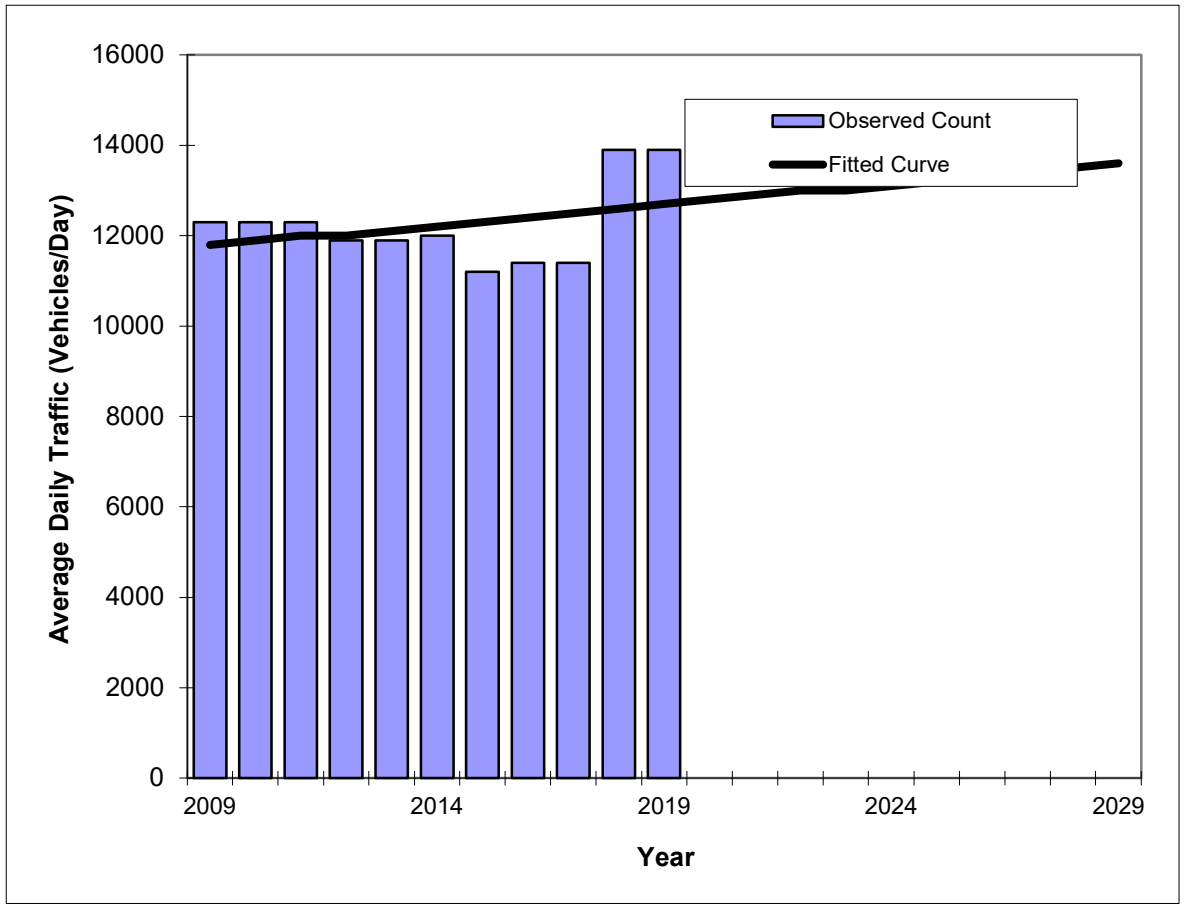
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3 AVE -- N OF NE 6 STREET

FIN#	1234
Location	6

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2009	12300	11800
2010	12300	11900
2011	12300	12000
2012	11900	12000
2013	11900	12100
2014	12000	12200
2015	11200	12300
2016	11400	12400
2017	11400	12500
2018	13900	12600
2019	13900	12700
2021 Opening Year Trend		
2021	N/A	12900
2023 Mid-Year Trend		
2023	N/A	13000
2025 Design Year Trend		
2025	N/A	13200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	91
Trend R-squared:	10.95%
Trend Annual Historic Growth Rate:	0.76%
Trend Growth Rate (2019 to Design Year):	0.66%
Printed:	15-Apr-21

Straight Line Growth Option

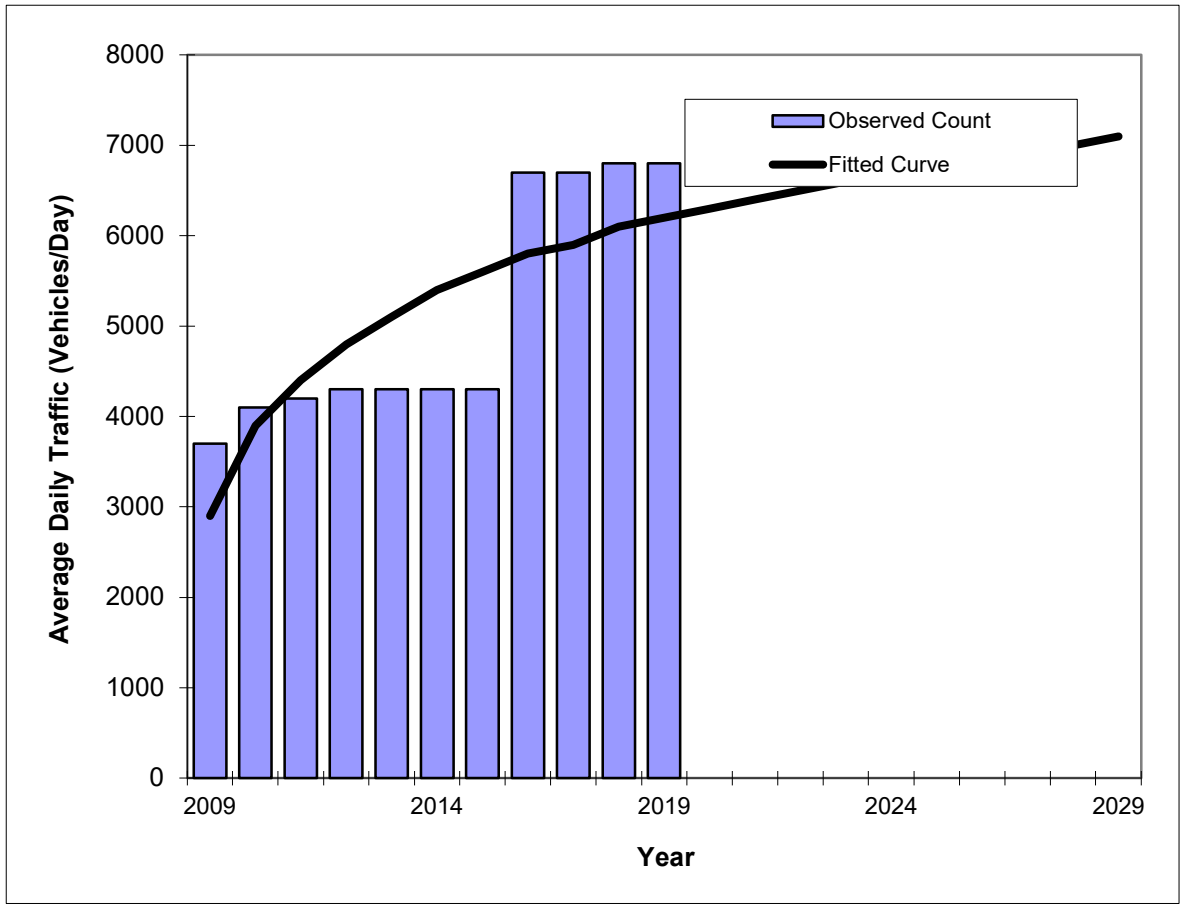
***Axle-Adjusted**

Traffic Trends - V03.a

NE 6 STREET -- E OF US 1

FIN#	1234
Location	7

County:	Broward (86)
Station #:	9235
Highway:	NE 6 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2009	3700	2900
2010	4100	3900
2011	4200	4400
2012	4300	4800
2013	4300	5100
2014	4300	5400
2015	4300	5600
2016	6700	5800
2017	6700	5900
2018	6800	6100
2019	6800	6200
2021 Opening Year Trend		
2021	N/A	6400
2023 Mid-Year Trend		
2023	N/A	6600
2025 Design Year Trend		
2025	N/A	6800
TRANPLAN Forecasts/Trends		

Trend R-squared:	60.48%
Compounded Annual Historic Growth Rate:	7.89%
Compounded Growth Rate (2019 to Design Year):	1.55%
Printed:	15-Apr-21

Decaying Exponential Growth Option

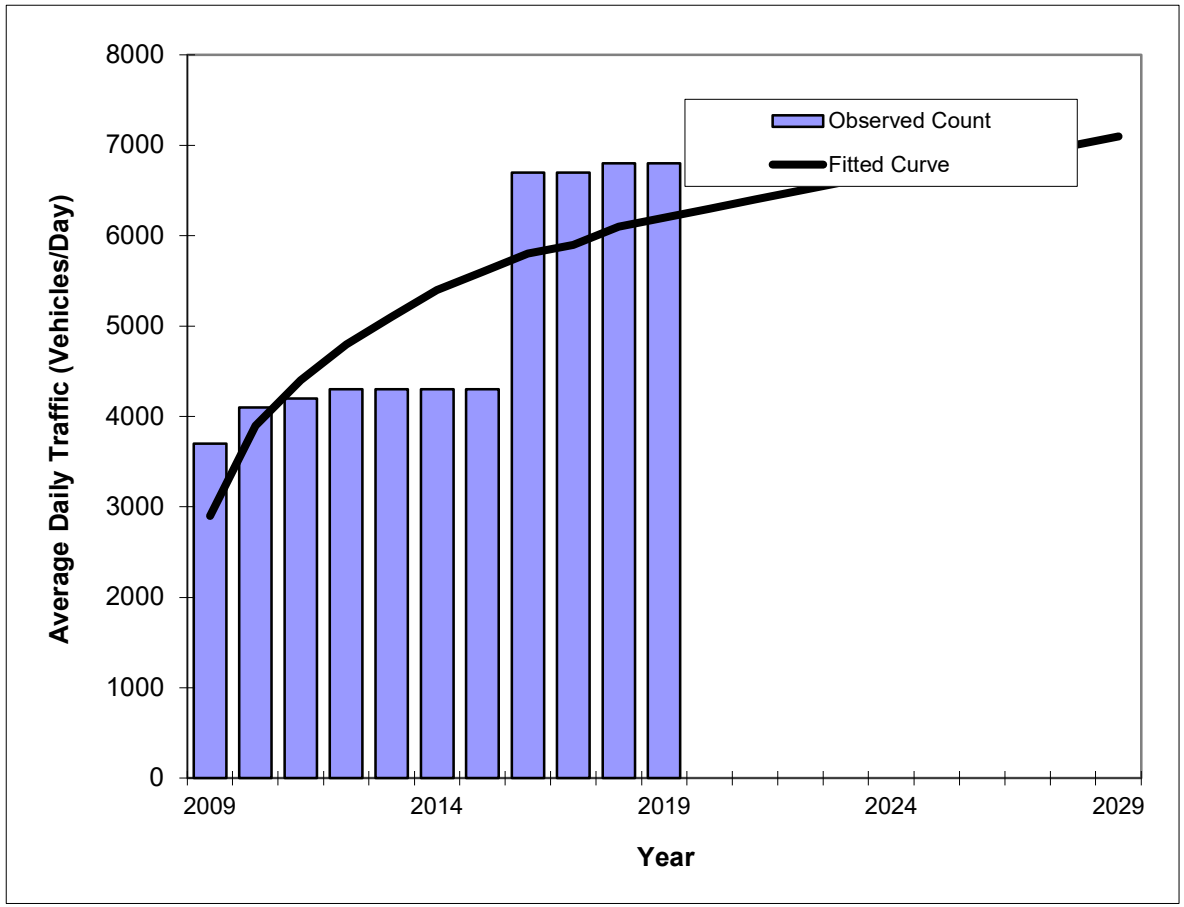
***Axle-Adjusted**

Traffic Trends - V03.a

NE 6 STREET -- E OF US 1

FIN#	1234
Location	7

County:	Broward (86)
Station #:	9235
Highway:	NE 6 STREET



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2017	6700	5900
2018	6800	6100
2019	6800	6200
2021 Opening Year Trend		
2021	N/A	6400
2023 Mid-Year Trend		
2023	N/A	6600
2025 Design Year Trend		
2025	N/A	6800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	80.44%
Compounded Annual Historic Growth Rate:	7.89%
Compounded Growth Rate (2019 to Design Year):	1.55%
Printed:	15-Apr-21

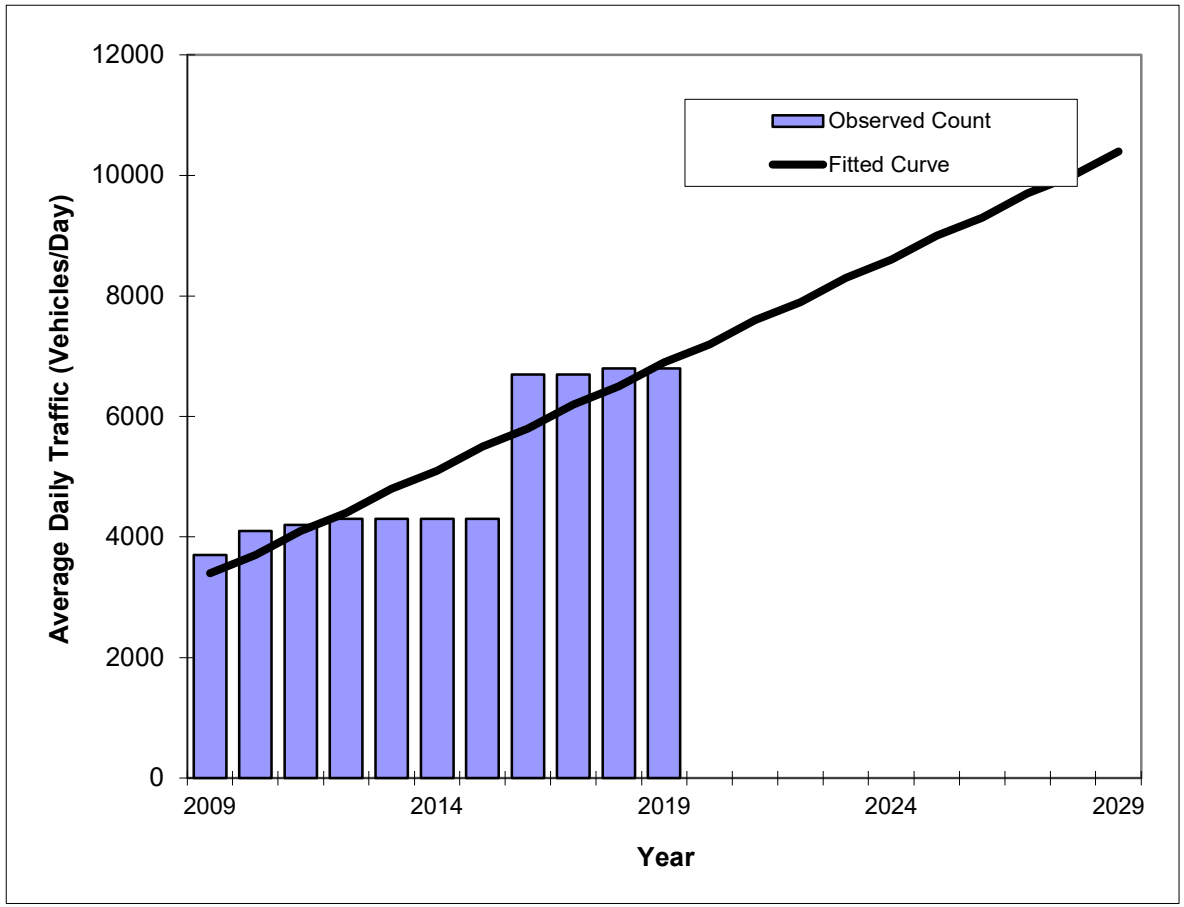
Exponential Growth Option

Traffic Trends - V03.a

NE 6 STREET -- E OF US 1

FIN#	1234
Location	7

County:	Broward (86)
Station #:	9235
Highway:	NE 6 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2009	3700	3400
2010	4100	3700
2011	4200	4100
2012	4300	4400
2013	4300	4800
2014	4300	5100
2015	4300	5500
2016	6700	5800
2017	6700	6200
2018	6800	6500
2019	6800	6900
2021 Opening Year Trend		
2021	N/A	7600
2023 Mid-Year Trend		
2023	N/A	8300
2025 Design Year Trend		
2025	N/A	9000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	351
Trend R-squared:	78.62%
Trend Annual Historic Growth Rate:	10.29%
Trend Growth Rate (2019 to Design Year):	5.07%
Printed:	15-Apr-21

Straight Line Growth Option

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

Description	860024			863502			867373			867374			867744			869039			869235		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate(1)	0.70	0.92	0.92	3.53	2.14	2.14	1.61	1.40	1.40	1.01	0.81	0.81	1.03	0.87	0.87	0.76	0.41	0.41	10.29	7.89	7.89
Trend R-squared	17.69	17.75	28.80	41.56	38.38	15.90	18.28	18.90	13.58	10.90	9.74	6.86	14.00	13.56	9.25	10.95	9.17	2.48	78.62	80.44	60.48
Selected Growth Rate		0.92			3.53			1.40			1.01			1.03			0.76			7.89	
Adjusted Growth Rate (2)		0.92			3.53			1.40			1.01			1.03			0.76			7.89	
Growth Rate Used	**2.36**																				

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

TRAFFIC IMPACT ANALYSIS

FAT CITY
FORT LAUDERDALE, FL

PREPARED FOR:
ADACHE GROUP
ARCHITECTS

Kimley»Horn

Project #040879006
February 24, 2017
Revised May 11, 2017
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

FAT CITY

FORT LAUDERDALE, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

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West Palm Beach, Florida 33411
561/845-0665 TE

Christopher W Heggen
2017.05.11 13:36:23 -04'00'

This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Christopher W. Heggen, P.E.
Florida Registration Number 58636

TABLE OF CONTENTS

INTRODUCTION 1

DATA COLLECTION 3

Intersection Volume Data 3

PROJECT TRAFFIC 5

Existing and Proposed Land Uses 5

Trip Generation Potential 6

Trip Distribution 7

Traffic Assignment 7

INTERSECTION ANALYSIS 13

LINK ANALYSIS 19

QUEUE ANALYSIS 23

DRIVEWAY ANALYSIS 27

MULTI-MODAL MEASURES 29

CONCLUSION 30

APPENDIX A: SITE PLAN

APPENDIX B: TURNING MOVEMENT COUNT DATA

APPENDIX C: WAVE STREETCAR DATA

APPENDIX D:SERPM DISTRIBUTION & BROWARD COUNTY MPO LOS ANALYSIS DATA

APPENDIX E: ALL ABOARD FLORIDA COMMITTED DATA

APPENDIX F: INTERSECTION VOLUME DEVELOPMENT SHEETS

APPENDIX G: SYNCHRO OUTPUT DATA

APPENDIX H: SIGNAL TIMING SHEETS

APPENDIX I: INTERNAL CAPTURE SHEETS

LIST OF TABLES

Table 1 Trip Generation 6
Table 2 Intersection Analysis (Existing).....15
Table 3 Intersection Analysis (Future Background) 16
Table 4 Intersection Analysis (Future Total) 17
Table 5 Intersection Analysis (Future Total Optimized) 18
Table 6 Roadway Link Analysis (Existing).....20
Table 7 Roadway Link Analysis (Future Background) 21
Table 8 Roadway Link Anlaysis (Futrue Total) 22
Table 9 Existing AM and PM 95th Percentile Queues 24
Table 10 Future Background AM and PM 95th Percentile Queues.....25
Table 11 Future Total AM and PM 95th Percentile Queues.....26
Table 12 Future Total Driveway Access 27

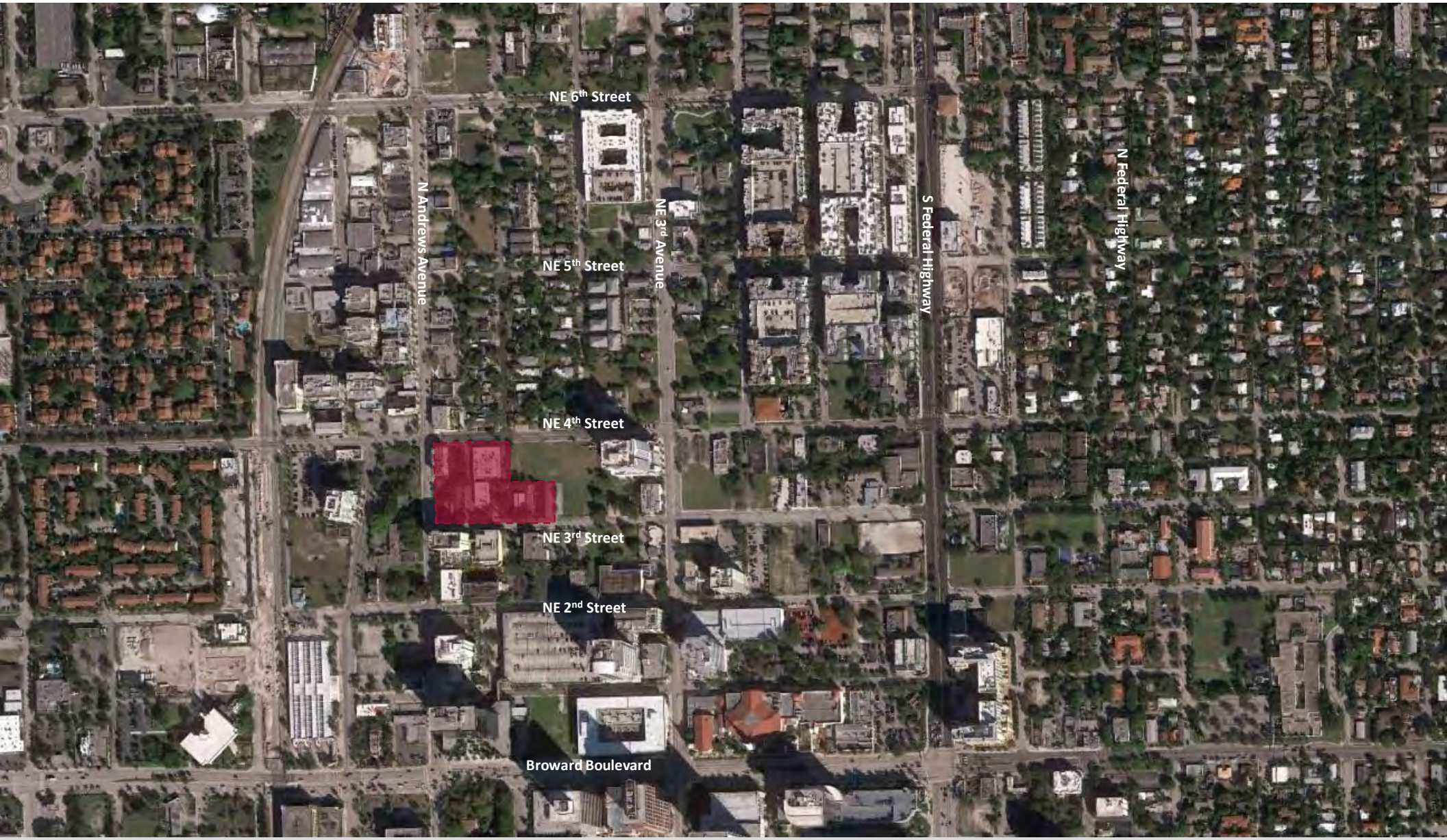
LIST OF FIGURES

Figure 1 Project Location Map 2
Figure 2 Site Traffic Assignment 8
Figure 3 Existing (2017) Peak Season Traffic Volumes.....10
Figure 4 Future Background (2022) Peak Season Traffic Volumes 11
Figure 5 Future Total (2022) Peak Season Traffic Volumes 12

INTRODUCTION

FAT City is a proposed mixed-use development to be located at the southwest quadrant of NW 4th Street & NW 1st Avenue in Ft. Lauderdale, Florida. The development program includes the construction of 612 apartment units, 184,431 square feet of office space and 87,437 square feet of retail. *Figure 1* illustrates the location of the proposed development. A site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has prepared this traffic impact analysis for submittal to the City of Fort Lauderdale. The purpose of the study is to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. This report summarizes the data collection, project trip generation, distribution and link analysis.



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LEGEND:

SITE LOCATION

Kimley»Horn

FAT CITY
FIGURE 1
SITE LOCATION
KHA #040879006

DATA COLLECTION

To determine traffic conditions on the surrounding network, intersection turning movement counts were performed at several intersections in the vicinity of the site. Below is a summary of the intersections included in this analysis.

Intersection Volume Data

Turning movement counts were collected the week of on February 13, 2017 during weekday a.m. (7:00 a.m. to 9:00 a.m.) and p.m. peak period (4:00 p.m. to 6:00 p.m.) conditions on the following days at the following intersections:

February 14, 2017:

- NE/SE 3rd Avenue & Broward Boulevard

February 15, 2017:

- NE 3rd Avenue & NE 4th Street
- NE 3rd Avenue & NE 2nd Street
- N Andrews Avenue & NE/NW 2nd Street
- N Andrews Avenue & Broward Boulevard
- Federal Highway & Broward Boulevard
- Federal Highway & NE 4th Street

February 16, 2017:

- N Andrews Avenue & NE/SW 5th Street
- NE 4th Street & NE 2nd Avenue
- NE 4th Street & NE 1st Avenue

February 21, 2017:

- N Andrews Avenue & NE/NW 6th Street
- N Andrews Avenue & NE/NW 3rd Street
- NE 3rd Avenue & NE 6th Street

Additionally, turning movement counts were collected on November 17, 2015 during weekday a.m. (7:00 a.m. to 9:00 a.m.) and p.m. peak period (4:00 p.m. to 6:00 p.m.) conditions at the following intersection:

- NE/NW 4th Street & N Andrews Avenue

The volumes were collected in 15-minute intervals and from this date the peak hour was determined for each intersection. The FDOT peak season conversion factor was applied to the traffic counts to adjust traffic to peak season volumes for counts that were conducted outside of the peak season. The turning movement counts and FDOT peak season factor category report are included in *Appendix B*.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site is currently a mix of commercial and warehouse uses and surface parking. In order to maintain a conservative analysis, the existing site was considered vacant. The proposed use is a multi-use facility consisting of an apartment complex with 612 dwelling units, 87,437 sq. ft. of retail, and 184,431 sq. ft. of general office.

Trip Generation Potential

The trip generation potential of this facility has been calculated using rates and equations published for Land Use 220 (Apartment), Land Use 820 (Shopping Center), and Land Use 710 (General Office) by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, Ninth Edition*. Internal Capture was estimates using the NCHRP 684 methodology outlined in the ITE *Trip Generation Handbook, Third Edition*. Internal capture sheets have been included in Appendix I.

A ten percent multimodal reduction is included in the trip generation table to reflect viable transportation options surrounding the proposed project. Included in these transportation options is the Broward County Transit system, Tri-Rail, and the proposed Wave Streetcar project. Relevant data including routes for both the Broward County Transit (BCT) and the proposed Wave Streetcar project are included in Appendix C.

Table 1 summarizes the trip generation potential in the weekday a.m. and p.m. peak hours as well as the weekday daily trips. As shown in Table 1, the proposed land use is anticipated to generate an increase of 6,944 net new daily trips, an increase of 562 net new AM peak hour trips (312 in, 250 out), and an increase of 769 net new PM peak hour trips (344 in, 426 out).

Table 1: Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed									
Apartment	612	Dwelling Units	3,832	304	61	243	354	230	124
Shopping Center	87,437	sq. ft.	6,224	84	52	32	548	263	285
General Office	184,431	sq. ft.	2,090	312	275	37	285	48	237
Total			12,146	700	388	312	1,187	541	646
Internal Capture*									
Apartment			945	8	1	7	59	24	35
Shopping Center			1,306	22	12	10	75	47	28
General Office			507	24	14	10	38	15	23
Total			**2,758**	**54**	**27**	**27**	**172**	**86**	**86**
Pass-By Reduction									
Shopping Center	34.0%		1,672	21	14	7	161	73	87
Total			**1,672**	**21**	**14**	**7**	**161**	**73**	**87**
10% Adjacent Street Traffic				**170**			**192**		
Multimodal Reduction									
	10%		772	63	35	28	85	38	47
Total			**772**	**63**	**35**	**28**	**85**	**38**	**47**
Driveway Volumes			**8,616**	**583**	**326**	**257**	**930**	**417**	**513**
Net New External Trips			*6,944*	*562*	*312*	*250*	*769*	*344*	*426*

Trip generation was calculated using the following data:

Daily Trip Generation				
Apartment	ITE 220	=	6.06* Dwelling Units + 123.56	
Shopping Center	ITE 820	=	Ln(T) = 0.65*Ln(X)+5.83	
General Office	ITE 710	=	Ln(T) = 0.76*Ln(X)+3.68	
AM Peak Hour Trip Generation				
Apartment	ITE 220	=	0.49 * Dwelling Units + 3.73	(20% in / 80% out)
Shopping Center	ITE 820	=	0.96* (sq. ft.)/ 1000	(62% in / 38% out)
General Office	ITE 710	=	Ln(T) = 0.8*Ln(X)+1.57	(88% in, 12% out)
PM Peak Hour Trip Generation				
Apartment	ITE 220	=	0.55 * Dwelling Units + 17.65	(65% in / 35% out)
Shopping Center	ITE 820	=	Ln(T) = 0.67*Ln(X)+ 3.31	(48% in, 52% out)
General Office	ITE 710	=	1.12* (sq. ft.)/ 1,000 + 78.45	(17% in, 83% out)

Notes: * Internal Capture was estimated using the NCHRP 684 Methodology outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition.

k:\wpb_tpto\0408\040879006- fat city\excel\[2017-4-24 trip generation .xlsx]table 1 fri_tgen
5/10/2017 17:03

Trip Distribution

Trip distribution is the pairing of trip ends from the subject site with other land uses in the area. The Year 2035 Southeast Florida Regional Planning Model (SERPM 6.5.4) was used to determine project trip distribution at project buildout. The SERPM model has been included in Appendix D.

Traffic Assignment

The site traffic was assigned to the surrounding roadway network using the 2035 SERPM model distribution described above. *Figure 2* illustrates the project traffic assignment percentages to the surrounding roadway network.

N

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N 6th Street

N 5th Street

N 4th Street

N 3rd Street

N 2nd Street

Broward Boulevard

N Andrews Avenue

NE 3rd Avenue

N Federal Highway

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Legend

- Study Roadway
- Study Intersection
- % Distribution
- Project Site

Figure 2
Project Distribution
A.M. and P.M. Peak Hours
FAT City
Fort Lauderdale, Florida
KHA # 040879006

EXISTING TRAFFIC

Existing traffic conditions were determined based upon actual traffic volumes counted at the study intersections with an adjustment to peak season conditions based upon a peak season adjustment factor published by FDOT.

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions for year 2022 were determined by using a nominal growth rate. For the purposes of this analysis, future growth was calculated as 0.5%. Additionally, traffic generated by the following committed projects in the vicinity of this site were added in to determine the total future background traffic volumes:

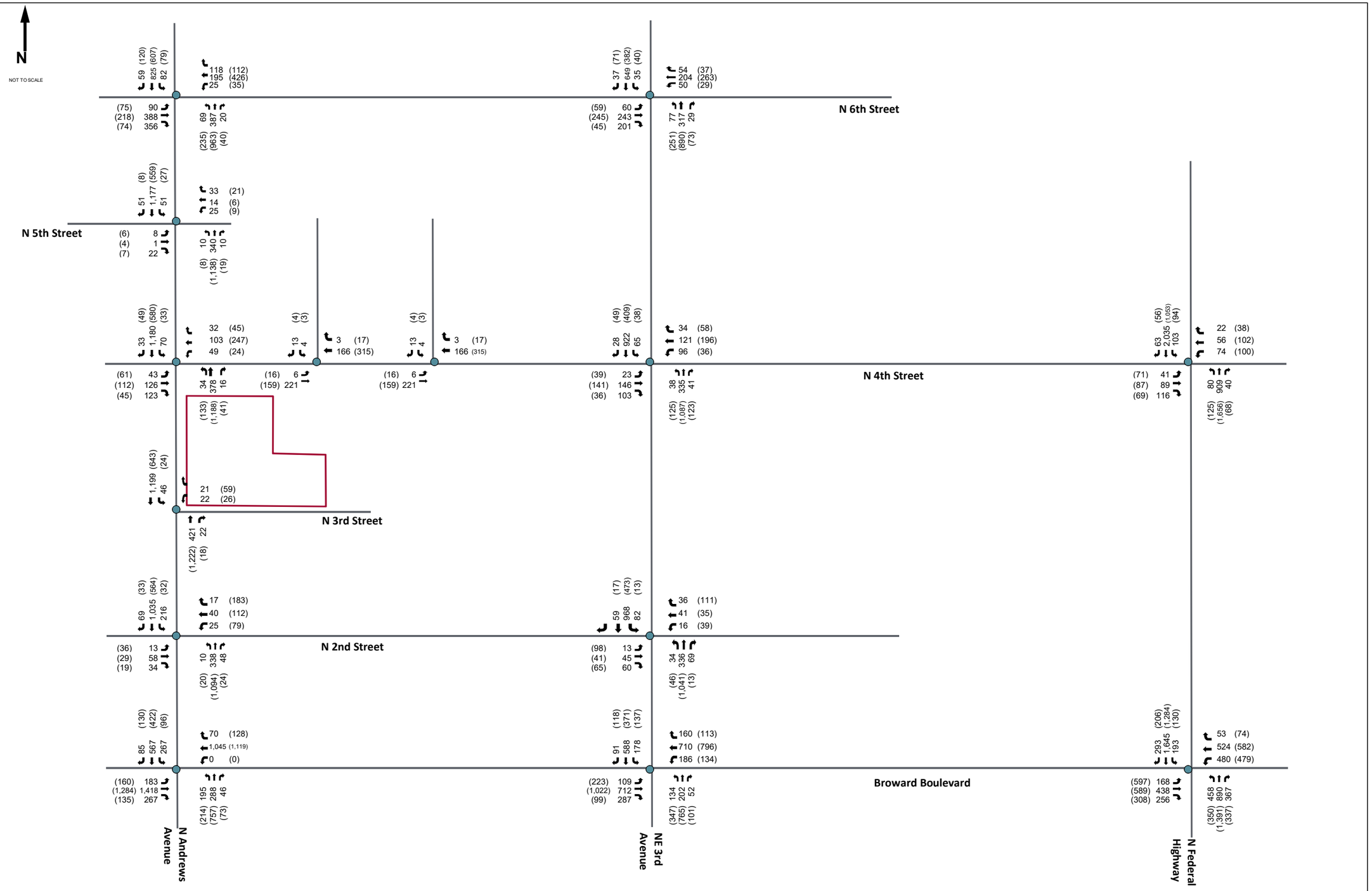
-Brightline/All Aboard Florida (Approved December 2014 by the City of Fort Lauderdale)

Relevant information regarding these committed development projects is included in Appendix E.

FUTURE TOTAL TRAFFIC

Total buildout traffic volumes considered in this analysis are the sum of the 2022 background traffic volumes and the expected project traffic volumes.

Existing volumes, future background volumes and future total volumes are illustrated in *Figures 3*, *4* and *5* respectively.



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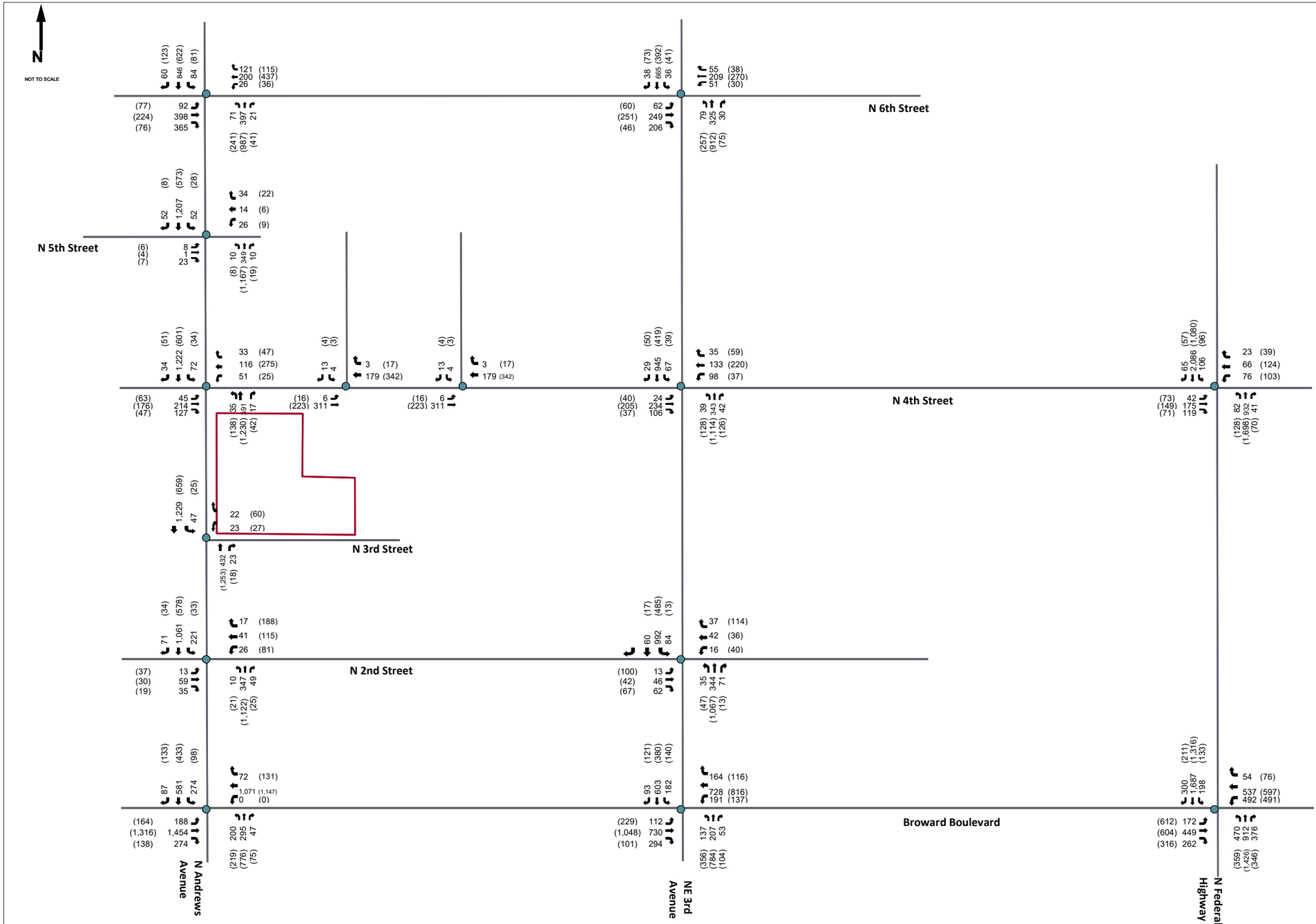
Legend
- Study Roadway
- Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic
- Project Site

Figure 3
Existing (2017) Conditions
A.M. and P.M. Peak Hours
FAT City
Fort Lauderdale, Florida
KHA # 040879006



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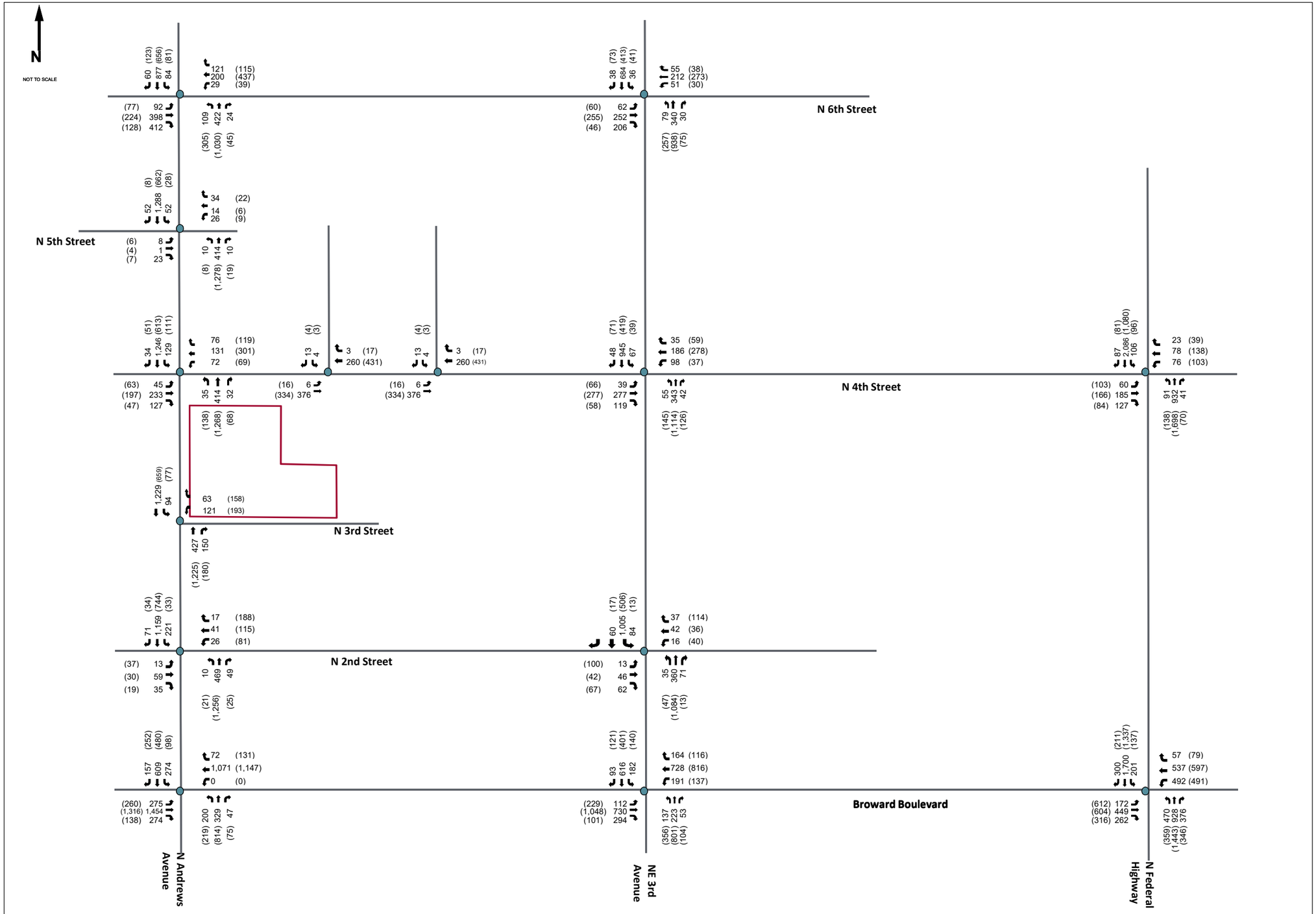
Legend
- Study Roadway
- Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic
- Project Site

Figure 4
Future Background (2022) Conditions
A.M. and P.M. Peak Hours
FAT City
Fort Lauderdale, Florida
KHA # 040879006



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Legend
- Study Roadway
- Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic
- Project Site

Figure 5
Future Total (2022) Conditions
A.M. and P.M. Peak Hours
FAT City
Fort Lauderdale, Florida
KHA # 040879006

INTERSECTION ANALYSIS

The operating conditions for three conditions (existing, future background, and future total) were analyzed at the study intersections during the AM peak hour and PM peak hour using using Trafficware's Synchro 9.0 Software. These analyses apply methodologies outlined in the *Highway Capacity Manual, 2010 Edition*.

Tables 2, 3 and 4 summarize the existing, future background, and future total level of service (LOS) at the study intersections.

Wave Streetcar

The following intersections will undergo signal reconstruction or modifications as part of the Wave Streetcar project. The Wave Streetcar route and affected intersection map is included in Appendix F.

- N Andrews Avenue & NE/NW 6th Street
- NE 3rd Avenue & NE 6th Street
- NE 3rd Avenue & NE 4th Street
- NE/NW 4th Street & N Andrews Avenue

Preliminary signal design construction plans for the affected intersections are included in Appendix C. It should be noted that the current Wave Streetcar plan of development includes a six-month trial period (no public access) to optimize signal timing along the Wave Streetcar's route.

All of the signalized intersections evaluated are anticipated to operate with an overall acceptable level of service (LOS D or better) with the exception of the following intersections that operate at a LOS E or better for existing, future background, and future total AM and PM peak hour conditions.

- Broward Boulevard & N Andrews Avenue
- Broward Boulevard & Federal Highway

At the intersections that operated at an overall LOS D or better, there were certain approaches that operate at a LOS E or F during the AM and PM peak hours with baseline signal timing and phasing. Table 5 summarizes the level of service and delay if optimized signal timing is implemented at those intersections. The optimized timing analyses indicated that all approaches operate at LOS D or better. The applicant can coordinate with Broward County Traffic

Engineering Division to request the implementation of optimizing timing at these intersections, as appropriate. The project traffic is anticipated to only minimally impact overall delay at these intersections and does not result in a change to the overall level of service. The turning movement counts are provided in *Appendix B*. Volume development worksheets are provided in *Appendix C*. Signal timing summary sheets are provided in *Appendix D*. Synchro output worksheets are included in *Appendix E*.

Table 2
2017 Existing Peak Season Conditions

Intersection	Traffic Control	Delay/Overall		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	19.9	B	A	B	C	C
NE/NW 4th Street & N Andrews Ave	Signalized	14.9	B	A	B	C	D
NE/NW 2nd Street & N Andrews Ave	Signalized	4.6	A	A	A	C	C
Broward Blvd & N Andrews Ave	Signalized	55.3	E	E	F	C	A
NE 6th Street & NE 3rd Ave	Signalized	17.2	B	B	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	8.1	A	A	A	C	C
NE 2nd Street & NE 3rd Ave	Signalized	5.3	A	A	A	D	C
Broward Blvd & NE 3rd Ave	Signalized	37.6	D	E	F	A	C
NE 4th Street & Federal Hwy	Signalized	28.5	C	C	B	E	E
Broward Blvd & Federal Hwy	Signalized	76.1	E	F	E	E	E
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	C
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	A	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	A	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	E	F
PM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	18.3	B	A	C	B	C
NE/NW 4th Street & N Andrews Ave	Signalized	12.7	B	A	B	C	C
NE/NW 2nd Street & N Andrews Ave	Signalized	12.4	B	A	A	C	D
Broward Blvd & N Andrews Ave	Signalized	39.7	D	F	E	C	A
NE 6th Street & NE 3rd Ave	Signalized	14.5	B	A	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	10.6	B	A	B	C	D
NE 2nd Street & NE 3rd Ave	Signalized	10.0	B	A	A	C	C
Broward Blvd & NE 3rd Ave	Signalized	50.4	D	F	E	A	D
NE 4th Street & Federal Hwy	Signalized	12.4	B	A	B	D	E
Broward Blvd & Federal Hwy	Signalized	68.8	E	E	E	E	F
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	F
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	E	F

Table 3
2022 Background Conditions

Intersection	Traffic Control	Delay/Overall		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	20.2	C	A	B	C	C
NE/NW 4th Street & N Andrews Ave	Signalized	21.3	C	A	C	C	C
NE/NW 2nd Street & N Andrews Ave	Signalized	4.7	A	A	A	C	C
Broward Blvd & N Andrews Ave	Signalized	57.4	E	E	F	C	A
NE 6th Street & NE 3rd Ave	Signalized	16.5	B	B	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	10.5	B	A	A	D	C
NE 2nd Street & NE 3rd Ave	Signalized	5.3	A	A	A	D	C
Broward Blvd & NE 3rd Ave	Signalized	38.2	D	E	F	A	C
NE 4th Street & Federal Hwy	Signalized	34.0	C	C	C	F	F
Broward Blvd & Federal Hwy	Signalized	78.6	E	F	E	E	F
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	D
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	F	F
PM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	19.3	B	A	C	C	C
NE/NW 4th Street & N Andrews Ave	Signalized	14.3	B	A	C	D	C
NE/NW 2nd Street & N Andrews Ave	Signalized	12.7	B	B	A	C	D
Broward Blvd & N Andrews Ave	Signalized	40.7	D	F	E	C	A
NE 6th Street & NE 3rd Ave	Signalized	14.2	B	A	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	12.4	B	A	B	C	D
NE 2nd Street & NE 3rd Ave	Signalized	10.1	B	A	A	C	C
Broward Blvd & NE 3rd Ave	Signalized	51.9	D	F	E	B	D
NE 4th Street & Federal Hwy	Signalized	13.6	B	A	B	D	E
Broward Blvd & Federal Hwy	Signalized	75.1	E	E	E	E	F
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	F
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	E	F

Table 4
2022 Future Total Conditions

Intersection	Traffic Control	Delay/Overall		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	20.1	C	A	C	C	C
NE/NW 4th Street & N Andrews Ave	Signalized	22.3	C	A	C	C	C
NE/NW 2nd Street & N Andrews Ave	Signalized	4.6	A	A	A	C	C
Broward Blvd & N Andrews Ave	Signalized	62.3	E	E	F	C	B
NE 6th Street & NE 3rd Ave	Signalized	16.5	B	B	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	11.2	B	A	A	D	C
NE 2nd Street & NE 3rd Ave	Signalized	5.3	A	A	A	C	C
Broward Blvd & NE 3rd Ave	Signalized	38.9	D	E	F	A	C
NE 4th Street & Federal Hwy	Signalized	37.4	D	C	C	F	F
Broward Blvd & Federal Hwy	Signalized	73.5	E	E	E	E	F
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	F
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	F	F
PM Peak Hour							
NE/NW 6th Street & N Andrews Ave	Signalized	23.2	C	B	C	C	C
NE/NW 4th Street & N Andrews Ave	Signalized	20.8	C	A	C	C	E
NE/NW 2nd Street & N Andrews Ave	Signalized	12.3	B	B	A	C	D
Broward Blvd & N Andrews Ave	Signalized	52.7	D	F	F	C	B
NE 6th Street & NE 3rd Ave	Signalized	14.3	B	B	A	C	C
NE 4th Street & NE 3rd Ave	Signalized	14.2	B	A	B	C	D
NE 2nd Street & NE 3rd Ave	Signalized	10.0	B	A	A	C	C
Broward Blvd & NE 3rd Ave	Signalized	53.1	D	F	E	B	D
NE 4th Street & Federal Hwy	Signalized	18.9	B	A	B	E	F
Broward Blvd & Federal Hwy	Signalized	75.8	E	E	E	E	F
NE/NW 3rd Street & N Andrews Ave	Unsignalized	-	-	-	-	-	F
NE 1st Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE 2nd Ave & NE 4th Street	Unsignalized	-	-	-	B	-	-
NE/NW 5th Street & N Andrews Ave	Unsignalized	-	-	-	-	F	F

Table 5
2022 Future Total Conditions Optimized

Intersection	Traffic Control	Delay/Overall		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
Broward Blvd & N Andrews Ave	Signalized	43.5	D	E	E	C	B
Broward Blvd & NE 3rd Ave	Signalized	33.4	C	E	E	A	C
NE 4th Street & Federal Hwy	Signalized	36.4	D	D	C	D	E
Broward Blvd & Federal Hwy	Signalized	69.8	E	E	E	E	E
PM Peak Hour							
Broward Blvd & N Andrews Ave	Signalized	45.8	D	E	E	C	B
Broward Blvd & NE 3rd Ave	Signalized	46.1	D	E	E	B	D
NE 4th Street & Federal Hwy	[1] Signalized	18.8	B	A	C	E	D
Broward Blvd & Federal Hwy	Signalized	73.4	E	E	E	E	E

1. Overall delay was increased in order to improve delay and level of service on westbound approach.

LINK ANALYSIS

A roadway link analysis has been conducted for the roadway links in the vicinity of the site during the AM and PM peak hours. Similar to the intersection analyses, these evaluations were conducted for existing, future background and total future conditions. The baseline volumes for the analyses were developed from the adjacent intersection approach and departure volumes. The volumes were then compared to level of service "D" service volume thresholds based upon criteria in the Broward County MPO Roadway Capacity and Level of Service Analysis document. The Broward County MPO document has been included in the Appendix.

Tables 6, 7 and 8 provide the results for existing, future background and total future conditions, respectively. As shown in these tables, the adopted Level of Service criteria are all anticipated to be met.

TABLE 6
FAT City Existing Peak Hour Volumes
Roadway Link Analysis

Roadway From	To	Existing Number Of Lanes	Existing LOS D Capacity	Two-Way Volume	Over/Under ???
AM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,193	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,193	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,846	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,217	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,055	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,096	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,336	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	3,173	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,515	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,152	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	462	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	459	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	503	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,448	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	1,763	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	1,794	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	1,755	**Under**
PM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,042	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,042	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,605	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,632	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,191	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,149	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,682	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	2,968	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,727	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,479	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	647	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	586	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	592	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,692	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	1,982	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	2,029	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	1,954	**Under**

TABLE 7 FAT City Future Background Peak Hour Volumes Roadway Link Analysis					
Roadway		Existing		Two-Way Volume	Over/Under
From	To	Number Of Lanes	LOS D Capacity		???
AM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,274	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,274	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,918	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,272	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,106	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,199	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,419	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	3,254	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,553	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,181	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	571	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	565	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	609	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,484	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	1,808	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	1,854	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	1,800	**Under**
PM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,117	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,117	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,671	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,699	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,247	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,254	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,774	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	3,043	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,770	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,516	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	750	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	680	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	686	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,734	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	2,033	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	2,094	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	2,003	**Under**

TABLE 8
FAT City Future Total Peak Hour Volumes
Roadway Link Analysis

Roadway From	To	Existing Number Of Lanes	Existing LOS D Capacity	Two-Way Volume	Over/Under ???
AM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,422	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,422	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,918	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,272	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,112	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,226	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,459	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	3,291	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,580	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,213	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	603	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	714	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	700	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,612	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	2,014	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	1,854	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	1,938	**Under**
PM PEAK HOUR					
Broward Boulevard					
West of 1st Avenue	NW 1st Avenue	8LD	4,500	3,305	**Under**
NW 1st Avenue	Andrews Avenue	8LD	4,500	3,305	**Under**
Andrews Avenue	NE 3rd Avenue	8LD	4,500	2,671	**Under**
NE 3rd Avenue	Federal Highway	8LD	4,500	2,699	**Under**
Federal Highway	East of Federal Highway	4LD	2,628	2,254	**Under**
Federal Highway					
North of SE 7 St	Broward Boulevard	8LD	4,500	4,288	**Under**
Broward Boulevard	North of Broward Boulevard	8LD	4,500	3,815	**Under**
North of Broward Boulevard	North of NE 4th Street	8LD	4,500	3,090	**Under**
NE 3rd Avenue					
North of Broward Boulevard	NE 6th Street	5L	2,920	1,804	**Under**
NE 6th Street	North of NE 6th Street	5L	2,920	1,556	**Under**
4th Street					
West of Andrews Avenue	Andrews Avenue	2UN	1,197	790	**Under**
Andrews Avenue	NE 3rd Avenue	2UN	1,197	868	**Under**
NE 3rd Avenue	Federal Highway	2UN	1,197	802	**Under**
Andrews Avenue					
South of Broward Boulevard	Broward Boulevard	4LD	2,628	1,912	**Under**
Broward Boulevard	NE 3rd Street	4LD	2,628	2,295	**Under**
NE 3rd Street	NE 4th Street	4LD	2,628	2,094	**Under**
NE 4th Street	NE 6th Street	4LD	2,628	2,178	**Under**

QUEUE ANALYSIS

An analysis has been performed to compare vehicular queues with the queue storage available at the signalized intersections during the AM and PM hour existing, future background and future total conditions. Tables 9, 10 and 11 below summarize the existing queue storage available and 95th percentile queues during each of the conditions analyzed. As shown, the storage available is anticipated to accommodate the 95th percentile queues except for the following:

-AM peak hour NBL, EBL, and SBL at Broward Boulevard & Andrews Avenue

-AM peak hour SBL, NBL, and WBL at Broward Boulevard & NE 3rd Avenue.

-AM peak hour WBL at NE 4th Street & Federal Highway

-AM peak hour SBR, WBL, NBL, and EBR at Broward Boulevard & Federal Highway

-PM peak hour NBL at 6th Street & Andrews Avenue

-PM peak hour WBL and SBL at 4th Street & Andrews Avenue

-PM peak hour NBL at 6th Street & Andrews Avenue

-PM peak hour EBL & NBL at Broward Boulevard & Andrews Avenue

-PM peak hour EBL, NBL & SBL at Broward Boulevard & NE 3rd Avenue

-PM peak hour EBL, WBL & NBL at Broward Boulevard and Federal Highway

Table 8									
95th Percentile Queue									
Intersection		Existing AM Peak Hour Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
N 6th Street & Andrews Ave	95th Percentile Queue	66	-	23	29	37	-	69	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	48	79	51	103	12	-	6	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	23	-	28	-	5	-	23	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	211	-	-	1	229	-	698	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	52	65	52	26	34	-	20	-
	Storage Available	170	170	115	110	200	-	130	
NE 4th Street & NE 3rd Ave	95th Percentile Queue	34	-	79	-	19	-	41	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	16	-	26	-	13	-	10	-
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	91	-	194	-	180	-	206	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	89	-	189	-	38	-	52	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	138	153	415	-	448	-	288	346
	Storage Available	370	480	200	-	270	-	500	120
Intersection		Existing PM Peak Hour Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
N 6th Street & Andrews Ave	95th Percentile Queue	85	-	22	26	139	-	98	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	60	-	23	-	31	-	18	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	40	-	54	-	15	-	7	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	165	-	-	33	252	-	192	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	55	6	34	22	64	-	26	-
	Storage Available	170	170	115	110	200	-	130	-
NE 4th Street & NE 3rd Ave	95th Percentile Queue	30	-	33	-	32	-	35	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	75	-	44	-	21	-	5	-
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	288	-	151	-	555	-	180	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	125	-	200	-	6	-	59	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	480	263	414	-	307	-	224	107
	Storage Available	370	480	200	-	270	-	500	120

Table 9									
95th Percentile Queue									
Intersection		Background AM Peak Hour Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
N 6th Street & Andrews Ave	95th Percentile Queue	68	-	26	35	23	-	70	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	46	85	53	-	16	-	13	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	23	-	26	-	5	-	23	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	233	-	-	1	248	-	720	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	50	62	52	26	16	-	21	-
	Storage Available	170	170	115	110	200	-	130	
NE 4th Street & NE 3rd Ave	95th Percentile Queue	29	-	91	-	21	-	51	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	16	-	26	-	13	-	10	-
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	91	-	203	-	184	-	208	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	72	-	202	-	54	-	55	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	141	206	431	-	462	-	281	354
	Storage Available	370	480	200	-	270	-	500	120
Intersection		Background PM Peak Hour Queue Length							
		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
N 6th Street & Andrews Ave	95th Percentile Queue	96	-	23	27	180	-	104	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	67	24	24	-	35	-	26	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	42	-	56	-	15	-	7	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	180	-	-	24	259	-	197	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	56	6	35	22	58	-	27	-
	Storage Available	170	170	115	110	200	-	130	
NE 4th Street & NE 3rd Ave	95th Percentile Queue	27	-	37	-	36	-	37	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	76	-	44	-	22	-	4	-
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	330	-	150	-	611	-	185	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	113	-	242	-	5	-	79	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	498	199	430	-	319	-	220	188
	Storage Available	370	480	200	-	270	-	500	120

Table 10									
95th Percentile Queue									
Intersection		**Future Total AM Queue Length**							
		EBL	**EBR**	**WBL**	**WBR**	**NBL**	**NBR**	**SBL**	**SBR**
N 6th Street & Andrews Ave	95th Percentile Queue	68	-	30	44	38	-	70	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	48	81	82	-	17	-	18	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	23	-	27	-	5	-	27	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	551	-	-	3	272	-	720	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	48	60	52	26	18	-	21	-
	Storage Available	170	170	115	110	200	-	130	
NE 4th Street & NE 3rd Ave	95th Percentile Queue	43	-	91	-	45	-	51	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	16	-	26	-	14	-	10	-
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	88	-	204	-	182	-	207	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	104	-	225	-	82	-	55	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	141	233	431	-	462	-	272	362
	Storage Available	370	480	200	-	270	-	500	120
Intersection		**Future Total PM Queue Length**							
		EBL	**EBR**	**WBL**	**WBR**	**NBL**	**NBR**	**SBL**	**SBR**
N 6th Street & Andrews Ave	95th Percentile Queue	96	-	25	27	435	-	108	-
	Storage Available	270	-	140	140	150	-	270	-
N 4th Street & Andrews Ave	95th Percentile Queue	99	24	105	-	37	-	539	-
	Storage Available	100	100	60	-	100	-	130	-
N 2nd Street & Andrews Ave	95th Percentile Queue	41	-	-	-	16	-	10	-
	Storage Available	110	-	80	-	100	-	130	-
Broward Blvd & Andrews Ave	95th Percentile Queue	446	-	-	25	323	-	197	-
	Storage Available	85	-	-	175	150	-	200	-
NE 6th Street & NE 3rd Ave	95th Percentile Queue	54	6	35	22	75	-	27	-
	Storage Available	170	170	115	110	200	-	130	
NE 4th Street & NE 3rd Ave	95th Percentile Queue	36	-	43	-	39	-	39	-
	Storage Available	100	-	110	-	110	-	100	-
NE 2nd Street & NE 3rd Ave	95th Percentile Queue	76	-	44	-	22	-	-	4
	Storage Available	75	-	80	-	110	-	190	-
Broward Blvd & NE 3rd Ave	95th Percentile Queue	337	-	150	-	628	-	185	-
	Storage Available	180	-	185	-	170	-	110	-
NE 4th Street & Federal Hwy	95th Percentile Queue	134	-	221	-	35	-	100	-
	Storage Available	150	-	110	-	230	-	200	-
Broward Blvd & Federal Hwy	95th Percentile Queue	498	199	430	-	319	-	230	186
	Storage Available	370	480	200	-	270	-	500	120

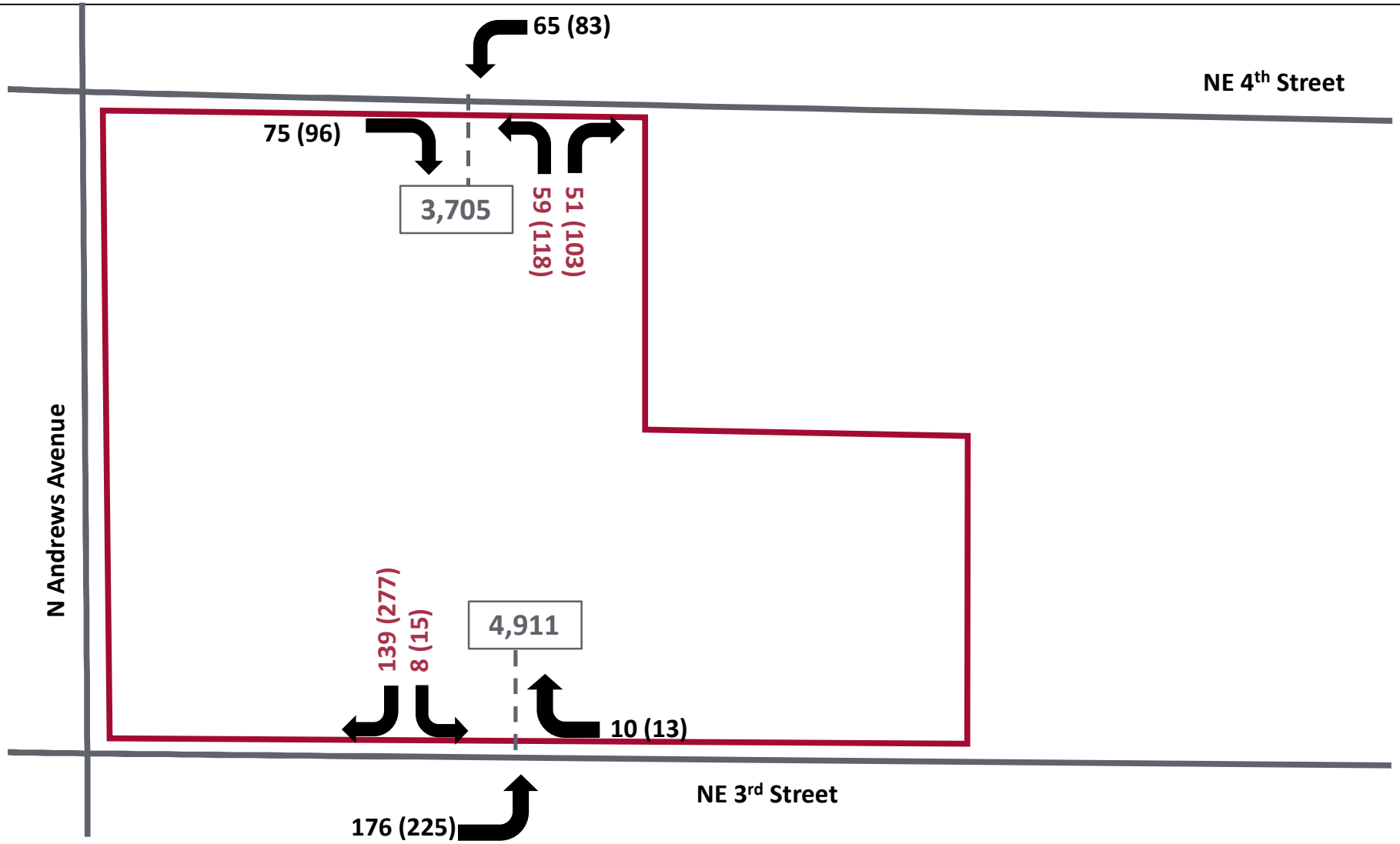
DRIVEWAY ACCESS

The site has two proposed full-access driveway connections, one on the north side of the project site on NE 4th Street and one on the south side of the project site on NE 3rd Street. Driveway access along NE 3rd Street will be limited to valet operations only while driveway operations along NE 4th street are used by self-parking patrons and residents. The anticipated driveway volumes for the AM and PM peak hours are depicted in *Figure 6*.

Synchro was used to analyze the driveway connections associated with this site. *Table 12* summarizes the stop control LOS from this analysis. HCM methodology does not include overall delay and LOS for the free flow movements; therefore, only the stop controlled approach LOS was recorded. Synchro driveway reports are included in Appendix G of this report.

Table 12
2022 Future Total Driveway Access

Intersection	Traffic Control	Delay/Overall		Approach LOS			
				NB	SB	EB	WB
AM Peak Hour							
NE 3rd Street & Driveway	Unsignalized	-	-	-	A	-	-
NE 4th Street & Driveway	Unsignalized	-	-	B	-	-	-
PM Peak Hour							
NE 3rd Street & Driveway	Unsignalized	-	-	-	B	-	-
NE 4th Street & Driveway	Unsignalized	-	-	C	-	-	-



Not to scale
N

LEGEND

XX INBOUND AM
(XX) INBOUND PM
XX OUTBOUND AM
(XX) OUTBOUND PM
XX DAILY

FAT CITY
FIGURE 6
DRIVEWAY VOLUMES
KHA # 040679006

Kimley»Horn

MULTI-MODAL MEASURES

The subject site is located downtown Fort Lauderdale and a number of multi-modal transportation opportunities will be available for patrons and residents to reduce reliance on single-occupancy vehicles. Some of the measures and options available are summarized briefly below.

Pedestrians- The site is providing enhanced sidewalk widths around the perimeter of the building, including 5' sidewalk easement on the west (N Andrews Avenue) side of the building, a 10' 10" sidewalk easement on the south (NE 3rd Street) side of the building and an 8' sidewalk easements on the north (NE 4th Street) side of the building.

Wave Streetcar- The future Wave Streetcar route will traverse the west and north sides of the building, with a station on NE 4th Street just east of the site. This will provide opportunities for patrons and residents to reach destinations all throughout downtown.

Uber/Lyft- A dedicated Uber/Lyft pick-up/drop-off area is being provided on SE 3rd Street adjacent to the building. This will reduce parking needs for the building.

Broward County Transit (BCT)- BCT routes 40 and 60, traverse Andrews Avenue along the west side of the site. Both connect to the Broward Central Terminal, at which point transfers to 12 other bus routes serving destinations throughout Broward County are available.

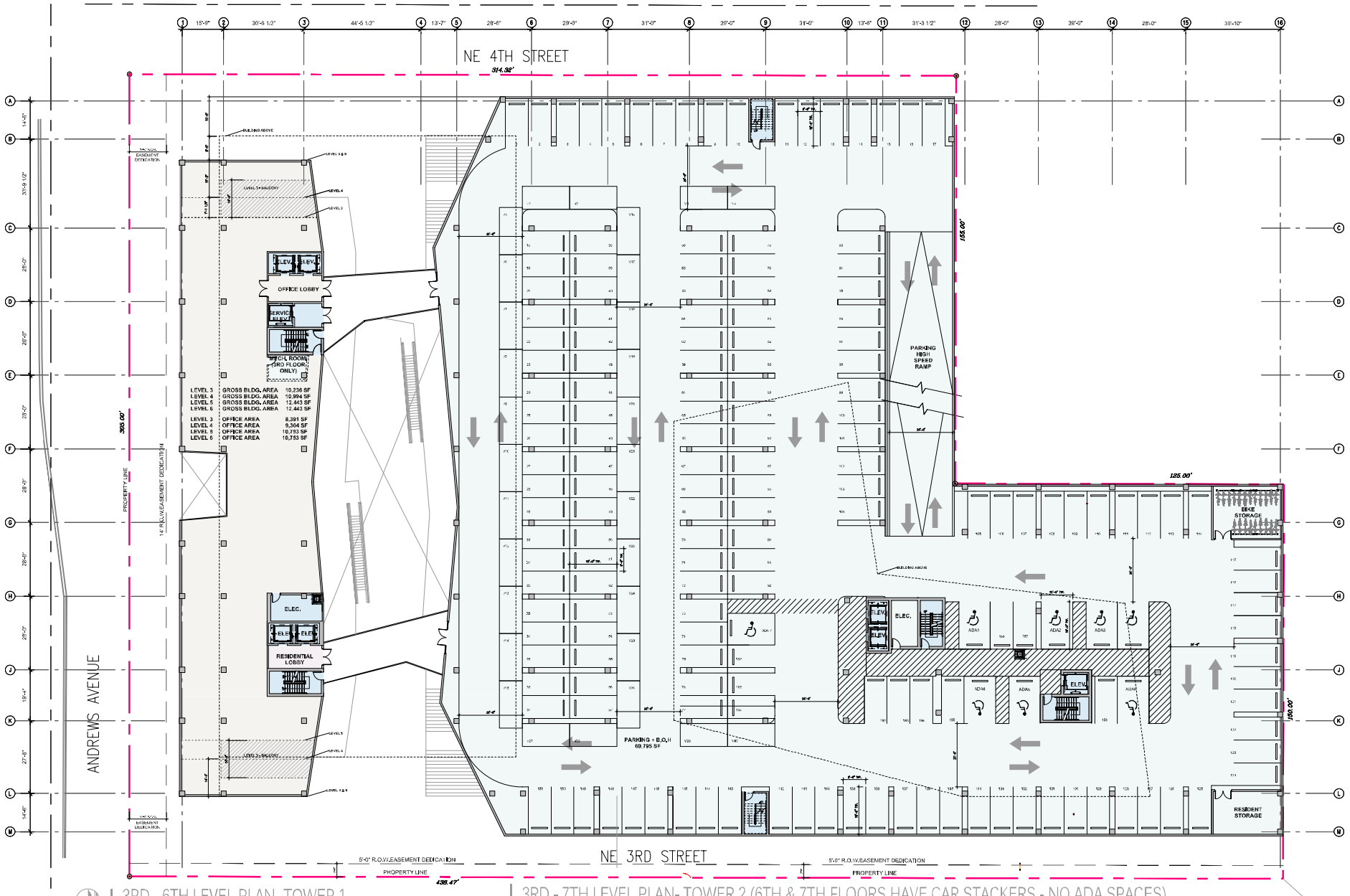
Brightline- The Fort Lauderdale Brightline station is being constructed on NW 2nd Avenue between Broward Boulevard & NW 4th Street, approximately two blocks west of this site. This will provide non-stop service to downtown West Palm Beach and downtown Miami and ultimately will include continuing service to Orlando. Trains are estimated to run one-hour headway during weekday periods.

CONCLUSION

FAT City is a proposed mixed-use development to be located at the southwest quadrant of NW 4th Street & NW 1st Avenue in Ft. Lauderdale, Florida. The development program includes the construction of 612 apartment units, 184,431 square feet of office space and 87,437 square feet of retail. Trip generation calculations were prepared to evaluate the volume of trips anticipated to be generated during the weekday AM and PM peak hours as well as the volume of daily trips anticipated to be generated. As shown in this evaluation, the site will generate a total of 6,887 net new daily trips, an increase of 562 net new AM peak hour trips, and an increase of 769 net new PM peak hour trips.

Project traffic results in minimal impact to surrounding roadways and adjacent intersections and will not change level of service conditions on any of these transportation facilities. There are several intersections that intersection operate at an overall LOS E or better with certain approaches that operate at a LOS E or F during the AM and PM peak hour periods. These intersections can operate acceptably with optimized signal timing. As the project moves forward the applicant can coordinate with the Broward County Traffic Engineering Division to request that optimized timing be implemented at this intersection. Overall, the project is not anticipated to generate adverse impacts on the surrounding transportation system.

APPENDIX A: SITE PLAN



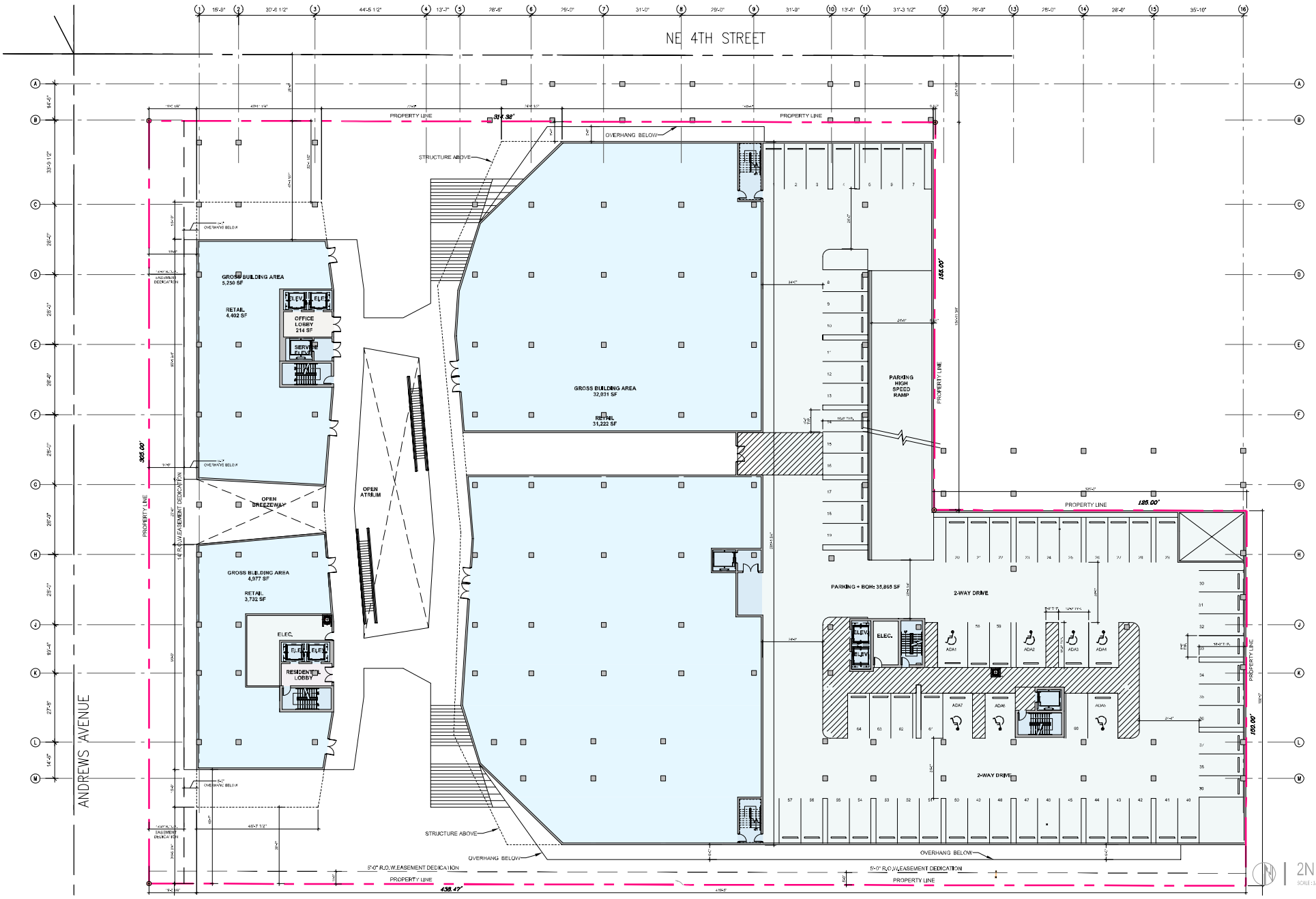
KEY SECTION - NTS

3RD - 6TH LEVEL PLAN- TOWER 1

SCALE: 1/16" = 1'

3RD - 7TH LEVEL PLAN- TOWER 2 (6TH & 7TH FLOORS HAVE CAR STACKERS - NO ADA SPACES)

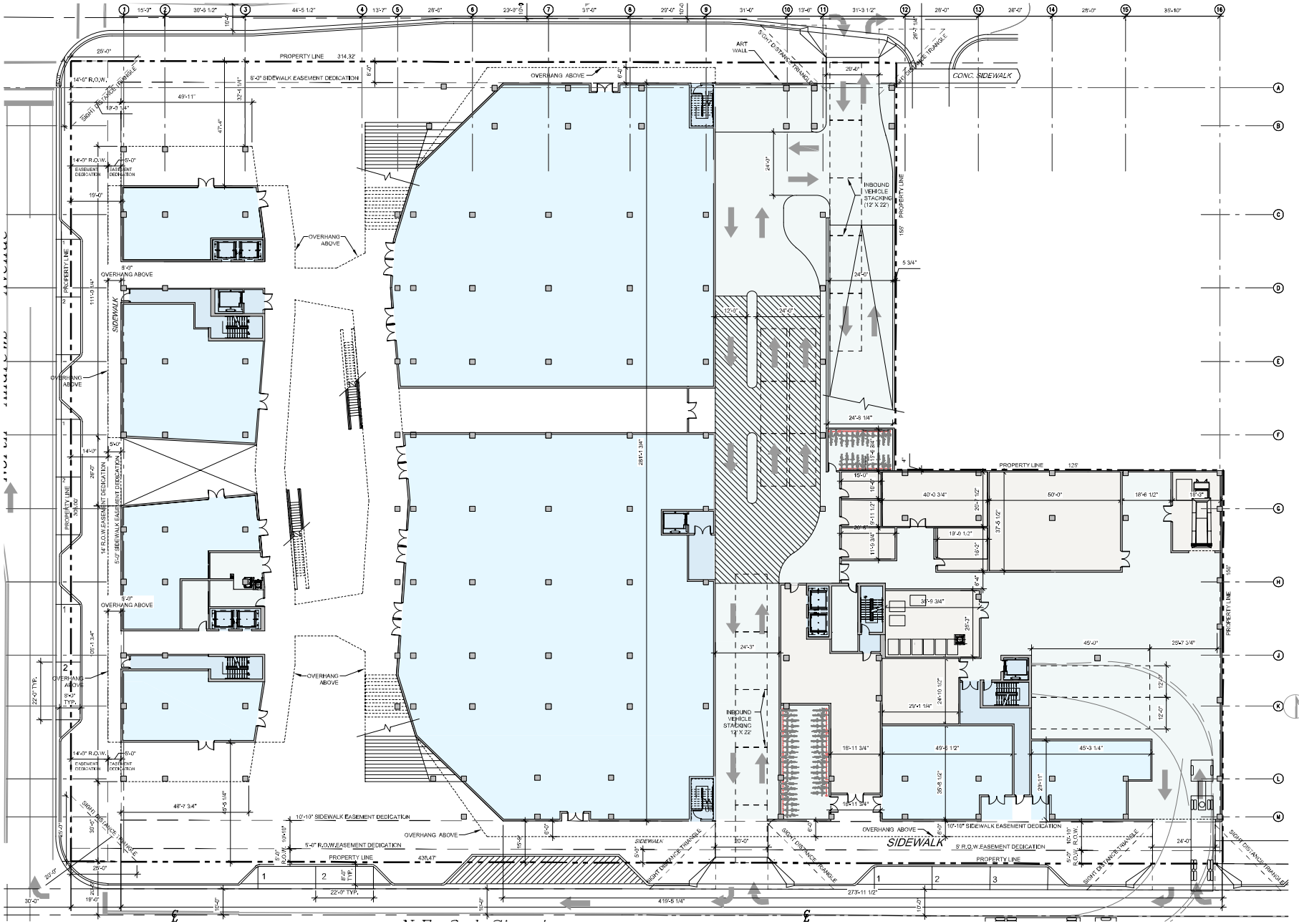
SCALE: 1/16" = 1'



KEY PLAN - NTS

2ND LEVEL PLAN

SCALE: 1/16"=1'



GROUND FLOOR PLAN
SCALE 1"=16'

KEY PLAN
NTS

APPENDIX B: TURNING MOVEMENT COUNT DATA

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.00	1.04
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.97	1.01
* 6	02/01/2015 - 02/07/2015	0.96	1.00
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.95	0.99
*12	03/15/2015 - 03/21/2015	0.96	1.00
*13	03/22/2015 - 03/28/2015	0.97	1.01
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.00	1.04
20	05/10/2015 - 05/16/2015	1.01	1.05
21	05/17/2015 - 05/23/2015	1.01	1.05
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.03	1.07
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.04	1.08
27	06/28/2015 - 07/04/2015	1.05	1.09
28	07/05/2015 - 07/11/2015	1.05	1.09
29	07/12/2015 - 07/18/2015	1.05	1.09
30	07/19/2015 - 07/25/2015	1.05	1.09
31	07/26/2015 - 08/01/2015	1.04	1.08
32	08/02/2015 - 08/08/2015	1.04	1.08
33	08/09/2015 - 08/15/2015	1.04	1.08
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.03	1.07
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.02	1.06
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.01	1.05
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	1.00	1.04
51	12/13/2015 - 12/19/2015	1.00	1.04
52	12/20/2015 - 12/26/2015	1.00	1.04
53	12/27/2015 - 12/31/2015	0.99	1.03

* PEAK SEASON

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

Site Code : 00150238
Start Date: 11/17/15
File I.D. : 4ST_ANDR

ALL VEHICLES

	ANDREWS AVENUE From North				NW 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/17/15																	
07:00	0	3	123	4	0	0	9	1	0	2	46	2	0	1	12	8	211
07:15	0	9	149	7	0	1	13	6	0	6	68	3	0	5	8	19	294
07:30	0	12	209	13	0	6	13	9	0	7	77	4	0	7	22	23	402
07:45	0	14	205	3	0	12	22	4	0	4	103	3	0	12	20	23	425
Hr Total	0	38	686	27	0	19	57	20	0	19	294	12	0	25	62	73	1332
08:00	0	13	264	5	0	11	24	11	0	8	103	4	0	10	19	15	487
08:15	0	16	292	10	0	12	31	7	0	4	87	3	0	6	19	28	515
08:30	0	21	284	5	0	16	28	6	0	12	85	2	0	15	34	33	541
08:45	0	17	284	11	0	8	15	6	0	8	85	6	0	10	48	41	539
Hr Total	0	67	1124	31	0	47	98	30	0	32	360	15	0	41	120	117	2082
---------- * BREAK * ----------																	
16:00	0	6	112	9	0	7	35	12	0	14	243	8	0	9	19	15	489
16:15	0	7	117	7	0	7	35	13	0	17	235	9	0	9	27	12	495
16:30	0	4	107	4	0	7	29	15	0	15	213	5	0	9	20	6	434
16:45	0	5	117	10	0	3	40	12	0	35	257	9	0	11	30	5	534
Hr Total	0	22	453	30	0	24	139	52	0	81	948	31	0	38	96	38	1952
17:00	0	9	110	16	0	7	72	16	0	33	325	7	0	14	33	13	655
17:15	0	5	140	9	0	5	72	9	0	34	307	12	0	16	26	8	643
17:30	0	7	154	13	0	7	39	9	0	36	253	12	0	10	24	11	575
17:45	0	10	148	9	0	4	52	9	0	24	246	8	0	18	24	11	563
Hr Total	0	31	552	47	0	23	235	43	0	127	1131	39	0	58	107	43	2436
TOTAL	0	158	2815	135	0	113	529	145	0	259	2733	97	0	162	385	271	7802

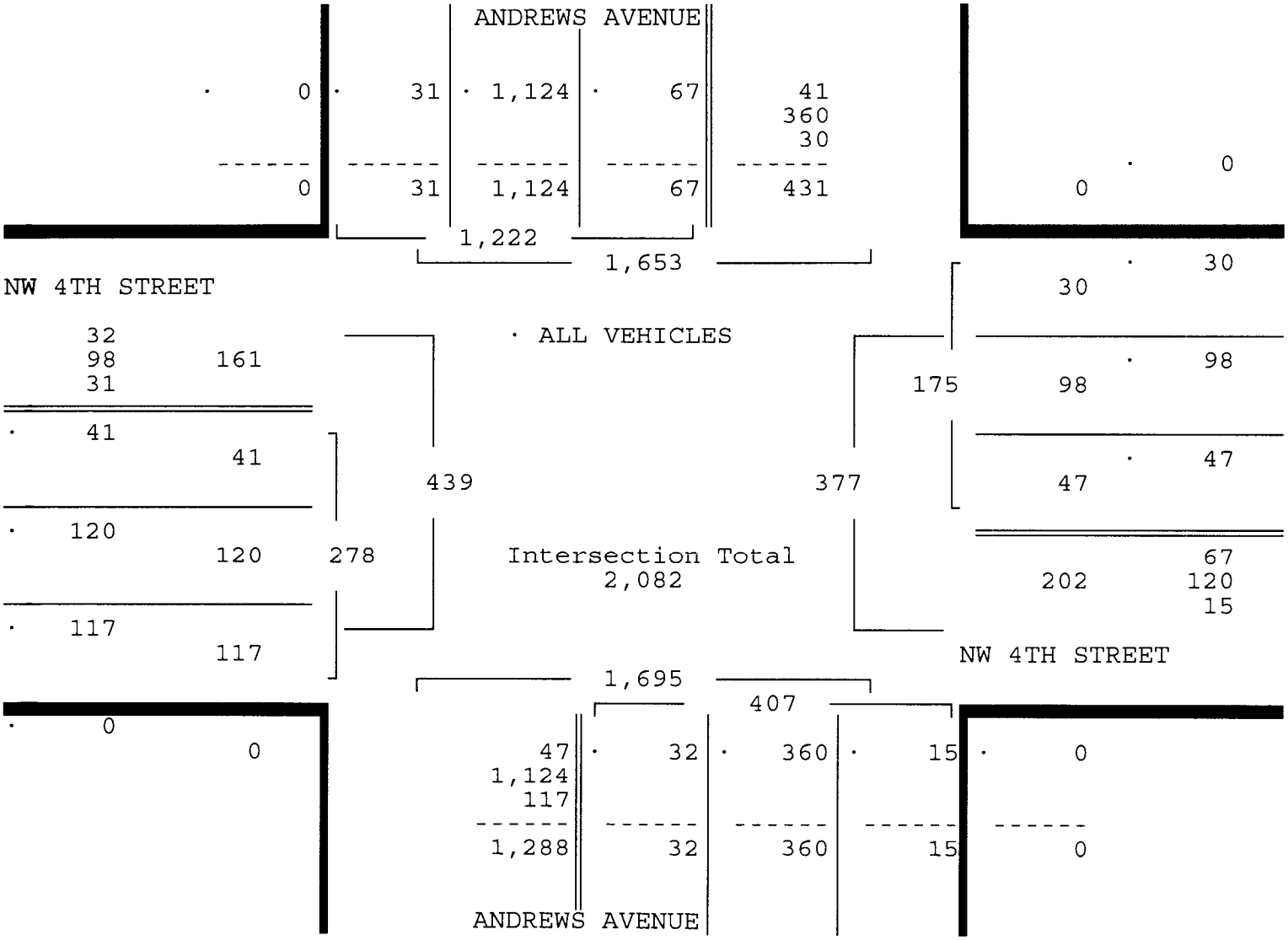
NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00150238
Start Date: 11/17/15
File I.D. : 4ST_ANDR

ALL VEHICLES

	ANDREWS AVENUE From North				NW 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/17/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/17/15																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	67	1124	31	0	47	98	30	0	32	360	15	0	41	120	117	
Percent	0%	5%	92%	3%	0%	27%	56%	17%	0%	8%	88%	4%	0%	15%	43%	42%	
Pk total	1222				175				407				278				
Highest	08:15				08:15				08:00				08:45				
Volume	0	16	292	10	0	12	31	7	0	8	103	4	0	10	48	41	
Hi total	318				50				115				99				
PHF	.96				.88				.88				.70				



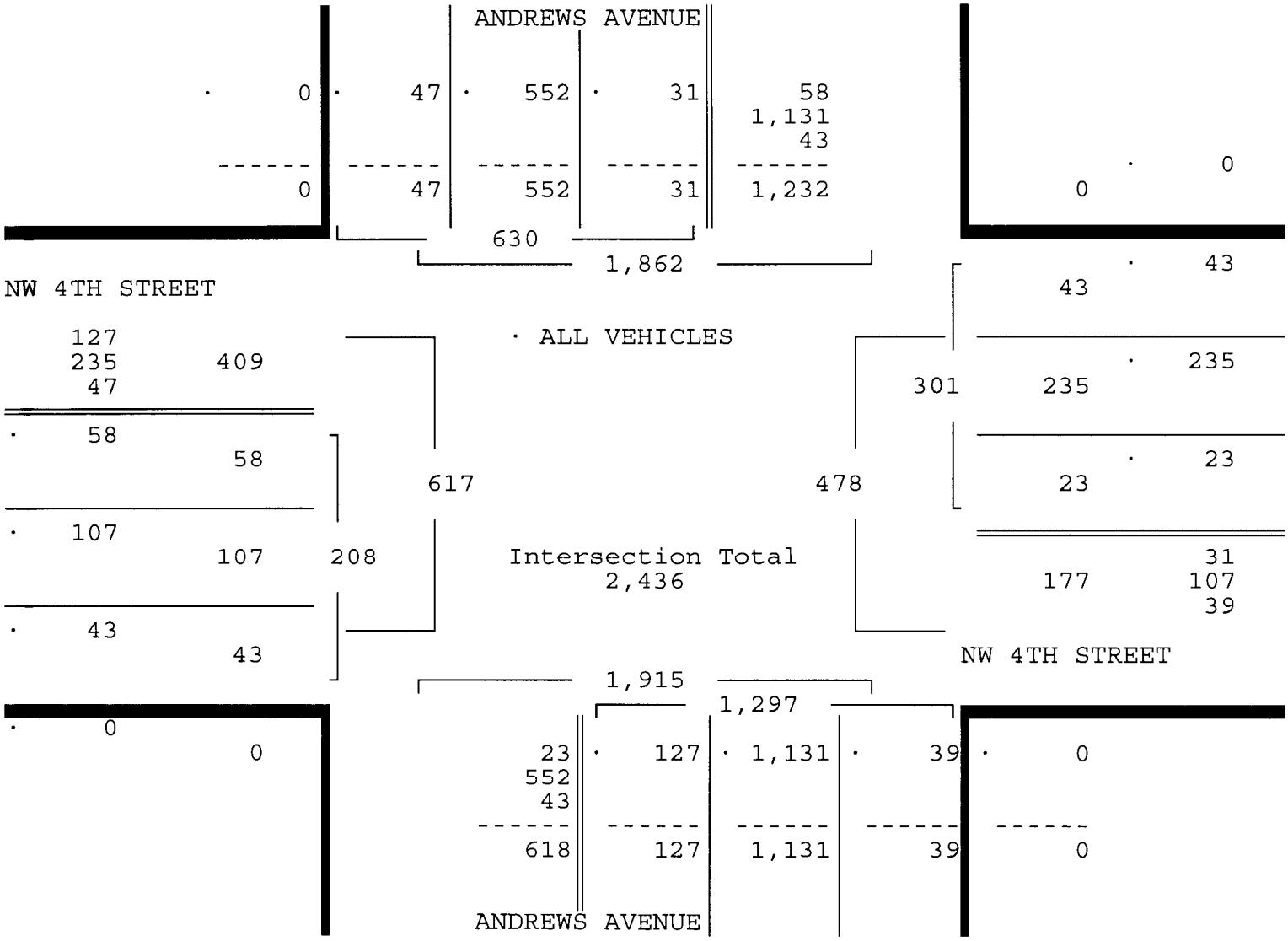
NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00150238
Start Date: 11/17/15
File I.D. : 4ST_ANDR

ALL VEHICLES

	ANDREWS AVENUE From North				NW 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/17/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/17/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	31	552	47	0	23	235	43	0	127	1131	39	0	58	107	43	
Percent	0%	5%	88%	7%	0%	8%	78%	14%	0%	10%	87%	3%	0%	28%	51%	21%	
Pk total	630				301				1297				208				
Highest	17:30				17:00				17:00				17:00				
Volume	0	7	154	13	0	7	72	16	0	33	325	7	0	14	33	13	
Hi total	174				95				365				60				
PHF	.91				.79				.89				.87				



NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ANDREW GONZALEZ
SIGNALIZED

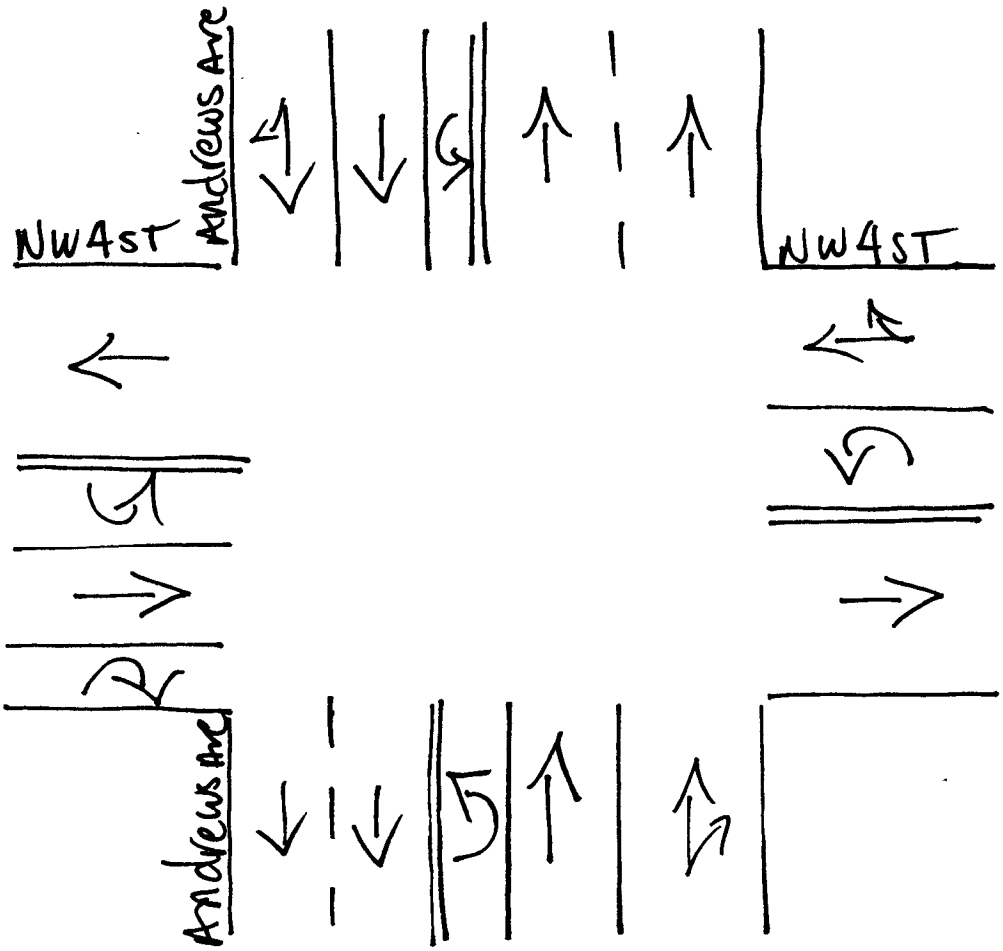
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00150238
Start Date: 11/17/15
File I.D. : 4ST_ANDR

PEDESTRIANS & BIKES

	ANDREWS AVENUE From North				NW 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 11/17/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
07:45	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
Hr Total	0	1	0	2	0	0	0	1	0	1	0	3	0	4	0	2	14
08:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4
08:15	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
08:30	0	0	0	2	0	1	0	2	0	1	0	0	0	2	0	1	9
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	4	0	2	0	2	0	4	0	1	0	3	0	2	18
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	5
17:00	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	4
17:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
Hr Total	0	0	0	2	0	1	0	4	0	0	0	4	0	1	0	4	16
TOTAL	0	1	0	8	0	3	0	9	0	5	0	9	0	8	0	10	53

North



Ft. Lauderdale, Florida

November 17, 2015

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ALEX RICKETTS
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 5ST_ANDR
Page : 1

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	6	99	4	0	3	1	7	0	0	53	0	0	0	0	1	174
07:15	0	3	78	0	0	5	1	6	0	2	57	1	0	2	1	1	157
07:30	0	14	270	2	0	5	4	7	0	0	80	1	0	1	1	8	393
07:45	0	10	221	2	0	11	1	7	0	0	103	1	0	2	1	5	364
Hr Total	0	33	668	8	0	24	7	27	0	2	293	3	0	5	3	15	1088
08:00	0	14	293	1	0	9	4	6	0	2	79	2	0	1	1	4	416
08:15	0	17	328	4	0	1	6	9	0	2	74	1	0	1	0	10	453
08:30	0	10	255	2	0	8	3	7	0	2	103	3	0	5	0	3	401
08:45	0	10	301	3	0	7	1	11	0	4	84	4	0	1	0	5	431
Hr Total	0	51	1177	10	0	25	14	33	0	10	340	10	0	8	1	22	1701
---------- * BREAK * ----------																	
16:00	0	3	117	5	0	2	1	5	1	1	220	3	0	0	1	4	363
16:15	0	7	126	2	0	5	3	8	0	6	218	4	0	4	3	2	388
16:30	0	5	120	0	0	2	3	11	0	3	267	3	0	1	1	1	417
16:45	0	4	111	1	0	2	3	0	0	5	238	2	0	3	0	3	372
Hr Total	0	19	474	8	0	11	10	24	1	15	943	12	0	8	5	10	1540
17:00	0	4	127	1	0	1	0	10	0	0	327	6	0	3	0	2	481
17:15	0	9	138	4	0	2	3	1	0	4	283	4	0	0	2	2	452
17:30	0	5	148	1	0	4	2	7	0	1	277	3	0	2	1	2	453
17:45	0	9	146	2	0	2	1	3	0	3	251	6	0	1	1	1	426
Hr Total	0	27	559	8	0	9	6	21	0	8	1138	19	0	6	4	7	1812
TOTAL	0	130	2878	34	0	69	37	105	1	35	2714	44	0	27	13	54	6141

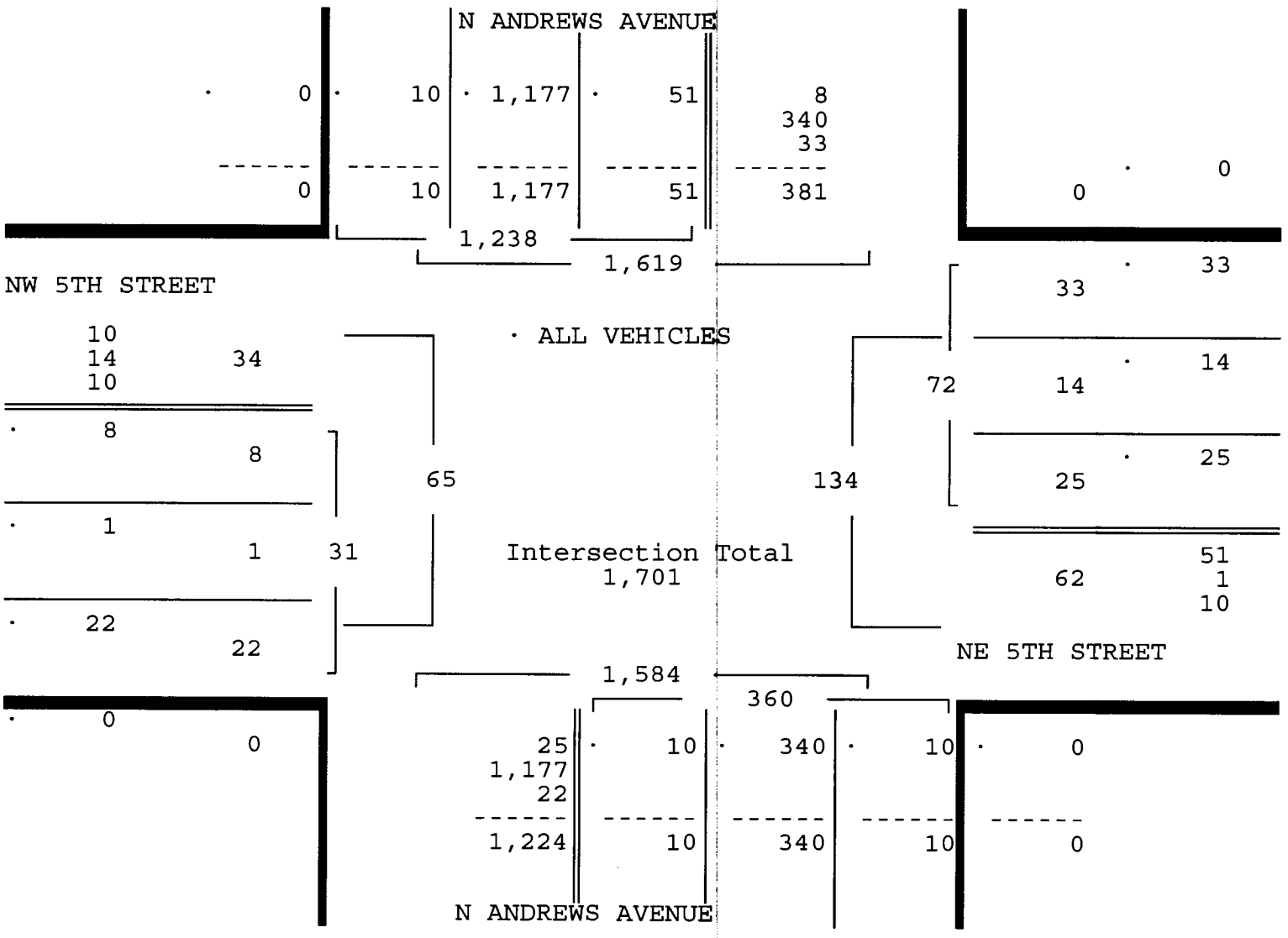
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ALEX RICKETTS
NOT SIGNALIZED

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 5ST_ANDR
Page : 2

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/16/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	51	1177	10	0	25	14	33	0	10	340	10	0	8	1	22	
Percent	0%	4%	95%	1%	0%	35%	19%	46%	0%	3%	94%	3%	0%	26%	3%	71%	
Pk total	1238				72				360				31				
Highest	08:15				08:00				08:30				08:15				
Volume	0	17	328	4	0	9	4	6	0	2	103	3	0	1	0	10	
Hi total	349				19				108				11				
PHF	.89				.95				.83				.70				



TRAFFIC SURVEY SPECIALISTS, INC.

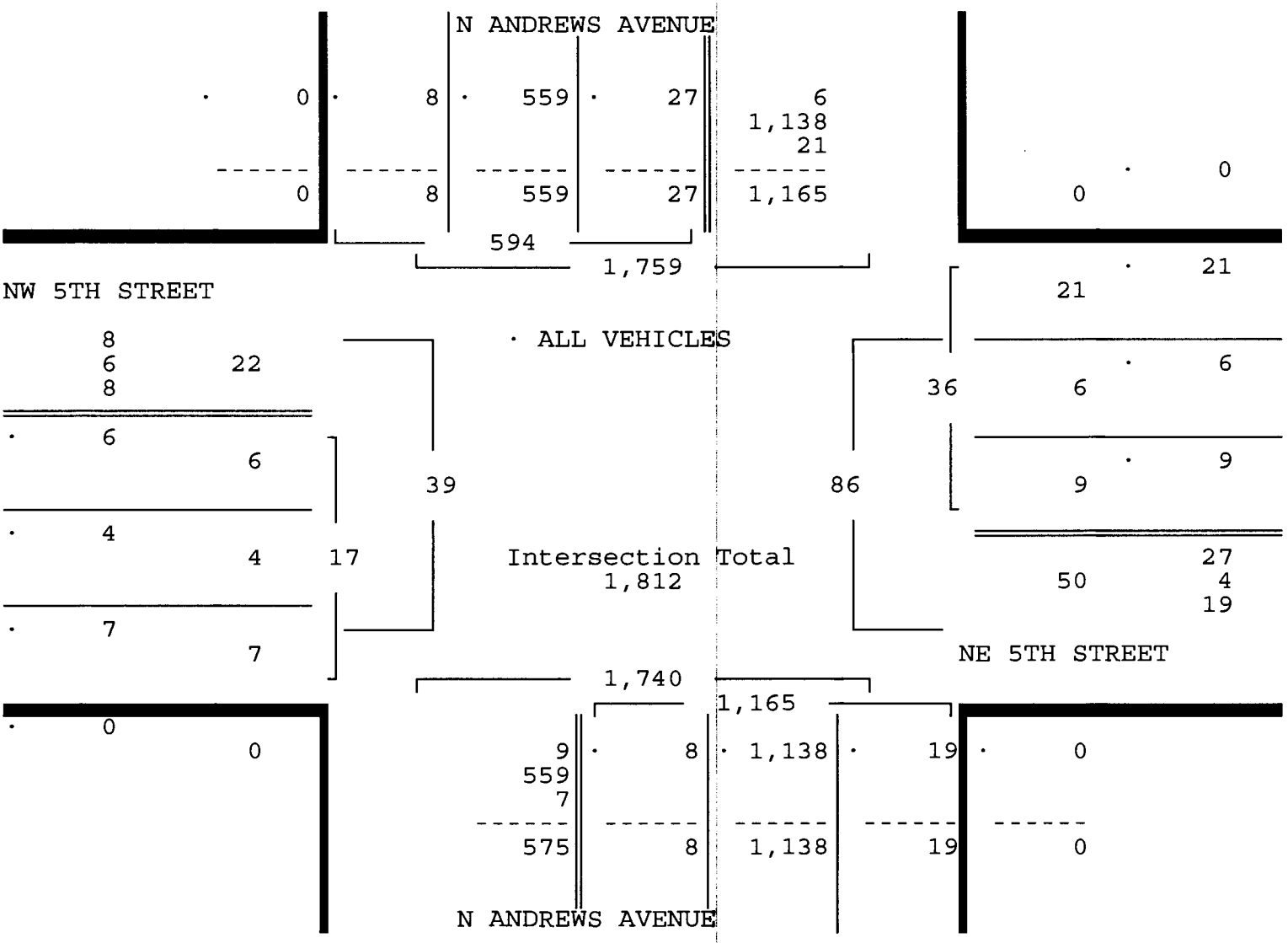
NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ALEX RICKETTS
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 5ST_ANDR
Page : 3

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	27	559	8	0	9	6	21	0	8	1138	19	0	6	4	7	
Percent	0%	5%	94%	1%	0%	25%	17%	58%	0%	1%	98%	2%	0%	35%	24%	41%	
Pk total	594				36				1165				17				
Highest	17:45				17:30				17:00				17:00				
Volume	0	9	146	2	0	4	2	7	0	0	327	6	0	3	0	2	
Hi total	157				13				333				5				
PHF	.95				.69				.87				.85				



TRAFFIC SURVEY SPECIALISTS, INC.

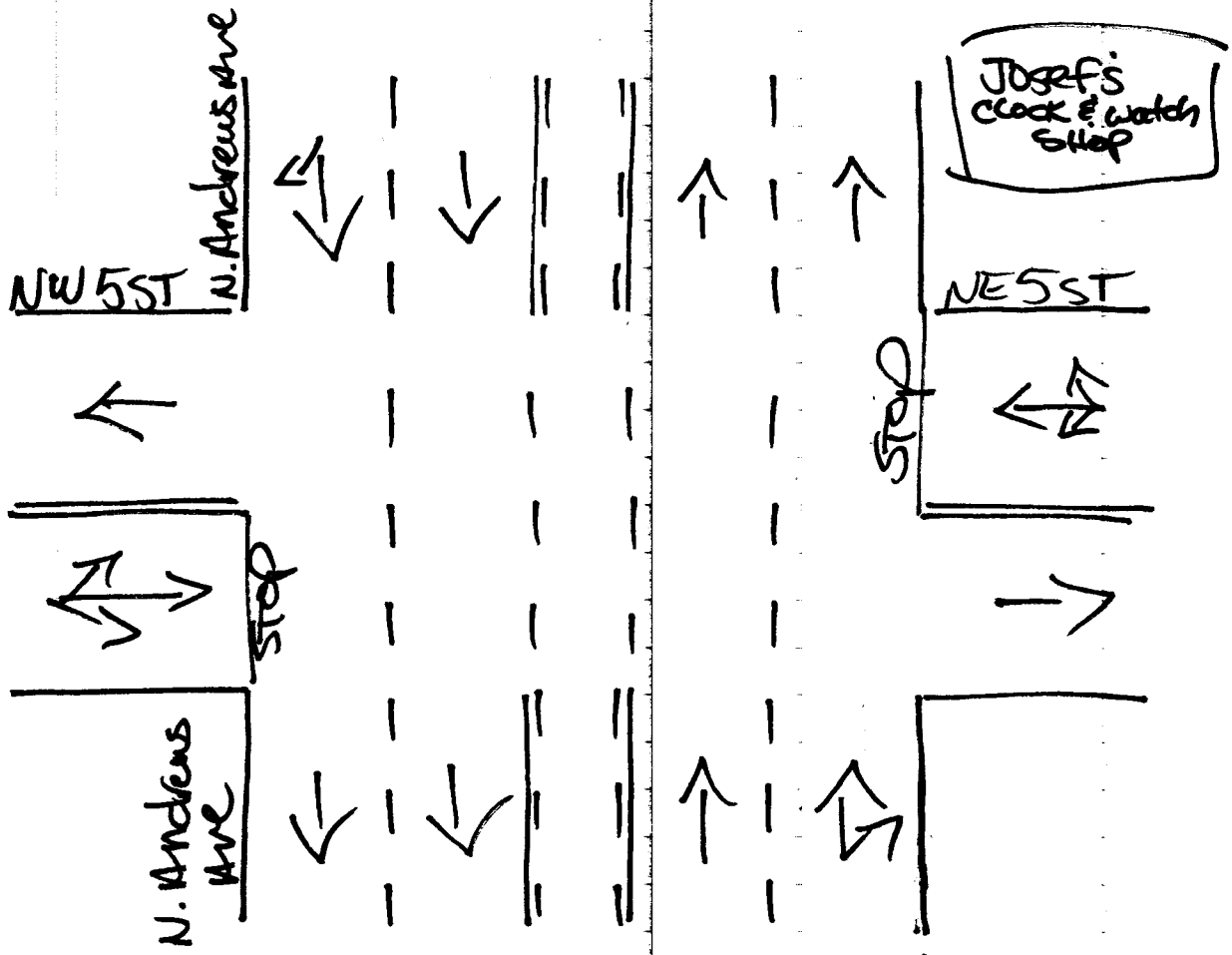
NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ALEX RICKETTS
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 5ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
07:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
07:30	0	1	0	0	0	1	0	0	0	0	0	1	0	2	0	0	5
07:45	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	6
Hr Total	0	1	0	0	0	1	0	5	0	0	0	1	0	6	0	3	17
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	5
08:15	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	3	7
08:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	2	5
Hr Total	0	0	0	3	0	3	0	3	0	1	0	0	0	2	0	8	20
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:15	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	2	5
16:30	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
16:45	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	1	6
Hr Total	0	1	0	0	0	1	0	2	0	1	0	5	0	2	0	6	18
17:00	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	4
17:15	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	1	5
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	1	0	0	0	4	0	0	0	1	0	1	0	4	12
TOTAL	0	3	0	4	0	5	0	14	0	2	0	7	0	11	0	21	67



Ft. Lauderdale, Florida

February 15, 2017

drawn by: Luis Palomino

NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & NE 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4ST_2AVE
Page : 1

ALL VEHICLES

	NE 2ND AVENUE From North				NE 4TH STREET From East				----- From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	0	0	3	0	0	15	2	0	0	0	0	1	0	25	0	46
07:15	0	0	0	2	0	0	15	1	0	0	0	0	0	1	21	0	40
07:30	0	3	0	3	0	0	32	3	0	0	0	0	0	0	63	0	104
07:45	0	1	0	2	0	0	42	0	0	0	0	0	0	0	36	0	81
Hr Total	0	4	0	10	0	0	104	6	0	0	0	0	1	1	145	0	271
08:00	0	0	0	3	0	0	41	0	0	0	0	0	0	0	65	0	109
08:15	0	0	0	2	0	0	45	0	0	0	0	0	0	2	58	0	107
08:30	0	1	0	3	0	0	32	2	0	0	0	0	0	3	46	0	87
08:45	0	3	0	5	0	0	48	1	0	0	0	0	0	1	52	0	110
Hr Total	0	4	0	13	0	0	166	3	0	0	0	0	0	6	221	0	413
---------- * BREAK * ----------																	
16:00	0	1	0	0	0	0	56	3	0	0	0	0	0	3	32	0	95
16:15	0	1	0	1	1	0	57	1	0	0	0	0	0	1	27	0	89
16:30	0	1	0	3	0	0	60	1	0	0	0	0	0	4	33	0	102
16:45	0	1	0	2	0	0	68	3	0	0	0	0	0	1	28	0	103
Hr Total	0	4	0	6	1	0	241	8	0	0	0	0	0	9	120	0	389
17:00	0	0	0	1	1	0	86	7	0	0	0	0	0	0	48	0	143
17:15	0	1	0	1	0	0	95	4	0	0	0	0	0	5	36	0	142
17:30	0	1	0	0	0	0	66	3	0	0	0	0	0	10	47	0	127
17:45	0	1	0	2	1	0	51	3	0	0	0	0	0	2	41	0	101
Hr Total	0	3	0	4	2	0	298	17	0	0	0	0	0	17	172	0	513
TOTAL	0	15	0	33	3	0	809	34	0	0	0	0	1	33	658	0	1586

TRAFFIC SURVEY SPECIALISTS, INC.

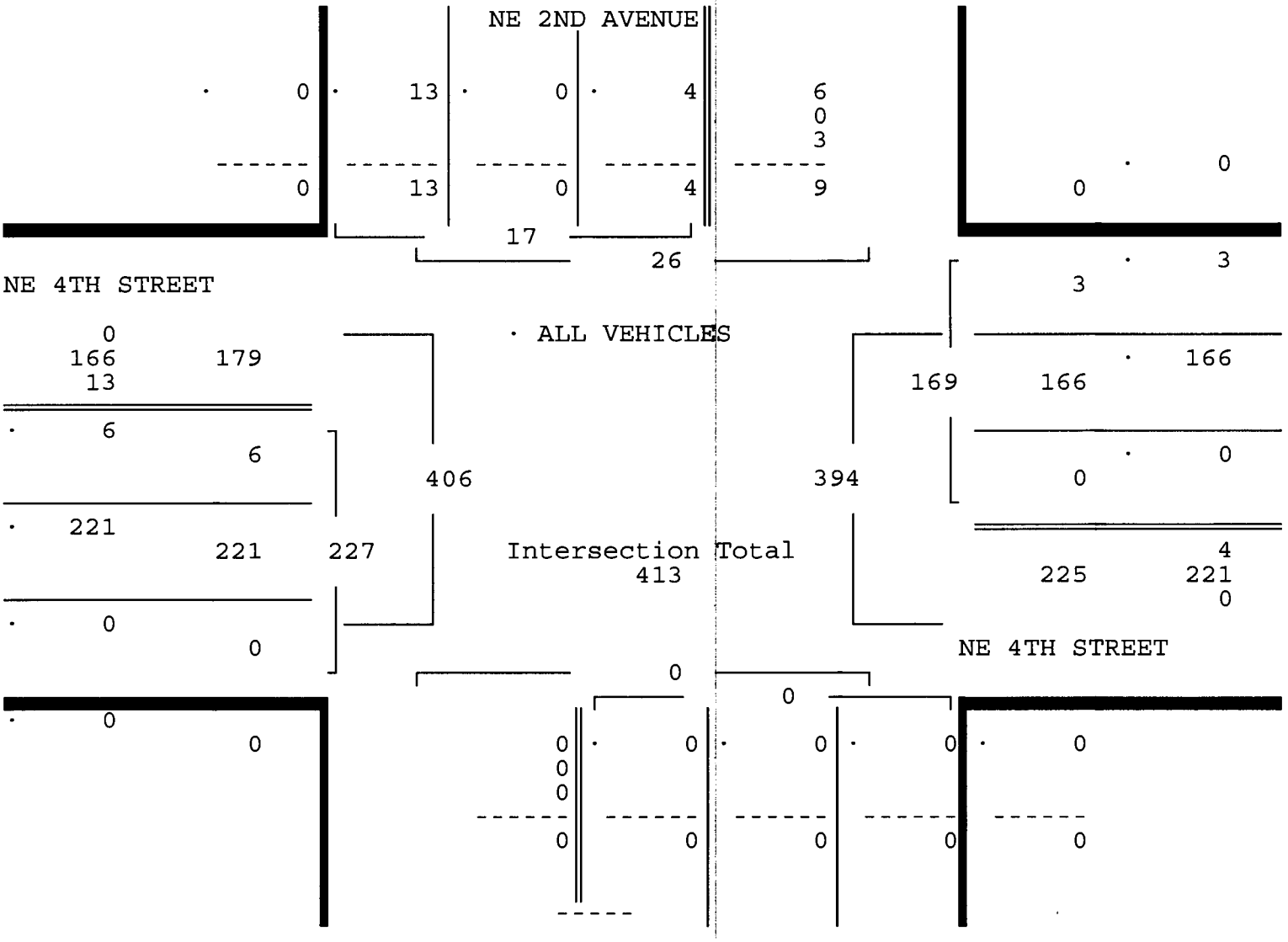
NE 4TH STREET & NE 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4ST_2AVE
Page : 2

ALL VEHICLES

	NE 2ND AVENUE From North				NE 4TH STREET From East				----- From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/16/17																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	4	0	13	0	0	166	3	0	0	0	0	0	6	221	0	
Percent	0%	24%	0%	76%	0%	0%	98%	2%	0%	0%	0%	0%	0%	3%	97%	0%	
Pk total	17				169				0				227				
Highest	08:45				08:45				07:00				08:00				
Volume	0	3	0	5	0	0	48	1	0	0	0	0	0	0	65	0	
Hi total	8				49				0				65				
PHF	.53				.86				.0				.87				



TRAFFIC SURVEY SPECIALISTS, INC.

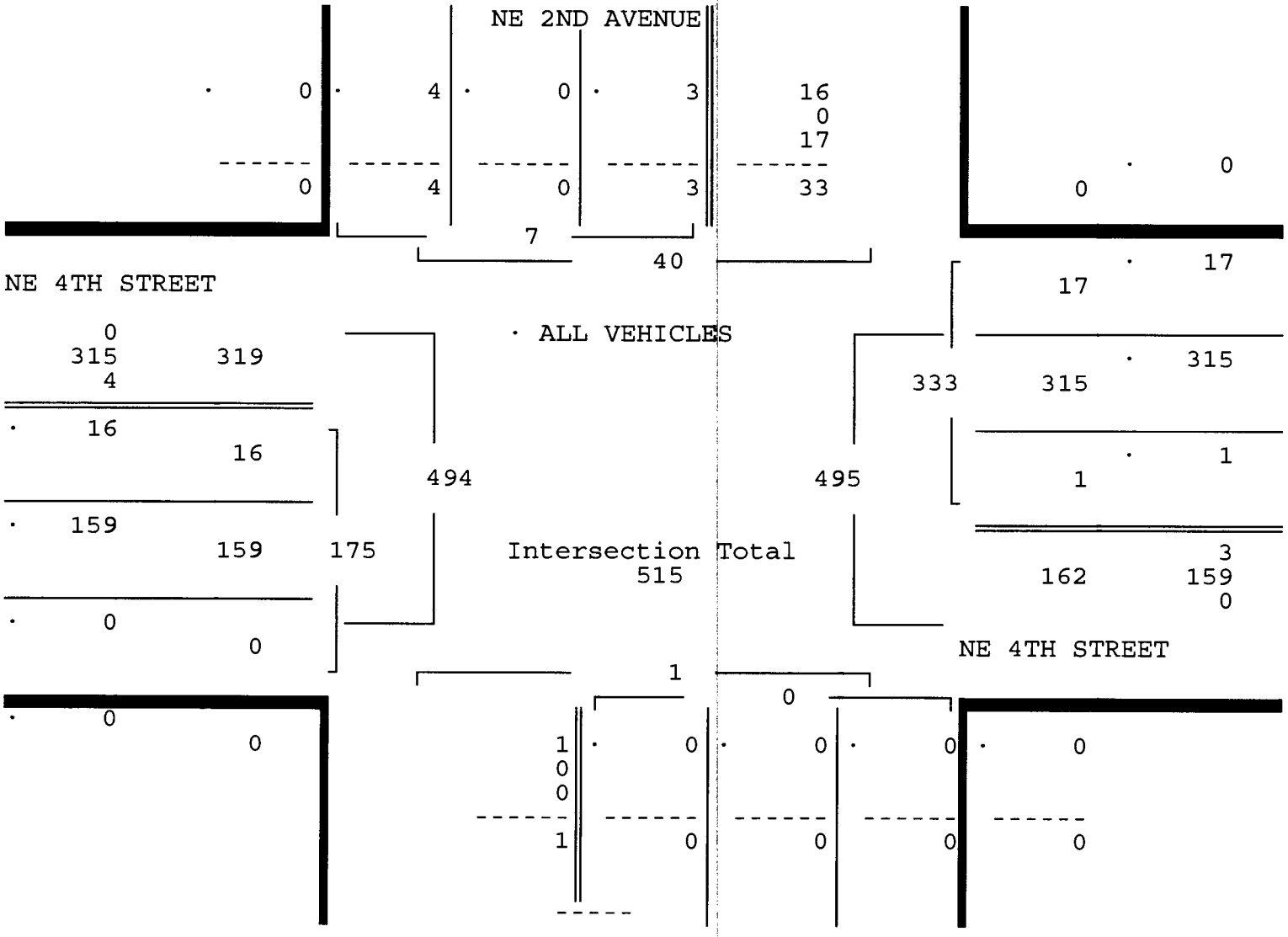
NE 4TH STREET & NE 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4ST_2AVE
Page : 3

ALL VEHICLES

	NE 2ND AVENUE From North				NE 4TH STREET From East				----- From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	3	0	4	1	0	315	17	0	0	0	0	0	16	159	0	
Percent	0%	43%	0%	57%	0%	0%	95%	5%	0%	0%	0%	0%	0%	9%	91%	0%	
Pk total	7				333				0				175				
Highest	16:45				17:15				07:00				17:30				
Volume	0	1	0	2	0	0	95	4	0	0	0	0	0	10	47	0	
Hi total	3				99				0				57				
PHF	.58				.84				.0				.77				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & NE 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

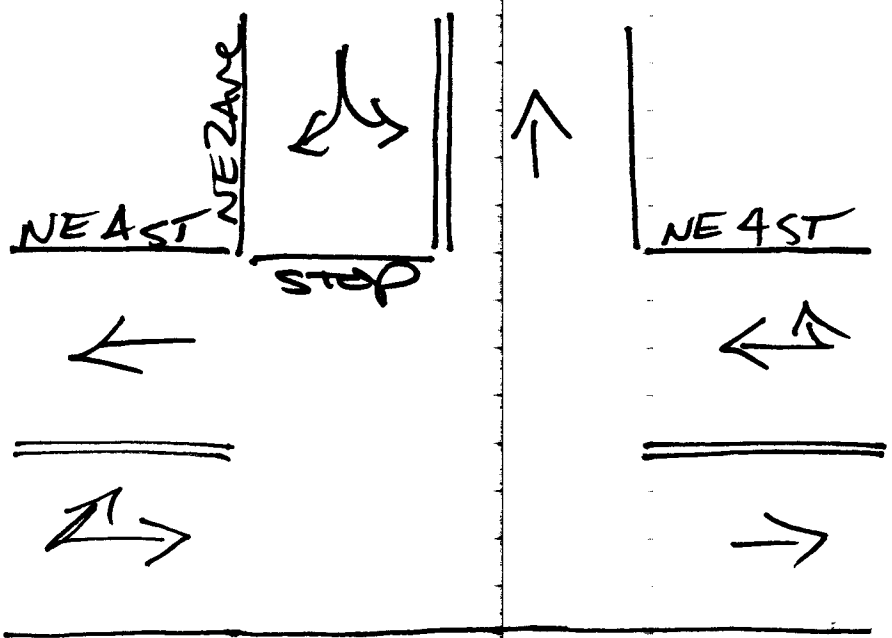
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4ST_2AVE
Page : 1

PEDESTRIANS & BIKES

	NE 2ND AVENUE From North				NE 4TH STREET From East				----- From South				NE 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hr Total	0	3	0	5	0	0	0	0	0	1	0	0	0	0	0	0	9
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	4
08:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	4	0	0	0	2	0	0	0	0	0	0	0	1	9
---------- * BREAK * ----------																	
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	2	0	5	0	0	0	0	0	0	0	0	0	1	0	1	9
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	0	9	0	19	0	0	0	2	0	1	0	0	0	1	0	2	34

North



Ft. Lauderdale, Florida
February 15, 2017
drawn by: Luis Palomino
not signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & NE 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4STR_1AV
Page : 1

ALL VEHICLES

	NE 1ST AVENUE From North				NE 4TH STREET From East				DRIVEWAY From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
07:00	0	0	0	0	0	0	20	0	0	0	0	0	0	0	23	0	43
07:15	0	0	0	1	0	0	15	3	0	0	0	0	0	1	22	0	42
07:30	1	0	0	1	0	0	33	0	0	0	0	0	0	1	63	0	99
07:45	0	1	0	0	1	0	44	1	0	0	0	0	0	3	33	0	83
Hr Total	1	1	0	2	1	0	112	4	0	0	0	0	0	5	141	0	267
08:00	0	1	0	1	0	0	44	1	0	0	0	0	0	1	64	0	112
08:15	0	0	0	3	0	0	45	2	0	0	0	0	0	0	59	0	109
08:30	0	1	0	1	0	0	35	0	0	0	0	0	0	1	47	0	85
08:45	0	0	0	0	0	0	53	1	0	0	0	0	0	0	50	0	104
Hr Total	0	2	0	5	0	0	177	4	0	0	0	0	0	2	220	0	410
---------- * BREAK * ----------																	
16:00	0	2	0	4	0	1	52	3	0	0	0	0	0	1	34	0	97
16:15	0	0	0	2	0	1	52	1	0	0	0	1	1	2	24	1	85
16:30	0	1	0	2	1	1	61	2	0	0	0	0	0	1	35	1	105
16:45	0	1	0	2	0	2	68	0	0	0	0	0	0	2	28	2	105
Hr Total	0	4	0	10	1	5	233	6	0	0	0	1	1	6	121	4	392
17:00	1	1	0	4	0	2	81	3	0	0	0	6	0	2	43	2	145
17:15	0	0	0	1	0	0	96	1	0	1	0	2	0	4	37	0	142
17:30	0	3	0	0	0	1	66	1	0	1	0	2	0	3	54	0	131
17:45	0	4	0	0	0	1	50	0	0	0	0	1	0	1	38	0	95
Hr Total	1	8	0	5	0	4	293	5	0	2	0	11	0	10	172	2	513
TOTAL	2	15	0	22	2	9	815	19	0	2	0	12	1	23	654	6	1582

TRAFFIC SURVEY SPECIALISTS, INC.

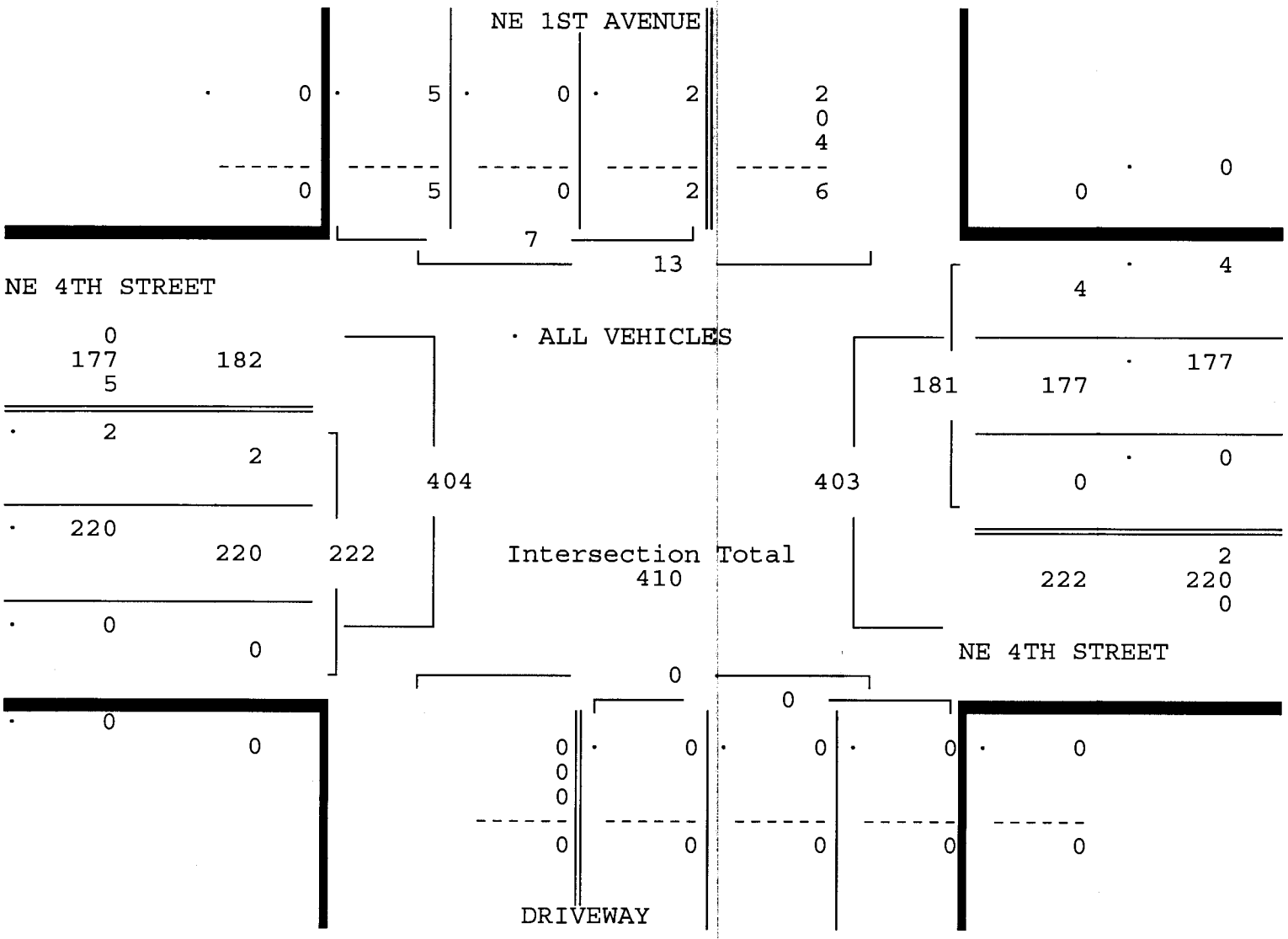
NE 4TH STREET & NE 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4STR_1AV
Page : 2

ALL VEHICLES

	NE 1ST AVENUE From North				NE 4TH STREET From East				DRIVEWAY From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/16/17																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	2	0	5	0	0	177	4	0	0	0	0	0	2	220	0	
Percent	0%	29%	0%	71%	0%	0%	98%	2%	0%	0%	0%	0%	0%	1%	99%	0%	
Pk total	7				181				0				222				
Highest	08:15				08:45				07:00				08:00				
Volume	0	0	0	3	0	0	53	1	0	0	0	0	0	1	64	0	
Hi total	3				54				0				65				
PHF	.58				.84				.0				.85				



TRAFFIC SURVEY SPECIALISTS, INC.

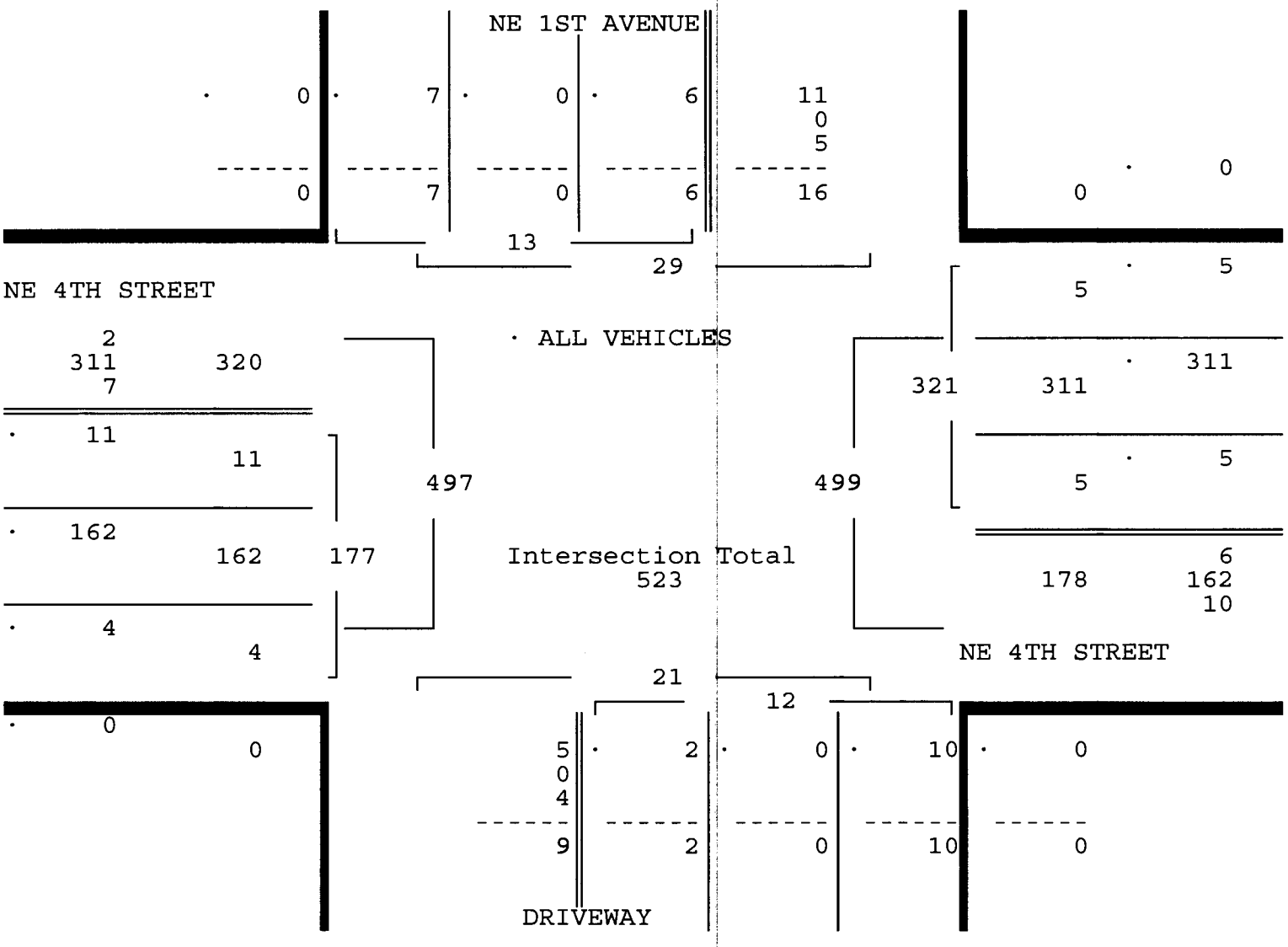
NE 4TH STREET & NE 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4STR_1AV
Page : 3

ALL VEHICLES

	NE 1ST AVENUE From North				NE 4TH STREET From East				DRIVEWAY From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/16/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/16/17																	
Peak start	16:45				16:45				16:45				16:45				
Volume	1	5	0	7	0	5	311	5	0	2	0	10	0	11	162	4	
Percent	8%	38%	0%	54%	0%	2%	97%	2%	0%	17%	0%	83%	0%	6%	92%	2%	
Pk total	13				321				12				177				
Highest	17:00				17:15				17:00				17:30				
Volume	1	1	0	4	0	0	96	1	0	0	0	6	0	3	54	0	
Hi total	6				97				6				57				
PHF	.54				.83				.50				.78				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & NE 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

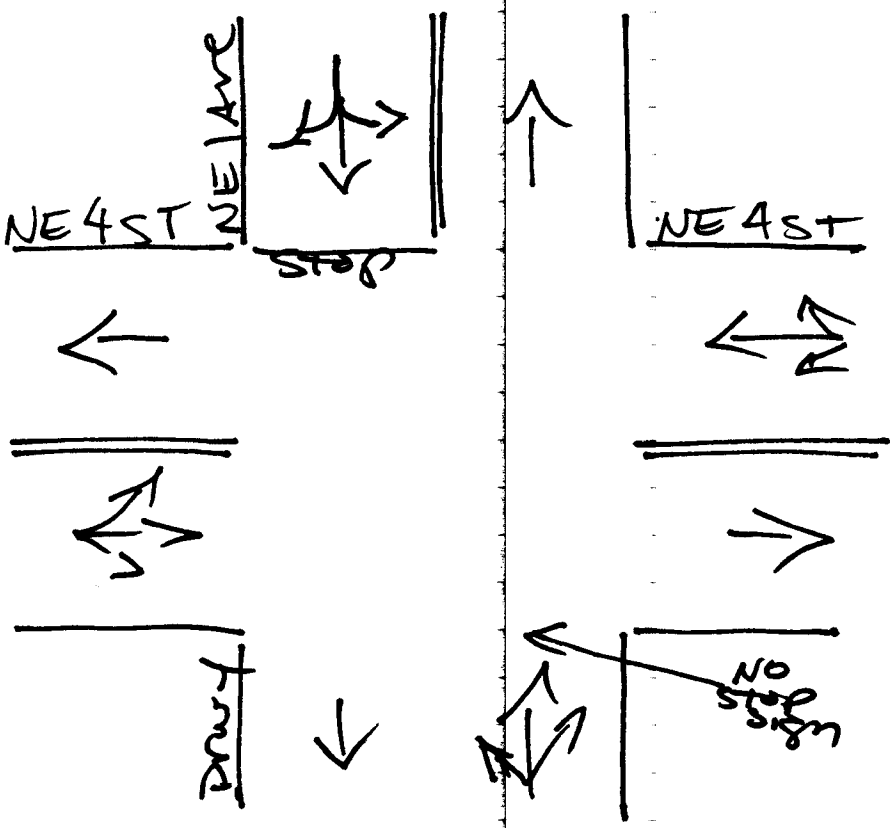
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/16/17
File I.D. : 4STR_1AV
Page : 1

PEDESTRIANS & BIKES

	NE 1ST AVENUE From North				NE 4TH STREET From East				DRIVEWAY From South				NE 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/16/17																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4
Hr Total	0	3	0	4	0	0	0	0	0	1	0	0	0	0	0	1	9
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
08:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	5
08:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
Hr Total	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	3
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	2	0	2	0	1	0	0	0	4	0	1	0	0	10
17:00	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	8
17:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3
Hr Total	0	0	0	8	0	2	0	0	0	0	0	5	0	1	0	0	16
TOTAL	0	6	0	19	0	4	0	1	0	1	0	9	0	2	0	6	48

North



Ft. Lauderdale, Florida
February 15, 2017
drawn by: Luis Palomino
not Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 4TH STREET From East				US 1 From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	0	15	273	5	0	11	2	2	4	9	172	8	0	1	11	16	529
07:15	1	15	325	7	0	12	5	12	4	12	222	7	0	6	7	21	656
07:30	2	33	427	8	0	27	7	3	1	8	209	4	0	5	17	25	776
07:45	0	37	451	8	0	24	15	13	3	16	228	14	0	4	17	29	859
Hr Total	3	100	1476	28	0	74	29	30	12	45	831	33	0	16	52	91	2820
08:00	1	17	473	18	0	15	13	2	2	15	223	5	0	11	25	27	847
08:15	3	21	571	20	0	23	9	4	5	17	227	16	0	6	15	30	967
08:30	4	26	473	12	0	19	17	9	4	13	206	4	0	13	28	30	858
08:45	2	29	518	13	1	16	17	7	6	18	253	15	0	11	21	29	956
Hr Total	10	93	2035	63	1	73	56	22	17	63	909	40	0	41	89	116	3628
---------- * BREAK * ----------																	
16:00	0	16	368	14	0	29	14	9	1	21	357	19	1	17	8	9	883
16:15	3	27	304	10	0	19	11	5	1	19	371	20	0	11	18	17	836
16:30	5	13	367	9	0	20	19	6	3	32	379	12	0	10	11	12	898
16:45	7	27	319	11	0	12	30	13	6	37	392	16	0	7	23	13	913
Hr Total	15	83	1358	44	0	80	74	33	11	109	1499	67	1	45	60	51	3530
17:00	5	16	387	9	0	24	24	10	5	33	434	19	0	18	21	15	1020
17:15	2	23	362	20	0	28	39	10	2	27	354	14	0	21	33	26	961
17:30	4	20	363	12	0	23	25	10	1	28	421	15	0	13	16	12	963
17:45	4	20	391	15	0	25	14	8	1	28	447	20	0	19	17	16	1025
Hr Total	15	79	1503	56	0	100	102	38	9	116	1656	68	0	71	87	69	3969
TOTAL	43	355	6372	191	1	327	261	123	49	333	4895	208	1	173	288	327	13947

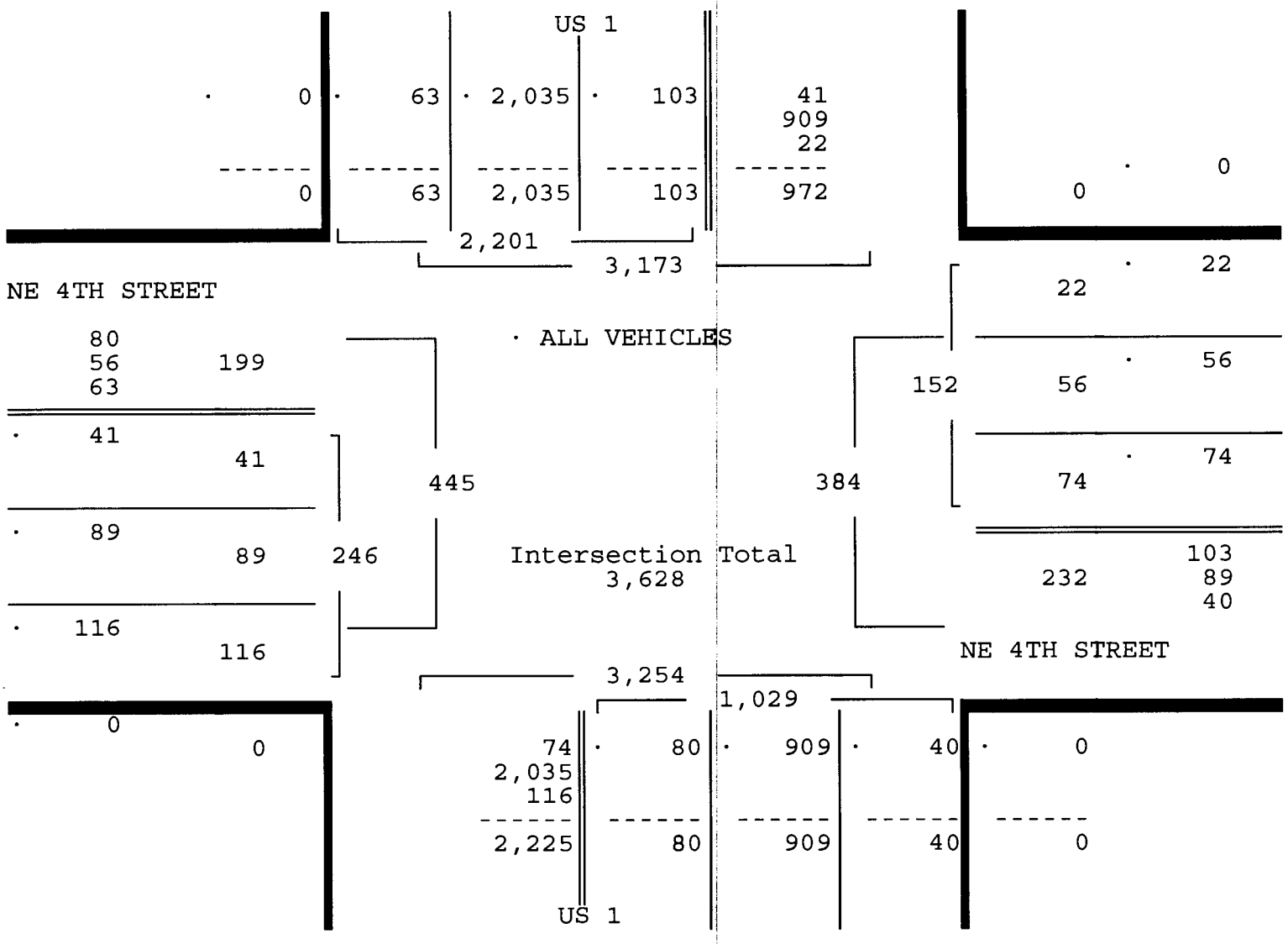
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 4TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4STR_US1

ALL VEHICLES

	US 1 From North				NE 4TH STREET From East				US 1 From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	10	93	2035	63	1	73	56	22	17	63	909	40	0	41	89	116	
Percent	0%	4%	92%	3%	1%	48%	37%	14%	2%	6%	88%	4%	0%	17%	36%	47%	
Pk total	2201				152				1029				246				
Highest	08:15				08:30				08:45				08:30				
Volume	3	21	571	20	0	19	17	9	6	18	253	15	0	13	28	30	
Hi total	615				45				292				71				
PHF	.89				.84				.88				.87				



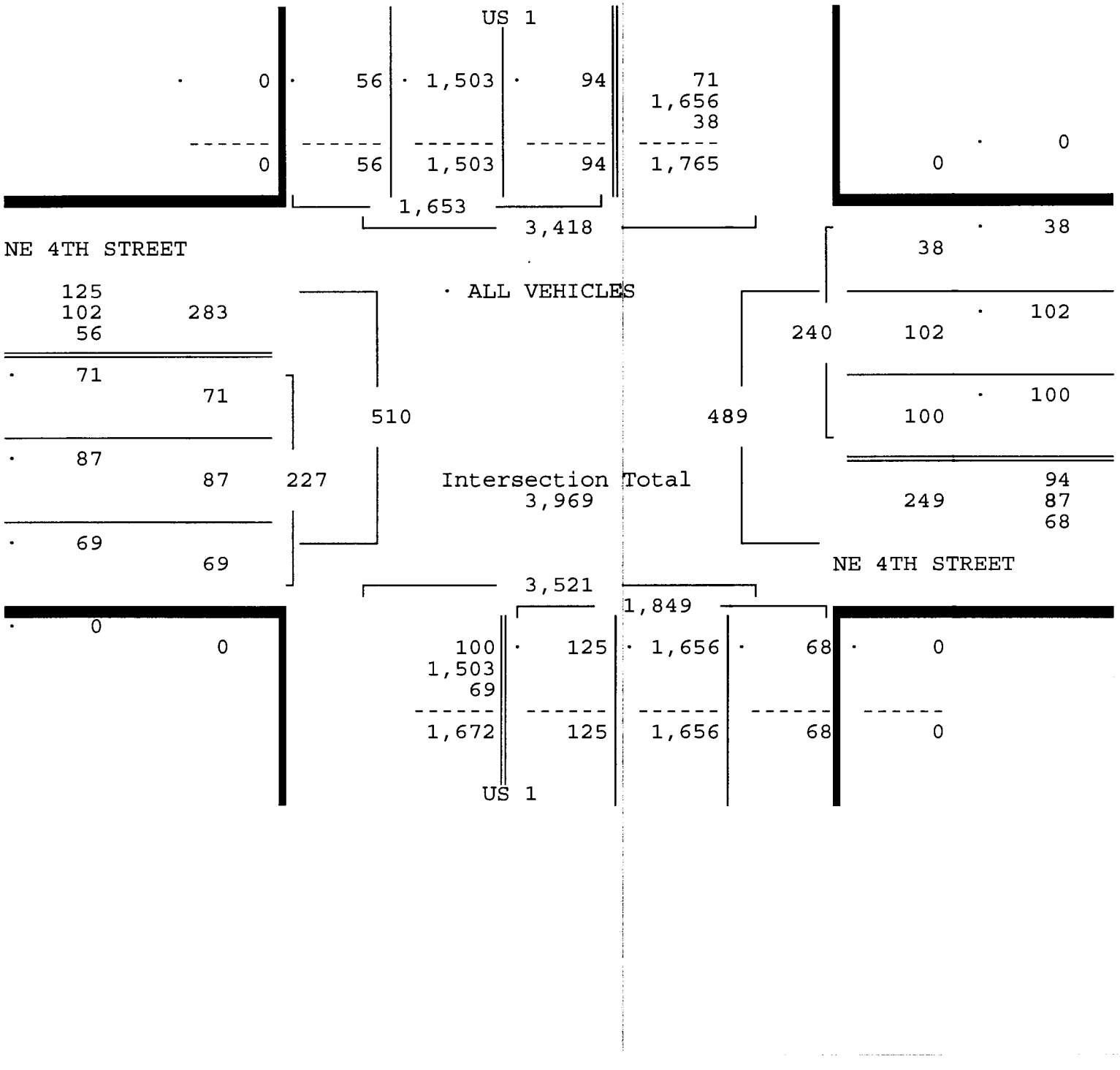
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 4TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4STR_US1

ALL VEHICLES

	US 1 From North				NE 4TH STREET From East				US 1 From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	15	79	1503	56	0	100	102	38	9	116	1656	68	0	71	87	69	
Percent	1%	5%	91%	3%	0%	42%	42%	16%	0%	6%	90%	4%	0%	31%	38%	30%	
Pk total	1653				240				1849				227				
Highest	17:45				17:15				17:45				17:15				
Volume	4	20	391	15	0	28	39	10	1	28	447	20	0	21	33	26	
Hi total	430				77				496				80				
PHF	.96				.78				.93				.71				



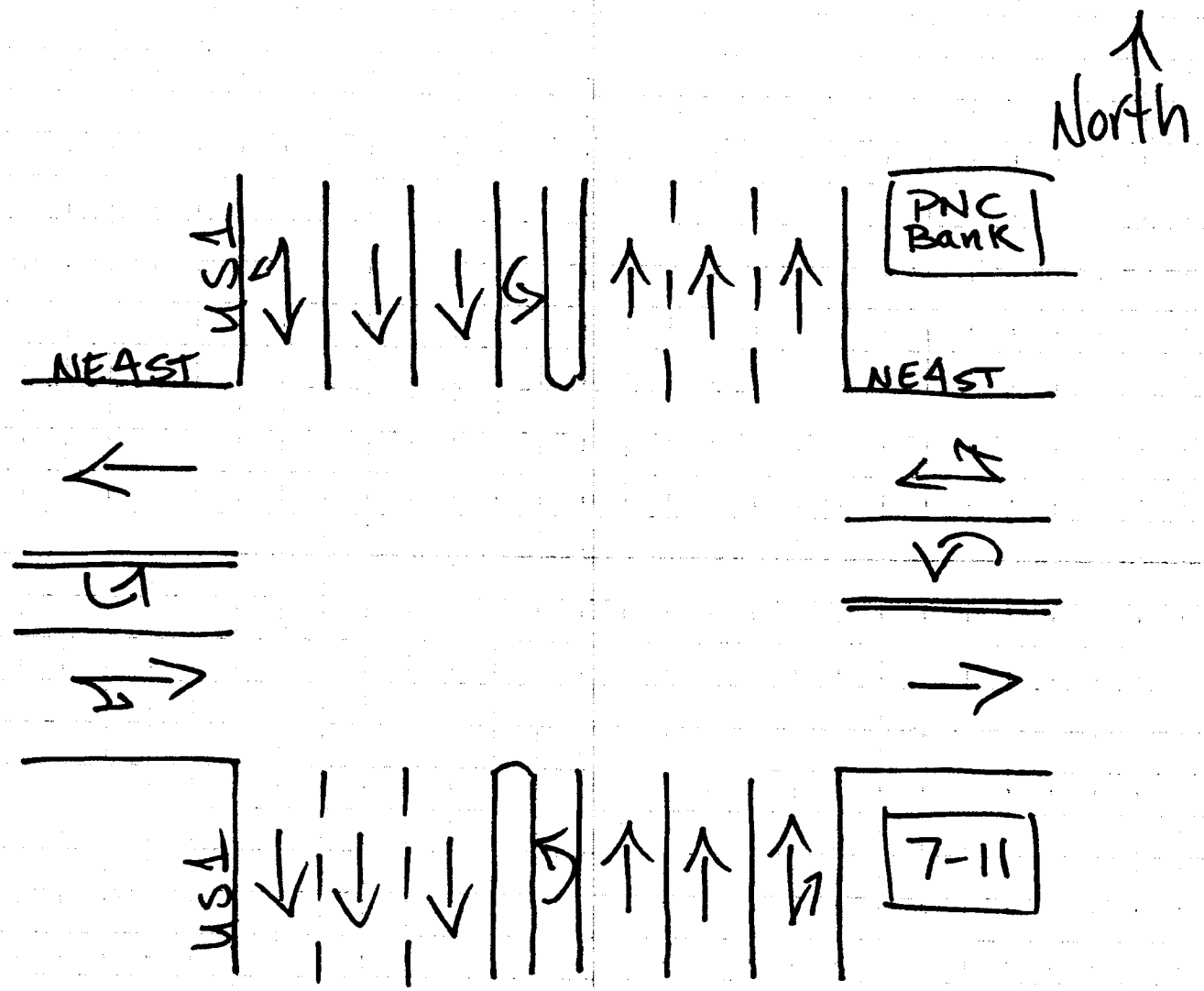
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 4TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				NE 4TH STREET From East				US 1 From South				NE 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	3	7
07:15	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	4
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	4
Hr Total	0	2	0	3	0	0	0	1	0	0	0	1	0	4	0	8	19
08:00	0	0	0	3	0	1	0	1	0	0	0	1	0	0	0	0	6
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	4
08:30	0	3	0	0	0	0	0	3	0	0	0	0	0	1	0	0	7
08:45	0	0	0	1	0	0	0	5	0	1	0	2	0	2	0	2	13
Hr Total	0	3	0	5	0	1	0	10	0	1	0	3	0	5	0	2	30
---------- * BREAK * ----------																	
16:00	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	3	6
16:15	0	0	0	1	0	1	0	5	0	1	0	1	0	0	0	5	14
16:30	0	2	0	1	0	2	0	2	0	0	0	1	0	3	0	0	11
16:45	0	0	0	1	0	2	0	3	0	0	0	7	0	0	0	2	15
Hr Total	0	3	0	3	0	5	0	11	0	1	0	10	0	3	0	10	46
17:00	0	0	0	2	0	1	0	2	0	0	0	4	0	0	0	4	13
17:15	0	0	0	3	0	1	0	5	0	2	0	0	0	0	0	4	15
17:30	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	5	10
17:45	0	0	0	0	0	0	0	2	0	1	0	1	0	2	0	3	9
Hr Total	0	2	0	5	0	3	0	9	0	3	0	7	0	2	0	16	47
TOTAL	0	10	0	16	0	9	0	31	0	5	0	21	0	14	0	36	142



Ft. Lauderdale, Florida
June 10, 2014
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

BROWARD BOULEVARD & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: M. MALONE & G. CAMPUSANO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : BROW_US1
Page : 1

ALL VEHICLES

	US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	1	23	250	43	0	88	78	6	1	33	157	41	1	43	58	30	853
07:15	1	23	279	58	0	76	89	9	1	50	238	36	0	34	64	40	998
07:30	1	44	337	56	0	121	148	4	1	62	222	58	0	39	102	86	1281
07:45	0	37	450	58	0	126	118	9	1	71	289	96	0	57	72	46	1430
Hr Total	3	127	1316	215	0	411	433	28	4	216	906	231	1	173	296	202	4562
08:00	3	33	350	64	0	117	130	11	3	111	293	88	0	34	139	69	1445
08:15	2	38	479	69	0	115	120	8	1	116	256	96	2	40	114	120	1576
08:30	2	58	446	94	0	112	125	9	0	89	124	93	0	30	92	17	1291
08:45	1	56	370	66	0	136	149	25	1	137	217	90	0	62	93	50	1453
Hr Total	8	185	1645	293	0	480	524	53	5	453	890	367	2	166	438	256	5765
---------- * BREAK * ----------																	
16:00	0	33	256	52	0	104	155	26	2	79	286	91	1	87	132	91	1395
16:15	1	29	323	47	0	121	145	18	5	87	329	113	1	103	138	102	1562
16:30	3	42	339	53	0	108	138	27	1	104	299	103	1	124	134	87	1563
16:45	1	24	259	45	2	120	172	17	0	102	345	65	1	190	171	85	1599
Hr Total	5	128	1177	197	2	453	610	88	8	372	1259	372	4	504	575	365	6119
17:00	3	27	363	61	0	128	127	12	1	50	418	56	0	177	146	34	1603
17:15	3	47	295	52	0	99	169	20	1	87	300	54	0	100	168	66	1461
17:30	2	37	300	67	0	124	136	26	0	67	294	72	0	175	170	88	1558
17:45	1	43	344	60	0	107	126	32	0	86	384	87	0	130	149	34	1583
Hr Total	9	154	1302	240	0	458	558	90	2	290	1396	269	0	582	633	222	6205
TOTAL	25	594	5440	945	2	1802	2125	259	19	1331	4451	1239	7	1425	1942	1045	22651

TRAFFIC SURVEY SPECIALISTS, INC.

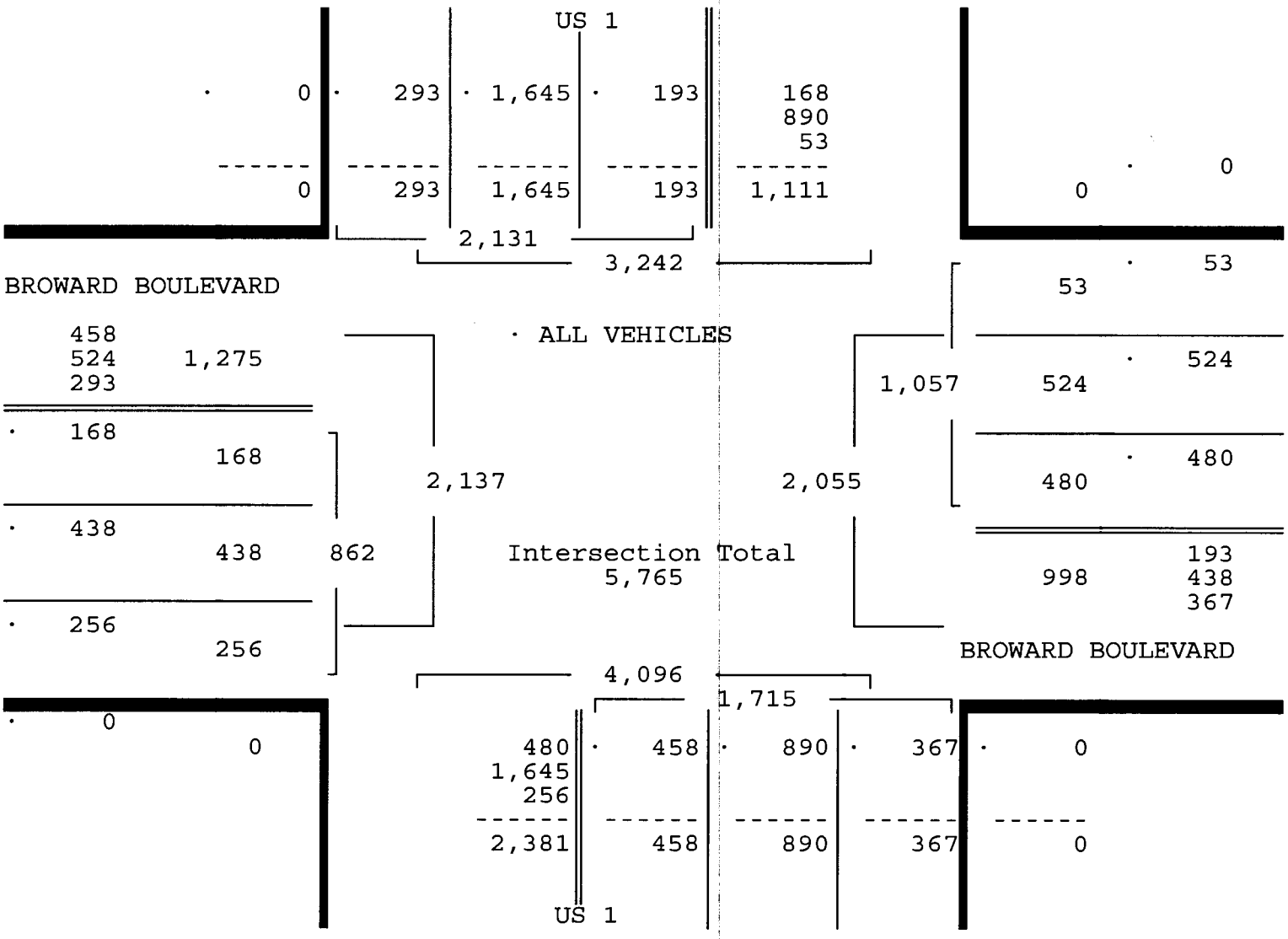
BROWARD BOULEVARD & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: M. MALONE & G. CAMPUSANO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : BROW_US1
Page : 2

ALL VEHICLES

	US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	8	185	1645	293	0	480	524	53	5	453	890	367	2	166	438	256	
Percent	0%	9%	77%	14%	0%	45%	50%	5%	0%	26%	52%	21%	0%	19%	51%	30%	
Pk total	2131				1057				1715				862				
Highest	08:30				08:45				08:00				08:15				
Volume	2	58	446	94	0	136	149	25	3	111	293	88	2	40	114	120	
Hi total	600				310				495				276				
PHF	.89				.85				.87				.78				



TRAFFIC SURVEY SPECIALISTS, INC.

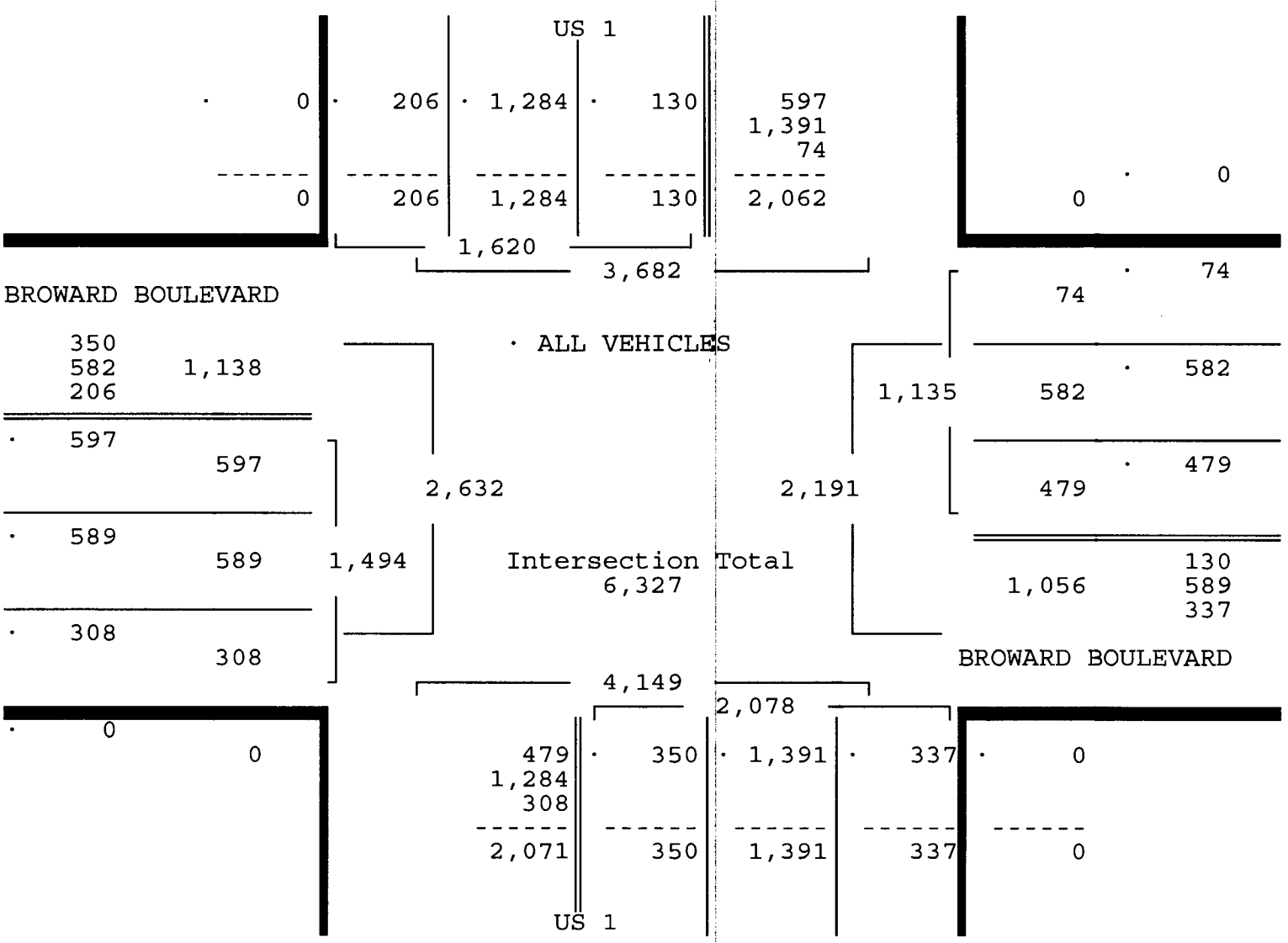
BROWARD BOULEVARD & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: M. MALONE & G. CAMPUSANO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : BROW_US1
Page : 3

ALL VEHICLES

	US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 16:15					16:15				16:15				16:15				
Volume	8	122	1284	206	2	477	582	74	7	343	1391	337	3	594	589	308	
Percent	0%	8%	79%	13%	0%	42%	51%	7%	0%	17%	67%	16%	0%	40%	39%	21%	
Pk total	1620				1135				2078				1494				
Highest	17:00				16:45				16:15				16:45				
Volume	3	27	363	61	2	120	172	17	5	87	329	113	1	190	171	85	
Hi total	454				311				534				447				
PHF	.89				.91				.97				.84				



TRAFFIC SURVEY SPECIALISTS, INC.

BROWARD BOULEVARD & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: M. MALONE & G. CAMPUSANO
SIGNALIZED

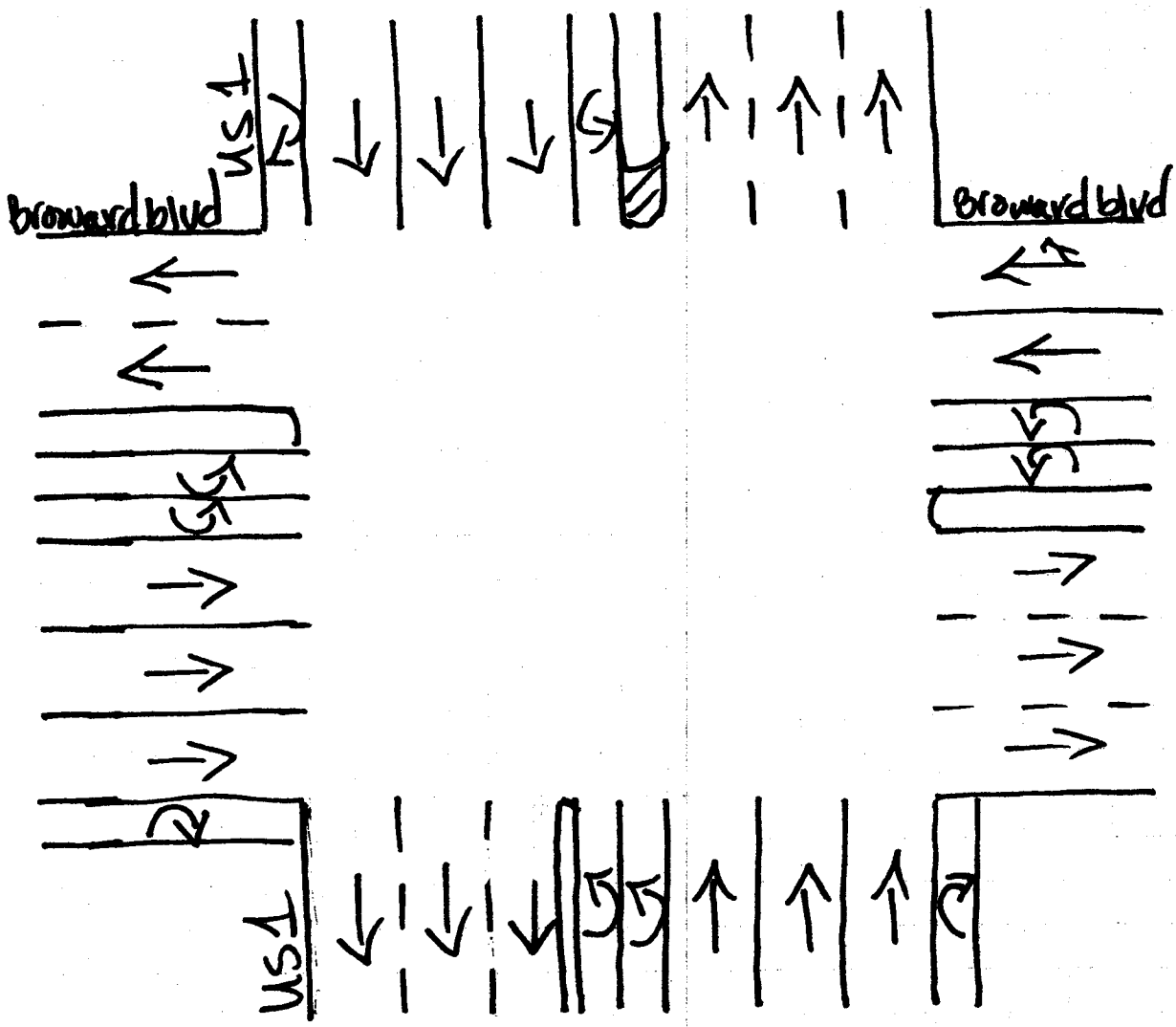
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : BROW_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	0	0	1	0	1	0	1	0	0	0	3	0	0	0	0	6
07:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	0	0	3	0	0	0	0	0	1	0	5	0	0	0	0	9
07:45	0	0	0	2	0	0	0	1	0	0	0	4	0	1	0	3	11
Hr Total	0	0	0	9	0	1	0	2	0	1	0	12	0	1	0	3	29
08:00	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	2	8
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	1	9
Hr Total	0	0	0	7	0	0	0	3	0	0	0	6	0	0	0	5	21
---------- * BREAK * ----------																	
16:00	0	0	0	7	0	0	0	2	0	0	0	9	0	0	0	2	20
16:15	0	3	0	8	0	0	0	1	0	0	0	0	0	0	0	3	15
16:30	0	0	0	1	0	1	0	1	0	2	0	1	0	1	0	0	7
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	5	0	16	0	1	0	4	0	2	0	10	0	1	0	5	44
17:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
17:15	0	1	0	6	0	1	0	1	0	3	0	0	0	0	0	2	14
17:30	0	2	0	1	0	1	0	0	0	0	0	7	0	0	0	0	11
17:45	0	0	0	3	0	1	0	2	0	1	0	0	0	0	0	3	10
Hr Total	0	5	0	10	0	5	0	3	0	4	0	7	0	0	0	5	39
TOTAL	0	10	0	42	0	7	0	12	0	7	0	35	0	2	0	18	133

North



Ft. Lauderdale, Florida

June 09, 2015

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE/NW 2ND STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_ANDR
Page : 1

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 2ND STREET From East				N ANDREWS AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	0	9	94	5	0	0	0	2	0	4	70	8	0	3	2	6	203
07:15	0	9	52	9	0	2	0	1	0	2	63	3	0	3	3	4	151
07:30	0	33	262	13	0	2	3	1	0	2	70	5	0	6	8	7	412
07:45	0	20	126	10	0	6	4	3	0	7	75	5	0	3	7	2	268
Hr Total	0	71	534	37	0	10	7	7	0	15	278	21	0	15	20	19	1034
08:00	0	56	203	15	0	4	8	3	0	1	84	14	0	3	16	9	416
08:15	0	65	300	22	0	3	13	4	0	3	70	5	0	2	13	7	507
08:30	0	38	273	18	0	8	9	2	0	4	82	14	0	4	11	8	471
08:45	0	57	259	14	0	10	10	8	0	2	102	15	0	4	18	10	509
Hr Total	0	216	1035	69	0	25	40	17	0	10	338	48	0	13	58	34	1903
---------- * BREAK * ----------																	
16:00	0	2	115	9	0	19	15	20	0	2	158	4	0	3	3	5	355
16:15	0	10	112	4	0	14	14	16	0	6	178	5	0	5	3	6	373
16:30	0	6	140	7	0	18	32	29	0	4	192	1	0	9	6	3	447
16:45	0	8	126	6	0	17	28	46	0	5	221	6	0	8	5	2	478
Hr Total	0	26	493	26	0	68	89	111	0	17	749	16	0	25	17	16	1653
17:00	0	10	151	9	0	24	38	54	0	2	302	5	0	8	11	5	619
17:15	0	2	144	5	0	12	20	37	0	8	297	4	0	11	6	5	551
17:30	0	12	143	13	0	26	26	46	0	5	274	9	0	9	7	7	577
17:45	0	12	146	9	0	18	16	22	0	6	210	9	0	6	6	3	463
Hr Total	0	36	584	36	0	80	100	159	0	21	1083	27	0	34	30	20	2210
TOTAL	0	349	2646	168	0	183	236	294	0	63	2448	112	0	87	125	89	6800

TRAFFIC SURVEY SPECIALISTS, INC.

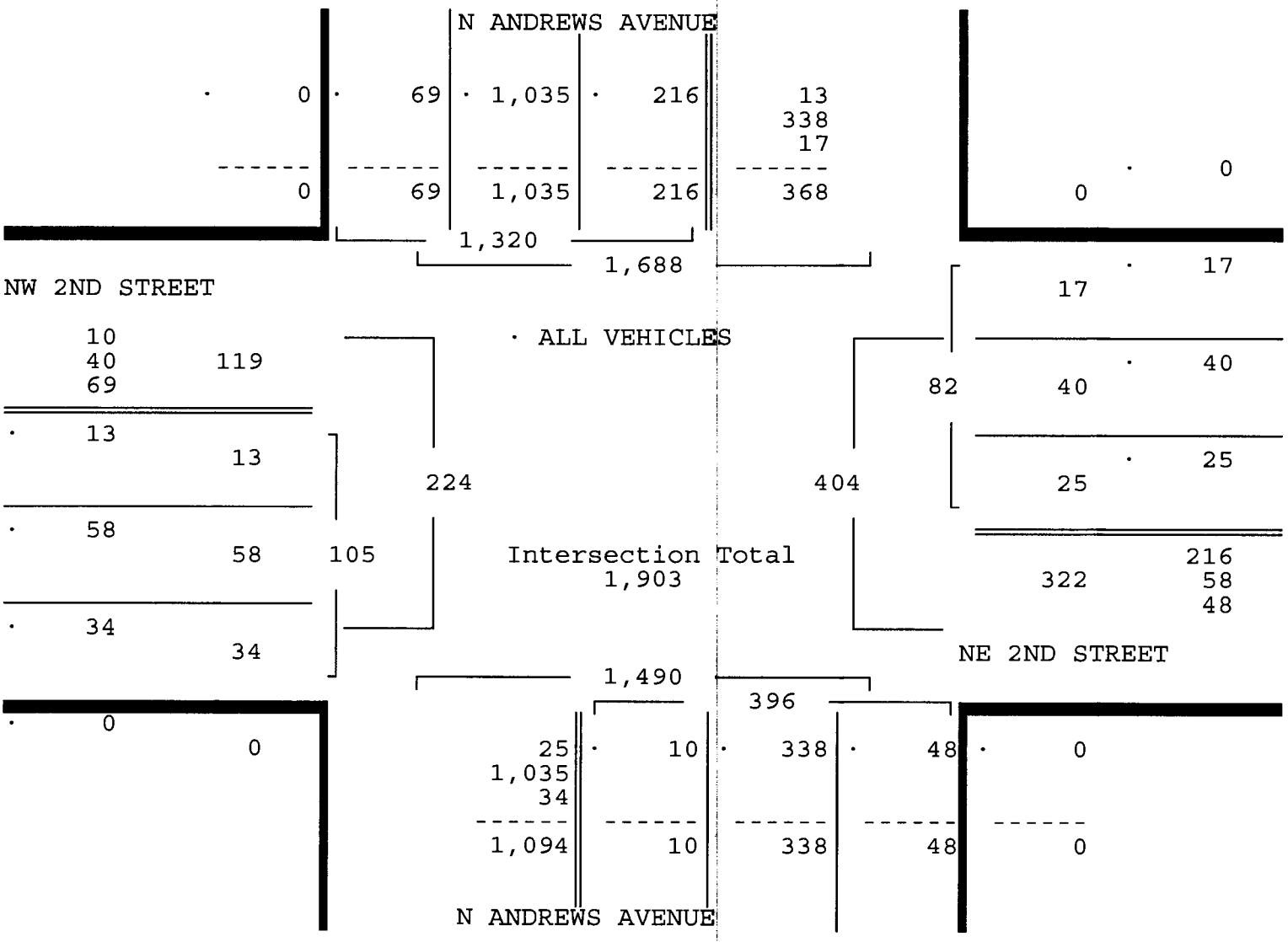
NE/NW 2ND STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_ANDR

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 2ND STREET From East				N ANDREWS AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	216	1035	69	0	25	40	17	0	10	338	48	0	13	58	34	
Percent	0%	16%	78%	5%	0%	30%	49%	21%	0%	3%	85%	12%	0%	12%	55%	32%	
Pk total	1320				82				396				105				
Highest	08:15				08:45				08:45				08:45				
Volume	0	65	300	22	0	10	10	8	0	2	102	15	0	4	18	10	
Hi total	387				28				119				32				
PHF	.85				.73				.83				.82				



TRAFFIC SURVEY SPECIALISTS, INC.

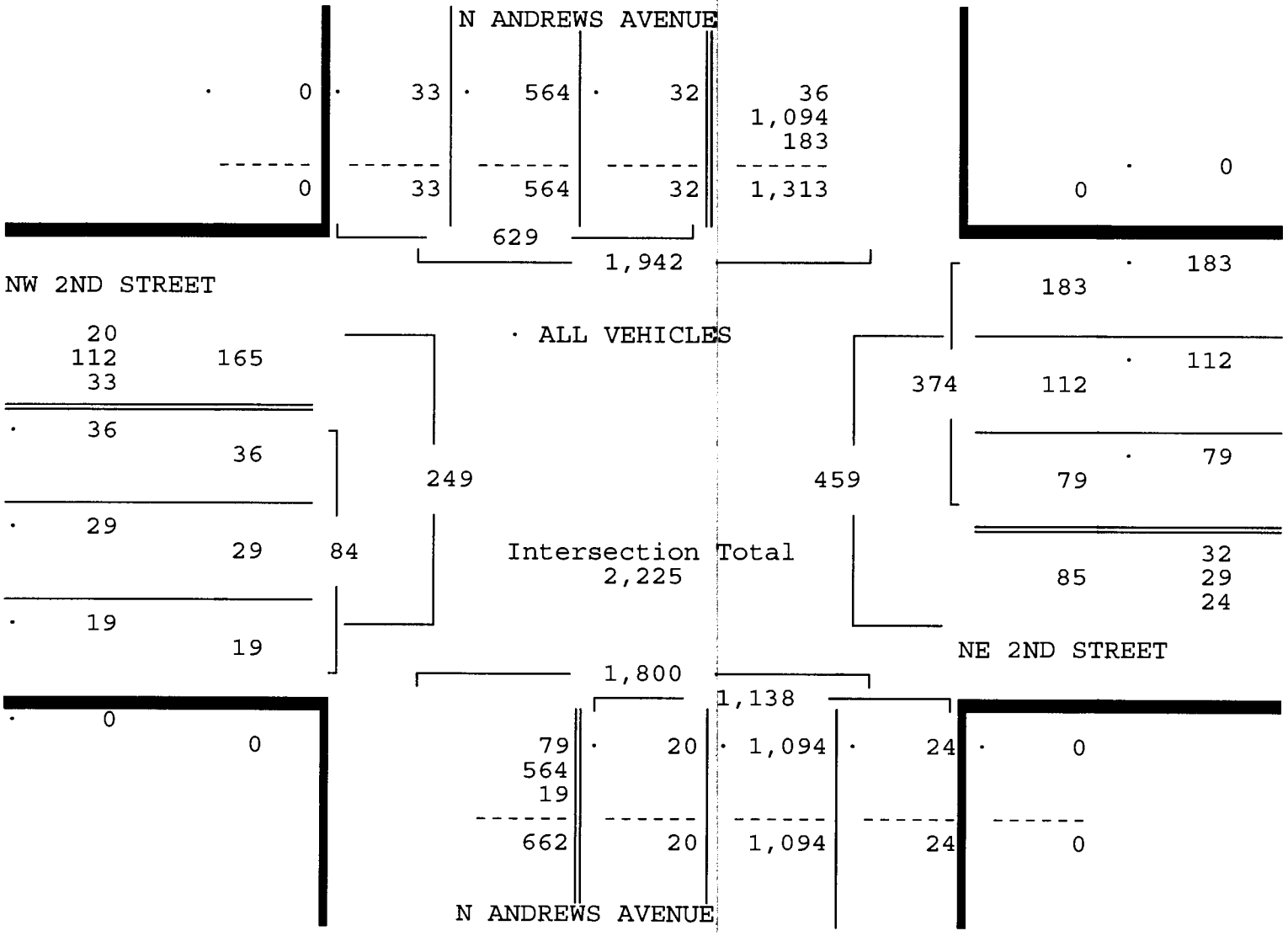
NE/NW 2ND STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_ANDR
Page : 3

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 2ND STREET From East				N ANDREWS AVENUE From South				NW 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	32	564	33	0	79	112	183	0	20	1094	24	0	36	29	19	
Percent	0%	5%	90%	5%	0%	21%	30%	49%	0%	2%	96%	2%	0%	43%	35%	23%	
Pk total	629				374				1138				84				
Highest	17:00				17:00				17:00				17:00				
Volume	0	10	151	9	0	24	38	54	0	2	302	5	0	8	11	5	
Hi total	170				116				309				24				
PHF	.92				.81				.92				.88				



TRAFFIC SURVEY SPECIALISTS, INC.

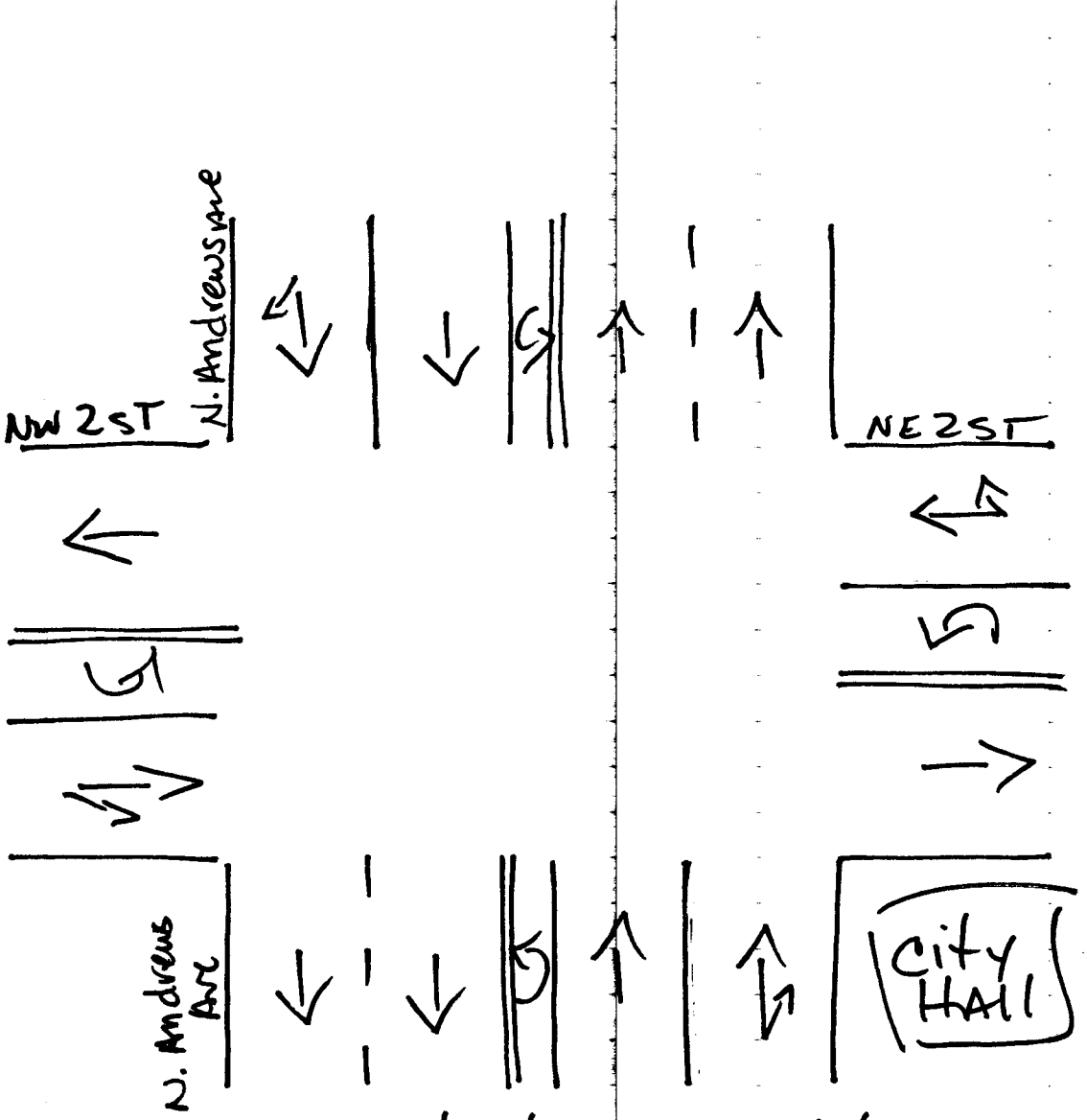
NE/NW 2ND STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	N ANDREWS AVENUE From North				NE 2ND STREET From East				N ANDREWS AVENUE From South				NW 2ND STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
07:15	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	2	5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	2	0	1	0	0	0	1	0	1	0	4	0	2	12
Hr Total	0	4	0	3	0	3	0	1	0	1	0	1	0	4	0	5	22
08:00	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	7
08:15	0	1	0	0	0	0	0	4	0	0	0	1	0	0	0	2	8
08:30	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	2	6
08:45	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	3	7
Hr Total	0	2	0	5	0	1	0	9	0	0	0	3	0	0	0	8	28
* BREAK *																	
16:00	0	1	0	1	0	1	0	5	0	1	0	0	0	1	0	0	10
16:15	0	0	0	0	0	1	0	2	0	0	0	4	0	1	0	1	9
16:30	0	1	0	0	0	0	0	6	0	0	0	4	0	0	0	5	16
16:45	0	0	0	2	0	1	0	4	0	0	0	0	0	0	0	1	8
Hr Total	0	2	0	3	0	3	0	17	0	1	0	8	0	2	0	7	43
17:00	0	0	0	2	0	0	0	5	0	0	0	1	0	1	0	1	10
17:15	0	1	0	0	0	1	0	3	0	0	0	0	0	0	0	3	8
17:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6
17:45	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	5
Hr Total	0	1	0	2	0	1	0	16	0	0	0	1	0	2	0	6	29
TOTAL	0	9	0	13	0	8	0	43	0	2	0	13	0	8	0	26	122



Ft. Lauderdale, Florida

February 14, 2017

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.

BROWARD BOULEVARD & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 01700338
Start Date: 02/15/17
File I.D. : BROWANDR
Page : 1

ALL VEHICLES

	ANDREWS AVENUE From North				BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	0	32	40	9	1	0	180	12	0	47	47	5	0	46	252	39	710
07:15	0	17	48	12	0	0	109	6	0	20	57	4	0	15	119	15	422
07:30	0	66	142	15	0	0	252	21	0	32	47	7	1	32	280	44	939
07:45	0	37	113	14	0	0	111	12	0	41	82	9	1	18	163	27	628
Hr Total	0	152	343	50	1	0	652	51	0	140	233	25	2	111	814	125	2699
08:00	0	52	92	19	0	0	308	27	0	29	67	15	0	45	351	52	1057
08:15	0	73	172	18	0	0	244	16	0	68	59	10	0	40	342	57	1099
08:30	0	70	168	23	0	0	259	12	0	53	71	12	1	50	361	82	1162
08:45	0	72	135	25	0	0	234	15	0	45	91	9	0	47	364	76	1113
Hr Total	0	267	567	85	0	0	1045	70	0	195	288	46	1	182	1418	267	4431
---------- * BREAK * ----------																	
16:00	0	31	69	44	0	0	335	27	0	63	97	20	0	30	221	30	967
16:15	0	22	81	35	0	0	294	25	0	66	133	20	2	38	263	17	996
16:30	0	29	83	38	0	0	321	22	0	73	138	11	0	30	282	29	1056
16:45	0	21	94	40	0	0	281	30	0	52	146	15	1	40	312	32	1064
Hr Total	0	103	327	157	0	0	1231	104	0	254	514	66	3	138	1078	108	4083
17:00	0	25	95	37	0	0	280	28	0	52	189	17	1	40	297	29	1090
17:15	0	26	114	31	0	1	315	44	0	57	209	18	0	34	307	30	1186
17:30	0	27	97	26	0	0	259	29	0	54	191	18	1	49	342	22	1115
17:45	0	18	116	36	0	0	265	27	0	51	168	20	0	35	338	54	1128
Hr Total	0	96	422	130	0	1	1119	128	0	214	757	73	2	158	1284	135	4519
TOTAL	0	618	1659	422	1	1	4047	353	0	803	1792	210	8	589	4594	635	15732

TRAFFIC SURVEY SPECIALISTS, INC.

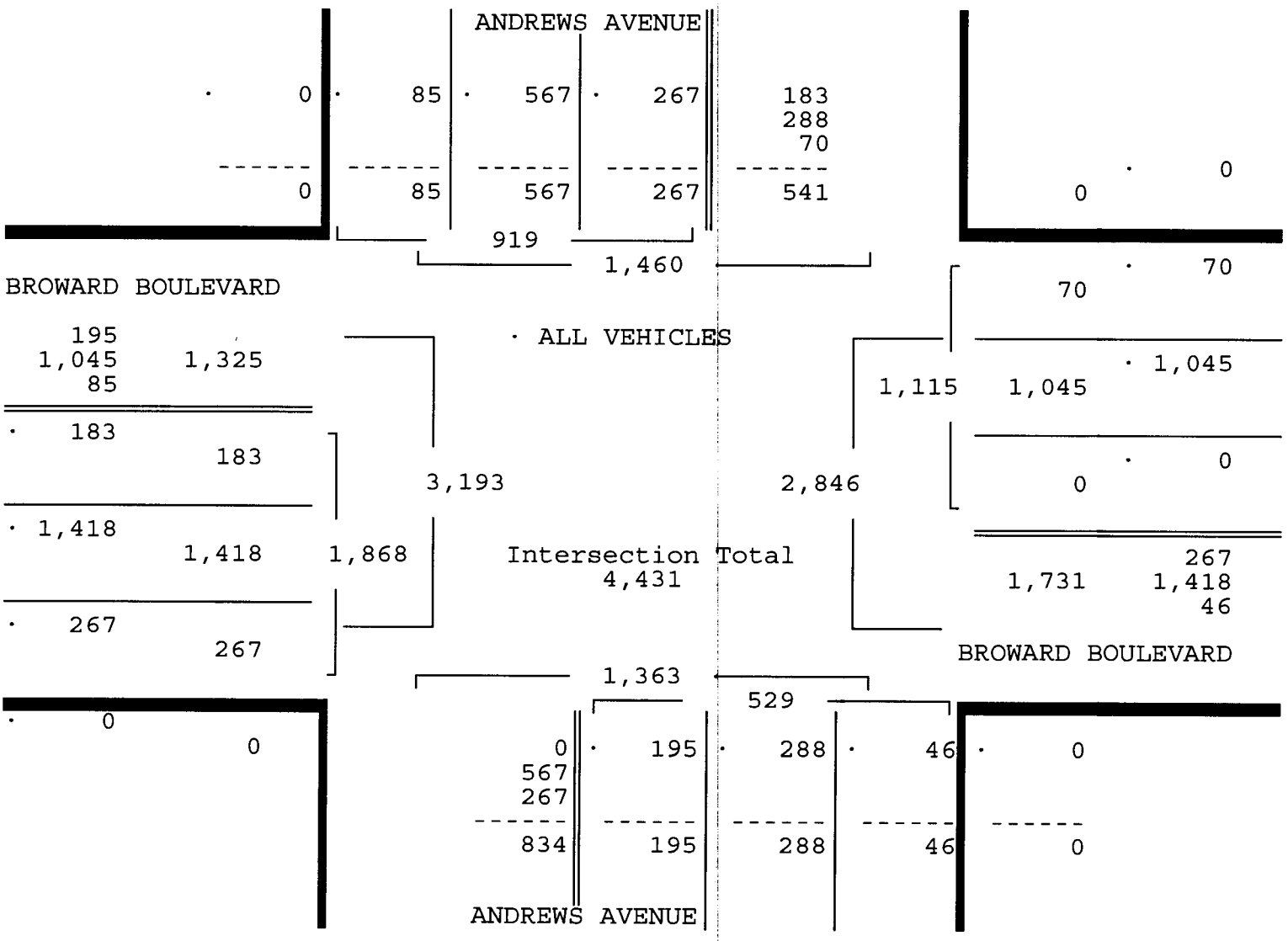
BROWARD BOULEVARD & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 01700338
Start Date: 02/15/17
File I.D. : BROWANDR
Page : 2

ALL VEHICLES

	ANDREWS AVENUE From North				BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	267	567	85	0	0	1045	70	0	195	288	46	1	182	1418	267	
Percent	0%	29%	62%	9%	0%	0%	94%	6%	0%	37%	54%	9%	0%	10%	76%	14%	
Pk total	919				1115				529				1868				
Highest	08:15				08:00				08:45				08:30				
Volume	0	73	172	18	0	0	308	27	0	45	91	9	1	50	361	82	
Hi total	263				335				145				494				
PHF	.87				.83				.91				.95				



TRAFFIC SURVEY SPECIALISTS, INC.

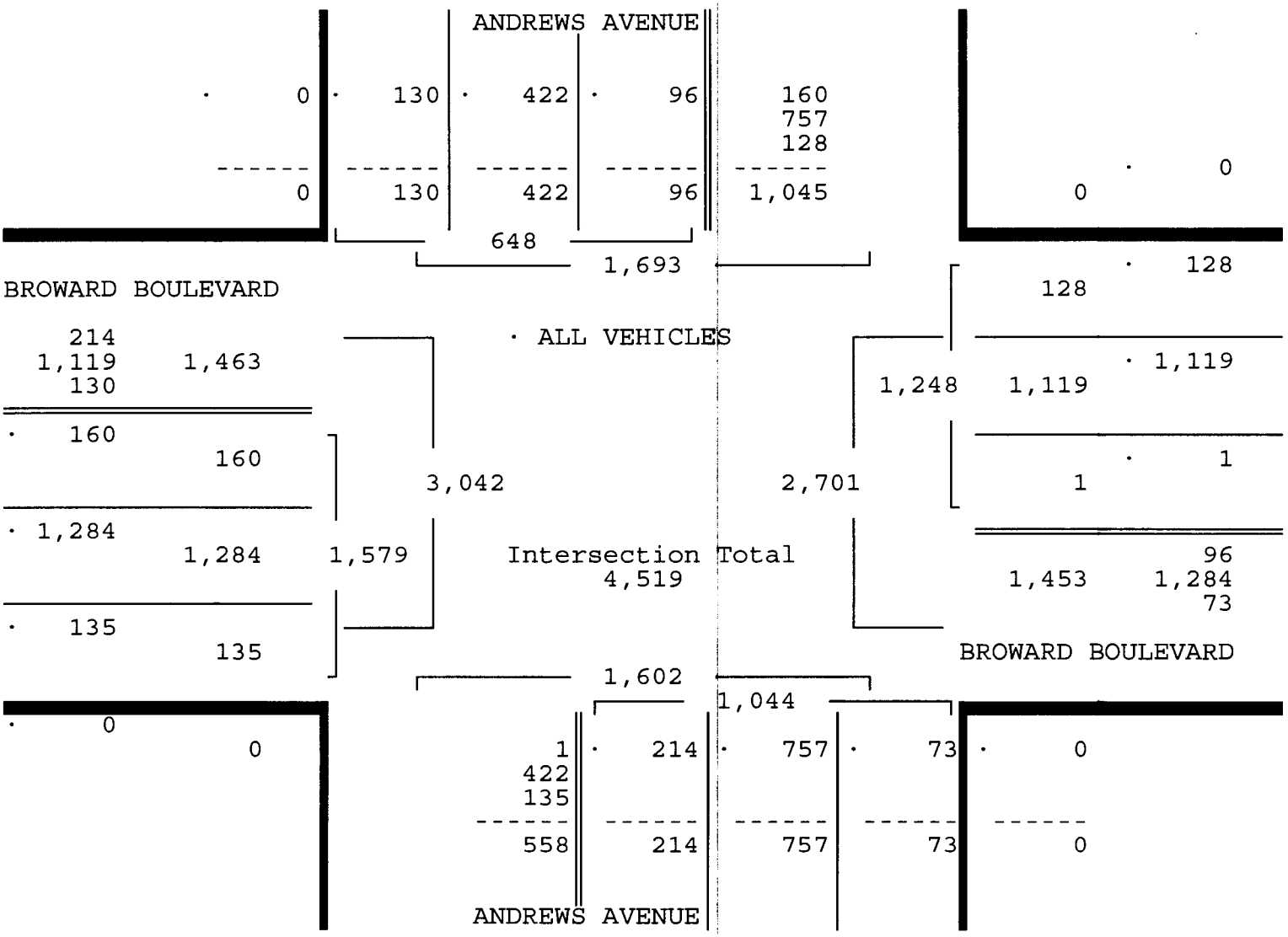
BROWARD BOULEVARD & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 01700338
Start Date: 02/15/17
File I.D. : BROWANDR
Page : 3

ALL VEHICLES

	ANDREWS AVENUE From North				BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	96	422	130	0	1	1119	128	0	214	757	73	2	158	1284	135	
Percent	0%	15%	65%	20%	0%	0%	90%	10%	0%	20%	73%	7%	0%	10%	81%	9%	
Pk total	648				1248				1044				1579				
Highest	17:15				17:15				17:15				17:45				
Volume	0	26	114	31	0	1	315	44	0	57	209	18	0	35	338	54	
Hi total	171				360				284				427				
PHF	.95				.87				.92				.92				



TRAFFIC SURVEY SPECIALISTS, INC.

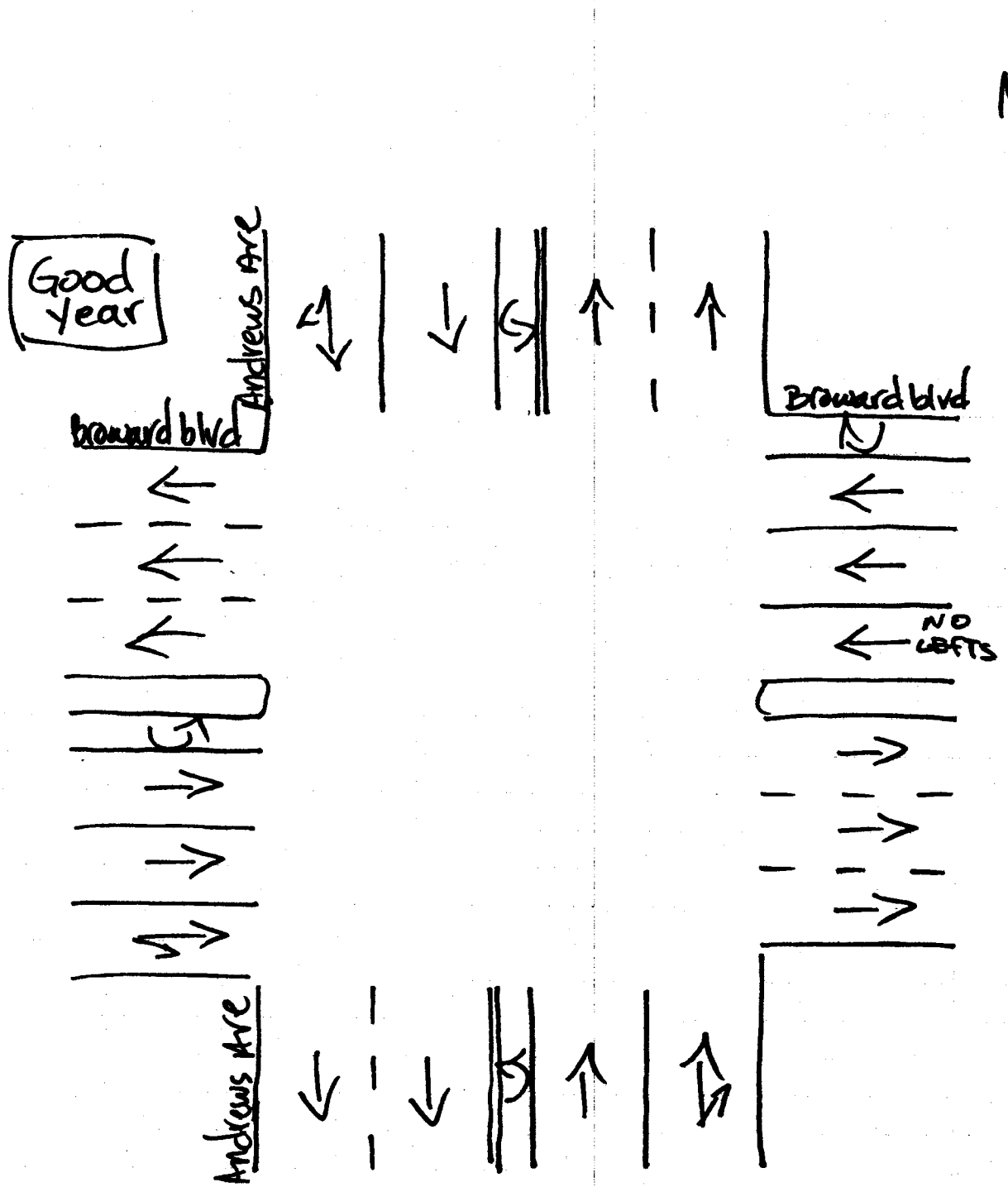
BROWARD BOULEVARD & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 01700338
Start Date: 02/15/17
File I.D. : BROWANDR
Page : 1

PEDESTRIANS & BIKES

	ANDREWS AVENUE From North				BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3	8
07:15	0	0	0	4	0	0	0	2	0	0	0	2	0	1	0	2	11
07:30	0	0	0	1	0	1	0	2	0	2	0	7	0	1	0	1	15
07:45	0	0	0	3	0	1	0	3	0	3	0	4	0	4	0	5	23
Hr Total	0	0	0	9	0	2	0	8	0	5	0	16	0	6	0	11	57
08:00	0	1	0	0	0	0	0	9	0	1	0	5	0	1	0	7	24
08:15	0	0	0	2	0	0	0	2	0	0	0	3	0	1	0	8	16
08:30	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	5	10
08:45	0	0	0	0	0	0	0	1	0	1	0	5	0	1	0	15	23
Hr Total	0	1	0	5	0	0	0	12	0	3	0	14	0	3	0	35	73
* BREAK *																	
16:00	0	1	0	5	0	1	0	7	0	2	0	7	0	0	0	7	30
16:15	0	2	0	3	0	0	0	3	0	1	0	10	0	1	0	10	30
16:30	0	0	0	3	0	0	0	8	0	0	0	4	0	0	0	7	22
16:45	0	0	0	6	0	0	0	2	0	0	0	7	0	0	0	4	19
Hr Total	0	3	0	17	0	1	0	20	0	3	0	28	0	1	0	28	101
17:00	0	1	0	6	0	0	0	5	0	1	0	2	0	0	0	7	22
17:15	0	0	0	6	0	2	0	5	0	2	0	9	0	0	0	7	31
17:30	0	3	0	13	0	2	0	6	0	1	0	7	0	1	0	10	43
17:45	0	2	0	8	0	4	0	7	0	0	0	6	0	2	0	5	34
Hr Total	0	6	0	33	0	8	0	23	0	4	0	24	0	3	0	29	130
TOTAL	0	10	0	64	0	11	0	63	0	15	0	82	0	13	0	103	361



Ft. Lauderdale, Florida
June 09, 2015
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4ST_3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE From North				NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	0	6	65	3	0	8	10	5	0	3	44	4	0	6	12	7	173
07:15	0	7	76	5	0	13	22	5	0	0	48	5	0	2	15	4	202
07:30	0	9	157	7	0	12	17	8	0	5	53	5	0	7	43	27	350
07:45	0	12	138	4	1	11	22	12	0	1	56	2	0	1	12	16	288
Hr Total	0	34	436	19	1	44	71	30	0	9	201	16	0	16	82	54	1013
08:00	0	18	202	7	0	21	34	10	0	15	75	11	0	8	43	25	469
08:15	0	10	271	10	0	20	32	11	0	6	79	11	0	6	31	24	511
08:30	0	12	234	8	0	28	29	9	0	6	86	12	0	3	36	22	485
08:45	0	25	215	3	0	27	26	4	0	11	95	7	0	6	36	32	487
Hr Total	0	65	922	28	0	96	121	34	0	38	335	41	0	23	146	103	1952
* BREAK *																	
16:00	0	4	116	6	0	11	35	8	0	16	186	23	0	4	24	2	435
16:15	0	8	95	10	0	7	21	13	0	16	187	12	0	6	23	10	408
16:30	0	7	93	11	0	5	43	19	0	17	196	16	0	6	19	11	443
16:45	0	5	103	13	0	9	51	9	0	22	233	18	0	9	26	5	503
Hr Total	0	24	407	40	0	32	150	49	0	71	802	69	0	25	92	28	1789
17:00	2	8	87	17	0	9	65	21	0	33	300	36	0	4	41	3	626
17:15	0	18	97	9	0	11	56	8	0	39	274	29	0	12	35	9	597
17:30	0	1	114	12	0	5	38	20	0	31	274	36	0	11	31	11	584
17:45	0	9	111	11	0	11	37	9	0	22	239	22	0	12	34	13	530
Hr Total	2	36	409	49	0	36	196	58	0	125	1087	123	0	39	141	36	2337
TOTAL	2	159	2174	136	1	208	538	171	0	243	2425	249	0	103	461	221	7091

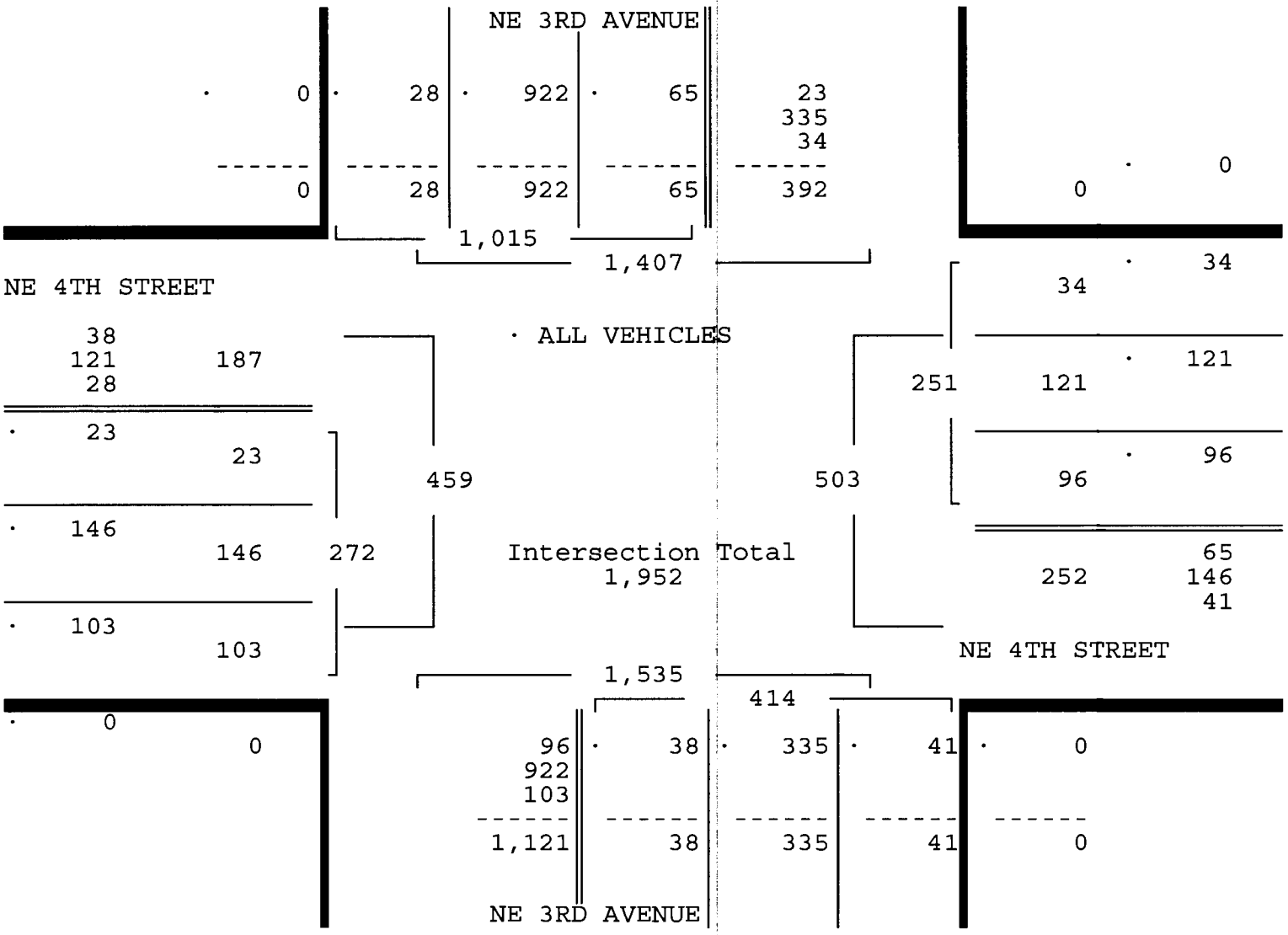
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4ST_3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	65	922	28	0	96	121	34	0	38	335	41	0	23	146	103	
Percent	0%	6%	91%	3%	0%	38%	48%	14%	0%	9%	81%	10%	0%	8%	54%	38%	
Pk total	1015				251				414				272				
Highest	08:15				08:30				08:45				08:00				
Volume	0	10	271	10	0	28	29	9	0	11	95	7	0	8	43	25	
Hi total	291				66				113				76				
PHF	.87				.95				.92				.89				



TRAFFIC SURVEY SPECIALISTS, INC.

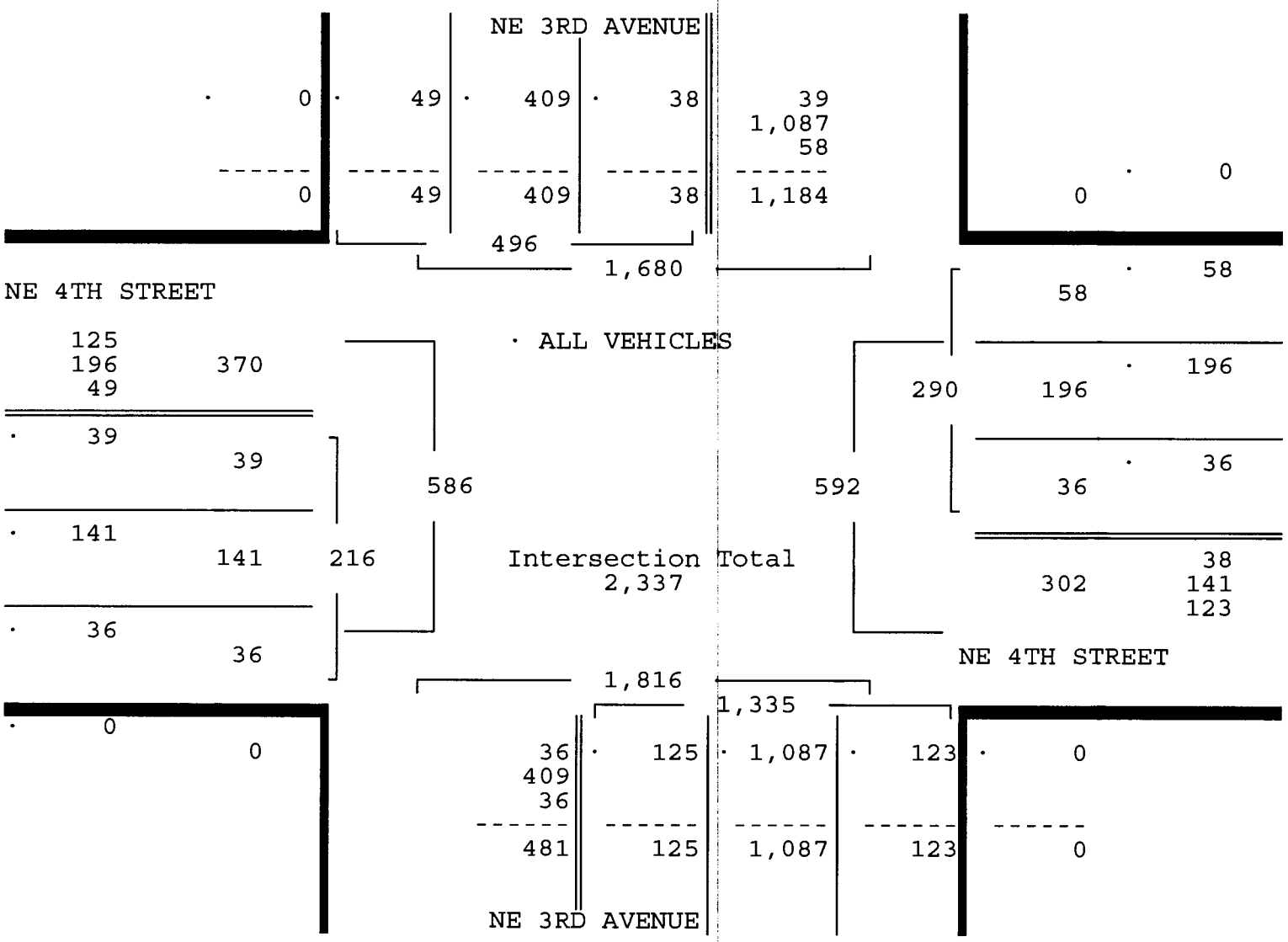
NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4ST_3AVE
Page : 3

ALL VEHICLES

	NE 3RD AVENUE From North				NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	2	36	409	49	0	36	196	58	0	125	1087	123	0	39	141	36	
Percent	0%	7%	82%	10%	0%	12%	68%	20%	0%	9%	81%	9%	0%	18%	65%	17%	
Pk total	496				290				1335				216				
Highest	17:45				17:00				17:00				17:45				
Volume	0	9	111	11	0	9	65	21	0	33	300	36	0	12	34	13	
Hi total	131				95				369				59				
PHF	.95				.76				.90				.92				



TRAFFIC SURVEY SPECIALISTS, INC.

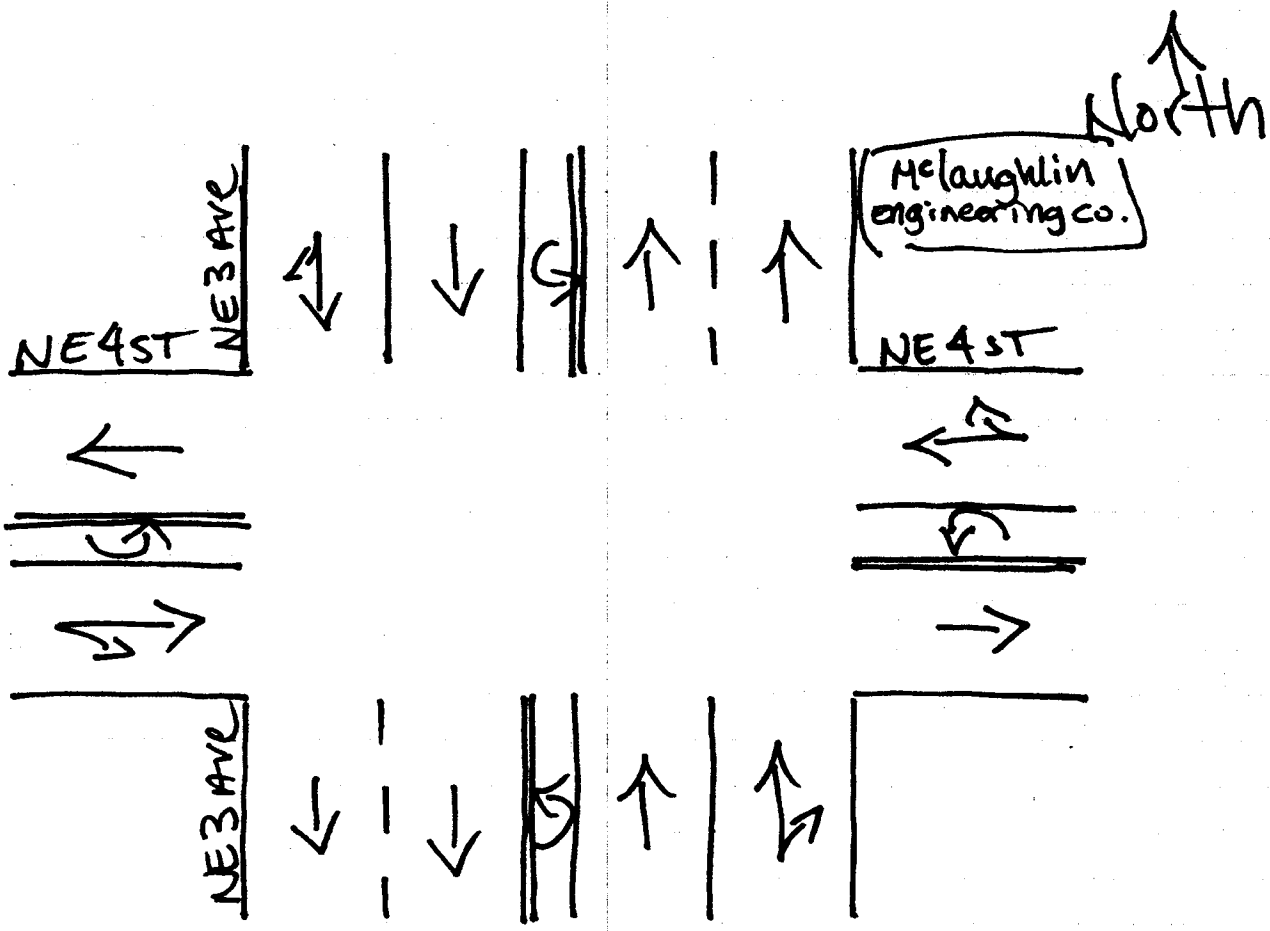
NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 4ST_3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
07:15	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
07:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	9	13
07:45	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	6
Hr Total	0	0	0	10	0	0	0	8	0	0	0	1	0	0	0	11	30
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	4
08:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
08:45	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	5
Hr Total	0	0	0	3	0	0	0	5	0	0	0	4	0	0	0	2	14
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	5
16:15	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	8	16
16:30	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	7
16:45	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4
Hr Total	0	0	0	9	0	0	0	7	0	0	0	5	0	0	0	11	32
17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	6
17:15	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	6
17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
17:45	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	5	16
Hr Total	0	0	0	3	0	0	0	16	0	0	0	5	0	0	0	9	33
TOTAL	0	0	0	25	0	0	0	36	0	0	0	15	0	0	0	33	109



Ft. Lauderdale, Florida

June 02, 2015

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 2ND STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE From North				NE 2ND STREET From East				NE 3RD AVENUE From South				NE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
07:00	0	2	64	1	0	1	1	6	0	1	44	10	0	3	2	4	139
07:15	0	5	63	3	0	4	2	3	0	2	50	4	0	1	2	6	145
07:30	0	13	193	5	0	3	3	2	0	4	53	3	0	3	4	7	293
07:45	0	12	142	5	0	3	6	5	0	6	56	9	0	2	3	5	254
Hr Total	0	32	462	14	0	11	12	16	0	13	203	26	0	9	11	22	831
08:00	0	17	197	7	0	4	10	9	0	5	81	11	0	3	12	15	371
08:15	0	26	269	19	0	2	8	8	1	8	82	25	0	5	8	14	475
08:30	0	22	257	17	0	5	11	7	0	6	92	12	0	1	11	21	462
08:45	0	17	245	16	0	5	12	12	0	14	81	21	0	4	14	10	451
Hr Total	0	82	968	59	0	16	41	36	1	33	336	69	0	13	45	60	1759
* BREAK *																	
16:00	0	7	112	2	0	11	10	14	0	16	183	3	0	16	4	7	385
16:15	0	2	118	6	0	8	5	8	0	5	175	6	0	6	7	10	356
16:30	0	2	106	1	0	11	8	8	0	3	195	6	0	11	1	9	361
16:45	0	4	110	2	0	11	9	14	0	12	240	5	0	20	9	14	450
Hr Total	0	15	446	11	0	41	32	44	0	36	793	20	0	53	21	40	1552
17:00	0	3	107	2	0	13	10	38	0	14	274	3	0	26	9	20	519
17:15	0	3	117	3	0	6	4	26	0	12	265	4	0	26	6	16	488
17:30	0	2	129	5	0	10	14	26	0	8	274	3	0	24	10	16	521
17:45	0	5	120	7	0	10	7	21	0	12	228	3	0	22	16	13	464
Hr Total	0	13	473	17	0	39	35	111	0	46	1041	13	0	98	41	65	1992
TOTAL	0	142	2349	101	0	107	120	207	1	128	2373	128	0	173	118	187	6134

TRAFFIC SURVEY SPECIALISTS, INC.

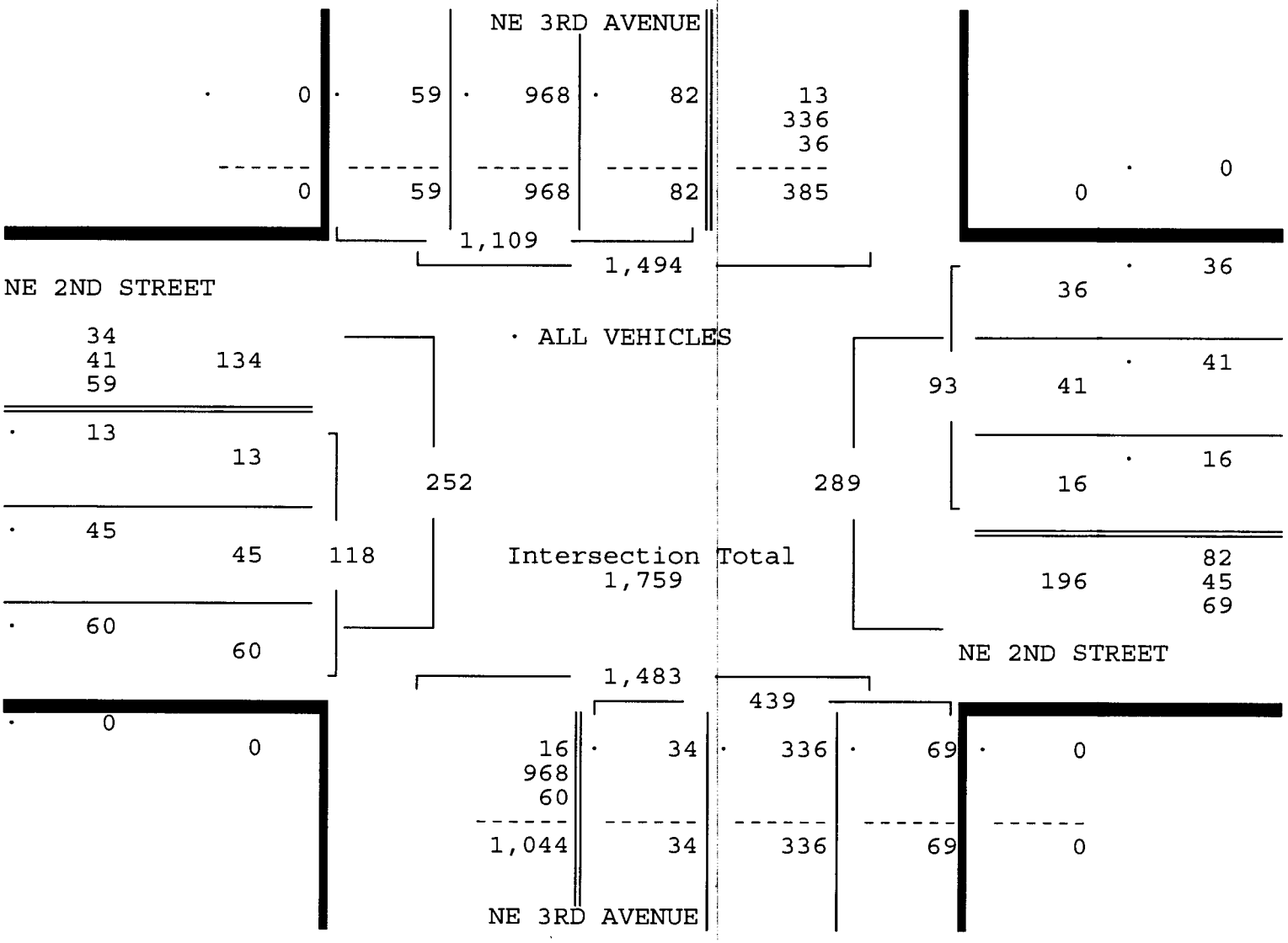
NE 2ND STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_3AVE
Page : 2

ALL VEHICLES

	NE 3RD AVENUE From North				NE 2ND STREET From East				NE 3RD AVENUE From South				NE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/15/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	82	968	59	0	16	41	36	1	33	336	69	0	13	45	60	
Percent	0%	7%	87%	5%	0%	17%	44%	39%	0%	8%	77%	16%	0%	11%	38%	51%	
Pk total	1109				93				439				118				
Highest	08:15				08:45				08:15				08:30				
Volume	0	26	269	19	0	5	12	12	1	8	82	25	0	1	11	21	
Hi total	314				29				116				33				
PHF	.88				.80				.95				.89				



TRAFFIC SURVEY SPECIALISTS, INC.

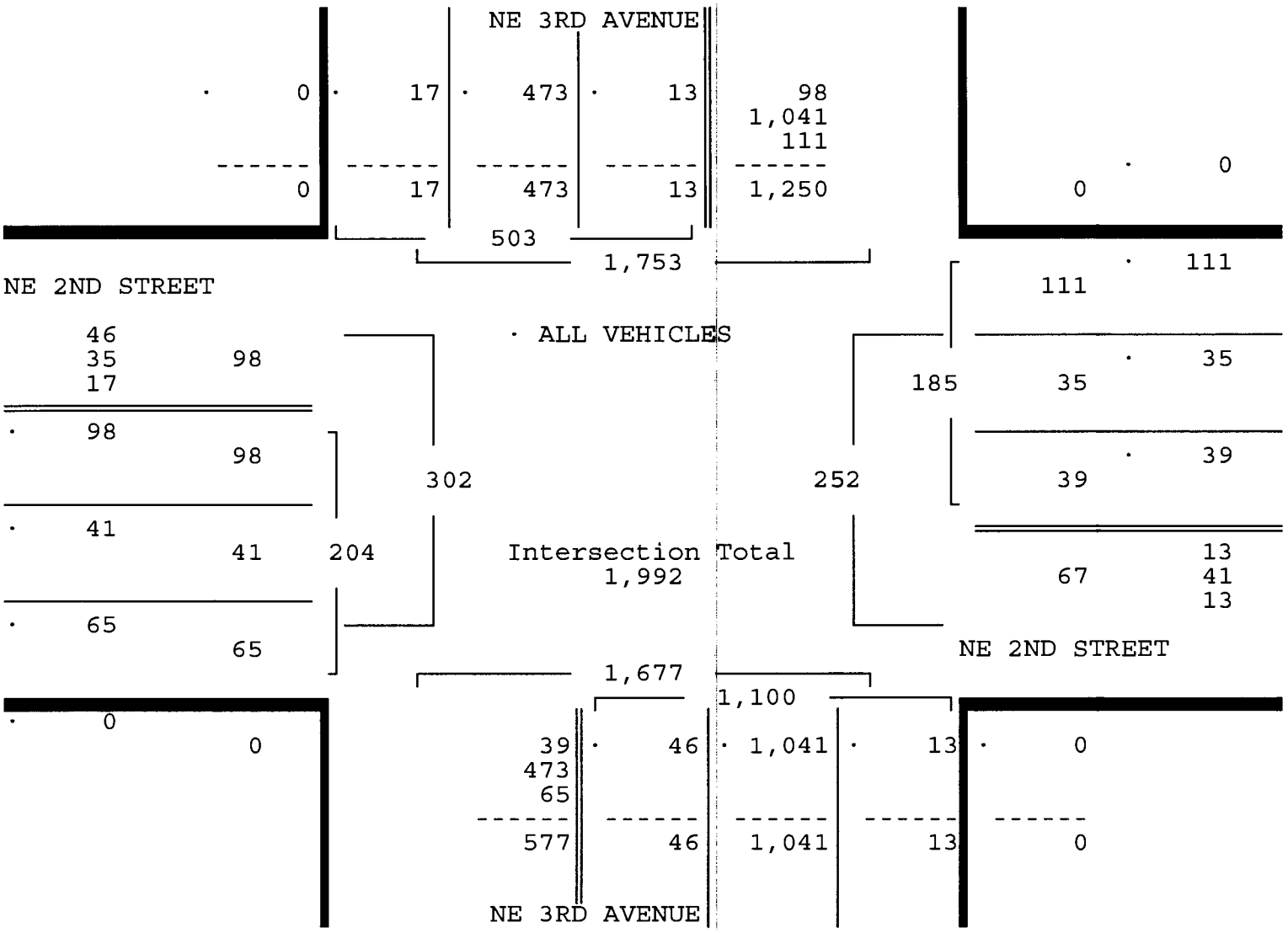
NE 2ND STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_3AVE
Page : 3

ALL VEHICLES

	NE 3RD AVENUE From North				NE 2ND STREET From East				NE 3RD AVENUE From South				NE 2ND STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/15/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/15/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	13	473	17	0	39	35	111	0	46	1041	13	0	98	41	65	
Percent	0%	3%	94%	3%	0%	21%	19%	60%	0%	4%	95%	1%	0%	48%	20%	32%	
Pk total	503				185				1100				204				
Highest	17:30				17:00				17:00				17:00				
Volume	0	2	129	5	0	13	10	38	0	14	274	3	0	26	9	20	
Hi total	136				61				291				55				
PHF	.92				.76				.95				.93				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 2ND STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPHAEL MARTINEZ
SIGNALIZED

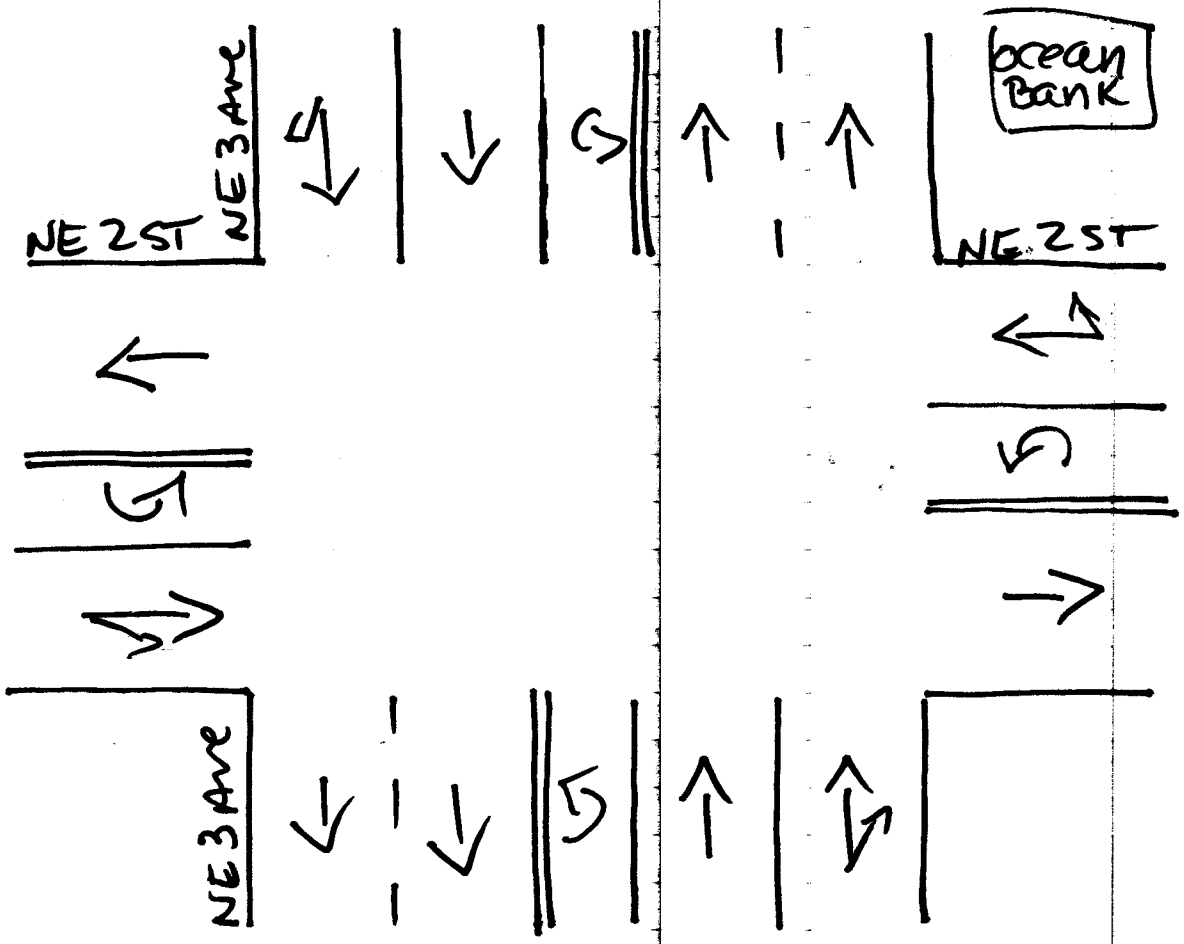
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/15/17
File I.D. : 2ST_3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 2ND STREET From East				NE 3RD AVENUE From South				NE 2ND STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/15/17																	
07:00	0	1	0	1	0	0	0	1	0	1	0	1	0	1	0	0	6
07:15	0	1	0	4	0	0	0	3	0	1	0	0	0	0	0	2	11
07:30	0	8	0	0	0	0	0	4	0	1	0	0	0	0	0	0	13
07:45	0	0	0	1	0	1	0	5	0	0	0	1	0	0	0	2	10
Hr Total	0	10	0	6	0	1	0	13	0	3	0	2	0	1	0	4	40
08:00	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	2	7
08:15	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	1	6
08:30	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	3	9
08:45	0	0	0	0	0	0	0	1	0	0	0	3	0	1	0	7	12
Hr Total	0	0	0	3	0	2	0	7	0	1	0	7	0	1	0	13	34
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	5	0	0	0	1	0	1	0	2	9
16:15	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	10	12
16:30	0	0	0	3	0	2	0	3	0	1	0	0	0	3	0	2	14
16:45	0	0	0	1	0	2	0	4	0	0	0	0	0	0	0	4	11
Hr Total	0	1	0	4	0	4	0	12	0	1	0	2	0	4	0	18	46
17:00	0	0	0	0	0	3	0	4	0	1	0	0	0	1	0	5	14
17:15	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	2	5
17:30	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	1	6
17:45	0	0	0	1	0	2	0	5	0	0	0	2	0	1	0	8	19
Hr Total	0	0	0	1	0	7	0	11	0	2	0	3	0	4	0	16	44
TOTAL	0	11	0	14	0	14	0	43	0	7	0	14	0	10	0	51	164

North



FT. Lauderdale, Florida

February 15, 2017

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.

BROWARD BOULEVARD & NE/SE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: D. EITNIEAR & J. FLOOD
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/14/17
File I.D. : BROW3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE From North				BROWARD BOULEVARD From East				SE 3RD AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/17																	
07:00	0	16	43	16	3	15	132	12	0	25	15	5	1	18	65	41	407
07:15	0	27	73	18	3	19	152	22	0	27	16	6	1	46	220	93	723
07:30	0	20	71	31	1	38	167	26	2	24	26	8	0	15	86	42	557
07:45	0	43	151	29	8	29	187	40	0	24	34	12	1	30	236	74	898
Hr Total	0	106	338	94	15	101	638	100	2	100	91	31	3	109	607	250	2585
08:00	0	44	153	25	12	39	210	36	0	39	50	16	0	30	123	53	830
08:15	0	29	106	15	7	43	138	37	0	17	61	11	1	20	140	54	679
08:30	0	62	178	22	7	41	175	47	0	54	57	13	0	27	213	106	1002
08:45	0	51	130	21	8	43	149	37	0	49	66	8	1	44	197	85	889
Hr Total	0	186	567	83	34	166	672	157	0	159	234	48	2	121	673	298	3400
---------- * BREAK * ----------																	
16:00	0	24	65	36	5	29	246	29	0	67	132	34	1	33	235	22	958
16:15	0	29	65	33	5	22	218	28	0	89	159	25	2	40	215	23	953
16:30	0	29	74	37	13	28	202	26	2	92	173	31	3	46	227	19	1002
16:45	0	26	72	36	8	24	201	25	0	95	177	18	2	40	223	23	970
Hr Total	0	108	276	142	31	103	867	108	2	343	641	108	8	159	900	87	3883
17:00	0	27	79	38	5	33	190	33	0	91	209	12	4	43	185	18	967
17:15	0	41	74	19	7	31	236	31	0	92	184	33	2	48	297	25	1120
17:30	0	29	106	26	6	26	178	25	0	72	179	24	1	67	259	26	1024
17:45	0	40	112	35	3	23	192	24	0	92	193	32	3	55	281	30	1115
Hr Total	0	137	371	118	21	113	796	113	0	347	765	101	10	213	1022	99	4226
TOTAL	0	537	1552	437	101	483	2973	478	4	949	1731	288	23	602	3202	734	14094

TRAFFIC SURVEY SPECIALISTS, INC.

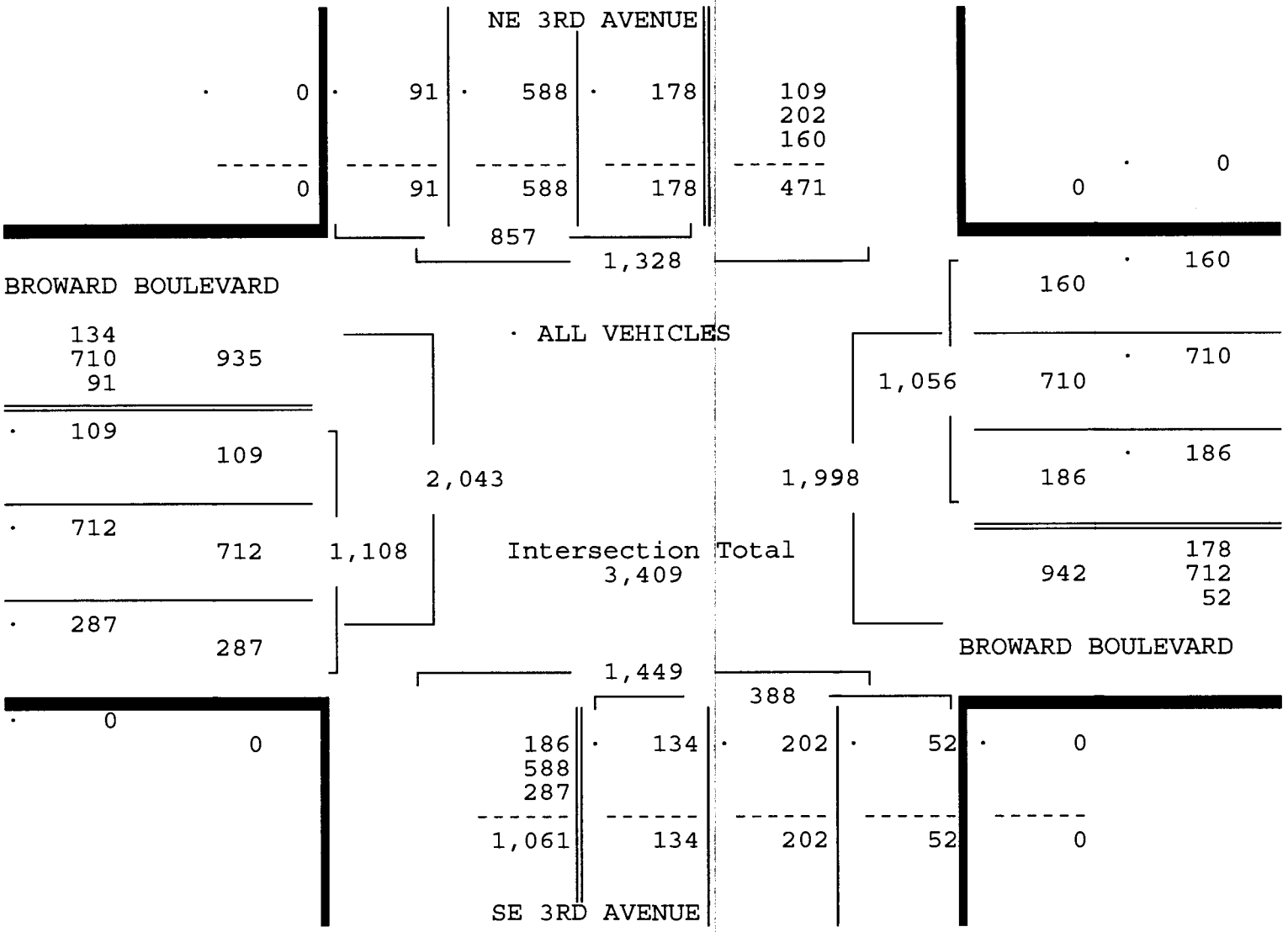
BROWARD BOULEVARD & NE/SE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: D. EITNIEAR & J. FLOOD
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/14/17
File I.D. : BROW3AVE
Page : 2

ALL VEHICLES

	NE 3RD AVENUE From North				BROWARD BOULEVARD From East				SE 3RD AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/14/17																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	178	588	91	34	152	710	160	0	134	202	52	2	107	712	287	
Percent	0%	21%	69%	11%	3%	14%	67%	15%	0%	35%	52%	13%	0%	10%	64%	26%	
Pk total	857				1056				388				1108				
Highest	08:30				08:00				08:30				08:30				
Volume	0	62	178	22	12	39	210	36	0	54	57	13	0	27	213	106	
Hi total	262				297				124				346				
PHF	.82				.89				.78				.80				



TRAFFIC SURVEY SPECIALISTS, INC.

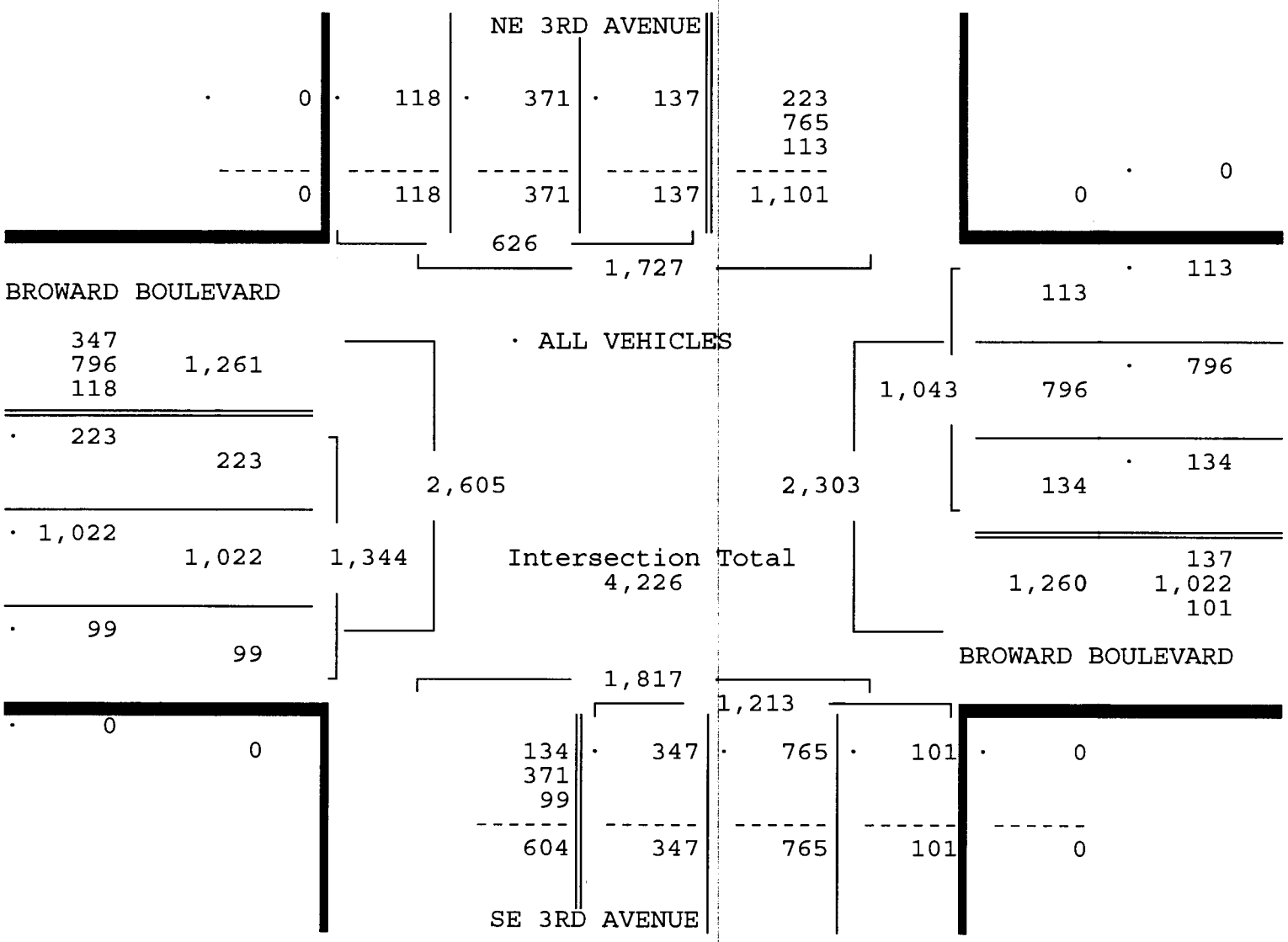
BROWARD BOULEVARD & NE/SE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: D. EITNIEAR & J. FLOOD
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/14/17
File I.D. : BROW3AVE
Page : 3

ALL VEHICLES

	NE 3RD AVENUE From North				BROWARD BOULEVARD From East				SE 3RD AVENUE From South				BROWARD BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/14/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/14/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	137	371	118	21	113	796	113	0	347	765	101	10	213	1022	99	
Percent	0%	22%	59%	19%	2%	11%	76%	11%	0%	29%	63%	8%	1%	16%	76%	7%	
Pk total	626				1043				1213				1344				
Highest	17:45				17:15				17:45				17:15				
Volume	0	40	112	35	7	31	236	31	0	92	193	32	2	48	297	25	
Hi total	187				305				317				372				
PHF	.84				.85				.96				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

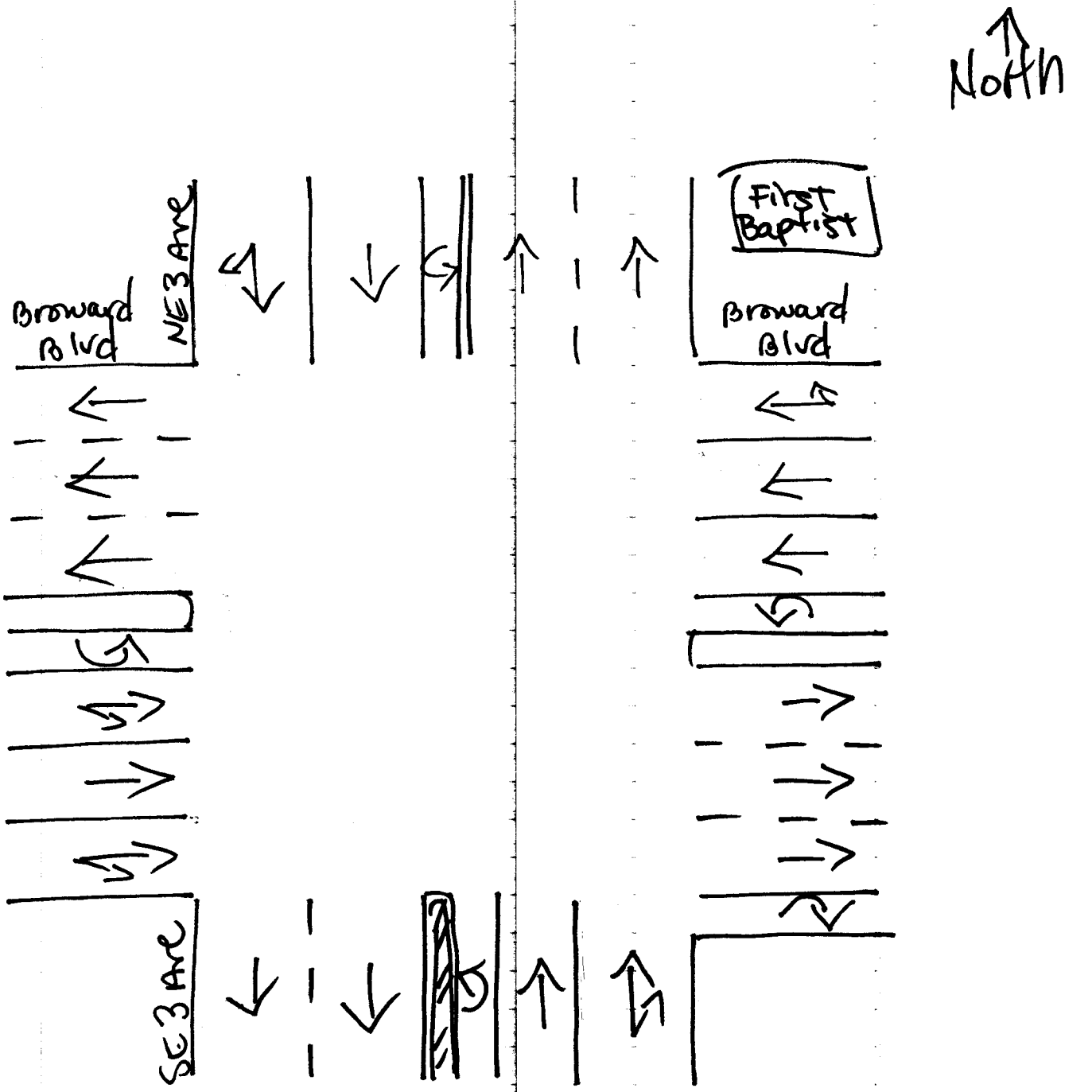
BROWARD BOULEVARD & NE/SE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: D. EITNIEAR & J. FLOOD
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/14/17
File I.D. : BROW3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				BROWARD BOULEVARD From East				SE 3RD AVENUE From South				BROWARD BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/14/17																	
07:00	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	1	7
07:15	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	1	6
07:30	0	0	0	4	0	2	0	1	0	0	0	0	0	0	0	2	9
07:45	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	5
Hr Total	0	1	0	10	0	5	0	4	0	0	0	2	0	0	0	5	27
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	5
08:30	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	1	5
08:45	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	6	13
Hr Total	0	1	0	7	0	1	0	4	0	0	0	1	0	0	0	10	24
---------- * BREAK * ----------																	
16:00	0	0	0	2	0	2	0	3	0	1	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
16:30	0	0	0	3	0	0	0	5	0	2	0	1	0	1	0	9	21
16:45	0	2	0	5	0	1	0	0	0	0	0	2	0	0	0	1	11
Hr Total	0	2	0	10	0	3	0	13	0	3	0	3	0	1	0	10	45
17:00	0	0	0	2	0	0	0	1	0	1	0	3	0	0	0	1	8
17:15	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	1	9
17:30	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	5
Hr Total	0	0	0	4	0	3	0	10	0	1	0	4	0	1	0	5	28
TOTAL	0	4	0	31	0	12	0	31	0	4	0	10	0	2	0	30	124



Ft. Lauderdale, Florida
February 14, 2017
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 6TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
07:00	0	1	55	6	0	1	21	6	0	6	51	4	0	8	21	18	198
07:15	0	8	83	5	0	0	21	8	0	10	58	1	0	8	33	21	256
07:30	0	9	109	11	0	10	34	14	0	14	57	3	0	11	52	36	360
07:45	0	8	139	6	0	6	49	13	0	16	57	14	0	16	64	54	442
Hr Total	0	26	386	28	0	17	125	41	0	46	223	22	0	43	170	129	1256
08:00	0	11	137	5	0	13	49	19	0	19	63	3	0	13	48	53	433
08:15	0	8	185	7	0	11	45	9	0	16	73	7	0	16	72	40	489
08:30	0	10	169	10	0	13	57	16	0	24	64	5	0	12	55	51	486
08:45	0	6	158	15	0	13	53	10	0	18	117	14	0	19	68	57	548
Hr Total	0	35	649	37	0	50	204	54	0	77	317	29	0	60	243	201	1956
---------- * BREAK * ----------																	
16:00	0	6	84	16	0	5	65	6	0	44	153	9	0	12	46	8	454
16:15	0	9	119	23	0	3	50	9	0	49	166	9	0	12	39	8	496
16:30	0	5	85	15	0	3	58	12	0	52	174	13	0	19	55	12	503
16:45	0	14	99	11	0	7	71	9	0	55	180	12	0	4	50	9	521
Hr Total	0	34	387	65	0	18	244	36	0	200	673	43	0	47	190	37	1974
17:00	0	11	72	24	0	7	70	7	0	82	198	10	0	13	53	10	557
17:15	0	10	108	12	0	5	69	10	0	44	253	25	0	16	64	12	628
17:30	0	8	110	21	0	10	55	12	0	53	209	21	0	22	60	10	591
17:45	0	11	92	14	0	7	69	8	0	72	230	17	0	8	68	13	609
Hr Total	0	40	382	71	0	29	263	37	0	251	890	73	0	59	245	45	2385
TOTAL	0	135	1804	201	0	114	836	168	0	574	2103	167	0	209	848	412	7571

TRAFFIC SURVEY SPECIALISTS, INC.

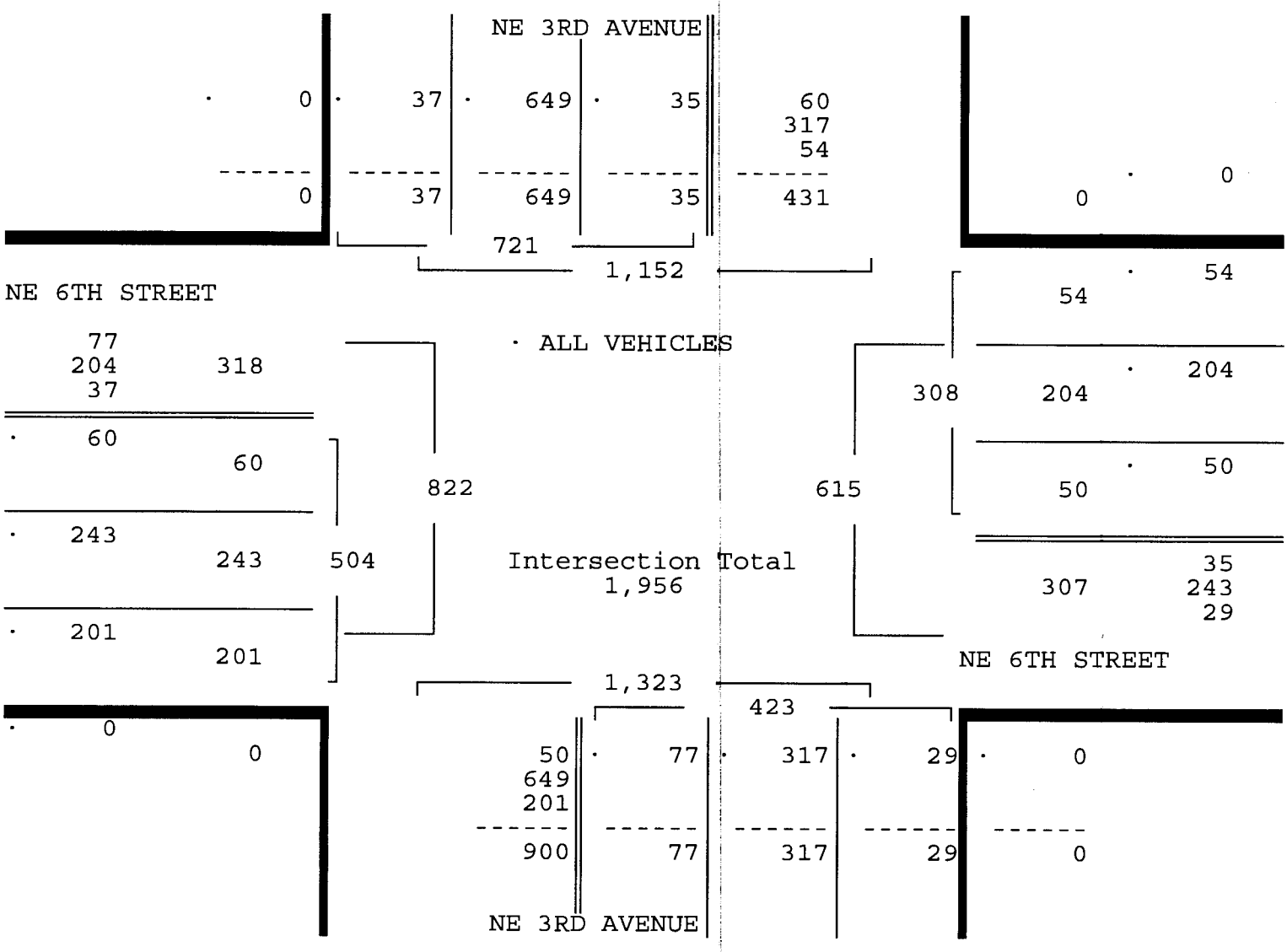
NE 6TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_3AVE
Page : 2

ALL VEHICLES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/21/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	35	649	37	0	50	204	54	0	77	317	29	0	60	243	201	
Percent	0%	5%	90%	5%	0%	16%	66%	18%	0%	18%	75%	7%	0%	12%	48%	40%	
Pk total	721				308				423				504				
Highest	08:15				08:30				08:45				08:45				
Volume	0	8	185	7	0	13	57	16	0	18	117	14	0	19	68	57	
Hi total	200				86				149				144				
PHF	.90				.90				.71				.88				



TRAFFIC SURVEY SPECIALISTS, INC.

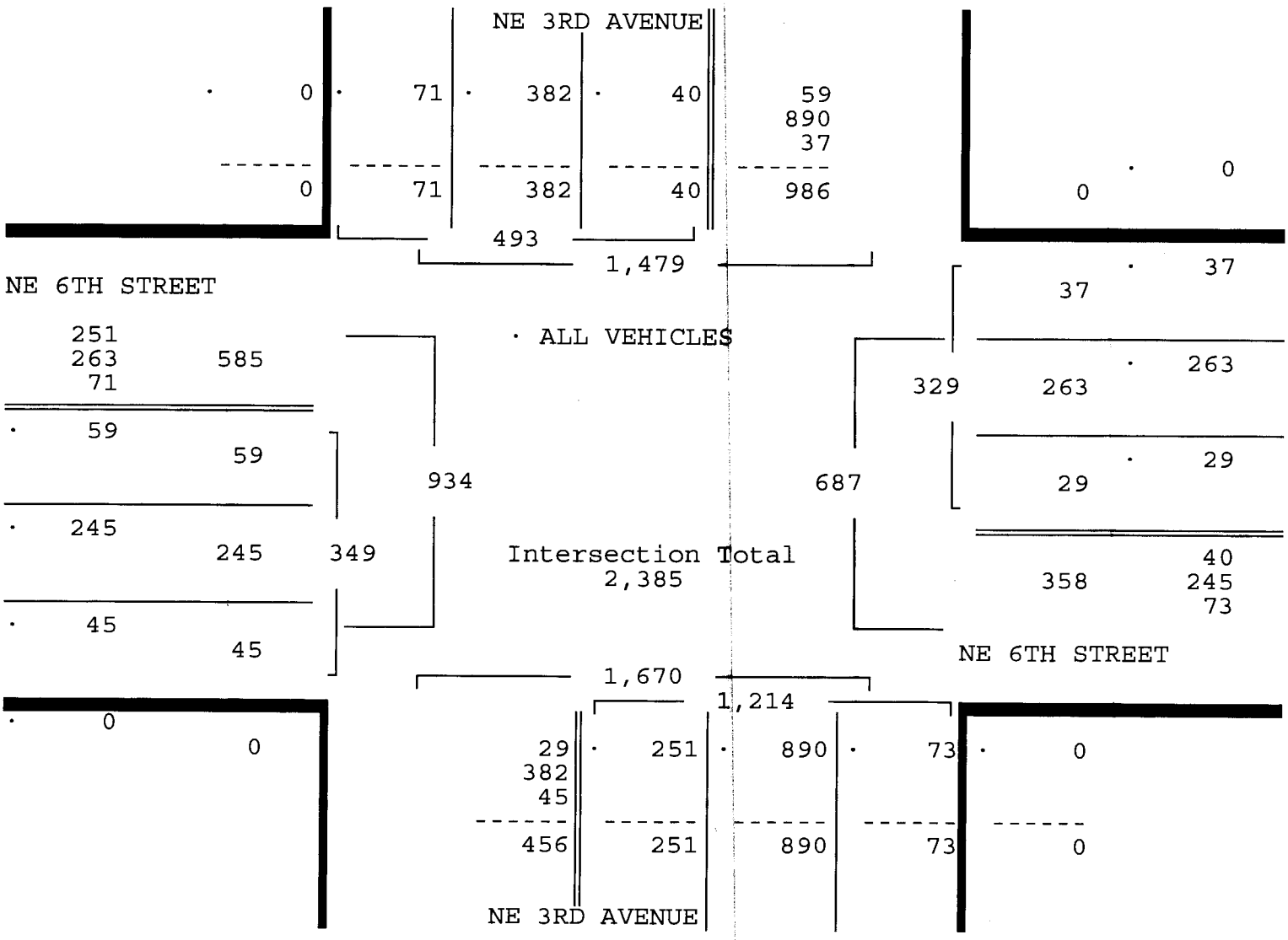
NE 6TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_3AVE
Page : 3

ALL VEHICLES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/21/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	40	382	71	0	29	263	37	0	251	890	73	0	59	245	45	
Percent	0%	8%	77%	14%	0%	9%	80%	11%	0%	21%	73%	6%	0%	17%	70%	13%	
Pk total	493				329				1214				349				
Highest	17:30				17:00				17:15				17:15				
Volume	0	8	110	21	0	7	70	7	0	44	253	25	0	16	64	12	
Hi total	139				84				322				92				
PHF	.89				.98				.94				.95				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 6TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JEFF HARLOW
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/21/17																	
07:00	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	1	8
07:15	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	1	10
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	8	0	0	0	6	0	0	0	3	0	0	0	2	19
08:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
08:15	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	5
08:30	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	1	7
08:45	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
Hr Total	0	0	0	4	0	0	0	8	0	0	0	4	0	0	0	3	19
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	7
16:15	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	1	7
16:30	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	7
16:45	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6
Hr Total	0	0	0	2	0	0	0	6	0	0	0	16	0	0	0	3	27
17:00	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	10
17:15	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	1	8
Hr Total	0	0	0	2	0	0	0	2	0	0	0	22	0	0	0	2	28
TOTAL	0	0	0	16	0	0	0	22	0	0	0	45	0	0	0	10	93

NE/NW 6TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOE SHEA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-8255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_ANDR

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 6TH STREET From East				N ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
07:00	0	7	67	2	1	1	19	12	0	10	37	5	0	11	35	40	247
07:15	0	16	113	3	0	4	34	9	0	11	60	3	0	19	53	57	382
07:30	0	26	160	8	0	1	41	26	0	9	79	4	0	22	68	72	516
07:45	0	25	178	8	0	6	42	23	0	18	89	5	0	31	94	79	598
Hr Total	0	74	518	21	1	12	136	70	0	48	265	17	0	83	250	248	1743
08:00	0	16	214	14	0	4	34	37	0	17	100	5	0	18	82	67	608
08:15	0	23	206	21	0	5	45	31	0	16	86	3	1	22	109	105	673
08:30	0	21	195	9	0	5	66	25	0	20	95	6	1	26	95	96	660
08:45	0	22	210	15	0	11	50	25	0	16	106	6	0	22	102	88	673
Hr Total	0	82	825	59	0	25	195	118	0	69	387	20	2	88	388	356	2614
----------	* BREAK *																
16:00	0	8	83	30	0	11	91	25	0	39	193	6	0	19	39	12	556
16:15	0	18	100	24	0	9	98	20	0	38	164	6	0	17	60	12	566
16:30	0	14	121	29	0	11	109	15	0	46	224	14	0	16	45	9	653
16:45	0	13	124	30	0	8	92	29	0	47	230	4	0	22	43	15	657
Hr Total	0	53	428	113	0	39	390	89	0	170	811	30	0	74	187	48	2432
17:00	0	16	140	38	0	12	129	31	0	78	267	6	0	15	51	12	795
17:15	0	19	142	26	0	6	105	24	0	67	229	10	0	19	58	23	728
17:30	0	22	162	30	0	11	90	26	0	46	222	10	0	24	55	20	718
17:45	0	22	163	26	0	6	102	31	0	44	245	14	0	17	54	19	743
Hr Total	0	79	607	120	0	35	426	112	0	235	963	40	0	75	218	74	2984
TOTAL	0	288	2378	313	1	111	1147	389	0	522	2426	107	2	320	1043	726	9773

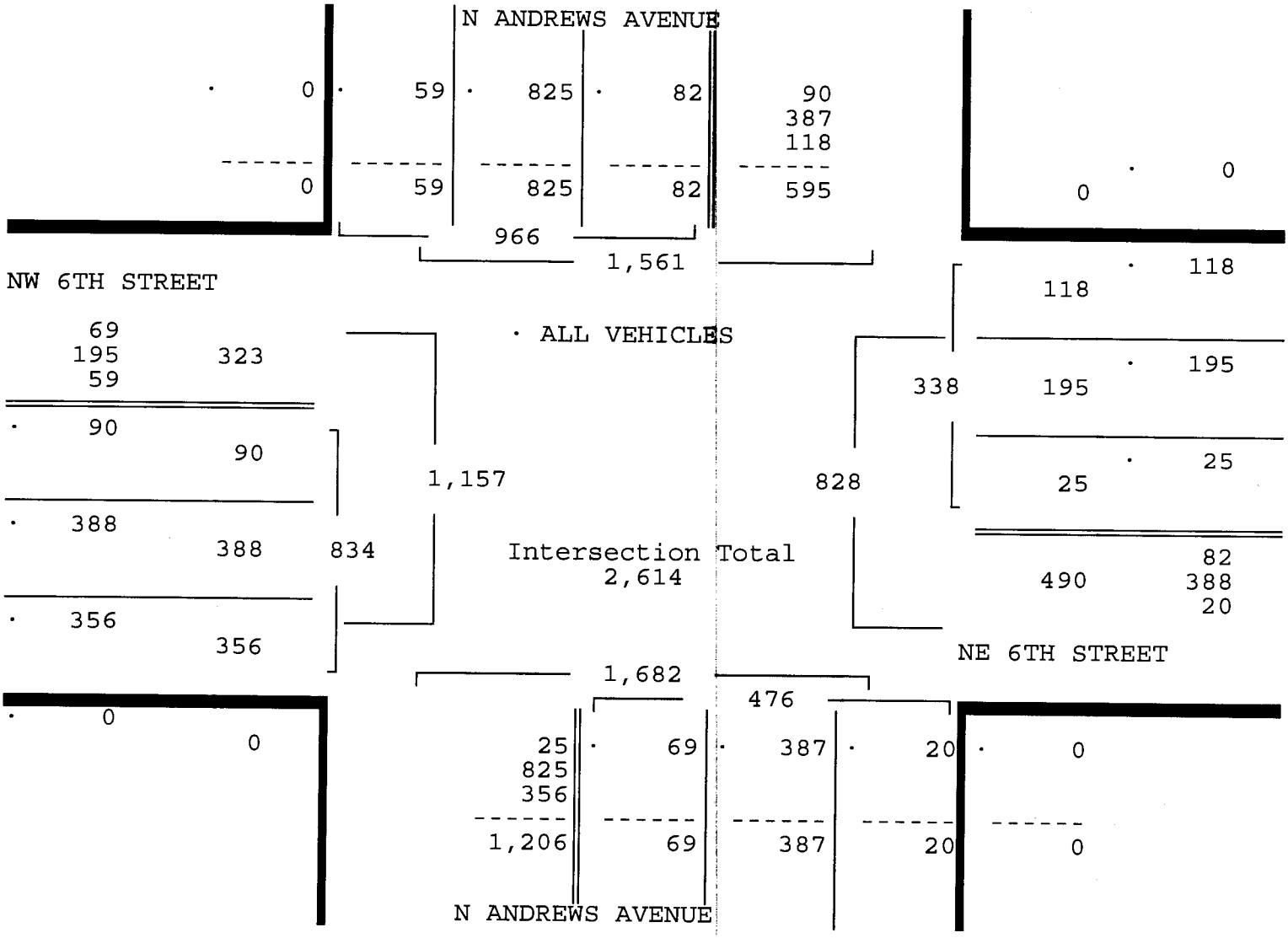
NE/NW 6TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOE SHEA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_ANDR
Page : 2

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 6TH STREET From East				N ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/21/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	82	825	59	0	25	195	118	0	69	387	20	2	88	388	356	
Percent	0%	8%	85%	6%	0%	7%	58%	35%	0%	14%	81%	4%	0%	11%	47%	43%	
Pk total	966				338				476				834				
Highest	08:15				08:30				08:45				08:15				
Volume	0	23	206	21	0	5	66	25	0	16	106	6	1	22	109	105	
Hi total	250				96				128				237				
PHF	.97				.88				.93				.88				



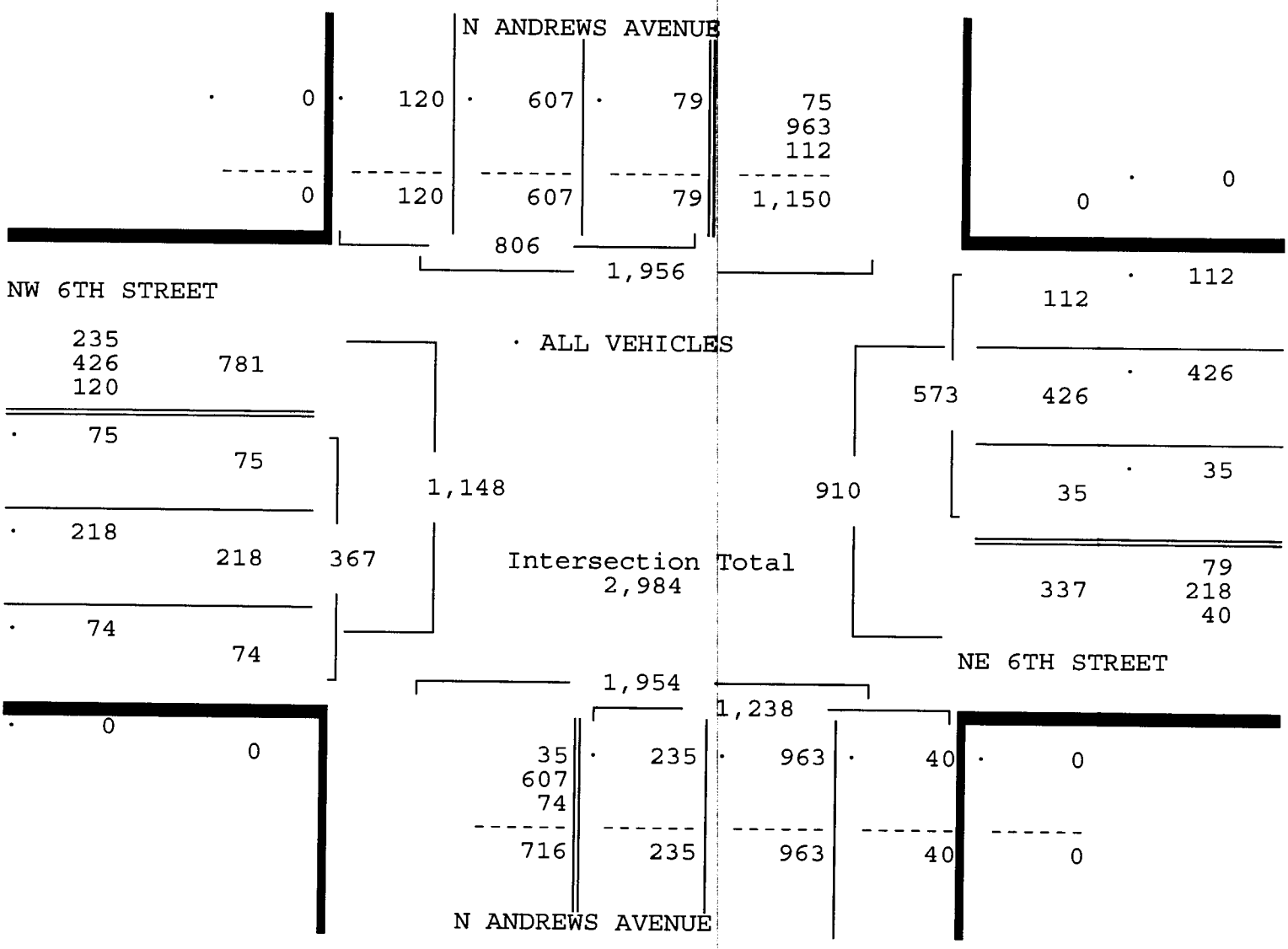
NE/NW 6TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOE SHEA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-1255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_ANDR
Page : 3

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 6TH STREET From East				N ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/21/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	79	607	120	0	35	426	112	0	235	963	40	0	75	218	74	
Percent	0%	10%	75%	15%	0%	6%	74%	20%	0%	19%	78%	3%	0%	20%	59%	20%	
Pk total	806				573				1238				367				
Highest	17:30				17:00				17:00				17:15				
Volume	0	22	162	30	0	12	129	31	0	78	267	6	0	19	58	23	
Hi total	214				172				351				100				
PHF	.94				.83				.88				.92				



NE/NW 6TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOE SHEA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-1255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 6ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	N ANDREWS AVENUE From North				NE 6TH STREET From East				N ANDREWS AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/21/17																	
07:00	0	0	0	1	0	1	0	1	0	1	0	3	0	0	0	1	8
07:15	0	1	0	0	0	0	0	3	0	0	0	1	0	0	0	0	5
07:30	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	8
07:45	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	4
Hr Total	0	1	0	5	0	2	0	5	0	1	0	6	0	2	0	3	25
08:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	4	7
08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	3	8
08:30	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5
08:45	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Hr Total	0	0	0	3	0	1	0	1	0	2	0	7	0	1	0	8	23
---------- * BREAK *																	
16:00	0	1	0	1	0	3	0	0	0	0	0	1	0	0	0	0	6
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	3	0	4	0	0	0	0	0	3	0	0	0	0	11
17:00	0	1	0	0	0	1	0	2	0	0	0	5	0	0	0	1	10
17:15	0	0	0	5	0	2	0	0	0	1	0	5	0	2	0	1	16
17:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
17:45	0	0	0	0	0	2	0	2	0	0	0	2	0	1	0	3	10
Hr Total	0	1	0	5	0	5	0	5	0	1	0	13	0	3	0	7	40
TOTAL	0	3	0	16	0	12	0	11	0	4	0	29	0	6	0	18	99

NE 3RD STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 3ST_ANDR
Page : 1

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 3RD STREET From East				N ANDREWS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
07:00	0	8	92	0	0	3	0	1	0	0	44	11	0	0	0	0	159
07:15	0	8	171	0	0	2	0	3	0	0	53	5	0	0	0	0	242
07:30	0	6	229	0	0	4	0	2	0	0	75	3	0	0	0	0	319
07:45	0	19	238	0	0	5	0	6	0	0	89	8	0	0	0	0	365
Hr Total	0	41	730	0	0	14	0	12	0	0	261	27	0	0	0	0	1085
08:00	0	14	292	0	0	5	0	4	0	0	111	7	0	0	0	0	433
08:15	0	6	300	0	0	4	0	7	0	0	83	5	0	0	0	0	405
08:30	0	16	294	0	0	10	0	7	0	0	106	5	0	0	0	0	438
08:45	0	10	313	0	0	3	0	3	0	0	121	5	0	0	0	0	455
Hr Total	0	46	1199	0	0	22	0	21	0	0	421	22	0	0	0	0	1731
---------- * BREAK * ----------																	
16:00	0	4	98	0	0	7	0	15	0	0	230	11	0	0	0	0	365
16:15	0	5	116	0	0	9	0	17	0	0	183	3	0	0	0	0	333
16:30	0	6	129	0	0	8	0	17	0	0	271	4	0	0	0	0	435
16:45	0	6	129	0	0	5	0	10	0	0	283	9	0	0	0	0	442
Hr Total	0	21	472	0	0	29	0	59	0	0	967	27	0	0	0	0	1575
17:00	0	5	155	0	0	7	0	15	0	0	349	3	0	0	0	0	534
17:15	0	4	146	0	0	6	0	17	0	0	321	3	0	0	0	0	497
17:30	0	4	180	0	0	7	0	13	0	0	278	8	0	0	0	0	490
17:45	0	11	162	0	0	6	0	14	0	0	274	4	0	0	0	0	471
Hr Total	0	24	643	0	0	26	0	59	0	0	1222	18	0	0	0	0	1992
TOTAL	0	132	3044	0	0	91	0	151	0	0	2871	94	0	0	0	0	6383

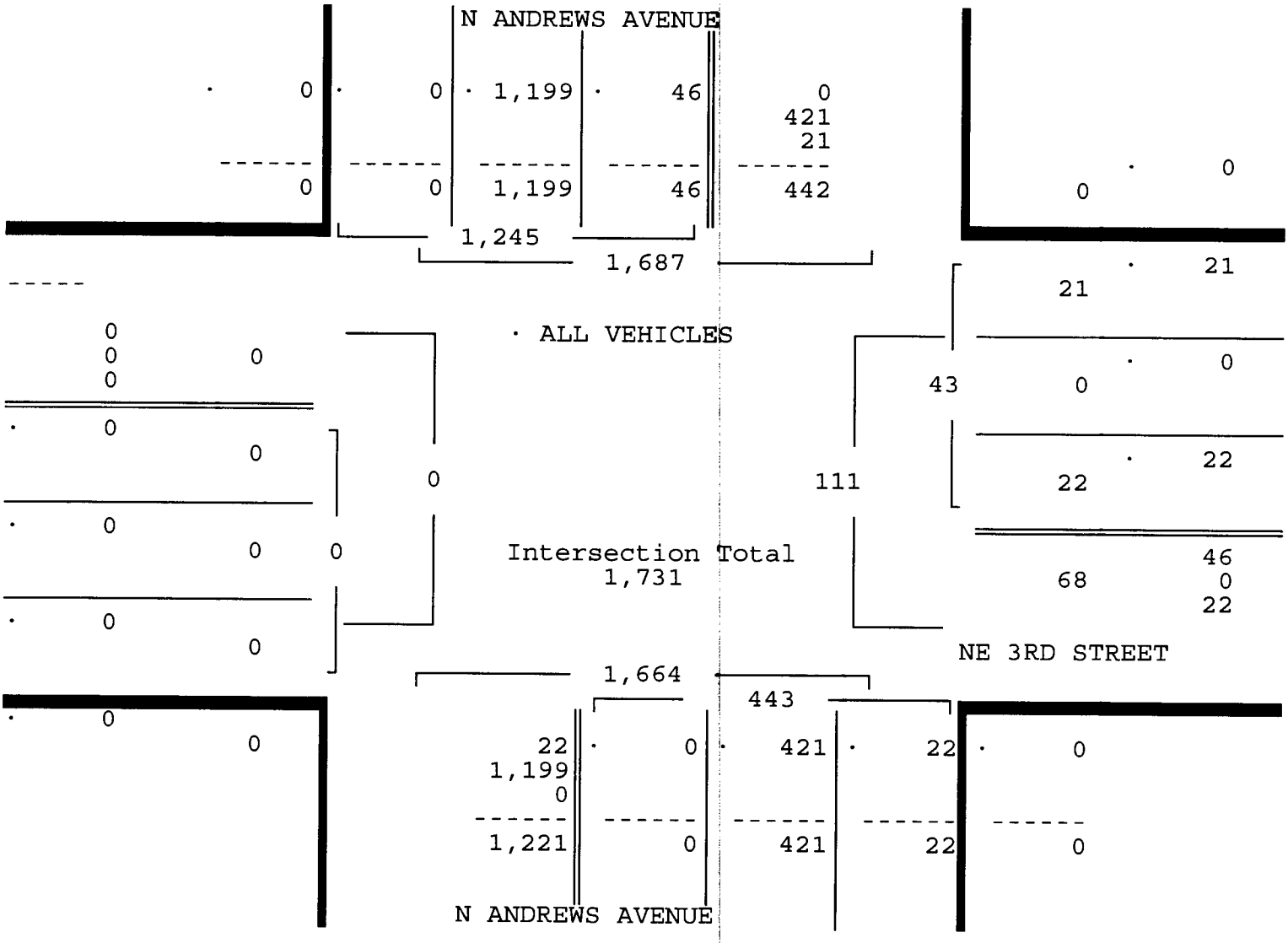
NE 3RD STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 3ST_ANDR
Page : 2

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 3RD STREET From East				N ANDREWS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/21/17																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	46	1199	0	0	22	0	21	0	0	421	22	0	0	0	0	
Percent	0%	4%	96%	0%	0%	51%	0%	49%	0%	0%	95%	5%	0%	0%	0%	0%	
Pk total	1245				43				443				0				
Highest	08:45				08:30				08:45				07:00				
Volume	0	10	313	0	0	10	0	7	0	0	121	5	0	0	0	0	
Hi total	323				17				126				0				
PHF	.96				.63				.88				.0				



TRAFFIC SURVEY SPECIALISTS, INC.

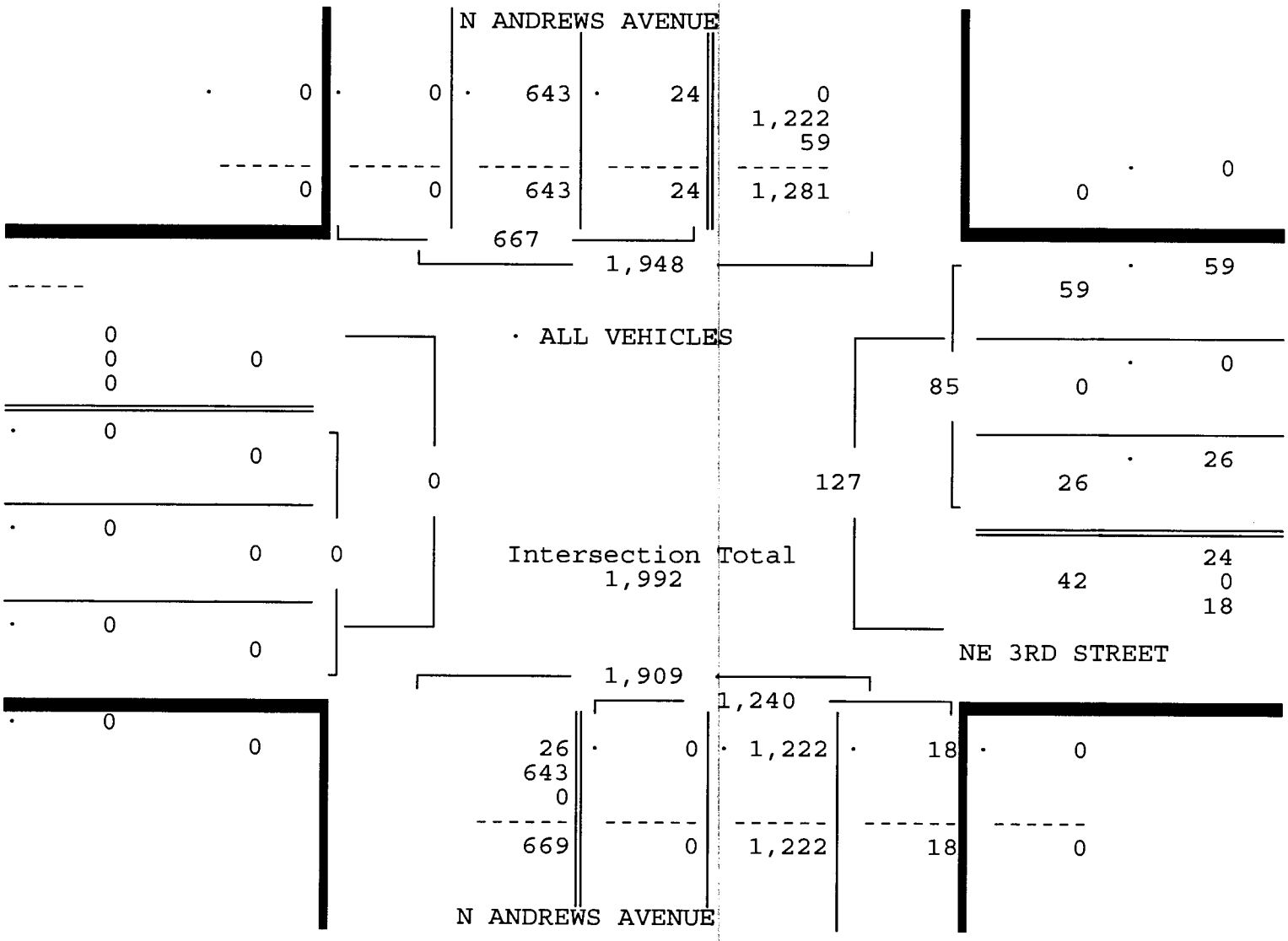
NE 3RD STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 3ST_ANDR
Page : 3

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 3RD STREET From East				N ANDREWS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/21/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/21/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	24	643	0	0	26	0	59	0	0	1222	18	0	0	0	0	
Percent	0%	4%	96%	0%	0%	31%	0%	69%	0%	0%	99%	1%	0%	0%	0%	0%	
Pk total	667				85				1240				0				
Highest	17:30				17:15				17:00				07:00				
Volume	0	4	180	0	0	6	0	17	0	0	349	3	0	0	0	0	
Hi total	184				23				352				0				
PHF	.91				.92				.88				.0				



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 3RD STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
NOT SIGNALIZED

Site Code : 00170038
Start Date: 02/21/17
File I.D. : 3ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	N ANDREWS AVENUE From North				NE 3RD STREET From East				N ANDREWS AVENUE From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 02/21/17																	
07:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	11
08:00	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
Hr Total	0	0	0	0	0	1	0	11	0	1	0	0	0	0	0	0	13
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	3	0	5	0	0	0	1	0	0	0	0	9
16:15	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	2	0	4	0	0	0	1	0	0	0	0	7
16:45	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	0	0	7	0	14	0	0	0	2	0	0	0	0	23
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	1	0	6	0	0	0	1	0	0	0	0	8
17:45	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	0	0	5	0	10	0	0	0	1	0	0	0	0	16
TOTAL	0	0	0	0	0	16	0	43	0	1	0	3	0	0	0	0	63

APPENDIX C: WAVE STREETCAR ROUTE

Location	Intersection Location	Modification	Joint Use Traffic Signal/ OCS Poles Requested	Location	Intersection Location	Modification	Joint Use Traffic Signal/ OCS Poles Requested
1	S Andrews Avenue - S 18th Street	New Signal	Yes	13	SE 3rd Avenue - SE 2nd Street	Signal Modification	No
2	S Andrews Avenue - S 17th Street	Reconstruct Signal	Yes	14	S Andrews Avenue - S 2nd Street	Reconstruct Signal	No
3	S Andrews Avenue - S 16th Street	New Signal	Yes	15	Brickell Avenue - SW 2nd Street	Reconstruct Signal	Yes
4	S Andrews Avenue - S 15th Street	New Signal	Yes	16	Brickell Avenue - Broward Boulevard	By FDOT	n/a
5	S Andrews Avenue - S 13th Street	New Signal	No	17	Brickell Avenue - NW 2nd Street	New Signal	Yes
6	S Andrews Avenue - Davie Boulevard	Reconstruct Signal	Yes	18	Brickell Avenue - NW 4th Street	New Signal	Yes
7	S Andrews Avenue - S 11th Street	New Signal	Yes	19	N Andrews Avenue - N 4th Street	Reconstruct Signal	Yes
8	S Andrews Avenue - S 9th Street	New Signal	Yes	20	NE 3rd Avenue - NE 4th Street	Reconstruct Signal	Yes
9	S Andrews Avenue - S 7th Street	Reconstruct Signal	Yes	21	NE 3rd Avenue - NE 6th Street	Signal Modification	No
10	S Andrews Avenue - S 6th Street	Signal Modification	No	22	N Andrews Avenue - N 6th Street	Signal Modification	No
11	SE 3rd Avenue - SE 6th Street	Signal Modification	No	23	S Andrews Avenue - Las Olas Blvd.	Reconstruct Signal	Yes
12	SE 3rd Avenue - E Las Olas Boulevard	Signal Modification	No	24	SE 1st Avenue - Las Olas Blvd.	Reconstruct Signal	Yes

LEGEND

- STREETCAR STATION
- TRACTION POWER SUBSTATION
- DIRECTION OF TRAVEL
- TRACK CENTERLINE CENTER OF ROAD
- TRACK CENTERLINE EDGE OF ROAD
- TRACK OFF-WIRE

Existing Signals to be upgraded

New Signal

NORTH

400 0 400 800

GRAPHIC SCALE (IN FEET)

No.	REVISIONS	DATE	BY

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4
3400 W COMMERCIAL BLVD
FORT LAUDERDALE, FL 33309

CONTRACT No. E4R84

WAVE STREETCAR

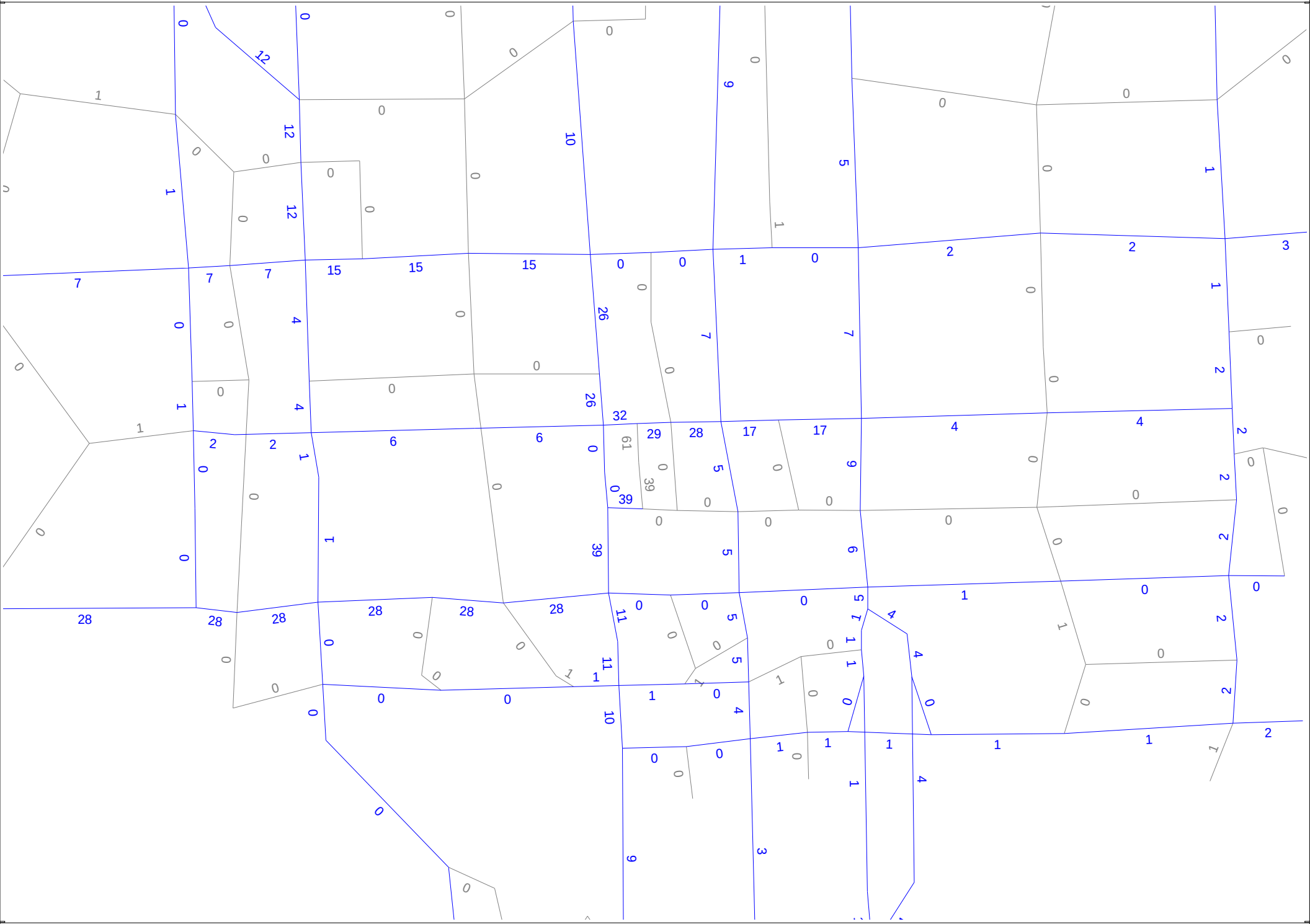
PROJECT NO:	211425
DATE:	12/2016
DRAWN BY:	DJ
CHECKED BY:	MG
COPYRIGHT:	FDOT
CONTRACT SHEET NO. _____ OF _____	

SHEET TITLE: SIGNAL MAP

SHEET NUMBER: –

APPENDIX D: SERPM DISTRIBUTION & BROWARD COUNTY MPO LOS ANALYSIS DATA

FAT City
Trip Distribution



(Licensed to Kimley-Horn and Associates, Inc.)

Broward County
Roadway Capacity and Level of Service Analysis

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2013 & 2035

		2013					2013					2035					2035			
		Design	Daily Conditions				Peak Hour Conditions					Daily Conditions					Peak Hour Conditions			
E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS		Volume	Capacity	V/C	LOS
Broward Blvd	E of Commodore D	264	2600	13320	0.20	C	247	1197	0.21	C	264	4797	13320	0.36	C		456	1197	0.38	C
Broward Blvd	E of Flamingo Rd	422	17200 e	37810 r	0.45	C	1634	3401 r	0.48	C	422	26496	37810 r	0.70	C		2517	3401 r	0.74	C
Broward Blvd	E of Hiatus Rd	422	22000	37810 r	0.58	C	2090	3401 r	0.61	C	422	25597	37810 r	0.68	C		2432	3401 r	0.71	C
Broward Blvd	E of Nob Hill Rd	622	29000	56905 r	0.51	C	2755	5121 r	0.54	C	622	42122	56905 r	0.74	C		4002	5121 r	0.78	C
Broward Blvd	E of Pine Island Rd	622	38500	56905 r	0.68	C	3658	5121 r	0.71	C	622	38859	56905 r	0.68	C		3692	5121 r	0.72	C
Broward Blvd	E of University Dr	622	47000	59900	0.78	C	4465	5390	0.83	C	622	49779	59900	0.83	C		4729	5390	0.88	C
Broward Blvd	E of SR 7	622	41500	59900	0.69	C	3943	5390	0.73	C	622	62978	59900	1.05	F		5983	5390	1.11	F
Broward Blvd	E of SW 31 Ave	622	41500	59900	0.69	C	3943	5390	0.73	C	622	58054	59900	0.97	C		5515	5390	1.02	F
Broward Blvd	E of I-95	622	70000	59900	1.17	F	6650	5390	1.23	F	622	77625	59900	1.30	F		7374	5390	1.37	F
Broward Blvd	E of SW 11 Ave	622	51000	59900	0.85	C	4845	5390	0.90	C	622	56756	59900	0.95	C		5392	5390	1.00	F
Broward Blvd	E of SW 7 Ave-CBD	632	49000	50000	0.98	D	4655	4500	1.03	F	632	54281	50000	1.09	F		5157	4500	1.15	F
Broward Blvd	E of FEC RRXing-CB	632	33500	50000	0.67	D	3183	4500	0.71	D	632	47255	50000	0.95	D		4489	4500	1.00	D
Broward Blvd	E of US 1	464	29500	29160	1.01	E	2803	2628	1.07	F	464	20265	29160	0.69	D		1925	2628	0.73	D
Broward Blvd	E of NE 15 Ave	264	5600	13320	0.42	C	532	1197	0.44	C	264	7266	13320	0.55	D		690	1197	0.58	D
NW 2 St	E of NW 9 Ave	264	5900	13320	0.44	C	561	1197	0.47	C	264	7453	13320	0.56	D		708	1197	0.59	D
NE 2 St	E of Andrews Ave	264	5900	13320	0.44	C	561	1197	0.47	C	264	8408	13320	0.63	D		799	1197	0.67	D
NE/NW 4 St	E of NW 9 Ave	264	2900	13320	0.22	C	276	1197	0.23	C	264	4193	13320	0.31	C		398	1197	0.33	C
NW 6 St	E of NW 31 Ave	464	9600	29160	0.33	C	912	2628	0.35	C	464	19100	29160	0.65	D		1815	2628	0.69	D
NW 6 St	E of NW 27 Ave	464	16000	29160	0.55	D	1520	2628	0.58	D	464	30167	29160	1.03	E		2866	2628	1.09	F
NE 6 St	E of Andrews Ave	264	4700	13320	0.35	C	447	1197	0.37	C	264	6305	13320	0.47	C		599	1197	0.50	D
NE 6 St	E of US 1	264	4300	13320	0.32	C	409	1197	0.34	C	264	5586	13320	0.42	C		531	1197	0.44	C
NW 5 St	E of University Dr	264	15000	13320	1.13	F	1425	1197	1.19	F	264	18780	13320	1.41	F		1784	1197	1.49	F
NW 8 St	E of Sawgrass Xway	464	5600	29160	0.19	C	532	2628	0.20	C	464	6436	29160	0.22	C		611	2628	0.23	C
NW 8 St	E of NW 136 Ave	264	8000	13320	0.60	D	760	1197	0.63	D	264	9830	13320	0.74	D		934	1197	0.78	D
Cleary Blvd	E of Hiatus Rd	274	9400	15930	0.59	C	893	1440	0.62	C	274	8149	15930	0.51	C		774	1440	0.54	C

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

		2013					2013				2035					2035			
		Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
Andrews Ave	N of SR 84	464	19000	29160	0.65	D	1805	2628	0.69	D	464	27850	29160	0.96	D	2646	2628	1.01	E
Andrews Ave	N of SE 17 St	464	18500	29160	0.63	D	1758	2628	0.67	D	464	24233	29160	0.83	D	2302	2628	0.88	D
Andrews Ave	N of Davie Blvd	464	17500	29160	0.60	D	1663	2628	0.63	D	464	27684	29160	0.95	D	2630	2628	1.00	E
Andrews Ave	N of SW 7 St-CBD	464	20500	29160	0.70	D	1948	2628	0.74	D	464	28466	29160	0.98	D	2704	2628	1.03	E
Andrews Ave	N of Broward Blvd-CBD	464	20500	29160	0.70	D	1948	2628	0.74	D	464	22978	29160	0.79	D	2183	2628	0.83	D
Andrews Ave	N of NE 6 St	464	18300	29160	0.63	D	1739	2628	0.66	D	464	21848	29160	0.75	D	2076	2628	0.79	D
Andrews Ave	N of Sunrise Blvd	464	19700	29160	0.68	D	1872	2628	0.71	D	464	37579	29160	1.29	F	3570	2628	1.36	F
Andrews Ave	N of Oakland Pk Blvd	464	21500	29160	0.74	D	2043	2628	0.78	D	464	35617	29160	1.22	F	3384	2628	1.29	F
Andrews Ave	N of Prospect Rd	464	18000	29160	0.62	D	1710	2628	0.65	D	464	25236	29160	0.87	D	2397	2628	0.91	D
Andrews Ave	N of Commercial Blvd	464	13000	29160	0.45	C	1235	2628	0.47	D	464	19044	29160	0.65	D	1809	2628	0.69	D
Andrews Ave	N of Cypress Crk Rd	622	17500	56905 r	0.31	C	1663	5121 r	0.32	C	622	30607	56905 r	0.54	C	2908	5121 r	0.57	C
Andrews Ave	N of McNab Rd	422	17000	37810 r	0.45	C	1615	3401 r	0.47	C	422	34625	37810 r	0.92	C	3289	3401 r	0.97	D
Andrews Ave	N of Pompano Pk Pl	222	10000	16815 r	0.59	C	950	1520 r	0.62	C	422	43449	37810 r	1.15	F	4128	3401 r	1.21	F
Andrews Ave	N of Atlantic Blvd	422	8300	37810 r	0.22	C	789	3401 r	0.23	C	422	34093	37810 r	0.90	C	3239	3401 r	0.95	C
Andrews Ave	N of NW 15 St	264	8300	13320	0.62	D	789	1197	0.66	D	422	28144	37810 r	0.74	C	2674	3401 r	0.79	C
Military Trail	N of Copans Rd	422	16500	37810 r	0.44	C	1568	3401 r	0.46	C	422	23150	37810 r	0.61	C	2199	3401 r	0.65	C

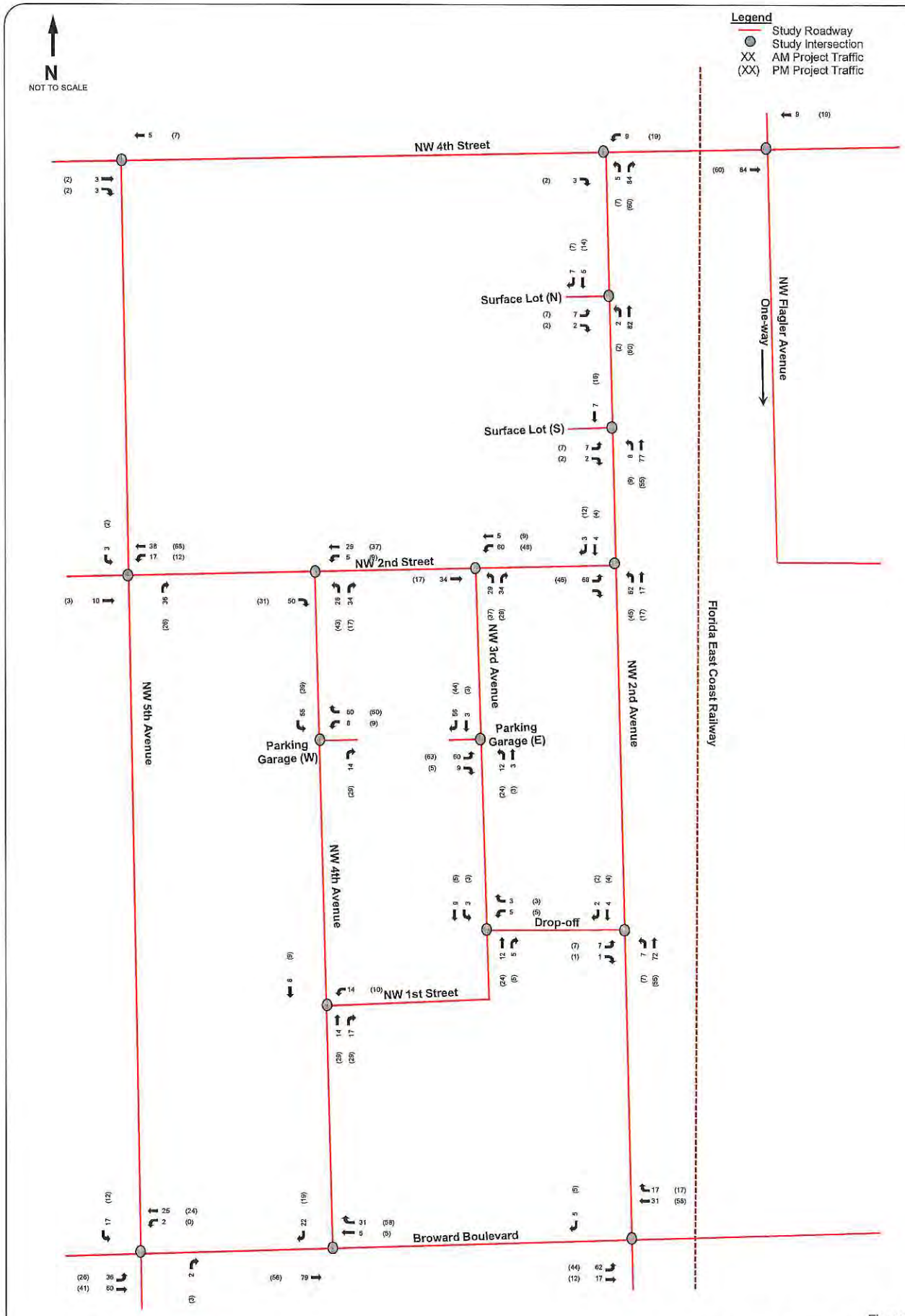
APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

		2013					2013				2035					2035			
		Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
US 1	N of Hndle Bch Blvd	432	34000	32400	1.05	F	3230	2920	1.11	F	432	46422	32400	1.43	F	4410	2920	1.51	F
US 1	N of Pembroke Rd	432	27583	32400	0.85	D	2620	2920	0.90	D	432	41065	32400	1.27	F	3901	2920	1.34	F
US 1	N of Hollywood Blvd	432	27500	32400	0.85	D	2613	2920	0.89	D	432	41981	32400	1.30	F	3988	2920	1.37	F
US 1	N of Sheridan St	432	28000	32400	0.86	D	2660	2920	0.91	D	432	47361	32400	1.46	F	4499	2920	1.54	F
US 1	N of Stirling Rd	432	37500	32400	1.16	F	3563	2920	1.22	F	432	46288	32400	1.43	F	4397	2920	1.51	F
US 1	N of Griffin Rd	622	53500	59900	0.89	C	5083	5390	0.94	C	622	61045	59900	1.02	F	5799	5390	1.08	F
US 1	N of I-595	622	64000	59900	1.07	F	6080	5390	1.13	F	622	72246	59900	1.21	F	6863	5390	1.27	F
US 1	N of SR 84	622	60000	59900	1.00	F	5700	5390	1.06	F	622	66344	59900	1.11	F	6303	5390	1.17	F
US 1	N of Davie Blvd	622	47000	59900	0.78	C	4465	5390	0.83	C	622	58886	59900	0.98	D	5594	5390	1.04	F
US 1	N of SE 7 St-CBD	632	45000	50000	0.90	D	4275	4500	0.95	D	632	60033	50000	1.20	F	5703	4500	1.27	F
US 1	N of Broward Blvd-CBD	632	40600	50000	0.81	D	3857	4500	0.86	D	632	48345	50000	0.97	D	4593	4500	1.02	F
US 1	N of NE 6 St	632	40000	50000	0.80	D	3800	4500	0.84	D	632	44109	50000	0.88	D	4190	4500	0.93	D
US 1	E of Searstown (see 536)	632	56000	50000	1.12	F	5320	4500	1.18	F	632	65574	50000	1.31	F	6230	4500	1.38	F
US 1	N of Gateway	622	42500	59900	0.71	C	4038	5390	0.75	C	622	56238	59900	0.94	C	5343	5390	0.99	D
US 1	N of Oakland Pk Blvd	622	49500	59900	0.83	C	4703	5390	0.87	C	622	55826	59900	0.93	C	5303	5390	0.98	D
US 1	N of Commercial Blvd	622	44500	59900	0.74	C	4228	5390	0.78	C	622	47710	59900	0.80	C	4532	5390	0.84	C
US 1	N of NE 62 St	622	43000	59900	0.72	C	4085	5390	0.76	C	622	55350	59900	0.92	C	5258	5390	0.98	D

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

		2013					2013				2035					2035			
		Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
Dixie Hwy/ 21 Ave	N of Dade C L	463	8400	34992	0.24	C	798	3154	0.25	C	463	14012	34992	0.40	C	1331	3154	0.42	C
Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	463	9700	34992	0.28	C	922	3154	0.29	C	463	16576	34992	0.47	D	1575	3154	0.50	D
Dixie Hwy/ 21 Ave	N of Pembroke Rd	463	10900	34992	0.31	C	1036	3154	0.33	C	463	18329	34992	0.52	D	1741	3154	0.55	D
Dixie Hwy/ 21 Ave	N of Hollywood Blvd	463	10100	34992	0.29	C	960	3154	0.30	C	463	15753	34992	0.45	D	1497	3154	0.47	D
Dixie Hwy/ 21 Ave	N of Sheridan St	464	5000	29160	0.17	C	475	2628	0.18	C	464	6883	29160	0.24	C	654	2628	0.25	C
Dixie Hwy/ 21 Ave	N of Phippen Rd	264	3200	13320	0.24	C	304	1197	0.25	C	264	4986	13320	0.37	C	474	1197	0.40	C
SE 3 Ave	N of SE 17 St	432	7100	32400	0.22	C	675	2920	0.23	C	432	15877	32400	0.49	D	1508	2920	0.52	D
SE 3 Ave	N of Davie Blvd	432	12000	32400	0.37	C	1140	2920	0.39	C	432	22048	32400	0.68	D	2095	2920	0.72	D
SE 3 Ave	N of SE 7 St-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D	432	29020	32400	0.90	D	2757	2920	0.94	D
NE 3 Ave	N of Broward Blvd-CBD	432	21000	32400	0.65	D	1995	2920	0.68	D	432	23194	32400	0.72	D	2203	2920	0.75	D
NE 3 Ave	N of NE 6 St	432	11900	32400	0.37	C	1131	2920	0.39	C	432	25110	32400	0.77	D	2385	2920	0.82	D
NE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	17900	32400	0.55	D	1701	2920	0.58	D	432	28216	32400	0.87	D	2681	2920	0.92	D
Dixie Hwy	N of Oakland Pk Blvd	432	21500	32400	0.66	D	2043	2920	0.70	D	432	28500	32400	0.88	D	2708	2920	0.93	D
Dixie Hwy	N of NE 38 St	422	23500	39800	0.59	C	2233	3580	0.62	C	422	32998	39800	0.83	C	3135	3580	0.88	C
Dixie Hwy	N of Commercial Blvd	422	19300	39800	0.48	C	1834	3580	0.51	C	422	25751	39800	0.65	C	2446	3580	0.68	C
Dixie Hwy	N of McNab Rd	633	20800	60000	0.35	B	1976	5400	0.37	B	633	29555	60000	0.49	C	2808	5400	0.52	C
Dixie Hwy	N of Pompano Park Pl	432	24000	32400	0.74	D	2280	2920	0.78	D	432	29049	32400	0.90	D	2760	2920	0.94	D
Dixie Hwy	N of Atlantic Blvd	432	24000	32400	0.74	D	2280	2920	0.78	D	432	30723	32400	0.95	D	2919	2920	1.00	D
Dixie Hwy	N of NW 15 St	422	24000	39800	0.60	C	2280	3580	0.64	C	422	33485	39800	0.84	C	3181	3580	0.89	C

APPENDIX E: ALL ABOARD FLORIDA COMMITTED DATA



Kimley»Horn

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Figure 6
A.M and P.M. Peak Hour Assignment
All Aboard Florida - Fort Lauderdale Station
City of Fort Lauderdale, Florida

APPENDIX F: INTERSECTION VOLUME DEVELOPMENT SHEETS

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 6th Street & Andrews Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	90	388	356	0	25	195	118	0	69	387	20	0	82	825	59
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**90**	**388**	**356**	**0**	**25**	**195**	**118**	**0**	**69**	**387**	**20**	**0**	**82**	**825**	**59**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	75	218	74	0	35	426	112	0	235	963	40	0	79	607	120
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**75**	**218**	**74**	**0**	**35**	**426**	**112**	**0**	**235**	**963**	**40**	**0**	**79**	**607**	**120**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	10	9	0	1	5	3	0	2	10	1	0	2	21	1
AM NON-PROJECT TRAFFIC	**0**	**92**	**398**	**365**	**0**	**26**	**200**	**121**	**0**	**71**	**397**	**21**	**0**	**84**	**846**	**60**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	6	2	0	1	11	3	0	6	24	1	0	2	15	3
PM NON-PROJECT TRAFFIC	**0**	**77**	**224**	**76**	**0**	**36**	**437**	**115**	**0**	**241**	**987**	**41**	**0**	**81**	**622**	**123**

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering				15.0%		1.0%									10.0%	
Distribution	Exiting										15.0%	10.0%	1.0%				

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering				15.0%		1.0%									10.0%	
Distribution	Exiting										15.0%	10.0%	1.0%				

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				47		3				38	25	3			31	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**47**	**0**	**3**	**0**	**0**	**0**	**38**	**25**	**3**	**0**	**0**	**31**	**0**
AM TOTAL TRAFFIC		**0**	**92**	**398**	**412**	**0**	**29**	**200**	**121**	**0**	**109**	**422**	**24**	**0**	**84**	**877**	**60**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				52		3				64	43	4			34	
PM TOTAL PROJECT TRAFFIC					**52**		**3**				**64**	**43**	**4**			**34**	
PM TOTAL TRAFFIC		**0**	**77**	**224**	**128**	**0**	**39**	**437**	**115**	**0**	**305**	**1,030**	**45**	**0**	**81**	**656**	**123**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 4th Street & Andrews Ave
COUNT DATE: November 17, 2015
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	120	117	0	47	98	30	0	32	360	15	0	67	1,124	31
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
AM EXISTING CONDITIONS	**0**	**43**	**126**	**123**	**0**	**49**	**103**	**32**	**0**	**34**	**378**	**16**	**0**	**70**	**1,180**	**33**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	58	107	43	0	23	235	43	0	127	1,131	39	0	31	552	47
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
PM EXISTING CONDITIONS	**0**	**61**	**112**	**45**	**0**	**24**	**247**	**45**	**0**	**133**	**1,188**	**41**	**0**	**33**	**580**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	4	4	0	2	4	1	0	1	13	1	0	2	42	1
AM NON-PROJECT TRAFFIC	**0**	**45**	**214**	**127**	**0**	**51**	**116**	**33**	**0**	**35**	**391**	**17**	**0**	**72**	**1,222**	**34**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	4	2	0	1	9	2	0	5	42	1	0	1	21	2
PM NON-PROJECT TRAFFIC	**0**	**63**	**176**	**47**	**0**	**25**	**275**	**47**	**0**	**138**	**1,230**	**42**	**0**	**34**	**601**	**51**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						2								4	-4	
Trips	Net New			19			19	15	43			23	15		53	28	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**19**	**0**	**0**	**21**	**15**	**43**	**0**	**0**	**23**	**15**	**0**	**57**	**24**	**0**
AM TOTAL TRAFFIC		**0**	**45**	**233**	**127**	**0**	**72**	**131**	**76**	**0**	**35**	**414**	**32**	**0**	**129**	**1,246**	**34**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						23								19	-19	
Trips	Net New			21			21	26	72			38	26		58	31	
PM TOTAL PROJECT TRAFFIC				**21**			**44**	**26**	**72**			**38**	**26**		**77**	**12**	
PM TOTAL TRAFFIC		**0**	**63**	**197**	**47**	**0**	**69**	**301**	**119**	**0**	**138**	**1,268**	**68**	**0**	**111**	**613**	**51**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 2nd Street & Andrews Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	13	58	34	0	25	40	17	0	10	338	48	0	216	1,035	69
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**13**	**58**	**34**	**0**	**25**	**40**	**17**	**0**	**10**	**338**	**48**	**0**	**216**	**1,035**	**69**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	36	29	19	0	79	112	183	0	20	1,094	24	0	32	564	33
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**36**	**29**	**19**	**0**	**79**	**112**	**183**	**0**	**20**	**1,094**	**24**	**0**	**32**	**564**	**33**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	1	1	0	1	1	0	0	0	9	1	0	5	26	2
AM NON-PROJECT TRAFFIC	**0**	**13**	**59**	**35**	**0**	**26**	**41**	**17**	**0**	**10**	**347**	**49**	**0**	**221**	**1,061**	**71**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	1	0	0	2	3	5	0	1	28	1	0	1	14	1
PM NON-PROJECT TRAFFIC	**0**	**37**	**30**	**19**	**0**	**81**	**115**	**188**	**0**	**21**	**1,122**	**25**	**0**	**33**	**578**	**34**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											39.0%					
Distribution	Exiting															39.0%	

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											39.0%					
Distribution	Exiting															39.0%	

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											122				98	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**0**	**0**	**98**	**0**
AM TOTAL TRAFFIC		**0**	**13**	**59**	**35**	**0**	**26**	**41**	**17**	**0**	**10**	**469**	**49**	**0**	**221**	**1,159**	**71**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											134				166	
PM TOTAL PROJECT TRAFFIC												**134**				**166**	
PM TOTAL TRAFFIC		**0**	**37**	**30**	**19**	**0**	**81**	**115**	**188**	**0**	**21**	**1,256**	**25**	**0**	**33**	**744**	**34**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Broward Blvd & Andrews Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	183	1,418	267	0	0	1,045	70	0	195	288	46	0	267	567	85
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**183**	**1,418**	**267**	**0**	**0**	**1,045**	**70**	**0**	**195**	**288**	**46**	**0**	**267**	**567**	**85**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	160	1,284	135	0	0	1,119	128	0	214	757	73	0	96	422	130
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**160**	**1,284**	**135**	**0**	**0**	**1,119**	**128**	**0**	**214**	**757**	**73**	**0**	**96**	**422**	**130**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	5	36	7	0	0	26	2	0	5	7	1	0	7	14	2
AM NON-PROJECT TRAFFIC	**0**	**188**	**1,454**	**274**	**0**	**0**	**1,071**	**72**	**0**	**200**	**295**	**47**	**0**	**274**	**581**	**87**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	4	32	3	0	0	28	3	0	5	19	2	0	2	11	3
PM NON-PROJECT TRAFFIC	**0**	**164**	**1,316**	**138**	**0**	**0**	**1,147**	**131**	**0**	**219**	**776**	**75**	**0**	**98**	**433**	**133**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		28.0%		28.0%		3.0%					11.0%					
Distribution	Exiting												3.0%			11.0%	28.0%

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering		28.0%		28.0%		3.0%					11.0%					
Distribution	Exiting												3.0%			11.0%	28.0%

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		87									34				28	70
AM TOTAL PROJECT TRAFFIC		**0**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**28**	**70**
AM TOTAL TRAFFIC		**0**	**275**	**1,454**	**274**	**0**	**0**	**1,071**	**72**	**0**	**200**	**329**	**47**	**0**	**274**	**609**	**157**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		96									38				47	119
PM TOTAL PROJECT TRAFFIC			**96**									**38**				**47**	**119**
PM TOTAL TRAFFIC		**0**	**260**	**1,316**	**138**	**0**	**0**	**1,147**	**131**	**0**	**219**	**814**	**75**	**0**	**98**	**480**	**252**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	60	243	201	0	50	204	54	0	77	317	29	0	35	649	37
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**60**	**243**	**201**	**0**	**50**	**204**	**54**	**0**	**77**	**317**	**29**	**0**	**35**	**649**	**37**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	59	245	45	0	29	263	37	0	251	890	73	0	40	382	71
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**59**	**245**	**45**	**0**	**29**	**263**	**37**	**0**	**251**	**890**	**73**	**0**	**40**	**382**	**71**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	6	5	0	1	5	1	0	2	8	1	0	1	16	1
AM NON-PROJECT TRAFFIC	**0**	**62**	**249**	**206**	**0**	**51**	**209**	**55**	**0**	**79**	**325**	**30**	**0**	**36**	**665**	**38**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	6	1	0	1	7	1	0	6	22	2	0	1	10	2
PM NON-PROJECT TRAFFIC	**0**	**60**	**251**	**46**	**0**	**30**	**270**	**38**	**0**	**257**	**912**	**75**	**0**	**41**	**392**	**73**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			3				3				15				19	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**19**	**0**
AM TOTAL TRAFFIC		**0**	**62**	**252**	**206**	**0**	**51**	**212**	**55**	**0**	**79**	**340**	**30**	**0**	**36**	**684**	**38**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			4				3				26				21	
PM TOTAL PROJECT TRAFFIC				**4**				**3**				**26**				**21**	
PM TOTAL TRAFFIC		**0**	**60**	**255**	**46**	**0**	**30**	**273**	**38**	**0**	**257**	**938**	**75**	**0**	**41**	**413**	**73**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	23	146	103	0	96	121	34	0	38	335	41	0	65	922	28
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**23**	**146**	**103**	**0**	**96**	**121**	**34**	**0**	**38**	**335**	**41**	**0**	**65**	**922**	**28**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	39	141	36	0	36	196	58	0	125	1,087	123	0	38	409	49
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**39**	**141**	**36**	**0**	**36**	**196**	**58**	**0**	**125**	**1,087**	**123**	**0**	**38**	**409**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	4	3	0	2	3	1	0	1	8	1	0	2	23	1
AM NON-PROJECT TRAFFIC	**0**	**24**	**234**	**106**	**0**	**98**	**133**	**35**	**0**	**39**	**343**	**42**	**0**	**67**	**945**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	4	1	0	1	5	1	0	3	27	3	0	1	10	1
PM NON-PROJECT TRAFFIC	**0**	**40**	**205**	**37**	**0**	**37**	**220**	**59**	**0**	**128**	**1,114**	**126**	**0**	**39**	**419**	**50**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		15	43	13			53			16						19
AM TOTAL PROJECT TRAFFIC		**0**	**15**	**43**	**13**	**0**	**0**	**53**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**19**
AM TOTAL TRAFFIC		**0**	**39**	**277**	**119**	**0**	**98**	**186**	**35**	**0**	**55**	**343**	**42**	**0**	**67**	**945**	**48**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		26	72	21			58			17						21
PM TOTAL PROJECT TRAFFIC			**26**	**72**	**21**			**58**			**17**						**21**
PM TOTAL TRAFFIC		**0**	**66**	**277**	**58**	**0**	**37**	**278**	**59**	**0**	**145**	**1,114**	**126**	**0**	**39**	**419**	**71**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	13	45	60	0	16	41	36	0	34	336	69	0	82	968	59
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**13**	**45**	**60**	**0**	**16**	**41**	**36**	**0**	**34**	**336**	**69**	**0**	**82**	**968**	**59**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	98	41	65	0	39	35	111	0	46	1,041	13	0	13	473	17
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**98**	**41**	**65**	**0**	**39**	**35**	**111**	**0**	**46**	**1,041**	**13**	**0**	**13**	**473**	**17**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	1	2	0	0	1	1	0	1	8	2	0	2	24	1
AM NON-PROJECT TRAFFIC	**0**	**13**	**46**	**62**	**0**	**16**	**42**	**37**	**0**	**35**	**344**	**71**	**0**	**84**	**992**	**60**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	1	2	0	1	1	3	0	1	26	0	0	0	12	0
PM NON-PROJECT TRAFFIC	**0**	**100**	**42**	**67**	**0**	**40**	**36**	**114**	**0**	**47**	**1,067**	**13**	**0**	**13**	**485**	**17**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											16				13	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**13**	**0**
AM TOTAL TRAFFIC		**0**	**13**	**46**	**62**	**0**	**16**	**42**	**37**	**0**	**35**	**360**	**71**	**0**	**84**	**1,005**	**60**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											17				21	
PM TOTAL PROJECT TRAFFIC												**17**				**21**	
PM TOTAL TRAFFIC		**0**	**100**	**42**	**67**	**0**	**40**	**36**	**114**	**0**	**47**	**1,084**	**13**	**0**	**13**	**506**	**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Broward Blvd & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	109	712	287	0	186	710	160	0	134	202	52	0	178	588	91
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**109**	**712**	**287**	**0**	**186**	**710**	**160**	**0**	**134**	**202**	**52**	**0**	**178**	**588**	**91**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	223	1,022	99	0	134	796	113	0	347	765	101	0	137	371	118
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**223**	**1,022**	**99**	**0**	**134**	**796**	**113**	**0**	**347**	**765**	**101**	**0**	**137**	**371**	**118**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	3	18	7	0	5	18	4	0	3	5	1	0	4	15	2
AM NON-PROJECT TRAFFIC	**0**	**112**	**730**	**294**	**0**	**191**	**728**	**164**	**0**	**137**	**207**	**53**	**0**	**182**	**603**	**93**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	6	26	2	0	3	20	3	0	9	19	3	0	3	9	3
PM NON-PROJECT TRAFFIC	**0**	**229**	**1,048**	**101**	**0**	**137**	**816**	**116**	**0**	**356**	**784**	**104**	**0**	**140**	**380**	**121**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%					
Distribution	Exiting															5.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											16				13	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**13**	**0**
AM TOTAL TRAFFIC		**0**	**112**	**730**	**294**	**0**	**191**	**728**	**164**	**0**	**137**	**223**	**53**	**0**	**182**	**616**	**93**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											17				21	
PM TOTAL PROJECT TRAFFIC												**17**				**21**	
PM TOTAL TRAFFIC		**0**	**229**	**1,048**	**101**	**0**	**137**	**816**	**116**	**0**	**356**	**801**	**104**	**0**	**140**	**401**	**121**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & Federal Hwy
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	89	116	0	74	56	22	0	80	909	40	0	103	2,035	63
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**41**	**89**	**116**	**0**	**74**	**56**	**22**	**0**	**80**	**909**	**40**	**0**	**103**	**2,035**	**63**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	71	87	69	0	100	102	38	0	125	1,656	68	0	94	1,053	56
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**71**	**87**	**69**	**0**	**100**	**102**	**38**	**0**	**125**	**1,656**	**68**	**0**	**94**	**1,053**	**56**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	2	3	0	2	1	1	0	2	23	1	0	3	51	2
AM NON-PROJECT TRAFFIC	**0**	**42**	**175**	**119**	**0**	**76**	**66**	**23**	**0**	**82**	**932**	**41**	**0**	**106**	**2,086**	**65**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	2	2	0	3	3	1	0	3	42	2	0	2	27	1
PM NON-PROJECT TRAFFIC	**0**	**73**	**149**	**71**	**0**	**103**	**124**	**39**	**0**	**128**	**1,698**	**70**	**0**	**96**	**1,080**	**57**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		18	10	8			12			9						22
AM TOTAL PROJECT TRAFFIC		**0**	**18**	**10**	**8**	**0**	**0**	**12**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**22**
AM TOTAL TRAFFIC		**0**	**60**	**185**	**127**	**0**	**76**	**78**	**23**	**0**	**91**	**932**	**41**	**0**	**106**	**2,086**	**87**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		30	17	13			14			10						24
PM TOTAL PROJECT TRAFFIC			**30**	**17**	**13**			**14**			**10**						**24**
PM TOTAL TRAFFIC		**0**	**103**	**166**	**84**	**0**	**103**	**138**	**39**	**0**	**138**	**1,698**	**70**	**0**	**96**	**1,080**	**81**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Broward Blvd & Federal Hwy
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	168	438	256	0	480	524	53	0	458	890	367	0	193	1,645	293
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**168**	**438**	**256**	**0**	**480**	**524**	**53**	**0**	**458**	**890**	**367**	**0**	**193**	**1,645**	**293**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	597	589	308	0	479	582	74	0	350	1,391	337	0	130	1,284	206
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**597**	**589**	**308**	**0**	**479**	**582**	**74**	**0**	**350**	**1,391**	**337**	**0**	**130**	**1,284**	**206**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	4	11	6	0	12	13	1	0	12	22	9	0	5	42	7
AM NON-PROJECT TRAFFIC	**0**	**172**	**449**	**262**	**0**	**492**	**537**	**54**	**0**	**470**	**912**	**376**	**0**	**198**	**1,687**	**300**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	15	15	8	0	12	15	2	0	9	35	9	0	3	32	5
PM NON-PROJECT TRAFFIC	**0**	**612**	**604**	**316**	**0**	**491**	**597**	**76**	**0**	**359**	**1,426**	**346**	**0**	**133**	**1,316**	**211**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								1.0%			5.0%					
Distribution	Exiting														1.0%	5.0%	

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								1.0%			5.0%					
Distribution	Exiting														1.0%	5.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								3			16			3	13	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**16**	**0**	**0**	**3**	**13**	**0**
AM TOTAL TRAFFIC		**0**	**172**	**449**	**262**	**0**	**492**	**537**	**57**	**0**	**470**	**928**	**376**	**0**	**201**	**1,700**	**300**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								3			17			4	21	
PM TOTAL PROJECT TRAFFIC									**3**			**17**			**4**	**21**	
PM TOTAL TRAFFIC		**0**	**612**	**604**	**316**	**0**	**491**	**597**	**79**	**0**	**359**	**1,443**	**346**	**0**	**137**	**1,337**	**211**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 3rd Street & Andrews Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	22	0	21	0	0	421	22	0	46	1,199	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**21**	**0**	**0**	**421**	**22**	**0**	**46**	**1,199**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	26	0	59	0	0	1,222	18	0	24	643	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**59**	**0**	**0**	**1,222**	**18**	**0**	**24**	**643**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	0	1	0	0	11	1	0	1	30	0
AM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**22**	**0**	**0**	**432**	**23**	**0**	**47**	**1,229**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	0	1	0	0	31	0	0	1	16	0
PM NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**60**	**0**	**0**	**1,253**	**18**	**0**	**25**	**659**	**0**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-39.0%	39.0%				
Distribution	Exiting								39.0%								
Net New	Entering												39.0%		15.0%		
Distribution	Exiting						39.0%		15.0%								

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-39.0%	39.0%				
Distribution	Exiting								39.0%								
Net New	Entering												39.0%		15.0%		
Distribution	Exiting						39.0%		15.0%								

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								3			-5	5				
Trips	Net New						98		38				122		47		
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**98**	**0**	**41**	**0**	**0**	**-5**	**127**	**0**	**47**	**0**	**0**
AM TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**121**	**0**	**63**	**0**	**0**	**427**	**150**	**0**	**94**	**1,229**	**0**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								34			-28	28				
Trips	Net New						166		64				134		52		
PM TOTAL PROJECT TRAFFIC							**166**		**98**			**-28**	**162**		**52**		
PM TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**193**	**0**	**158**	**0**	**0**	**1,225**	**180**	**0**	**77**	**659**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Ave & NE 4th Street
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	2	220	0	0	0	177	4	0	0	0	0	0	2	0	5
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**2**	**220**	**0**	**0**	**0**	**177**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	11	162	0	0	0	311	5	0	0	0	0	0	6	0	7
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**11**	**162**	**0**	**0**	**0**	**311**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**7**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	**0**	**2**	**310**	**0**	**0**	**0**	**190**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	**0**	**11**	**226**	**0**	**0**	**0**	**338**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**7**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							26.0%									
Distribution	Exiting			26.0%													

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							26.0%									
Distribution	Exiting			26.0%													

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			65				81									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**65**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC		**0**	**2**	**375**	**0**	**0**	**0**	**271**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			111				89									
PM TOTAL PROJECT TRAFFIC				**111**				**89**									
PM TOTAL TRAFFIC		**0**	**11**	**337**	**0**	**0**	**0**	**427**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**7**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Ave & NE 4th Street
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	6	221	0	0	0	166	3	0	0	0	0	0	4	0	13
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**6**	**221**	**0**	**0**	**0**	**166**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**13**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	16	159	0	0	0	315	17	0	0	0	0	0	3	0	4
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**16**	**159**	**0**	**0**	**0**	**315**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	**0**	**6**	**311**	**0**	**0**	**0**	**179**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**13**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	**0**	**16**	**223**	**0**	**0**	**0**	**342**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							26.0%									
Distribution	Exiting			26.0%													

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							26.0%									
Distribution	Exiting			26.0%													

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			65				81									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**65**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC		**0**	**6**	**376**	**0**	**0**	**0**	**260**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**13**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			111				89									
PM TOTAL PROJECT TRAFFIC				**111**				**89**									
PM TOTAL TRAFFIC		**0**	**16**	**334**	**0**	**0**	**0**	**431**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 5th Street & Andrews Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	8	1	22	0	25	14	33	0	10	340	10	0	51	1,177	51
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**8**	**1**	**22**	**0**	**25**	**14**	**33**	**0**	**10**	**340**	**10**	**0**	**51**	**1,177**	**51**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	6	4	7	0	9	6	21	0	8	1,138	19	0	27	559	8
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**6**	**4**	**7**	**0**	**9**	**6**	**21**	**0**	**8**	**1,138**	**19**	**0**	**27**	**559**	**8**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	1	0	1	0	0	9	0	0	1	30	1
AM NON-PROJECT TRAFFIC	**0**	**8**	**1**	**23**	**0**	**26**	**14**	**34**	**0**	**10**	**349**	**10**	**0**	**52**	**1,207**	**52**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	1	0	0	29	0	0	1	14	0
PM NON-PROJECT TRAFFIC	**0**	**6**	**4**	**7**	**0**	**9**	**6**	**22**	**0**	**8**	**1,167**	**19**	**0**	**28**	**573**	**8**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											26.0%					

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											26.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											65				81	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**81**	**0**
AM TOTAL TRAFFIC		**0**	**8**	**1**	**23**	**0**	**26**	**14**	**34**	**0**	**10**	**414**	**10**	**0**	**52**	**1,288**	**52**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											111				89	
PM TOTAL PROJECT TRAFFIC												**111**				**89**	
PM TOTAL TRAFFIC		**0**	**6**	**4**	**7**	**0**	**9**	**6**	**22**	**0**	**8**	**1,278**	**19**	**0**	**28**	**662**	**8**

APPENDIX G: SYNCHRO OUTPUT REPORTS

LEVEL OF SERVICE REPORTS-EXISTING

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	388	356	25	195	118	69	387	20	82	825	59
Future Volume (veh/h)	90	388	356	25	195	118	69	387	20	82	825	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	422	387	27	212	128	75	421	22	89	897	64
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	574	480	161	574	479	318	1938	101	526	1552	111
Arrive On Green	0.31	0.31	0.31	0.10	0.10	0.10	0.08	1.00	1.00	0.46	0.46	0.46
Sat Flow, veh/h	1034	1863	1558	671	1863	1555	1774	3417	178	939	3344	239
Grp Volume(v), veh/h	98	422	387	27	212	128	75	217	226	89	475	486
Grp Sat Flow(s),veh/h/ln	1034	1863	1558	671	1863	1555	1774	1770	1826	939	1770	1813
Q Serve(g_s), s	6.7	16.2	18.3	3.1	8.5	6.1	1.7	0.0	0.0	4.5	15.7	15.7
Cycle Q Clear(g_c), s	15.2	16.2	18.3	19.4	8.5	6.1	1.7	0.0	0.0	4.5	15.7	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.13
Lane Grp Cap(c), veh/h	299	574	480	161	574	479	318	1004	1035	526	821	841
V/C Ratio(X)	0.33	0.74	0.81	0.17	0.37	0.27	0.24	0.22	0.22	0.17	0.58	0.58
Avail Cap(c_a), veh/h	394	745	623	222	745	622	357	1004	1035	526	821	841
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	24.8	25.5	41.5	28.7	27.6	11.0	0.0	0.0	12.7	15.7	15.7
Incr Delay (d2), s/veh	0.2	1.7	4.5	0.2	0.1	0.1	0.1	0.5	0.5	0.7	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.6	8.4	0.6	4.4	2.6	0.8	0.1	0.1	1.3	8.3	8.5
LnGrp Delay(d),s/veh	28.4	26.5	30.0	41.7	28.8	27.7	11.1	0.5	0.5	13.4	18.7	18.6
LnGrp LOS	C	C	C	D	C	C	B	A	A	B	B	B
Approach Vol, veh/h		907			367			518			1050	
Approach Delay, s/veh		28.2			29.4			2.0			18.2	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		50.4		29.6	8.2	42.1		29.6
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	5.0	28.0		32.0
Max Q Clear Time (g_c+I1), s		2.0		20.3	3.7	17.7		21.4
Green Ext Time (p_c), s		12.5		3.4	0.0	6.3		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	120	117	47	98	30	32	360	15	67	1124	31
Future Volume (veh/h)	41	120	117	47	98	30	32	360	15	67	1124	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	130	127	51	107	33	35	391	16	73	1222	34
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	282	240	188	207	64	292	2422	99	771	2458	68
Arrive On Green	0.15	0.15	0.15	0.05	0.05	0.05	1.00	1.00	1.00	0.47	0.47	0.47
Sat Flow, veh/h	1244	1863	1583	1118	1367	422	440	3466	141	974	3517	98
Grp Volume(v), veh/h	45	130	127	51	0	140	35	199	208	73	615	641
Grp Sat Flow(s),veh/h/ln	1244	1863	1583	1118	0	1788	440	1770	1838	974	1770	1845
Q Serve(g_s), s	2.8	5.1	5.9	3.6	0.0	6.1	2.5	0.0	0.0	3.4	19.3	19.3
Cycle Q Clear(g_c), s	8.9	5.1	5.9	8.7	0.0	6.1	21.8	0.0	0.0	3.4	19.3	19.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	183	282	240	188	0	271	292	1236	1284	771	1236	1289
V/C Ratio(X)	0.25	0.46	0.53	0.27	0.00	0.52	0.12	0.16	0.16	0.09	0.50	0.50
Avail Cap(c_a), veh/h	368	559	475	354	0	537	292	1236	1284	771	1236	1289
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	31.0	31.3	38.9	0.0	35.2	3.8	0.0	0.0	7.3	11.5	11.5
Incr Delay (d2), s/veh	0.3	0.4	0.7	0.3	0.0	0.6	0.8	0.3	0.3	0.2	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	2.6	1.1	0.0	3.1	0.4	0.1	0.1	1.0	9.9	10.3
LnGrp Delay(d),s/veh	35.8	31.4	32.0	39.2	0.0	35.7	4.6	0.3	0.3	7.5	13.0	12.9
LnGrp LOS	D	C	C	D		D	A	A	A	A	B	B
Approach Vol, veh/h		302			191			442			1329	
Approach Delay, s/veh		32.3			36.6			0.6			12.6	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.9		18.1		61.9		18.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		23.8		10.9		21.3		10.7
Green Ext Time (p_c), s		12.3		1.2		13.2		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		14.9
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	58	34	25	40	17	10	338	48	216	1035	69
Future Volume (veh/h)	13	58	34	25	40	17	10	338	48	216	1035	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	63	37	27	43	18	11	367	52	235	1125	75
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	137	81	182	155	65	438	2335	328	779	2520	168
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	1313	1093	642	1273	1233	516	464	3116	438	963	3362	224
Grp Volume(v), veh/h	14	0	100	27	0	61	11	207	212	235	592	608
Grp Sat Flow(s),veh/h/ln	1313	0	1735	1273	0	1750	464	1770	1785	963	1770	1817
Q Serve(g_s), s	0.8	0.0	4.3	1.6	0.0	2.5	0.5	2.7	2.7	1.3	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	4.3	5.9	0.0	2.5	0.5	2.7	2.7	4.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.30	1.00		0.25	1.00		0.12
Lane Grp Cap(c), veh/h	213	0	218	182	0	220	438	1326	1338	779	1326	1361
V/C Ratio(X)	0.07	0.00	0.46	0.15	0.00	0.28	0.03	0.16	0.16	0.30	0.45	0.45
Avail Cap(c_a), veh/h	459	0	542	420	0	547	438	1326	1338	779	1326	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	32.5	35.2	0.0	31.7	2.6	2.8	2.9	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.2	0.1	0.2	0.2	1.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.6	0.0	1.2	0.1	1.3	1.4	0.5	0.4	0.4
LnGrp Delay(d),s/veh	33.2	0.0	33.0	35.3	0.0	31.9	2.7	3.1	3.1	1.1	1.1	1.1
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		114			88			430			1435	
Approach Delay, s/veh		33.0			33.0			3.1			1.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		15.0		65.0		15.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		4.7		6.3		6.0		7.9
Green Ext Time (p_c), s		18.1		0.6		17.9		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		4.6
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1418	267	0	1045	70	195	288	46	267	567	85
Future Volume (veh/h)	183	1418	267	0	1045	70	195	288	46	267	567	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	1541	290	0	1136	76	212	313	50	290	616	92
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	372	2483	465	0	2437	753	239	670	106	177	664	99
Arrive On Green	0.07	0.58	0.58	0.00	0.96	0.96	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	1774	4280	802	0	5253	1571	1774	3047	481	1774	3081	459
Grp Volume(v), veh/h	199	1219	612	0	1136	76	212	180	183	290	353	355
Grp Sat Flow(s),veh/h/ln	1774	1695	1691	0	1695	1571	1774	1770	1758	1774	1770	1771
Q Serve(g_s), s	10.1	42.4	42.8	0.0	3.0	0.4	16.6	15.9	16.3	18.0	35.2	35.4
Cycle Q Clear(g_c), s	10.1	42.4	42.8	0.0	3.0	0.4	16.6	15.9	16.3	18.0	35.2	35.4
Prop In Lane	1.00		0.47	0.00		1.00	1.00		0.27	1.00		0.26
Lane Grp Cap(c), veh/h	372	1967	981	0	2437	753	239	389	387	177	381	382
V/C Ratio(X)	0.54	0.62	0.62	0.00	0.47	0.10	0.89	0.46	0.47	1.63	0.93	0.93
Avail Cap(c_a), veh/h	449	1967	981	0	2437	753	389	629	625	177	472	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.90	0.90	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	19.9	24.8	24.9	0.0	2.0	2.0	51.4	61.0	61.1	81.0	69.2	69.3
Incr Delay (d2), s/veh	0.4	1.5	3.0	0.0	0.6	0.2	8.2	0.3	0.3	307.8	18.6	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	20.2	20.7	0.0	1.4	0.2	8.7	7.8	8.0	24.0	19.2	19.4
LnGrp Delay(d),s/veh	20.4	26.3	27.8	0.0	2.6	2.2	59.6	61.3	61.5	388.8	87.8	88.4
LnGrp LOS	C	C	C		A	A	E	E	E	F	F	F
Approach Vol, veh/h		2030			1212			575			998	
Approach Delay, s/veh		26.2			2.6			60.7			175.5	
Approach LOS		C			A			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.2	92.3	24.0	45.6		110.4	24.8	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	54.0	18.0	64.0		80.0	34.0	48.0
Max Q Clear Time (g_c+I1), s	12.1	5.0	20.0	18.3		44.8	18.6	37.4
Green Ext Time (p_c), s	0.1	39.0	0.0	1.6		29.7	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	55.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	243	201	50	204	54	77	317	29	35	649	37
Future Volume (veh/h)	60	243	201	50	204	54	77	317	29	35	649	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	264	218	54	222	59	84	345	32	38	705	40
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	422	358	185	422	356	480	2104	194	646	2186	124
Arrive On Green	0.30	0.30	0.30	0.23	0.23	0.23	0.21	0.21	0.21	0.64	0.64	0.64
Sat Flow, veh/h	1089	1863	1579	909	1863	1571	712	3276	302	1001	3404	193
Grp Volume(v), veh/h	65	264	218	54	222	59	84	185	192	38	366	379
Grp Sat Flow(s),veh/h/ln	1089	1863	1579	909	1863	1571	712	1770	1809	1001	1770	1827
Q Serve(g_s), s	4.3	9.8	9.4	4.5	8.4	2.4	8.0	6.8	6.9	1.4	7.5	7.5
Cycle Q Clear(g_c), s	12.7	9.8	9.4	14.3	8.4	2.4	15.5	6.8	6.9	8.3	7.5	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.11
Lane Grp Cap(c), veh/h	223	422	358	185	422	356	480	1136	1161	646	1136	1173
V/C Ratio(X)	0.29	0.63	0.61	0.29	0.53	0.17	0.17	0.16	0.16	0.06	0.32	0.32
Avail Cap(c_a), veh/h	282	524	444	235	524	442	480	1136	1161	646	1136	1173
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	25.0	24.9	34.1	27.2	24.9	20.6	14.0	14.0	8.2	6.5	6.5
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.3	0.4	0.1	0.8	0.3	0.3	0.2	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.0	4.2	1.2	4.4	1.1	1.7	3.5	3.6	0.4	3.8	3.9
LnGrp Delay(d),s/veh	30.0	25.5	25.3	34.4	27.5	24.9	21.4	14.3	14.3	8.4	7.2	7.2
LnGrp LOS	C	C	C	C	C	C	C	B	B	A	A	A
Approach Vol, veh/h		547			335			461			783	
Approach Delay, s/veh		26.0			28.2			15.6			7.3	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.4		23.6		56.4		23.6
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		17.5		14.7		10.3		16.3
Green Ext Time (p_c), s		9.3		1.9		9.8		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	146	103	96	121	34	38	335	41	65	922	28
Future Volume (veh/h)	23	146	103	96	121	34	38	335	41	65	922	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	159	112	104	132	37	41	364	45	71	1002	30
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	273	193	221	377	106	415	1901	233	672	2101	63
Arrive On Green	0.09	0.09	0.09	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1205	1013	714	1100	1398	392	543	3174	390	972	3508	105
Grp Volume(v), veh/h	25	0	271	104	0	169	41	202	207	71	505	527
Grp Sat Flow(s),veh/h/ln	1205	0	1726	1100	0	1789	543	1770	1794	972	1770	1843
Q Serve(g_s), s	1.6	0.0	12.1	7.2	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	12.1	19.3	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.22	1.00		0.22	1.00		0.06
Lane Grp Cap(c), veh/h	341	0	466	221	0	483	415	1060	1074	672	1060	1104
V/C Ratio(X)	0.07	0.00	0.58	0.47	0.00	0.35	0.10	0.19	0.19	0.11	0.48	0.48
Avail Cap(c_a), veh/h	355	0	486	233	0	503	415	1060	1074	672	1060	1104
HCM Platoon Ratio	0.33	0.33	0.33	1.67	1.67	1.67	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.88	0.00	0.88	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	31.9	0.0	32.1	27.1	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.5	0.0	0.1	0.5	0.4	0.4	0.3	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.9	2.2	0.0	2.4	0.1	0.1	0.1	0.1	0.4	0.4
LnGrp Delay(d),s/veh	31.9	0.0	33.1	27.6	0.0	17.5	0.5	0.4	0.4	0.3	1.5	1.4
LnGrp LOS	C		C	C		B	A	A	A	A	A	A
Approach Vol, veh/h		296			273			450			1103	
Approach Delay, s/veh		33.0			21.4			0.4			1.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.9		27.1		52.9		27.1
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		2.0		14.1		2.0		21.3
Green Ext Time (p_c), s		14.5		1.4		14.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	45	60	16	41	36	34	336	69	82	968	59
Future Volume (veh/h)	13	45	60	16	41	36	34	336	69	82	968	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	49	65	17	45	39	37	365	75	89	1052	64
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	91	121	170	115	99	463	2165	440	755	2509	153
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1279	717	951	1266	902	781	502	2919	593	945	3383	206
Grp Volume(v), veh/h	14	0	114	17	0	84	37	220	220	89	550	566
Grp Sat Flow(s),veh/h/ln	1279	0	1669	1266	0	1683	502	1770	1742	945	1770	1819
Q Serve(g_s), s	0.8	0.0	5.1	1.0	0.0	3.7	1.6	2.9	3.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	5.1	6.1	0.0	3.7	1.6	2.9	3.0	3.4	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.46	1.00		0.34	1.00		0.11
Lane Grp Cap(c), veh/h	194	0	212	170	0	214	463	1313	1292	755	1313	1349
V/C Ratio(X)	0.07	0.00	0.54	0.10	0.00	0.39	0.08	0.17	0.17	0.12	0.42	0.42
Avail Cap(c_a), veh/h	359	0	428	333	0	431	463	1313	1292	755	1313	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.94	0.94	0.94	0.88	0.88	0.88
Uniform Delay (d), s/veh	34.1	0.0	32.7	35.6	0.0	32.1	2.9	3.0	3.1	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	0.4	0.3	0.3	0.3	0.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.4	0.4	0.0	1.7	0.3	1.5	1.5	0.1	0.3	0.3
LnGrp Delay(d),s/veh	34.2	0.0	33.5	35.7	0.0	32.5	3.2	3.3	3.3	0.4	0.9	0.8
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		128			101			477			1205	
Approach Delay, s/veh		33.5			33.1			3.3			0.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.3		15.7		64.3		15.7
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		5.0		7.1		5.4		8.1
Green Ext Time (p_c), s		16.6		0.6		16.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	712	287	186	710	160	134	202	52	178	588	91
Future Volume (veh/h)	109	712	287	186	710	160	134	202	52	178	588	91
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	118	774	312	202	772	174	146	220	57	193	639	99
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1796	718	419	2179	486	186	558	141	354	674	104
Arrive On Green	0.09	1.00	1.00	0.07	0.53	0.53	0.08	0.20	0.20	0.10	0.22	0.22
Sat Flow, veh/h	1774	3570	1427	1774	4146	925	1774	2796	708	1774	3060	473
Grp Volume(v), veh/h	118	735	351	202	630	316	146	137	140	193	369	369
Grp Sat Flow(s),veh/h/ln	1774	1695	1606	1774	1695	1681	1774	1770	1735	1774	1770	1764
Q Serve(g_s), s	6.0	0.0	0.0	9.9	19.5	19.8	11.7	12.1	12.6	15.5	37.0	37.1
Cycle Q Clear(g_c), s	6.0	0.0	0.0	9.9	19.5	19.8	11.7	12.1	12.6	15.5	37.0	37.1
Prop In Lane	1.00		0.89	1.00		0.55	1.00		0.41	1.00		0.27
Lane Grp Cap(c), veh/h	364	1706	808	419	1782	884	186	353	346	354	390	388
V/C Ratio(X)	0.32	0.43	0.43	0.48	0.35	0.36	0.79	0.39	0.40	0.54	0.95	0.95
Avail Cap(c_a), veh/h	473	1706	808	487	1782	884	336	511	501	359	403	402
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.59	0.59	0.59	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	19.7	0.0	0.0	18.8	24.9	24.9	54.9	62.5	62.7	50.5	69.2	69.2
Incr Delay (d2), s/veh	0.1	0.5	1.0	0.2	0.3	0.7	2.8	0.3	0.3	0.8	29.2	29.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.1	0.2	4.8	9.2	9.3	5.8	6.0	6.1	7.6	21.3	21.4
LnGrp Delay(d),s/veh	19.8	0.5	1.0	18.9	25.2	25.6	57.7	62.8	63.0	51.3	98.3	99.1
LnGrp LOS	B	A	A	B	C	C	E	E	E	D	F	F
Approach Vol, veh/h		1204			1148			423			931	
Approach Delay, s/veh		2.5			24.2			61.1			88.9	
Approach LOS		A			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	100.6	23.5	41.9	18.0	96.6	19.8	45.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	67.0	18.0	52.0	19.0	67.0	29.0	41.0
Max Q Clear Time (g_c+I1), s	8.0	21.8	17.5	14.6	11.9	2.0	13.7	39.1
Green Ext Time (p_c), s	0.1	22.7	0.0	1.5	0.1	26.1	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	89	116	74	56	22	80	909	40	103	2035	63
Future Volume (veh/h)	41	89	116	74	56	22	80	909	40	103	2035	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	97	126	80	61	24	87	988	43	112	2212	68
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	154	200	139	266	105	157	3205	139	365	3280	100
Arrive On Green	0.07	0.07	0.07	0.21	0.21	0.21	0.01	0.21	0.21	0.03	0.65	0.65
Sat Flow, veh/h	1293	728	945	1152	1262	497	1774	4992	217	1774	5066	155
Grp Volume(v), veh/h	45	0	223	80	0	85	87	671	360	112	1478	802
Grp Sat Flow(s),veh/h/ln	1293	0	1673	1152	0	1759	1774	1695	1818	1774	1695	1831
Q Serve(g_s), s	5.3	0.0	20.8	11.0	0.0	6.4	2.7	26.7	26.7	3.5	43.6	44.0
Cycle Q Clear(g_c), s	11.7	0.0	20.8	31.7	0.0	6.4	2.7	26.7	26.7	3.5	43.6	44.0
Prop In Lane	1.00		0.57	1.00		0.28	1.00		0.12	1.00		0.08
Lane Grp Cap(c), veh/h	266	0	353	139	0	371	157	2177	1168	365	2195	1185
V/C Ratio(X)	0.17	0.00	0.63	0.58	0.00	0.23	0.56	0.31	0.31	0.31	0.67	0.68
Avail Cap(c_a), veh/h	268	0	356	140	0	374	239	2177	1168	437	2195	1185
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.75	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	68.4	72.5	0.0	52.3	22.3	33.1	33.1	11.8	17.6	17.7
Incr Delay (d2), s/veh	0.1	0.0	2.0	3.6	0.0	0.1	1.0	0.3	0.6	0.2	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	9.8	3.6	0.0	3.1	2.3	12.6	13.7	1.7	20.8	23.1
LnGrp Delay(d),s/veh	67.3	0.0	70.4	76.2	0.0	52.4	23.3	33.4	33.7	11.9	19.3	20.8
LnGrp LOS	E		E	E		D	C	C	C	B	B	C
Approach Vol, veh/h		268			165			1118			2392	
Approach Delay, s/veh		69.9			63.9			32.7			19.4	
Approach LOS		E			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	108.7		39.8	10.6	109.6		39.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.5	28.7		22.8	4.7	46.0		33.7
Green Ext Time (p_c), s	0.0	54.6		1.2	0.0	42.7		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		28.5
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	438	256	480	524	53	458	890	367	193	1645	293
Future Volume (veh/h)	168	438	256	480	524	53	458	890	367	193	1645	293
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	183	476	278	522	570	58	498	967	399	210	1788	318
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	991	303	516	903	92	409	1903	579	232	1965	608
Arrive On Green	0.07	0.19	0.19	0.15	0.28	0.28	0.12	0.37	0.37	0.04	0.13	0.13
Sat Flow, veh/h	3442	5085	1555	3442	3240	329	3442	5085	1548	1774	5085	1572
Grp Volume(v), veh/h	183	476	278	522	311	317	498	967	399	210	1788	318
Grp Sat Flow(s),veh/h/ln	1721	1695	1555	1721	1770	1799	1721	1695	1548	1774	1695	1572
Q Serve(g_s), s	8.4	13.3	28.0	24.0	24.6	24.7	19.0	23.5	34.8	18.9	55.5	30.3
Cycle Q Clear(g_c), s	8.4	13.3	28.0	24.0	24.6	24.7	19.0	23.5	34.8	18.9	55.5	30.3
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	991	303	516	493	501	409	1903	579	232	1965	608
V/C Ratio(X)	0.81	0.48	0.92	1.01	0.63	0.63	1.22	0.51	0.69	0.90	0.91	0.52
Avail Cap(c_a), veh/h	516	1049	321	516	493	501	409	1903	579	299	1965	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	73.7	57.2	63.2	68.0	50.5	50.5	70.5	38.7	42.2	75.5	67.0	56.0
Incr Delay (d2), s/veh	2.2	0.2	26.1	42.4	2.3	2.3	118.7	1.0	6.6	16.5	5.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.3	14.2	14.4	12.3	12.6	15.8	11.2	15.9	10.3	27.1	13.6
LnGrp Delay(d),s/veh	75.9	57.5	89.3	110.4	52.8	52.9	189.2	39.7	48.8	92.1	72.7	58.3
LnGrp LOS	E	E	F	F	D	D	F	D	D	F	E	E
Approach Vol, veh/h		937			1150			1864			2316	
Approach Delay, s/veh		70.5			79.0			81.6			72.5	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	65.9	30.0	37.2	25.0	67.8	16.6	50.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	20.9	36.8	26.0	30.0	21.0	57.5	10.4	26.7
Green Ext Time (p_c), s	0.1	14.3	0.0	1.0	0.0	2.4	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	76.1
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	21	421	22	46	1199
Future Vol, veh/h	22	21	421	22	46	1199
Conflicting Peds, #/hr	0	11	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	23	458	24	50	1303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1222	252	0	0	482	0
Stage 1	470	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	172	748	-	-	1077	-
Stage 1	595	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	740	-	-	1066	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	236	1066	-
HCM Lane V/C Ratio	-	-	0.198	0.047	-
HCM Control Delay (s)	-	-	24	8.5	0.7
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	220	177	4	2	5
Future Vol, veh/h	2	220	177	4	2	5
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	239	192	4	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	438	200
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1376	-	-	-	576	841
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	575	837
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1369	-	-	-	741
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	221	166	3	4	13
Future Vol, veh/h	6	221	166	3	4	13
Conflicting Peds, #/hr	0	0	0	2	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	240	180	3	4	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	441	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	574	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	568	856
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	765
HCM Lane V/C Ratio	0.005	-	-	-	0.024
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	8	1	22	25	14	33	10	340	10	51	1177	51
Future Vol, veh/h	8	1	22	25	14	33	10	340	10	51	1177	51
Conflicting Peds, #/hr	0	0	8	0	0	3	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	24	27	15	36	11	370	11	55	1279	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1638	1823	678	1156	1846	193	1338	0	0	380	0	0
Stage 1	1421	1421	-	397	397	-	-	-	-	-	-	-
Stage 2	217	402	-	759	1449	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	66	76	395	152	74	816	511	-	-	1175	-	-
Stage 1	143	201	-	600	602	-	-	-	-	-	-	-
Stage 2	765	599	-	365	194	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	60	391	117	58	814	507	-	-	1172	-	-
Mov Cap-2 Maneuver	42	60	-	117	58	-	-	-	-	-	-	-
Stage 1	139	163	-	583	585	-	-	-	-	-	-	-
Stage 2	690	582	-	275	157	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.3	55.7	0.5	1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	507	-	-	118	145	1172	-	-
HCM Lane V/C Ratio	0.021	-	-	0.286	0.54	0.047	-	-
HCM Control Delay (s)	12.3	0.2	-	47.3	55.7	8.2	0.7	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	2.7	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	218	74	35	426	112	235	963	40	79	607	120
Future Volume (veh/h)	75	218	74	35	426	112	235	963	40	79	607	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	237	80	38	463	122	255	1047	43	86	660	130
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	698	740	389	698	582	366	1730	71	263	991	195
Arrive On Green	0.37	0.37	0.37	0.12	0.12	0.12	0.20	1.00	1.00	0.34	0.34	0.34
Sat Flow, veh/h	827	1863	1553	1056	1863	1553	1774	3459	142	513	2934	577
Grp Volume(v), veh/h	82	237	80	38	463	122	255	536	554	86	398	392
Grp Sat Flow(s),veh/h/ln	827	1863	1553	1056	1863	1553	1774	1770	1832	513	1770	1741
Q Serve(g_s), s	7.6	7.3	2.3	2.6	19.0	5.7	7.7	0.0	0.0	10.7	15.4	15.4
Cycle Q Clear(g_c), s	26.6	7.3	2.3	9.9	19.0	5.7	7.7	0.0	0.0	10.7	15.4	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.33
Lane Grp Cap(c), veh/h	204	698	740	389	698	582	366	885	916	263	598	588
V/C Ratio(X)	0.40	0.34	0.11	0.10	0.66	0.21	0.70	0.60	0.61	0.33	0.67	0.67
Avail Cap(c_a), veh/h	225	745	779	416	745	621	366	885	916	263	598	588
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	17.9	11.6	29.6	30.2	24.4	14.6	0.0	0.0	21.1	22.6	22.6
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	1.2	0.0	4.8	3.1	3.0	3.3	5.8	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	1.0	0.8	10.1	2.4	4.1	0.8	0.8	1.7	8.5	8.4
LnGrp Delay(d),s/veh	33.5	18.0	11.7	29.6	31.4	24.4	19.4	3.1	3.0	24.4	28.4	28.5
LnGrp LOS	C	B	B	C	C	C	B	A	A	C	C	C
Approach Vol, veh/h		399			623			1345			876	
Approach Delay, s/veh		19.9			29.9			6.1			28.1	
Approach LOS		B			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		45.0		35.0	13.0	32.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	8.0	25.0		32.0
Max Q Clear Time (g_c+I1), s		2.0		28.6	9.7	17.4		21.0
Green Ext Time (p_c), s		19.3		1.4	0.0	6.1		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	107	43	23	235	43	127	1131	39	31	552	47
Future Volume (veh/h)	58	107	43	23	235	43	127	1131	39	31	552	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	116	47	25	255	47	138	1229	42	34	600	51
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	474	403	339	389	72	432	2080	71	348	1967	167
Arrive On Green	0.25	0.25	0.25	0.08	0.08	0.08	1.00	1.00	1.00	0.20	0.20	0.20
Sat Flow, veh/h	1073	1863	1583	1218	1531	282	778	3492	119	434	3303	280
Grp Volume(v), veh/h	63	116	47	25	0	302	138	622	649	34	321	330
Grp Sat Flow(s),veh/h/ln	1073	1863	1583	1218	0	1813	778	1770	1842	434	1770	1813
Q Serve(g_s), s	4.5	4.0	1.8	1.5	0.0	12.9	5.3	0.0	0.0	5.2	12.4	12.4
Cycle Q Clear(g_c), s	17.4	4.0	1.8	5.5	0.0	12.9	17.7	0.0	0.0	5.2	12.4	12.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.06	1.00		0.15
Lane Grp Cap(c), veh/h	190	474	403	339	0	461	432	1054	1097	348	1054	1080
V/C Ratio(X)	0.33	0.24	0.12	0.07	0.00	0.65	0.32	0.59	0.59	0.10	0.30	0.31
Avail Cap(c_a), veh/h	239	559	475	395	0	544	432	1054	1097	348	1054	1080
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	23.7	22.9	31.7	0.0	33.2	2.3	0.0	0.0	15.1	18.0	18.0
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	0.0	1.3	1.9	2.4	2.3	0.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.0	0.8	0.5	0.0	6.7	1.3	0.7	0.7	0.7	6.3	6.5
LnGrp Delay(d),s/veh	35.3	23.8	23.0	31.7	0.0	34.6	4.3	2.4	2.3	15.6	18.7	18.7
LnGrp LOS	D	C	C	C		C	A	A	A	B	B	B
Approach Vol, veh/h		226			327			1409			685	
Approach Delay, s/veh		26.9			34.4			2.6			18.6	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.7		26.3		53.7		26.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		19.7		19.4		14.4		14.9
Green Ext Time (p_c), s		16.2		0.9		18.5		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	29	19	79	112	183	20	1094	24	32	564	33
Future Volume (veh/h)	36	29	19	79	112	183	20	1094	24	32	564	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	32	21	86	122	199	22	1189	26	35	613	36
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	274	180	410	164	267	567	2167	47	280	2077	122
Arrive On Green	0.26	0.26	0.26	0.09	0.09	0.09	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	1050	1041	683	1336	624	1018	778	3540	77	458	3393	199
Grp Volume(v), veh/h	39	0	53	86	0	321	22	594	621	35	319	330
Grp Sat Flow(s),veh/h/ln	1050	0	1724	1336	0	1642	778	1770	1848	458	1770	1822
Q Serve(g_s), s	2.9	0.0	1.9	4.8	0.0	15.3	0.9	15.7	15.7	2.2	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	1.9	6.7	0.0	15.3	0.9	15.7	15.7	17.9	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.62	1.00		0.04	1.00		0.11
Lane Grp Cap(c), veh/h	165	0	453	410	0	431	567	1083	1131	280	1083	1116
V/C Ratio(X)	0.24	0.00	0.12	0.21	0.00	0.74	0.04	0.55	0.55	0.12	0.29	0.30
Avail Cap(c_a), veh/h	218	0	539	476	0	513	567	1083	1131	280	1083	1116
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.93	0.00	0.93	0.47	0.47	0.47	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	22.4	30.9	0.0	33.9	6.2	9.1	9.1	2.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	3.4	0.1	0.9	0.9	0.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.9	1.8	0.0	7.4	0.2	7.9	8.2	0.3	0.2	0.2
LnGrp Delay(d),s/veh	36.1	0.0	22.5	31.0	0.0	37.3	6.2	10.0	10.0	3.8	0.7	0.7
LnGrp LOS	D		C	C		D	A	A	A	A	A	A
Approach Vol, veh/h		92			407			1237			684	
Approach Delay, s/veh		28.2			36.0			9.9			0.8	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		26.0		54.0		26.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		17.7		20.1		19.9		17.3
Green Ext Time (p_c), s		16.0		0.9		15.1		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		12.4
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1284	135	1	1119	128	214	757	73	96	422	130
Future Volume (veh/h)	160	1284	135	1	1119	128	214	757	73	96	422	130
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	174	1396	147	1	1216	139	233	823	79	104	459	141
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	2617	276	20	2308	826	287	875	84	122	600	182
Arrive On Green	0.06	0.56	0.56	0.93	0.93	0.93	0.11	0.27	0.27	0.07	0.23	0.23
Sat Flow, veh/h	1774	4659	491	0	4945	1536	1774	3250	312	1774	2631	800
Grp Volume(v), veh/h	174	1016	527	458	759	139	233	448	454	104	307	293
Grp Sat Flow(s),veh/h/ln	1774	1695	1759	1861	1543	1536	1774	1770	1792	1774	1770	1662
Q Serve(g_s), s	9.0	33.7	33.8	0.0	5.8	1.2	17.7	44.6	44.6	10.4	29.2	29.7
Cycle Q Clear(g_c), s	9.0	33.7	33.8	5.8	5.8	1.2	17.7	44.6	44.6	10.4	29.2	29.7
Prop In Lane	1.00		0.28	0.00		1.00	1.00		0.17	1.00		0.48
Lane Grp Cap(c), veh/h	323	1905	988	888	1440	826	287	477	483	122	403	379
V/C Ratio(X)	0.54	0.53	0.53	0.52	0.53	0.17	0.81	0.94	0.94	0.85	0.76	0.77
Avail Cap(c_a), veh/h	411	1905	988	888	1440	826	387	531	538	177	413	388
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	21.5	24.7	24.7	3.4	3.4	2.5	47.8	64.3	64.3	82.9	64.9	65.1
Incr Delay (d2), s/veh	0.5	1.1	2.1	1.6	1.0	0.3	6.8	22.9	22.7	15.7	6.9	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	16.1	17.0	2.9	2.3	0.5	9.1	24.8	25.1	5.6	15.0	14.5
LnGrp Delay(d),s/veh	22.0	25.8	26.7	5.0	4.4	2.8	54.5	87.2	87.1	98.6	71.8	73.2
LnGrp LOS	C	C	C	A	A	A	D	F	F	F	E	E
Approach Vol, veh/h		1717			1356			1135			704	
Approach Delay, s/veh		25.7			4.4			80.5			76.3	
Approach LOS		C			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.1	90.0	18.4	54.5		107.1	25.9	47.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	64.0	18.0	54.0		90.0	30.0	42.0
Max Q Clear Time (g_c+I1), s	11.0	7.8	12.4	46.6		35.8	19.7	31.7
Green Ext Time (p_c), s	0.1	39.5	0.0	1.9		38.6	0.2	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	245	45	29	263	37	251	890	73	40	382	71
Future Volume (veh/h)	59	245	45	29	263	37	251	890	73	40	382	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	266	49	32	286	40	273	967	79	43	415	77
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	444	376	208	444	376	604	2086	170	346	1882	347
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1048	1863	1579	1059	1863	1579	901	3309	270	537	2985	550
Grp Volume(v), veh/h	64	266	49	32	286	40	273	517	529	43	245	247
Grp Sat Flow(s),veh/h/ln	1048	1863	1579	1059	1863	1579	901	1770	1809	537	1770	1765
Q Serve(g_s), s	4.7	10.2	2.0	2.2	11.1	1.6	15.0	12.2	12.2	3.6	4.7	4.8
Cycle Q Clear(g_c), s	15.7	10.2	2.0	12.4	11.1	1.6	19.8	12.2	12.2	15.8	4.7	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	195	444	376	208	444	376	604	1116	1141	346	1116	1113
V/C Ratio(X)	0.33	0.60	0.13	0.15	0.64	0.11	0.45	0.46	0.46	0.12	0.22	0.22
Avail Cap(c_a), veh/h	240	524	444	253	524	444	604	1116	1141	346	1116	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	27.1	24.0	32.6	27.4	23.8	10.6	7.7	7.7	11.8	6.3	6.3
Incr Delay (d2), s/veh	0.3	0.5	0.1	0.1	1.2	0.0	2.0	1.1	1.1	0.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.2	0.8	0.7	5.8	0.7	4.0	6.2	6.4	0.6	2.5	2.5
LnGrp Delay(d),s/veh	34.8	27.6	24.0	32.7	28.6	23.9	12.6	8.8	8.8	12.6	6.8	6.8
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		379			358			1319			535	
Approach Delay, s/veh		28.4			28.5			9.6			7.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.4		24.6		55.4		24.6
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		21.8		17.7		17.8		14.4
Green Ext Time (p_c), s		14.3		1.3		15.5		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	141	36	36	196	58	125	1087	123	38	409	49
Future Volume (veh/h)	39	141	36	36	196	58	125	1087	123	38	409	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	153	39	39	213	63	136	1182	134	41	445	53
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	322	82	267	310	92	562	2061	233	357	2050	243
Arrive On Green	0.45	0.45	0.45	0.07	0.07	0.07	1.00	1.00	1.00	0.21	0.21	0.21
Sat Flow, veh/h	1090	1429	364	1178	1374	406	896	3204	362	415	3187	378
Grp Volume(v), veh/h	42	0	192	39	0	276	136	651	665	41	246	252
Grp Sat Flow(s),veh/h/ln	1090	0	1793	1178	0	1781	896	1770	1797	415	1770	1795
Q Serve(g_s), s	2.8	0.0	6.0	2.5	0.0	12.1	2.9	0.0	0.0	6.4	9.2	9.3
Cycle Q Clear(g_c), s	14.9	0.0	6.0	8.5	0.0	12.1	12.1	0.0	0.0	6.4	9.2	9.3
Prop In Lane	1.00		0.20	1.00		0.23	1.00		0.20	1.00		0.21
Lane Grp Cap(c), veh/h	171	0	404	267	0	401	562	1138	1156	357	1138	1155
V/C Ratio(X)	0.25	0.00	0.47	0.15	0.00	0.69	0.24	0.57	0.57	0.11	0.22	0.22
Avail Cap(c_a), veh/h	232	0	504	333	0	501	562	1138	1156	357	1138	1155
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	0.88	0.88	0.88	0.99	0.99	0.99
Uniform Delay (d), s/veh	26.7	0.0	18.7	35.5	0.0	34.3	1.1	0.0	0.0	13.8	14.9	14.9
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.1	0.0	1.5	0.9	1.8	1.8	0.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.9	0.8	0.0	6.1	0.8	0.6	0.6	0.8	4.6	4.8
LnGrp Delay(d),s/veh	27.0	0.0	19.0	35.6	0.0	35.7	2.0	1.8	1.8	14.4	15.3	15.3
LnGrp LOS	C		B	D		D	A	A	A	B	B	B
Approach Vol, veh/h		234			315			1452			539	
Approach Delay, s/veh		20.4			35.7			1.9			15.2	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.5		23.5		56.5		23.5
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		14.1		16.9		11.3		14.1
Green Ext Time (p_c), s		18.8		1.1		19.7		1.4

Intersection Summary		
HCM 2010 Ctrl Delay		10.6
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	41	65	39	35	111	46	1041	13	13	473	17
Future Volume (veh/h)	98	41	65	39	35	111	46	1041	13	13	473	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	45	71	42	38	121	50	1132	14	14	514	18
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	133	210	277	80	256	661	2357	29	335	2295	80
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	1.00	1.00	1.00
Sat Flow, veh/h	1209	634	1001	1247	382	1217	867	3579	44	489	3485	122
Grp Volume(v), veh/h	107	0	116	42	0	159	50	560	586	14	261	271
Grp Sat Flow(s),veh/h/ln	1209	0	1635	1247	0	1599	867	1770	1854	489	1770	1838
Q Serve(g_s), s	6.8	0.0	4.8	2.4	0.0	7.0	1.7	12.6	12.6	0.6	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	4.8	7.2	0.0	7.0	1.7	12.6	12.6	13.2	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.76	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	239	0	344	277	0	336	661	1165	1221	335	1165	1210
V/C Ratio(X)	0.45	0.00	0.34	0.15	0.00	0.47	0.08	0.48	0.48	0.04	0.22	0.22
Avail Cap(c_a), veh/h	294	0	419	334	0	410	661	1165	1221	335	1165	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.33	0.33	0.33	0.99	0.99	0.99
Uniform Delay (d), s/veh	33.7	0.0	26.9	29.9	0.0	27.7	4.9	6.8	6.8	1.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.6	0.3	0.0	1.0	0.1	0.5	0.5	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.2	0.8	0.0	3.2	0.4	6.2	6.5	0.1	0.1	0.1
LnGrp Delay(d),s/veh	35.1	0.0	27.4	30.2	0.0	28.7	5.0	7.3	7.3	1.8	0.4	0.4
LnGrp LOS	D		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		223			201			1196			546	
Approach Delay, s/veh		31.1			29.0			7.2			0.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.7		22.3		57.7		22.3
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		14.6		15.8		15.2		9.2
Green Ext Time (p_c), s		15.6		1.0		15.5		1.7

Intersection Summary		
HCM 2010 Ctrl Delay		10.0
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1022	99	134	796	113	347	765	101	137	371	118
Future Volume (veh/h)	223	1022	99	134	796	113	347	765	101	137	371	118
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	242	1111	108	146	865	123	377	832	110	149	403	128
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	2129	207	330	1880	266	367	871	115	189	513	161
Arrive On Green	0.18	0.90	0.90	0.06	0.42	0.42	0.16	0.28	0.28	0.08	0.19	0.19
Sat Flow, veh/h	1774	4705	457	1774	4489	635	1774	3136	415	1774	2632	825
Grp Volume(v), veh/h	242	800	419	146	652	336	377	469	473	149	269	262
Grp Sat Flow(s),veh/h/ln	1774	1695	1772	1774	1695	1733	1774	1770	1781	1774	1770	1688
Q Serve(g_s), s	14.5	7.6	7.7	8.4	24.9	25.1	29.0	46.9	46.9	12.0	26.0	26.6
Cycle Q Clear(g_c), s	14.5	7.6	7.7	8.4	24.9	25.1	29.0	46.9	46.9	12.0	26.0	26.6
Prop In Lane	1.00		0.26	1.00		0.37	1.00		0.23	1.00		0.49
Lane Grp Cap(c), veh/h	361	1534	802	330	1420	726	367	492	495	189	345	329
V/C Ratio(X)	0.67	0.52	0.52	0.44	0.46	0.46	1.03	0.95	0.95	0.79	0.78	0.80
Avail Cap(c_a), veh/h	376	1534	802	365	1420	726	367	511	514	237	413	394
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.46	0.46	0.46	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	24.6	5.0	5.0	26.8	37.7	37.7	49.3	63.9	63.9	55.3	68.8	69.1
Incr Delay (d2), s/veh	2.7	1.0	1.9	0.2	0.5	1.0	54.5	27.7	27.6	10.1	6.2	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.5	3.9	4.1	11.8	12.2	5.5	26.7	26.9	6.4	13.3	13.1
LnGrp Delay(d),s/veh	27.3	6.1	7.0	27.0	38.2	38.7	103.8	91.6	91.5	65.3	75.0	76.5
LnGrp LOS	C	A	A	C	D	D	F	F	F	E	E	E
Approach Vol, veh/h		1461			1134			1319			680	
Approach Delay, s/veh		9.8			36.9			95.1			73.5	
Approach LOS		A			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	81.4	20.1	56.0	16.5	87.4	35.0	41.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	67.0	19.0	52.0	14.0	71.0	29.0	42.0
Max Q Clear Time (g_c+I1), s	16.5	27.1	14.0	48.9	10.4	9.7	31.0	28.6
Green Ext Time (p_c), s	0.0	23.4	0.1	1.1	0.0	28.9	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	87	69	100	102	38	125	1656	68	94	1053	56
Future Volume (veh/h)	71	87	69	100	102	38	125	1656	68	94	1053	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	95	75	109	111	41	136	1800	74	102	1145	61
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	183	145	178	249	92	369	3316	136	260	3232	172
Arrive On Green	0.32	0.32	0.32	0.19	0.19	0.19	0.08	1.00	1.00	0.03	0.65	0.65
Sat Flow, veh/h	1219	947	748	1191	1287	475	1774	5005	205	1774	4936	263
Grp Volume(v), veh/h	77	0	170	109	0	152	136	1219	655	102	786	420
Grp Sat Flow(s),veh/h/ln	1219	0	1695	1191	0	1762	1774	1695	1820	1774	1695	1808
Q Serve(g_s), s	9.1	0.0	13.0	14.3	0.0	12.2	4.3	0.0	0.0	3.1	16.7	16.7
Cycle Q Clear(g_c), s	21.3	0.0	13.0	27.4	0.0	12.2	4.3	0.0	0.0	3.1	16.7	16.7
Prop In Lane	1.00		0.44	1.00		0.27	1.00		0.11	1.00		0.15
Lane Grp Cap(c), veh/h	188	0	328	178	0	341	369	2246	1206	260	2220	1184
V/C Ratio(X)	0.41	0.00	0.52	0.61	0.00	0.45	0.37	0.54	0.54	0.39	0.35	0.35
Avail Cap(c_a), veh/h	211	0	360	201	0	374	432	2246	1206	337	2220	1184
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	0.27	0.27	0.27	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	0.0	48.1	69.5	0.0	57.0	9.0	0.0	0.0	8.4	12.4	12.4
Incr Delay (d2), s/veh	0.5	0.0	0.4	2.5	0.0	0.3	0.1	0.3	0.5	0.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	6.1	4.8	0.0	6.0	2.0	0.1	0.2	1.5	7.9	8.6
LnGrp Delay(d),s/veh	56.8	0.0	48.5	71.9	0.0	57.3	9.0	0.3	0.5	8.7	12.9	13.2
LnGrp LOS	E		D	E		E	A	A	A	A	B	B
Approach Vol, veh/h		247			261			2010			1308	
Approach Delay, s/veh		51.1			63.4			0.9			12.7	
Approach LOS		D			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	112.0		36.9	12.3	110.8		36.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	15.1	2.0		23.3	6.3	18.7		29.4
Green Ext Time (p_c), s	0.0	62.7		1.3	0.1	55.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	597	589	308	479	582	74	350	1391	337	130	1284	206
Future Volume (veh/h)	597	589	308	479	582	74	350	1391	337	130	1284	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	649	640	335	521	633	80	380	1512	366	141	1396	224
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	667	1345	599	516	696	88	409	1747	770	163	1611	793
Arrive On Green	0.19	0.26	0.26	0.15	0.22	0.22	0.12	0.34	0.34	0.03	0.10	0.10
Sat Flow, veh/h	3442	5085	1554	3442	3155	398	3442	5085	1549	1774	5085	1535
Grp Volume(v), veh/h	649	640	335	521	355	358	380	1512	366	141	1396	224
Grp Sat Flow(s),veh/h/ln	1721	1695	1554	1721	1770	1784	1721	1695	1549	1774	1695	1535
Q Serve(g_s), s	30.0	16.9	27.1	24.0	31.2	31.4	17.5	44.4	25.1	12.7	43.2	15.7
Cycle Q Clear(g_c), s	30.0	16.9	27.1	24.0	31.2	31.4	17.5	44.4	25.1	12.7	43.2	15.7
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1345	599	516	391	394	409	1747	770	163	1611	793
V/C Ratio(X)	0.97	0.48	0.56	1.01	0.91	0.91	0.93	0.87	0.48	0.86	0.87	0.28
Avail Cap(c_a), veh/h	667	1367	606	516	398	401	409	1747	770	322	1611	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.1	49.5	38.8	68.0	60.8	60.8	69.8	49.1	26.9	76.6	68.3	30.2
Incr Delay (d2), s/veh	24.1	0.2	0.7	41.9	23.6	24.0	27.3	6.0	2.1	4.8	6.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	8.0	11.7	14.4	17.8	18.1	9.9	21.8	11.1	6.4	21.3	6.9
LnGrp Delay(d),s/veh	88.2	49.7	39.5	109.9	84.4	84.8	97.1	55.1	29.0	81.4	74.4	31.0
LnGrp LOS	F	D	D	F	F	F	F	E	C	F	E	C
Approach Vol, veh/h		1624			1234			2258			1761	
Approach Delay, s/veh		63.0			95.3			57.9			69.4	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.7	61.0	30.0	48.3	25.0	56.7	37.0	41.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	40.0	24.0	43.0	19.0	50.0	31.0	36.0
Max Q Clear Time (g_c+I1), s	14.7	46.4	26.0	29.1	19.5	45.2	32.0	33.4
Green Ext Time (p_c), s	0.1	0.0	0.0	7.3	0.0	4.6	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	68.8
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	59	1222	18	24	643
Future Vol, veh/h	26	59	1222	18	24	643
Conflicting Peds, #/hr	0	14	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	64	1328	20	26	699

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1742	690	0	0	1350	0
Stage 1	1340	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	78	388	-	-	506	-
Stage 1	209	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	71	382	-	-	499	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.6	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	163	499	-
HCM Lane V/C Ratio	-	-	0.567	0.052	-
HCM Control Delay (s)	-	-	52.6	12.6	0.5
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.9	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	162	311	5	6	7
Future Vol, veh/h	11	162	311	5	6	7
Conflicting Peds, #/hr	0	0	0	0	5	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	176	338	5	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	343	0	-	0	546	349
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1216	-	-	-	499	694
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	494	689
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1207	-	-	-	583
HCM Lane V/C Ratio	0.01	-	-	-	0.024
HCM Control Delay (s)	8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	159	315	17	3	4
Future Vol, veh/h	16	159	315	17	3	4
Conflicting Peds, #/hr	1	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	173	342	18	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	362	0	-	0	561	358
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1197	-	-	-	489	686
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	480	682
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	578
HCM Lane V/C Ratio	0.015	-	-	-	0.013
HCM Control Delay (s)	8.1	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	4	7	9	6	21	8	1138	19	27	559	8
Future Vol, veh/h	6	4	7	9	6	21	8	1138	19	27	559	8
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	8	10	7	23	9	1237	21	29	608	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1312	1951	314	1641	1945	636	616	0	0	1263	0	0
Stage 1	671	671	-	1270	1270	-	-	-	-	-	-	-
Stage 2	641	1280	-	371	675	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	64	682	66	64	421	960	-	-	546	-	-
Stage 1	412	453	-	178	237	-	-	-	-	-	-	-
Stage 2	430	235	-	622	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	57	678	56	57	418	955	-	-	545	-	-
Mov Cap-2 Maneuver	92	57	-	56	57	-	-	-	-	-	-	-
Stage 1	399	416	-	171	228	-	-	-	-	-	-	-
Stage 2	382	226	-	556	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.5	52.3	0.2	0.9
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	117	114	545	-	-
HCM Lane V/C Ratio	0.009	-	-	0.158	0.343	0.054	-	-
HCM Control Delay (s)	8.8	0.1	-	41.5	52.3	12	0.4	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.4	0.2	-	-

LEVEL OF SERVICE REPORTS-FUTURE BACKGROUND

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	398	365	26	200	121	71	397	21	84	846	60
Future Volume (veh/h)	92	398	365	26	200	121	71	397	21	84	846	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	433	397	28	217	132	77	432	23	91	920	65
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	587	491	161	587	490	305	1911	101	514	1528	108
Arrive On Green	0.32	0.32	0.32	0.10	0.10	0.10	0.08	1.00	1.00	0.46	0.46	0.46
Sat Flow, veh/h	1026	1863	1558	658	1863	1555	1774	3414	181	929	3347	236
Grp Volume(v), veh/h	100	433	397	28	217	132	77	223	232	91	486	499
Grp Sat Flow(s),veh/h/ln	1026	1863	1558	658	1863	1555	1774	1770	1825	929	1770	1814
Q Serve(g_s), s	6.9	16.6	18.7	3.3	8.7	6.3	1.7	0.0	0.0	4.7	16.5	16.5
Cycle Q Clear(g_c), s	15.5	16.6	18.7	19.9	8.7	6.3	1.7	0.0	0.0	4.7	16.5	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.13
Lane Grp Cap(c), veh/h	302	587	491	161	587	490	305	991	1022	514	808	828
V/C Ratio(X)	0.33	0.74	0.81	0.17	0.37	0.27	0.25	0.23	0.23	0.18	0.60	0.60
Avail Cap(c_a), veh/h	389	745	623	217	745	622	343	991	1022	514	808	828
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	24.4	25.2	41.6	28.4	27.4	11.5	0.0	0.0	13.1	16.3	16.3
Incr Delay (d2), s/veh	0.2	1.9	4.9	0.2	0.1	0.1	0.2	0.5	0.5	0.8	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.9	8.7	0.6	4.5	2.7	0.8	0.1	0.1	1.3	8.7	8.9
LnGrp Delay(d),s/veh	28.1	26.4	30.1	41.8	28.6	27.4	11.6	0.5	0.5	13.9	19.6	19.5
LnGrp LOS	C	C	C	D	C	C	B	A	A	B	B	B
Approach Vol, veh/h		930			377			532			1076	
Approach Delay, s/veh		28.2			29.2			2.1			19.1	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		49.8		30.2	8.3	41.5		30.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	5.0	28.0		32.0
Max Q Clear Time (g_c+I1), s		2.0		20.7	3.7	18.5		21.9
Green Ext Time (p_c), s		13.0		3.5	0.0	6.1		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	214	127	51	116	33	35	391	17	72	1222	34
Future Volume (veh/h)	45	214	127	51	116	33	35	391	17	72	1222	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	233	138	55	126	36	38	425	18	78	1328	37
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	391	332	188	293	84	209	2215	94	693	2251	63
Arrive On Green	0.21	0.21	0.21	0.07	0.07	0.07	1.00	1.00	1.00	0.21	0.21	0.21
Sat Flow, veh/h	1219	1863	1583	1007	1394	398	397	3460	146	943	3517	98
Grp Volume(v), veh/h	49	233	138	55	0	162	38	217	226	78	668	697
Grp Sat Flow(s),veh/h/ln	1219	1863	1583	1007	0	1792	397	1770	1837	943	1770	1845
Q Serve(g_s), s	2.9	9.0	6.0	4.3	0.0	6.9	4.8	0.0	0.0	5.4	27.2	27.2
Cycle Q Clear(g_c), s	9.9	9.0	6.0	13.3	0.0	6.9	32.0	0.0	0.0	5.4	27.2	27.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	240	391	332	188	0	376	209	1133	1176	693	1133	1181
V/C Ratio(X)	0.20	0.60	0.42	0.29	0.00	0.43	0.18	0.19	0.19	0.11	0.59	0.59
Avail Cap(c_a), veh/h	350	559	475	278	0	538	209	1133	1176	693	1133	1181
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	28.5	27.4	40.1	0.0	32.6	8.5	0.0	0.0	13.5	22.1	22.1
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.3	0.0	0.3	1.9	0.4	0.4	0.3	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.7	2.7	1.2	0.0	3.5	0.6	0.1	0.1	1.5	14.0	14.6
LnGrp Delay(d),s/veh	32.2	29.1	27.7	40.4	0.0	32.9	10.4	0.4	0.4	13.8	24.3	24.3
LnGrp LOS	C	C	C	D		C	B	A	A	B	C	C
Approach Vol, veh/h		420			217			481			1443	
Approach Delay, s/veh		29.0			34.8			1.2			23.7	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.2		22.8		57.2		22.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		34.0		11.9		29.2		15.3
Green Ext Time (p_c), s		7.7		1.7		10.6		1.5

Intersection Summary		
HCM 2010 Ctrl Delay		21.3
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	59	35	26	41	17	10	347	49	221	1061	71
Future Volume (veh/h)	13	59	35	26	41	17	10	347	49	221	1061	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	64	38	28	45	18	11	377	53	240	1153	77
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	139	82	183	160	64	427	2332	325	770	2513	168
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	1311	1088	646	1271	1252	501	451	3120	435	954	3362	224
Grp Volume(v), veh/h	14	0	102	28	0	63	11	213	217	240	606	624
Grp Sat Flow(s),veh/h/ln	1311	0	1734	1271	0	1753	451	1770	1785	954	1770	1817
Q Serve(g_s), s	0.8	0.0	4.4	1.7	0.0	2.6	0.5	2.8	2.8	1.4	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	4.4	6.0	0.0	2.6	0.5	2.8	2.8	4.2	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.29	1.00		0.24	1.00		0.12
Lane Grp Cap(c), veh/h	214	0	221	183	0	223	427	1323	1335	770	1323	1358
V/C Ratio(X)	0.07	0.00	0.46	0.15	0.00	0.28	0.03	0.16	0.16	0.31	0.46	0.46
Avail Cap(c_a), veh/h	457	0	542	418	0	548	427	1323	1335	770	1323	1358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.00	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	32.4	35.2	0.0	31.6	2.6	2.9	2.9	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.2	0.1	0.2	0.2	1.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.6	0.0	1.3	0.1	1.4	1.4	0.5	0.4	0.4
LnGrp Delay(d),s/veh	33.2	0.0	32.9	35.3	0.0	31.8	2.7	3.1	3.1	1.2	1.1	1.1
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		116			91			441			1470	
Approach Delay, s/veh		33.0			32.9			3.1			1.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.8		15.2		64.8		15.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		4.8		6.4		6.2		8.0
Green Ext Time (p_c), s		18.8		0.6		18.5		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		4.7
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1454	274	0	1071	72	200	295	47	274	581	87
Future Volume (veh/h)	188	1454	274	0	1071	72	200	295	47	274	581	87
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	204	1580	298	0	1164	78	217	321	51	298	632	95
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	362	2453	460	0	2390	738	242	691	108	177	680	102
Arrive On Green	0.07	0.57	0.57	0.00	0.94	0.94	0.11	0.23	0.23	0.10	0.22	0.22
Sat Flow, veh/h	1774	4279	802	0	5253	1571	1774	3050	479	1774	3078	462
Grp Volume(v), veh/h	204	1250	628	0	1164	78	217	185	187	298	363	364
Grp Sat Flow(s),veh/h/ln	1774	1695	1691	0	1695	1571	1774	1770	1759	1774	1770	1770
Q Serve(g_s), s	10.5	44.8	45.4	0.0	4.6	0.6	16.9	16.2	16.6	18.0	36.2	36.3
Cycle Q Clear(g_c), s	10.5	44.8	45.4	0.0	4.6	0.6	16.9	16.2	16.6	18.0	36.2	36.3
Prop In Lane	1.00		0.47	0.00		1.00	1.00		0.27	1.00		0.26
Lane Grp Cap(c), veh/h	362	1944	969	0	2390	738	242	401	399	177	391	391
V/C Ratio(X)	0.56	0.64	0.65	0.00	0.49	0.11	0.90	0.46	0.47	1.68	0.93	0.93
Avail Cap(c_a), veh/h	435	1944	969	0	2390	738	389	629	625	177	472	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.89	0.89	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	20.7	26.0	26.1	0.0	3.0	2.9	50.8	60.1	60.2	81.0	68.7	68.8
Incr Delay (d2), s/veh	0.5	1.7	3.3	0.0	0.6	0.3	10.1	0.3	0.3	327.2	19.5	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	21.5	22.0	0.0	2.1	0.3	8.9	8.0	8.1	24.9	19.9	20.0
LnGrp Delay(d),s/veh	21.2	27.6	29.4	0.0	3.6	3.1	60.8	60.4	60.6	408.2	88.2	88.8
LnGrp LOS	C	C	C		A	A	E	E	E	F	F	F
Approach Vol, veh/h		2082			1242			589			1025	
Approach Delay, s/veh		27.5			3.6			60.6			181.4	
Approach LOS		C			A			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.6	90.6	24.0	46.8		109.2	25.1	45.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	54.0	18.0	64.0		80.0	34.0	48.0
Max Q Clear Time (g_c+I1), s	12.5	6.6	20.0	18.6		47.4	18.9	38.3
Green Ext Time (p_c), s	0.1	38.8	0.0	1.6		28.3	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	57.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	249	206	51	209	55	79	325	30	36	665	38
Future Volume (veh/h)	62	249	206	51	209	55	79	325	30	36	665	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	67	271	224	55	227	60	86	353	33	39	723	41
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	422	358	186	422	356	471	2102	195	639	2186	124
Arrive On Green	0.38	0.38	0.38	0.23	0.23	0.23	0.21	0.21	0.21	0.64	0.64	0.64
Sat Flow, veh/h	1083	1863	1579	898	1863	1571	699	3274	304	993	3404	193
Grp Volume(v), veh/h	67	271	224	55	227	60	86	190	196	39	376	388
Grp Sat Flow(s),veh/h/ln	1083	1863	1579	898	1863	1571	699	1770	1808	993	1770	1827
Q Serve(g_s), s	4.4	9.6	9.2	4.7	8.6	2.5	8.4	7.0	7.1	1.5	7.7	7.7
Cycle Q Clear(g_c), s	13.0	9.6	9.2	14.2	8.6	2.5	16.1	7.0	7.1	8.6	7.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.11
Lane Grp Cap(c), veh/h	219	422	358	186	422	356	471	1136	1161	639	1136	1173
V/C Ratio(X)	0.31	0.64	0.63	0.30	0.54	0.17	0.18	0.17	0.17	0.06	0.33	0.33
Avail Cap(c_a), veh/h	278	524	444	235	524	442	471	1136	1161	639	1136	1173
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	22.2	22.1	34.0	27.2	24.9	20.9	14.0	14.1	8.3	6.5	6.5
Incr Delay (d2), s/veh	0.2	0.6	0.5	0.3	0.4	0.1	0.8	0.3	0.3	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.0	4.0	1.2	4.5	1.1	1.7	3.5	3.7	0.4	4.0	4.1
LnGrp Delay(d),s/veh	27.3	22.8	22.6	34.3	27.6	25.0	21.8	14.4	14.4	8.5	7.3	7.3
LnGrp LOS	C	C	C	C	C	C	C	B	B	A	A	A
Approach Vol, veh/h		562			342			472			803	
Approach Delay, s/veh		23.3			28.2			15.7			7.3	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.4		23.6		56.4		23.6
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		18.1		15.0		10.6		16.2
Green Ext Time (p_c), s		9.6		1.9		10.2		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	234	106	98	133	35	39	343	42	67	945	29
Future Volume (veh/h)	24	234	106	98	133	35	39	343	42	67	945	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	254	115	107	145	38	42	373	46	73	1027	32
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	340	154	167	400	105	401	1865	228	656	2058	64
Arrive On Green	0.09	0.09	0.09	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1190	1210	548	1009	1421	372	530	3174	389	963	3503	109
Grp Volume(v), veh/h	26	0	369	107	0	183	42	207	212	73	519	540
Grp Sat Flow(s),veh/h/ln	1190	0	1758	1009	0	1793	530	1770	1794	963	1770	1842
Q Serve(g_s), s	1.6	0.0	16.4	6.1	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	16.4	22.5	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.21	1.00		0.22	1.00		0.06
Lane Grp Cap(c), veh/h	347	0	495	167	0	504	401	1040	1054	656	1040	1082
V/C Ratio(X)	0.07	0.00	0.75	0.64	0.00	0.36	0.10	0.20	0.20	0.11	0.50	0.50
Avail Cap(c_a), veh/h	347	0	495	167	0	504	401	1040	1054	656	1040	1082
HCM Platoon Ratio	0.33	0.33	0.33	1.67	1.67	1.67	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.90	0.00	0.90	0.99	0.99	0.99	0.94	0.94	0.94
Uniform Delay (d), s/veh	31.6	0.0	33.5	30.2	0.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.4	5.6	0.0	0.1	0.5	0.4	0.4	0.3	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	8.7	2.6	0.0	2.6	0.1	0.1	0.1	0.1	0.5	0.5
LnGrp Delay(d),s/veh	31.7	0.0	38.9	35.8	0.0	16.8	0.5	0.4	0.4	0.3	1.6	1.5
LnGrp LOS	C		D	D		B	A	A	A	A	A	A
Approach Vol, veh/h		395			290			461			1132	
Approach Delay, s/veh		38.5			23.8			0.4			1.5	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		28.0		52.0		28.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		2.0		18.4		2.0		24.5
Green Ext Time (p_c), s		15.2		1.2		15.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	46	62	16	42	37	35	344	71	84	992	60
Future Volume (veh/h)	13	46	62	16	42	37	35	344	71	84	992	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	50	67	17	46	40	38	374	77	91	1078	65
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	92	123	169	116	101	452	2159	439	746	2505	151
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1277	713	955	1262	900	783	490	2917	594	935	3385	204
Grp Volume(v), veh/h	14	0	117	17	0	86	38	225	226	91	563	580
Grp Sat Flow(s),veh/h/ln	1277	0	1668	1262	0	1683	490	1770	1742	935	1770	1820
Q Serve(g_s), s	0.8	0.0	5.3	1.0	0.0	3.8	1.7	3.0	3.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	5.3	6.3	0.0	3.8	1.7	3.0	3.1	3.6	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.47	1.00		0.34	1.00		0.11
Lane Grp Cap(c), veh/h	194	0	215	169	0	217	452	1310	1289	746	1310	1347
V/C Ratio(X)	0.07	0.00	0.55	0.10	0.00	0.40	0.08	0.17	0.18	0.12	0.43	0.43
Avail Cap(c_a), veh/h	357	0	427	331	0	431	452	1310	1289	746	1310	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.94	0.94	0.94	0.84	0.84	0.84
Uniform Delay (d), s/veh	34.1	0.0	32.7	35.6	0.0	32.0	2.9	3.1	3.1	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	0.4	0.3	0.3	0.3	0.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.4	0.4	0.0	1.8	0.3	1.5	1.5	0.2	0.3	0.3
LnGrp Delay(d),s/veh	34.2	0.0	33.4	35.7	0.0	32.4	3.3	3.4	3.4	0.4	0.9	0.8
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		131			103			489			1234	
Approach Delay, s/veh		33.5			33.0			3.4			0.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.2		15.8		64.2		15.8
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		5.1		7.3		5.6		8.3
Green Ext Time (p_c), s		17.2		0.7		17.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	730	294	191	728	164	137	207	53	182	603	93
Future Volume (veh/h)	112	730	294	191	728	164	137	207	53	182	603	93
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	122	793	320	208	791	178	149	225	58	198	655	101
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1768	708	411	2151	480	187	568	143	359	686	106
Arrive On Green	0.09	0.99	0.99	0.07	0.52	0.52	0.08	0.20	0.20	0.10	0.22	0.22
Sat Flow, veh/h	1774	3567	1429	1774	4147	925	1774	2799	706	1774	3063	472
Grp Volume(v), veh/h	122	753	360	208	645	324	149	140	143	198	378	378
Grp Sat Flow(s),veh/h/ln	1774	1695	1606	1774	1695	1681	1774	1770	1736	1774	1770	1765
Q Serve(g_s), s	6.3	0.6	0.6	10.4	20.4	20.6	11.9	12.4	12.8	15.8	37.9	38.1
Cycle Q Clear(g_c), s	6.3	0.6	0.6	10.4	20.4	20.6	11.9	12.4	12.8	15.8	37.9	38.1
Prop In Lane	1.00		0.89	1.00		0.55	1.00		0.41	1.00		0.27
Lane Grp Cap(c), veh/h	355	1680	796	411	1759	872	187	359	352	359	397	396
V/C Ratio(X)	0.34	0.45	0.45	0.51	0.37	0.37	0.80	0.39	0.40	0.55	0.95	0.96
Avail Cap(c_a), veh/h	461	1680	796	475	1759	872	335	511	501	361	403	402
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.55	0.55	0.55	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	20.2	0.4	0.4	19.2	25.7	25.8	54.5	62.1	62.3	50.0	68.9	68.9
Incr Delay (d2), s/veh	0.1	0.5	1.0	0.2	0.3	0.7	3.0	0.3	0.3	1.0	30.7	31.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.3	0.4	5.0	9.6	9.8	5.9	6.1	6.2	7.8	22.0	22.0
LnGrp Delay(d),s/veh	20.4	0.9	1.4	19.4	26.1	26.5	57.5	62.4	62.6	50.9	99.6	100.3
LnGrp LOS	C	A	A	B	C	C	E	E	E	D	F	F
Approach Vol, veh/h		1235			1177			432			954	
Approach Delay, s/veh		3.0			25.0			60.8			89.8	
Approach LOS		A			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	99.4	23.8	42.5	18.5	95.2	20.0	46.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	67.0	18.0	52.0	19.0	67.0	29.0	41.0
Max Q Clear Time (g_c+I1), s	8.3	22.6	17.8	14.8	12.4	2.6	13.9	40.1
Green Ext Time (p_c), s	0.1	23.2	0.0	1.6	0.1	27.2	0.1	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	38.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	175	119	76	66	23	82	932	41	106	2086	65
Future Volume (veh/h)	42	175	119	76	66	23	82	932	41	106	2086	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	190	129	83	72	25	89	1013	45	115	2267	71
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	218	148	76	279	97	152	3191	142	356	3269	102
Arrive On Green	0.07	0.07	0.07	0.21	0.21	0.21	0.01	0.21	0.21	0.04	0.65	0.65
Sat Flow, veh/h	1279	1026	697	1056	1312	456	1774	4987	221	1774	5062	158
Grp Volume(v), veh/h	46	0	319	83	0	97	89	688	370	115	1515	823
Grp Sat Flow(s),veh/h/ln	1279	0	1723	1056	0	1768	1774	1695	1818	1774	1695	1830
Q Serve(g_s), s	5.5	0.0	29.3	4.7	0.0	7.3	2.8	27.5	27.5	3.6	45.8	46.3
Cycle Q Clear(g_c), s	12.8	0.0	29.3	34.0	0.0	7.3	2.8	27.5	27.5	3.6	45.8	46.3
Prop In Lane	1.00		0.40	1.00		0.26	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	258	0	366	76	0	376	152	2169	1163	356	2189	1182
V/C Ratio(X)	0.18	0.00	0.87	1.10	0.00	0.26	0.59	0.32	0.32	0.32	0.69	0.70
Avail Cap(c_a), veh/h	258	0	366	76	0	376	233	2169	1163	427	2189	1182
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.66	1.00	0.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	0.0	72.2	79.1	0.0	52.5	25.3	33.6	33.6	12.1	18.2	18.3
Incr Delay (d2), s/veh	0.1	0.0	13.6	131.8	0.0	0.1	1.1	0.3	0.6	0.2	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	15.4	6.1	0.0	3.6	2.6	13.0	14.1	1.7	21.8	24.4
LnGrp Delay(d),s/veh	68.1	0.0	85.8	211.4	0.0	52.6	26.4	33.9	34.2	12.2	20.0	21.7
LnGrp LOS	E		F	F		D	C	C	C	B	B	C
Approach Vol, veh/h		365			180			1147			2453	
Approach Delay, s/veh		83.6			125.8			33.4			20.2	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	108.4		40.0	10.7	109.3		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.6	29.5		31.3	4.8	48.3		36.0
Green Ext Time (p_c), s	0.0	55.4		0.6	0.0	41.7		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		34.0
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	449	262	492	537	54	470	912	376	198	1687	300
Future Volume (veh/h)	172	449	262	492	537	54	470	912	376	198	1687	300
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	187	488	285	535	584	59	511	991	409	215	1834	326
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1006	308	516	910	92	409	1873	570	237	1950	603
Arrive On Green	0.07	0.20	0.20	0.15	0.28	0.28	0.12	0.37	0.37	0.04	0.13	0.13
Sat Flow, veh/h	3442	5085	1556	3442	3242	327	3442	5085	1548	1774	5085	1572
Grp Volume(v), veh/h	187	488	285	535	318	325	511	991	409	215	1834	326
Grp Sat Flow(s),veh/h/ln	1721	1695	1556	1721	1770	1799	1721	1695	1548	1774	1695	1572
Q Serve(g_s), s	8.6	13.6	28.8	24.0	25.2	25.4	19.0	24.5	36.3	19.3	57.2	31.1
Cycle Q Clear(g_c), s	8.6	13.6	28.8	24.0	25.2	25.4	19.0	24.5	36.3	19.3	57.2	31.1
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	1006	308	516	497	505	409	1873	570	237	1950	603
V/C Ratio(X)	0.81	0.48	0.93	1.04	0.64	0.64	1.25	0.53	0.72	0.91	0.94	0.54
Avail Cap(c_a), veh/h	516	1049	321	516	497	505	409	1873	570	299	1950	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	73.6	56.9	63.0	68.0	50.5	50.5	70.5	39.6	43.4	75.5	68.1	56.7
Incr Delay (d2), s/veh	2.2	0.2	27.6	49.3	2.5	2.5	131.5	1.1	7.6	14.9	6.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.4	14.7	14.9	12.7	13.0	16.5	11.7	16.7	10.5	28.1	13.9
LnGrp Delay(d),s/veh	75.8	57.2	90.6	117.3	53.0	53.0	202.0	40.7	50.9	90.4	74.8	58.7
LnGrp LOS	E	E	F	F	D	D	F	D	D	F	E	E
Approach Vol, veh/h		960			1178			1911			2375	
Approach Delay, s/veh		70.7			82.2			86.0			74.0	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	64.9	30.0	37.7	25.0	67.3	16.8	50.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	21.3	38.3	26.0	30.8	21.0	59.2	10.6	27.4
Green Ext Time (p_c), s	0.1	13.0	0.0	0.8	0.0	0.8	0.2	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	78.6
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	22	432	23	47	1229
Future Vol, veh/h	23	22	432	23	47	1229
Conflicting Peds, #/hr	0	11	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	24	470	25	51	1336

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1252	258	0	0	495	0
Stage 1	482	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	164	741	-	-	1065	-
Stage 1	587	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	733	-	-	1054	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	222	1054	-
HCM Lane V/C Ratio	-	-	0.22	0.048	-
HCM Control Delay (s)	-	-	25.7	8.6	0.8
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	310	190	4	2	5
Future Vol, veh/h	2	310	190	4	2	5
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	337	207	4	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	550	214
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1360	-	-	-	496	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	495	822
Mov Cap-2 Maneuver	-	-	-	-	495	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1354	-	-	-	691
HCM Lane V/C Ratio	0.002	-	-	-	0.011
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	311	179	3	4	13
Future Vol, veh/h	6	311	179	3	4	13
Conflicting Peds, #/hr	0	0	0	2	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	338	195	3	4	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	553	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1372	-	-	-	494	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	489	841
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1372	-	-	-	719
HCM Lane V/C Ratio	0.005	-	-	-	0.026
HCM Control Delay (s)	7.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

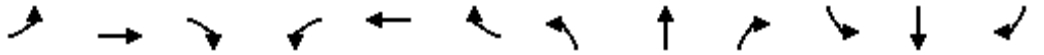
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	23	26	14	34	10	349	10	52	1207	52
Future Vol, veh/h	8	1	23	26	14	34	10	349	10	52	1207	52
Conflicting Peds, #/hr	0	0	8	0	0	3	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	25	28	15	37	11	379	11	57	1312	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1678	1868	695	1185	1892	198	1371	0	0	390	0	0
Stage 1	1456	1456	-	407	407	-	-	-	-	-	-	-
Stage 2	222	412	-	778	1485	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	62	72	385	144	69	810	497	-	-	1165	-	-
Stage 1	136	193	-	592	596	-	-	-	-	-	-	-
Stage 2	760	593	-	355	187	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	55	381	108	53	808	493	-	-	1162	-	-
Mov Cap-2 Maneuver	38	55	-	108	53	-	-	-	-	-	-	-
Stage 1	132	152	-	575	579	-	-	-	-	-	-	-
Stage 2	684	576	-	258	147	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.6	64.9	0.5	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	493	-	-	111	135	1162	-	-
HCM Lane V/C Ratio	0.022	-	-	0.313	0.596	0.049	-	-
HCM Control Delay (s)	12.5	0.2	-	51.6	64.9	8.3	0.8	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	3.1	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	224	76	36	437	115	241	987	41	81	622	123
Future Volume (veh/h)	77	224	76	36	437	115	241	987	41	81	622	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	243	83	39	475	125	262	1073	45	88	676	134
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	711	593	393	711	593	354	1705	71	255	969	192
Arrive On Green	0.38	0.38	0.38	0.13	0.13	0.13	0.20	0.99	0.99	0.33	0.33	0.33
Sat Flow, veh/h	815	1863	1553	1047	1863	1554	1774	3456	145	500	2930	580
Grp Volume(v), veh/h	84	243	83	39	475	125	262	549	569	88	408	402
Grp Sat Flow(s),veh/h/ln	815	1863	1553	1047	1863	1554	1774	1770	1831	500	1770	1740
Q Serve(g_s), s	7.9	7.4	2.8	2.7	19.5	5.8	8.0	0.9	0.9	11.4	16.0	16.1
Cycle Q Clear(g_c), s	27.4	7.4	2.8	10.1	19.5	5.8	8.0	0.9	0.9	11.4	16.0	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.33
Lane Grp Cap(c), veh/h	203	711	593	393	711	593	354	873	903	255	585	576
V/C Ratio(X)	0.41	0.34	0.14	0.10	0.67	0.21	0.74	0.63	0.63	0.34	0.70	0.70
Avail Cap(c_a), veh/h	218	745	621	412	745	621	354	873	903	255	585	576
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	17.6	16.2	29.4	30.1	24.1	15.5	0.3	0.3	21.7	23.3	23.3
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	1.3	0.0	7.1	3.4	3.3	3.7	6.7	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	1.2	0.8	10.3	2.5	4.5	1.0	1.0	1.8	8.9	8.8
LnGrp Delay(d),s/veh	33.6	17.7	16.2	29.5	31.4	24.2	22.5	3.7	3.6	25.4	30.0	30.2
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	C	C
Approach Vol, veh/h		410			639			1380			898	
Approach Delay, s/veh		20.6			29.9			7.2			29.6	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		44.5		35.5	13.0	31.5		35.5
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	8.0	25.0		32.0
Max Q Clear Time (g_c+I1), s		2.9		29.4	10.0	18.1		21.5
Green Ext Time (p_c), s		19.8		1.2	0.0	5.7		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	176	47	25	275	47	138	1230	42	34	601	51
Future Volume (veh/h)	63	176	47	25	275	47	138	1230	42	34	601	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	68	191	51	27	299	51	150	1337	46	37	653	55
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	527	448	318	439	75	381	1979	68	311	1874	158
Arrive On Green	0.28	0.28	0.28	0.09	0.09	0.09	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	1027	1863	1583	1133	1551	265	738	3491	120	390	3305	278
Grp Volume(v), veh/h	68	191	51	27	0	350	150	677	706	37	349	359
Grp Sat Flow(s),veh/h/ln	1027	1863	1583	1133	0	1816	738	1770	1842	390	1770	1814
Q Serve(g_s), s	5.1	6.6	1.9	1.8	0.0	14.9	7.7	0.0	0.0	6.4	13.7	13.8
Cycle Q Clear(g_c), s	20.1	6.6	1.9	8.3	0.0	14.9	21.5	0.0	0.0	6.4	13.7	13.8
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	189	527	448	318	0	514	381	1003	1044	311	1003	1028
V/C Ratio(X)	0.36	0.36	0.11	0.08	0.00	0.68	0.39	0.67	0.68	0.12	0.35	0.35
Avail Cap(c_a), veh/h	206	559	475	337	0	545	381	1003	1044	311	1003	1028
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	22.9	21.2	32.9	0.0	32.8	3.3	0.0	0.0	16.7	19.7	19.7
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.0	2.5	3.0	3.6	3.5	0.8	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	0.8	0.6	0.0	7.9	1.8	1.0	1.0	0.8	7.0	7.2
LnGrp Delay(d),s/veh	35.4	23.1	21.3	32.9	0.0	35.3	6.3	3.6	3.5	17.5	20.6	20.6
LnGrp LOS	D	C	C	C		D	A	A	A	B	C	C
Approach Vol, veh/h		310			377			1533			745	
Approach Delay, s/veh		25.5			35.1			3.8			20.5	
Approach LOS		C			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.4		28.6		51.4		28.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		23.5		22.1		15.8		16.9
Green Ext Time (p_c), s		15.6		0.6		19.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	30	19	81	115	188	21	1122	25	33	578	34
Future Volume (veh/h)	37	30	19	81	115	188	21	1122	25	33	578	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	40	33	21	88	125	204	23	1220	27	36	628	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	283	180	416	167	273	555	2148	48	268	2058	121
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	1043	1055	672	1335	624	1018	767	3539	78	444	3392	200
Grp Volume(v), veh/h	40	0	54	88	0	329	23	610	637	36	327	338
Grp Sat Flow(s),veh/h/ln	1043	0	1727	1335	0	1642	767	1770	1847	444	1770	1822
Q Serve(g_s), s	3.0	0.0	1.9	5.0	0.0	15.6	1.0	16.5	16.6	2.6	0.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.9	6.8	0.0	15.6	1.0	16.5	16.6	19.1	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.62	1.00		0.04	1.00		0.11
Lane Grp Cap(c), veh/h	166	0	463	416	0	440	555	1074	1121	268	1074	1106
V/C Ratio(X)	0.24	0.00	0.12	0.21	0.00	0.75	0.04	0.57	0.57	0.13	0.30	0.31
Avail Cap(c_a), veh/h	212	0	540	476	0	513	555	1074	1121	268	1074	1106
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.00	0.92	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	22.1	30.7	0.0	33.8	6.4	9.4	9.4	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	3.7	0.1	1.0	0.9	1.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	1.8	0.0	7.6	0.2	8.3	8.6	0.4	0.2	0.2
LnGrp Delay(d),s/veh	36.1	0.0	22.2	30.8	0.0	37.5	6.4	10.4	10.4	4.3	0.7	0.7
LnGrp LOS	D		C	C		D	A	B	B	A	A	A
Approach Vol, veh/h		94			417			1270			701	
Approach Delay, s/veh		28.1			36.1			10.3			0.9	
Approach LOS		C			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.6		26.4		53.6		26.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		18.6		20.6		21.1		17.6
Green Ext Time (p_c), s		16.1		0.8		15.1		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		12.7
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1316	138	1	1147	131	219	776	75	98	433	133
Future Volume (veh/h)	164	1316	138	1	1147	131	219	776	75	98	433	133
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	178	1430	150	1	1247	142	238	843	82	107	471	145
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	2584	271	20	2261	702	290	892	87	125	615	188
Arrive On Green	0.06	0.55	0.55	0.91	0.91	0.91	0.11	0.27	0.27	0.07	0.23	0.23
Sat Flow, veh/h	1774	4661	489	0	4945	1535	1774	3245	316	1774	2630	802
Grp Volume(v), veh/h	178	1040	540	469	779	142	238	460	465	107	315	301
Grp Sat Flow(s),veh/h/ln	1774	1695	1760	1860	1543	1535	1774	1770	1791	1774	1770	1662
Q Serve(g_s), s	9.4	35.5	35.5	0.0	7.8	1.7	17.9	45.8	45.8	10.7	29.9	30.4
Cycle Q Clear(g_c), s	9.4	35.5	35.5	7.8	7.8	1.7	17.9	45.8	45.8	10.7	29.9	30.4
Prop In Lane	1.00		0.28	0.00		1.00	1.00		0.18	1.00		0.48
Lane Grp Cap(c), veh/h	313	1880	976	871	1411	702	290	487	493	125	414	389
V/C Ratio(X)	0.57	0.55	0.55	0.54	0.55	0.20	0.82	0.94	0.94	0.85	0.76	0.77
Avail Cap(c_a), veh/h	397	1880	976	871	1411	702	388	531	537	177	414	389
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	22.4	25.8	25.8	4.5	4.5	4.3	47.1	63.9	63.9	82.7	64.3	64.5
Incr Delay (d2), s/veh	0.6	1.2	2.3	1.7	1.1	0.5	7.5	24.1	24.0	17.4	7.1	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	16.9	17.9	4.1	3.2	0.8	9.3	25.7	26.0	5.9	15.4	14.9
LnGrp Delay(d),s/veh	23.0	27.0	28.0	6.2	5.6	4.7	54.6	88.0	87.9	100.1	71.4	72.7
LnGrp LOS	C	C	C	A	A	A	D	F	F	F	E	E
Approach Vol, veh/h		1758			1390			1163			723	
Approach Delay, s/veh		26.9			5.7			81.1			76.2	
Approach LOS		C			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.5	88.3	18.7	55.5		105.8	26.1	48.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	64.0	18.0	54.0		90.0	30.0	42.0
Max Q Clear Time (g_c+I1), s	11.4	9.8	12.7	47.8		37.5	19.9	32.4
Green Ext Time (p_c), s	0.1	39.6	0.0	1.7		38.7	0.2	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	251	46	30	270	38	257	912	75	41	392	73
Future Volume (veh/h)	60	251	46	30	270	38	257	912	75	41	392	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	273	50	33	293	41	279	991	82	45	426	79
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	450	382	214	450	382	592	2073	171	335	1872	345
Arrive On Green	0.32	0.32	0.32	0.24	0.24	0.24	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1041	1863	1579	1051	1863	1579	890	3305	273	523	2985	550
Grp Volume(v), veh/h	65	273	50	33	293	41	279	531	542	45	251	254
Grp Sat Flow(s),veh/h/ln	1041	1863	1579	1051	1863	1579	890	1770	1809	523	1770	1765
Q Serve(g_s), s	4.7	9.9	1.8	2.3	11.3	1.6	15.9	12.8	12.8	4.0	4.9	5.0
Cycle Q Clear(g_c), s	16.0	9.9	1.8	12.2	11.3	1.6	20.9	12.8	12.8	16.8	4.9	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	194	450	382	214	450	382	592	1110	1134	335	1110	1107
V/C Ratio(X)	0.33	0.61	0.13	0.15	0.65	0.11	0.47	0.48	0.48	0.13	0.23	0.23
Avail Cap(c_a), veh/h	235	524	444	256	524	444	592	1110	1134	335	1110	1107
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	23.9	21.2	32.1	27.3	23.6	11.0	7.9	7.9	12.4	6.5	6.5
Incr Delay (d2), s/veh	0.3	0.7	0.1	0.1	1.4	0.0	2.1	1.2	1.1	0.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.1	0.8	0.7	6.0	0.7	4.2	6.5	6.7	0.7	2.5	2.5
LnGrp Delay(d),s/veh	31.7	24.6	21.2	32.2	28.7	23.7	13.2	9.1	9.1	13.2	7.0	7.0
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		388			367			1352			550	
Approach Delay, s/veh		25.4			28.5			9.9			7.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.2		24.8		55.2		24.8
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		22.9		18.0		18.8		14.2
Green Ext Time (p_c), s		14.3		1.2		15.7		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	205	37	37	220	59	128	1114	126	39	419	50
Future Volume (veh/h)	40	205	37	37	220	59	128	1114	126	39	419	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	223	40	40	239	64	139	1211	137	42	455	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	372	67	216	342	92	539	2007	226	342	1996	236
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	1.00	1.00	1.00	0.21	0.21	0.21
Sat Flow, veh/h	1066	1535	275	1107	1410	377	887	3205	362	403	3188	377
Grp Volume(v), veh/h	43	0	263	40	0	303	139	667	681	42	252	257
Grp Sat Flow(s),veh/h/ln	1066	0	1811	1107	0	1787	887	1770	1797	403	1770	1795
Q Serve(g_s), s	3.1	0.0	10.3	2.8	0.0	13.2	3.2	0.0	0.0	6.9	9.5	9.6
Cycle Q Clear(g_c), s	16.3	0.0	10.3	13.1	0.0	13.2	12.7	0.0	0.0	6.9	9.5	9.6
Prop In Lane	1.00		0.15	1.00		0.21	1.00		0.20	1.00		0.21
Lane Grp Cap(c), veh/h	173	0	439	216	0	434	539	1108	1125	342	1108	1124
V/C Ratio(X)	0.25	0.00	0.60	0.19	0.00	0.70	0.26	0.60	0.61	0.12	0.23	0.23
Avail Cap(c_a), veh/h	214	0	509	259	0	503	539	1108	1125	342	1108	1124
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.87	0.00	0.87	0.87	0.87	0.87	0.99	0.99	0.99
Uniform Delay (d), s/veh	35.5	0.0	26.8	38.9	0.0	33.9	1.2	0.0	0.0	14.6	15.6	15.7
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.1	0.0	2.2	1.0	2.1	2.1	0.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	5.2	0.9	0.0	6.8	0.9	0.7	0.7	0.8	4.8	4.9
LnGrp Delay(d),s/veh	35.8	0.0	27.5	39.0	0.0	36.2	2.2	2.1	2.1	15.3	16.1	16.1
LnGrp LOS	D		C	D		D	A	A	A	B	B	B
Approach Vol, veh/h		306			343			1487			551	
Approach Delay, s/veh		28.7			36.5			2.1			16.0	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.1		24.9		55.1		24.9
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		14.7		18.3		11.6		15.2
Green Ext Time (p_c), s		19.3		1.1		20.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	42	67	40	36	114	47	1067	13	13	485	17
Future Volume (veh/h)	100	42	67	40	36	114	47	1067	13	13	485	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	46	73	43	39	124	51	1160	14	14	527	18
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	135	214	279	81	259	652	2347	28	323	2289	78
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	1.00	1.00	1.00
Sat Flow, veh/h	1206	633	1005	1247	382	1215	858	3580	43	476	3492	119
Grp Volume(v), veh/h	109	0	119	43	0	163	51	573	601	14	267	278
Grp Sat Flow(s),veh/h/ln	1206	0	1639	1247	0	1598	858	1770	1854	476	1770	1842
Q Serve(g_s), s	7.0	0.0	4.9	2.4	0.0	7.2	1.7	13.2	13.2	0.6	0.0	0.0
Cycle Q Clear(g_c), s	14.1	0.0	4.9	7.4	0.0	7.2	1.7	13.2	13.2	13.8	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.76	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	239	0	349	279	0	340	652	1160	1215	323	1160	1207
V/C Ratio(X)	0.46	0.00	0.34	0.15	0.00	0.48	0.08	0.49	0.49	0.04	0.23	0.23
Avail Cap(c_a), veh/h	291	0	420	333	0	409	652	1160	1215	323	1160	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.35	0.35	0.35	0.98	0.98	0.98
Uniform Delay (d), s/veh	33.8	0.0	26.7	29.8	0.0	27.6	5.0	7.0	7.0	1.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.6	0.3	0.0	1.0	0.1	0.5	0.5	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.3	0.9	0.0	3.3	0.4	6.5	6.8	0.1	0.1	0.1
LnGrp Delay(d),s/veh	35.1	0.0	27.3	30.1	0.0	28.6	5.1	7.5	7.5	2.0	0.5	0.4
LnGrp LOS	D		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		228			206			1225			559	
Approach Delay, s/veh		31.0			28.9			7.4			0.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.4		22.6		57.4		22.6
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		15.2		16.1		15.8		9.4
Green Ext Time (p_c), s		16.1		0.9		15.9		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	1048	101	137	816	116	356	784	104	140	380	121
Future Volume (veh/h)	229	1048	101	137	816	116	356	784	104	140	380	121
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	249	1139	110	149	887	126	387	852	113	152	413	132
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	2095	202	320	1837	260	368	887	118	189	527	166
Arrive On Green	0.19	0.89	0.89	0.06	0.41	0.41	0.16	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	1774	4708	454	1774	4489	635	1774	3135	416	1774	2628	829
Grp Volume(v), veh/h	249	820	429	149	669	344	387	481	484	152	276	269
Grp Sat Flow(s),veh/h/ln	1774	1695	1772	1774	1695	1733	1774	1770	1781	1774	1770	1687
Q Serve(g_s), s	15.2	9.3	9.3	8.8	26.1	26.4	29.0	48.2	48.2	12.2	26.6	27.2
Cycle Q Clear(g_c), s	15.2	9.3	9.3	8.8	26.1	26.4	29.0	48.2	48.2	12.2	26.6	27.2
Prop In Lane	1.00		0.26	1.00		0.37	1.00		0.23	1.00		0.49
Lane Grp Cap(c), veh/h	355	1508	788	320	1387	709	368	501	504	189	355	339
V/C Ratio(X)	0.70	0.54	0.54	0.47	0.48	0.49	1.05	0.96	0.96	0.80	0.78	0.79
Avail Cap(c_a), veh/h	363	1508	788	352	1387	709	368	511	514	236	413	394
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.40	0.40	0.40	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	25.5	6.0	6.0	27.7	39.1	39.2	48.6	63.6	63.6	54.6	68.1	68.4
Incr Delay (d2), s/veh	3.8	1.1	2.1	0.2	0.5	1.0	61.0	29.4	29.3	11.8	6.5	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.3	4.7	4.3	12.4	12.8	10.3	27.6	27.8	6.5	13.7	13.4
LnGrp Delay(d),s/veh	29.2	7.1	8.1	27.9	39.6	40.2	109.6	93.0	92.9	66.4	74.6	76.1
LnGrp LOS	C	A	A	C	D	D	F	F	F	E	E	E
Approach Vol, veh/h		1498			1162			1352			697	
Approach Delay, s/veh		11.1			38.3			97.7			73.4	
Approach LOS		B			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	79.6	20.2	56.9	16.8	86.1	35.0	42.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	67.0	19.0	52.0	14.0	71.0	29.0	42.0
Max Q Clear Time (g_c+I1), s	17.2	28.4	14.2	50.2	10.8	11.3	31.0	29.2
Green Ext Time (p_c), s	0.0	23.7	0.1	0.7	0.0	29.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	149	71	103	124	39	128	1698	70	96	1080	57
Future Volume (veh/h)	73	149	71	103	124	39	128	1698	70	96	1080	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	79	162	77	112	135	42	139	1846	76	104	1174	62
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	251	119	161	288	89	352	3212	132	250	3128	165
Arrive On Green	0.43	0.43	0.43	0.21	0.21	0.21	0.08	1.00	1.00	0.03	0.63	0.63
Sat Flow, veh/h	1194	1179	560	1124	1353	421	1774	5004	206	1774	4938	261
Grp Volume(v), veh/h	79	0	239	112	0	177	139	1250	672	104	806	430
Grp Sat Flow(s),veh/h/ln	1194	0	1739	1124	0	1774	1774	1695	1820	1774	1695	1809
Q Serve(g_s), s	9.1	0.0	17.4	15.9	0.0	14.0	4.6	0.0	0.0	3.3	18.3	18.3
Cycle Q Clear(g_c), s	23.1	0.0	17.4	33.3	0.0	14.0	4.6	0.0	0.0	3.3	18.3	18.3
Prop In Lane	1.00		0.32	1.00		0.24	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	194	0	370	161	0	377	352	2176	1168	250	2147	1146
V/C Ratio(X)	0.41	0.00	0.65	0.69	0.00	0.47	0.40	0.57	0.58	0.42	0.38	0.38
Avail Cap(c_a), veh/h	194	0	370	161	0	377	411	2176	1168	325	2147	1146
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.00	0.76	1.00	0.00	1.00	0.21	0.21	0.21	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	41.2	71.4	0.0	55.1	10.2	0.0	0.0	9.4	14.1	14.1
Incr Delay (d2), s/veh	0.4	0.0	2.3	10.3	0.0	0.3	0.1	0.2	0.4	0.4	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	8.6	5.4	0.0	6.9	2.2	0.1	0.1	1.6	8.7	9.4
LnGrp Delay(d),s/veh	49.3	0.0	43.6	81.7	0.0	55.4	10.3	0.2	0.4	9.9	14.6	15.0
LnGrp LOS	D		D	F		E	B	A	A	A	B	B
Approach Vol, veh/h		318			289			2061			1340	
Approach Delay, s/veh		45.0			65.6			1.0			14.4	
Approach LOS		D			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	108.7		40.0	12.7	107.3		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.3	2.0		25.1	6.6	20.3		35.3
Green Ext Time (p_c), s	0.0	65.1		1.5	0.1	56.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	612	604	316	491	597	76	359	1426	346	133	1316	211
Future Volume (veh/h)	612	604	316	491	597	76	359	1426	346	133	1316	211
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	665	657	343	534	649	83	390	1550	376	145	1430	229
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	667	1355	414	516	701	90	409	1725	525	167	1601	483
Arrive On Green	0.19	0.27	0.27	0.15	0.22	0.22	0.12	0.34	0.34	0.03	0.10	0.10
Sat Flow, veh/h	3442	5085	1554	3442	3150	402	3442	5085	1549	1774	5085	1535
Grp Volume(v), veh/h	665	657	343	534	364	368	390	1550	376	145	1430	229
Grp Sat Flow(s),veh/h/ln	1721	1695	1554	1721	1770	1783	1721	1695	1549	1774	1695	1535
Q Serve(g_s), s	30.9	17.4	33.2	24.0	32.2	32.3	18.0	46.3	33.9	13.0	44.4	22.5
Cycle Q Clear(g_c), s	30.9	17.4	33.2	24.0	32.2	32.3	18.0	46.3	33.9	13.0	44.4	22.5
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1355	414	516	394	397	409	1725	525	167	1601	483
V/C Ratio(X)	1.00	0.49	0.83	1.03	0.92	0.93	0.95	0.90	0.72	0.87	0.89	0.47
Avail Cap(c_a), veh/h	667	1367	418	516	398	401	409	1725	525	322	1601	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	64.5	49.4	55.2	68.0	60.9	60.9	70.1	50.2	46.1	76.5	69.0	59.2
Incr Delay (d2), s/veh	29.2	0.1	9.6	48.8	26.8	27.1	32.6	7.9	8.1	4.7	7.4	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	8.2	15.3	14.9	18.7	18.9	10.4	22.9	15.7	6.6	22.0	10.0
LnGrp Delay(d),s/veh	93.7	49.6	64.9	116.8	87.6	88.0	102.6	58.1	54.2	81.2	76.4	62.2
LnGrp LOS	F	D	E	F	F	F	F	E	D	F	E	E
Approach Vol, veh/h		1665			1266			2316			1804	
Approach Delay, s/veh		70.3			100.0			65.0			75.0	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	60.3	30.0	48.6	25.0	56.4	37.0	41.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	40.0	24.0	43.0	19.0	50.0	31.0	36.0
Max Q Clear Time (g_c+I1), s	15.0	48.3	26.0	35.2	20.0	46.4	32.9	34.3
Green Ext Time (p_c), s	0.1	0.0	0.0	5.0	0.0	3.5	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	75.1
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	60	1253	18	25	659
Future Vol, veh/h	27	60	1253	18	25	659
Conflicting Peds, #/hr	0	14	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	65	1362	20	27	716

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1786	707	0	0	1384	0
Stage 1	1374	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	73	378	-	-	491	-
Stage 1	200	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	66	372	-	-	484	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	60.6	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	484	-
HCM Lane V/C Ratio	-	-	0.618	0.056	-
HCM Control Delay (s)	-	-	60.6	12.9	0.6
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.3	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	226	338	5	6	7
Future Vol, veh/h	11	226	338	5	6	7
Conflicting Peds, #/hr	0	0	0	0	5	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	246	367	5	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	373	0	-	0	645	378
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1185	-	-	-	437	669
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	432	664
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	532
HCM Lane V/C Ratio	0.01	-	-	-	0.027
HCM Control Delay (s)	8.1	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	223	342	17	3	4
Future Vol, veh/h	16	223	342	17	3	4
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	242	372	18	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	390	0	-	0	658	386
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1169	-	-	-	429	662
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1163	-	-	-	422	659
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	531
HCM Lane V/C Ratio	0.015	-	-	-	0.014
HCM Control Delay (s)	8.1	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	4	7	9	6	22	8	1167	19	28	573	8
Future Vol, veh/h	6	4	7	9	6	22	8	1167	19	28	573	8
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	8	10	7	24	9	1268	21	30	623	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1345	2000	322	1681	1993	652	632	0	0	1294	0	0
Stage 1	688	688	-	1301	1301	-	-	-	-	-	-	-
Stage 2	657	1312	-	380	692	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	59	674	62	60	411	947	-	-	531	-	-
Stage 1	403	445	-	170	229	-	-	-	-	-	-	-
Stage 2	420	227	-	614	443	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	52	670	52	53	408	942	-	-	530	-	-
Mov Cap-2 Maneuver	85	52	-	52	53	-	-	-	-	-	-	-
Stage 1	389	406	-	163	220	-	-	-	-	-	-	-
Stage 2	370	218	-	545	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.1	56.2	0.2	1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	942	-	-	108	109	530	-	-
HCM Lane V/C Ratio	0.009	-	-	0.171	0.369	0.057	-	-
HCM Control Delay (s)	8.9	0.1	-	45.1	56.2	12.2	0.5	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.5	0.2	-	-

LEVEL OF SERVICE REPORTS-FUTURE TOTAL

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	398	412	29	200	121	109	422	24	84	877	60
Future Volume (veh/h)	92	398	412	29	200	121	109	422	24	84	877	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	100	433	448	32	217	132	118	459	26	91	953	65
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	599	589	163	599	500	305	1881	106	483	1460	100
Arrive On Green	0.32	0.32	0.32	0.11	0.11	0.11	0.11	1.00	1.00	0.44	0.44	0.44
Sat Flow, veh/h	1026	1863	1558	627	1863	1555	1774	3400	192	904	3356	229
Grp Volume(v), veh/h	100	433	448	32	217	132	118	238	247	91	503	515
Grp Sat Flow(s),veh/h/ln	1026	1863	1558	627	1863	1555	1774	1770	1823	904	1770	1815
Q Serve(g_s), s	6.8	16.4	20.1	4.0	8.7	6.2	2.8	0.0	0.0	5.1	17.9	17.9
Cycle Q Clear(g_c), s	15.5	16.4	20.1	20.4	8.7	6.2	2.8	0.0	0.0	5.1	17.9	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	309	599	589	163	599	500	305	979	1008	483	770	790
V/C Ratio(X)	0.32	0.72	0.76	0.20	0.36	0.26	0.39	0.24	0.24	0.19	0.65	0.65
Avail Cap(c_a), veh/h	389	745	711	212	745	622	317	979	1008	483	770	790
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	24.0	21.8	41.4	28.1	27.0	12.4	0.0	0.0	14.2	17.8	17.8
Incr Delay (d2), s/veh	0.2	1.8	3.0	0.2	0.1	0.1	0.3	0.6	0.6	0.9	4.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.7	9.1	0.7	4.5	2.7	1.4	0.2	0.2	1.4	9.6	9.8
LnGrp Delay(d),s/veh	27.6	25.7	24.8	41.6	28.2	27.1	12.7	0.6	0.6	15.1	22.1	22.0
LnGrp LOS	C	C	C	D	C	C	B	A	A	B	C	C
Approach Vol, veh/h		981			381			603			1109	
Approach Delay, s/veh		25.5			29.0			3.0			21.5	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		49.3		30.7	9.5	39.8		30.7
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	5.0	28.0		32.0
Max Q Clear Time (g_c+I1), s		2.0		22.1	4.8	19.9		22.4
Green Ext Time (p_c), s		13.8		3.4	0.0	5.6		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	233	127	72	131	76	35	414	32	129	1246	34
Future Volume (veh/h)	45	233	127	72	131	76	35	414	32	129	1246	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	253	138	78	142	83	38	450	35	140	1354	37
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	448	381	210	266	155	189	2028	157	643	2144	59
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	1.00	1.00	1.00	0.20	0.20	0.20
Sat Flow, veh/h	1151	1863	1583	989	1104	645	387	3329	258	907	3519	96
Grp Volume(v), veh/h	49	253	138	78	0	225	38	239	246	140	680	711
Grp Sat Flow(s),veh/h/ln	1151	1863	1583	989	0	1749	387	1770	1817	907	1770	1846
Q Serve(g_s), s	3.1	9.5	5.8	6.2	0.0	9.9	5.4	0.0	0.0	10.4	28.1	28.2
Cycle Q Clear(g_c), s	13.0	9.5	5.8	15.8	0.0	9.9	33.6	0.0	0.0	10.4	28.1	28.2
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.14	1.00		0.05
Lane Grp Cap(c), veh/h	225	448	381	210	0	421	189	1078	1107	643	1078	1125
V/C Ratio(X)	0.22	0.56	0.36	0.37	0.00	0.53	0.20	0.22	0.22	0.22	0.63	0.63
Avail Cap(c_a), veh/h	293	559	475	269	0	525	189	1078	1107	643	1078	1125
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	26.7	25.3	39.9	0.0	32.5	9.7	0.0	0.0	16.6	23.7	23.7
Incr Delay (d2), s/veh	0.2	0.4	0.2	0.4	0.0	0.4	2.4	0.5	0.5	0.8	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.0	2.6	1.7	0.0	4.8	0.7	0.1	0.1	2.8	14.7	15.3
LnGrp Delay(d),s/veh	32.8	27.1	25.5	40.3	0.0	32.9	12.1	0.5	0.5	17.4	26.5	26.5
LnGrp LOS	C	C	C	D		C	B	A	A	B	C	C
Approach Vol, veh/h		440			303			523			1531	
Approach Delay, s/veh		27.2			34.8			1.3			25.7	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.7		25.3		54.7		25.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		35.6		15.0		30.2		17.8
Green Ext Time (p_c), s		6.9		1.8		10.5		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	59	35	26	41	17	10	469	49	221	1159	71
Future Volume (veh/h)	13	59	35	26	41	17	10	469	49	221	1159	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	64	38	28	45	18	11	510	53	240	1260	77
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	139	82	183	160	64	394	2420	251	681	2530	154
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	1311	1088	646	1271	1252	501	407	3237	335	843	3383	206
Grp Volume(v), veh/h	14	0	102	28	0	63	11	278	285	240	658	679
Grp Sat Flow(s),veh/h/ln	1311	0	1734	1271	0	1753	407	1770	1803	843	1770	1820
Q Serve(g_s), s	0.8	0.0	4.4	1.7	0.0	2.6	0.6	3.8	3.8	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	4.4	6.0	0.0	2.6	0.6	3.8	3.8	6.1	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.29	1.00		0.19	1.00		0.11
Lane Grp Cap(c), veh/h	214	0	221	183	0	223	394	1323	1348	681	1323	1361
V/C Ratio(X)	0.07	0.00	0.46	0.15	0.00	0.28	0.03	0.21	0.21	0.35	0.50	0.50
Avail Cap(c_a), veh/h	457	0	542	418	0	548	394	1323	1348	681	1323	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.00	0.95	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	32.4	35.2	0.0	31.6	2.6	3.0	3.0	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.2	0.1	0.3	0.2	1.4	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.6	0.0	1.3	0.1	1.9	1.9	0.7	0.5	0.5
LnGrp Delay(d),s/veh	33.2	0.0	32.9	35.3	0.0	31.8	2.7	3.3	3.3	1.6	1.3	1.3
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		116			91			574			1577	
Approach Delay, s/veh		33.0			32.9			3.3			1.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.8		15.2		64.8		15.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		5.8		6.4		8.1		8.0
Green Ext Time (p_c), s		22.4		0.6		21.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1454	274	0	1071	72	200	329	47	274	609	157
Future Volume (veh/h)	275	1454	274	0	1071	72	200	329	47	274	609	157
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	299	1580	298	0	1164	78	217	358	51	298	662	171
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	375	2328	436	0	2048	790	236	793	112	177	698	180
Arrive On Green	0.11	0.54	0.54	0.00	0.81	0.81	0.10	0.26	0.26	0.10	0.25	0.25
Sat Flow, veh/h	1774	4278	802	0	5253	1569	1774	3101	438	1774	2774	716
Grp Volume(v), veh/h	299	1250	628	0	1164	78	217	203	206	298	422	411
Grp Sat Flow(s),veh/h/ln	1774	1695	1690	0	1695	1569	1774	1770	1769	1774	1770	1720
Q Serve(g_s), s	17.4	47.9	48.5	0.0	14.8	1.6	16.6	17.3	17.7	18.0	42.2	42.3
Cycle Q Clear(g_c), s	17.4	47.9	48.5	0.0	14.8	1.6	16.6	17.3	17.7	18.0	42.2	42.3
Prop In Lane	1.00		0.47	0.00		1.00	1.00		0.25	1.00		0.42
Lane Grp Cap(c), veh/h	375	1845	920	0	2048	790	236	453	453	177	445	433
V/C Ratio(X)	0.80	0.68	0.68	0.00	0.57	0.10	0.92	0.45	0.46	1.68	0.95	0.95
Avail Cap(c_a), veh/h	380	1845	920	0	2048	790	386	629	629	177	472	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.89	0.89	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	27.1	29.6	29.8	0.0	11.9	7.4	50.3	56.3	56.4	81.0	66.2	66.2
Incr Delay (d2), s/veh	10.3	2.0	4.1	0.0	1.0	0.2	12.7	0.3	0.3	326.7	25.2	25.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	22.9	23.7	0.0	6.9	0.7	11.5	8.5	8.7	24.9	23.7	23.2
LnGrp Delay(d),s/veh	37.4	31.6	33.8	0.0	12.9	7.6	63.0	56.6	56.7	407.7	91.3	92.1
LnGrp LOS	D	C	C		B	A	E	E	E	F	F	F
Approach Vol, veh/h		2177			1242			626			1131	
Approach Delay, s/veh		33.1			12.6			58.8			175.0	
Approach LOS		C			B			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	25.5	78.5	24.0	52.0		104.0	24.7	51.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	54.0	18.0	64.0		80.0	34.0	48.0
Max Q Clear Time (g_c+I1), s	19.4	16.8	20.0	19.7		50.5	18.6	44.3
Green Ext Time (p_c), s	0.0	31.7	0.0	1.9		25.9	0.2	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	252	206	51	212	55	79	340	30	36	684	38
Future Volume (veh/h)	62	252	206	51	212	55	79	340	30	36	684	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	67	274	224	55	230	60	86	370	33	39	743	41
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	426	360	187	426	358	461	2105	187	625	2183	120
Arrive On Green	0.38	0.38	0.38	0.23	0.23	0.23	0.21	0.21	0.21	0.64	0.64	0.64
Sat Flow, veh/h	1079	1863	1577	895	1863	1567	687	3288	292	977	3410	188
Grp Volume(v), veh/h	67	274	224	55	230	60	86	198	205	39	385	399
Grp Sat Flow(s),veh/h/ln	1079	1863	1577	895	1863	1567	687	1770	1810	977	1770	1829
Q Serve(g_s), s	4.4	9.6	9.2	4.7	8.7	2.5	8.6	7.3	7.4	1.5	8.0	8.0
Cycle Q Clear(g_c), s	13.1	9.6	9.2	14.3	8.7	2.5	16.6	7.3	7.4	8.9	8.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.10
Lane Grp Cap(c), veh/h	219	426	360	187	426	358	461	1133	1159	625	1133	1171
V/C Ratio(X)	0.31	0.64	0.62	0.29	0.54	0.17	0.19	0.17	0.18	0.06	0.34	0.34
Avail Cap(c_a), veh/h	276	524	444	234	524	441	461	1133	1159	625	1133	1171
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	22.1	21.9	33.9	27.2	24.8	21.3	14.2	14.3	8.5	6.6	6.6
Incr Delay (d2), s/veh	0.2	0.6	0.5	0.3	0.4	0.1	0.9	0.3	0.3	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.0	4.0	1.2	4.5	1.1	1.7	3.7	3.8	0.4	4.1	4.2
LnGrp Delay(d),s/veh	27.2	22.7	22.4	34.2	27.6	24.8	22.2	14.6	14.6	8.7	7.4	7.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	A	A	A
Approach Vol, veh/h		565			345			489			823	
Approach Delay, s/veh		23.1			28.2			15.9			7.5	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		56.2		23.8		56.2		23.8
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		18.6		15.1		10.9		16.3
Green Ext Time (p_c), s		9.9		1.9		10.6		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	277	119	98	186	35	55	343	42	67	945	48
Future Volume (veh/h)	39	277	119	98	186	35	55	343	42	67	945	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	301	129	107	202	38	60	373	46	73	1027	52
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	347	149	143	428	81	395	1865	228	656	2013	102
Arrive On Green	0.37	0.37	0.37	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1130	1233	529	954	1523	286	520	3174	389	963	3427	173
Grp Volume(v), veh/h	42	0	430	107	0	240	60	207	212	73	530	549
Grp Sat Flow(s),veh/h/ln	1130	0	1762	954	0	1809	520	1770	1794	963	1770	1830
Q Serve(g_s), s	2.3	0.0	18.1	4.4	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	18.1	22.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.16	1.00		0.22	1.00		0.09
Lane Grp Cap(c), veh/h	319	0	496	143	0	509	395	1040	1054	656	1040	1075
V/C Ratio(X)	0.13	0.00	0.87	0.75	0.00	0.47	0.15	0.20	0.20	0.11	0.51	0.51
Avail Cap(c_a), veh/h	319	0	496	143	0	509	395	1040	1054	656	1040	1075
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.88	0.00	0.88	0.99	0.99	0.99	0.94	0.94	0.94
Uniform Delay (d), s/veh	23.1	0.0	23.7	27.7	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	14.5	15.8	0.0	0.2	0.8	0.4	0.4	0.3	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	10.8	2.9	0.0	3.1	0.1	0.1	0.1	0.1	0.5	0.5
LnGrp Delay(d),s/veh	23.2	0.0	38.1	43.4	0.0	14.2	0.8	0.4	0.4	0.3	1.7	1.6
LnGrp LOS	C		D	D		B	A	A	A	A	A	A
Approach Vol, veh/h		472			347			479			1152	
Approach Delay, s/veh		36.8			23.2			0.5			1.6	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		28.0		52.0		28.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		2.0		20.1		2.0		24.5
Green Ext Time (p_c), s		16.0		0.9		16.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		11.2
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	46	62	16	42	37	35	360	71	84	1005	60
Future Volume (veh/h)	13	46	62	16	42	37	35	360	71	84	1005	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	50	67	17	46	40	38	391	77	91	1092	65
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	92	123	169	116	101	448	2177	424	734	2507	149
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	1277	713	955	1262	900	783	483	2942	573	921	3388	202
Grp Volume(v), veh/h	14	0	117	17	0	86	38	234	234	91	570	587
Grp Sat Flow(s),veh/h/ln	1277	0	1668	1262	0	1683	483	1770	1746	921	1770	1820
Q Serve(g_s), s	0.8	0.0	5.3	1.0	0.0	3.8	1.8	3.2	3.2	0.5	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	5.3	6.3	0.0	3.8	1.8	3.2	3.2	3.7	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.47	1.00		0.33	1.00		0.11
Lane Grp Cap(c), veh/h	194	0	215	169	0	217	448	1310	1292	734	1310	1347
V/C Ratio(X)	0.07	0.00	0.55	0.10	0.00	0.40	0.08	0.18	0.18	0.12	0.44	0.44
Avail Cap(c_a), veh/h	357	0	427	331	0	431	448	1310	1292	734	1310	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.00	0.92	1.00	0.00	1.00	0.94	0.94	0.94	0.80	0.80	0.80
Uniform Delay (d), s/veh	34.1	0.0	32.7	35.6	0.0	32.0	2.9	3.1	3.1	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	0.4	0.3	0.3	0.3	0.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.4	0.4	0.0	1.8	0.3	1.6	1.6	0.2	0.3	0.3
LnGrp Delay(d),s/veh	34.2	0.0	33.4	35.7	0.0	32.4	3.3	3.4	3.4	0.4	0.8	0.8
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		131			103			506			1248	
Approach Delay, s/veh		33.5			33.0			3.4			0.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.2		15.8		64.2		15.8
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		5.2		7.3		5.7		8.3
Green Ext Time (p_c), s		17.7		0.7		17.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	730	294	191	728	164	137	223	53	182	616	93
Future Volume (veh/h)	112	730	294	191	728	164	137	223	53	182	616	93
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	122	793	320	208	791	178	149	242	58	198	670	101
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1757	704	409	2139	477	185	586	138	355	698	105
Arrive On Green	0.09	0.98	0.98	0.07	0.52	0.52	0.08	0.21	0.21	0.10	0.23	0.23
Sat Flow, veh/h	1774	3567	1429	1774	4147	925	1774	2844	668	1774	3073	463
Grp Volume(v), veh/h	122	753	360	208	645	324	149	149	151	198	385	386
Grp Sat Flow(s),veh/h/ln	1774	1695	1605	1774	1695	1681	1774	1770	1742	1774	1770	1767
Q Serve(g_s), s	6.3	1.1	1.1	10.4	20.5	20.8	11.8	13.1	13.6	15.7	38.7	38.8
Cycle Q Clear(g_c), s	6.3	1.1	1.1	10.4	20.5	20.8	11.8	13.1	13.6	15.7	38.7	38.8
Prop In Lane	1.00		0.89	1.00		0.55	1.00		0.38	1.00		0.26
Lane Grp Cap(c), veh/h	353	1670	791	409	1749	867	185	365	359	355	402	401
V/C Ratio(X)	0.35	0.45	0.45	0.51	0.37	0.37	0.80	0.41	0.42	0.56	0.96	0.96
Avail Cap(c_a), veh/h	458	1670	791	472	1749	867	334	511	503	358	403	402
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.57	0.57	0.57	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	20.5	0.7	0.7	19.5	26.1	26.1	54.2	61.9	62.1	49.6	68.7	68.8
Incr Delay (d2), s/veh	0.1	0.4	0.9	0.2	0.3	0.7	3.1	0.3	0.3	1.0	32.2	32.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.5	0.6	5.1	9.7	9.8	5.9	6.5	6.6	7.7	22.5	22.6
LnGrp Delay(d),s/veh	20.6	1.1	1.6	19.7	26.4	26.8	57.3	62.2	62.4	50.7	100.9	101.5
LnGrp LOS	C	A	A	B	C	C	E	E	E	D	F	F
Approach Vol, veh/h		1235			1177			449			969	
Approach Delay, s/veh		3.2			25.3			60.7			90.9	
Approach LOS		A			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	98.8	23.7	43.1	18.5	94.6	19.9	46.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	67.0	18.0	52.0	19.0	67.0	29.0	41.0
Max Q Clear Time (g_c+I1), s	8.3	22.8	17.7	15.6	12.4	3.1	13.8	40.8
Green Ext Time (p_c), s	0.1	23.2	0.0	1.6	0.1	27.1	0.1	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	185	127	76	78	23	91	932	41	106	2086	87
Future Volume (veh/h)	60	185	127	76	78	23	91	932	41	106	2086	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	201	138	83	85	25	99	1013	45	115	2267	95
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	217	149	62	292	86	152	3191	142	356	3219	134
Arrive On Green	0.07	0.07	0.07	0.21	0.21	0.21	0.01	0.21	0.21	0.04	0.64	0.64
Sat Flow, veh/h	1265	1021	701	1037	1374	404	1774	4987	221	1774	5001	208
Grp Volume(v), veh/h	65	0	339	83	0	110	99	688	370	115	1532	830
Grp Sat Flow(s),veh/h/ln	1265	0	1722	1037	0	1778	1774	1695	1818	1774	1695	1820
Q Serve(g_s), s	7.9	0.0	31.3	2.7	0.0	8.3	3.1	27.5	27.5	3.6	47.0	47.8
Cycle Q Clear(g_c), s	16.2	0.0	31.3	34.0	0.0	8.3	3.1	27.5	27.5	3.6	47.0	47.8
Prop In Lane	1.00		0.41	1.00		0.23	1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	248	0	366	62	0	378	152	2169	1163	356	2182	1171
V/C Ratio(X)	0.26	0.00	0.93	1.33	0.00	0.29	0.65	0.32	0.32	0.32	0.70	0.71
Avail Cap(c_a), veh/h	248	0	366	62	0	378	230	2169	1163	427	2182	1171
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.71	1.00	0.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.1	0.0	73.1	79.6	0.0	52.9	28.4	33.6	33.6	12.1	18.5	18.7
Incr Delay (d2), s/veh	0.1	0.0	22.5	225.5	0.0	0.2	1.5	0.3	0.6	0.2	1.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	17.3	6.7	0.0	4.1	2.9	13.0	14.1	1.7	22.5	25.2
LnGrp Delay(d),s/veh	70.3	0.0	95.7	305.1	0.0	53.0	29.9	33.9	34.2	12.2	20.5	22.3
LnGrp LOS	E		F	F		D	C	C	C	B	C	C
Approach Vol, veh/h		404			193			1157			2477	
Approach Delay, s/veh		91.6			161.5			33.6			20.7	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	108.4		40.0	11.0	109.0		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.6	29.5		33.3	5.1	49.8		36.0
Green Ext Time (p_c), s	0.0	55.8		0.2	0.0	40.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	449	262	492	537	57	470	928	376	201	1700	300
Future Volume (veh/h)	172	449	262	492	537	57	470	928	376	201	1700	300
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	187	488	285	535	584	62	511	1009	409	218	1848	326
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	928	472	516	855	91	409	1943	829	240	2028	734
Arrive On Green	0.07	0.18	0.18	0.15	0.27	0.27	0.12	0.38	0.38	0.04	0.13	0.13
Sat Flow, veh/h	3442	5085	1555	3442	3224	342	3442	5085	1549	1774	5085	1573
Grp Volume(v), veh/h	187	488	285	535	320	326	511	1009	409	218	1848	326
Grp Sat Flow(s),veh/h/ln	1721	1695	1555	1721	1770	1796	1721	1695	1549	1774	1695	1573
Q Serve(g_s), s	8.6	13.9	25.1	24.0	25.9	26.1	19.0	24.5	26.9	19.6	57.4	27.5
Cycle Q Clear(g_c), s	8.6	13.9	25.1	24.0	25.9	26.1	19.0	24.5	26.9	19.6	57.4	27.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	928	472	516	469	477	409	1943	829	240	2028	734
V/C Ratio(X)	0.81	0.53	0.60	1.04	0.68	0.68	1.25	0.52	0.49	0.91	0.91	0.44
Avail Cap(c_a), veh/h	516	1049	509	516	469	477	409	1943	829	299	2028	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	73.6	59.1	47.8	68.0	52.7	52.8	70.5	38.1	23.8	75.4	66.7	43.5
Incr Delay (d2), s/veh	2.2	0.3	1.3	49.3	3.7	3.7	131.5	1.0	2.1	14.6	4.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.5	10.9	14.9	13.2	13.4	16.5	11.7	11.9	10.6	27.8	12.2
LnGrp Delay(d),s/veh	75.8	59.4	49.1	117.3	56.4	56.5	202.0	39.1	25.9	90.1	71.1	44.6
LnGrp LOS	E	E	D	F	E	E	F	D	C	F	E	D
Approach Vol, veh/h		960			1181			1929			2392	
Approach Delay, s/veh		59.5			84.0			79.5			69.2	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	67.1	30.0	35.2	25.0	69.8	16.8	48.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	52.0	24.0	33.0	19.0	60.0	24.0	33.0
Max Q Clear Time (g_c+I1), s	21.6	28.9	26.0	27.1	21.0	59.4	10.6	28.1
Green Ext Time (p_c), s	0.1	21.4	0.0	1.8	0.0	0.6	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	73.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	45.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	63	427	150	94	1229
Future Vol, veh/h	121	63	427	150	94	1229
Conflicting Peds, #/hr	0	11	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	68	464	163	102	1336

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1418	325	0	0	627	0
Stage 1	546	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 128	671	-	-	951	-
Stage 1	544	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 74	664	-	-	941	-
Mov Cap-2 Maneuver	~ 74	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 500.5	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	106	941	-
HCM Lane V/C Ratio	-	-	1.887	0.109	-
HCM Control Delay (s)	-	-	$ 500.5	9.3	1.7
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	16.3	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	375	271	4	2	5
Future Vol, veh/h	2	375	271	4	2	5
Conflicting Peds, #/hr	5	0	0	5	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	408	295	4	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	714	307
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1257	-	-	-	398	733
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1251	-	-	-	393	726
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	584
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.9	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	376	260	3	4	13
Future Vol, veh/h	6	376	260	3	4	13
Conflicting Peds, #/hr	0	0	0	2	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	409	283	3	4	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	708	290
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1274	-	-	-	401	749
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1269	-	-	-	397	745
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1269	-	-	-	618
HCM Lane V/C Ratio	0.005	-	-	-	0.03
HCM Control Delay (s)	7.9	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	23	26	14	34	10	414	10	52	1288	52
Future Vol, veh/h	8	1	23	26	14	34	10	414	10	52	1288	52
Conflicting Peds, #/hr	0	0	8	0	0	3	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	25	28	15	37	11	450	11	57	1400	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1801	2027	739	1299	2050	233	1460	0	0	461	0	0
Stage 1	1544	1544	-	477	477	-	-	-	-	-	-	-
Stage 2	257	483	-	822	1573	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	50	57	360	119	55	769	459	-	-	1096	-	-
Stage 1	120	175	-	538	554	-	-	-	-	-	-	-
Stage 2	725	551	-	334	169	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	39	356	82	38	767	456	-	-	1093	-	-
Mov Cap-2 Maneuver	25	39	-	82	38	-	-	-	-	-	-	-
Stage 1	116	125	-	521	536	-	-	-	-	-	-	-
Stage 2	647	533	-	219	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84	116.8	0.5	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	456	-	-	78	101	1093	-	-
HCM Lane V/C Ratio	0.024	-	-	0.446	0.796	0.052	-	-
HCM Control Delay (s)	13.1	0.2	-	84	116.8	8.5	1.1	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	4.4	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	224	128	39	437	115	305	1030	45	81	656	123
Future Volume (veh/h)	77	224	128	39	437	115	305	1030	45	81	656	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	243	139	42	475	125	332	1120	49	88	713	134
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	712	594	378	712	594	343	1699	74	247	977	184
Arrive On Green	0.38	0.38	0.38	0.13	0.13	0.13	0.20	0.99	0.99	0.33	0.33	0.33
Sat Flow, veh/h	815	1863	1553	995	1863	1554	1774	3449	151	476	2959	556
Grp Volume(v), veh/h	84	243	139	42	475	125	332	574	595	88	426	421
Grp Sat Flow(s),veh/h/ln	815	1863	1553	995	1863	1554	1774	1770	1830	476	1770	1745
Q Serve(g_s), s	7.9	7.4	4.9	3.1	19.5	5.8	8.0	1.1	1.1	12.1	17.0	17.0
Cycle Q Clear(g_c), s	27.4	7.4	4.9	10.5	19.5	5.8	8.0	1.1	1.1	12.1	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.32
Lane Grp Cap(c), veh/h	203	712	594	378	712	594	343	872	902	247	584	576
V/C Ratio(X)	0.41	0.34	0.23	0.11	0.67	0.21	0.97	0.66	0.66	0.36	0.73	0.73
Avail Cap(c_a), veh/h	218	745	621	396	745	621	343	872	902	247	584	576
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	17.6	16.8	29.6	30.1	24.1	20.8	0.3	0.3	22.0	23.6	23.6
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.0	1.2	0.0	39.3	3.9	3.8	4.0	7.8	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	2.1	0.9	10.3	2.5	7.2	1.1	1.1	1.9	9.6	9.5
LnGrp Delay(d),s/veh	33.6	17.7	16.8	29.6	31.3	24.2	60.1	4.2	4.1	26.0	31.4	31.6
LnGrp LOS	C	B	B	C	C	C	E	A	A	C	C	C
Approach Vol, veh/h		466			642			1501			935	
Approach Delay, s/veh		20.3			29.8			16.5			31.0	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		44.4		35.6	13.0	31.4		35.6
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		38.0		32.0	8.0	25.0		32.0
Max Q Clear Time (g_c+I1), s		3.1		29.4	10.0	19.0		21.5
Green Ext Time (p_c), s		20.9		1.2	0.0	5.1		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	197	47	48	301	158	138	1230	42	142	582	51
Future Volume (veh/h)	63	197	47	48	301	158	138	1230	42	142	582	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	68	214	51	52	327	172	150	1337	46	154	633	55
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	559	475	322	345	182	377	1920	66	304	1813	157
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	0.18	0.18	0.18
Sat Flow, veh/h	895	1863	1583	1110	1151	605	751	3491	120	390	3296	286
Grp Volume(v), veh/h	68	214	51	52	0	499	150	677	706	154	340	348
Grp Sat Flow(s),veh/h/ln	895	1863	1583	1110	0	1756	751	1770	1842	390	1770	1812
Q Serve(g_s), s	1.4	7.3	1.9	3.5	0.0	22.6	7.7	0.0	0.0	29.7	13.4	13.4
Cycle Q Clear(g_c), s	24.0	7.3	1.9	10.8	0.0	22.6	21.1	0.0	0.0	29.7	13.4	13.4
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	106	559	475	322	0	527	377	973	1013	304	973	997
V/C Ratio(X)	0.64	0.38	0.11	0.16	0.00	0.95	0.40	0.70	0.70	0.51	0.35	0.35
Avail Cap(c_a), veh/h	106	559	475	322	0	527	377	973	1013	304	973	997
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	22.1	20.3	33.5	0.0	35.4	3.2	0.0	0.0	26.9	20.2	20.2
Incr Delay (d2), s/veh	10.0	0.2	0.0	0.1	0.0	26.3	3.1	4.1	4.0	5.9	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	0.8	1.1	0.0	14.8	1.8	1.1	1.1	3.7	6.8	7.0
LnGrp Delay(d),s/veh	49.8	22.3	20.3	33.6	0.0	61.7	6.3	4.1	4.0	32.8	21.2	21.2
LnGrp LOS	D	C	C	C		E	A	A	A	C	C	C
Approach Vol, veh/h		333			551			1533			842	
Approach Delay, s/veh		27.6			59.1			4.3			23.3	
Approach LOS		C			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0
Max Q Clear Time (g_c+I1), s		23.1		26.0		31.7		24.6
Green Ext Time (p_c), s		16.9		0.0		10.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	30	19	81	115	188	21	1256	25	33	744	34
Future Volume (veh/h)	37	30	19	81	115	188	21	1256	25	33	744	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	40	33	21	88	125	204	23	1365	27	36	809	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	283	180	416	167	273	483	2154	43	230	2089	96
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	1043	1055	672	1335	624	1018	648	3548	70	387	3443	157
Grp Volume(v), veh/h	40	0	54	88	0	329	23	680	712	36	416	430
Grp Sat Flow(s),veh/h/ln	1043	0	1727	1335	0	1642	648	1770	1849	387	1770	1830
Q Serve(g_s), s	3.0	0.0	1.9	5.0	0.0	15.6	1.2	19.6	19.7	3.6	0.0	0.0
Cycle Q Clear(g_c), s	18.6	0.0	1.9	6.8	0.0	15.6	1.2	19.6	19.7	23.2	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.62	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	166	0	463	416	0	440	483	1074	1122	230	1074	1111
V/C Ratio(X)	0.24	0.00	0.12	0.21	0.00	0.75	0.05	0.63	0.63	0.16	0.39	0.39
Avail Cap(c_a), veh/h	212	0	540	476	0	513	483	1074	1122	230	1074	1111
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.00	0.92	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	22.1	30.7	0.0	33.8	6.4	10.0	10.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	3.7	0.1	1.2	1.2	1.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	1.8	0.0	7.6	0.2	9.8	10.3	0.5	0.3	0.3
LnGrp Delay(d),s/veh	36.1	0.0	22.2	30.8	0.0	37.5	6.5	11.3	11.2	6.2	1.1	1.0
LnGrp LOS	D		C	C		D	A	B	B	A	A	A
Approach Vol, veh/h		94			417			1415			882	
Approach Delay, s/veh		28.1			36.1			11.2			1.2	
Approach LOS		C			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.6		26.4		53.6		26.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0
Max Q Clear Time (g_c+I1), s		21.7		20.6		25.2		17.6
Green Ext Time (p_c), s		17.3		0.8		15.2		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		12.3
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1316	138	0	1147	131	219	814	75	98	480	252
Future Volume (veh/h)	260	1316	138	0	1147	131	219	814	75	98	480	252
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	283	1430	150	0	1247	142	238	885	82	107	522	274
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	345	2535	266	0	2077	625	256	931	86	125	514	269
Arrive On Green	0.10	0.54	0.54	0.00	0.82	0.82	0.12	0.29	0.29	0.07	0.23	0.23
Sat Flow, veh/h	1774	4661	489	0	5253	1531	1774	3262	302	1774	2197	1148
Grp Volume(v), veh/h	283	1040	540	0	1247	142	238	480	487	107	420	376
Grp Sat Flow(s),veh/h/ln	1774	1695	1759	0	1695	1531	1774	1770	1795	1774	1770	1576
Q Serve(g_s), s	16.3	36.3	36.4	0.0	15.9	3.8	19.8	47.9	47.9	10.7	42.2	42.2
Cycle Q Clear(g_c), s	16.3	36.3	36.4	0.0	15.9	3.8	19.8	47.9	47.9	10.7	42.2	42.2
Prop In Lane	1.00		0.28	0.00		1.00	1.00		0.17	1.00		0.73
Lane Grp Cap(c), veh/h	345	1844	957	0	2077	625	256	505	512	125	414	369
V/C Ratio(X)	0.82	0.56	0.56	0.00	0.60	0.23	0.93	0.95	0.95	0.85	1.01	1.02
Avail Cap(c_a), veh/h	361	1844	957	0	2077	625	336	531	538	177	414	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.70	0.70	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	27.8	27.0	27.0	0.0	11.2	10.1	57.3	63.1	63.1	82.7	68.9	68.9
Incr Delay (d2), s/veh	12.3	1.3	2.4	0.0	0.9	0.6	24.2	26.0	25.7	16.9	46.3	50.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	17.2	18.3	0.0	7.3	1.6	13.4	27.1	27.5	5.9	25.9	23.5
LnGrp Delay(d),s/veh	40.1	28.3	29.4	0.0	12.1	10.7	81.5	89.0	88.8	99.7	115.3	119.2
LnGrp LOS	D	C	C		B	B	F	F	F	F	F	F
Approach Vol, veh/h		1863			1389			1205			903	
Approach Delay, s/veh		30.4			12.0			87.4			115.0	
Approach LOS		C			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	24.4	79.5	18.7	57.4		103.9	27.9	48.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	64.0	18.0	54.0		90.0	30.0	42.0
Max Q Clear Time (g_c+I1), s	18.3	17.9	12.7	49.9		38.4	21.8	44.2
Green Ext Time (p_c), s	0.1	35.8	0.0	1.5		39.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	255	46	30	273	38	257	938	75	41	413	73
Future Volume (veh/h)	60	255	46	30	273	38	257	938	75	41	413	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	277	50	33	297	41	279	1020	82	45	449	79
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	453	385	214	453	385	577	2072	167	323	1883	329
Arrive On Green	0.32	0.32	0.32	0.24	0.24	0.24	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1037	1863	1579	1047	1863	1579	871	3313	266	509	3012	527
Grp Volume(v), veh/h	65	277	50	33	297	41	279	545	557	45	263	265
Grp Sat Flow(s),veh/h/ln	1037	1863	1579	1047	1863	1579	871	1770	1810	509	1770	1769
Q Serve(g_s), s	4.7	10.0	1.8	2.3	11.5	1.6	16.6	13.3	13.3	4.2	5.2	5.3
Cycle Q Clear(g_c), s	16.2	10.0	1.8	12.3	11.5	1.6	21.9	13.3	13.3	17.5	5.2	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.30
Lane Grp Cap(c), veh/h	194	453	385	214	453	385	577	1107	1132	323	1107	1106
V/C Ratio(X)	0.34	0.61	0.13	0.15	0.65	0.11	0.48	0.49	0.49	0.14	0.24	0.24
Avail Cap(c_a), veh/h	233	524	444	253	524	444	577	1107	1132	323	1107	1106
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	23.9	21.1	32.1	27.2	23.5	11.4	8.1	8.1	12.9	6.6	6.6
Incr Delay (d2), s/veh	0.3	0.7	0.0	0.1	1.5	0.0	2.2	1.2	1.2	0.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.2	0.8	0.7	6.0	0.7	4.3	6.7	6.9	0.7	2.7	2.7
LnGrp Delay(d),s/veh	31.7	24.6	21.1	32.2	28.8	23.5	13.6	9.3	9.3	13.8	7.1	7.1
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		392			371			1381			573	
Approach Delay, s/veh		25.3			28.5			10.2			7.6	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		25.0		55.0		25.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		23.9		18.2		19.5		14.3
Green Ext Time (p_c), s		14.4		1.2		16.1		1.9

Intersection Summary		
HCM 2010 Ctrl Delay		14.3
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	277	58	37	278	59	145	1114	126	39	419	71
Future Volume (veh/h)	66	277	58	37	278	59	145	1114	126	39	419	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	301	63	40	302	64	158	1211	137	42	455	77
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	420	88	200	418	89	489	1883	212	327	1781	300
Arrive On Green	0.37	0.37	0.37	0.09	0.09	0.09	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	1010	1492	312	1012	1486	315	868	3205	362	403	3031	510
Grp Volume(v), veh/h	72	0	364	40	0	366	158	667	681	42	265	267
Grp Sat Flow(s),veh/h/ln	1010	0	1804	1012	0	1801	868	1770	1797	403	1770	1771
Q Serve(g_s), s	5.6	0.0	13.8	3.1	0.0	15.8	4.6	0.0	0.0	7.0	10.1	10.2
Cycle Q Clear(g_c), s	21.4	0.0	13.8	16.9	0.0	15.8	14.8	0.0	0.0	7.0	10.1	10.2
Prop In Lane	1.00		0.17	1.00		0.17	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	174	0	507	200	0	506	489	1040	1056	327	1040	1041
V/C Ratio(X)	0.41	0.00	0.72	0.20	0.00	0.72	0.32	0.64	0.64	0.13	0.25	0.26
Avail Cap(c_a), veh/h	174	0	507	200	0	506	489	1040	1056	327	1040	1041
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	0.87	0.87	0.87	0.98	0.98	0.98
Uniform Delay (d), s/veh	32.5	0.0	22.3	40.5	0.0	33.3	1.6	0.0	0.0	16.1	17.4	17.4
Incr Delay (d2), s/veh	0.6	0.0	4.2	0.2	0.0	3.8	1.5	2.6	2.6	0.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	7.3	0.9	0.0	8.4	1.3	0.8	0.8	0.9	5.1	5.2
LnGrp Delay(d),s/veh	33.0	0.0	26.5	40.6	0.0	37.0	3.1	2.6	2.6	16.9	18.0	18.0
LnGrp LOS	C		C	D		D	A	A	A	B	B	B
Approach Vol, veh/h		436			406			1506			574	
Approach Delay, s/veh		27.6			37.4			2.7			17.9	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		28.0		52.0		28.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		47.0		22.5		47.0		22.5
Max Q Clear Time (g_c+I1), s		16.8		23.4		12.2		18.9
Green Ext Time (p_c), s		18.9		0.0		20.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	42	67	40	36	114	47	1084	13	13	506	17
Future Volume (veh/h)	100	42	67	40	36	114	47	1084	13	13	506	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	46	73	43	39	124	51	1178	14	14	550	18
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	135	214	278	82	259	640	2348	28	318	2291	75
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	1.00	1.00	1.00
Sat Flow, veh/h	1205	632	1003	1244	383	1217	839	3581	43	468	3495	114
Grp Volume(v), veh/h	109	0	119	43	0	163	51	582	610	14	278	290
Grp Sat Flow(s),veh/h/ln	1205	0	1635	1244	0	1600	839	1770	1854	468	1770	1839
Q Serve(g_s), s	7.0	0.0	4.9	2.4	0.0	7.1	1.8	13.5	13.5	0.6	0.0	0.0
Cycle Q Clear(g_c), s	14.1	0.0	4.9	7.4	0.0	7.1	1.8	13.5	13.5	14.2	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.76	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	239	0	348	278	0	341	640	1160	1216	318	1160	1206
V/C Ratio(X)	0.46	0.00	0.34	0.15	0.00	0.48	0.08	0.50	0.50	0.04	0.24	0.24
Avail Cap(c_a), veh/h	291	0	419	332	0	410	640	1160	1216	318	1160	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.36	0.36	0.36	0.98	0.98	0.98
Uniform Delay (d), s/veh	33.8	0.0	26.7	29.8	0.0	27.6	5.0	7.1	7.1	1.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.6	0.3	0.0	1.0	0.1	0.6	0.5	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.3	0.9	0.0	3.3	0.4	6.6	7.0	0.1	0.2	0.2
LnGrp Delay(d),s/veh	35.1	0.0	27.3	30.1	0.0	28.6	5.1	7.6	7.6	2.1	0.5	0.5
LnGrp LOS	D		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		228			206			1243			582	
Approach Delay, s/veh		31.0			28.9			7.5			0.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		57.5		22.5		57.5		22.5
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		49.0		20.5		49.0		20.5
Max Q Clear Time (g_c+I1), s		15.5		16.1		16.2		9.4
Green Ext Time (p_c), s		16.5		0.9		16.4		1.7

Intersection Summary		
HCM 2010 Ctrl Delay		10.0
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	1048	101	137	816	116	356	801	104	140	401	121
Future Volume (veh/h)	229	1048	101	137	816	116	356	801	104	140	401	121
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	249	1139	110	149	887	126	387	871	113	152	436	132
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	2077	200	318	1819	257	365	901	117	187	544	163
Arrive On Green	0.19	0.88	0.88	0.06	0.41	0.41	0.16	0.29	0.29	0.08	0.20	0.20
Sat Flow, veh/h	1774	4708	454	1774	4489	635	1774	3144	408	1774	2665	799
Grp Volume(v), veh/h	249	820	429	149	669	344	387	490	494	152	288	280
Grp Sat Flow(s),veh/h/ln	1774	1695	1772	1774	1695	1733	1774	1770	1782	1774	1770	1694
Q Serve(g_s), s	15.3	9.9	9.9	8.8	26.3	26.5	29.0	49.2	49.2	12.1	27.8	28.4
Cycle Q Clear(g_c), s	15.3	9.9	9.9	8.8	26.3	26.5	29.0	49.2	49.2	12.1	27.8	28.4
Prop In Lane	1.00		0.26	1.00		0.37	1.00		0.23	1.00		0.47
Lane Grp Cap(c), veh/h	354	1496	782	318	1374	702	365	507	511	187	361	346
V/C Ratio(X)	0.70	0.55	0.55	0.47	0.49	0.49	1.06	0.97	0.97	0.81	0.80	0.81
Avail Cap(c_a), veh/h	360	1496	782	349	1374	702	365	511	515	235	413	395
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.40	0.40	0.40	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	25.8	6.5	6.5	28.1	39.7	39.7	47.8	63.4	63.4	54.3	68.1	68.3
Incr Delay (d2), s/veh	3.8	1.1	2.1	0.2	0.5	1.0	64.2	31.1	30.9	12.6	7.9	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.5	5.0	4.3	12.4	12.9	20.7	28.5	28.7	6.6	14.4	14.2
LnGrp Delay(d),s/veh	29.6	7.6	8.6	28.3	40.1	40.7	112.0	94.4	94.3	66.9	76.0	77.5
LnGrp LOS	C	A	A	C	D	D	F	F	F	E	E	E
Approach Vol, veh/h		1498			1162			1371			720	
Approach Delay, s/veh		11.5			38.8			99.3			74.6	
Approach LOS		B			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.3	79.0	20.2	57.6	16.9	85.4	35.0	42.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	67.0	19.0	52.0	14.0	71.0	29.0	42.0
Max Q Clear Time (g_c+I1), s	17.3	28.5	14.1	51.2	10.8	11.9	31.0	30.4
Green Ext Time (p_c), s	0.0	23.6	0.1	0.4	0.0	29.6	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	166	109	103	138	39	159	1698	70	96	1080	81
Future Volume (veh/h)	103	166	109	103	138	39	159	1698	70	96	1080	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	180	118	112	150	42	173	1846	76	104	1174	88
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	220	144	103	296	83	354	3209	132	249	3010	226
Arrive On Green	0.35	0.35	0.35	0.21	0.21	0.21	0.10	1.00	1.00	0.03	0.62	0.62
Sat Flow, veh/h	1178	1035	678	1069	1391	390	1774	5004	206	1774	4817	361
Grp Volume(v), veh/h	112	0	298	112	0	192	173	1250	672	104	826	436
Grp Sat Flow(s),veh/h/ln	1178	0	1713	1069	0	1781	1774	1695	1820	1774	1695	1788
Q Serve(g_s), s	14.5	0.0	25.3	8.7	0.0	15.2	6.0	0.0	0.0	3.4	19.3	19.4
Cycle Q Clear(g_c), s	29.8	0.0	25.3	34.0	0.0	15.2	6.0	0.0	0.0	3.4	19.3	19.4
Prop In Lane	1.00		0.40	1.00		0.22	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	183	0	364	103	0	378	354	2174	1167	249	2118	1117
V/C Ratio(X)	0.61	0.00	0.82	1.09	0.00	0.51	0.49	0.57	0.58	0.42	0.39	0.39
Avail Cap(c_a), veh/h	183	0	364	103	0	378	399	2174	1167	323	2118	1117
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.00	0.55	1.00	0.00	1.00	0.18	0.18	0.18	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	48.8	77.6	0.0	55.6	10.7	0.0	0.0	9.9	14.9	14.9
Incr Delay (d2), s/veh	2.4	0.0	7.5	113.9	0.0	0.5	0.1	0.2	0.4	0.4	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	12.6	7.8	0.0	7.6	2.8	0.1	0.1	1.7	9.2	9.9
LnGrp Delay(d),s/veh	59.9	0.0	56.3	191.5	0.0	56.1	10.8	0.2	0.4	10.3	15.4	15.9
LnGrp LOS	E		E	F		E	B	A	A	B	B	B
Approach Vol, veh/h		410			304			2095			1366	
Approach Delay, s/veh		57.3			106.0			1.1			15.2	
Approach LOS		E			F			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	108.6		40.0	14.0	106.0		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.4	2.0		31.8	8.0	21.4		36.0
Green Ext Time (p_c), s	0.0	65.9		0.7	0.1	56.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	612	604	316	491	597	79	359	1443	346	137	1337	211
Future Volume (veh/h)	612	604	316	491	597	79	359	1443	346	137	1337	211
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	665	657	343	534	649	86	390	1568	376	149	1453	229
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	667	1356	415	516	699	92	409	1712	521	171	1600	483
Arrive On Green	0.19	0.27	0.27	0.15	0.22	0.22	0.12	0.34	0.34	0.03	0.10	0.10
Sat Flow, veh/h	3442	5085	1554	3442	3135	415	3442	5085	1548	1774	5085	1535
Grp Volume(v), veh/h	665	657	343	534	366	369	390	1568	376	149	1453	229
Grp Sat Flow(s),veh/h/ln	1721	1695	1554	1721	1770	1780	1721	1695	1548	1774	1695	1535
Q Serve(g_s), s	30.9	17.4	33.2	24.0	32.4	32.5	18.0	47.3	34.0	13.4	45.2	22.5
Cycle Q Clear(g_c), s	30.9	17.4	33.2	24.0	32.4	32.5	18.0	47.3	34.0	13.4	45.2	22.5
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1356	415	516	395	397	409	1712	521	171	1600	483
V/C Ratio(X)	1.00	0.48	0.83	1.03	0.93	0.93	0.95	0.92	0.72	0.87	0.91	0.47
Avail Cap(c_a), veh/h	667	1367	418	516	398	401	409	1712	521	322	1600	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	64.5	49.4	55.2	68.0	60.9	60.9	70.1	50.9	46.5	76.4	69.4	59.2
Incr Delay (d2), s/veh	28.8	0.1	9.3	48.8	27.4	27.8	32.6	9.2	8.4	4.5	8.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	8.2	15.3	14.9	18.9	19.1	10.4	23.7	15.7	6.8	22.5	10.0
LnGrp Delay(d),s/veh	93.3	49.5	64.5	116.8	88.3	88.7	102.6	60.1	54.9	81.0	77.6	62.1
LnGrp LOS	F	D	E	F	F	F	F	E	D	F	E	E
Approach Vol, veh/h		1665			1269			2334			1831	
Approach Delay, s/veh		70.1			100.4			66.4			75.9	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	59.9	30.0	48.7	25.0	56.3	37.0	41.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	40.0	24.0	43.0	19.0	50.0	31.0	36.0
Max Q Clear Time (g_c+I1), s	15.4	49.3	26.0	35.2	20.0	47.2	32.9	34.5
Green Ext Time (p_c), s	0.1	0.0	0.0	5.0	0.0	2.7	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	75.8
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	165.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	193	94	1225	180	25	659
Future Vol, veh/h	193	94	1225	180	25	659
Conflicting Peds, #/hr	0	14	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	210	102	1332	196	27	716

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1843	780	0	0	1529	0
Stage 1	1431	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 67	338	-	-	432	-
Stage 1	~ 186	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 60	333	-	-	426	-
Mov Cap-2 Maneuver	~ 60	-	-	-	-	-
Stage 1	~ 186	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1367.8	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 82	426	-
HCM Lane V/C Ratio	-	- 3.804	0.064	-
HCM Control Delay (s)	-	$ 1367.8	14	0.7
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 32.4	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	350	438	5	6	7
Future Vol, veh/h	11	350	438	5	6	7
Conflicting Peds, #/hr	0	0	0	0	5	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	380	476	5	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	482	0	-	0	888	487
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1081	-	-	-	314	581
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1073	-	-	-	310	577
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1073	-	-	-	413
HCM Lane V/C Ratio	0.011	-	-	-	0.034
HCM Control Delay (s)	8.4	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	347	442	17	3	4
Future Vol, veh/h	16	347	442	17	3	4
Conflicting Peds, #/hr	1	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	377	480	18	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	903	496
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1064	-	-	-	308	574
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1059	-	-	-	301	571
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	412
HCM Lane V/C Ratio	0.016	-	-	-	0.018
HCM Control Delay (s)	8.5	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	4	7	9	6	22	8	1278	19	28	662	8
Future Vol, veh/h	6	4	7	9	6	22	8	1278	19	28	662	8
Conflicting Peds, #/hr	0	0	6	0	0	2	0	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	8	10	7	24	9	1389	21	30	720	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1502	2217	370	1851	2211	712	728	0	0	1415	0	0
Stage 1	785	785	-	1422	1422	-	-	-	-	-	-	-
Stage 2	717	1432	-	429	789	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	84	43	627	46	44	375	871	-	-	478	-	-
Stage 1	352	402	-	143	200	-	-	-	-	-	-	-
Stage 2	387	198	-	574	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	36	623	36	37	373	866	-	-	477	-	-
Mov Cap-2 Maneuver	60	36	-	36	37	-	-	-	-	-	-	-
Stage 1	335	359	-	135	189	-	-	-	-	-	-	-
Stage 2	332	188	-	498	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67	90.6	0.3	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	76	79	477	-	-
HCM Lane V/C Ratio	0.01	-	-	0.243	0.509	0.064	-	-
HCM Control Delay (s)	9.2	0.2	-	67	90.6	13.1	0.6	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	2.2	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1454	274	0	1071	72	200	329	47	274	609	157
Future Volume (veh/h)	275	1454	274	0	1071	72	200	329	47	274	609	157
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	299	1580	298	0	1164	78	217	358	51	298	662	171
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	370	2289	429	0	1987	895	248	579	82	316	709	183
Arrive On Green	0.11	0.54	0.54	0.00	0.78	0.78	0.11	0.19	0.19	0.18	0.26	0.26
Sat Flow, veh/h	1774	4278	802	0	5253	1569	1774	3098	437	1774	2774	716
Grp Volume(v), veh/h	299	1250	628	0	1164	78	217	203	206	298	422	411
Grp Sat Flow(s),veh/h/ln	1774	1695	1690	0	1695	1569	1774	1770	1766	1774	1770	1720
Q Serve(g_s), s	17.8	48.9	49.5	0.0	16.6	1.5	17.7	19.0	19.3	29.9	42.0	42.1
Cycle Q Clear(g_c), s	17.8	48.9	49.5	0.0	16.6	1.5	17.7	19.0	19.3	29.9	42.0	42.1
Prop In Lane	1.00		0.47	0.00		1.00	1.00		0.25	1.00		0.42
Lane Grp Cap(c), veh/h	370	1814	904	0	1987	895	248	331	330	316	452	440
V/C Ratio(X)	0.81	0.69	0.69	0.00	0.59	0.09	0.87	0.61	0.62	0.94	0.93	0.93
Avail Cap(c_a), veh/h	498	1814	904	0	1987	895	261	590	589	394	777	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.87	0.87	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	28.6	30.8	31.0	0.0	13.8	6.1	53.8	67.2	67.4	73.1	65.5	65.5
Incr Delay (d2), s/veh	5.1	2.2	4.4	0.0	1.1	0.2	24.2	0.7	0.7	23.8	6.5	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	23.5	24.1	0.0	7.7	0.7	10.3	9.4	9.5	16.7	21.3	20.8
LnGrp Delay(d),s/veh	33.7	33.0	35.3	0.0	14.9	6.3	78.0	67.9	68.1	96.9	72.0	72.4
LnGrp LOS	C	C	D		B	A	E	E	E	F	E	E
Approach Vol, veh/h		2177			1242			626			1131	
Approach Delay, s/veh		33.8			14.4			71.5			78.7	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	26.0	76.3	38.1	39.6		102.3	25.7	52.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	23.0	40.0	60.0		62.0	21.0	79.0
Max Q Clear Time (g_c+I1), s	19.8	18.6	31.9	21.3		51.5	19.7	44.1
Green Ext Time (p_c), s	0.2	4.2	0.2	1.9		9.9	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	730	294	191	728	164	137	223	53	182	616	93
Future Volume (veh/h)	112	730	294	191	728	164	137	223	53	182	616	93
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	122	793	320	208	791	178	149	242	58	198	670	101
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1734	694	404	2113	471	190	603	142	362	719	108
Arrive On Green	0.09	0.97	0.97	0.07	0.51	0.51	0.08	0.21	0.21	0.10	0.23	0.23
Sat Flow, veh/h	1774	3567	1429	1774	4147	925	1774	2844	668	1774	3074	463
Grp Volume(v), veh/h	122	753	360	208	645	324	149	149	151	198	385	386
Grp Sat Flow(s),veh/h/ln	1774	1695	1605	1774	1695	1681	1774	1770	1743	1774	1770	1767
Q Serve(g_s), s	6.4	2.0	2.0	10.6	20.8	21.0	11.7	13.0	13.5	15.6	38.4	38.5
Cycle Q Clear(g_c), s	6.4	2.0	2.0	10.6	20.8	21.0	11.7	13.0	13.5	15.6	38.4	38.5
Prop In Lane	1.00		0.89	1.00		0.55	1.00		0.38	1.00		0.26
Lane Grp Cap(c), veh/h	349	1648	780	404	1728	857	190	375	370	362	414	413
V/C Ratio(X)	0.35	0.46	0.46	0.52	0.37	0.38	0.78	0.40	0.41	0.55	0.93	0.93
Avail Cap(c_a), veh/h	356	1648	780	417	1728	857	251	836	823	483	934	932
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.63	0.63	0.63	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	21.1	1.3	1.3	20.0	26.7	26.8	53.6	61.0	61.2	48.8	67.5	67.6
Incr Delay (d2), s/veh	0.1	0.5	1.1	0.2	0.4	0.8	8.0	0.3	0.3	0.4	3.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.7	0.8	5.2	9.8	10.0	6.1	6.4	6.5	7.6	19.3	19.3
LnGrp Delay(d),s/veh	21.2	1.8	2.4	20.2	27.1	27.6	61.6	61.3	61.4	49.2	71.4	71.5
LnGrp LOS	C	A	A	C	C	C	E	E	E	D	E	E
Approach Vol, veh/h		1235			1177			449			969	
Approach Delay, s/veh		3.9			26.0			61.4			66.9	
Approach LOS		A			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	97.7	23.7	44.2	18.6	93.5	19.8	48.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	32.0	30.0	85.0	14.0	27.0	20.0	95.0
Max Q Clear Time (g_c+I1), s	8.4	23.0	17.6	15.5	12.6	4.0	13.7	40.5
Green Ext Time (p_c), s	0.0	7.3	0.1	1.6	0.0	15.6	0.1	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	185	127	76	78	23	91	932	41	106	2086	87
Future Volume (veh/h)	60	185	127	76	78	23	91	932	41	106	2086	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	201	138	83	85	25	99	1013	45	115	2267	95
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	287	197	154	386	114	140	2826	125	323	2857	119
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.01	0.19	0.19	0.04	0.57	0.57
Sat Flow, veh/h	1269	1022	702	1037	1375	405	1774	4986	221	1774	5001	208
Grp Volume(v), veh/h	65	0	339	83	0	110	99	688	370	115	1532	830
Grp Sat Flow(s),veh/h/ln	1269	0	1724	1037	0	1780	1774	1695	1818	1774	1695	1819
Q Serve(g_s), s	6.6	0.0	28.2	12.5	0.0	7.6	3.7	28.3	28.4	4.4	56.6	57.5
Cycle Q Clear(g_c), s	14.2	0.0	28.2	40.6	0.0	7.6	3.7	28.3	28.4	4.4	56.6	57.5
Prop In Lane	1.00		0.41	1.00		0.23	1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	341	0	484	154	0	500	140	1921	1030	323	1937	1039
V/C Ratio(X)	0.19	0.00	0.70	0.54	0.00	0.22	0.71	0.36	0.36	0.36	0.79	0.80
Avail Cap(c_a), veh/h	675	0	937	426	0	968	177	1921	1030	540	1937	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.71	1.00	0.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	51.5	69.7	0.0	44.1	34.6	39.7	39.7	16.4	26.8	27.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	1.1	0.0	0.1	4.9	0.4	0.8	0.2	3.4	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	13.5	3.6	0.0	3.7	2.7	13.4	14.5	2.1	27.3	30.7
LnGrp Delay(d),s/veh	49.6	0.0	52.0	70.8	0.0	44.2	39.5	40.1	40.5	16.7	30.2	33.4
LnGrp LOS	D		D	E		D	D	D	D	B	C	C
Approach Vol, veh/h		404			193			1157			2477	
Approach Delay, s/veh		51.6			55.6			40.2			30.7	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	96.7		50.9	11.7	97.4		50.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	26.0	29.0		87.0	9.0	46.0		87.0
Max Q Clear Time (g_c+I1), s	16.4	30.4		30.2	5.7	59.5		42.6
Green Ext Time (p_c), s	0.1	0.0		2.3	0.0	0.0		2.3

Intersection Summary		
HCM 2010 Ctrl Delay	36.4	
HCM 2010 LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	449	262	492	537	57	470	928	376	201	1700	300
Future Volume (veh/h)	172	449	262	492	537	57	470	928	376	201	1700	300
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	187	488	285	535	584	62	511	1009	409	218	1848	326
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	919	489	576	907	96	452	1862	832	241	1885	689
Arrive On Green	0.07	0.18	0.18	0.17	0.28	0.28	0.13	0.37	0.37	0.04	0.12	0.12
Sat Flow, veh/h	3442	5085	1555	3442	3224	342	3442	5085	1548	1774	5085	1572
Grp Volume(v), veh/h	187	488	285	535	320	326	511	1009	409	218	1848	326
Grp Sat Flow(s),veh/h/ln	1721	1695	1555	1721	1770	1796	1721	1695	1548	1774	1695	1572
Q Serve(g_s), s	8.6	13.9	24.7	24.5	25.4	25.5	21.0	25.1	26.8	19.6	58.0	27.9
Cycle Q Clear(g_c), s	8.6	13.9	24.7	24.5	25.4	25.5	21.0	25.1	26.8	19.6	58.0	27.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	919	489	576	498	505	452	1862	832	241	1885	689
V/C Ratio(X)	0.81	0.53	0.58	0.93	0.64	0.65	1.13	0.54	0.49	0.91	0.98	0.47
Avail Cap(c_a), veh/h	409	1049	528	624	498	505	452	1862	832	344	1885	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	73.6	59.4	46.4	65.7	50.5	50.5	69.5	40.1	23.7	75.4	69.6	46.2
Incr Delay (d2), s/veh	2.1	0.3	0.9	18.9	2.6	2.6	83.4	1.1	2.1	10.5	11.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.5	10.7	13.2	12.8	13.0	15.2	12.0	11.9	10.3	29.3	12.4
LnGrp Delay(d),s/veh	75.7	59.7	47.3	84.6	53.0	53.1	152.9	41.2	25.7	85.9	81.2	47.6
LnGrp LOS	E	E	D	F	D	D	F	D	C	F	F	D
Approach Vol, veh/h		960			1181			1929			2392	
Approach Delay, s/veh		59.1			67.3			67.5			77.1	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	64.6	32.8	34.9	27.0	65.3	16.7	51.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.0	43.0	29.0	33.0	21.0	53.0	19.0	43.0
Max Q Clear Time (g_c+I1), s	27.7	28.8	26.5	26.7	23.0	60.0	10.6	27.5
Green Ext Time (p_c), s	0.1	13.5	0.3	1.9	0.0	0.0	0.1	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	69.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1316	138	0	1147	131	219	814	75	98	480	252
Future Volume (veh/h)	260	1316	138	0	1147	131	219	814	75	98	480	252
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	283	1430	150	0	1247	142	238	885	82	107	522	274
Adj No. of Lanes	1	3	0	0	3	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	338	2470	259	0	1990	599	256	977	90	125	570	298
Arrive On Green	0.11	0.53	0.53	0.00	0.78	0.78	0.11	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	1774	4661	489	0	5253	1530	1774	3263	302	1774	2201	1151
Grp Volume(v), veh/h	283	1040	540	0	1247	142	238	480	487	107	419	377
Grp Sat Flow(s),veh/h/ln	1774	1695	1759	0	1695	1530	1774	1770	1795	1774	1770	1582
Q Serve(g_s), s	16.8	37.4	37.5	0.0	18.8	4.5	17.9	46.9	46.9	10.7	41.4	41.7
Cycle Q Clear(g_c), s	16.8	37.4	37.5	0.0	18.8	4.5	17.9	46.9	46.9	10.7	41.4	41.7
Prop In Lane	1.00		0.28	0.00		1.00	1.00		0.17	1.00		0.73
Lane Grp Cap(c), veh/h	338	1797	932	0	1990	599	256	530	537	125	459	410
V/C Ratio(X)	0.84	0.58	0.58	0.00	0.63	0.24	0.93	0.91	0.91	0.85	0.91	0.92
Avail Cap(c_a), veh/h	378	1797	932	0	1990	599	276	600	608	237	619	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.64	0.64	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	30.4	28.7	28.7	0.0	13.9	12.4	49.2	60.6	60.6	82.7	64.7	64.8
Incr Delay (d2), s/veh	12.6	1.4	2.6	0.0	1.0	0.6	34.1	15.3	15.1	5.7	12.1	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	17.8	18.8	0.0	8.7	2.0	14.1	25.2	25.5	5.5	21.8	19.8
LnGrp Delay(d),s/veh	43.0	30.1	31.3	0.0	14.9	13.0	83.3	75.9	75.7	88.4	76.9	78.8
LnGrp LOS	D	C	C		B	B	F	E	E	F	E	E
Approach Vol, veh/h		1863			1389			1205			903	
Approach Delay, s/veh		32.4			14.7			77.3			79.0	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	24.9	76.5	18.7	59.9		101.4	26.0	52.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	48.0	24.0	61.0		77.0	22.0	63.0
Max Q Clear Time (g_c+I1), s	18.8	20.8	12.7	48.9		39.5	19.9	43.7
Green Ext Time (p_c), s	0.1	23.2	0.1	2.7		30.4	0.1	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	1048	101	137	816	116	356	801	104	140	401	121
Future Volume (veh/h)	229	1048	101	137	816	116	356	801	104	140	401	121
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	249	1139	110	149	887	126	387	871	113	152	436	132
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	2084	201	291	1741	246	404	941	122	200	496	149
Arrive On Green	0.20	0.89	0.89	0.04	0.39	0.39	0.19	0.30	0.30	0.08	0.19	0.19
Sat Flow, veh/h	1774	4708	454	1774	4489	634	1774	3144	408	1774	2664	798
Grp Volume(v), veh/h	249	820	429	149	669	344	387	490	494	152	288	280
Grp Sat Flow(s),veh/h/ln	1774	1695	1772	1774	1695	1733	1774	1770	1782	1774	1770	1693
Q Serve(g_s), s	15.7	9.7	9.7	8.0	27.1	27.3	32.6	48.3	48.3	12.4	28.5	29.0
Cycle Q Clear(g_c), s	15.7	9.7	9.7	8.0	27.1	27.3	32.6	48.3	48.3	12.4	28.5	29.0
Prop In Lane	1.00		0.26	1.00		0.37	1.00		0.23	1.00		0.47
Lane Grp Cap(c), veh/h	347	1501	784	291	1315	672	404	530	533	200	330	315
V/C Ratio(X)	0.72	0.55	0.55	0.51	0.51	0.51	0.96	0.93	0.93	0.76	0.87	0.89
Avail Cap(c_a), veh/h	447	1501	784	291	1315	672	445	757	762	294	610	583
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.48	0.48	0.48	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	27.2	6.3	6.3	31.9	42.0	42.1	51.7	61.1	61.1	55.7	71.2	71.4
Incr Delay (d2), s/veh	1.8	1.1	2.0	0.3	0.7	1.3	29.9	11.2	11.1	3.0	2.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	4.5	5.0	0.9	12.9	13.3	22.4	25.3	25.5	6.2	14.2	13.9
LnGrp Delay(d),s/veh	29.0	7.4	8.4	32.2	42.7	43.4	81.6	72.3	72.2	58.8	74.0	74.7
LnGrp LOS	C	A	A	C	D	D	F	E	E	E	E	E
Approach Vol, veh/h		1498			1162			1371			720	
Approach Delay, s/veh		11.3			41.6			74.9			71.1	
Approach LOS		B			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.9	75.8	20.5	59.9	14.0	85.7	40.8	39.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	28.0	27.0	24.0	77.0	8.0	47.0	39.0	62.0
Max Q Clear Time (g_c+I1), s	17.7	29.3	14.4	50.3	10.0	11.7	34.6	31.0
Green Ext Time (p_c), s	0.2	0.0	0.1	2.5	0.0	22.4	0.2	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	166	109	103	138	39	159	1698	70	96	1080	81
Future Volume (veh/h)	103	166	109	103	138	39	159	1698	70	96	1080	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	180	118	112	150	42	173	1846	76	104	1174	88
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	307	202	185	413	116	317	2763	114	237	2563	192
Arrive On Green	0.10	0.10	0.10	0.30	0.30	0.30	0.12	1.00	1.00	0.04	0.53	0.53
Sat Flow, veh/h	1181	1038	680	1074	1393	390	1774	5004	206	1774	4817	361
Grp Volume(v), veh/h	112	0	298	112	0	192	173	1250	672	104	826	436
Grp Sat Flow(s),veh/h/ln	1181	0	1718	1074	0	1783	1774	1695	1819	1774	1695	1788
Q Serve(g_s), s	14.6	0.0	26.6	16.2	0.0	13.6	7.4	0.0	0.0	4.3	24.1	24.1
Cycle Q Clear(g_c), s	28.2	0.0	26.6	42.8	0.0	13.6	7.4	0.0	0.0	4.3	24.1	24.1
Prop In Lane	1.00		0.40	1.00		0.22	1.00		0.11	1.00		0.20
Lane Grp Cap(c), veh/h	294	0	509	185	0	528	317	1872	1005	237	1804	951
V/C Ratio(X)	0.38	0.00	0.59	0.61	0.00	0.36	0.55	0.67	0.67	0.44	0.46	0.46
Avail Cap(c_a), veh/h	557	0	891	424	0	925	378	1872	1005	334	1804	951
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.00	0.55	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	0.0	62.8	67.6	0.0	44.4	16.7	0.0	0.0	15.6	23.2	23.2
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.2	0.0	0.2	0.0	0.2	0.3	0.5	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	12.7	4.9	0.0	6.7	3.5	0.0	0.1	2.1	11.5	12.3
LnGrp Delay(d),s/veh	70.2	0.0	63.0	68.8	0.0	44.6	16.7	0.2	0.3	16.1	24.0	24.8
LnGrp LOS	E		E	E		D	B	A	A	B	C	C
Approach Vol, veh/h		410			304			2095			1366	
Approach Delay, s/veh		65.0			53.5			1.6			23.6	
Approach LOS		E			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	94.4		53.4	15.5	91.1		53.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	15.0	44.0		83.0	15.0	44.0		83.0
Max Q Clear Time (g_c+I1), s	6.3	2.0		30.2	9.4	26.1		44.8
Green Ext Time (p_c), s	0.0	35.4		2.7	0.1	16.5		2.6

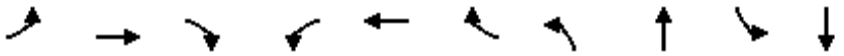
Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	612	604	316	491	597	79	359	1443	346	137	1337	211
Future Volume (veh/h)	612	604	316	491	597	79	359	1443	346	137	1337	211
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	665	657	343	534	649	86	390	1568	376	149	1453	229
Adj No. of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	1318	403	580	714	94	409	1656	504	171	1543	466
Arrive On Green	0.20	0.26	0.26	0.17	0.23	0.23	0.12	0.33	0.33	0.03	0.10	0.10
Sat Flow, veh/h	3442	5085	1554	3442	3135	415	3442	5085	1548	1774	5085	1534
Grp Volume(v), veh/h	665	657	343	534	366	369	390	1568	376	149	1453	229
Grp Sat Flow(s),veh/h/ln	1721	1695	1554	1721	1770	1781	1721	1695	1548	1774	1695	1534
Q Serve(g_s), s	30.7	17.6	33.6	24.4	32.2	32.3	18.0	48.1	34.6	13.4	45.4	22.6
Cycle Q Clear(g_c), s	30.7	17.6	33.6	24.4	32.2	32.3	18.0	48.1	34.6	13.4	45.4	22.6
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	688	1318	403	580	403	406	409	1656	504	171	1543	466
V/C Ratio(X)	0.97	0.50	0.85	0.92	0.91	0.91	0.95	0.95	0.75	0.87	0.94	0.49
Avail Cap(c_a), veh/h	688	1318	403	753	465	467	409	1656	504	277	1543	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	63.5	50.4	56.3	65.4	60.1	60.2	70.1	52.6	48.0	76.5	70.6	60.3
Incr Delay (d2), s/veh	19.2	0.1	10.4	12.4	19.3	19.6	32.6	12.6	9.7	8.0	11.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	8.3	15.6	12.6	17.9	18.1	10.4	24.4	16.2	7.0	23.0	10.0
LnGrp Delay(d),s/veh	82.7	50.6	66.7	77.8	79.4	79.8	102.6	65.2	57.7	84.5	82.0	63.5
LnGrp LOS	F	D	E	E	E	E	F	E	E	F	F	E
Approach Vol, veh/h		1665			1269			2334			1831	
Approach Delay, s/veh		66.7			78.8			70.3			79.9	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	58.1	33.0	47.5	25.0	54.6	38.0	42.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	37.0	35.0	39.0	19.0	43.0	32.0	42.0
Max Q Clear Time (g_c+I1), s	15.4	50.1	26.4	35.6	20.0	47.4	32.7	34.3
Green Ext Time (p_c), s	0.1	0.0	0.6	2.5	0.0	0.0	0.0	2.1

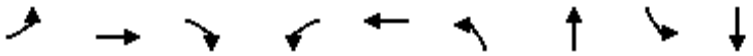
Intersection Summary	
HCM 2010 Ctrl Delay	73.4
HCM 2010 LOS	E

QUEUE REPORTS-EXISTING



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	422	387	27	212	128	75	443	89	961
v/c Ratio	0.31	0.76	0.64	0.19	0.38	0.23	0.27	0.22	0.21	0.58
Control Delay	22.4	33.6	15.9	28.6	31.5	10.3	11.2	9.1	18.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	33.6	15.9	28.6	31.5	10.3	11.2	9.1	18.0	19.3
Queue Length 50th (ft)	37	188	78	9	68	0	17	53	27	186
Queue Length 95th (ft)	66	248	145	23	114	29	37	86	69	294
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	418	745	738	190	745	698	286	2021	434	1653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.57	0.52	0.14	0.28	0.18	0.26	0.22	0.21	0.58

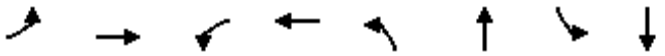
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	130	127	51	140	35	407	73	1256
v/c Ratio	0.29	0.56	0.51	0.32	0.57	0.13	0.16	0.11	0.49
Control Delay	35.1	41.3	26.1	50.7	50.8	5.1	3.6	1.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	41.3	26.1	50.7	50.8	5.1	3.6	1.9	2.8
Queue Length 50th (ft)	21	62	33	29	72	4	24	5	47
Queue Length 95th (ft)	48	109	79	51	103	12	41	m6	33
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	373	558	514	376	553	264	2549	692	2553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.25	0.14	0.25	0.13	0.16	0.11	0.49

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	100	27	61	11	419	235	1200
v/c Ratio	0.11	0.48	0.21	0.32	0.03	0.15	0.31	0.42
Control Delay	33.1	30.3	39.5	30.5	2.9	2.3	2.4	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	30.3	39.5	30.5	2.9	2.3	2.4	1.8
Queue Length 50th (ft)	7	30	13	23	1	18	19	52
Queue Length 95th (ft)	23	73	28	41	5	36	23	48
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	417	570	402	564	334	2831	769	2856
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.18	0.07	0.11	0.03	0.15	0.31	0.42

Intersection Summary

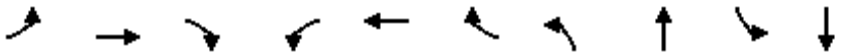
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	1831	1136	76	212	363	290	708
v/c Ratio	0.69	0.70	0.56	0.11	0.77	0.51	1.01	0.86
Control Delay	37.1	33.5	34.4	0.7	62.3	62.4	123.3	76.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	33.5	34.4	0.7	62.3	62.4	123.3	76.5
Queue Length 50th (ft)	117	550	407	2	183	200	~375	430
Queue Length 95th (ft)	211	727	520	m1	229	210	#698	487
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	313	2623	2033	684	379	1232	288	930
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.70	0.56	0.11	0.56	0.29	1.01	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

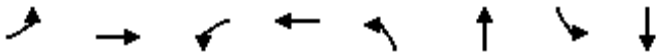
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	264	218	54	222	59	84	377	38	745
v/c Ratio	0.36	0.71	0.45	0.37	0.59	0.16	0.19	0.16	0.06	0.32
Control Delay	44.6	53.1	20.5	32.9	34.7	7.8	6.3	4.5	6.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	53.1	20.5	32.9	34.7	7.8	6.3	4.5	6.4	6.6
Queue Length 50th (ft)	35	143	58	24	102	0	16	35	6	68
Queue Length 95th (ft)	m52	163	65	52	151	26	34	23	20	126
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	254	525	596	206	525	480	438	2336	657	2346
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.37	0.26	0.42	0.12	0.19	0.16	0.06	0.32

Intersection Summary

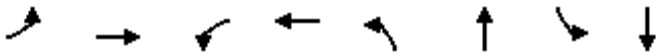
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	271	104	169	41	409	71	1032
v/c Ratio	0.12	0.75	0.83	0.48	0.13	0.17	0.11	0.43
Control Delay	34.8	47.2	76.2	29.7	6.3	4.5	4.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	47.2	76.2	29.7	6.3	4.5	4.9	6.2
Queue Length 50th (ft)	12	122	72	97	6	26	10	116
Queue Length 95th (ft)	34	192	m79	95	19	52	41	227
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	313	517	187	516	312	2368	648	2394
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.52	0.56	0.33	0.13	0.17	0.11	0.43

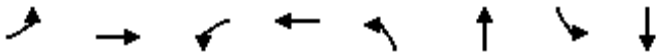
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	114	17	84	37	440	89	1116
v/c Ratio	0.11	0.51	0.14	0.42	0.10	0.16	0.12	0.39
Control Delay	28.4	18.5	34.2	26.6	3.5	2.2	1.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	18.5	34.2	26.6	3.5	2.2	1.9	1.9
Queue Length 50th (ft)	6	16	8	22	3	17	6	35
Queue Length 95th (ft)	16	44	26	60	13	37	10	52
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	335	480	326	466	366	2799	752	2847
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.24	0.05	0.18	0.10	0.16	0.12	0.39

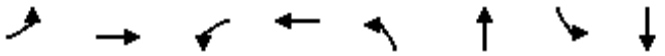
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	1086	202	946	146	277	193	738
v/c Ratio	0.39	0.49	0.68	0.40	0.68	0.34	0.49	0.90
Control Delay	22.9	27.7	33.1	31.4	58.1	53.5	43.6	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	27.7	33.1	31.4	58.1	53.5	43.6	80.9
Queue Length 50th (ft)	51	167	115	253	119	134	162	444
Queue Length 95th (ft)	m91	m229	194	349	180	171	206	505
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	393	2254	338	2371	321	1000	407	846
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.48	0.60	0.40	0.45	0.28	0.47	0.87

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	223	80	85	87	1031	112	2280
v/c Ratio	0.25	0.82	1.21	0.33	0.60	0.29	0.28	0.65
Control Delay	70.6	85.1	230.3	54.9	31.9	11.5	6.9	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	85.1	230.3	54.9	31.9	11.5	6.9	15.6
Queue Length 50th (ft)	47	206	~102	71	9	272	24	434
Queue Length 95th (ft)	m89	281	#189	119	m38	371	52	654
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	267	387	100	385	195	3559	458	3534
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.58	0.80	0.22	0.45	0.29	0.24	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

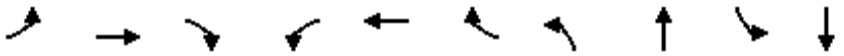
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	476	278	522	628	498	967	399	210	1788	318
v/c Ratio	0.69	0.63	0.67	1.02	0.81	0.82	0.46	0.46	0.86	0.94	0.50
Control Delay	85.1	67.3	23.0	109.3	67.6	74.5	36.4	5.1	80.7	61.7	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	67.3	23.0	109.3	67.6	74.5	36.4	5.1	80.7	61.7	33.1
Queue Length 50th (ft)	97	175	58	~295	331	260	266	0	218	705	238
Queue Length 95th (ft)	138	201	153	#415	386	#448	359	82	m288	#761	m346
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	514	1048	493	514	781	606	2104	869	298	1906	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.45	0.56	1.02	0.80	0.82	0.46	0.46	0.70	0.94	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

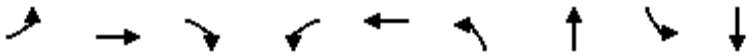
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	237	80	38	463	122	255	1090	86	790
v/c Ratio	0.67	0.41	0.11	0.12	0.80	0.22	0.66	0.55	0.47	0.60
Control Delay	48.9	22.9	3.7	20.6	39.7	10.8	18.9	7.0	33.1	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	22.9	3.7	20.6	39.7	10.8	18.9	7.0	33.1	22.9
Queue Length 50th (ft)	35	92	4	18	239	26	19	78	34	166
Queue Length 95th (ft)	#85	133	21	m22	236	26	#139	100	#98	241
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	159	745	712	393	745	677	387	1988	184	1315
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.32	0.11	0.10	0.62	0.18	0.66	0.55	0.47	0.60

Intersection Summary

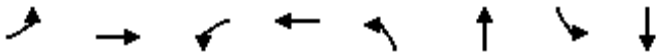
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	116	47	25	302	138	1271	34	651
v/c Ratio	0.45	0.29	0.12	0.09	0.76	0.29	0.57	0.17	0.29
Control Delay	36.3	26.7	7.9	29.5	46.3	5.8	5.9	6.3	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	26.7	7.9	29.5	46.3	5.8	5.9	6.3	3.7
Queue Length 50th (ft)	28	49	0	14	175	16	76	1	12
Queue Length 95th (ft)	60	84	23	m24	202	31	112	m18	136
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	196	558	507	381	554	471	2241	201	2229
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.21	0.09	0.07	0.55	0.29	0.57	0.17	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



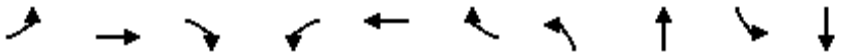
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	53	86	321	22	1215	35	649
v/c Ratio	0.34	0.13	0.29	0.79	0.05	0.52	0.15	0.28
Control Delay	32.2	15.9	27.3	37.1	7.1	9.1	4.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	15.9	27.3	37.1	7.1	9.1	4.5	3.2
Queue Length 50th (ft)	17	13	36	123	3	145	3	34
Queue Length 95th (ft)	40	36	54	160	15	257	7	35
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	167	557	420	558	482	2319	228	2307
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.10	0.20	0.58	0.05	0.52	0.15	0.28

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	1543	1217	139	233	902	104	600
v/c Ratio	0.69	0.56	0.93	0.17	0.81	0.94	0.76	0.74
Control Delay	36.9	28.4	50.6	5.9	59.2	80.8	112.4	66.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	28.4	50.6	5.9	59.2	80.8	112.4	66.8
Queue Length 50th (ft)	104	435	533	7	191	544	122	332
Queue Length 95th (ft)	165	522	m#720	m33	252	621	192	405
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	305	2731	1304	847	365	1047	177	845
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.56	0.93	0.16	0.64	0.86	0.59	0.71

Intersection Summary

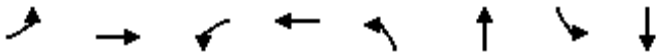
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	266	49	32	286	40	273	1046	43	492
v/c Ratio	0.47	0.69	0.14	0.21	0.74	0.11	0.47	0.45	0.15	0.21
Control Delay	33.5	36.6	3.9	27.7	41.3	8.5	5.4	2.9	8.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	36.6	3.9	27.7	41.3	8.5	5.4	2.9	8.0	5.6
Queue Length 50th (ft)	22	94	1	13	135	0	17	33	7	39
Queue Length 95th (ft)	55	172	m6	34	197	22	64	55	26	74
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	185	523	474	207	523	467	581	2311	293	2296
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.51	0.10	0.15	0.55	0.09	0.47	0.45	0.15	0.21

Intersection Summary

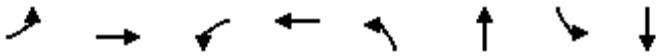
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	192	39	276	136	1316	41	498
v/c Ratio	0.31	0.52	0.19	0.75	0.23	0.56	0.20	0.21
Control Delay	29.4	30.5	31.0	42.0	5.0	6.4	11.6	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	30.5	31.0	42.0	5.0	6.4	11.6	7.7
Queue Length 50th (ft)	16	70	17	117	16	80	11	67
Queue Length 95th (ft)	m30	91	33	167	32	108	35	99
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	190	517	288	515	585	2334	204	2334
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.37	0.14	0.54	0.23	0.56	0.20	0.21

Intersection Summary

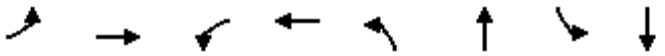
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	116	42	159	50	1146	14	532
v/c Ratio	0.62	0.37	0.21	0.49	0.08	0.45	0.05	0.21
Control Delay	44.1	12.9	30.2	18.3	5.0	6.1	3.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.1	12.9	30.2	18.3	5.0	6.1	3.3	2.6
Queue Length 50th (ft)	48	19	19	29	6	104	1	18
Queue Length 95th (ft)	75	42	44	77	21	184	m5	37
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	287	475	325	481	604	2522	291	2515
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.24	0.13	0.33	0.08	0.45	0.05	0.21

Intersection Summary

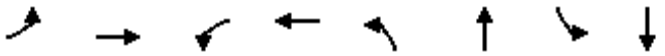
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	1219	146	988	377	942	149	531
v/c Ratio	0.75	0.57	0.66	0.52	0.93	0.93	0.76	0.86
Control Delay	67.0	24.5	40.2	45.0	80.5	76.5	69.2	82.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	24.5	40.2	45.0	80.5	76.5	69.2	82.6
Queue Length 50th (ft)	180	184	90	336	374	562	122	312
Queue Length 95th (ft)	m#288	150	151	402	#555	643	180	360
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	328	2190	247	1997	406	1048	233	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.56	0.59	0.49	0.93	0.90	0.64	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	170	109	152	136	1874	102	1206
v/c Ratio	0.63	0.65	1.02	0.58	0.40	0.54	0.50	0.34
Control Delay	85.6	67.4	156.8	67.3	6.2	7.6	15.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	67.4	156.8	67.3	6.2	7.6	15.3	10.4
Queue Length 50th (ft)	82	159	~117	140	38	214	22	165
Queue Length 95th (ft)	125	211	#200	203	m6	m24	59	249
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	184	381	162	385	397	3488	241	3536
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.45	0.67	0.39	0.34	0.54	0.42	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	649	640	335	521	713	380	1512	366	141	1396	224
v/c Ratio	0.98	0.48	0.51	1.01	0.93	0.94	0.90	0.44	0.77	0.86	0.27
Control Delay	92.7	50.9	25.6	108.9	79.0	101.7	58.8	13.8	99.1	58.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.7	50.9	25.6	108.9	79.0	101.7	58.8	13.8	99.1	58.0	12.1
Queue Length 50th (ft)	352	206	171	~289	382	206	556	111	150	517	58
Queue Length 95th (ft)	#480	249	263	#414	#493	#307	#718	208	m224	610	107
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	665	1366	660	514	787	407	1688	841	320	1621	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.47	0.51	1.01	0.91	0.93	0.90	0.44	0.44	0.86	0.27

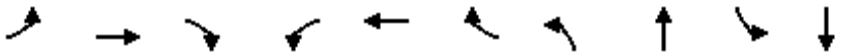
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

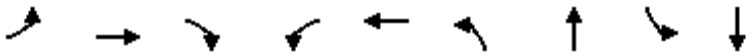
m Volume for 95th percentile queue is metered by upstream signal.

QUEUE REPORTS-FUTURE BACKGROUND



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	433	397	28	217	132	77	455	91	985
v/c Ratio	0.32	0.76	0.66	0.20	0.38	0.23	0.29	0.23	0.21	0.60
Control Delay	22.3	33.8	16.5	28.9	31.6	10.5	10.5	8.3	18.3	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	33.8	16.5	28.9	31.6	10.5	10.5	8.3	18.3	20.0
Queue Length 50th (ft)	38	192	84	8	63	0	19	60	28	195
Queue Length 95th (ft)	68	256	153	26	126	35	23	50	70	303
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	414	745	737	184	745	700	274	2003	425	1635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.58	0.54	0.15	0.29	0.19	0.28	0.23	0.21	0.60

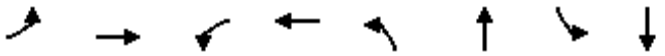
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	233	138	55	162	38	443	78	1365
v/c Ratio	0.23	0.69	0.43	0.36	0.47	0.20	0.19	0.13	0.58
Control Delay	28.6	40.7	23.1	46.1	42.2	8.4	5.2	2.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	40.7	23.1	46.1	42.2	8.4	5.2	2.8	5.7
Queue Length 50th (ft)	21	110	42	33	89	6	33	4	44
Queue Length 95th (ft)	46	166	85	53	116	16	56	m13	283
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	353	558	504	254	552	194	2353	616	2357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.42	0.27	0.22	0.29	0.20	0.19	0.13	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	102	28	63	11	430	240	1230
v/c Ratio	0.11	0.49	0.22	0.33	0.03	0.15	0.31	0.43
Control Delay	32.9	30.3	36.7	28.5	3.0	2.3	2.4	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	30.3	36.7	28.5	3.0	2.3	2.4	1.9
Queue Length 50th (ft)	7	31	14	23	1	18	17	44
Queue Length 95th (ft)	23	73	26	38	5	37	23	48
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	416	571	402	565	322	2833	762	2855
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.18	0.07	0.11	0.03	0.15	0.31	0.43

Intersection Summary

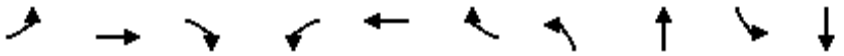
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	1878	1164	78	217	372	298	727
v/c Ratio	0.72	0.73	0.59	0.12	0.78	0.49	1.10	0.87
Control Delay	41.4	35.3	35.2	0.8	64.9	59.8	146.0	76.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	35.3	35.2	0.8	64.9	59.8	146.0	76.8
Queue Length 50th (ft)	123	586	427	5	186	196	~451	442
Queue Length 95th (ft)	233	771	535	m1	248	213	#720	498
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	302	2587	1977	669	375	1231	272	930
Starvation Cap Reductn	0	0	0	0	0	0	0	2
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.73	0.59	0.12	0.58	0.30	1.10	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

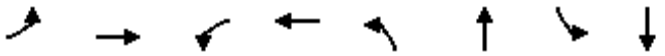
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	271	224	55	227	60	86	386	39	764
v/c Ratio	0.37	0.71	0.46	0.38	0.60	0.16	0.20	0.17	0.06	0.33
Control Delay	43.9	52.1	21.1	33.1	34.5	7.6	4.7	3.2	6.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	52.1	21.1	33.1	34.5	7.6	4.7	3.2	6.5	6.8
Queue Length 50th (ft)	36	146	62	24	104	0	7	14	6	72
Queue Length 95th (ft)	m50	156	62	52	154	26	16	24	21	133
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	252	527	592	202	527	482	425	2327	648	2337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.51	0.38	0.27	0.43	0.12	0.20	0.17	0.06	0.33

Intersection Summary

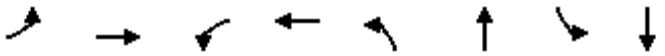
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	369	107	183	42	419	73	1059
v/c Ratio	0.09	0.80	0.85	0.40	0.16	0.19	0.12	0.49
Control Delay	33.6	51.4	75.0	24.6	9.1	6.1	9.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	51.4	75.0	24.6	9.1	6.1	9.4	11.3
Queue Length 50th (ft)	13	183	76	107	7	35	16	154
Queue Length 95th (ft)	m29	235	m#91	m107	21	45	51	288
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	328	536	148	537	261	2202	595	2221
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.69	0.72	0.34	0.16	0.19	0.12	0.48

Intersection Summary

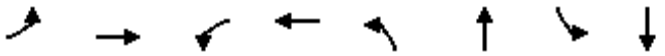
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	117	17	86	38	451	91	1143
v/c Ratio	0.11	0.52	0.14	0.43	0.11	0.16	0.12	0.40
Control Delay	31.2	20.1	34.2	26.6	3.6	2.3	1.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	20.1	34.2	26.6	3.6	2.3	1.8	1.8
Queue Length 50th (ft)	6	16	8	22	3	18	6	40
Queue Length 95th (ft)	16	39	26	61	13	38	m10	42
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	334	481	325	467	354	2798	743	2845
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.24	0.05	0.18	0.11	0.16	0.12	0.40

Intersection Summary

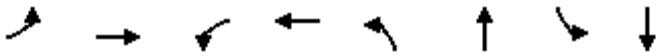
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	1113	208	969	149	283	198	756
v/c Ratio	0.41	0.52	0.72	0.42	0.68	0.33	0.49	0.90
Control Delay	24.3	29.7	36.3	33.0	57.9	52.6	42.6	78.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	29.7	36.3	33.0	57.9	52.6	42.6	78.9
Queue Length 50th (ft)	54	176	122	267	119	136	164	453
Queue Length 95th (ft)	m91	m234	203	365	184	174	208	516
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	379	2202	328	2318	321	1000	415	860
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.63	0.42	0.46	0.28	0.48	0.88

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	319	83	97	89	1058	115	2338
v/c Ratio	0.17	0.80	0.87	0.24	0.66	0.34	0.33	0.75
Control Delay	61.1	78.2	122.9	48.2	37.8	23.8	10.2	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	78.2	122.9	48.2	37.8	23.8	10.2	23.9
Queue Length 50th (ft)	43	298	86	76	60	332	34	591
Queue Length 95th (ft)	m72	#472	#202	134	m54	384	55	697
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	276	397	95	400	179	3139	399	3120
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.80	0.87	0.24	0.50	0.34	0.29	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

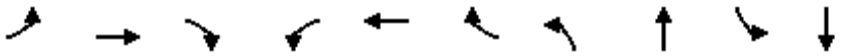
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	488	285	535	643	511	991	409	215	1834	326
v/c Ratio	0.69	0.63	0.68	1.04	0.82	0.87	0.48	0.47	0.86	0.96	0.51
Control Delay	85.0	66.5	24.2	114.7	67.5	78.8	37.6	5.2	72.1	60.3	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	66.5	24.2	114.7	67.5	78.8	37.6	5.2	72.1	60.3	29.8
Queue Length 50th (ft)	100	178	65	~310	338	270	279	0	201	726	243
Queue Length 95th (ft)	141	206	164	#431	397	#462	369	82	m281	#804	m354
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	514	1048	492	514	791	590	2065	866	298	1906	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.47	0.58	1.04	0.81	0.87	0.48	0.47	0.72	0.96	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

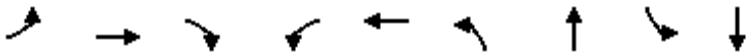
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	243	83	39	475	125	262	1118	88	810
v/c Ratio	0.71	0.42	0.15	0.13	0.81	0.23	0.68	0.57	0.51	0.64
Control Delay	54.2	22.7	3.8	20.2	39.7	10.6	23.3	6.5	36.1	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	22.7	3.8	20.2	39.7	10.6	23.3	6.5	36.1	24.1
Queue Length 50th (ft)	36	93	0	18	244	26	29	58	36	177
Queue Length 95th (ft)	#96	137	22	m23	248	27	#180	105	#104	248
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	152	745	676	388	745	677	383	1972	173	1274
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.12	0.10	0.64	0.18	0.68	0.57	0.51	0.64

Intersection Summary

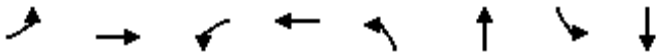
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	191	51	27	350	150	1383	37	708
v/c Ratio	0.53	0.44	0.12	0.10	0.80	0.36	0.64	0.24	0.33
Control Delay	40.7	28.2	7.3	30.5	49.6	7.2	8.1	10.5	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	28.2	7.3	30.5	49.6	7.2	8.1	10.5	5.9
Queue Length 50th (ft)	30	81	0	14	185	18	248	2	17
Queue Length 95th (ft)	67	129	24	m24	231	35	130	m26	161
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	164	558	510	332	554	420	2166	155	2155
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.34	0.10	0.08	0.63	0.36	0.64	0.24	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	54	88	329	23	1247	36	665
v/c Ratio	0.34	0.13	0.29	0.80	0.05	0.54	0.17	0.29
Control Delay	32.4	15.9	27.0	38.0	7.2	9.5	4.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	15.9	27.0	38.0	7.2	9.5	4.8	3.2
Queue Length 50th (ft)	17	13	36	129	4	154	3	33
Queue Length 95th (ft)	42	37	56	167	15	267	7	35
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	163	557	420	556	468	2300	215	2289
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.10	0.21	0.59	0.05	0.54	0.17	0.29

Intersection Summary

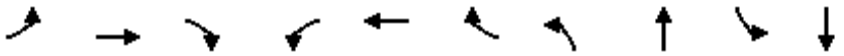
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	178	1580	1248	142	238	925	107	616
v/c Ratio	0.73	0.59	0.98	0.20	0.82	0.94	0.77	0.74
Control Delay	41.7	29.5	56.9	4.5	59.6	80.8	113.3	66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	29.5	56.9	4.5	59.6	80.8	113.3	66.7
Queue Length 50th (ft)	109	460	~559	11	193	557	126	339
Queue Length 95th (ft)	180	539	#749	m24	259	641	197	422
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	294	2697	1274	704	364	1050	177	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.59	0.98	0.20	0.65	0.88	0.60	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

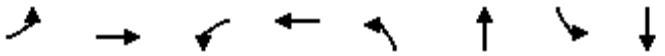
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	273	50	33	293	41	279	1073	45	505
v/c Ratio	0.48	0.70	0.14	0.22	0.75	0.11	0.49	0.47	0.16	0.22
Control Delay	33.9	36.7	3.9	27.9	41.6	8.5	5.5	2.8	8.4	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	36.7	3.9	27.9	41.6	8.5	5.5	2.8	8.4	5.8
Queue Length 50th (ft)	24	103	1	14	138	0	19	35	8	41
Queue Length 95th (ft)	m56	177	m6	35	202	22	58	50	27	76
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	181	523	474	202	523	468	572	2302	281	2286
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.52	0.11	0.16	0.56	0.09	0.49	0.47	0.16	0.22

Intersection Summary

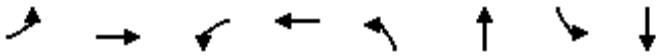
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	263	40	303	139	1348	42	509
v/c Ratio	0.33	0.67	0.25	0.77	0.24	0.59	0.22	0.22
Control Delay	32.8	39.8	35.8	47.7	5.4	7.1	13.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	39.8	35.8	47.7	5.4	7.1	13.1	8.5
Queue Length 50th (ft)	22	134	21	165	15	75	12	73
Queue Length 95th (ft)	m27	104	37	178	36	122	37	102
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	171	517	214	515	569	2292	187	2291
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.51	0.19	0.59	0.24	0.59	0.22	0.22

Intersection Summary

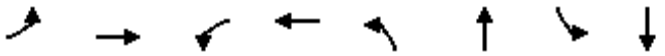
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	119	43	163	51	1174	14	545
v/c Ratio	0.63	0.37	0.22	0.50	0.09	0.47	0.05	0.22
Control Delay	44.3	12.4	30.0	19.8	5.1	6.3	3.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	12.4	30.0	19.8	5.1	6.3	3.5	2.7
Queue Length 50th (ft)	51	18	19	34	6	110	1	20
Queue Length 95th (ft)	76	43	44	83	22	193	m4	34
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	282	477	325	477	594	2514	279	2506
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.25	0.13	0.34	0.09	0.47	0.05	0.22

Intersection Summary

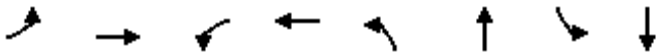
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	249	1249	149	1013	387	965	152	545
v/c Ratio	0.80	0.61	0.71	0.56	0.90	0.91	0.76	0.87
Control Delay	76.9	25.2	45.8	47.8	75.0	71.9	69.2	84.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	25.2	45.8	47.8	75.0	71.9	69.2	84.0
Queue Length 50th (ft)	197	182	95	356	386	573	126	323
Queue Length 95th (ft)	m#330	150	150	408	#611	#703	185	370
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	314	2101	232	1917	430	1065	234	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.59	0.64	0.53	0.90	0.91	0.65	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	239	112	177	139	1922	104	1236
v/c Ratio	0.50	0.72	1.03	0.53	0.44	0.59	0.56	0.37
Control Delay	69.5	71.3	155.3	60.6	7.9	7.5	23.7	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	71.3	155.3	60.6	7.9	7.5	23.7	13.7
Queue Length 50th (ft)	84	245	117	158	28	152	29	212
Queue Length 95th (ft)	113	267	#242	235	m5	m19	79	267
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	188	392	129	395	363	3292	221	3306
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.61	0.87	0.45	0.38	0.58	0.47	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	665	657	343	534	732	390	1550	376	145	1430	229
v/c Ratio	1.00	0.49	0.58	1.04	0.94	0.96	0.93	0.58	0.77	0.89	0.40
Control Delay	98.3	50.9	19.0	114.3	81.5	103.8	62.2	22.6	95.0	64.4	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	50.9	19.0	114.3	81.5	103.8	62.2	22.6	95.0	64.4	25.6
Queue Length 50th (ft)	363	212	88	~308	395	212	578	136	151	375	36
Queue Length 95th (ft)	#498	256	199	#430	#516	#319	#753	266	m220	623	m188
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	665	1366	593	514	787	408	1670	651	320	1605	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.48	0.58	1.04	0.93	0.96	0.93	0.58	0.45	0.89	0.40

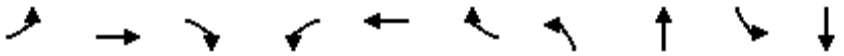
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

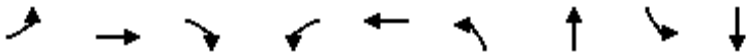
QUEUE REPORTS-FUTURE TOTAL



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	433	448	32	217	132	118	485	91	1018
v/c Ratio	0.33	0.79	0.75	0.25	0.40	0.24	0.43	0.24	0.23	0.66
Control Delay	23.3	36.1	24.8	34.1	34.8	12.1	12.7	8.2	18.7	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	36.1	24.8	34.1	34.8	12.1	12.7	8.2	18.7	21.5
Queue Length 50th (ft)	39	198	158	11	77	0	24	64	27	201
Queue Length 95th (ft)	68	259	211	30	133	43	35	58	70	#318
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	410	745	595	172	745	700	273	2036	392	1553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.58	0.75	0.19	0.29	0.19	0.43	0.24	0.23	0.66

Intersection Summary

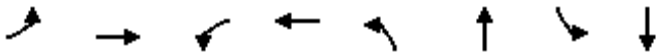
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	253	138	78	225	38	485	140	1391
v/c Ratio	0.28	0.70	0.41	0.51	0.61	0.21	0.21	0.24	0.60
Control Delay	29.8	40.4	22.2	53.3	44.5	9.3	5.6	4.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	40.4	22.2	53.3	44.5	9.3	5.6	4.4	7.1
Queue Length 50th (ft)	21	119	42	43	108	6	38	11	77
Queue Length 95th (ft)	47	177	83	70	149	18	61	m35	334
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	272	558	503	237	554	180	2306	582	2318
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.45	0.27	0.33	0.41	0.21	0.21	0.24	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	102	28	63	11	563	240	1337
v/c Ratio	0.11	0.49	0.22	0.33	0.04	0.20	0.36	0.47
Control Delay	32.9	30.3	33.9	26.0	3.1	2.5	3.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	30.3	33.9	26.0	3.1	2.5	3.0	2.2
Queue Length 50th (ft)	7	31	13	21	1	26	15	52
Queue Length 95th (ft)	23	73	27	41	5	51	26	60
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	416	571	402	565	282	2841	669	2855
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.18	0.07	0.11	0.04	0.20	0.36	0.47

Intersection Summary

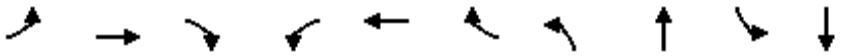
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	299	1878	1164	78	217	409	298	833
v/c Ratio	0.81	0.75	0.78	0.11	0.77	0.44	1.33	0.94
Control Delay	66.5	38.8	52.5	3.2	67.2	53.4	228.6	83.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	38.8	52.5	3.2	67.2	53.4	228.6	83.2
Queue Length 50th (ft)	290	641	485	23	191	198	~512	500
Queue Length 95th (ft)	#585	782	509	m3	272	231	#720	#590
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	367	2491	1525	697	370	1234	224	936
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.75	0.76	0.11	0.59	0.33	1.33	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

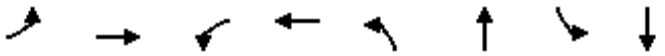
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	274	224	55	230	60	86	403	39	784
v/c Ratio	0.37	0.71	0.46	0.38	0.60	0.16	0.21	0.17	0.06	0.34
Control Delay	43.5	51.6	21.4	33.1	34.5	7.6	5.1	3.5	6.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	51.6	21.4	33.1	34.5	7.6	5.1	3.5	6.6	7.0
Queue Length 50th (ft)	36	148	64	24	106	0	9	19	6	74
Queue Length 95th (ft)	m48	154	60	52	155	26	17	30	21	137
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	249	527	588	201	527	481	414	2325	637	2333
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.52	0.38	0.27	0.44	0.12	0.21	0.17	0.06	0.34

Intersection Summary

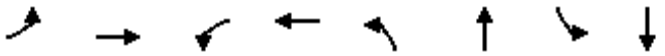
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	430	107	240	60	419	73	1079
v/c Ratio	0.13	0.74	0.65	0.41	0.30	0.22	0.14	0.56
Control Delay	29.6	42.3	39.2	20.5	15.2	8.5	13.8	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	42.3	39.2	20.5	15.2	8.5	13.8	17.5
Queue Length 50th (ft)	17	176	46	89	18	60	23	233
Queue Length 95th (ft)	m43	#294	m83	m140	46	46	51	293
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	336	606	173	612	218	2104	568	2116
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.71	0.62	0.39	0.28	0.20	0.13	0.51

Intersection Summary

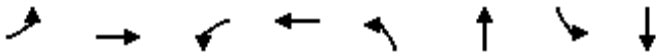
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	117	17	86	38	468	91	1157
v/c Ratio	0.11	0.52	0.14	0.43	0.11	0.17	0.12	0.41
Control Delay	31.0	20.6	34.2	26.6	3.6	2.3	2.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	20.6	34.2	26.6	3.6	2.3	2.5	2.4
Queue Length 50th (ft)	6	14	8	22	3	20	6	39
Queue Length 95th (ft)	16	48	26	61	14	41	m10	43
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	334	481	325	467	347	2801	731	2848
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.24	0.05	0.18	0.11	0.17	0.12	0.41

Intersection Summary

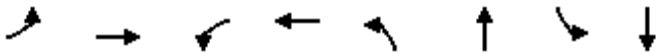
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	1113	208	969	149	300	198	771
v/c Ratio	0.42	0.52	0.73	0.42	0.68	0.34	0.50	0.89
Control Delay	27.7	34.9	37.4	33.7	56.8	52.6	41.9	77.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	34.9	37.4	33.7	56.8	52.6	41.9	77.2
Queue Length 50th (ft)	71	232	123	270	118	145	162	461
Queue Length 95th (ft)	m88	m233	204	366	182	184	207	526
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	375	2171	324	2287	323	1001	414	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.51	0.64	0.42	0.46	0.30	0.48	0.88

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	339	83	110	99	1058	115	2362
v/c Ratio	0.24	0.83	0.94	0.27	0.71	0.34	0.34	0.77
Control Delay	62.2	77.8	142.8	50.2	42.8	25.6	10.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	77.8	142.8	50.2	42.8	25.6	10.4	25.2
Queue Length 50th (ft)	69	347	~88	90	67	333	34	612
Queue Length 95th (ft)	m104	#462	#212	152	m64	384	55	710
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	273	408	88	411	179	3125	394	3084
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.83	0.94	0.27	0.55	0.34	0.29	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	488	285	535	646	511	1009	409	218	1848	326
v/c Ratio	0.69	0.63	0.49	1.04	0.82	0.86	0.49	0.45	0.87	0.97	0.44
Control Delay	85.0	66.5	27.5	114.7	67.9	78.6	38.0	16.3	72.7	58.8	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	66.5	27.5	114.7	67.9	78.6	38.0	16.3	72.7	58.8	29.9
Queue Length 50th (ft)	100	178	144	~310	340	271	288	166	204	733	262
Queue Length 95th (ft)	141	206	233	#431	400	#462	377	293	m279	#817	m370
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	514	1048	579	514	792	591	2058	905	298	1906	845
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.47	0.49	1.04	0.82	0.86	0.49	0.45	0.73	0.97	0.39

Intersection Summary

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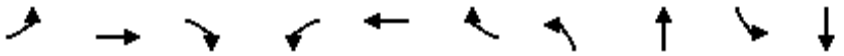
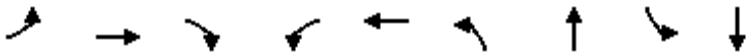


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	243	139	42	475	125	332	1169	88	847
v/c Ratio	0.71	0.42	0.24	0.14	0.81	0.23	0.75	0.59	0.66	0.81
Control Delay	54.2	22.7	4.2	20.5	39.6	10.3	37.8	7.8	50.0	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	22.7	4.2	20.5	39.6	10.3	37.8	7.8	50.0	31.9
Queue Length 50th (ft)	36	93	0	18	245	19	122	90	37	193
Queue Length 95th (ft)	#96	137	32	m25	249	27	m#453	141	#108	263
Internal Link Dist (ft)		586			901			599		295
Turn Bay Length (ft)	270			140		140	150		270	
Base Capacity (vph)	152	745	703	388	745	677	445	1972	140	1093
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.20	0.11	0.64	0.18	0.75	0.59	0.63	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



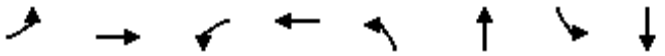
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	214	51	52	499	150	1383	154	688
v/c Ratio	0.74	0.40	0.10	0.17	0.94	0.39	0.70	1.25	0.35
Control Delay	71.3	25.2	7.0	28.3	56.0	9.9	11.7	180.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.3	25.2	7.0	28.3	56.0	9.9	11.7	180.4	9.0
Queue Length 50th (ft)	30	84	0	27	275	30	276	~197	151
Queue Length 95th (ft)	#100	144	24	m39	#403	35	127	m#307	134
Internal Link Dist (ft)		602			237		272		584
Turn Bay Length (ft)	100		100	60		100		130	
Base Capacity (vph)	96	558	510	323	553	382	1980	123	1971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.38	0.10	0.16	0.90	0.39	0.70	1.25	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



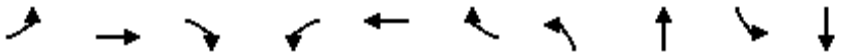
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	54	88	329	23	1392	36	846
v/c Ratio	0.32	0.13	0.28	0.80	0.06	0.61	0.22	0.37
Control Delay	30.4	15.6	26.6	40.0	7.7	10.8	7.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	15.6	26.6	40.0	7.7	10.8	7.5	6.3
Queue Length 50th (ft)	17	13	36	137	4	191	4	48
Queue Length 95th (ft)	41	37	56	176	16	318	10	66
Internal Link Dist (ft)		643		913		590		262
Turn Bay Length (ft)	110		80		100		130	
Base Capacity (vph)	171	557	420	543	367	2274	167	2265
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.10	0.21	0.61	0.06	0.61	0.22	0.37

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	283	1580	1247	142	238	967	107	796
v/c Ratio	0.89	0.61	0.73	0.25	0.89	0.92	0.77	0.92
Control Delay	74.3	32.1	39.8	4.8	84.1	73.3	113.3	76.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	32.1	39.8	4.8	84.1	73.3	113.3	76.7
Queue Length 50th (ft)	263	486	471	10	225	571	126	453
Queue Length 95th (ft)	#510	539	272	m25	326	#708	197	#624
Internal Link Dist (ft)		585	892			362		590
Turn Bay Length (ft)	85			175	150		200	
Base Capacity (vph)	319	2600	1808	605	331	1072	177	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.69	0.23	0.72	0.90	0.60	0.92

Intersection Summary

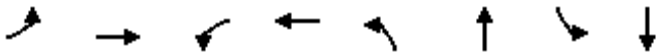
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	277	50	33	297	41	279	1102	45	528
v/c Ratio	0.49	0.70	0.14	0.22	0.76	0.11	0.50	0.48	0.17	0.23
Control Delay	33.2	35.4	4.0	27.9	41.7	8.4	6.0	3.2	8.6	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	35.4	4.0	27.9	41.7	8.4	6.0	3.2	8.6	5.9
Queue Length 50th (ft)	20	88	1	14	140	0	23	44	8	44
Queue Length 95th (ft)	m54	179	m6	35	205	22	79	72	27	81
Internal Link Dist (ft)		901			462			1265		387
Turn Bay Length (ft)	170		170	115		110	200		130	
Base Capacity (vph)	178	523	474	199	523	468	558	2296	268	2282
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.53	0.11	0.17	0.57	0.09	0.50	0.48	0.17	0.23

Intersection Summary

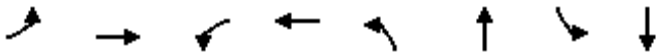
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	364	40	366	158	1348	42	532
v/c Ratio	0.63	0.83	0.35	0.83	0.30	0.61	0.25	0.24
Control Delay	43.9	38.7	37.9	50.8	6.8	8.5	15.3	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	38.7	37.9	50.8	6.8	8.5	15.3	9.8
Queue Length 50th (ft)	36	182	21	204	19	228	13	81
Queue Length 95th (ft)	m41	m152	m42	261	40	123	39	106
Internal Link Dist (ft)		273		1008		609		1265
Turn Bay Length (ft)	100		110		110		100	
Base Capacity (vph)	135	517	136	516	528	2198	170	2187
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.70	0.29	0.71	0.30	0.61	0.25	0.24

Intersection Summary

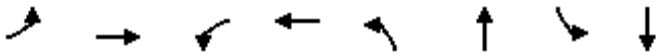
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	119	43	163	51	1192	14	568
v/c Ratio	0.63	0.37	0.22	0.50	0.09	0.47	0.05	0.23
Control Delay	45.6	13.6	30.0	20.4	5.1	6.4	3.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	13.6	30.0	20.4	5.1	6.4	3.2	2.5
Queue Length 50th (ft)	49	18	19	35	6	112	1	20
Queue Length 95th (ft)	76	44	44	84	22	197	m4	33
Internal Link Dist (ft)		913		445		607		609
Turn Bay Length (ft)	75		80		110		190	
Base Capacity (vph)	282	477	325	475	582	2514	273	2505
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.25	0.13	0.34	0.09	0.47	0.05	0.23

Intersection Summary

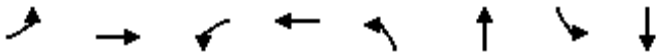
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	249	1249	149	1013	387	984	152	568
v/c Ratio	0.82	0.63	0.73	0.58	0.88	0.89	0.76	0.90
Control Delay	81.0	23.7	48.6	49.1	73.0	68.7	69.6	86.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	23.7	48.6	49.1	73.0	68.7	69.6	86.6
Queue Length 50th (ft)	197	161	96	359	391	582	126	340
Queue Length 95th (ft)	m#338	150	150	408	#629	#727	186	388
Internal Link Dist (ft)		892		964		205		607
Turn Bay Length (ft)	180		185		170		110	
Base Capacity (vph)	306	2049	226	1883	439	1105	234	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.61	0.66	0.54	0.88	0.89	0.65	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	298	112	192	173	1922	104	1262
v/c Ratio	0.38	0.57	0.55	0.36	0.64	0.70	0.71	0.47
Control Delay	45.6	43.8	61.8	47.5	26.1	6.8	52.1	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	43.8	61.8	47.5	26.1	6.8	52.1	23.5
Queue Length 50th (ft)	81	205	99	153	31	26	49	295
Queue Length 95th (ft)	m135	#354	#218	255	m42	m19	106	280
Internal Link Dist (ft)		1008		338		1297		596
Turn Bay Length (ft)	150		110		230		200	
Base Capacity (vph)	292	520	205	530	290	3030	186	3017
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.57	0.55	0.36	0.60	0.63	0.56	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	665	657	343	534	735	390	1568	376	149	1453	229
v/c Ratio	1.00	0.49	0.58	1.04	0.95	0.96	0.95	0.58	0.78	0.91	0.40
Control Delay	98.3	50.9	19.0	114.3	82.1	103.8	64.8	23.1	87.6	80.0	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	50.9	19.0	114.3	82.1	103.8	64.8	23.1	87.6	80.0	36.0
Queue Length 50th (ft)	363	212	88	~308	397	212	590	139	158	580	112
Queue Length 95th (ft)	#498	256	199	#430	#520	#319	#773	269	229	633	187
Internal Link Dist (ft)		964			278		122			1297	
Turn Bay Length (ft)	370		480	200		270			500		120
Base Capacity (vph)	665	1366	593	514	786	408	1656	646	320	1604	577
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.48	0.58	1.04	0.94	0.96	0.95	0.58	0.47	0.91	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

DRIVEWAY REPORTS

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	75	65	175	59	51
Future Vol, veh/h	202	75	65	175	59	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	82	71	190	64	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	592	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1260	-	469	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	439	779
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1260	-
HCM Lane V/C Ratio	0.217	-	-	0.056	-
HCM Control Delay (s)	13.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	96	83	301	118	103
Future Vol, veh/h	177	96	83	301	118	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	104	90	327	128	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	297	0	753	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1264	-	377	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	344	794
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	1264	-
HCM Lane V/C Ratio	0.514	-	-	0.071	-
HCM Control Delay (s)	20.6	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	176	68	43	10	7	139
Future Vol, veh/h	176	68	43	10	7	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	74	47	11	8	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	509	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1546	-	-	-	524	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	456	1016
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	960
HCM Lane V/C Ratio	0.124	-	-	-	0.165
HCM Control Delay (s)	7.7	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.6

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	225	42	85	13	15	277
Future Vol, veh/h	225	42	85	13	15	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	46	92	14	16	301

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	634	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	443	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	368	957
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	884
HCM Lane V/C Ratio	0.165	-	-	-	0.359
HCM Control Delay (s)	7.9	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.6

APPENDIX I: INTERNAL CAPTURE SHEETS

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
INPUT	Office	1,045	1,045	275	37	48	237
	Retail	3,112	3,112	52	32	263	285
	Restaurant						
	Cinema/Entertainment						
	Residential	1,916	1,916	61	243	48	237
	Hotel						
		6,073	6,073	388	312	359	759

INTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	240	267	14	10	15	23
	Retail	663	643	12	10	47	28
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	476	469	1	7	24	35
	Hotel	0	0	0	0	0	0
		1,379	1,379	27	27	86	86
	% Reduction	22.7%		7.7%		15.4%	

EXTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	805	778	261	27	33	214
	Retail	2,449	2,469	40	22	216	257
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	1,440	1,447	60	236	24	202
	Hotel	0	0	0	0	0	0
		4,694	4,694	361	285	273	673

DAILY

GROSS TRIP GENERATION

DAILY

Land Use	Daily	
	Enter	Exit
Office	1,045	1,045
Retail	3,112	3,112
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	1,916	1,916
Hotel	0	0
	6,073	6,073

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		24%	34%	0%	2%	0%
Retail	16%		21%	2%	20%	3%
Restaurant	17%	28%		4%	11%	5%
Cinema/Entertainment	1%	11%	16%		4%	1%
Residential	3%	22%	21%	0%		2%
Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	13%	1%	2%	0%
Retail	18%		40%	13%	24%	9%
Restaurant	22%	29%		16%	11%	38%
Cinema/Entertainment	3%	2%	2%		2%	1%
Residential	30%	14%	17%	0%		6%
Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		251	350	0	16	0
Retail	482		654	62	622	78
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	57	412	393	0		29
Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		622	0	0	38	0

DAIL

Retail	183		0	0	460	0
Restaurant	230	902		0	201	0
Cinema/Entertainment	31	62	0		38	0
Residential	314	420	0	0		0
Hotel	16	93	0	0	0	

*** MINIMUM ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		251	0	0	16	0
Retail	183		0	0	460	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	57	412	0	0		0
Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY

Land Use	Daily	
	Enter	Exit
Office	240	267
Retail	663	643
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	476	469
Hotel	0	0
	1,379	1,379

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK

Land Use	A.M. Peak Hour	
	Enter	Exit
Office	275	37
Retail	52	32
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	61	243
Hotel	0	0
	388	312

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		28%	63%	0%	1%	0%
Retail	29%		13%	0%	14%	0%
Restaurant	31%	14%		0%	4%	3%
Cinema/Entertainment	0%	0%	0%		0%	0%
Residential	2%	1%	20%	0%		0%
Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		32%	23%	0%	0%	0%
Retail	4%		50%	0%	2%	0%
Restaurant	14%	8%		0%	5%	4%
Cinema/Entertainment	0%	0%	0%		0%	0%
Residential	3%	17%	20%	0%		0%
Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		10	23	0	0	0
Retail	9		4	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	2	49	0		0
Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

EAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		17	0	0	0	0

A.M. P

Retail	11		0	0	1	0
Restaurant	39	4		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	9	0	0		0
Hotel	8	2	0	0	0	

*** MINIMUM ***

A.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		10	0	0	0	0
Retail	9		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	2	0	0		0
Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK

Land Use	A. M. Peak Hour	
	Enter	Exit
Office	14	10
Retail	12	10
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	1	7
Hotel	0	0
	27	27

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	48	237
Retail	263	285
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	48	237
Hotel	0	0
	359	759

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	4%	0%	2%	0%
Retail	2%		29%	4%	26%	5%
Restaurant	3%	41%		8%	18%	7%
Cinema/Entertainment	2%	21%	31%		8%	2%
Residential	4%	42%	21%	0%		3%
Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		8%	2%	1%	4%	0%
Retail	31%		29%	26%	46%	17%
Restaurant	30%	50%		32%	16%	71%
Cinema/Entertainment	6%	4%	3%		4%	1%
Residential	57%	10%	14%	0%		12%
Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		47	9	0	5	0
Retail	6		83	11	74	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	100	50	0		7
Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

EAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		21	0	0	2	0

P.M. PI

Retail	15		0	0	22	0
Restaurant	14	132		0	8	0
Cinema/Entertainment	3	11	0		2	0
Residential	27	26	0	0		0
Hotel	0	5	0	0	0	

*** MINIMUM ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		21	0	0	2	0
Retail	6		0	0	22	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	26	0	0		0
Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	15	23
Retail	47	28
Restaurant	0	0
Cinema/Entertainment	0	0
Residential	24	35
Hotel	0	0
	86	86

DC Engineers, Inc.

Traffic Impact Study

513 NE 6 Street

Fort Lauderdale, Florida

April, 2022

Prepared for:

Barron Commercial Development/Amera

Updated June 2022

513 NE 6 Street

NE 6 Street

Fort Lauderdale, Florida

Traffic Impact Study

April 2022

Update June 2022

Prepared for:
Barron Commercial Development/Amera

Prepared by:
Danielsen Consulting Engineers, Inc.
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Coral Springs, Florida

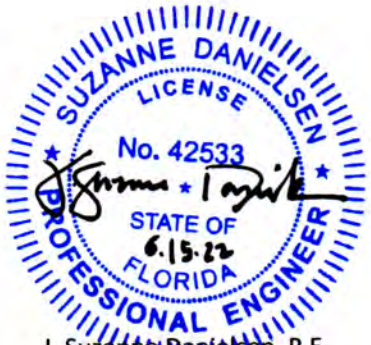

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TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
- Existing Land Use and Access 3
- Proposed Land Use and Access 3
- On-Street Parking 4

EXISTING CONDITIONS 5
- Roadway System 5
- Study Intersections 5
- Transit Service and Facilities 8

TRAFFIC COUNTS 9

TRIP GENERATION 11

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 15

TRAFFIC ANALYSES 18
- Future Conditions Traffic Volumes 18
- Detailed Intersection and Driveway Level of Service (LOS) Analysis 22
- Detailed Roadway Level of Service (LOS) Analysis 24

CONCLUSIONS AND RECOMMENDATIONS 26

LIST OF FIGURES

FIGURE 1 – Project Location Map 2
FIGURE 2 – Existing Lane Geometry 7
FIGURE 3 – Existing (2022) AM and PM Peak Hour Peak Season Traffic Counts 10
FIGURE 4 – Project Traffic Distribution 16
FIGURE 5 – Project Traffic Assignment 17
FIGURE 6 – Future (2025) Background (w/out Project) AM and PM Peak Hour Traffic Volumes 20
FIGURE 7 – Future (2025) Total (with Project) AM and PM Peak Hour Traffic Volumes 21

LIST OF TABLES

TABLE 1 - Trip Generation Summary Proposed Uses 14
TABLE 2 – Intersection Levels of Service 23
TABLE 3 – Existing (2022) Level of Service Analysis 24
TABLE 4 – Future (2025) Level of Service Analysis 24
TABLE 5 – Future (2025) With Project Level of Service Analysis 25

Appendices

Appendix A - Methodology Statement
Appendix B - Site Plan
Appendix C - Mass Transit
Appendix D - Traffic Counts\Signal Timing Plans
Appendix E - Internalization Spreadsheets
Appendix F - Historic Growth
Appendix G - Volume Development Worksheets
Appendix H - Synchro

INTRODUCTION

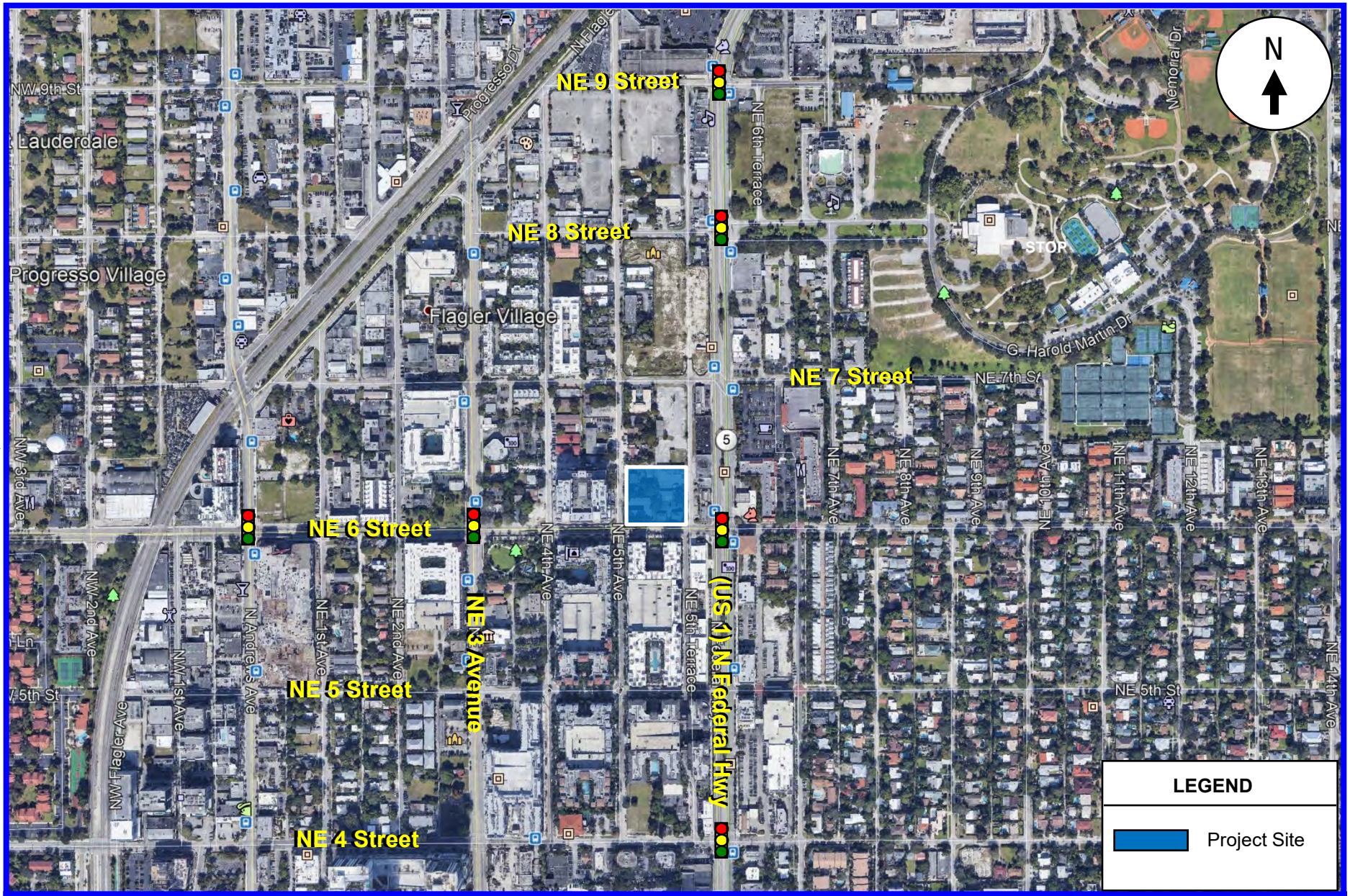
Barron Commercial Development/Amera proposes to construct 320 multifamily dwelling units, a 2,500 square foot restaurant and 27,200 square feet of retail space along the north side of NE 6 Street east of NE 5 Avenue within municipal limits of the City of Fort Lauderdale. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained by Barron Commercial Development/Amera to conduct a traffic study in connection with the proposed development[1]. This study addresses trip generation, site access, expected impacts to the adjacent roadway network, and potential improvements intended to mitigate new trips generated by the project as appropriate.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions

[1] A traffic study methodology meeting was held on Wednesday January 26, 2022 with City staff and the City's traffic engineering review consultant. The agreed upon methodology is included as Appendix A.



DC Engineers, Inc.	**Project Location Map**	**FIGURE 1** 513 NE 6 Street Fort Lauderdale, Florida

INVENTORY

Existing Land Use and Access

The subject 1.53-acre site is currently occupied by one (1), one (1)-story building (2,533 square feet) used as office space. Vehicular access to the site is provided at one (1) location along NE 5 Terrace and one (1) location along NE 6 Street. Both existing access locations are gated.

Proposed Land Uses and Access

The project site is proposed to be redeveloped with the following:

- 320 multifamily dwelling units,
- a 2,500 square foot restaurant, and
- 27,200 square feet of retail space.

Access to the mixed-used development is proposed as follows:

- one (1) two-way, two-lane driveway on NE 5 Avenue, and
- one (1) service-only driveway along NE 5 Avenue.

Project driveway locations and proposed site circulation have been carefully considered, as the project's retail uses are concentrated along NE 5th Terrance, NE 6th Street, and a to-be-created paseo between Flagler South and Flagler North (the principal north and south structures). These are pedestrian priority corridors with substantial sidewalks and streetscaping without any curb cuts to avoid potential vehicular/pedestrian conflicts. In turn, the vehicular access and service to the building will occur on NE 5th Avenue, which is consistent with the development pattern along NE 5th Avenue throughout Flagler Village (see vehicular access to ION at 611 NE 5th Street, Quantum Apartments at 525 NE 7th Street, the Manor at Flagler Village at 501 NE 5th Street, the Edge at Flagler Village at 475 N Federal Hwy). The onsite parking garage, providing spaces for all proposed uses, will not be gated.

The project is expected to be built and occupied by 2025. The proposed site plan for the 513 NE 6 Street project is included as Appendix B.

On-Street Parking

Twelve on-street parking spaces are proposed according to the current site plan. It is understood these spaces may be used by any member of the public and do not count toward the project's parking requirement.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the study area includes one (1) state principal arterial (N. Federal Highway (US 1/SR 5)), one (1) county minor arterial (NE 3 Avenue), one (1) city minor collector (NE 6 Street) and local roadways NE 7 Street and NE 5 Avenue.

N. Federal Highway (US 1/SR 5) is a six (6) lane facility north of the Henry E. Kinney tunnel. This arterial has a posted speed limit of 35 miles per hour (mph) and a current (2019) Average Annual Daily Traffic (AADT) volume of 39,500 vehicles per day (vpd) near the project site.

NE 3 Avenue is a four (4) lane facility with a two (2)-way left turn lane. This arterial has a posted speed limit of 30 miles per hour (mph) and a current (2019) AADT of 13,900 vpd.

NE 6 Street is a two (2) lane facility east of Andrews Avenue. The collector has a posted speed limit of 30 miles per hour (mph) and a current (2019) AADT of 10,100 vpd.

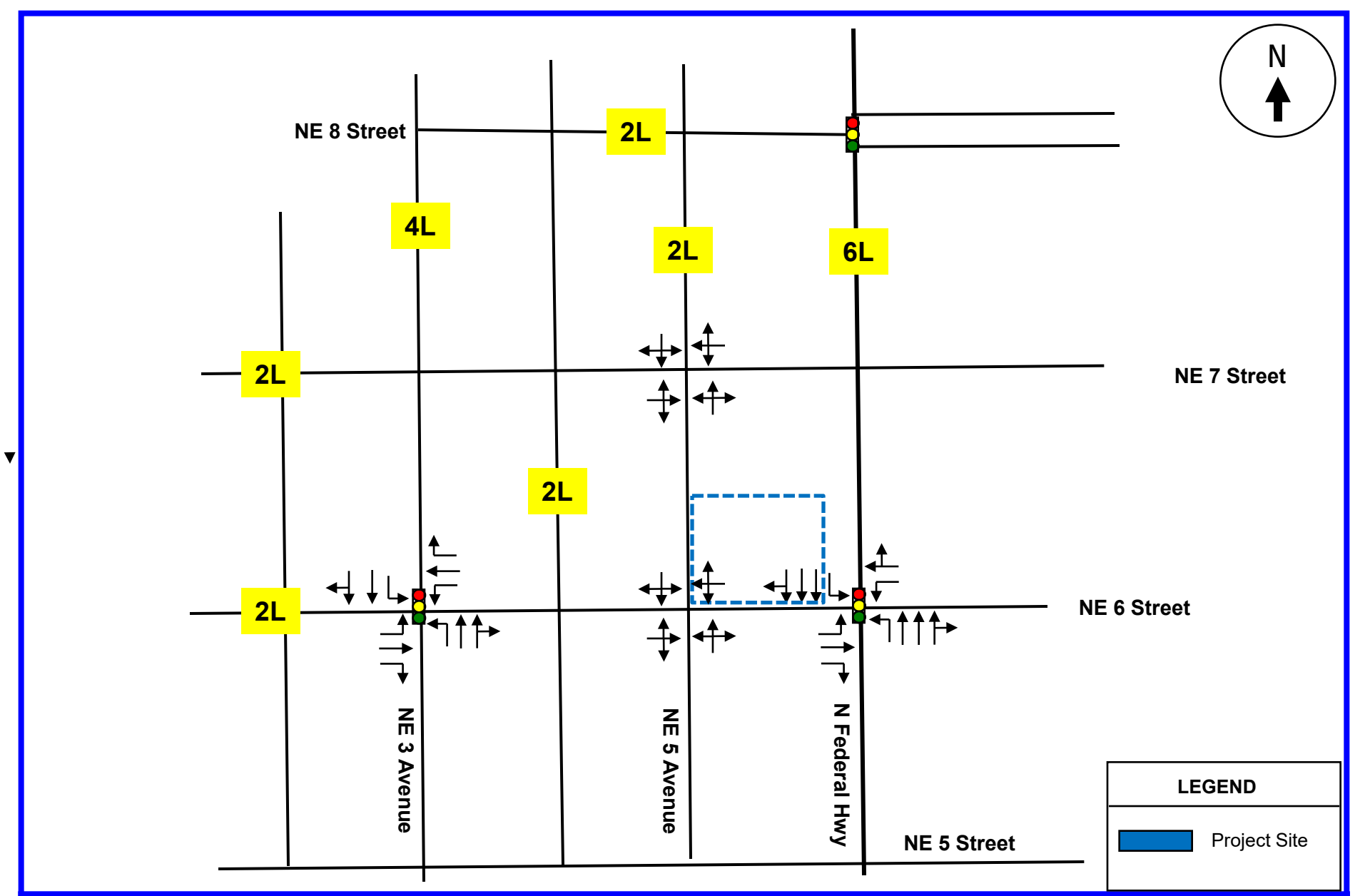
The Florida Department of Transportation (FDOT) (Traffic Online) is the source of the AADT volumes referenced.

Study Intersections

For purposes of this study, the following four (4) intersections were selected for detailed analysis.

- NE 6 Street at NE 3 Avenue,
- NE 6 Street at NE 5 Avenue (unsignalized),
- NE 6 Street at N. Federal Highway (US 1/SR 5), and
- NE 7 Street at NE 5 Avenue (unsignalized).

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



DC Engineers, Inc.

Existing Lane Geometry

FIGURE 2
513 NE 6 Street
Fort Lauderdale, Florida

Transit Service and Facilities

Three (3) traditional Broward County Transit routes serve the project site as follows:

- **Route 50** traverses NE 3 Avenue, NE 4 Avenue and Dixie Highway between the Broward Central Terminal (Broward Boulevard) and Hillsboro Boulevard.
- **Route 20** traverses eastern Broward County (US 1 (N. Federal Highway), NE 15 Avenue, Cypress Road, NW 6 Avenue and NW 3 Avenue) between the Broward Central Terminal (Broward Boulevard) and Broward Health North (Sample Road).
- **Route 10** traverses Broward Boulevard, US 1 (N. Federal Highway), and Sunrise Boulevard between the Broward Central Terminal (Broward Boulevard) and Mizner Park (NE 2 Street) in Boca Raton.

Fixed route schedules are included as Appendix C.

Broward County Transit's community shuttle service (LauderGO!) increases the number of destinations accessible to residents through public transit. The Downtown Link trolley traverses SE 17 Street, Andrews Avenue, SE 2 Street, NW 1 Avenue, NE 6 Street, and NE/SE 3 Avenue on a continuous loop and is active Monday through Friday between 9:00 AM and 5:00 PM. The Downtown Link trolley provides convenient connection to the Las Olas Link, the Beach Link, the Neighborhood Link and the NW Community Link.

The Fort Lauderdale Brightline\Virgin Trains USA (an express inter-city rail system) station is located along the west side of NW 2 Avenue north of Broward Boulevard. Brightline\Virgin Trains USA currently provides non-stop service to downtown West Palm Beach and downtown Miami with planned future service to Orlando. Trains generally run at one-hour headways with one-half hour headways during the AM peak.

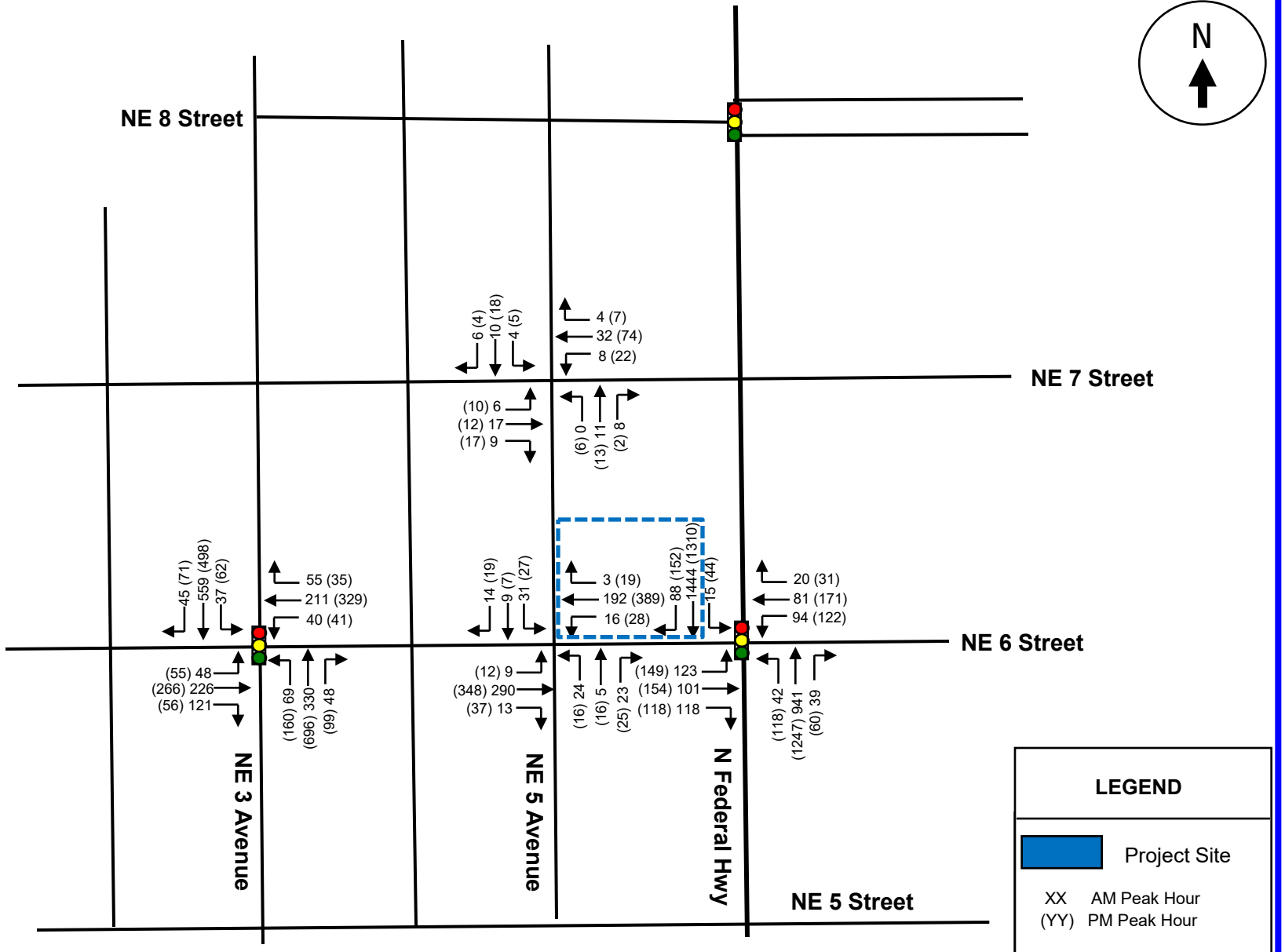
TRAFFIC COUNTS

Danielsen Consulting Engineers, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following locations:

- NE 6 Street at NE 3 Avenue,
- NE 6 Street at NE 5 Avenue (unsignalized),
- NE 6 Street at N. Federal Highway (US 1/SR 5), and
- NE 7 Street at NE 5 Avenue (unsignalized).

Intersection turning movements including bicycles and pedestrians were documented on Wednesday February 9, 2022 and Thursday February 10, 2022. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Traffic data collected on Wednesday February 9, 2022 and Thursday February 10, 2022 were reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (reference Appendix D), adjustment factors of 1.01 (Wednesday February 9) and 1.00 (Thursday February 10) are required to convert traffic counts collected during this time period to average peak season conditions.

Existing peak hour traffic volumes adjusted to peak season are shown in Figure 3 and are included within Appendix D. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained within Appendix D.



DC Engineers, Inc.

Existing (2022) AM and PM Peak Hour Peak Season Traffic Counts

FIGURE 3
513 NE 6 Street
Fort Lauderdale, Florida

TRIP GENERATION

Trip generation for the proposed development is based upon rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (11th Edition). According to ITE, the most appropriate land use categories for the proposed residential units, restaurant and retail space is Land Use Code (LUC) 222 'Multifamily Housing (High-Rise)', LUC 822 'Strip Retail Plaza (<40k)' and LUC 932 'High-Turnover (Sit-Down) Restaurant. Applicable trip generation equations for the proposed land uses as published by ITE, are as follows:

Multifamily Housing (High-Rise) – ITE Land Use #222

- Weekday: T = 3.76(X) + 377.04
  where T = number of trips and X = dwelling units
- AM Peak Hour: T = 0.22(X) + 18.85 (34% in / 66% out)
- PM Peak Hour: T = 0.26(X) + 23.12 (56% in / 44% out)

Strip Retail Plaza (<40k) – ITE Land Use #822

- Weekday: T = 42.20(X) + 229.68
  where T = number of trips and X = gross leasable area (GLA)
- AM Peak Hour: Ln(T) = 0.66Ln(X) + 1.84 (60% in / 40% out)
- PM Peak Hour: Ln(T) = 0.71Ln(X) + 2.72 (50% in / 50% out)

High-Turnover (Sit-Down) Restaurant – ITE Land Use #932

- Weekday: T = 107.20(X)
  where T = number of trips and X = gross leasable area (GLA)
- AM Peak Hour: T = 9.57(X) (55% in / 45% out)
- PM Peak Hour: T = 9.05(X) (61% in / 39% out)

Using the above trip generation formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 1. As shown in Table 1, the proposed development is expected to produce 3,226 gross vehicle trips per day, approximately 169 gross AM peak hour trips (76 inbound and 93 outbound), and approximately 287 gross PM peak hour trips (152 inbound and 135 outbound).

Internal Capture

Internal capture is expected between complementary land uses within a multi-use project and are those vehicle trip ends that can be satisfied onsite without impact to the adjacent roadway network. Peak hour internal capture trips are determined through application of methodologies contained within ITE's *Trip Generation Handbook*, 3rd Edition. A daily internalization estimate was established by averaging AM and PM peak hour percentages, as the ITE document does not provide a definitive methodology. Internalization summary sheets are included as Appendix E.

Pass-By Capture

Pass-by capture trips are those vehicle trips already on the roadway network that when driving by a property will decide to visit one of the establishments onsite. The standard pass-by capture rate of 43.0 percent (43.0%) during the PM peak hour for a high-turnover (sit-down) restaurant was incorporated.

Multimodal Reduction

The multimodal reduction factor acknowledges that a portion of residents and retail patrons or employees may arrive or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. Although recent census data indicate the multimodal factor may be as high as 17.2 percent (17.2%) within this census tract (Table BO8301 - Means of Transportation to Work (Tract 425): 0.8 percent use public transportation, 3.7 percent walk and 12.7 percent work from home), a 10.0 percent (10.0%) multimodal factor has been incorporated to provide a conservative analysis. A census summary for Tract 425 is included within Appendix E.

Net New Vehicle Trips

Acknowledging the effect of internalization, pass-by capture and the use of alternative modes of travel as described above, yields 2,279 net new vehicle trips per day, approximately 136 net new AM peak hour trips (60 inbound and 76 outbound), and approximately 179 net new PM peak hour trips (97 inbound and 82 outbound).

Table 1: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Multi-Family Housing, High Rise (LUC 222)	320	du	89	30	59	106	59	47	1,580
High-Turnover (Sit-Down) Restaurant (LUC 932)	2.500	ksf	24	13	11	23	14	9	268
Retail (< 40k) (LUC 822)	27.200	ksf	56	33	23	158	79	79	1,378
Subtotal			**169**	**76**	**93**	**287**	**152**	**135**	**3,226**
Internal (11%, 29%)			**(18)**	**(9)**	**(9)**	**(82)**	**(41)**	**(41)**	**(633)**
Subtotal			**151**	**67**	**84**	**205**	**111**	**94**	**2,593**
Pass-by Capture Restaurant (43%)						**(5)**	**(3)**	**(2)**	**(55)**
Subtotal			**151**	**67**	**84**	**200**	**108**	**92**	**2,538**
Multi-Modal Reduction (10%)			**(15)**	**(7)**	**(8)**	**(21)**	**(11)**	**(10)**	**(259)**
Total			**136**	**60**	**76**	**179**	**97**	**82**	**2,279**

Source: ITE Trip Generation Manual (11th Edition)

** obtained from 2019 Census, Tract 425*

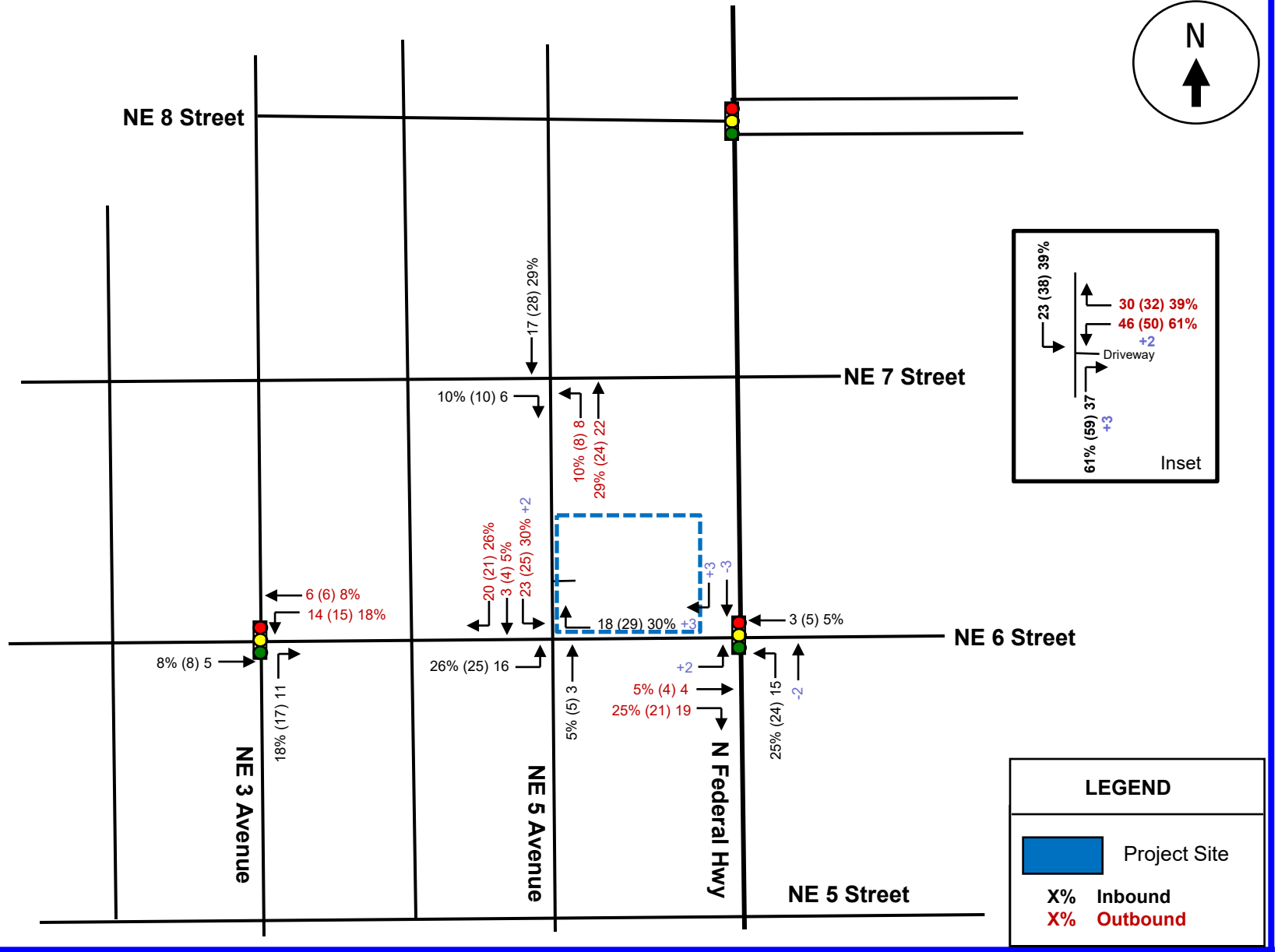
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For purposes of this study, the distribution and assignment of project-related vehicle trips are based on current travel patterns and knowledge of the immediate area. A global distribution of 39.0 percent (39.0%) to and from the north, 48.0 percent (48.0%) to and from the south, 8.0 percent (8.0%) to and from the west and 5.0 percent (5.0%) to and from the east was utilized as demonstrated below and shown in Figure 4.

- NE 3 Avenue (south of NE 6 Street) - 24,500 vpd - 18%,
- NE 3 Avenue (north of NE 6 Street) - 13,900 vpd - 10%,
- N. Federal Highway (US 1) (south of NE 6 Street) - 40,000 vpd - 30%,
- N. Federal Highway (US 1) (north of NE 6 Street) - 39,500 vpd - 29%,
- NE 6 Street (west of NE 3 Avenue) - 10,100 vpd - 8%, and
- NE 6 Street (east of N. Federal Highway (US 1)) - 6,800 vpd - 5%.

Peak hour trips generated by the proposed development were assigned to area roadways and intersections using the traffic assignment detailed above and net new project trips shown in Table 1. Project traffic assignment is summarized in Figure 5.

DC Engineers, Inc.	**Trip Distribution**	**FIGURE 4** 513 NE 6 Street Fort Lauderdale, Florida



DC Engineers, Inc.

Project Traffic Assignment

FIGURE 5
513 NE 6 Street
Fort Lauderdale, Florida

This section of the study is divided into two (2) distinct parts. The first part involves development of future (2025) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

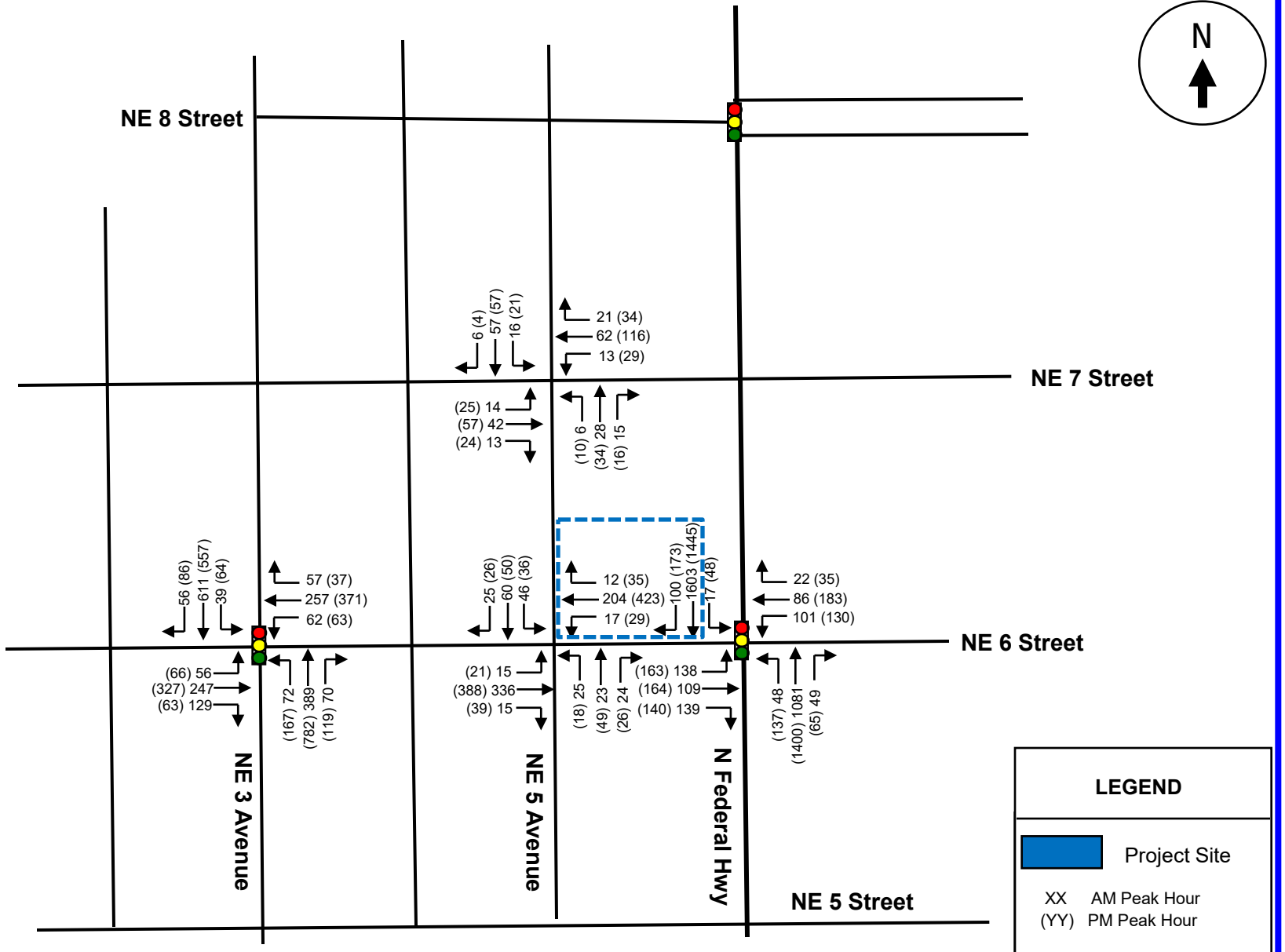
Future Conditions Traffic Volumes

Future, build-out year (2025) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on Wednesday February 9, 2022 and Thursday February 10, 2022 were reviewed with respect to average peak season conditions. According to FDOT's Peak Season Factor Category (PSFC) report (Appendix D), adjustment factors of 1.01 (Wednesday February 9) and 1.00 (Thursday February 10) are required to convert traffic counts collected during this time period to average peak season conditions.
- **Historic Growth:** FDOT maintains five (5) traffic count stations on roadways within the identified study area. Annual Average Daily Traffic Volumes at these count stations for the past five (5) years (2015-2019) yield a growth rate of 1.43 percent (1.43%) compounded annually. The data from FDOT and the growth rate analysis are included as Appendix F.
- **Committed Development:** Vehicle trips associated with approved projects including FAT Village, Searstown, West Village, 317 N. Federal, Advantis Station at Flagler Village, Quantum at Flagler Village and 627 N. Federal Highway were added to peak season volumes to produce 2025 background traffic volumes for the study area. Excerpts from these reports are included within Appendix F.

Volume development worksheets (detailing peak season adjustments, traffic growth, approved but unbuilt development and traffic associated with the proposed project for study intersections and the primary project driveway) are attached as Appendix G.

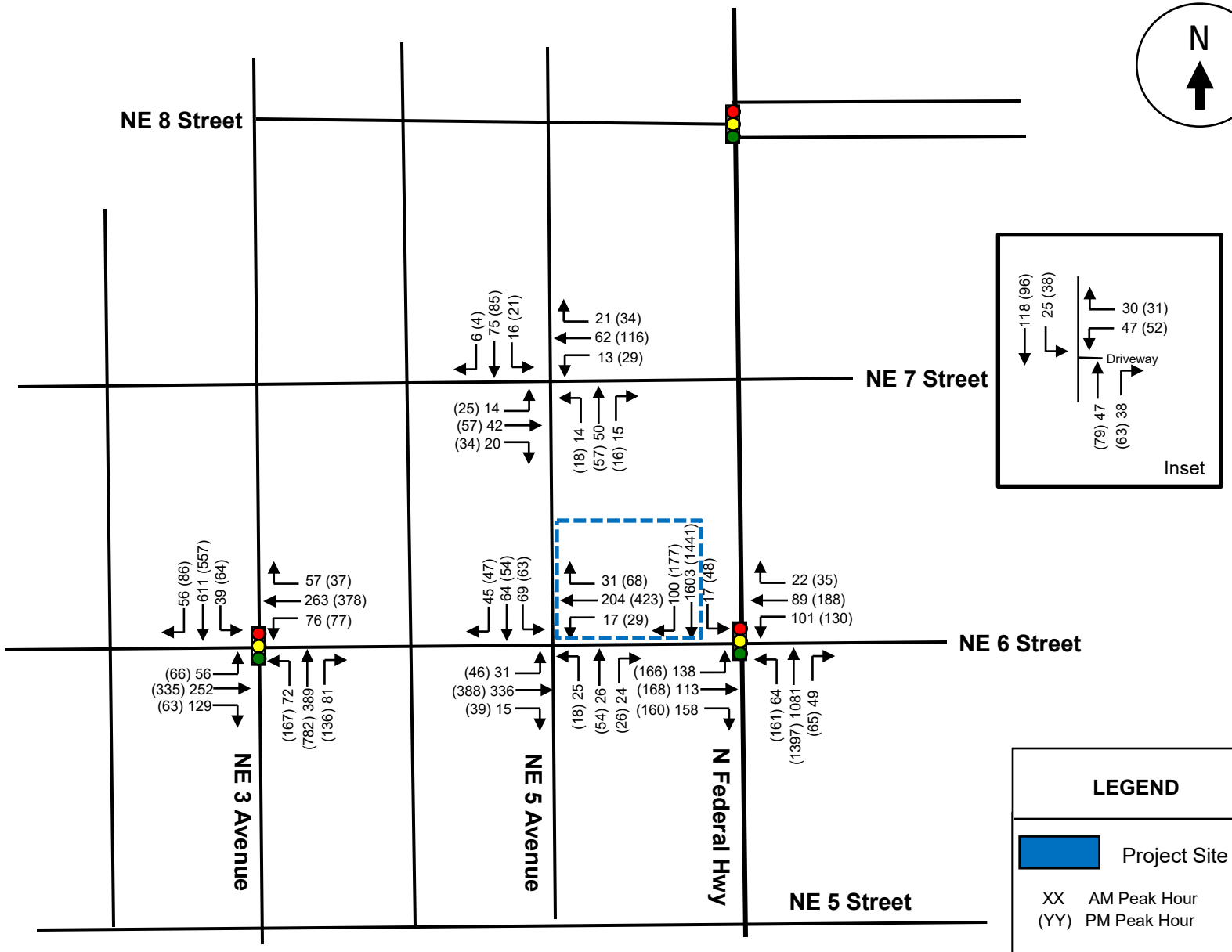
Figures 6 and 7 include future traffic volumes for the study area. Figure 6 provides projected background traffic (without the proposed project) and Figure 7 includes the additional traffic anticipated to be generated by the proposed project.



DC Engineers, Inc.

Future Background (2025) (w/out Project)
AM and PM Peak Hour Traffic Volumes

FIGURE 6
513 NE 6 Street
Fort Lauderdale, Florida



DC Engineers, Inc.

Future Total (2025) (with Project)
AM and PM Peak Hour Traffic Volumes

FIGURE 7
513 NE 6 Street
Fort Lauderdale, Florida

Detailed Intersection and Driveway Level of Service Analysis

Intersection capacity analyses were performed for all study intersections and the project driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the current (6th) edition of the Highway Capacity Manual using the SYNCHRO 11 software. The results of the intersection analyses are summarized in report Table 2.

According to the City of Fort Lauderdale Comprehensive Plan (Transportation Element), LOS 'D' is acceptable within the Near Downtown area and is thus applicable to the analysis contained herein. As shown in Table 2 all study intersections are expected to operate within this acceptable level of service in future year 2025 with traffic from the project as proposed. Appendix H includes Synchro summary sheets and a table examining queue lengths at each study intersection.

Table 2: Intersection Levels of Service

Intersection/Approaches	Existing (2022)	Future Traffic Conditions		
		Year 2025 Without Project	Year 2025 With Project	Year 2025 With Project Improvement
NE 6 Street at NE 3 Avenue	B\16.4 (B\17.5)	B\16.4 (B\19.2)	B\16.6 (B\19.6)	
- *NB Approach*	A (B)	A (B)	A (B)	
- *SB Approach*	A (B)	A (B)	A (B)	
- *EB Approach*	C (C)	C (C)	C (C)	
- *WB Approach*	C (C)	C (C)	C (C)	
NE 6 Street at NE 5 Avenue (unsig.)				
- *NB Approach*	B (B)	B (B)	B (C)	
- *SB Approach*	B (B)	B (B)	B (C)	
NE 6 Street at N. Federal Highway	C\21.1 (C\23.9)	C\22.2 (C\25.8)	C\22.8 (C\26.4)	
- *NB Approach*	A (B)	B (B)	B (B)	
- *SB Approach*	B (B)	B (C)	B (C)	
- *EB Approach*	E (D)	E (D)	E (D)	
- *WB Approach*	E (E)	E (E)	E (E)	
NE 7 Street at NE 5 Avenue (unsig.)				
- *EB Approach*	A (A)	A (A)	A (B)	
- *WB Approach*	A (A)	A (A)	A (B)	
Project Dwy at NW 5 AV				
- *WB Approach*	NA	NA	A (A)	

Source: HCM 6. LEGEND: AM Peak Hour (PM Peak Hour); vehicular delay (sec\veh)

Detailed Roadway Level of Service Analysis

A roadway segment analysis has been conducted for US 1 (N. Federal Highway) and NE 6 Street adjacent to the project site during both AM and PM peak hours. Similar to the intersection analyses, these evaluations were conducted for existing, future background and future total conditions. Baseline volumes for the analyses have been developed from adjacent intersection approach and departure volumes. The volumes were then compared to level of service "D" service volume thresholds developed in the latest edition of the *QLOS Handbook* published by FDOT. Tables 3, 4 and 5 show the adopted Level of Service criteria are expected to be maintained.

Table 3: Existing (2022) Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N. Federal Hwy	N of NE 5 St	6LD	4,500	2,678	Under	2,975	Under
	N of NE 6 St	6LD	4,500	2,631	Under	2,933	Under
NE 6 Street	E of NE 3 Av	2LD	1,197	580	Under	827	Under
	E of NE 5 Av	2LD	1,197	554	Under	850	Under

**vph - vehicles per hour*
**'over' or 'under' denotes the roadway segment status of over or under capacity.*

Table 4: Future (2025) Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N. Federal Hwy	N of NE 5 St	6LD	4,500	3,021	Under	3,317	Under
	N of NE 6 St	6LD	4,500	2,961	Under	3,264	Under
NE 6 Street	E of NE 3 Av	2LD	1,197	676	Under	948	Under
	E of NE 5 Av	2LD	1,197	630	Under	949	Under

**vph - vehicles per hour*
**'over' or 'under' denotes the roadway segment status of over or under capacity.*

Table 5: Future (2025) With Project Traffic Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N. Federal Hwy	N of NE 5 St	6LD	4,500	3,056	Under	3,354	Under
	N of NE 6 St	6LD	4,500	2,961	Under	3,264	Under
NE 6 Street	E of NE 3 Av	2LD	1,197	712	Under	994	Under
	E of NE 5 Av	2LD	1,197	672	Under	1,009	Under

**vph - vehicles per hour*

**'over' or 'under' denotes the roadway segment status of over or under capacity.*

CONCLUSIONS AND RECOMMENDATONS

Barron Commercial Development/Amera proposes to construct 320 multifamily dwelling units, a 2,500 square foot restaurant and 27,200 square feet of retail space along the north side of NE 6 Street east of NE 5 Avenue within municipal limits of the City of Fort Lauderdale. The proposed project is anticipated to be built and occupied within the first quarter of 2025.

Access to the mixed use development is proposed as follows:

- one (1) two-way, two-lane driveway on NE 5 Avenue, and
- one (1) service-only driveway along NE 5 Avenue.

Conclusions and recommendations of the traffic study are as follows:

- As shown in Table 1, the project as proposed is expected to produce 2,279 net new vehicle trips per day, approximately 136 net new AM peak hour trips (60 inbound and 76 outbound), and approximately 179 net new PM peak hour trips (97 inbound and 82 outbound).
- Signalized and unsignalized intersections within the study area currently operate within acceptable levels of service and are expected to continue operating within acceptable levels upon buildout of the project as proposed.
- The unsignalized project driveway is expected operate within acceptable levels of service upon buildout of the project as proposed.
- Report Tables 3, 4 and 5 show US 1 (N. Federal Highway) and NE 6 Street near the project site are currently operating within acceptable parameters and are expected to continue to do so with traffic from the proposed project.
- It is recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized.

APPENDIX A

Methodology Statement

DC ENGINEERS, INC.

Memorandum

To: Istvan Virag
City of Fort Lauderdale, Transportation and Mobility

From: J. Suzanne Danielsen, P.E.

xc: Charles B. Ladd
Eric Metz

Date: January 18, 2022

Re: 513 NE 6 Street - Fort Lauderdale
Traffic Study Methodology

The 513 NE 6 Street project is a proposed mixed-use development to be located along the north side of NE 6 Street between NE 5 Avenue and NE 5 Terrace within municipal limits of the City of Fort Lauderdale. The proposed development will consist of 320 multifamily dwelling units, 26,037 square feet of retail space and a 3,570 square foot restaurant. Vehicular access to the site will be provided at one (1) location along NE 5 Avenue. The following is a draft traffic study methodology for the proposed development.

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) report *Trip Generation*, 11th Edition. Trip Generation rates and formulae will be provided within the report text. A preliminary estimate of project traffic is shown in attached Table 1.

- As shown in Table 1, pass-by capture will be considered as will the internalization of vehicle trips between proposed uses and the effect of a multi-modal reduction. These adjustments to the raw trip generation estimates will be further explained within the report.

- The trip distribution will be based upon current travel patterns, existing nearby land uses and available transportation network in the vicinity of the project site (ie. no travel demand modeling will be performed).

- In addition to the project driveways, the subject traffic study will evaluate the following intersections during typical AM and PM peak periods:

    - NE 6 Street at NE 3 Avenue,
    - NE 6 Street at NE 5 Avenue (unsignalized),
    - NE 6 Street at N. Federal Highway (SR 5), and
    - NE 7 Street at SE 5 Avenue (unsignalized).

- Turning movement data will be collected at study intersections on a typical weekday during the AM peak period (7:00 AM - 9:00 AM) and the PM peak period (4:00 PM - 6:00 PM). These counts will include bicyclists and pedestrians.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available adjustment factors published by the Florida Department of Transportation.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. A minimum annual growth rate of 0.5% will be applied.

- Traffic from approved but unbuilt development as provided by the City will be included within the traffic impact analysis.

- Existing traffic signal timing data for study intersections will be obtained from Broward County Traffic Engineering and will be included within the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:

  Existing traffic,
  Proposed project traffic distribution and assignment,
  Background traffic at buildout, and
  Future conditions with project traffic.

- A roadway segment analysis evaluating daily and peak hour conditions will be undertaken for:

  - N. Federal Highway (SR 5), and
  - NE 6 Street.

- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place.

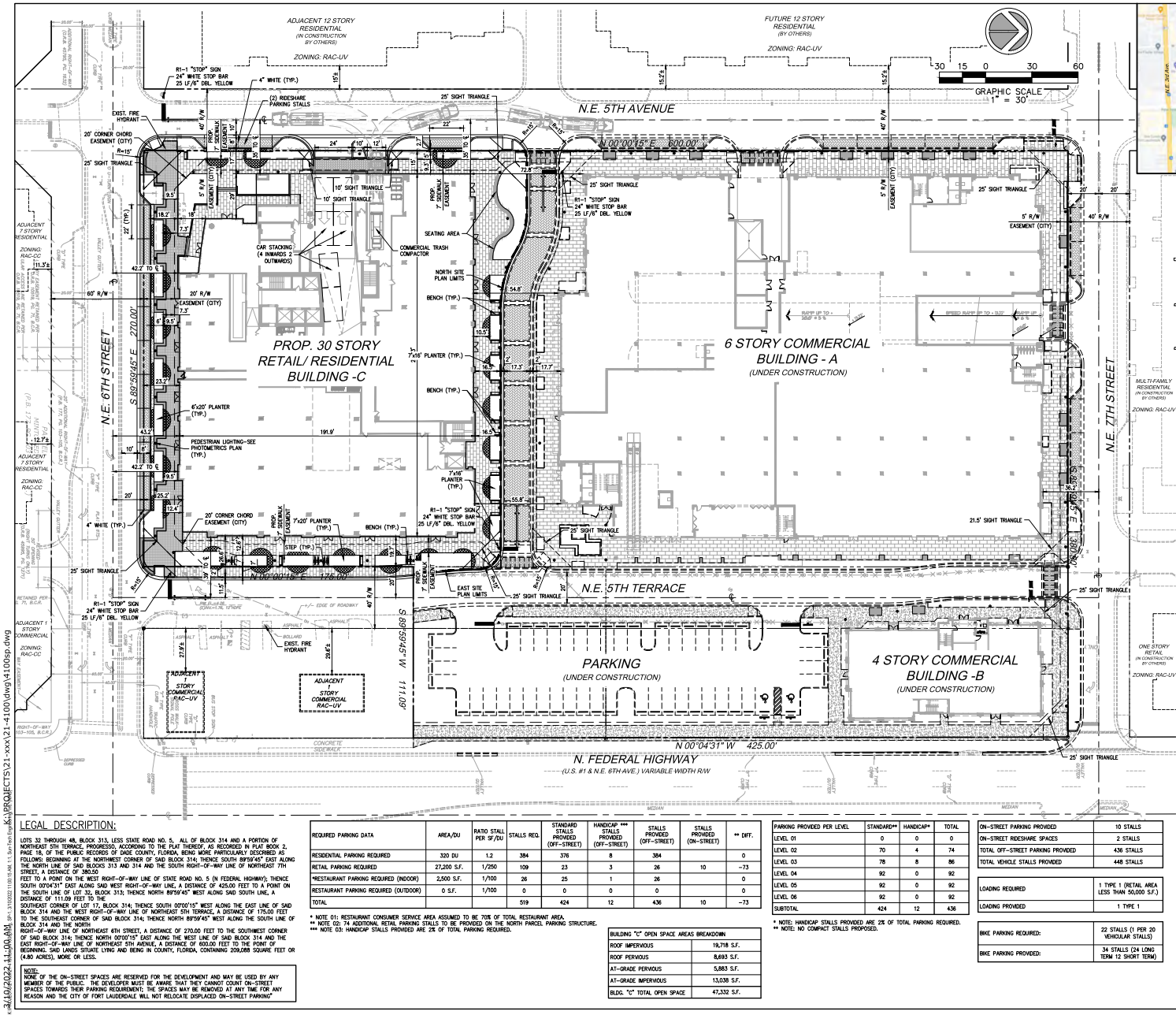
- All traffic data obtained for this project will be included within the Appendix of the traffic study.

- The project buildout year is projected to be 2025.

- A Traffic Impact Study summarizing the effect of vehicle trips expected from the proposed development during Daily, AM Peak Hour and PM Peak Hour scenarios will be prepared and submitted for review.

APPENDIX B

Site Plan



LOCATION MAP

LEGAL DESCRIPTION:

LOTS 32 THROUGH 48, BLOCK 313, LESS STATE ROAD NO. 5, ALL OF BLOCK 314 AND A PORTION OF NORTHEAST 5TH TERRACE, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID BLOCK 314; THENCE SOUTH 89°59'45" EAST ALONG THE NORTH LINE OF SAID BLOCKS 313 AND 314 AND THE SOUTH RIGHT-OF-WAY LINE OF NORTHEAST 7TH STREET, A DISTANCE OF 380.50 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 5 (N FEDERAL HIGHWAY); THENCE SOUTH 00°04'31" EAST ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 425.00 FEET TO A POINT ON THE SOUTH LINE OF LOT 32, BLOCK 313; THENCE NORTH 89°59'45" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 111.09 FEET TO THE SOUTHEAST CORNER OF LOT 17, BLOCK 314; THENCE SOUTH 00°00'15" WEST ALONG THE EAST LINE OF SAID BLOCK 314 AND THE WEST RIGHT-OF-WAY LINE OF NORTHEAST 5TH TERRACE, A DISTANCE OF 175.00 FEET TO THE SOUTHEAST CORNER OF SAID BLOCK 314; THENCE NORTH 89°59'45" WEST ALONG THE SOUTH LINE OF BLOCK 314 AND THE NORTH RIGHT-OF-WAY LINE OF NORTHEAST 6TH STREET, A DISTANCE OF 270.00 FEET TO THE SOUTHWEST CORNER OF SAID BLOCK 314; THENCE NORTH 00°00'15" EAST ALONG THE WEST LINE OF SAID BLOCK 314 AND THE EAST RIGHT-OF-WAY LINE OF NORTHEAST 5TH AVENUE, A DISTANCE OF 600.00 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE LYING AND BEING IN COUNTY, FLORIDA, CONTAINING 209,088 SQUARE FEET OR (4.80 ACRES), MORE OR LESS.

NOTE:
NONE OF THE ON-STREET SPACES ARE RESERVED FOR THE DEVELOPMENT AND MAY BE USED BY ANY MEMBER OF THE PUBLIC. THE DEVELOPER MUST BE AWARE THAT THEY CANNOT COUNT ON-STREET SPACES TOWARDS THEIR PARKING REQUIREMENT; THE SPACES MAY BE REMOVED AT ANY TIME FOR ANY REASON AND THE CITY OF FORT LAUDERDALE WILL NOT RELOCATE DISPLACED ON-STREET PARKING"

REQUIRED PARKING DATA	AREA/DU	RATIO STALL PER SF/DU	STALLS REQ.	STANDARD STALLS PROVIDED (OFF-STREET)	HANDICAP *** STALLS PROVIDED (OFF-STREET)	STALLS PROVIDED (OFF-STREET)	STALLS PROVIDED (ON-STREET)	** DIFF.
RESIDENTIAL PARKING REQUIRED	320 DU	1.2	384	376	8	384		0
RETAIL PARKING REQUIRED	27,200 S.F.	1/250	109	23	3	26	10	-73
*RESTAURANT PARKING REQUIRED (INDOOR)	2,500 S.F.	1/100	26	25	1	26		0
RESTAURANT PARKING REQUIRED (OUTDOOR)	0 S.F.	1/100	0	0	0	0		0
TOTAL			519	424	12	436	10	-73

* NOTE 01: RESTAURANT CONSUMER SERVICE AREA ASSUMED TO BE 70% OF TOTAL RESTAURANT AREA.
** NOTE 02: 74 ADDITIONAL RETAIL PARKING STALLS TO BE PROVIDED ON THE NORTH PARCEL PARKING STRUCTURE.
*** NOTE 03: HANDICAP STALLS PROVIDED ARE 2% OF TOTAL PARKING REQUIRED.

BUILDING "C" OPEN SPACE AREAS BREAKDOWN	
ROOF IMPERVIOUS	19,718 S.F.
ROOF PERVIOUS	8,693 S.F.
AT-GRADE PERVIOUS	5,883 S.F.
AT-GRADE IMPERVIOUS	13,038 S.F.
BLDG. "C" TOTAL OPEN SPACE	47,332 S.F.

PARKING PROVIDED PER LEVEL	STANDARD**	HANDICAP*	TOTAL
LEVEL 01	0	0	0
LEVEL 02	70	4	74
LEVEL 03	78	8	86
LEVEL 04	92	0	92
LEVEL 05	92	0	92
LEVEL 06	92	0	92
SUBTOTAL	424	12	436

* NOTE: HANDICAP STALLS PROVIDED ARE 2% OF TOTAL PARKING REQUIRED.
** NOTE: NO COMPACT STALLS PROPOSED.

ON-STREET PARKING PROVIDED	10 STALLS
ON-STREET RIDESHARE SPACES	2 STALLS
TOTAL OFF-STREET PARKING PROVIDED	436 STALLS
TOTAL VEHICLE STALLS PROVIDED	448 STALLS

LOADING REQUIRED	1 TYPE 1 (RETAIL AREA LESS THAN 50,000 S.F.)
LOADING PROVIDED	1 TYPE 1

BIKE PARKING REQUIRED:	22 STALLS (1 PER 20 VEHICULAR STALLS)
BIKE PARKING PROVIDED:	34 STALLS (24 LONG TERM 12 SHORT TERM)

SOLID WASTE MANAGEMENT

1. THE SOLID WASTE AND RECYCLING WILL BE COLLECTED FROM THE LOADING AREA. THE OPERATOR ANTICIPATES THE COLLECTION BY A PRIVATE LICENSED CONTRACTOR TWO (2) TIMES A PER WEEK OR MORE AS NEEDED.
2. THE COLLECTION WILL OCCUR BY ACCESS FROM N.E. 5TH AVENUE SERVICE TURNING RADII TO SHOW CIRCULATION PROVIDED.
3. THE RESIDENTIAL TRASH AND RECYCLE CONTAINERS WILL BE STORED AT ALL TIMES WITHIN THE RESIDENTIAL TRASH ROOM. THE COMMERCIAL TRASH WILL BE PLACED IN THE COMMERCIAL COMPACTOR.
4. SOLID WASTE TRANSPORT TO TRASH ROOMS SHALL BE PERFORMED INSIDE THE BUILDING VIA TRASH CHUTE.
5. THE WASTE SYSTEM WILL MEET THE CAPACITY REQUIREMENTS OF THE BUILDING ORDINANCE REQUIREMENTS.

STRUCTURAL SOIL

STRUCTURAL SOIL WILL BE USED UNDER THE SIDEWALK IN AN 8' RADIUS FROM THE CENTER OF ALL STREET TREES EXCLUDING PALMS. SEE LANDSCAPE PLANS FOR DETAILS.

SITE PLAN INFORMATION

CURRENT USE OF PROPERTY	RESIDENTIAL /OFFICE/ COMMERCIAL	
CURRENT LAND USE DESIGNATION	D-RAC	
PROPOSED LAND USE DESIGNATION	D-RAC	
CURRENT ZONING DESIGNATION	RAC-UV	
PROPOSED ZONING DESIGNATION	RAC-UV	
ADJACENT ZONING DESIGNATION – EAST	RAC-B1	
ADJACENT ZONING DESIGNATION – SOUTH	RAC-CC	
ADJACENT ZONING DESIGNATION – NORTH & WEST	RAC-UV	
WATER/WASTEWATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE	
TOTAL SITE AREA	209,088 S.F.	4.80 ACRES
TOTAL PERVIOUS PROPOSED	17,181 S.F.	8.2%
TOTAL PERVIOUS EXISTING	58,503 S.F.	
TOTAL IMPERVIOUS PROPOSED	193,924 S.F.	92.7%
TOTAL IMPERVIOUS EXISTING	150,657 S.F.	
TOTAL BUILDING FOOTPRINT PROPOSED	126,738 S.F.	60.6%
TOTAL BUILDING SQUARE FOOTAGE EXISTING		83,491 S.F.
TOTAL BUILDING SQUARE FOOTAGE PROPOSED		1,098,718 S.F.
GROSS BUILDING SQUARE FOOTAGE – BLDG.–A		443,796 S.F.
GROSS BUILDING SQUARE FOOTAGE – BLDG.–B		28,827 S.F.
GROSS BUILDING SQUARE FOOTAGE – BLDG.–C		626,095 S.F.
TOTAL COMMERCIAL SQUARE FOOTAGE PROPOSED		174,513 S.F.
COMMERCIAL SQUARE FOOTAGE BLDG.–A		117,686 S.F.
COMMERCIAL SQUARE FOOTAGE BLDG.–B		26,055 S.F.
COMMERCIAL SQUARE FOOTAGE BLDG.–C		30,772 S.F.
RESIDENTIAL SQUARE FOOTAGE BLDG.–C		386,699 S.F.
FLOOR AREA RATIO (F.A.R.)		5.25
TOTAL BUILDING–C RESIDENTIAL UNITS		320 UNITS
DENSITY		66.67 UNITS PER ACRE
BUILDING HEIGHT	BLDG. A: 89'-10"; BLDG. B: 62'-0"; BLDG. C: 352'-0"	
NUMBER OF STORIES	BLDG. A:6; BLDG. B:4; BLDG. C:30	
BUILDING WIDTH & LENGTH	BLDG. A: 315'-5" x 251'-0"; BLDG. B: 60'-10" x 125'-0" BLDG. C: 236'-0" x 193'-0"	
PEDESTRIAN WALKS & PLAZAS	37,013 S.F.	17.7%
LOT COVERAGE (BUILDING)	127,091 S.F.	60.8%
VUA AREA	29,819 S.F.	14.3%
OPEN SPACE	17,181 S.F.	8.2%

PARKING DATA

	REQUIRED	PROVIDED
BLDG.–A & BLDG.–B PARKING (INC. 17 ADA PARKING)	N/A	792
BLDG.–A & BLDG.–B LOADING ZONE (TYPE II)	4	3
BLDG–C PARKING (INC. 12 ADA PARKING)	N/A	436
BLDG.–C LOADING ZONE (TYPE I)	1	1
TOTAL PARKING PROVIDED (INC. 27 ADA PARKING)		1,232
BLDG.–A & BLDG.–B BIKE PARKING PROVIDED	N/A	6
BLDG–C BIKE PKG. (22 LONG TERM, 12 SHORT TERM)	22	34
TOTAL ON STREET PARKING PROVIDED		25

SETBACK TABLE

	REQUIRED	PROVIDED	REQUIRED TO ℄	PROVIDED TO ℄
EAST – N.E. 5TH TERRACE	5'	19'	35'	39'
SOUTH – N.E. 6TH STREET	5'	22.2'	40'	42.2'
WEST – N.E. 5TH AVENUE	5'	15'	35'	35'
NORTH	N/A	N/A	N/A	N/A

Project Name
FLAGLER RESIDENCES SOUTH

Client
BARRON REAL ESTATE, INC.
517 NE 6th Street.
Fort Lauderdale, Fl. 33304

ARCHITECT
SB ARCHITECTS
2333 PONCE DE S, FL 3313LEON BLVD. #1000
CORAL GABLES, FL 33134
MCAMPO@SB-ARCHITECTS.COM
305-856-2021

CIVIL ENGINEER
SUN-TECH ENGINEERING, INC.
4577 N NOB HILL ROAD, SUITE 102
SUNRISE, FL 33351
MGAI@SUNTECHENG.COM
954-777-3123

LANDSCAPE ARCHITECT
ARCHITECTURAL ALLIANCE LANDSCAPE
612 SW 4TH AVENUE
FORT LAUDERDALE, FL 33315
HJOHNSON@ARCHALL.NET
954-764-8858

MEP ENGINEER
RPJ INC. MEP CONSULTANTS
4977 SW 74TH COURT
MIAMI, FL 33155
RPJ@RPJMEP.COM
305-666-2131

Seal
CLIFFORD R. LOUTAN LICENSE No. 56890 STATE OF FLORIDA PROFESSIONAL ENGINEER
Date: March 10, 2022
Clifford R. Loutan Digitally signed by Clifford R. Loutan DN: c=US, o=BOARD OF PROFESSIONAL ENGINEERS, ou=NOT VALID WITHOUT SIGNATURE, cn=Clifford R. Loutan, 0.9.2342.19200300.100.1.1=56890 Date: 2022.03.10 11:00:57 -05'00'

No.	Description	Date
	1st DRC SUBMITTAL	01/05/22
	2nd DRC SUBMITTAL	03/10/22

Sheet Title: OVERALL SITE PLAN
Project No. 22129

Sheet No.
SP-1

K:\PROJECTS\21-xxx\21-4100\dwg\4100sp.dwg
3/10/2022 11:00 AM

APPENDIX C

Mass Transit

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Approximately Every 15 Minutes

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Wave N' Ride in Three Easy Steps- Catching the Sun Trolley is as simple as hailing a cab!

Step 1
Download the FREE Sun Trolley Tracker App to track the trolleys in real-time

Step 2
Stand along your selected route and wave to signal the driver to pick you up

Step 3
To exit the trolley, tell the driver when you would like to disembark

How Much Does it Cost?

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- Galt Link
- Airport Link
- Uptown Link
- NW Community Link
- Neighborhood Link
- Riverwalk Water Trolley

FARE ROUTES:

- Las Olas/Beach Link fares - $1 per ride or $3 for an all-day pass *(single dollars or exact coins are accepted)*

A FEW REMINDERS

1. To board a trolley, stand in a safe location and avoid bridges, right turn lanes, construction zones and roundabouts
2. Please note that the Riverwalk Water Trolley is the only route that requires passengers to board or disembark at designated stops and is not a Wave N' Ride service.

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✓ **Email Us:** info@suntrolley.com
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Please be aware that the schedules and frequencies published are just a guide, and fluctuating and unpredictable traffic patterns may cause unavoidable deviations. The Sun Trolley is not liable for any losses endured due to strict reliance on the information provided.

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This publication can be made available in LARGE PRINT, tape cassette, or braille by request.

PROTECTIONS OF THE TITLE IV OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, national origin, age, sex, religion, disability or family status, under any transit program or activity provided by the City of Fort Lauderdale, may call 954-828-5217 to file a Title VI discrimination complaint or write to City of Fort Lauderdale Transportation and Mobility, Title VI Coordinator, 290 NE 3rd Avenue, Fort Lauderdale, FL 33301.

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DOWNLOAD THE SUN TROLLEY TRACKER APP
954-TROLLEY | www.suntrolley.com

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954-TROLLEY | www.suntrolley.com

Revised 03-01-19

Downtown Link

Track the Trolley in Real-Time!
Download the FREE Sun Trolley Tracker App

954-TROLLEY
www.suntrolley.com

KEY DESTINATIONS

Ready to ride? Just Wave 'n' Ride!

- Downtown Link
  Please note that the Downtown Link route follows a figure-eight pattern
- P Public Parking
- A Flagler Village
- B Fort Lauderdale City Hall
- C Federal Courthouse
- D Broward County Governmental Center
- E Broward County Library
- F NSU Museum of Art
- G Broward College
- H Florida Atlantic University
- I Huizenga Park
- J Broward County Courthouse
- K Broward County School Board
- L Publix
- M Broward General Hospital

- Broward County Transit Central Terminal
  Connecting to:
  1, 6, 9, 10, 11, 14, 20, 22, 30, 31, 40, 50, 60, 81, and US1 Breeze
- Water Trolley Link Connection
- Las Olas Link Connection
- Beach Link Connection
- Neighborhood Link Connection
- NW Community Link Connection

NOTE: All trolleys are red and yellow, the colors depicted here are just for mapping purposes.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

12,000 copies of this public document were promulgated at a gross cost of $528.00, or $.044 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 1/18

ROUTE 10
Weekday
Schedule

Effective 10/9/16

Broward Central Terminal to Camino Real and Dixie Highway
via Federal Highway/U.S. 1

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit
954-357-8400
Broward.org/BCT

MONDAY - FRIDAY There are additional bus stops in between those listed.

NORTHBOUND

To Mizner Blvd.

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**5**	**6**	**7**
				5:23a	5:41a	5:59a
5:30a	5:37a	5:45a	5:53a	5:59a	6:13a	6:27a
5:45a	5:52a	6:00a	6:09a	6:22a	6:36a	6:50a
6:00a	6:09a	6:17a	6:26a	6:39a	6:53a	7:07a
6:20a	6:29a	6:37a	6:46a	6:59a	7:13a	7:27a
6:40a	6:49a	6:57a	7:06a	7:19a	7:33a	7:49a
7:00a	7:09a	7:17a	7:26a	7:40a	7:56a	8:12a
7:20a	7:29a	7:39a	7:50a	8:05a	8:21a	8:37a
7:40a	7:52a	8:02a	8:13a	8:28a	8:44a	9:00a
8:00a	8:12a	8:22a	8:33a	8:48a	9:04a	9:17a
8:20a	8:32a	8:42a	8:53a	9:07a	9:23a	9:36a
8:40a	8:52a	9:02a	9:13a	9:26a	9:42a	9:55a
9:00a	9:11a	9:22a	9:33a	9:46a	10:02a	10:16a
9:30a	9:41a	9:52a	10:02a	10:17a	10:32a	10:46a
10:00a	10:11a	10:21a	10:30a	10:45a	11:00a	11:13a
10:30a	10:41a	10:51a	11:00a	11:15a	11:32a	11:45a
11:00a	11:11a	11:22a	11:33a	11:48a	12:05p	12:18p
11:30a	11:41a	11:52a	12:03p	12:18p	12:34p	12:52p
12:00p	12:11p	12:22p	12:33p	12:48p	1:02p	1:20p
12:30p	12:41p	12:53p	1:04p	1:19p	1:34p	1:49p
1:00p	1:11p	1:23p	1:34p	1:48p	2:07p	2:22p
1:30p	1:40p	1:52p	2:03p	2:17p	2:35p	2:51p
2:00p	2:10p	2:22p	2:34p	2:49p	3:05p	3:21p
2:30p	2:42p	2:54p	3:07p	3:22p	3:38p	3:54p
2:50p	3:02p	3:14p	3:27p	3:42p	3:58p	4:11p
3:20p	3:32p	3:44p	3:57p	4:13p	4:30p	4:43p
3:40p	3:52p	4:04p	4:16p	4:32p	4:49p	5:02p
4:00p	4:13p	4:25p	4:37p	4:53p	5:10p	5:23p
4:20p	4:33p	4:45p	4:57p	5:13p	5:30p	5:44p
4:40p	4:53p	5:05p	5:17p	5:33p	5:48p	6:02p
5:00p	5:13p	5:25p	5:36p	5:50p	6:05p	6:19p
5:20p	5:33p	5:44p	5:54p	6:08p	6:23p	6:37p
5:40p	5:51p	6:02p	6:12p	6:26p	6:41p	6:55p
6:00p	6:11p	6:22p	6:32p	6:46p	7:01p	7:15p
6:20p	6:31p	6:42p	6:52p	7:06p	7:21p	7:35p
6:50p	7:01p	7:12p	7:22p	7:36p	7:51p	8:05p
7:20p	7:31p	7:42p	7:52p	8:05p	8:18p	8:31p
7:50p	8:01p	8:11p	8:20p	8:32p	8:45p	8:58p
8:25p	8:35p	8:45p	8:54p	9:06p	9:20p	9:33p
9:00p	9:10p	9:18p	9:26p	9:37p	9:51p	10:04p
9:30p	9:40p	9:48p	9:56p	10:07p	10:21p	10:34p
10:00p	10:10p	10:18p	10:26p	10:37p	10:51p	11:04p
10:30p	10:40p	10:48p	10:56p	11:07p	11:21p	11:34p
11:05p W	11:15p	11:23p	11:31p	11:42p	11:56p G	

SOUTHBOUND

To Broward Central Terminal

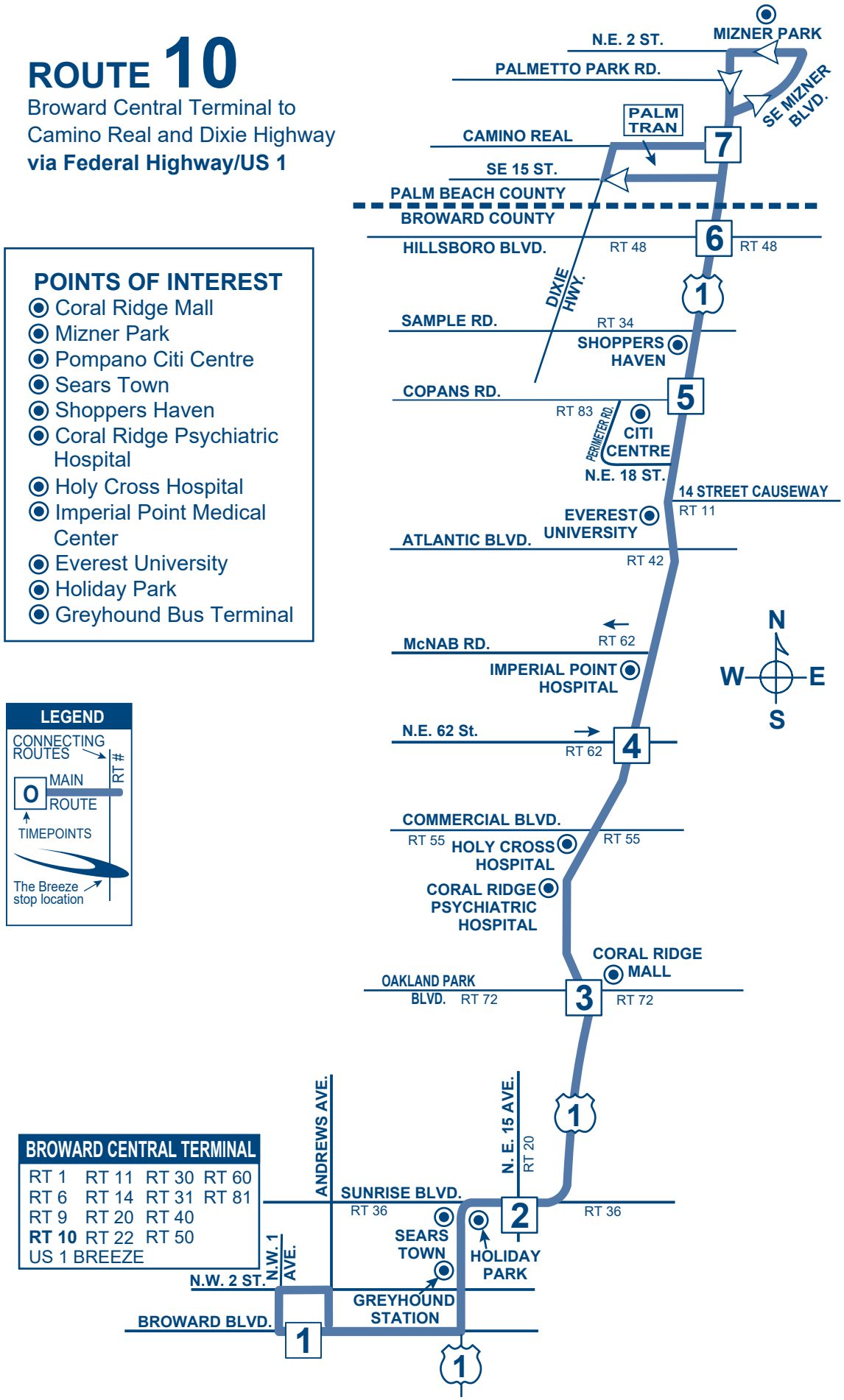
CAMINO REAL & DIXIE HWY	HILLSBORO BLVD & US 1	COPANS RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	**6**	**5**	**4**	**3**	**2**	**1**
	5:20a	5:34a	5:47a	5:55a	6:03a	6:12a
	5:50a	6:04a	6:17a	6:25a	6:33a	6:40a
6:10a	6:15a	6:29a	6:41a	6:51a	7:00a	7:07a
6:40a	6:45a	7:00a	7:12a	7:22a	7:31a	7:40a
7:00a	7:05a	7:20a	7:33a	7:44a	7:53a	8:02a
7:20a	7:25a	7:42a	7:58a	8:09a	8:18a	8:27a
7:40a	7:45a	8:03a	8:19a	8:30a	8:39a	8:48a
8:00a	8:05a	8:23a	8:39a	8:50a	8:59a	9:12a
8:15a	8:20a	8:38a	8:54a	9:06a	9:14a	9:27a G
8:35a	8:40a	8:58a	9:13a	9:27a	9:35a	9:48a
8:55a	9:00a	9:17a	9:32a	9:46a	9:54a	10:08a
9:10a	9:15a	9:32a	9:47a	10:01a	10:11a	10:25a G
9:30a	9:35a	9:52a	10:07a	10:18a	10:28a	10:42a
10:00a	10:05a	10:22a	10:37a	10:48a	10:58a	11:09a
10:30a	10:35a	10:52a	11:07a	11:20a	11:32a	11:43a
11:00a	11:05a	11:23a	11:39a	11:52a	12:04p	12:15p
11:30a	11:35a	11:53a	12:09p	12:22p	12:34p	12:45p
12:00p	12:05p	12:23p	12:39p	12:52p	1:02p	1:21p
12:30p	12:35p	12:53p	1:10p	1:22p	1:29p	1:48p
1:00p	1:06p	1:25p	1:42p	1:54p	2:02p	2:14p
1:30p	1:36p	1:55p	2:13p	2:28p	2:42p	2:54p
2:00p	2:06p	2:26p	2:44p	2:59p	3:13p	3:25p
2:30p	2:36p	2:56p	3:14p	3:29p	3:43p	3:57p
3:00p	3:06p	3:26p	3:44p	3:58p	4:12p	4:26p
3:20p	3:26p	3:46p	4:04p	4:18p	4:32p	4:46p
3:40p	3:46p	4:06p	4:24p	4:38p	4:52p	5:04p
4:00p	4:06p	4:26p	4:44p	4:58p	5:15p	5:24p
4:25p	4:31p	4:51p	5:09p	5:20p	5:37p	5:46p
4:50p	4:56p	5:14p	5:31p	5:42p	5:59p	6:08p
5:15p	5:21p	5:38p	5:55p	6:06p	6:23p	6:32p
5:35p	5:41p	5:58p	6:15p	6:26p	6:43p	6:52p
5:55p	6:01p	6:18p	6:35p	6:46p	7:03p	7:12p G
6:15p	6:21p	6:38p	6:55p	7:06p	7:23p	7:32p
6:45p	6:51p	7:08p	7:25p	7:35p	7:43p	7:50p G
7:15p	7:21p	7:37p	7:50p	7:59p	8:07p	8:14p
7:45p	7:50p	8:04p	8:17p	8:26p	8:35p	8:45p
8:15p	8:20p	8:34p	8:46p	8:55p	9:04p	9:14p
8:45p	8:50p	9:04p	9:16p	9:25p	9:34p	9:44p
9:15p	9:20p	9:34p	9:46p	9:55p	10:04p	10:14p
9:50p	9:55p	10:09p	10:21p	10:30p	10:38p	10:46p
10:15p	10:20p	10:33p	10:42p	10:50p	10:58p	11:06p G
10:45p	10:49p	11:01p	11:10p	11:18p	11:26p	11:34p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 10

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1



POINTS OF INTEREST

- Coral Ridge Mall
- Mizner Park
- Pompano Citi Centre
- Sears Town
- Shoppers Haven
- Coral Ridge Psychiatric Hospital
- Holy Cross Hospital
- Imperial Point Medical Center
- Everest University
- Holiday Park
- Greyhound Bus Terminal

LEGEND

CONNECTING ROUTES → RT #

O MAIN ROUTE

TIMEPOINTS

The Breeze stop location

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
US 1 BREEZE			

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665). TELL US.**

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

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3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
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BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

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ROUTE 20

All Week

Schedule

Effective 9/23/18

Broward Central Terminal to Broward Health North

MyRide BROWARD.org

Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

954-357-8400
Broward.org/BCT

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Health North

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
1	**2**	**3**	**4**	**5**	**6**	**7**
6:00a	6:07a	6:15a	6:23a	6:39a	6:46a	6:57a
6:45a	6:52a	7:01a	7:10a	7:28a	7:35a	7:46a
7:30a	7:37a	7:46a	7:55a	8:13a	8:20a	8:31a
8:15a	8:22a	8:31a	8:40a	8:58a	9:05a	9:16a
9:00a	9:07a	9:16a	9:25a	9:43a	9:50a	10:01a
9:45a	9:52a	10:01a	10:10a	10:28a	10:35a	10:47a
10:30a	10:38a	10:47a	10:56a	11:14a	11:21a	11:33a
11:15a	11:23a	11:32a	11:41a	11:59a	12:06p	12:18p
12:05p	12:13p	12:22p	12:31p	12:49p	12:56p	1:08p
12:55p	1:03p	1:12p	1:21p	1:39p	1:46p	1:58p
1:45p	1:53p	2:02p	2:11p	2:29p	2:36p	2:48p
2:35p	2:43p	2:52p	3:01p	3:20p	3:27p	3:40p
3:25p	3:33p	3:43p	3:54p	4:13p	4:20p	4:33p
4:15p	4:23p	4:33p	4:44p	5:03p	5:10p	5:23p
5:05p	5:13p	5:23p	5:34p	5:53p	6:00p	6:12p
5:55p	6:03p	6:11p	6:20p	6:36p	6:43p	6:55p
6:45p	6:53p	7:01p	7:10p	7:26p	7:33p	7:45p
7:30p	7:38p	7:46p	7:55p	8:11p	8:18p	8:30pG
8:15p	8:23p	8:31p	8:40p	8:56p	9:03p	9:10pG
9:00p	9:08p	9:15p	9:24p	9:38p	9:45p	9:52pG

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	**6**	**5**	**4**	**3**	**2**	**1**
5:40a	5:44a	5:55a	6:03a	6:11a	6:20a	6:31a
6:25a	6:29a	6:40a	6:48a	6:56a	7:05a	7:18a
7:10a	7:15a	7:26a	7:36a	7:46a	7:55a	8:08a
7:55a	8:00a	8:11a	8:21a	8:31a	8:40a	8:53a
8:40a	8:45a	8:56a	9:05a	9:14a	9:24a	9:38a
9:25a	9:29a	9:40a	9:48a	9:57a	10:07a	10:21a
10:10a	10:14a	10:25a	10:33a	10:42a	10:52a	11:06a
10:55a	10:59a	11:10a	11:18a	11:27a	11:37a	11:53a
11:45a	11:50a	12:01p	12:09p	12:18p	12:28p	12:44p
12:30p	12:35p	12:46p	12:54p	1:03p	1:13p	1:29p
1:20p	1:25p	1:36p	1:45p	1:55p	2:06p	2:20p
2:10p	2:15p	2:26p	2:35p	2:45p	2:56p	3:10p
3:00p	3:05p	3:16p	3:25p	3:35p	3:46p	4:00p
3:50p	3:55p	4:06p	4:15p	4:25p	4:35p	4:50p
4:40p	4:45p	4:55p	5:06p	5:17p	5:27p	5:42p
5:30p	5:35p	5:45p	5:56p	6:06p	6:15p	6:29p
6:20p	6:24p	6:34p	6:42p	6:52p	7:01p	7:15p
7:05p	7:09p	7:19p	7:27p	7:37p	7:46p	8:00p
7:55p	7:59p	8:09p	8:17p	8:27p	8:36p	8:50p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

NORTHBOUND

To Broward Health North

1	2	3	4	5	6	7
BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
6:00a	6:10a	6:18a	6:27a	6:35a	6:45a	6:50a
7:00a	7:10a	7:18a	7:27a	7:35a	7:45a	7:50a
8:00a	8:10a	8:18a	8:27a	8:35a	8:45a	8:50a
9:00a	9:10a	9:18a	9:27a	9:35a	9:45a	9:50a
10:00a	10:10a	10:18a	10:27a	10:35a	10:45a	10:50a
11:00a	11:10a	11:18a	11:27a	11:35a	11:45a	11:50a
12:00p	12:10p	12:18p	12:27p	12:35p	12:45p	12:50p
1:00p	1:10p	1:18p	1:27p	1:35p	1:45p	1:50p
2:00p	2:10p	2:18p	2:27p	2:35p	2:45p	2:50p
3:00p	3:10p	3:18p	3:27p	3:35p	3:45p	3:50p
4:00p	4:10p	4:18p	4:27p	4:35p	4:45p	4:50p
5:00p	5:10p	5:18p	5:27p	5:35p	5:45p	5:50p
6:00p	6:10p	6:18p	6:27p	6:35p	6:45p	6:50p
7:00p	7:10p	7:18p	7:27p	7:35p	7:45p	7:50p
8:00p	8:10p	8:18p	8:27p	8:35p	8:45pG	

SOUTHBOUND

To Broward Central Terminal

7	6	5	4	3	2	1
BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
6:00a	6:05a	6:15a	6:23a	6:32a	6:40a	6:50a
7:00a	7:05a	7:15a	7:23a	7:32a	7:40a	7:50a
8:00a	8:05a	8:15a	8:23a	8:32a	8:40a	8:50a
9:00a	9:05a	9:15a	9:23a	9:32a	9:40a	9:50a
10:00a	10:05a	10:15a	10:23a	10:32a	10:40a	10:50a
11:00a	11:05a	11:15a	11:23a	11:32a	11:40a	11:50a
12:00p	12:05p	12:15p	12:23p	12:32p	12:40p	12:50p
1:00p	1:05p	1:15p	1:23p	1:32p	1:40p	1:50p
2:00p	2:05p	2:15p	2:23p	2:32p	2:40p	2:50p
3:00p	3:05p	3:15p	3:23p	3:32p	3:40p	3:50p
4:00p	4:05p	4:15p	4:23p	4:32p	4:40p	4:50p
5:00p	5:05p	5:15p	5:23p	5:32p	5:40p	5:50p
6:00p	6:05p	6:15p	6:23p	6:32p	6:40p	6:50p
7:00p	7:05p	7:15p	7:23p	7:32p	7:40p	7:50p
8:00p	8:05p	8:15p	8:23p	8:32p	8:40p	8:50pG

SUNDAY

NORTHBOUND

To Broward Health North

1	2	3	4	5	6	7
10:00a	10:10a	10:18a	10:27a	10:35a	10:45a	10:50a
11:00a	11:10a	11:18a	11:27a	11:35a	11:45a	11:50a
12:00p	12:10p	12:18p	12:27p	12:35p	12:45p	12:50p
1:00p	1:10p	1:18p	1:27p	1:35p	1:45p	1:50p
2:00p	2:10p	2:18p	2:27p	2:35p	2:45p	2:50p
3:00p	3:10p	3:18p	3:27p	3:35p	3:45p	3:50p
4:00p	4:10p	4:18p	4:27p	4:35p	4:45p	4:50p
5:00p	5:10p	5:18p	5:27p	5:35p	5:45p	5:50p
6:00p	6:10p	6:18p	6:27p	6:35p	6:45pG	
7:00p	7:10p	7:18p	7:27p	7:35p	7:45pG	

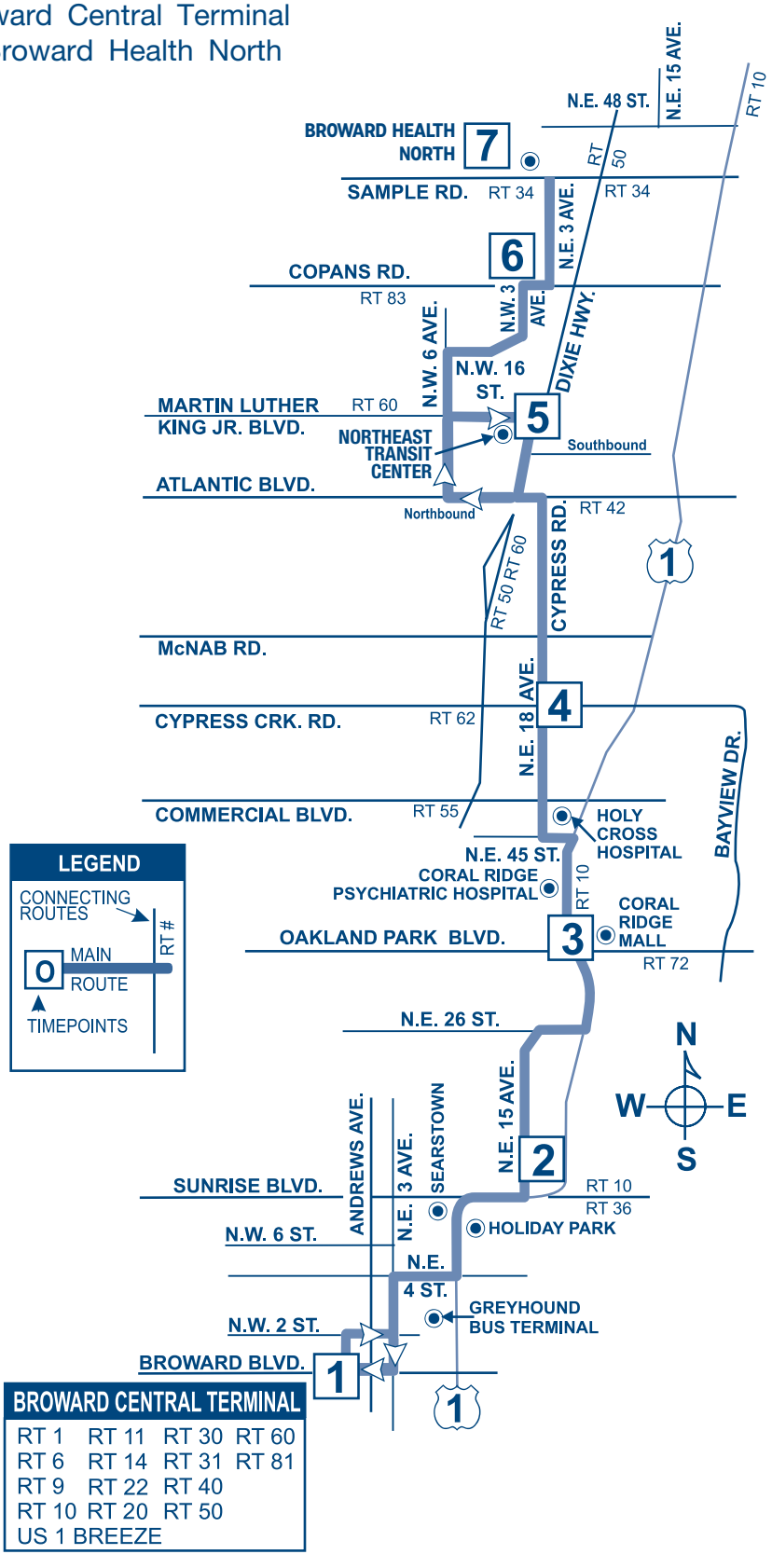
SOUTHBOUND

To Broward Central Terminal

7	6	5	4	3	2	1
10:00a	10:05a	10:15a	10:23a	10:32a	10:40a	10:50a
11:00a	11:05a	11:15a	11:23a	11:32a	11:40a	11:50a
12:00p	12:05p	12:15p	12:23p	12:32p	12:40p	12:50p
1:00p	1:05p	1:15p	1:23p	1:32p	1:40p	1:50p
2:00p	2:05p	2:15p	2:23p	2:32p	2:40p	2:50p
3:00p	3:05p	3:15p	3:23p	3:32p	3:40p	3:50p
4:00p	4:05p	4:15p	4:23p	4:32p	4:40p	4:50p
5:00p	5:05p	5:15p	5:23p	5:32p	5:40p	5:50p
6:00p	6:05p	6:15p	6:23p	6:32p	6:40p	6:50p

ROUTE 20

Broward Central Terminal
to Broward Health North



LEGEND

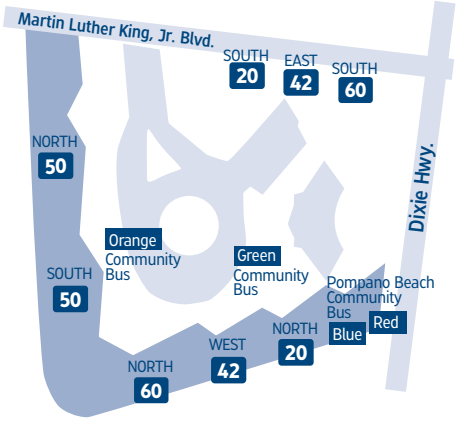
CONNECTING ROUTES
RT #
MAIN ROUTE
TIMEPOINTS

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 22	RT 40	
RT 10	RT 20	RT 50	

US 1 BREEZE

Northeast Transit Center



POINTS OF INTEREST

- North Broward Medical Center
- Northeast Transit Center
- Holy Cross Hosptial
- Coral Ridge Mall
- Searstown
- Holiday Park
- Greyhound Bus Terminal

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at broward.org/bct and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

13,000 copies of this public document were promulgated at a gross cost of $572.00, or $.044 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 5/18

ROUTE 50

All Week

Schedule

Effective 10/9/16

Broward Central Terminal to Hillsboro Boulevard
via Dixie Highway

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit
954-357-8400
Broward.org/BCT

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	**2**	**3**	**4**	**5**	**6**
			5:40a	5:54a	6:17a
5:20a	5:32a	5:45a	5:57a	6:11a	6:34a
5:40a	5:52a	6:05a	6:17a	6:31a	6:54a
6:00a	6:12a	6:25a	6:37a	6:51a	7:10a
6:20a	6:32a	6:45a	6:57a	7:10a	7:26a
6:40a	6:52a	7:05a	7:20a	7:32a	7:51a
7:00a	7:17a	7:30a	7:46a	7:56a	8:15a
7:20a	7:36a	7:49a	8:05a	8:15a	8:33a
7:40a	7:55a	8:08a	8:24a	8:36a	8:53a
8:00a	8:15a	8:26a	8:40a	8:52a	9:08a
8:20a	8:37a	8:47a	9:01a	9:10a	9:26a
8:40a	8:57a	9:07a	9:21a	9:30a	9:44a
9:00a	9:15a	9:25a	9:38a	9:50a	10:04a
9:20a	9:35a	9:45a	9:57a	10:09a	10:26a
9:40a	9:56a	10:06a	10:17a	10:29a	10:46a
10:00a	10:16a	10:29a	10:40a	10:52a	11:09a
10:20a	10:35a	10:48a	10:59a	11:11a	11:28a
10:40a	10:55a	11:08a	11:19a	11:31a	11:48a
11:00a	11:15a	11:28a	11:39a	11:51a	12:08p
11:20a	11:35a	11:48a	11:59a	12:11p	12:28p
11:40a	11:55a	12:08p	12:21p	12:32p	12:49p
12:00p	12:16p	12:26p	12:39p	12:50p	1:05p
12:20p	12:38p	12:48p	1:01p	1:13p	1:24p
12:40p	12:58p	1:09p	1:22p	1:33p	1:48p
1:00p	1:17p	1:28p	1:40p	1:50p	2:07p
1:20p	1:38p	1:51p	2:01p	2:14p	2:31p
1:40p	1:58p	2:10p	2:20p	2:33p	2:50p
2:00p	2:16p	2:28p	2:38p	2:51p	3:09p
2:20p	2:36p	2:48p	2:58p	3:13p	3:31p
2:40p	2:56p	3:10p	3:20p	3:35p	3:53p
3:00p	3:16p	3:30p	3:40p	3:55p	4:13p
3:20p	3:36p	3:50p	4:00p	4:11p	4:29p
3:40p	3:56p	4:09p	4:21p	4:33p	4:52p
4:00p	4:18p	4:30p	4:42p	4:56p	5:15p
4:20p	4:37p	4:50p	5:02p	5:16p	5:35p
4:40p	4:56p	5:09p	5:21p	5:35p	5:54p
5:00p	5:16p	5:29p	5:41p	5:55p	6:14p
5:20p	5:36p	5:49p	6:00p	6:14p	6:33p
5:40p	5:56p	6:08p	6:19p	6:32p	6:50p
6:00p	6:16p	6:28p	6:39p	6:50p	7:08p
6:20p	6:36p	6:46p	6:57p	7:08p	7:25p G
6:40p	6:55p	7:05p	7:17p	7:32p	7:49p
7:10p	7:23p	7:33p	7:45p	8:00p	8:12p
7:40p	7:53p	8:03p	8:14p	8:27p	8:42p
8:10p	8:23p	8:33p	8:43p	8:56p	9:11p
8:40p	8:53p	9:03p	9:13p	9:26p	9:41p
9:10p	9:23p	9:33p	9:43p	9:56p	10:11p
9:40p	9:52p	10:02p	10:13p	10:26p	10:41p
10:10p	10:22p	10:32p	10:43p	10:56p	11:11p G
10:40p	10:52p	11:02p	11:13p	11:26p	11:41p G
11:05p W	11:17p	11:27p	11:38p	11:51p	12:06a G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	**5**	**4**	**3**	**2**	**1**
	5:20a	5:32a	5:44a	5:56a	6:13a
	5:40a	5:52a	6:04a	6:16a	6:33a
5:50a	6:06a	6:18a	6:32a	6:43a	7:04a
6:10a	6:22a	6:34a	6:47a	6:57a	7:18a
6:30a	6:42a	6:57a	7:09a	7:19a	7:42a
6:50a	7:03a	7:18a	7:29a	7:44a	8:07a
7:10a	7:23a	7:37a	7:48a	8:03a	8:26a
7:30a	7:45a	7:59a	8:10a	8:25a	8:50a
7:50a	8:05a	8:19a	8:30a	8:44a	9:09a
8:10a	8:25a	8:40a	8:51a	9:05a	9:29a
8:30a	8:45a	9:00a	9:11a	9:24a	9:46a
8:50a	9:05a	9:20a	9:31a	9:43a	10:05a
9:10a	9:24a	9:37a	9:48a	10:00a	10:22a
9:30a	9:43a	9:56a	10:07a	10:19a	10:41a
9:50a	10:03a	10:16a	10:27a	10:39a	10:55a
10:10a	10:23a	10:36a	10:47a	11:01a	11:23a
10:30a	10:43a	10:56a	11:07a	11:19a	11:41a
10:50a	11:04a	11:16a	11:27a	11:39a	12:01p
11:10a	11:24a	11:36a	11:47a	11:59a	12:21p
11:30a	11:44a	11:56a	12:07p	12:19p	12:43p
11:50a	12:04p	12:16p	12:26p	12:38p	1:02p
12:10p	12:24p	12:37p	12:47p	12:59p	1:23p
12:30p	12:43p	12:56p	1:06p	1:18p	1:42p
12:50p	1:03p	1:16p	1:26p	1:38p	2:02p
1:10p	1:23p	1:36p	1:46p	1:58p	2:22p
1:30p	1:43p	1:56p	2:06p	2:18p	2:42p
1:50p	2:03p	2:16p	2:26p	2:37p	3:01p
2:10p	2:23p	2:36p	2:47p	2:57p	3:21p
2:30p	2:43p	2:55p	3:06p	3:16p	3:38p
2:50p	3:03p	3:15p	3:26p	3:37p	3:59p
3:10p	3:23p	3:34p	3:45p	3:56p	4:18p
3:30p	3:44p	3:55p	4:08p	4:22p	4:44p
3:50p	4:04p	4:13p	4:26p	4:39p	5:01p
4:10p	4:25p	4:39p	4:50p	5:03p	5:25p
4:30p	4:44p	4:58p	5:09p	5:22p	5:44p
4:50p	5:04p	5:18p	5:29p	5:42p	6:04p
5:10p	5:24p	5:38p	5:49p	6:02p	6:24p
5:30p	5:44p	5:58p	6:09p	6:23p	6:45p G
5:50p	6:04p	6:17p	6:27p	6:41p	7:03p
6:10p	6:25p	6:37p	6:47p	7:00p	7:20p
6:30p	6:45p	6:57p	7:08p	7:14p	7:34p G
6:50p	7:04p	7:19p	7:30p	7:36p	7:56p
7:05p	7:16p	7:31p	7:42p	7:48p	8:08p G
7:25p	7:36p	7:51p	8:01p	8:10p	8:30p
7:55p	8:06p	8:17p	8:27p	8:36p	8:56p
8:25p	8:36p	8:47p	8:57p	9:04p	9:22p
8:55p	9:06p	9:18p	9:27p	9:34p	9:51p
9:25p	9:37p	9:48p	9:57p	10:07p	10:25p
9:55p	10:05p	10:15p	10:24p	10:34p	10:52p
10:25p	10:35p	10:44p	10:53p	11:02p	11:20p G
10:55p	11:04p	11:12p G			

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	2	3	4	5	6
5:30a	5:41a	5:50a	5:58a	6:15a	6:28a
6:00a	6:11a	6:21a	6:29a	6:46a	6:59a
6:30a	6:41a	6:51a	6:59a	7:14a	7:27a
7:00a	7:11a	7:21a	7:30a	7:41a	7:54a
7:30a	7:43a	7:53a	8:02a	8:13a	8:26a
8:00a	8:13a	8:23a	8:32a	8:43a	8:56a
8:30a	8:43a	8:53a	9:02a	9:14a	9:28a
9:00a	9:13a	9:24a	9:35a	9:47a	10:01a
9:30a	9:43a	9:54a	10:05a	10:15a	10:29a
10:00a	10:13a	10:24a	10:34a	10:47a	11:01a
10:30a	10:43a	10:54a	11:04a	11:17a	11:31a
11:00a	11:13a	11:24a	11:34a	11:47a	12:01p
11:30a	11:43a	11:54a	12:02p	12:16p	12:30p
12:00p	12:14p	12:25p	12:34p	12:43p	12:57p
12:30p	12:46p	12:57p	1:08p	1:18p	1:32p
1:00p	1:15p	1:26p	1:36p	1:46p	2:00p
1:30p	1:44p	1:55p	2:05p	2:15p	2:29p
2:00p	2:14p	2:25p	2:35p	2:45p	2:59p
2:30p	2:44p	2:55p	3:05p	3:15p	3:29p
3:00p	3:14p	3:25p	3:35p	3:45p	3:59p
3:30p	3:44p	3:55p	4:05p	4:17p	4:31p
4:00p	4:16p	4:27p	4:36p	4:49p	5:03p
4:30p	4:45p	4:56p	5:06p	5:16p	5:30p
5:00p	5:14p	5:25p	5:36p	5:46p	6:00p
5:30p	5:44p	5:55p	6:05p	6:15p	6:28p
6:00p	6:14p	6:24p	6:34p	6:44p	6:57p G
6:30p	6:44p	6:54p	7:04p	7:14p	7:27p
7:15p	7:29p	7:39p	7:50p	8:04p	8:17p
8:00p	8:13p	8:23p	8:35p	8:45p	8:58p
8:45p	8:58p	9:07p	9:17p	9:27p	9:39p
9:30p	9:43p	9:52p	10:00p	10:13p	10:25p G
10:15p	10:28p	10:37p	10:45p	10:58p	11:10p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	5	4	3	2	1
	5:30a	5:41a	5:50a	5:59a	6:13a
5:45a	5:58a	6:09a	6:17a	6:25a	6:39a
6:15a	6:26a	6:38a	6:46a	6:54a	7:08a
6:45a	6:56a	7:08a	7:16a	7:24a	7:38a
7:15a	7:26a	7:38a	7:49a	7:57a	8:15a
7:45a	7:56a	8:10a	8:22a	8:35a	8:50a
8:15a	8:27a	8:39a	8:50a	9:00a	9:14a
8:45a	8:57a	9:12a	9:23a	9:33a	9:50a
9:15a	9:28a	9:40a	9:51a	10:01a	10:17a
9:45a	9:59a	10:11a	10:21a	10:33a	10:48a
10:15a	10:27a	10:41a	10:51a	11:03a	11:18a
10:45a	10:57a	11:11a	11:21a	11:31a	11:44a
11:15a	11:26a	11:41a	11:49a	11:59a	12:19p
11:45a	11:57a	12:12p	12:20p	12:29p	12:45p
12:15p	12:29p	12:41p	12:52p	1:04p	1:19p
12:45p	12:58p	1:11p	1:20p	1:32p	1:47p
1:15p	1:28p	1:40p	1:49p	1:59p	2:13p
1:45p	1:58p	2:11p	2:21p	2:31p	2:45p
2:15p	2:28p	2:41p	2:51p	3:02p	3:17p
2:45p	2:57p	3:10p	3:21p	3:32p	3:47p
3:15p	3:27p	3:40p	3:51p	4:02p	4:17p
3:45p	3:57p	4:10p	4:21p	4:32p	4:47p
4:15p	4:27p	4:40p	4:51p	5:02p	5:17p
4:45p	4:57p	5:10p	5:21p	5:34p	5:45p
5:15p	5:27p	5:39p	5:51p	6:04p	6:18p
5:45p	5:57p	6:09p	6:19p	6:30p	6:47p G
6:15p	6:26p	6:40p	6:50p	7:01p	7:15p
6:50p	7:02p	7:13p	7:26p	7:37p	7:51p
7:35p	7:47p	7:58p	8:11p	8:20p	8:36p
8:20p	8:30p	8:41p	8:49p	8:58p	9:09p
9:05p	9:17p	9:27p	9:38p	9:46p	10:01p
9:50p	10:00p	10:10p	10:19p	10:27p	

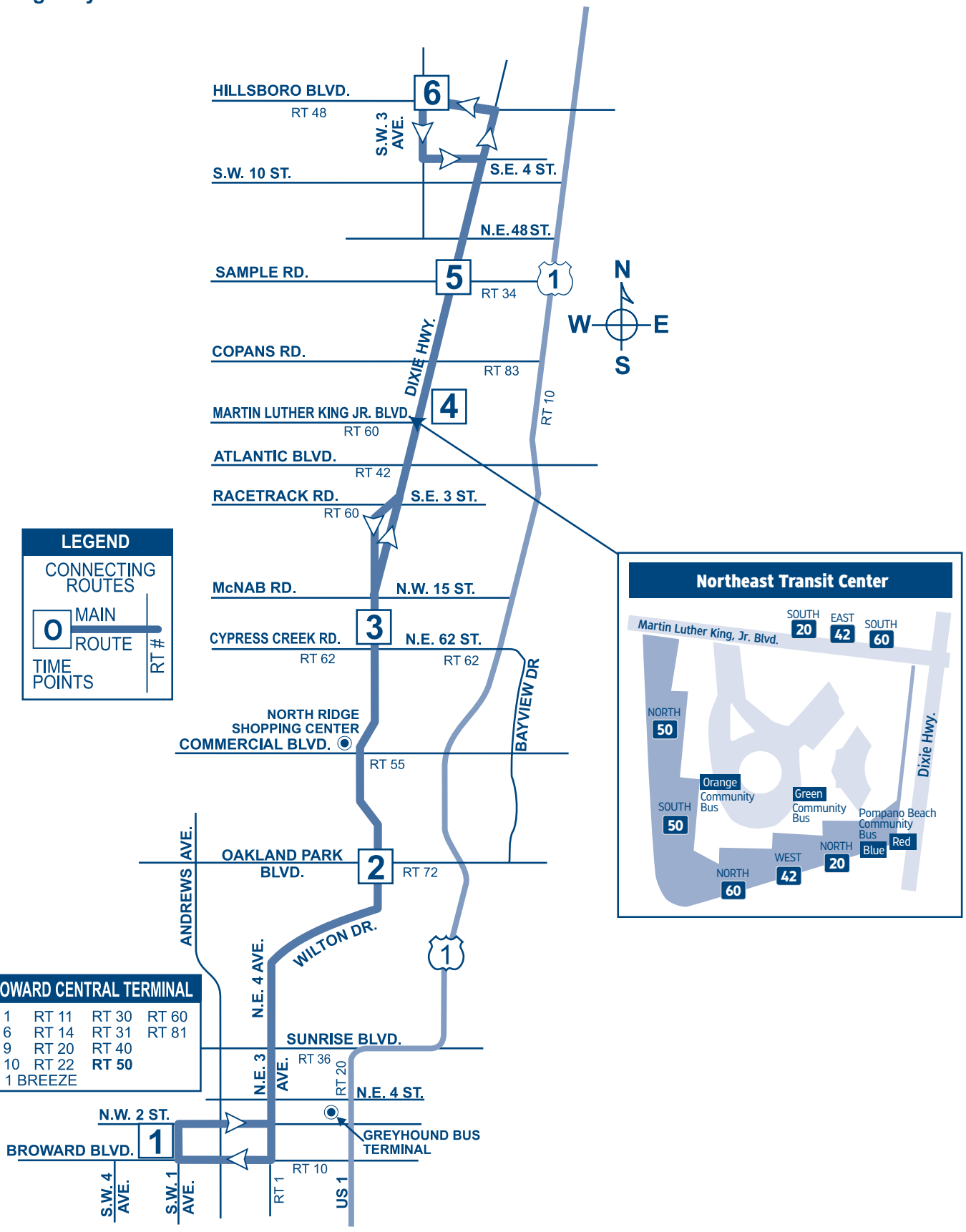
SUNDAY

1	2	3	4	5	6
8:00a	8:13a	8:22a	8:32a	8:43a	8:55a
8:45a	8:58a	9:07a	9:17a	9:29a	9:42a
9:30a	9:43a	9:52a	10:02a	10:14a	10:27a
10:15a	10:28a	10:37a	10:46a	10:58a	11:11a
11:00a	11:14a	11:24a	11:32a	11:44a	11:57a
11:45a	11:58a	12:07p	12:18p	12:30p	12:43p
12:30p	12:44p	12:55p	1:05p	1:17p	1:30p
1:15p	1:28p	1:38p	1:48p	2:00p	2:13p
2:00p	2:14p	2:24p	2:33p	2:45p	2:58p
2:45p	2:59p	3:09p	3:18p	3:30p	3:43p
3:30p	3:44p	3:54p	4:03p	4:15p	4:28p
4:15p	4:30p	4:40p	4:49p	5:01p	5:14p
5:00p	5:14p	5:25p	5:34p	5:46p	5:59p
5:45p	5:59p	6:08p	6:17p	6:28p	6:40p
6:30p	6:44p	6:54p	7:01p	7:12p	7:24p
7:15p	7:28p	7:37p	7:45p	7:56p	8:08p G
8:00p	8:12p	8:19p	8:27p	8:38p	8:50p G

6	5	4	3	2	1
	7:47a	7:58a	8:06a	8:21a	8:35a
8:22a	8:33a	8:44a	8:52a	9:04a	9:19a
9:07a	9:19a	9:31a	9:40a	9:49a	10:04a
9:52a	10:04a	10:16a	10:25a	10:35a	10:50a
10:37a	10:49a	11:01a	11:10a	11:20a	11:35a
11:22a	11:34a	11:46a	11:55a	12:05p	12:20p
12:07p	12:19p	12:31p	12:40p	12:51p	1:06p
12:52p	1:04p	1:16p	1:25p	1:35p	1:50p
1:37p	1:49p	2:01p	2:10p	2:20p	2:35p
2:22p	2:34p	2:46p	2:55p	3:07p	3:22p
3:07p	3:19p	3:31p	3:40p	3:51p	4:06p
3:52p	4:04p	4:16p	4:25p	4:36p	4:51p
4:37p	4:49p	5:01p	5:10p	5:21p	5:36p
5:22p	5:34p	5:46p	5:55p	6:06p	6:20p
6:07p	6:18p	6:29p	6:37p	6:48p	7:02p
6:52p	7:03p	7:14p	7:22p	7:33p	7:47p
7:37p	7:48p	7:59p	8:07p	8:18p	8:32p G

ROUTE 50

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.
via Dixie Highway



Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

APPENDIX D

Traffic Counts
Signal Plans

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.88

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.96	1.09
2	01/06/2019 - 01/12/2019	0.96	1.09
3	01/13/2019 - 01/19/2019	0.96	1.09
4	01/20/2019 - 01/26/2019	0.94	1.07
* 5	01/27/2019 - 02/02/2019	0.92	1.05
* 6	02/03/2019 - 02/09/2019	0.89	1.01
* 7	02/10/2019 - 02/16/2019	0.87	0.99
* 8	02/17/2019 - 02/23/2019	0.87	0.99
* 9	02/24/2019 - 03/02/2019	0.86	0.98
*10	03/03/2019 - 03/09/2019	0.86	0.98
*11	03/10/2019 - 03/16/2019	0.85	0.97
*12	03/17/2019 - 03/23/2019	0.86	0.98
*13	03/24/2019 - 03/30/2019	0.87	0.99
*14	03/31/2019 - 04/06/2019	0.89	1.01
*15	04/07/2019 - 04/13/2019	0.90	1.02
*16	04/14/2019 - 04/20/2019	0.91	1.03
*17	04/21/2019 - 04/27/2019	0.93	1.06
18	04/28/2019 - 05/04/2019	0.95	1.08
19	05/05/2019 - 05/11/2019	0.97	1.10
20	05/12/2019 - 05/18/2019	1.00	1.14
21	05/19/2019 - 05/25/2019	1.01	1.15
22	05/26/2019 - 06/01/2019	1.03	1.17
23	06/02/2019 - 06/08/2019	1.05	1.19
24	06/09/2019 - 06/15/2019	1.07	1.22
25	06/16/2019 - 06/22/2019	1.06	1.20
26	06/23/2019 - 06/29/2019	1.06	1.20
27	06/30/2019 - 07/06/2019	1.06	1.20
28	07/07/2019 - 07/13/2019	1.06	1.20
29	07/14/2019 - 07/20/2019	1.06	1.20
30	07/21/2019 - 07/27/2019	1.09	1.24
31	07/28/2019 - 08/03/2019	1.11	1.26
32	08/04/2019 - 08/10/2019	1.14	1.30
33	08/11/2019 - 08/17/2019	1.17	1.33
34	08/18/2019 - 08/24/2019	1.17	1.33
35	08/25/2019 - 08/31/2019	1.18	1.34
36	09/01/2019 - 09/07/2019	1.18	1.34
37	09/08/2019 - 09/14/2019	1.19	1.35
38	09/15/2019 - 09/21/2019	1.19	1.35
39	09/22/2019 - 09/28/2019	1.17	1.33
40	09/29/2019 - 10/05/2019	1.16	1.32
41	10/06/2019 - 10/12/2019	1.14	1.30
42	10/13/2019 - 10/19/2019	1.13	1.28
43	10/20/2019 - 10/26/2019	1.10	1.25
44	10/27/2019 - 11/02/2019	1.08	1.23
45	11/03/2019 - 11/09/2019	1.05	1.19
46	11/10/2019 - 11/16/2019	1.03	1.17
47	11/17/2019 - 11/23/2019	1.01	1.15
48	11/24/2019 - 11/30/2019	1.00	1.14
49	12/01/2019 - 12/07/2019	0.99	1.13
50	12/08/2019 - 12/14/2019	0.97	1.10
51	12/15/2019 - 12/21/2019	0.96	1.09
52	12/22/2019 - 12/28/2019	0.96	1.09
53	12/29/2019 - 12/31/2019	0.96	1.09

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.98	1.01
43	10/20/2019 - 10/26/2019	0.99	1.02
44	10/27/2019 - 11/02/2019	0.99	1.02
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.01	1.04
5	01/27/2019 - 02/02/2019	1.00	1.03
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.03	1.06
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.04	1.07
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.00	0.00
2	01/06/2019 - 01/12/2019	0.00	0.00
3	01/13/2019 - 01/19/2019	0.00	0.00
4	01/20/2019 - 01/26/2019	0.00	0.00
5	01/27/2019 - 02/02/2019	0.00	0.00
6	02/03/2019 - 02/09/2019	0.00	0.00
7	02/10/2019 - 02/16/2019	0.00	0.00
8	02/17/2019 - 02/23/2019	0.00	0.00
9	02/24/2019 - 03/02/2019	0.00	0.00
10	03/03/2019 - 03/09/2019	0.00	0.00
11	03/10/2019 - 03/16/2019	0.00	0.00
12	03/17/2019 - 03/23/2019	0.00	0.00
13	03/24/2019 - 03/30/2019	0.00	0.00
14	03/31/2019 - 04/06/2019	0.00	0.00
15	04/07/2019 - 04/13/2019	0.00	0.00
16	04/14/2019 - 04/20/2019	0.00	0.00
17	04/21/2019 - 04/27/2019	0.00	0.00
18	04/28/2019 - 05/04/2019	0.00	0.00
19	05/05/2019 - 05/11/2019	0.00	0.00
20	05/12/2019 - 05/18/2019	0.00	0.00
21	05/19/2019 - 05/25/2019	0.00	0.00
22	05/26/2019 - 06/01/2019	0.00	0.00
23	06/02/2019 - 06/08/2019	0.00	0.00
24	06/09/2019 - 06/15/2019	0.00	0.00
25	06/16/2019 - 06/22/2019	0.00	0.00
26	06/23/2019 - 06/29/2019	0.00	0.00
27	06/30/2019 - 07/06/2019	0.00	0.00
28	07/07/2019 - 07/13/2019	0.00	0.00
29	07/14/2019 - 07/20/2019	0.00	0.00
30	07/21/2019 - 07/27/2019	0.00	0.00
31	07/28/2019 - 08/03/2019	0.00	0.00
32	08/04/2019 - 08/10/2019	0.00	0.00
33	08/11/2019 - 08/17/2019	0.00	0.00
34	08/18/2019 - 08/24/2019	0.00	0.00
35	08/25/2019 - 08/31/2019	0.00	0.00
36	09/01/2019 - 09/07/2019	0.00	0.00
37	09/08/2019 - 09/14/2019	0.00	0.00
38	09/15/2019 - 09/21/2019	0.00	0.00
39	09/22/2019 - 09/28/2019	0.00	0.00
40	09/29/2019 - 10/05/2019	0.00	0.00
41	10/06/2019 - 10/12/2019	0.00	0.00
*42	10/13/2019 - 10/19/2019	0.00	0.00
*43	10/20/2019 - 10/26/2019	0.00	0.00
*44	10/27/2019 - 11/02/2019	0.00	0.00
*45	11/03/2019 - 11/09/2019	0.00	0.00
*46	11/10/2019 - 11/16/2019	0.00	0.00
*47	11/17/2019 - 11/23/2019	0.00	0.00
*48	11/24/2019 - 11/30/2019	0.00	0.00
*49	12/01/2019 - 12/07/2019	0.00	0.00
*50	12/08/2019 - 12/14/2019	0.00	0.00
*51	12/15/2019 - 12/21/2019	0.00	0.00
*52	12/22/2019 - 12/28/2019	0.00	0.00
*53	12/29/2019 - 12/31/2019	0.00	0.00

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.94	0.99
2	01/06/2019 - 01/12/2019	0.98	1.03
3	01/13/2019 - 01/19/2019	1.02	1.07
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	0.99	1.04
6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.96	1.01
* 8	02/17/2019 - 02/23/2019	0.95	1.00
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.92	0.97
*11	03/10/2019 - 03/16/2019	0.91	0.96
*12	03/17/2019 - 03/23/2019	0.92	0.97
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.95	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.02
*16	04/14/2019 - 04/20/2019	0.98	1.03
*17	04/21/2019 - 04/27/2019	0.98	1.03
*18	04/28/2019 - 05/04/2019	0.98	1.03
*19	05/05/2019 - 05/11/2019	0.98	1.03
20	05/12/2019 - 05/18/2019	0.98	1.03
21	05/19/2019 - 05/25/2019	0.99	1.04
22	05/26/2019 - 06/01/2019	1.01	1.06
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.02	1.07
26	06/23/2019 - 06/29/2019	1.01	1.06
27	06/30/2019 - 07/06/2019	1.00	1.05
28	07/07/2019 - 07/13/2019	0.99	1.04
29	07/14/2019 - 07/20/2019	0.98	1.03
30	07/21/2019 - 07/27/2019	1.00	1.05
31	07/28/2019 - 08/03/2019	1.03	1.08
32	08/04/2019 - 08/10/2019	1.05	1.11
33	08/11/2019 - 08/17/2019	1.07	1.13
34	08/18/2019 - 08/24/2019	1.09	1.15
35	08/25/2019 - 08/31/2019	1.11	1.17
36	09/01/2019 - 09/07/2019	1.12	1.18
37	09/08/2019 - 09/14/2019	1.14	1.20
38	09/15/2019 - 09/21/2019	1.16	1.22
39	09/22/2019 - 09/28/2019	1.14	1.20
40	09/29/2019 - 10/05/2019	1.12	1.18
41	10/06/2019 - 10/12/2019	1.10	1.16
42	10/13/2019 - 10/19/2019	1.08	1.14
43	10/20/2019 - 10/26/2019	1.05	1.11
44	10/27/2019 - 11/02/2019	1.03	1.08
45	11/03/2019 - 11/09/2019	1.00	1.05
46	11/10/2019 - 11/16/2019	0.97	1.02
47	11/17/2019 - 11/23/2019	0.96	1.01
48	11/24/2019 - 11/30/2019	0.96	1.01
49	12/01/2019 - 12/07/2019	0.95	1.00
50	12/08/2019 - 12/14/2019	0.95	1.00
51	12/15/2019 - 12/21/2019	0.94	0.99
52	12/22/2019 - 12/28/2019	0.98	1.03
53	12/29/2019 - 12/31/2019	1.02	1.07

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
6	02/03/2019 - 02/09/2019	0.99	1.02
7	02/10/2019 - 02/16/2019	0.98	1.01
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.98	1.01
*20	05/12/2019 - 05/18/2019	0.98	1.01
21	05/19/2019 - 05/25/2019	0.99	1.02
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.04	1.07
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.06	1.09
39	09/22/2019 - 09/28/2019	1.05	1.08
40	09/29/2019 - 10/05/2019	1.04	1.07
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.01	1.04
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.01	1.04
50	12/08/2019 - 12/14/2019	1.01	1.04
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 6TH STREET & NE 3RD AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6TH & 3RD
Site Code : 220029
Start Date : 2/9/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	5	66	4	0	2	18	13	0	9	41	9	0	8	31	10	216
07:15 AM	0	6	86	12	0	5	38	13	0	12	80	8	0	8	36	21	325
07:30 AM	0	3	114	11	0	9	37	7	0	14	76	13	0	13	44	24	365
07:45 AM	0	9	149	8	0	7	38	8	0	16	78	11	0	5	56	37	422
Total	0	23	415	35	0	23	131	41	0	51	275	41	0	34	167	92	1328
08:00 AM	0	4	138	15	0	10	57	12	0	17	103	14	0	6	56	25	457
08:15 AM	0	9	126	9	0	7	53	21	0	19	77	16	0	22	47	28	434
08:30 AM	0	11	145	15	0	10	52	12	0	14	74	6	0	8	56	36	439
08:45 AM	0	13	144	6	0	13	47	9	0	18	73	12	0	12	65	31	443
Total	0	37	553	45	0	40	209	54	0	68	327	48	0	48	224	120	1773
04:00 PM	0	9	157	20	0	17	78	12	0	23	134	10	0	7	47	16	530
04:15 PM	0	6	94	17	0	8	88	12	0	32	131	17	0	10	59	17	491
04:30 PM	0	16	115	18	0	8	67	17	0	35	169	11	0	11	57	19	543
04:45 PM	0	20	133	17	0	3	70	8	0	46	166	23	0	10	59	16	571
Total	0	51	499	72	0	36	303	49	0	136	600	61	0	38	222	68	2135
05:00 PM	0	10	105	16	0	14	87	6	0	37	171	26	0	14	52	12	550
05:15 PM	0	8	140	17	0	11	91	10	0	37	170	20	0	16	72	7	599
05:30 PM	0	23	115	20	0	13	78	11	0	38	182	29	0	14	80	20	623
05:45 PM	0	19	123	21	0	10	61	9	0	27	172	24	0	16	59	14	555
Total	0	60	483	74	0	48	317	36	0	139	695	99	0	60	263	53	2327
Grand Total	0	171	1950	226	0	147	960	180	0	394	1897	249	0	180	876	333	7563
Apprch %	0	7.3	83.1	9.6	0	11.4	74.6	14	0	15.5	74.7	9.8	0	13	63.1	24	
Total %	0	2.3	25.8	3	0	1.9	12.7	2.4	0	5.2	25.1	3.3	0	2.4	11.6	4.4	
LIGHT VEHICLES	0	170	1916	224	0	147	946	179	0	392	1873	245	0	179	857	327	7455
% LIGHT VEHICLES	0	99.4	98.3	99.1	0	100	98.5	99.4	0	99.5	98.7	98.4	0	99.4	97.8	98.2	98.6
HEAVY VEHICLES	0	1	34	2	0	0	14	1	0	2	24	4	0	1	19	6	108
% HEAVY VEHICLES	0	0.6	1.7	0.9	0	0	1.5	0.6	0	0.5	1.3	1.6	0	0.6	2.2	1.8	1.4

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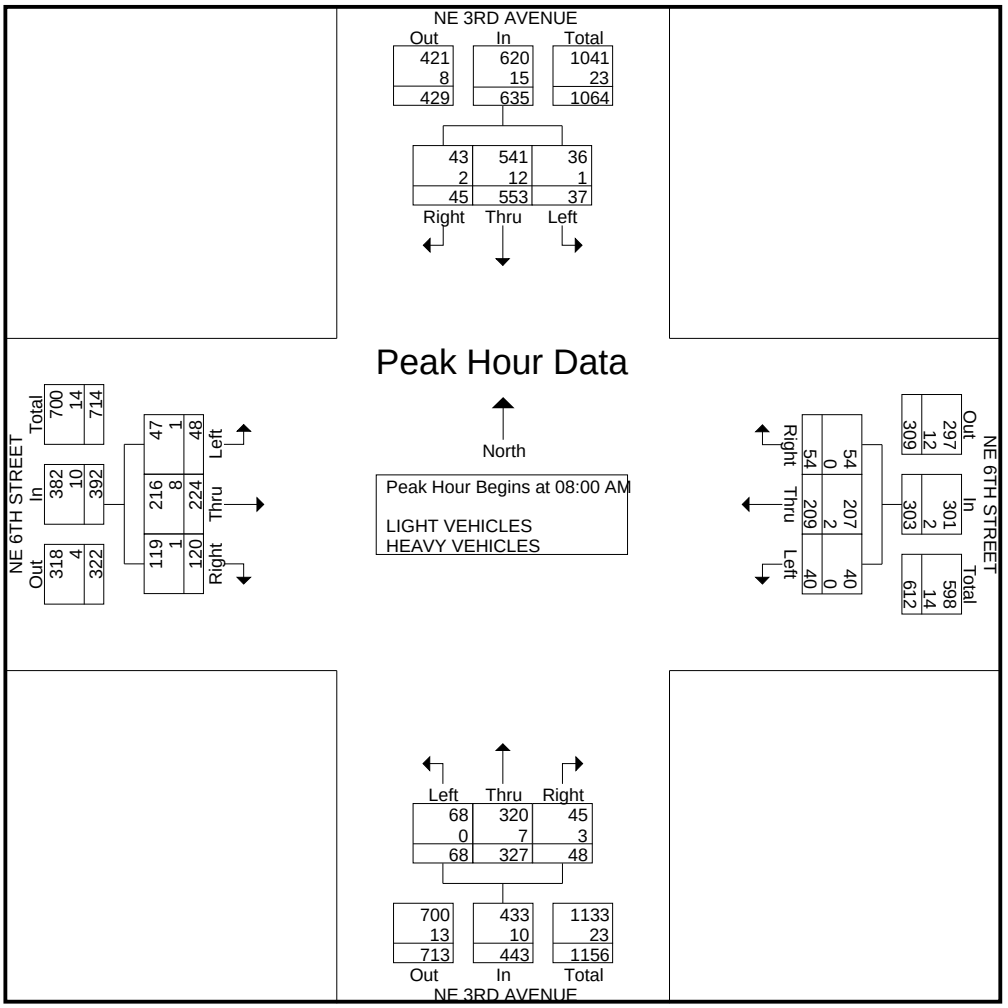
NE 6TH STREET & NE 3RD AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6TH & 3RD
Site Code : 220029
Start Date : 2/9/2022
Page No : 2

	NE 3RD AVENUE From North					NE 6TH STREET From East					NE 3RD AVENUE From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	138	**15**	157	0	10	**57**	12	79	0	17	**103**	14	**134**	0	6	56	25	87	**457**
08:15 AM	0	9	126	9	144	0	7	53	**21**	**81**	0	**19**	77	**16**	112	0	**22**	47	28	97	434
08:30 AM	0	11	**145**	15	**171**	0	10	52	12	74	0	14	74	6	94	0	8	56	**36**	100	439
08:45 AM	0	**13**	144	6	163	0	**13**	47	9	69	0	18	73	12	103	0	12	**65**	31	**108**	443
Total Volume	0	37	553	45	635	0	40	209	54	303	0	68	327	48	443	0	48	224	120	392	1773
% App. Total	0	5.8	87.1	7.1		0	13.2	69	17.8		0	15.3	73.8	10.8		0	12.2	57.1	30.6		
PHF	.000	.712	.953	.750	.928	.000	.769	.917	.643	.935	.000	.895	.794	.750	.826	.000	.545	.862	.833	.907	.970
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	97.3	97.8	95.6	97.6	0	100	99.0	100	99.3	0	100	97.9	93.8	97.7	0	97.9	96.4	99.2	97.4	97.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	2.7	2.2	4.4	2.4	0	0	1.0	0	0.7	0	0	2.1	6.3	2.3	0	2.1	3.6	0.8	2.6	2.1



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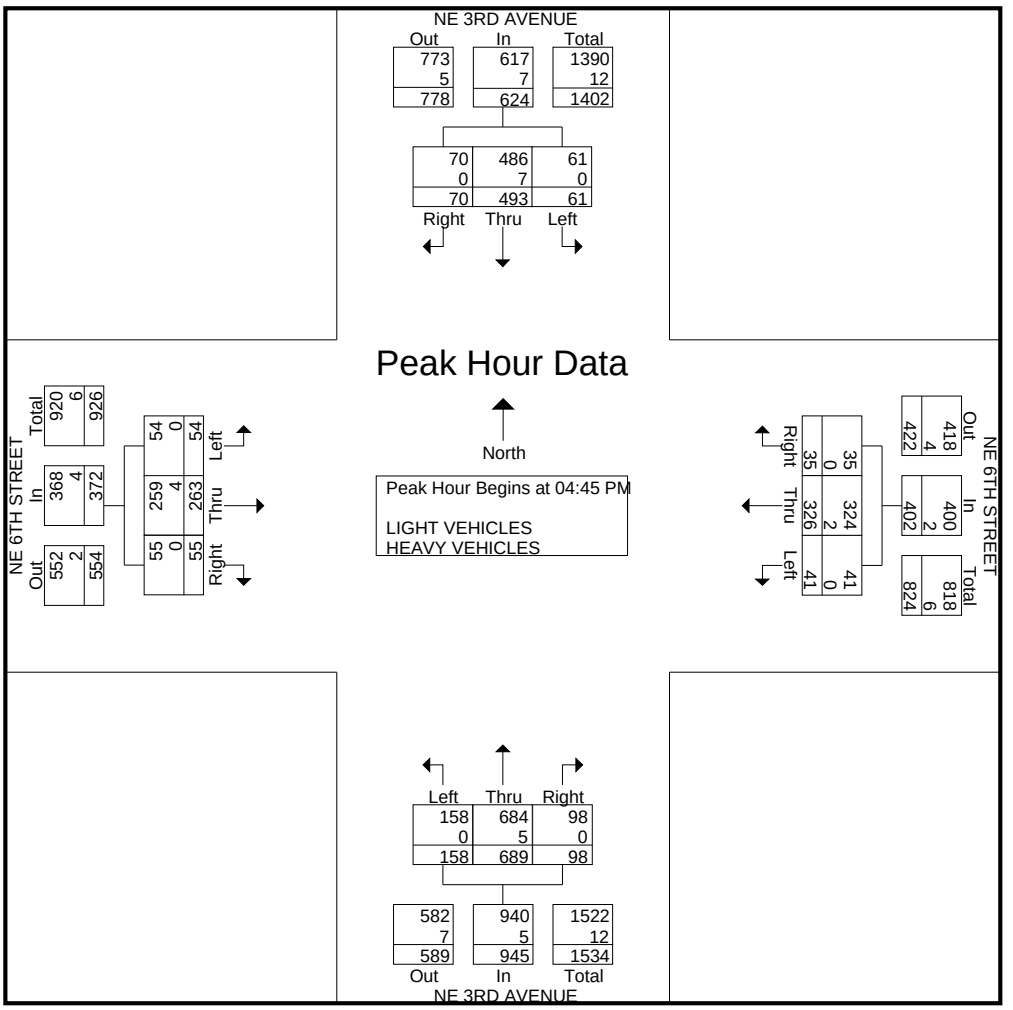
NE 6TH STREET & NE 3RD AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6TH & 3RD
Site Code : 220029
Start Date : 2/9/2022
Page No : 3

	NE 3RD AVENUE From North					NE 6TH STREET From East					NE 3RD AVENUE From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	20	133	17	**170**	0	3	70	8	81	0	**46**	166	23	235	0	10	59	16	85	571
05:00 PM	0	10	105	16	131	0	**14**	87	6	107	0	37	171	26	234	0	14	52	12	78	550
05:15 PM	0	8	**140**	17	165	0	11	**91**	10	**112**	0	37	170	20	227	0	**16**	72	7	95	599
05:30 PM	0	**23**	115	**20**	158	0	13	78	**11**	102	0	38	**182**	**29**	**249**	0	14	**80**	**20**	**114**	**623**
Total Volume	0	61	493	70	624	0	41	326	35	402	0	158	689	98	945	0	54	263	55	372	2343
% App. Total	0	9.8	79	11.2		0	10.2	81.1	8.7		0	16.7	72.9	10.4		0	14.5	70.7	14.8		
PHF	.000	.663	.880	.875	.918	.000	.732	.896	.795	.897	.000	.859	.946	.845	.949	.000	.844	.822	.688	.816	.940
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.6	100	98.9	0	100	99.4	100	99.5	0	100	99.3	100	99.5	0	100	98.5	100	98.9	99.2
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	1.4	0	1.1	0	0	0.6	0	0.5	0	0	0.7	0	0.5	0	0	1.5	0	1.1	0.8



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 6TH STREET & NE 3RD AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6TH & 3RD
Site Code : 220029
Start Date : 2/9/2022

Groups Printed- BICYCLES ON THE ROAD

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
Apprch %	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	100	
Total %	0	33.3	0	0	0	0	33.3	0	0	0	0	0	0	0	0	33.3	

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NE 6TH STREET & NE 3RD AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6TH & 3RD
Site Code : 220029
Start Date : 2/9/2022

Groups Printed- PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	1	0	1	0	1	0	2	0	0	0	2	0	2	0	9
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3
07:30 AM	0	0	0	0	2	0	0	0	4	0	1	0	2	0	0	0	9
07:45 AM	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	6
Total	2	0	1	0	5	0	1	0	7	0	1	0	8	0	2	0	27
08:00 AM	1	0	0	0	3	0	0	0	1	0	0	0	1	0	1	0	7
08:15 AM	1	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	8
08:30 AM	0	0	0	0	0	0	4	0	2	0	0	0	1	0	2	0	9
08:45 AM	1	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	6
Total	3	0	1	0	4	0	4	0	9	0	0	0	6	0	3	0	30
04:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	6
04:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	8
04:45 PM	0	0	0	0	0	0	0	0	5	0	1	0	2	0	1	0	9
Total	1	0	0	0	0	0	0	0	14	0	1	0	11	0	1	0	28
05:00 PM	0	0	1	0	2	0	0	0	11	0	1	0	1	0	0	0	16
05:15 PM	0	0	0	0	3	0	0	0	3	0	2	0	1	0	0	0	9
05:30 PM	1	0	0	0	0	0	2	0	3	0	3	0	2	0	3	0	14
05:45 PM	1	0	0	0	2	0	0	0	12	0	1	0	1	0	0	0	17
Total	2	0	1	0	7	0	2	0	29	0	7	0	5	0	3	0	56
Grand Total	8	0	3	0	16	0	7	0	59	0	9	0	30	0	9	0	141
Apprch %	72.7	0	27.3	0	69.6	0	30.4	0	86.8	0	13.2	0	76.9	0	23.1	0	
Total %	5.7	0	2.1	0	11.3	0	5	0	41.8	0	6.4	0	21.3	0	6.4	0	

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NE 6TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 6TH & 5TH
Site Code : 220029
Start Date : 2/10/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	NE 5TH AVENUE From North				NE 6TH STREET From East				NE 5TH AVENUE From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	1	0	0	22	0	0	7	1	2	0	2	38	0	76
07:15 AM	0	3	0	2	1	1	26	0	0	8	0	6	1	3	46	1	98
07:30 AM	0	8	1	0	0	0	46	1	0	4	3	7	0	1	63	1	135
07:45 AM	0	8	1	4	0	4	44	3	0	5	2	9	0	2	67	4	153
Total	0	22	2	7	1	5	138	4	0	24	6	24	1	8	214	6	462
08:00 AM	0	9	2	5	0	6	50	1	0	6	0	9	0	3	84	2	177
08:15 AM	0	11	3	3	0	1	43	1	0	3	2	5	0	2	58	5	137
08:30 AM	0	5	3	2	0	5	50	1	0	7	1	2	0	3	59	5	143
08:45 AM	0	6	1	4	0	4	49	0	0	8	2	7	0	1	89	1	172
Total	0	31	9	14	0	16	192	3	0	24	5	23	0	9	290	13	629
04:00 PM	0	4	4	4	0	8	80	4	0	5	1	4	0	4	63	12	193
04:15 PM	0	6	0	6	1	5	89	4	0	3	1	5	1	2	70	7	200
04:30 PM	0	2	0	4	0	12	84	6	0	1	2	5	0	3	85	3	207
04:45 PM	0	7	1	8	0	3	86	1	0	4	4	9	0	4	70	12	209
Total	0	19	5	22	1	28	339	15	0	13	8	23	1	13	288	34	809
05:00 PM	0	7	3	5	1	11	119	2	0	2	1	2	0	2	83	3	241
05:15 PM	0	9	1	5	0	5	103	2	0	7	5	6	0	2	79	11	235
05:30 PM	0	7	3	4	0	6	76	10	0	5	9	10	0	5	102	16	253
05:45 PM	0	4	0	5	0	5	91	5	0	2	1	7	1	2	84	7	214
Total	0	27	7	19	1	27	389	19	0	16	16	25	1	11	348	37	943
Grand Total	0	99	23	62	3	76	1058	41	0	77	35	95	3	41	1140	90	2843
Apprch %	0	53.8	12.5	33.7	0.3	6.5	89.8	3.5	0	37.2	16.9	45.9	0.2	3.2	89.5	7.1	
Total %	0	3.5	0.8	2.2	0.1	2.7	37.2	1.4	0	2.7	1.2	3.3	0.1	1.4	40.1	3.2	
LIGHT VEHICLES	0	99	23	61	3	76	1041	41	0	77	35	94	3	39	1120	90	2802
% LIGHT VEHICLES	0	100	100	98.4	100	100	98.4	100	0	100	100	98.9	100	95.1	98.2	100	98.6
HEAVY VEHICLES	0	0	0	1	0	0	17	0	0	0	0	1	0	2	20	0	41
% HEAVY VEHICLES	0	0	0	1.6	0	0	1.6	0	0	0	0	1.1	0	4.9	1.8	0	1.4

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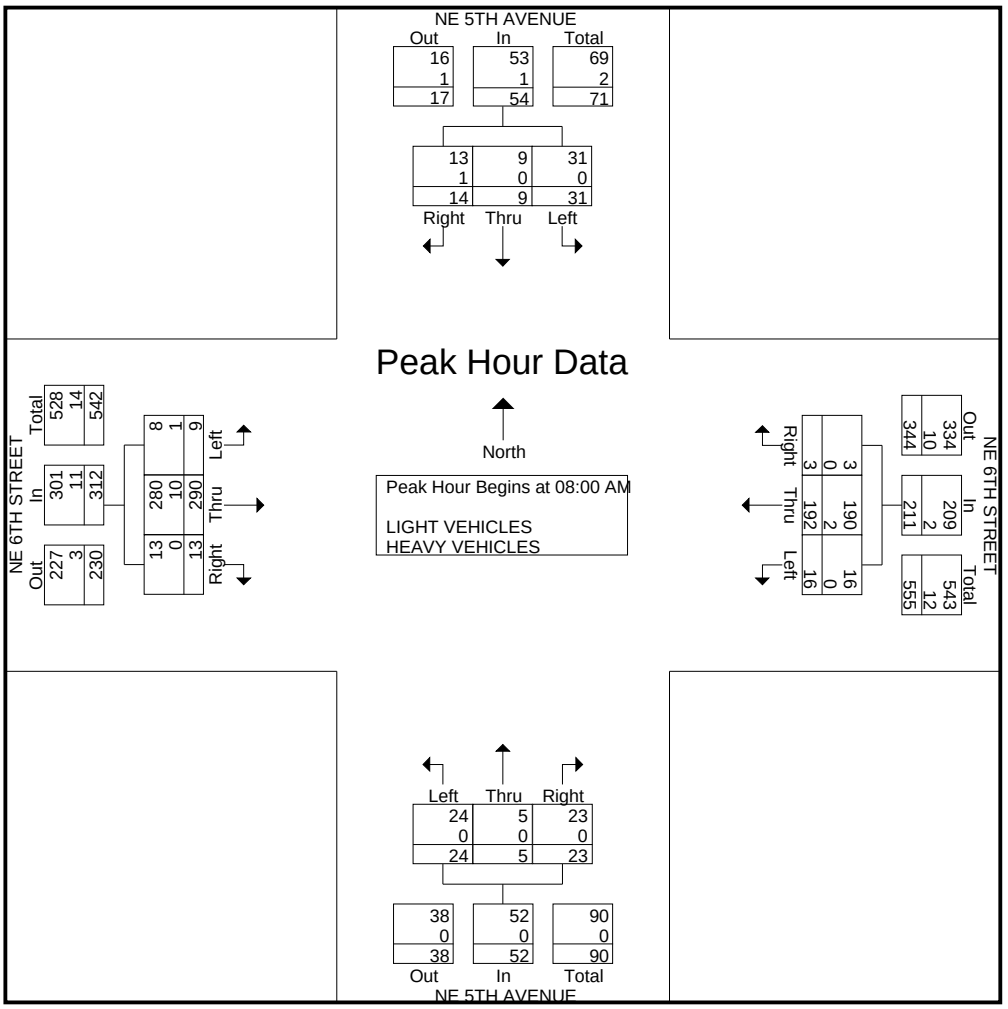
NE 6TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 6TH & 5TH
Site Code : 220029
Start Date : 2/10/2022
Page No : 2

	NE 5TH AVENUE From North					NE 6TH STREET From East					NE 5TH AVENUE From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	9	2	**5**	16	0	**6**	**50**	**1**	**57**	0	6	0	**9**	15	0	**3**	84	2	89	**177**
08:15 AM	0	**11**	**3**	3	**17**	0	1	43	1	45	0	3	**2**	5	10	0	2	58	**5**	65	137
08:30 AM	0	5	3	2	10	0	5	50	1	56	0	7	1	2	10	0	3	59	5	67	143
08:45 AM	0	6	1	4	11	0	4	49	0	53	0	**8**	2	7	**17**	0	1	**89**	1	**91**	172
Total Volume	0	31	9	14	54	0	16	192	3	211	0	24	5	23	52	0	9	290	13	312	629
% App. Total	0	57.4	16.7	25.9		0	7.6	91	1.4		0	46.2	9.6	44.2		0	2.9	92.9	4.2		
PHF	.000	.705	.750	.700	.794	.000	.667	.960	.750	.925	.000	.750	.625	.639	.765	.000	.750	.815	.650	.857	.888
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	100	92.9	98.1	0	100	99.0	100	99.1	0	100	100	100	100	0	88.9	96.6	100	96.5	97.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	7.1	1.9	0	0	1.0	0	0.9	0	0	0	0	0	0	11.1	3.4	0	3.5	2.2



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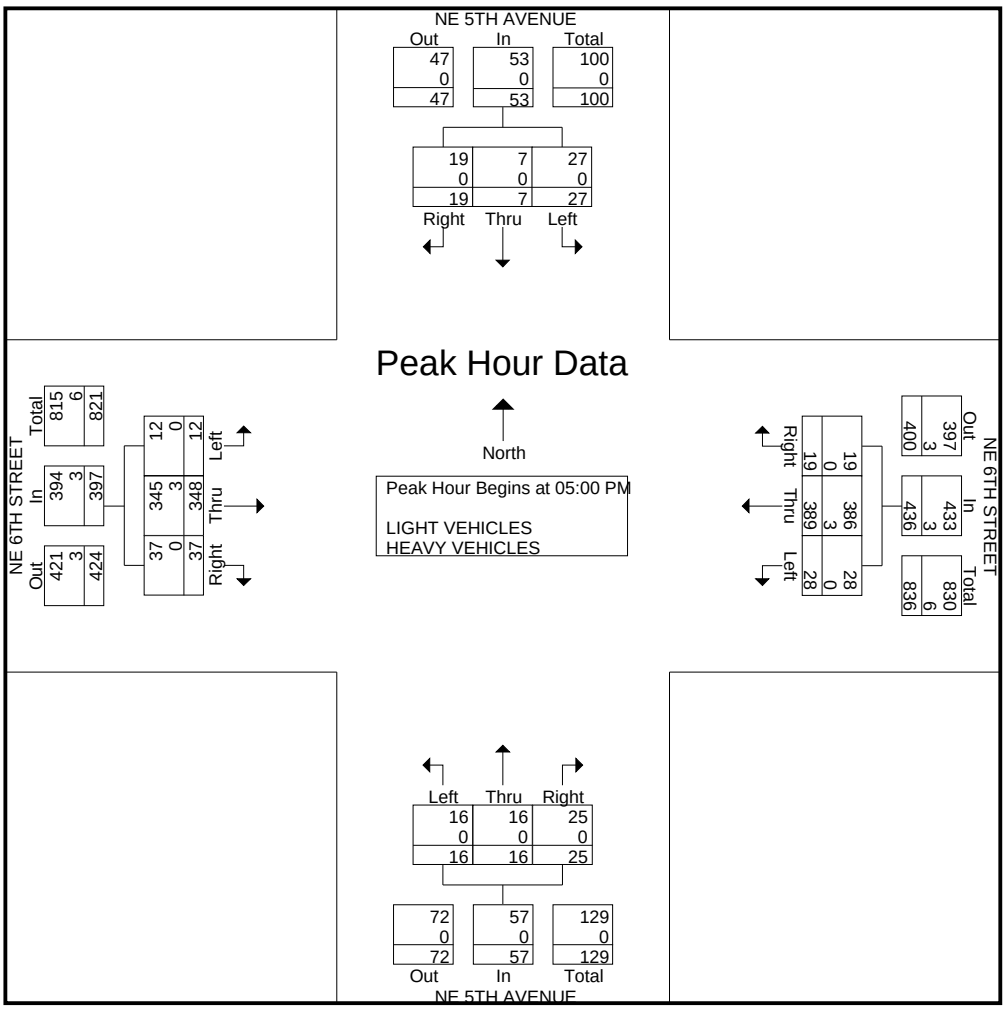
NE 6TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 6TH & 5TH
Site Code : 220029
Start Date : 2/10/2022
Page No : 3

	NE 5TH AVENUE From North					NE 6TH STREET From East					NE 5TH AVENUE From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	7	**3**	**5**	**15**	**1**	**11**	**119**	2	**133**	0	2	1	2	5	0	2	83	3	88	241
05:15 PM	0	**9**	1	5	15	0	5	103	2	110	0	**7**	5	6	18	0	2	79	11	92	235
05:30 PM	0	7	3	4	14	0	6	76	**10**	92	0	5	**9**	**10**	**24**	0	**5**	**102**	**16**	**123**	**253**
05:45 PM	0	4	0	5	9	0	5	91	5	101	0	2	1	7	10	**1**	2	84	7	94	214
Total Volume	0	27	7	19	53	1	27	389	19	436	0	16	16	25	57	1	11	348	37	397	943
% App. Total	0	50.9	13.2	35.8		0.2	6.2	89.2	4.4		0	28.1	28.1	43.9		0.3	2.8	87.7	9.3		
PHF	.000	.750	.583	.950	.883	.250	.614	.817	.475	.820	.000	.571	.444	.625	.594	.250	.550	.853	.578	.807	.932
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	100	100	100	100	100	99.2	100	99.3	0	100	100	100	100	100	100	99.1	100	99.2	99.4
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	0.8	0	0.7	0	0	0	0	0	0	0	0.9	0	0.8	0.6



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NE 6TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 6TH & 5TH
Site Code : 220029
Start Date : 2/10/2022
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	NE 5TH AVENUE From North				NE 6TH STREET From East				NE 5TH AVENUE From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	3	2	1	0	0	3	0	0	0	1	0	0	1	0	1	12
Apprch %	0	50	33.3	16.7	0	0	100	0	0	0	100	0	0	50	0	50	
Total %	0	25	16.7	8.3	0	0	25	0	0	0	8.3	0	0	8.3	0	8.3	

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NE 6TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 6TH & 5TH
Site Code : 220029
Start Date : 2/10/2022

Groups Printed- PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 6TH STREET From East				NE 5TH AVENUE From South				NE 6TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	3	0	0	0	2	0	1	0	5	0	0	0	1	0	0	0	12
07:15 AM	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
07:30 AM	1	0	0	0	1	0	1	0	10	0	1	0	2	0	0	0	16
07:45 AM	3	0	0	0	2	0	0	0	12	0	1	0	2	0	0	0	20
Total	9	0	0	0	5	0	2	0	30	0	2	0	5	0	0	0	53
08:00 AM	2	0	0	0	0	0	0	0	5	0	0	0	6	0	0	0	13
08:15 AM	1	0	0	0	0	0	1	0	7	0	1	0	5	0	0	0	15
08:30 AM	1	0	0	0	0	0	1	0	8	0	0	0	4	0	0	0	14
08:45 AM	0	0	0	0	0	0	0	0	9	0	1	0	5	0	0	0	15
Total	4	0	0	0	0	0	2	0	29	0	2	0	20	0	0	0	57
04:00 PM	2	0	0	0	0	0	0	0	15	0	1	0	3	0	0	0	21
04:15 PM	1	0	0	0	0	0	0	0	12	0	3	0	4	0	0	0	20
04:30 PM	1	0	0	0	0	0	1	0	16	0	1	0	2	0	0	0	21
04:45 PM	5	0	0	0	0	0	0	0	11	0	0	0	5	0	0	0	21
Total	9	0	0	0	0	0	1	0	54	0	5	0	14	0	0	0	83
05:00 PM	5	0	0	0	2	0	0	0	6	0	2	0	1	0	0	0	16
05:15 PM	1	0	0	0	1	0	0	0	10	0	2	0	5	0	0	0	19
05:30 PM	2	0	0	0	0	0	0	0	9	0	7	0	9	0	0	0	27
05:45 PM	5	0	0	0	2	0	0	0	23	0	2	0	2	0	0	0	34
Total	13	0	0	0	5	0	0	0	48	0	13	0	17	0	0	0	96
Grand Total	35	0	0	0	10	0	5	0	161	0	22	0	56	0	0	0	289
Apprch %	100	0	0	0	66.7	0	33.3	0	88	0	12	0	100	0	0	0	
Total %	12.1	0	0	0	3.5	0	1.7	0	55.7	0	7.6	0	19.4	0	0	0	

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NE 6TH STREET & FEDERAL HIGHWAY/US1
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6th & federal
Site Code : 220029
Start Date : 2/10/2022
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	FEDERAL HIGHWAY/US1 From North				NE 6TH STREET From East				FEDERAL HIGHWAY/US1 From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	2	254	6	0	11	9	0	0	9	142	4	0	23	5	20	485
07:15 AM	1	3	235	11	0	15	17	2	1	5	178	2	0	24	13	20	527
07:30 AM	0	2	398	25	0	25	15	3	0	8	281	7	0	26	18	29	837
07:45 AM	1	1	360	27	0	21	18	3	1	11	243	19	0	35	28	26	794
Total	2	8	1247	69	0	72	59	8	2	33	844	32	0	108	64	95	2643
08:00 AM	0	0	331	24	0	25	25	8	0	8	210	9	0	37	34	38	749
08:15 AM	2	9	355	12	0	23	23	6	2	12	207	4	0	25	21	25	726
08:30 AM	1	2	349	16	0	16	26	7	3	17	190	15	0	37	25	17	721
08:45 AM	3	8	388	20	0	31	26	1	1	8	217	12	0	31	36	27	809
Total	6	19	1423	72	0	95	100	22	6	45	824	40	0	130	116	107	3005
04:00 PM	3	5	334	34	0	31	36	8	5	20	266	12	0	26	32	22	834
04:15 PM	2	3	313	37	0	35	38	8	1	20	293	7	0	27	27	27	838
04:30 PM	8	9	362	32	0	30	41	10	2	28	284	14	0	30	34	26	910
04:45 PM	1	9	326	28	0	27	40	11	2	26	251	11	0	23	40	23	818
Total	14	26	1335	131	0	123	155	37	10	94	1094	44	0	106	133	98	3400
05:00 PM	0	5	295	49	0	23	48	10	1	33	338	24	0	29	37	28	920
05:15 PM	6	11	320	38	0	31	51	7	4	27	299	12	0	36	41	26	909
05:30 PM	4	10	332	33	0	31	35	6	0	21	330	8	0	46	41	36	933
05:45 PM	3	5	363	32	0	37	37	8	3	29	280	16	0	38	35	28	914
Total	13	31	1310	152	0	122	171	31	8	110	1247	60	0	149	154	118	3676
Grand Total	35	84	5315	424	0	412	485	98	26	282	4009	176	0	493	467	418	12724
Apprch %	0.6	1.4	90.7	7.2	0	41.4	48.7	9.8	0.6	6.3	89.2	3.9	0	35.8	33.9	30.3	
Total %	0.3	0.7	41.8	3.3	0	3.2	3.8	0.8	0.2	2.2	31.5	1.4	0	3.9	3.7	3.3	
LIGHT VEHICLES	34	80	5237	423	0	405	475	97	26	276	3948	171	0	485	455	415	12527
% LIGHT VEHICLES	97.1	95.2	98.5	99.8	0	98.3	97.9	99	100	97.9	98.5	97.2	0	98.4	97.4	99.3	98.5
HEAVY VEHICLES	1	4	78	1	0	7	10	1	0	6	61	5	0	8	12	3	197
% HEAVY VEHICLES	2.9	4.8	1.5	0.2	0	1.7	2.1	1	0	2.1	1.5	2.8	0	1.6	2.6	0.7	1.5

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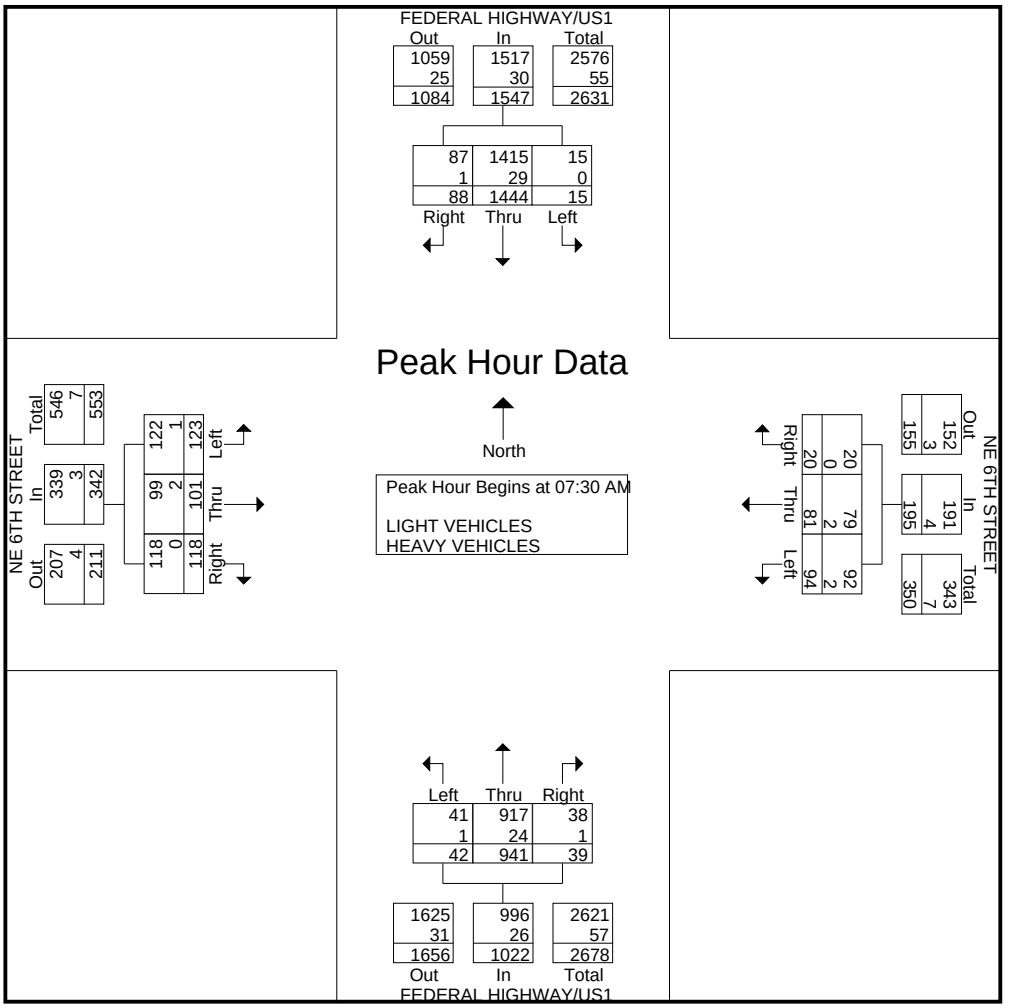
NE 6TH STREET & FEDERAL HIGHWAY/US1
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6th & federal
Site Code : 220029
Start Date : 2/10/2022
Page No : 2

	FEDERAL HIGHWAY/US1 From North					NE 6TH STREET From East					FEDERAL HIGHWAY/US1 From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	**398**	25	**425**	0	**25**	15	3	43	0	8	**281**	7	**296**	0	26	18	29	73	**837**
07:45 AM	1	1	360	**27**	389	0	21	18	3	42	1	11	243	**19**	274	0	35	28	26	89	794
08:00 AM	0	0	331	24	355	0	25	**25**	**8**	**58**	0	8	210	9	227	0	**37**	**34**	**38**	**109**	749
08:15 AM	**2**	**9**	355	12	378	0	23	23	6	52	**2**	**12**	207	4	225	0	25	21	25	71	726
Total Volume	3	12	1444	88	1547	0	94	81	20	195	3	39	941	39	1022	0	123	101	118	342	3106
% App. Total	0.2	0.8	93.3	5.7		0	48.2	41.5	10.3		0.3	3.8	92.1	3.8		0	36	29.5	34.5		
PHF	.375	.333	.907	.815	.910	.000	.940	.810	.625	.841	.375	.813	.837	.513	.863	.000	.831	.743	.776	.784	.928
LIGHT VEHICLES			1415																		
% LIGHT VEHICLES	100	100	98.0	98.9	98.1	0	97.9	97.5	100	97.9	100	97.4	97.4	97.4	97.5	0	99.2	98.0	100	99.1	98.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	2.0	1.1	1.9	0	2.1	2.5	0	2.1	0	2.6	2.6	2.6	2.5	0	0.8	2.0	0	0.9	2.0



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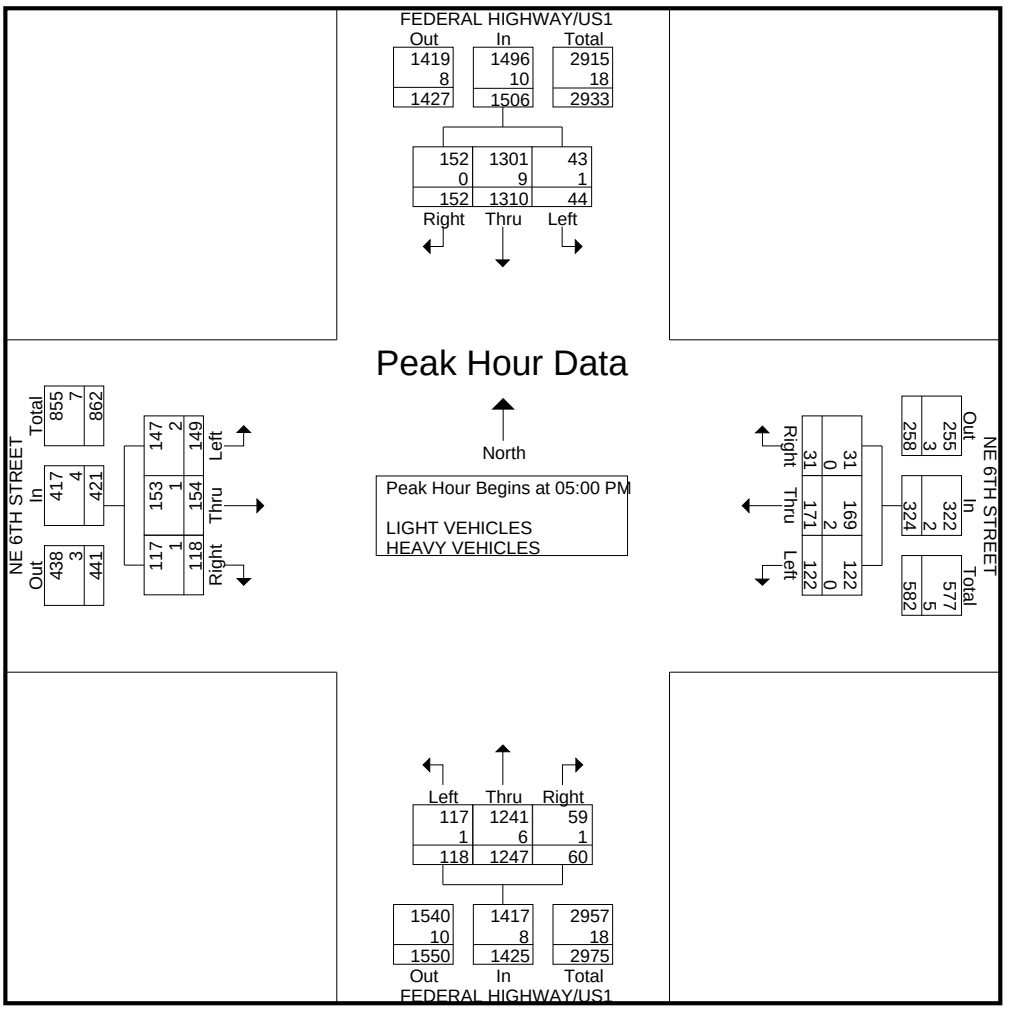
NE 6TH STREET & FEDERAL HIGHWAY/US1
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6th & federal
Site Code : 220029
Start Date : 2/10/2022
Page No : 3

	FEDERAL HIGHWAY/US1 From North					NE 6TH STREET From East					FEDERAL HIGHWAY/US1 From South					NE 6TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	5	295	**49**	349	0	23	48	**10**	81	1	**33**	**338**	**24**	**396**	0	29	37	28	94	920
05:15 PM	**6**	**11**	320	38	375	0	31	**51**	7	**89**	**4**	27	299	12	342	0	36	**41**	26	103	909
05:30 PM	4	10	332	33	379	0	31	35	6	72	0	21	330	8	359	0	**46**	41	**36**	**123**	**933**
05:45 PM	3	5	**363**	32	**403**	0	**37**	37	8	82	3	29	280	16	328	0	38	35	28	101	914
Total Volume	13	31	1310	152	1506	0	122	171	31	324	8	110	1247	60	1425	0	149	154	118	421	3676
% App. Total	0.9	2.1	87	10.1		0	37.7	52.8	9.6		0.6	7.7	87.5	4.2		0	35.4	36.6	28		
PHF	.542	.705	.902	.776	.934	.000	.824	.838	.775	.910	.500	.833	.922	.625	.900	.000	.810	.939	.819	.856	.985
LIGHT VEHICLES			1301										1241								
% LIGHT VEHICLES	100	96.8	99.3	100	99.3	0	100	98.8	100	99.4	100	99.1	99.5	98.3	99.4	0	98.7	99.4	99.2	99.0	99.3
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	3.2	0.7	0	0.7	0	0	1.2	0	0.6	0	0.9	0.5	1.7	0.6	0	1.3	0.6	0.8	1.0	0.7



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NE 6TH STREET & FEDERAL HIGHWAY/US1
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 6th & federal
Site Code : 220029
Start Date : 2/10/2022
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	FEDERAL HIGHWAY/US1 From North				NE 6TH STREET From East				FEDERAL HIGHWAY/US1 From South				NE 6TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	3
04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Grand Total	0	0	1	0	0	0	2	0	0	0	2	0	0	1	3	0	9
Apprch %	0	0	100	0	0	0	100	0	0	0	100	0	0	25	75	0	
Total %	0	0	11.1	0	0	0	22.2	0	0	0	22.2	0	0	11.1	33.3	0	

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VIDEO COUNT
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File Name : 6th & federal
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Start Date : 2/10/2022
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	FEDERAL HIGHWAY/US1 From North				NE 6TH STREET From East				FEDERAL HIGHWAY/US1 From South				NE 6TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	5	0	0	0	8	0	0	0	1	0	0	0	14
07:15 AM	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	4
07:30 AM	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	8
07:45 AM	1	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	6
Total	2	0	0	0	9	0	1	0	16	0	0	0	4	0	0	0	32
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:15 AM	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	16
08:30 AM	1	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0	6
08:45 AM	2	0	0	0	6	0	1	0	7	0	0	0	4	0	0	0	20
Total	8	0	0	0	10	0	1	0	14	0	0	0	10	0	1	0	44
04:00 PM	5	0	0	0	5	0	0	0	5	0	1	0	2	0	0	0	18
04:15 PM	3	0	0	0	4	0	2	0	4	0	2	0	2	0	0	0	17
04:30 PM	1	0	0	0	3	0	0	0	6	0	0	0	3	0	3	0	16
04:45 PM	9	0	2	0	1	0	1	0	2	0	0	0	10	0	0	0	25
Total	18	0	2	0	13	0	3	0	17	0	3	0	17	0	3	0	76
05:00 PM	3	0	0	0	5	0	4	0	9	0	0	0	4	0	0	0	25
05:15 PM	1	0	1	0	5	0	1	0	4	0	3	0	4	0	1	0	20
05:30 PM	0	0	0	0	1	0	1	0	12	0	5	0	1	0	0	0	20
05:45 PM	6	0	1	0	4	0	0	0	10	0	1	0	4	0	1	0	27
Total	10	0	2	0	15	0	6	0	35	0	9	0	13	0	2	0	92
Grand Total	38	0	4	0	47	0	11	0	82	0	12	0	44	0	6	0	244
Apprch %	90.5	0	9.5	0	81	0	19	0	87.2	0	12.8	0	88	0	12	0	
Total %	15.6	0	1.6	0	19.3	0	4.5	0	33.6	0	4.9	0	18	0	2.5	0	

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NE 7TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 7TH & 5TH
Site Code : 220029
Start Date : 2/9/2022

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	0	1	2	6	0	0	1	4	1	0	1	4	1	23
07:15 AM	0	1	1	0	0	1	8	0	1	0	3	1	0	2	2	0	20
07:30 AM	0	1	3	0	0	3	11	0	0	0	4	3	0	1	5	5	36
07:45 AM	0	0	0	3	0	1	11	1	0	0	3	1	1	0	4	2	27
Total	0	3	5	3	1	7	36	1	1	1	14	6	1	4	15	8	106
08:00 AM	0	3	2	2	0	1	7	2	0	0	3	1	0	2	2	1	26
08:15 AM	0	0	5	1	0	3	3	1	0	0	1	3	0	2	6	1	26
08:30 AM	0	3	6	0	0	1	7	3	0	3	5	1	0	1	2	2	34
08:45 AM	0	3	1	0	0	1	8	0	0	1	4	1	0	0	6	2	27
Total	0	9	14	3	0	6	25	6	0	4	13	6	0	5	16	6	113
04:00 PM	0	0	3	2	0	6	20	2	0	1	3	2	0	2	3	0	44
04:15 PM	0	1	3	2	0	5	13	2	0	0	5	1	0	3	4	2	41
04:30 PM	0	0	4	3	0	3	13	3	0	0	1	1	0	2	3	1	34
04:45 PM	0	1	5	1	0	4	9	4	0	0	2	0	0	1	2	2	31
Total	0	2	15	8	0	18	55	11	0	1	11	4	0	8	12	5	150
05:00 PM	0	0	1	1	0	10	19	2	0	1	3	0	0	0	2	0	39
05:15 PM	0	3	6	0	0	2	15	2	0	1	2	2	0	1	3	7	44
05:30 PM	0	2	9	2	0	6	18	2	0	0	3	0	0	3	4	7	56
05:45 PM	0	0	2	1	0	4	21	1	0	4	5	0	0	6	3	3	50
Total	0	5	18	4	0	22	73	7	0	6	13	2	0	10	12	17	189
Grand Total	0	19	52	18	1	53	189	25	1	12	51	18	1	27	55	36	558
Apprch %	0	21.3	58.4	20.2	0.4	19.8	70.5	9.3	1.2	14.6	62.2	22	0.8	22.7	46.2	30.3	
Total %	0	3.4	9.3	3.2	0.2	9.5	33.9	4.5	0.2	2.2	9.1	3.2	0.2	4.8	9.9	6.5	
LIGHT VEHICLES	0	15	52	17	1	53	189	25	1	12	49	18	1	26	55	36	550
% LIGHT VEHICLES	0	78.9	100	94.4	100	100	100	100	100	100	96.1	100	100	96.3	100	100	98.6
HEAVY VEHICLES	0	4	0	1	0	0	0	0	0	0	2	0	0	1	0	0	8
% HEAVY VEHICLES	0	21.1	0	5.6	0	0	0	0	0	0	3.9	0	0	3.7	0	0	1.4

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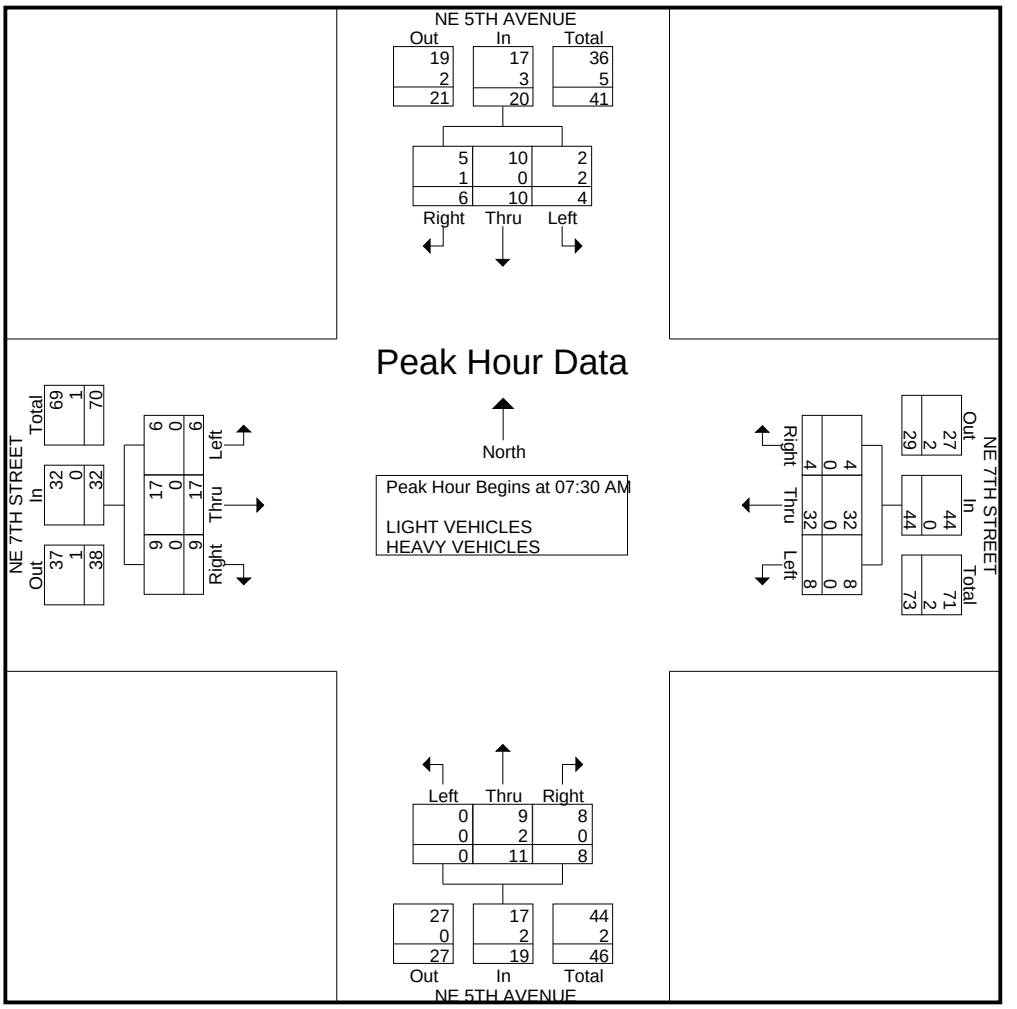
VIDEO COUNT
NOT SIGNALIZED

File Name : 7TH & 5TH
Site Code : 220029
Start Date : 2/9/2022
Page No : 2

	NE 5TH AVENUE From North					NE 7TH STREET From East					NE 5TH AVENUE From South					NE 7TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	1	3	0	4	0	**3**	**11**	0	**14**	0	0	**4**	**3**	**7**	0	1	5	**5**	**11**	**36**
07:45 AM	0	0	0	**3**	3	0	1	11	1	13	0	0	3	1	4	**1**	0	4	2	7	27
08:00 AM	0	**3**	2	2	**7**	0	1	7	**2**	10	0	0	3	1	4	0	**2**	2	1	5	26
08:15 AM	0	0	**5**	1	6	0	3	3	1	7	0	0	1	3	4	0	2	**6**	1	9	26
Total Volume	0	4	10	6	20	0	8	32	4	44	0	0	11	8	19	1	5	17	9	32	115
% App. Total	0	20	50	30		0	18.2	72.7	9.1		0	0	57.9	42.1		3.1	15.6	53.1	28.1		
PHF	.000	.333	.500	.500	.714	.000	.667	.727	.500	.786	.000	.000	.688	.667	.679	.250	.625	.708	.450	.727	.799
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	50.0	100	83.3	85.0	0	100	100	100	100	0	0	81.8	100	89.5	100	100	100	100	100	95.7
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	50.0	0	16.7	15.0	0	0	0	0	0	0	0	18.2	0	10.5	0	0	0	0	0	4.3



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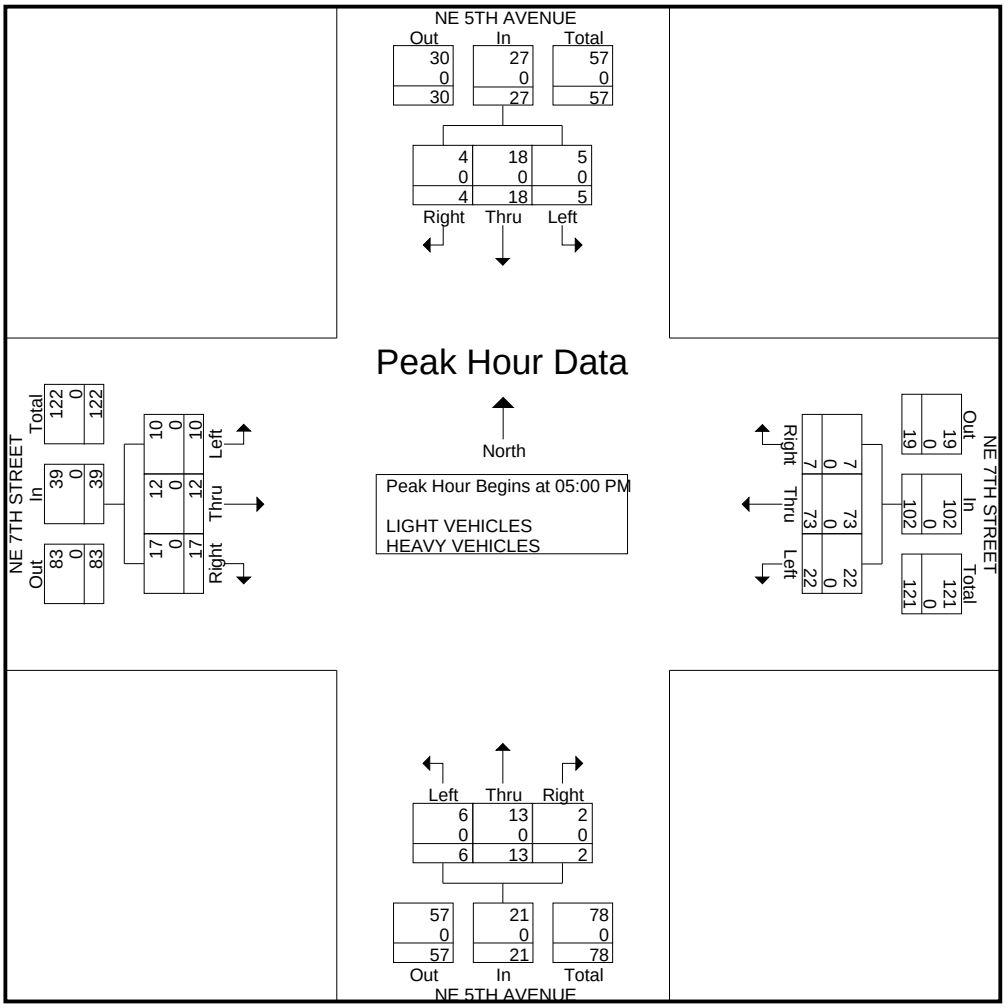
Site Code : 220029
Start Date : 2/9/2022
Page No : 3

	NE 5TH AVENUE From North					NE 7TH STREET From East					NE 5TH AVENUE From South					NE 7TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	1	1	2	0	**10**	19	**2**	**31**	0	1	3	0	4	0	0	2	0	2	39
05:15 PM	0	**3**	6	0	9	0	2	15	2	19	0	1	2	**2**	5	0	1	3	**7**	11	44
05:30 PM	0	2	**9**	**2**	**13**	0	6	18	2	26	0	0	3	0	3	0	3	**4**	7	**14**	**56**
05:45 PM	0	0	2	1	3	0	4	**21**	1	26	0	**4**	**5**	0	**9**	0	**6**	3	3	12	50
Total Volume	0	5	18	4	27	0	22	73	7	102	0	6	13	2	21	0	10	12	17	39	189
% App. Total	0	18.5	66.7	14.8		0	21.6	71.6	6.9		0	28.6	61.9	9.5		0	25.6	30.8	43.6		
PHF	.000	.417	.500	.500	.519	.000	.550	.869	.875	.823	.000	.375	.650	.250	.583	.000	.417	.750	.607	.696	.844
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	100
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : 7TH & 5TH
Site Code : 220029
Start Date : 2/9/2022
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:15 AM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6
Grand Total	0	2	2	0	0	0	5	1	0	0	1	0	0	0	0	0	11
Apprch %	0	50	50	0	0	0	83.3	16.7	0	0	100	0	0	0	0	0	
Total %	0	18.2	18.2	0	0	0	45.5	9.1	0	0	9.1	0	0	0	0	0	

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 7TH STREET & NE 5TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : 7TH & 5TH
Site Code : 220029
Start Date : 2/9/2022

Groups Printed- PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	6
Total	2	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	10
08:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4
08:30 AM	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4
08:45 AM	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	6
Total	5	0	0	0	3	0	0	0	7	0	0	0	2	0	0	0	17
04:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	3
04:15 PM	1	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	8
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4
04:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4
Total	1	0	0	0	3	0	0	0	9	0	0	0	5	0	0	1	19
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	6
05:15 PM	4	0	0	0	1	0	0	0	4	0	0	0	6	0	0	0	15
05:30 PM	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	5	0	0	0	2	0	0	0	11	0	0	0	11	0	0	0	29
Grand Total	13	0	0	0	11	0	0	0	31	0	0	0	19	0	0	1	75
Apprch %	100	0	0	0	100	0	0	0	100	0	0	0	95	0	0	5	
Total %	17.3	0	0	0	14.7	0	0	0	41.3	0	0	0	25.3	0	0	1.3	

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (WR)	5 (NL)	6 (SR)	7	8 (ER)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		23		12		23								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	15	50		20	15	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/28/2022 1:32:24 PM

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48																								
7		2	2	160	138	2	1	10	50		20	94		46	20	94		46								
9		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
15		4	4	160	120	4	1	10	50		20	94		46	20	94		46								
18		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
Day Plan 2											**Easy**															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								

Day Plan 3											Easy															
		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
2		100	254																							
8		3	3	160	11	3	1	10	50		20	94		46	20	94		46								
22		100	254																							

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/28/2022 1:33:20 PM

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	17	2	1		50			48		32		48		32								
10		3	3	80	7	3	1		50			48		32		48		32								
15		4	4	80	18	4	1		50			48		32		48		32								
18		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								

Day Plan 3											Easy																
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								
22		100	254																							

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

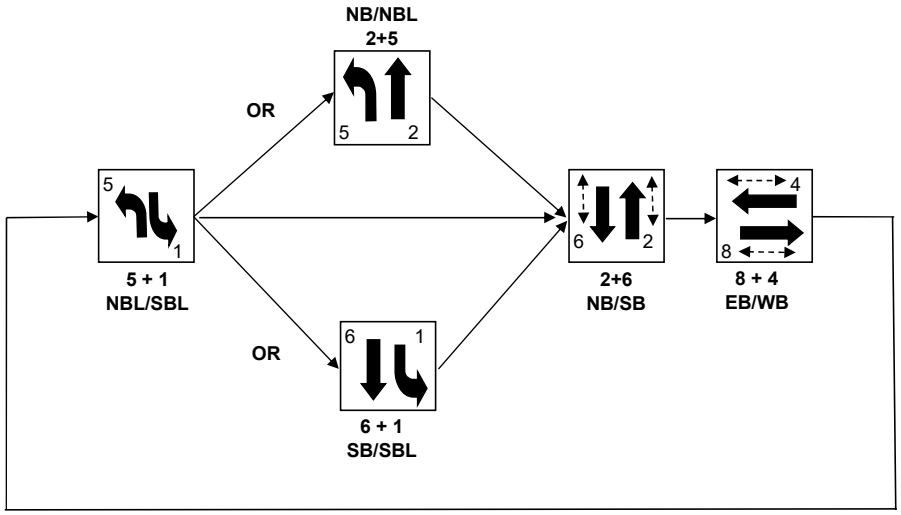
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																														2
5	1												1								1																													2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																												2
8							1						1	1	1	1	1						1																											2
9							1						1											1																										2
10									1				1							1	1	1	1	1	1	1																								2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Sequence of Operation for (2026) Federal Hwy (US 1/SR5) and NE 6 Street

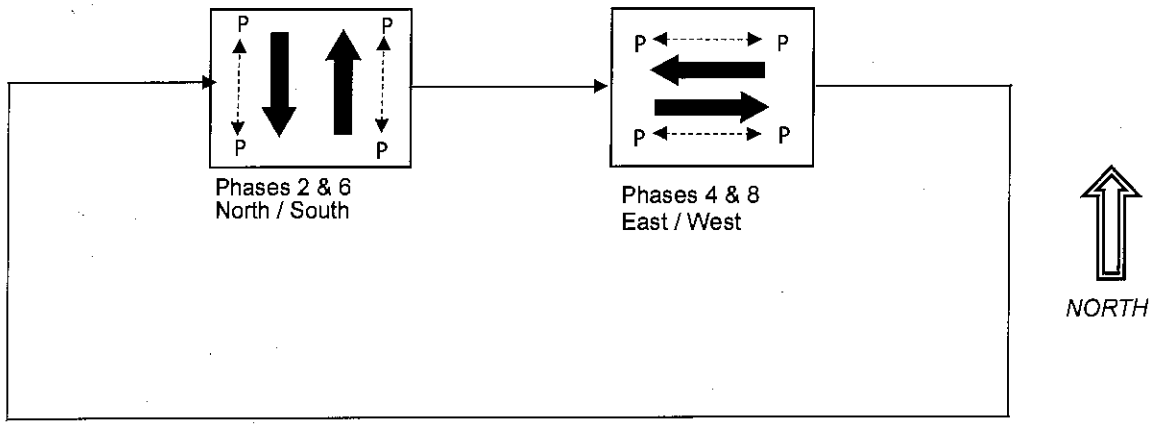
Fort Lauderdale



Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2026	**Initial Operation Date**	11/6/67
Controller Type	2070 LN	**System Number**	2026
Modification Number	16	**Modification Date**	07/23/2020
Drawing/Project No		**FPL Grid Number**	87680656901
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		WB	NBL	SB		EB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	15	50		20	15	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7*		7*		7*		7*
Pedestrian Clearance		12		23		12		23
Permissive	NO				NO			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST (PHASES 4+8).
2. *LEAD PEDESTRIAN INTERVAL (LPI) OF 4 SECONDS USED ON P2, P4, P6, AND P8.
3. MOD 16 ADDS P2, P4, P6 AND P8 LPI PER CITY OF FORT LAUDERDALE'S REQUEST (UPDATE IO LOGIC).

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	**Initial Operation Date**	10/21/71
Controller Type	2070	**System Number**	2040
Modification Number	12	**Modification Date**	06/14/2017
Drawing/Project No	10448	**FPL Grid Number**	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

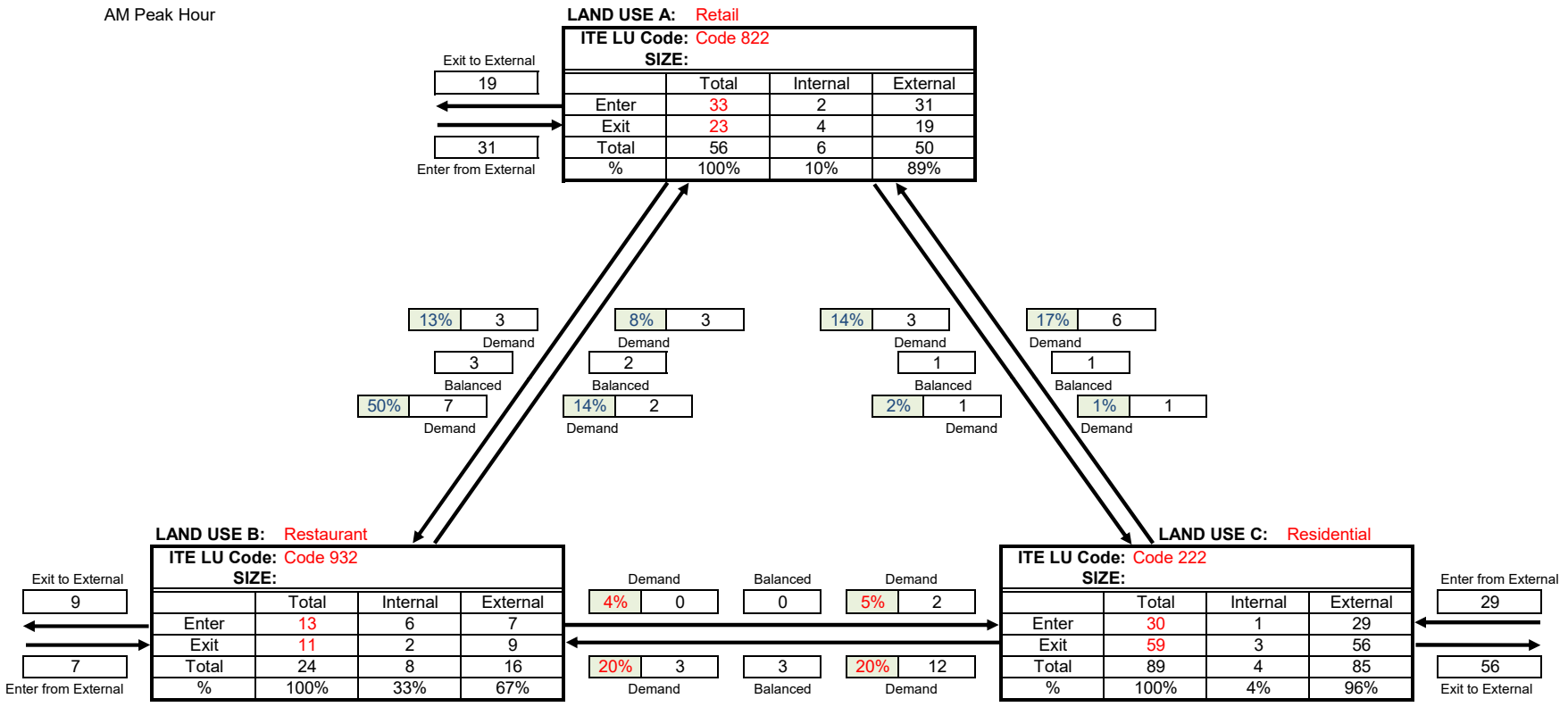
APPENDIX E

Internalization

Analyst: Danielsen
Date: 12-Jan-22
AM Peak Hour

PROPOSED LAND USES

Trip Generation and Internal Capture Summary



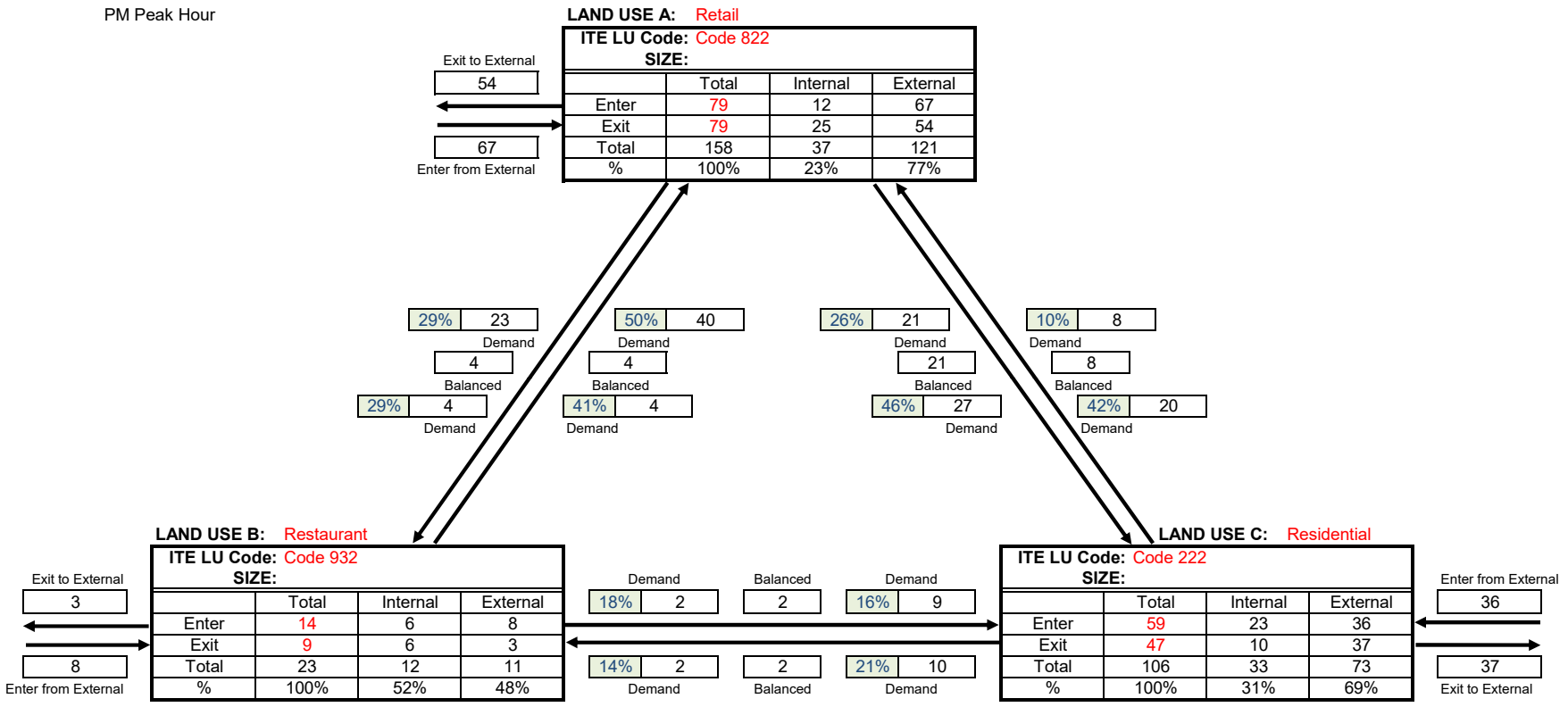
Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	31	7	29	67	
Exit	19	9	56	84	
Total	50	16	85	151	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	56	24	89	169	11%

Analyst: Danielsen
Date: 12-Jan-22
PM Peak Hour

PROPOSED LAND USES

Trip Generation and Internal Capture Summary



Net External Trips for Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	67	8	36	111	
Exit	54	3	37	94	
Total	121	11	73	205	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	158	23	106	287	29%

Means of Transportation to Work

Table | Map | Distribution | Download data

Table B08301 Change

ACS 2019 5-year

Add data for more places below; visualize or download this data with controls at right.

Selected geographies

Census Tract 425, Broward, FL Remove

Fort Lauderdale, FL Remove

Add a geography

Find a place

Add all places in ...

Broward County, FL

Miami-Fort Lauderdale-Pompano Beach, FL Metro Area

Florida

United States

Divide Fort Lauderdale, FL into ...

census tracts

block groups

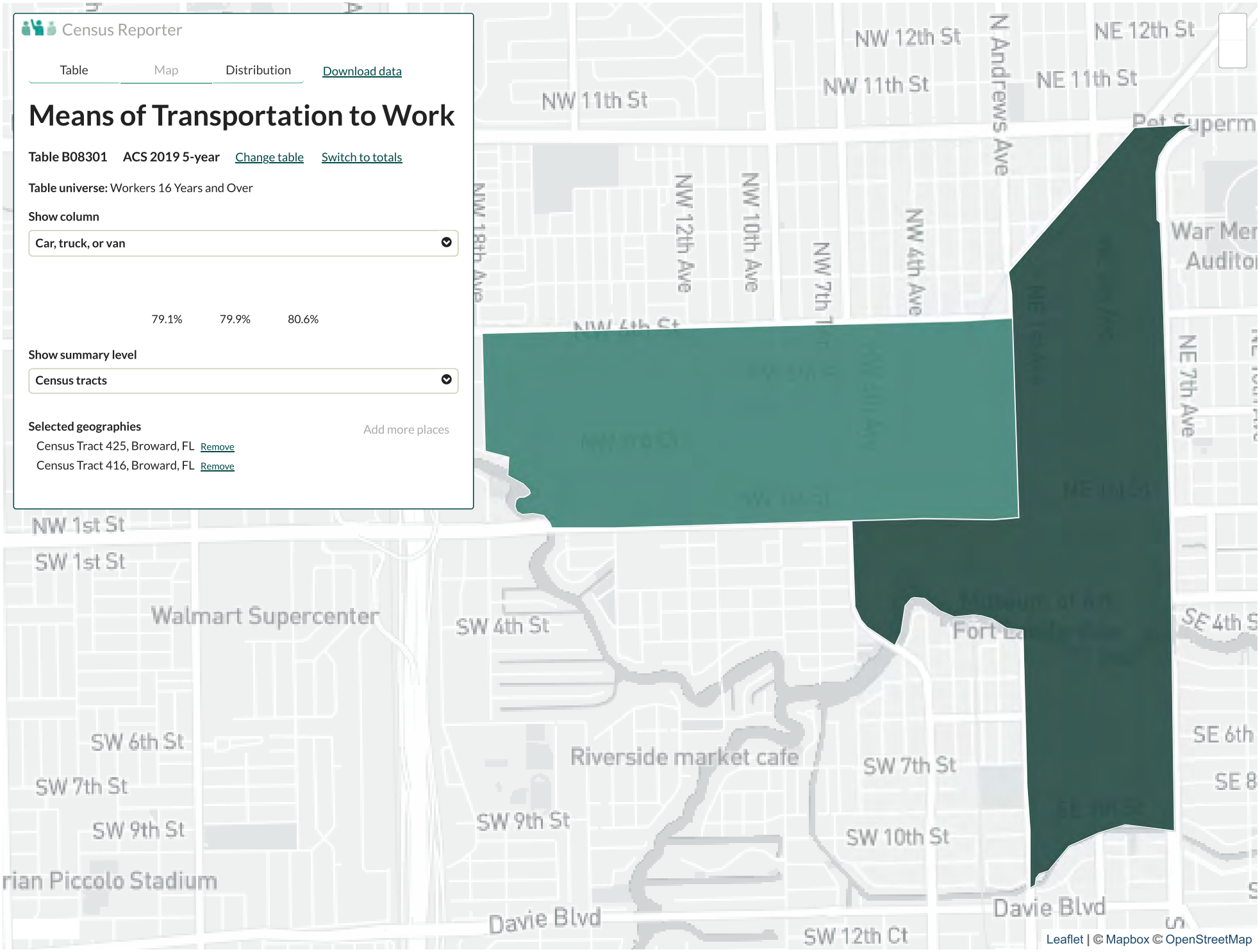
ZIP codes

Table universe: Workers 16 Years and Over

Switch to totals Click a row to highlight

Column →	Census Tract 425, Broward, FL		Fort Lauderdale, FL	
Car, truck, or van:	80.6%	±7.7%	83.3%	±1.6%
Drove alone	75.1%	±8%	75.1%	±1.8%
Carpooled:	5.5%	±2.8%	8.2%	±0.9%
In 2-person carpool	5.1%	±2.7%	6.6%	±0.8%
In 3-person carpool	0.4%	±0.6%	1.2%	±0.4%
In 4-person carpool	0%	±0.4%	0.2%	±0.1%
In 5- or 6-person carpool	0%	±0.4%	0.2%	±0.2%
In 7-or-more-person carpool	0%	±0.4%	0.1%	±0.1%
Public transportation (excluding taxicab):	0.8%	±1%	4.4%	±0.6%
Bus	0.8%	±1%	4.1%	±0.6%
Subway or elevated rail	0%	±0.4%	0.1%	±0.1%
Long-distance train or commuter rail	0%	±0.4%	0.2%	±0.1%
Light rail, streetcar or trolley (carro público in...	0%	±0.4%	0%	±0%
Ferryboat	0%	±0.4%	0%	±0%
Taxicab	1.2%	±1.8%	0.3%	±0.1%
Motorcycle	0.4%	±0.7%	0.1%	±0.1%
Bicycle	0%	±0.4%	1.2%	±0.4%
Walked	3.7%	±2.2%	1.8%	±0.4%
Other means	0.6%	±0.9%	1.7%	±0.4%
Worked from home	12.7%	±3.9%	7.2%	±0.7%

Citation: U.S. Census Bureau (2015-2019). *Means of Transportation to Work American Community Survey 5-year estimates.* Retrieved from <https://censusreporter.org>


Census Reporter
Table
Map
Distribution
Download data
Means of Transportation to Work
Table B08301 ACS 2019 5-year Change table Switch to totals
Table universe: Workers 16 Years and Over
Show column
Car, truck, or van
79.1%
79.9%
80.6%
Show summary level
Census tracts
Selected geographies
Add more places
Census Tract 425, Broward, FL Remove
Census Tract 416, Broward, FL Remove
NW 12th St
NE 12th St
NW 11th St
NE 11th St
N Andrews Ave
NW 18th Ave
NW 12th Ave
NW 10th Ave
NW 7th Ter
NW 4th Ave
NE 7th Ave
NW 1st St
SW 1st St
Walmart Supercenter
SW 4th St
SE 4th St
SW 6th St
SW 7th St
SW 9th St
Riverside market cafe
SW 10th St
SE 6th
Davie Blvd
SW 12th Ct
Leaflet | © Mapbox © OpenStreetMap

APPENDIX F

Historic Growth

513 NE 6 Street
N. Federal Highway between NE 6 St and NE 7 St
Fort Lauderdale

Growth Rate Analysis

Site #7374 - US 1 north of Broward Blvd

Year	Volume	Growth Rate
2015	40000	
2019	40000	0.00%

Site #5157 - US 1 south of NE 9 St

Year	Volume	Growth Rate
2015	37000	
2019	39500	1.32%

Site #9039 - NE 3 Av north of NE 6 St

Year	Volume	Growth Rate
2015	11200	
2019	13900	4.41%

Site #7744 - SE 3 Av south of Broward Blvd

Year	Volume	Growth Rate
2015	21000	
2019	24500	3.13%

Site #7365 - NE 6 St east of Andrews Av

Year	Volume	Growth Rate
2015	10000	
2019	10100	0.20%

Total - All Count Stations

Year	Volume	Growth Rate
2015	119200	
2019	128000	1.43%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7365 - NE 6 ST, E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	6600 C	E 3000	W 3600	9.00	53.90	8.80
2019	10100 R	E 4100	W 6000	9.00	54.60	5.50
2018	10100 T	E 4100	W 6000	9.00	54.50	6.00
2017	10100 S	E 4100	W 6000	9.00	51.90	6.20
2016	10100 F	E 4100	W 6000	9.00	54.10	2.90
2015	10000 C	E 4100	W 5900	9.00	54.00	3.40
2014	4700 X			9.00	54.20	7.40
2013	4700 X	0	0	9.00	53.60	7.60
2012	4700 T	0	0	9.00	52.20	5.90
2011	4700 S	0	0	9.00	52.50	6.30
2010	4700 F	0	0	8.35	52.69	9.30
2009	4700 C	E 0	W 0	8.53	53.89	5.30
2008	5400 C	E 0	W 0	8.81	54.16	6.50
2007	6600 C	E 0	W 0	8.63	55.75	4.80
2006	6000 C	E 0	W 0	8.40	55.34	2.90
2005	5200 C	E	W	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	39000 C	N 18000	S 21000	9.00	53.50	3.80
2019	40000 C	N 19500	S 20500	9.00	54.70	4.00
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40
2006	35000 C	N 20000	S 15000	9.48	53.59	4.20
2005	43500 C	N 21000	S 22500	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7744 - SE 3 AVE, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	23500 F	N 11000	S 12500	9.00	53.90	3.30
2019	24500 C	N 11500	S 13000	9.00	54.60	3.30
2018	25500 S	N 13000	S 12500	9.00	54.50	2.30
2017	25500 F	N 13000	S 12500	9.00	51.90	2.30
2016	25500 C	N 13000	S 12500	9.00	54.10	2.30
2015	21000 S	N 10500	S 10500	9.00	54.00	3.40
2014	21000 F	N 10500	S 10500	9.00	54.20	1.10
2013	21000 C	N 10500	S 10500	9.00	53.60	1.10
2012	26500 C	N 12500	S 14000	9.00	52.20	1.10
2011	23000 C	N 11000	S 12000	9.00	52.50	5.90
2010	23000 C	N 12000	S 11000	8.35	52.69	5.90
2009	22500 C	N 11500	S 11000	8.53	53.89	1.20
2008	18400 C	N 8400	S 10000	8.81	54.16	8.20
2007	21500 C	N 11000	S 10500	8.63	55.75	4.80
2006	21900 C	N 12000	S 9900	8.40	55.34	2.90
2005	23500 C	N 11000	S 12500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	13200 S	N 7100	S 6100	9.00	53.90	4.60
2019	13900 F	N 7500	S 6400	9.00	54.60	4.60
2018	13900 C	N 7500	S 6400	9.00	54.50	4.60
2017	11400 S	N 5200	S 6200	9.00	51.90	12.60
2016	11400 F	N 5200	S 6200	9.00	54.10	12.60
2015	11200 C	N 5100	S 6100	9.00	54.00	12.60
2014	12000 S	N 7000	S 5000	9.00	54.20	1.70
2013	11900 F	N 6900	S 5000	9.00	53.60	1.70
2012	11900 C	N 6900	S 5000	9.00	52.20	1.70
2011	12300 S	0	0	9.00	52.50	6.30
2010	12300 F	N 6100	S 6200	8.35	52.69	3.60
2009	12300 C	N 6100	S 6200	8.53	53.89	3.60
2008	11400 C	N 6100	S 5300	8.81	54.16	3.60
2007	13000 C	N 6600	S 6400	8.63	55.75	4.80
2006	14900 C	N 7600	S 7300	8.40	55.34	2.90
2005	15500 C	N 7300	S 8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

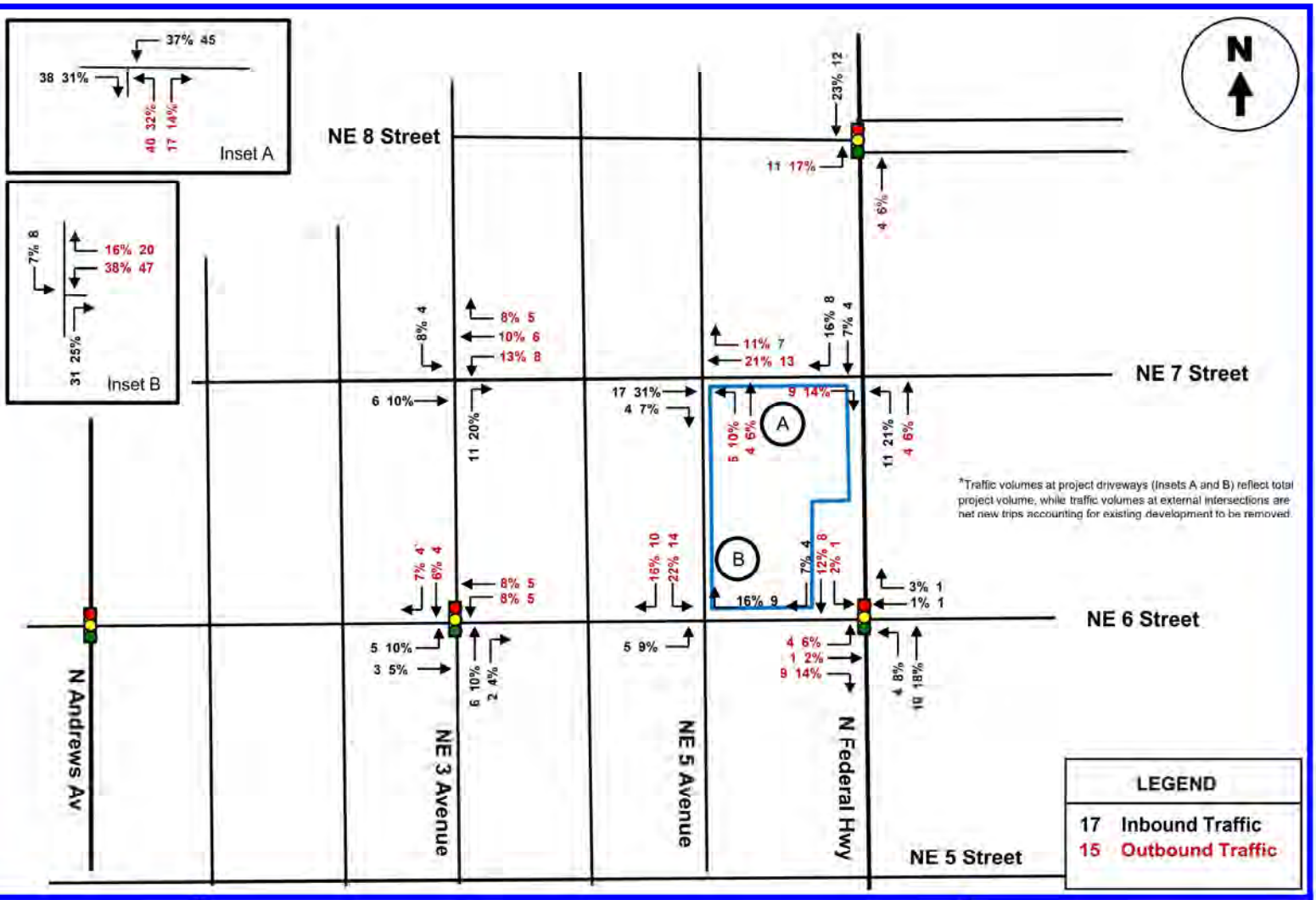
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5157 - SR 5 - S OF NE 9 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	37500 F	N 18000	S 19500	9.00	53.50	3.60
2019	39500 C	N 19000	S 20500	9.00	54.70	3.60
2018	42500 C	N 19500	S 23000	9.00	54.10	3.60
2017	38000 C	N 17500	S 20500	9.00	53.80	2.80
2016	38500 C	N 18500	S 20000	9.00	55.20	2.80
2015	37000 C	N 17000	S 20000	9.00	54.90	2.80
2014	40500 C	N 19500	S 21000	9.00	54.50	4.00
2013	40000 C	N 20000	S 20000	9.00	54.60	3.80
2012	38500 C	N 20500	S 18000	9.00	55.00	3.80
2011	33500 C	N 15500	S 18000	9.00	54.50	3.10
2010	35500 C	N 17000	S 18500	9.37	54.06	3.10
2009	40500 C	N 20500	S 20000	9.31	53.74	3.10
2008	43000 C	N 20500	S 22500	9.70	54.48	4.60
2007	41000 C	N 19000	S 22000	9.10	53.47	4.60
2006	40000 C	N 19000	S 21000	9.48	53.59	3.00
2005	41000 C	N 19500	S 21500	10.60	58.90	2.20

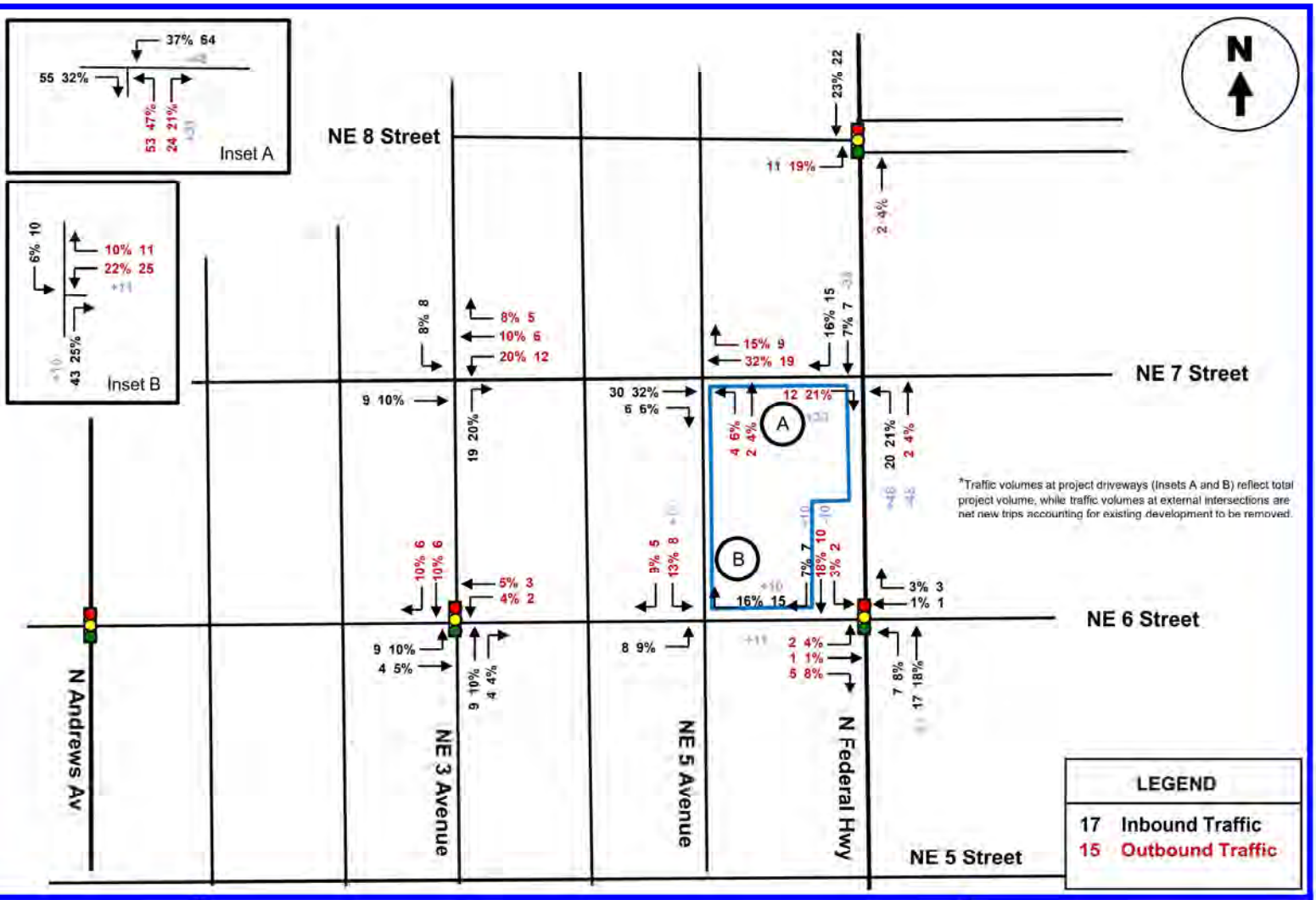
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



DC Engineers, Inc.

New Project Traffic Assignment
AM Peak Hour

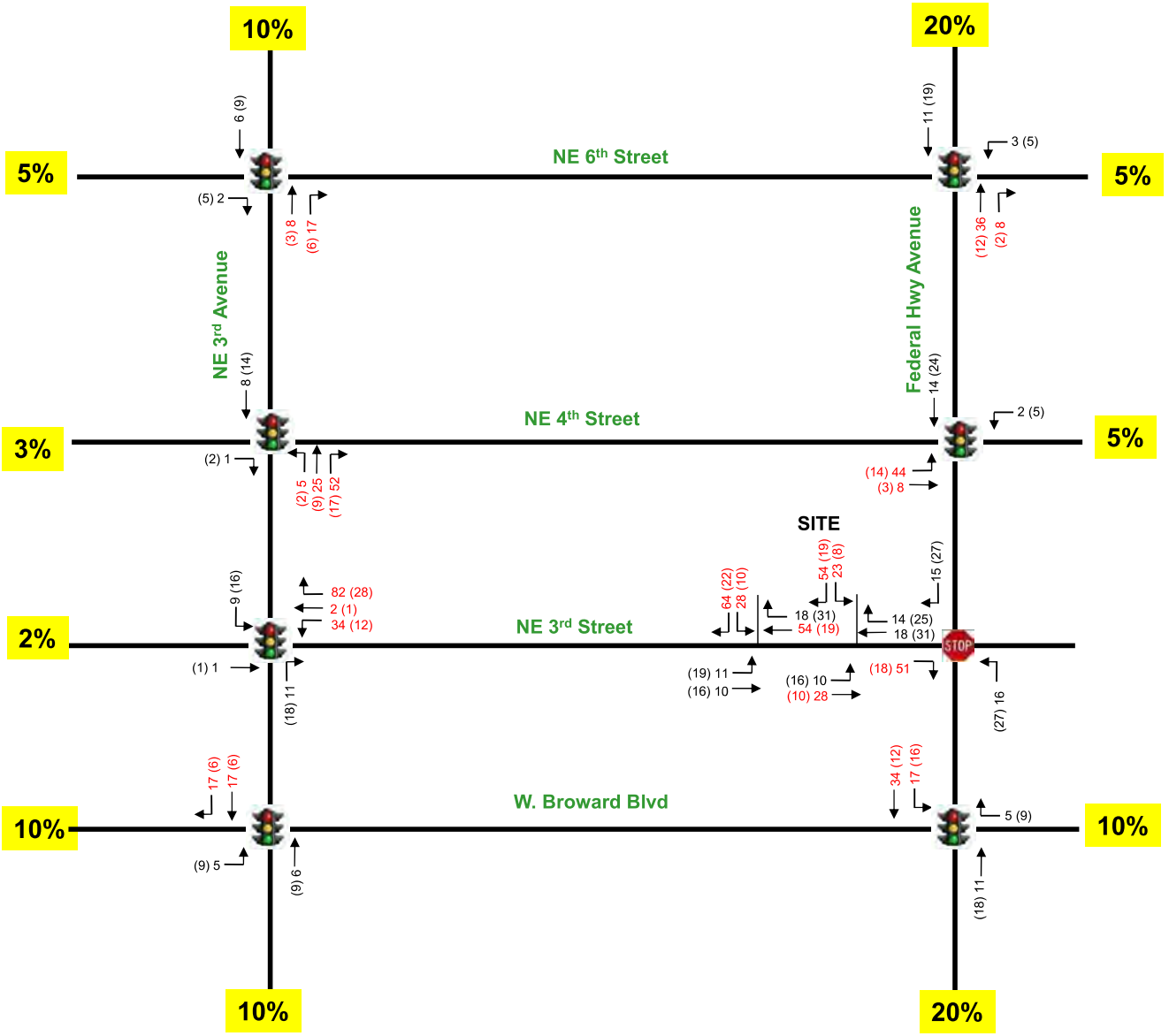
FIGURE 5a
627 N. Federal Highway
Fort Lauderdale, Florida



DC Engineers, Inc.

New Project Traffic Assignment
PM Peak Hour

FIGURE 5b
627 N. Federal Highway
Fort Lauderdale, Florida



LEGEND	
72	AM Peak Hour
(17)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

PROJEC TRAFFIC ASSIGNMENT

FIGURE 4
317 N Federal
Fort Lauderdale, Florida

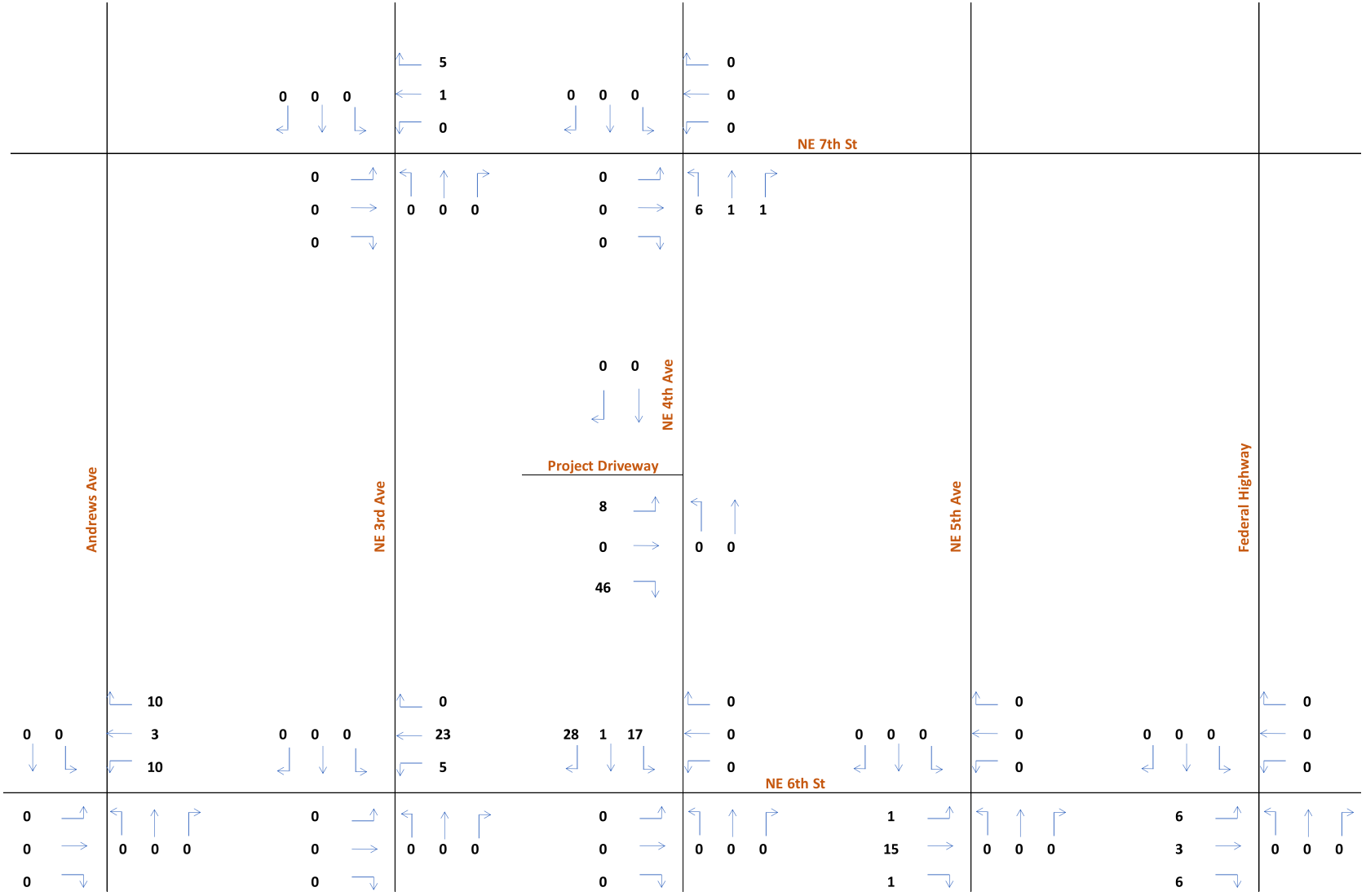


FIGURE 7: PROJECT TRIPS – AM PEAK HOUR

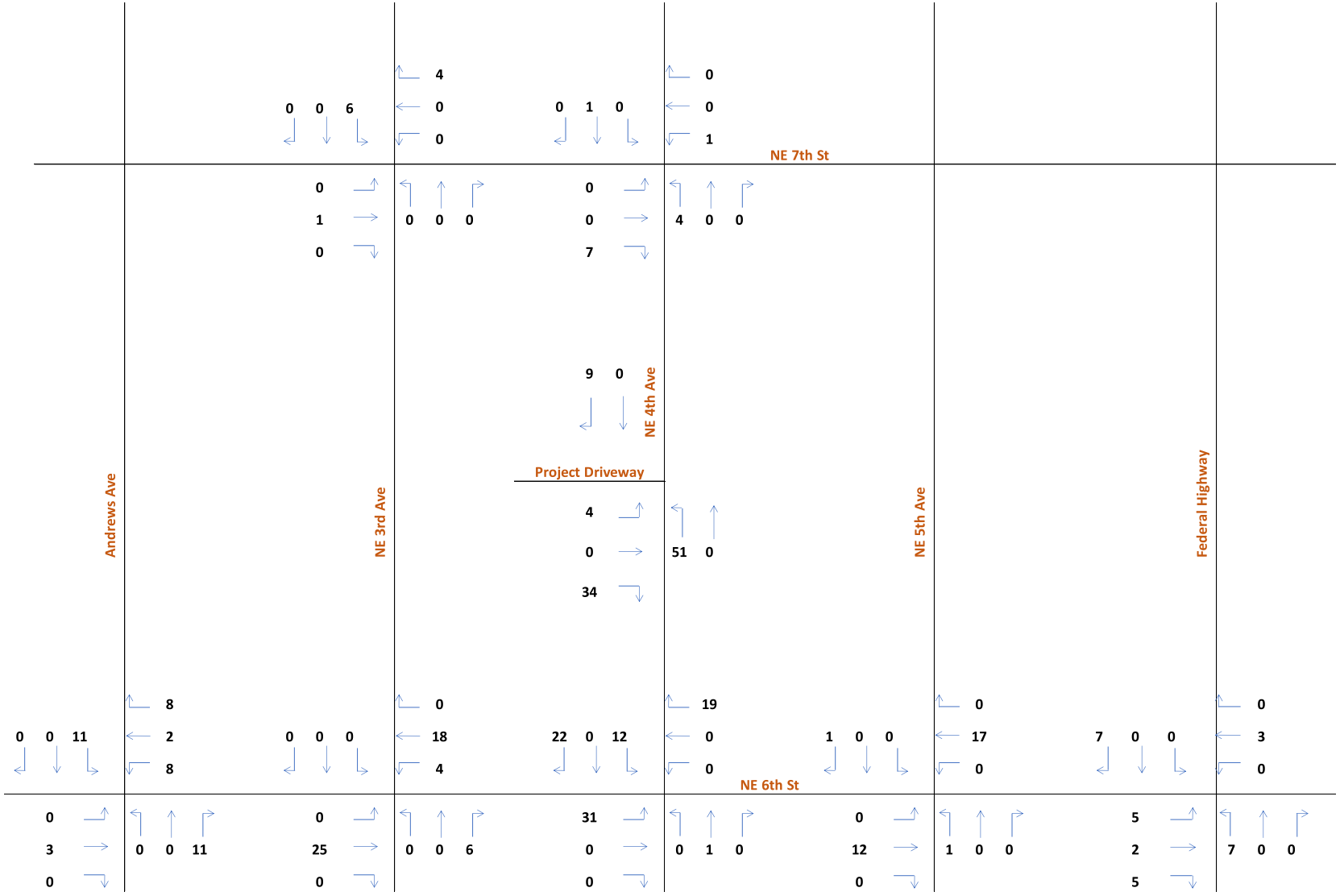


FIGURE 8: PROJECT TRIPS – PM PEAK HOUR

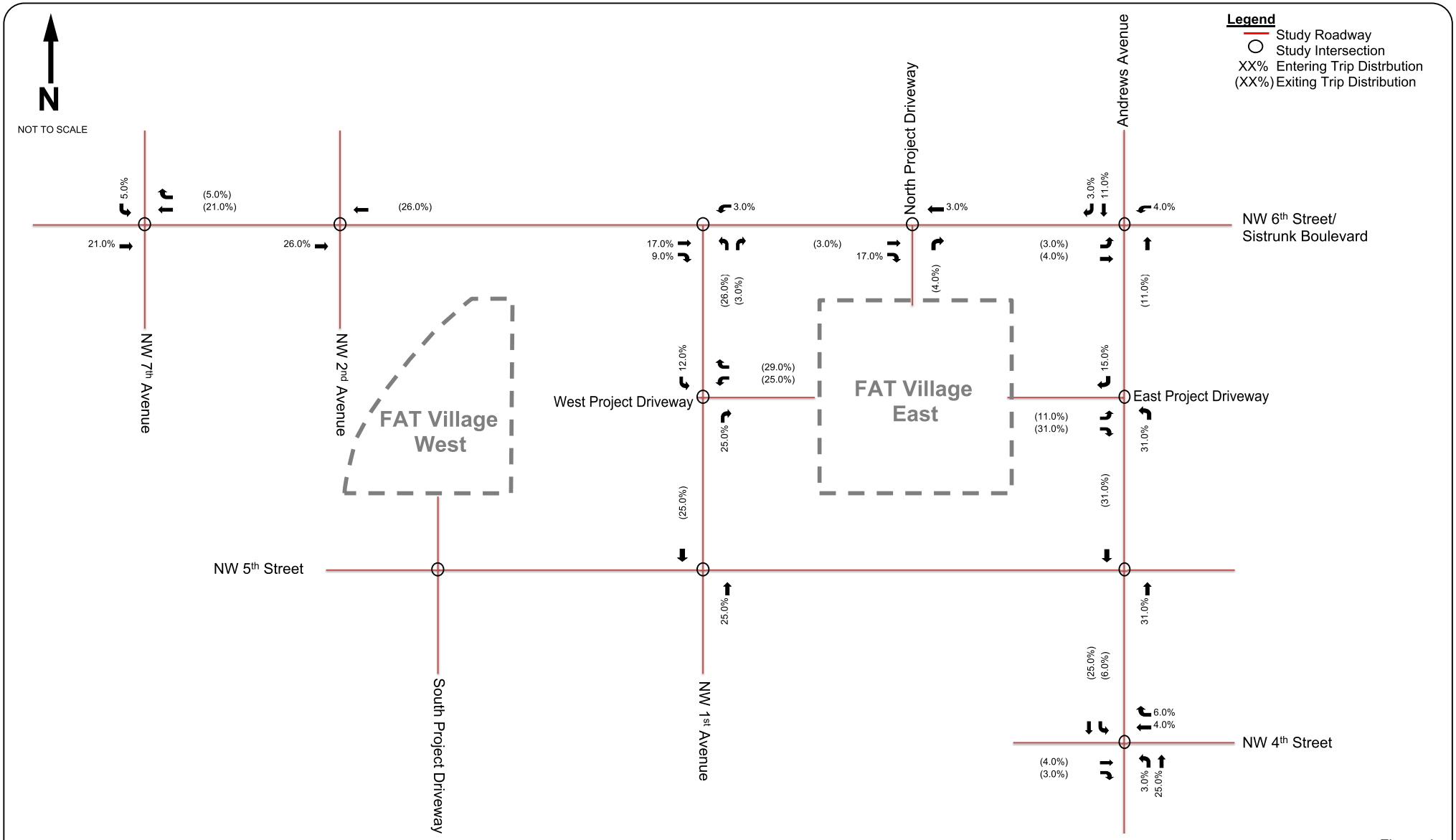


Figure 4
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Distribution
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

© 2021

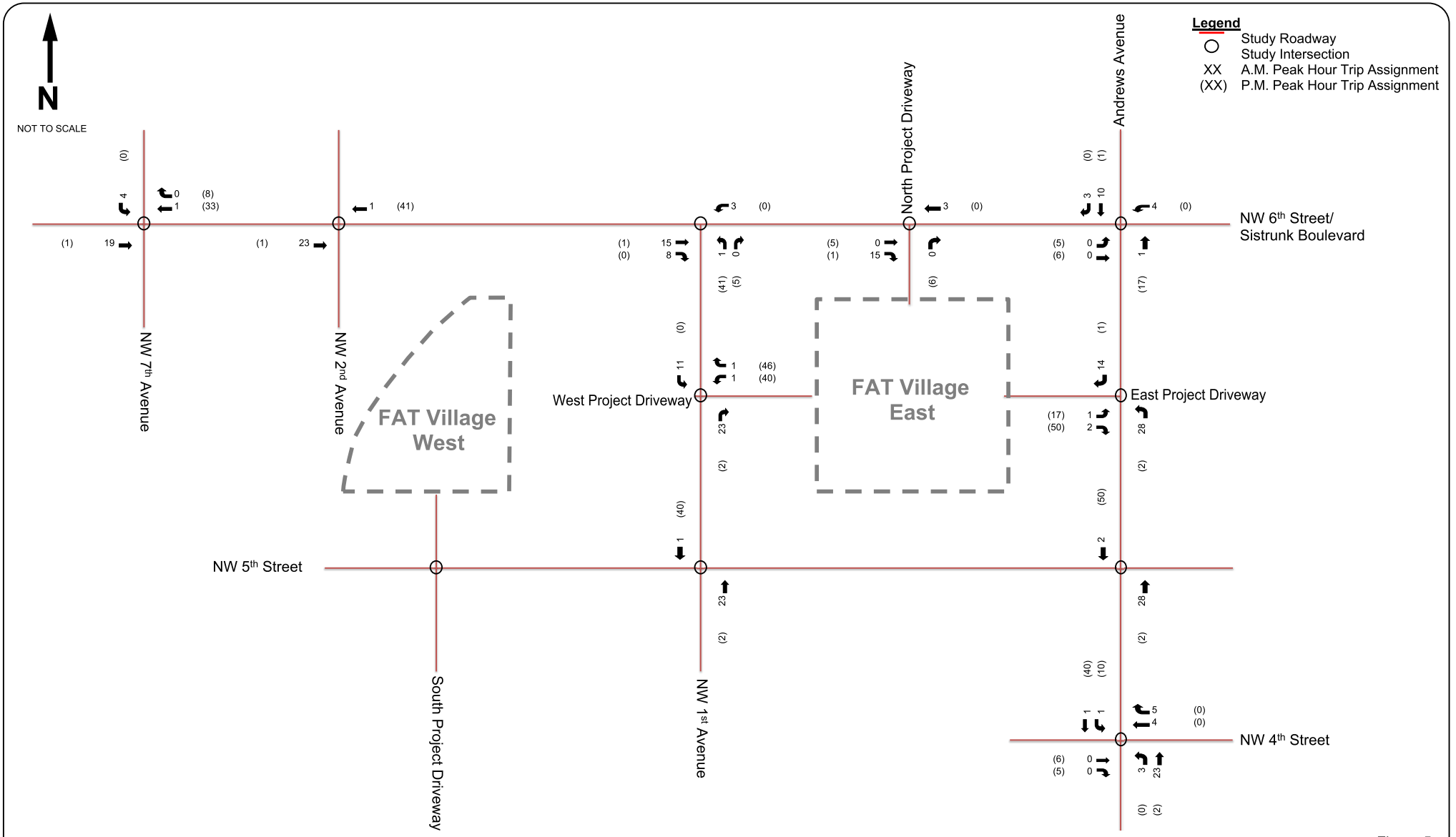
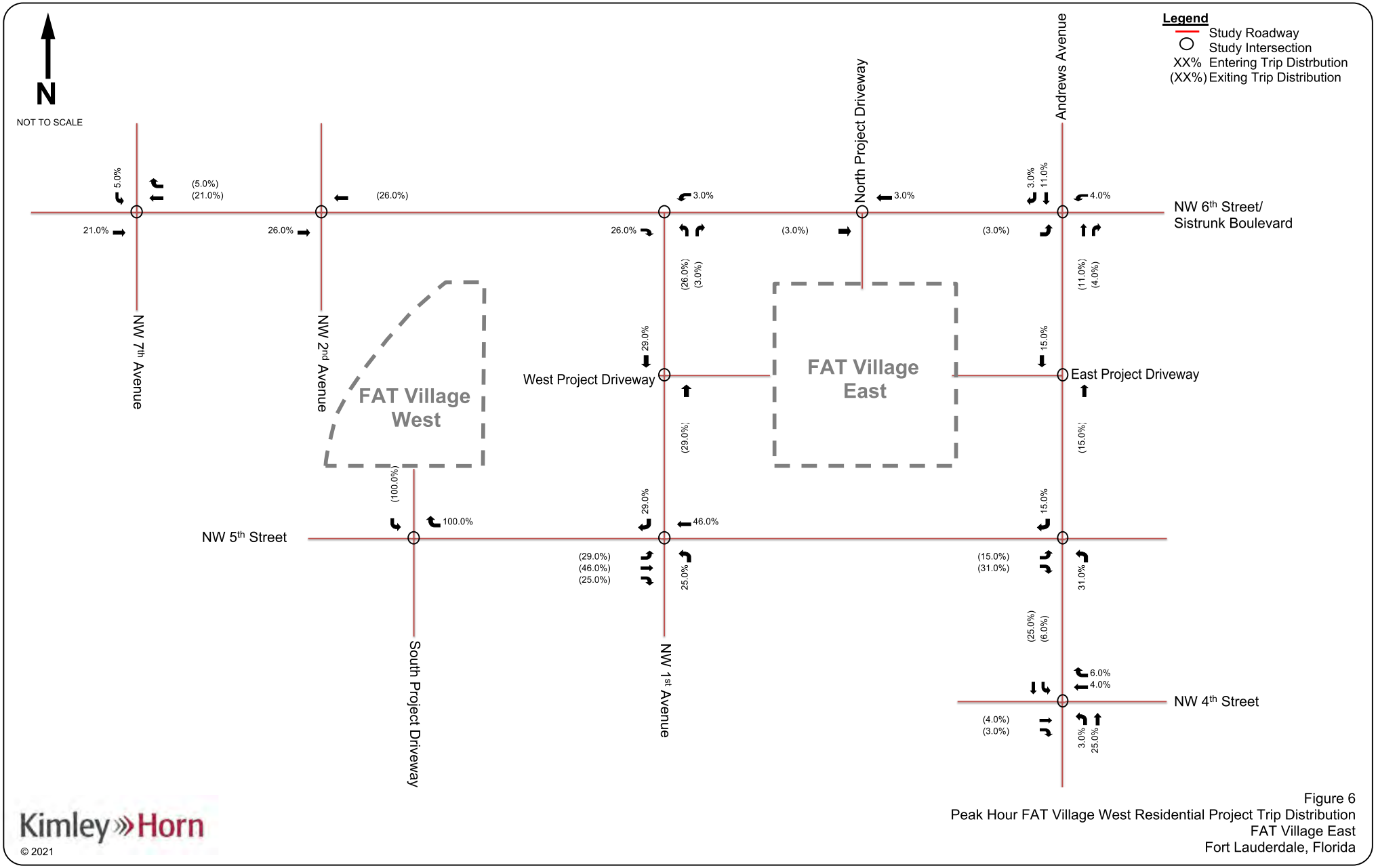


Figure 5
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

© 2021



Kimley»Horn

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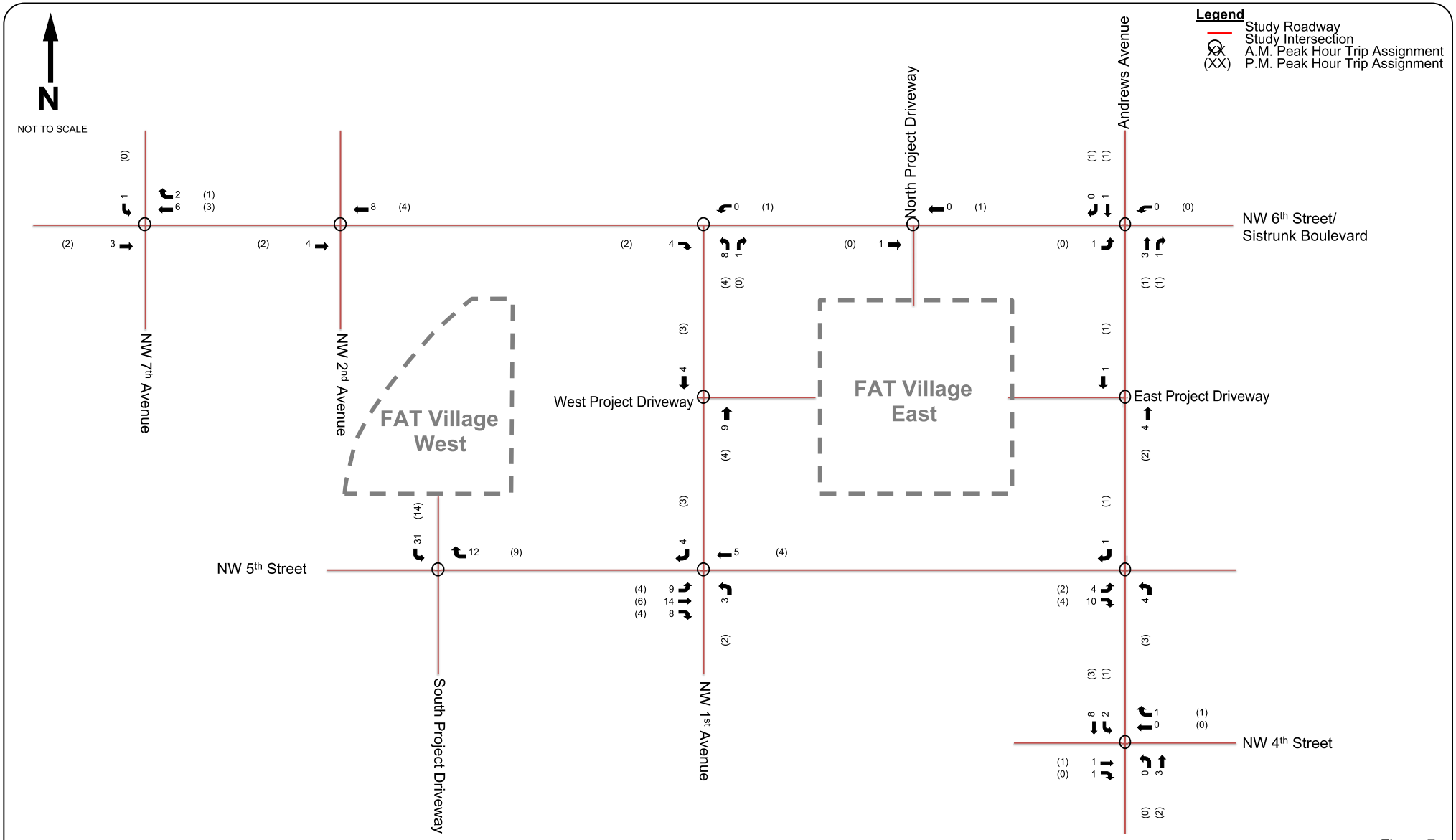
Figure 6
Peak Hour FAT Village West Residential Project Trip Distribution
FAT Village East
Fort Lauderdale, Florida



Kimley»Horn

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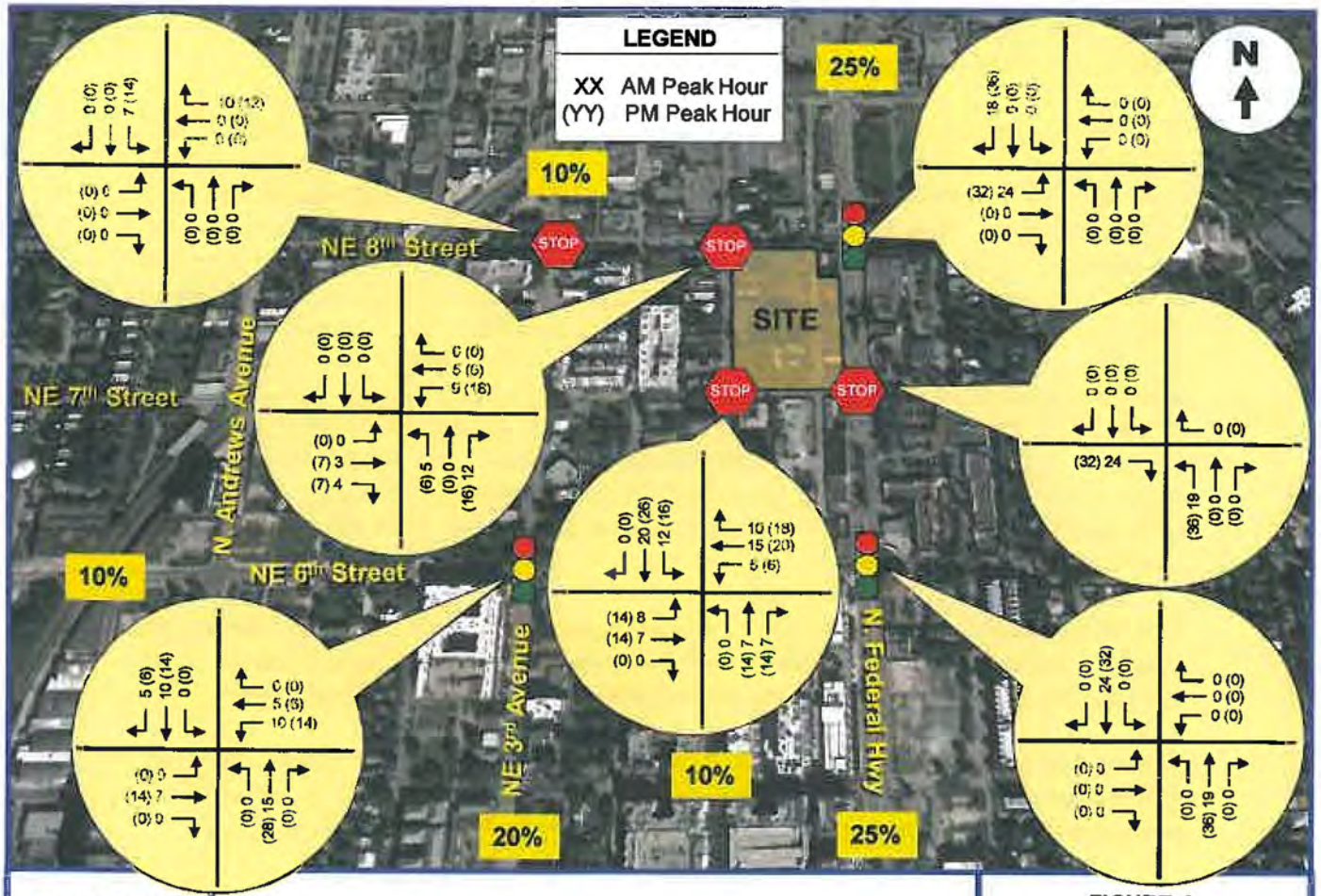
Figure 7
Peak Hour FAT Village West Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida



TrafTech ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4
Flagler Village
Fort Lauderdale, Florida

Table 21: NE 8th Street & NE 3rd Avenue (A.M. Peak Hour)

Description	Driveway Eastbound			NE 8th Street Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	3	0	1	25	0	61	4	466	13	26	666	2
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	**3**	**0**	**1**	**26**	**0**	**63**	**4**	**480**	**13**	**27**	**686**	**2**
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	21	0	13	0	0	7	4	0	0
2028 Background Traffic Conditions	**3**	**0**	**1**	**49**	**0**	**82**	**5**	**525**	**22**	**33**	**750**	**2**
RK Centers Parcel 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	4% 7	2% 3	9% 15	0% 0	0% 0
RK Centers Parcel 2	0% 0	0% 0	0% 0	1% 3	0% 0	7% 18	0% 0	0% 0	1% 2	5% 8	0% 0	0% 0
RK Centers Parcel 3	0% 0	0% 0	0% 0	2% 5	0% 0	2% 5	2% 3	0% 0	0% 0	2% 3	0% 0	0% 0
RK Centers Total Parcels	0% 0	0% 0	0% 0	3% 8	0% 0	9% 23	2% 3	4% 7	3% 5	16% 27	0% 0	0% 0
2028 Total Traffic Conditions	**3**	**0**	**1**	**57**	**0**	**105**	**8**	**532**	**27**	**60**	**750**	**2**

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 22: NE 8th Street & NE 3rd Avenue (P.M. Peak Hour)

Description	Driveway Eastbound			NE 8th Street Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	1	2	5	33	1	112	1	955	26	32	495	4
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	1	2	5	34	1	115	1	984	27	33	510	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	13	0	8	0	19	0	12	0	0
2028 Background Traffic Conditions	1	2	6	50	1	134	1	1,095	29	48	558	5
	0%	0%	0%	0%	0%	0%	0%	4%	2%	9%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	7	3	15	0	0
	0%	0%	0%	1%	0%	7%	0%	0%	1%	5%	0%	0%
RK Centers Parcel 2	0	0	0	3	0	5	0	0	2	8	0	0
	0%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	0%
RK Centers Parcel 3	0	0	0	5	0	2	3	0	0	3	0	0
	0%	0%	0%	3%	0%	9%	2%	4%	3%	16%	0%	0%
RK Centers Total Parcels	0	0	0	8	0	7	3	7	5	26	0	0
2028 Total Traffic Conditions	1	2	6	58	1	141	4	1,101	34	74	558	5

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 25: NE 8th Street & NE 5th Avenue (A.M. Peak Hour)

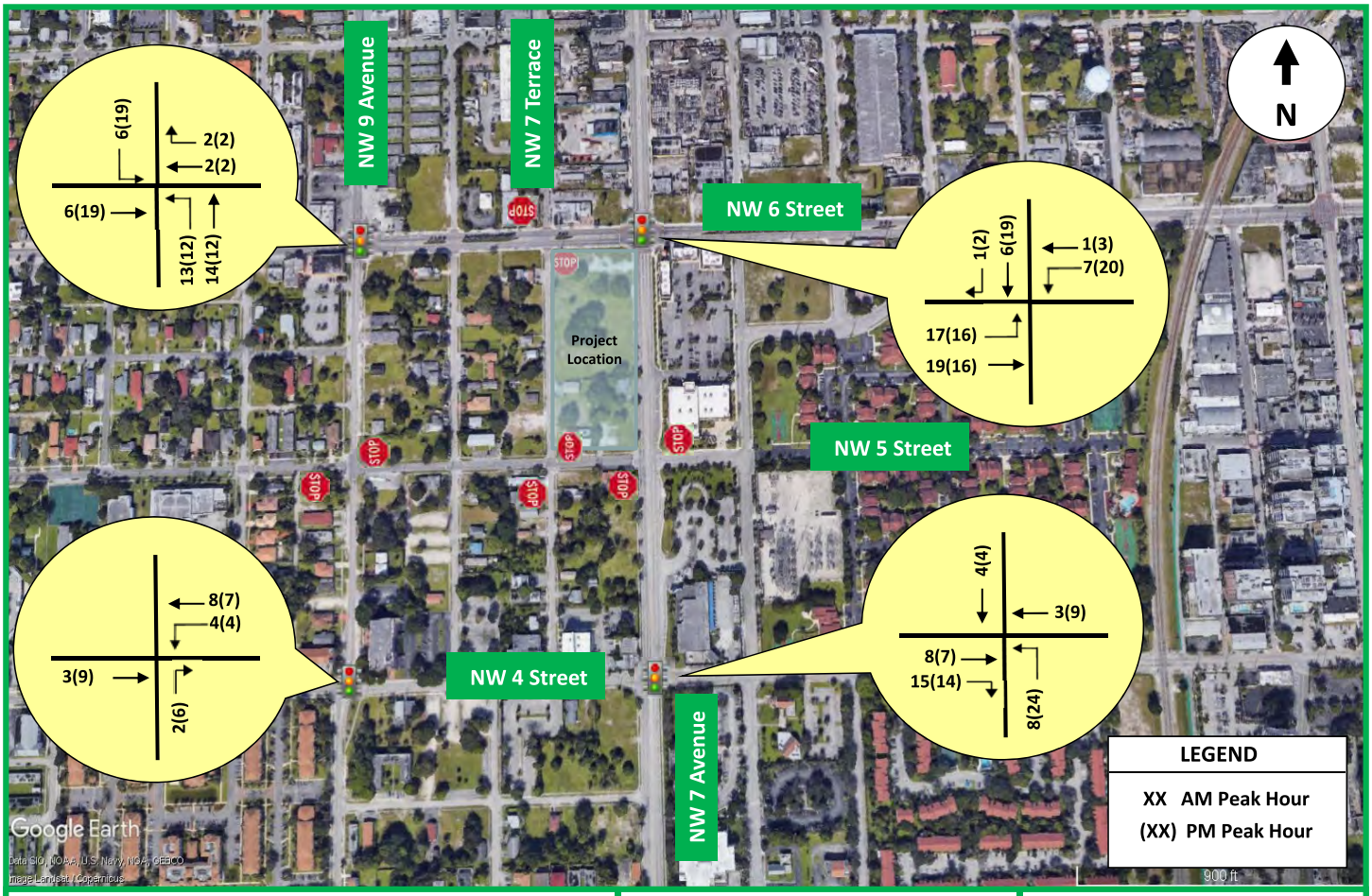
Description	NE 8th Street Eastbound			NE 8th Street Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	2	36	2	2	63	6	4	15	10	3	14	1
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	2	37	2	2	65	6	4	15	10	3	14	1
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	11	0	0	0	0	13	0	3	0	42	8	34
2028 Background Traffic Conditions	13	41	2	2	71	20	5	20	11	45	24	35
	11%	0%	0%	0%	0%	0%	1%	0%	0%	0%	7%	0%
RK Centers Parcel 1	18	0	0	0	0	0	2	0	0	0	18	0
	6%	0%	0%	1%	8%	4%	0%	1%	0%	0%	0%	0%
RK Centers Parcel 2	10	0	0	3	21	7	0	2	0	0	0	0
	3%	1%	0%	3%	1%	2%	0%	0%	0%	2%	0%	3%
RK Centers Parcel 3	5	3	0	5	2	3	0	0	0	5	0	8
	20%	1%	0%	4%	9%	6%	1%	1%	0%	2%	7%	3%
RK Centers Total Parcels	33	3	0	8	22	10	2	2	0	5	18	8
2028 Total Traffic Conditions	35	43	2	10	93	30	6	22	11	51	42	43

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 26: NE 8th Street & NE 5th Avenue (P.M. Peak Hour)

Description	NE 8th Street Eastbound			NE 8th Street Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	5	48	5	11	127	21	7	12	19	6	10	7
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	5	49	5	11	131	22	7	12	20	6	10	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	31	0	0	0	0	38	0	8	0	26	5	20
2028 Background Traffic Conditions	37	54	6	12	143	62	8	22	21	33	16	28
	11%	0%	0%	0%	0%	0%	1%	0%	0%	0%	7%	0%
RK Centers Parcel 1	18	0	0	0	0	0	2	0	0	0	5	0
	6%	0%	0%	1%	8%	4%	0%	1%	0%	0%	0%	0%
RK Centers Parcel 2	10	0	0	1	6	7	0	2	0	0	0	0
	3%	1%	0%	3%	1%	2%	0%	0%	0%	2%	0%	3%
RK Centers Parcel 3	5	1	0	5	2	3	0	0	0	2	0	2
	20%	1%	0%	4%	9%	6%	1%	1%	0%	2%	7%	3%
RK Centers Total Parcels	33	1	0	6	8	10	2	2	0	2	5	2
2028 Total Traffic Conditions	70	55	6	18	151	72	10	23	21	34	22	30

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

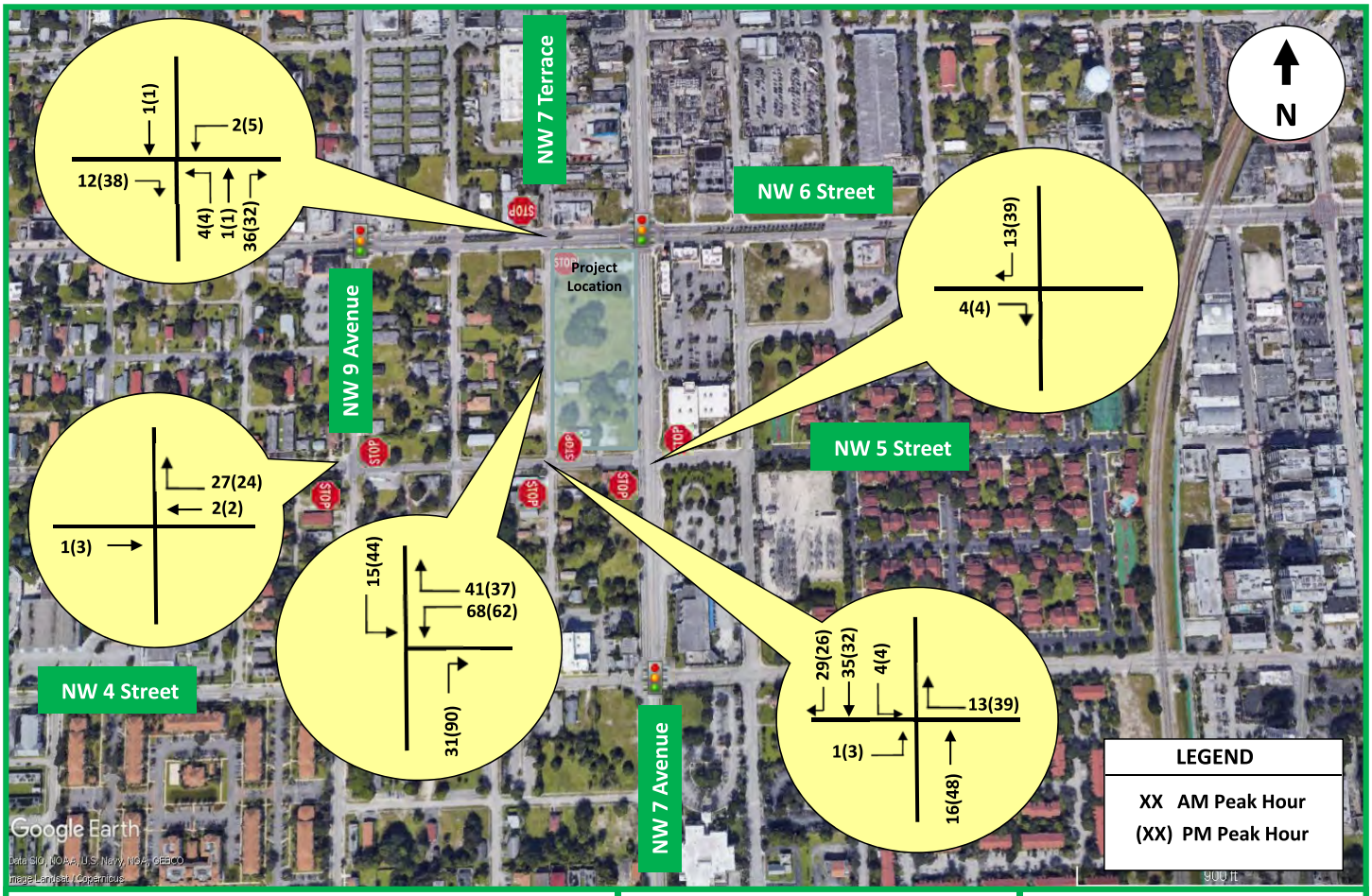


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5A
West Village
Fort Lauderdale, Florida



KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5B
West Village
Fort Lauderdale, Florida

APPENDIX G

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 5 Avenue
AM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/10/2022)	24	5	23	31	9	14	9	290	13	16	192	3
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2022 Peak Season Traffic	24	5	23	31	9	14	9	290	13	16	192	3
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update								1			4	
Searstown		4			26							
West Village												
317 N. Federal								17				
Advantis Station at Flagler Village							1	15	1			
Quantum at Flagler Village		14			25							
627 N. Federal Highway				14		10	5					9
2025 Background Traffic	25	23	24	46	60	25	15	336	15	17	204	12
Existing Development												
513 NE 6 Street												
Primary Trip		3		23	3	20	16					18
Pass-by Capture												
2025 Total Traffic	**25**	**26**	**24**	**69**	**63**	**45**	**31**	**336**	**15**	**17**	**204**	**30**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 5 Avenue
PM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/10/2022)	16	16	25	27	7	19	12	348	37	28	389	19
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2022 Peak Season Traffic	16	16	25	27	7	19	12	348	37	28	389	19
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update								7				
Searstown		4			11							
West Village												
317 N. Federal								6				
Advantis Station at Flagler Village	1					1		12			17	
Quantum at Flagler Village		28			32							
627 N. Federal Highway				8		5	8					15
2025 Background Traffic	18	49	26	36	50	26	21	388	39	29	423	35
Existing Development												
513 NE 6 Street												
Primary Trip		5		25	4	21	25					29
Pass-by Capture				2								3
2025 Total Traffic	**18**	**54**	**26**	**63**	**54**	**47**	**46**	**388**	**39**	**29**	**423**	**67**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at US 1 (Federal Highway)
AM Peak Hour

WEEKDAY

Description	Federal Highway Northbound			Federal Highway Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/10/2022)	42	941	39	15	1,444	88	123	101	118	94	81	20
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2022 Peak Season Traffic	42	941	39	15	1444	88	123	101	118	94	81	20
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update						4			1			
Searstown		33			52							
West Village												
317 N. Federal		36	8		11					3		
Advantis Station at Flagler Village							6	3	6			
Quantum at Flagler Village		19			24							
627 N. Federal Highway	4	10		1	8	4	4	1	9		1	1
2025 Background Traffic	48	1,081	49	17	1,603	100	138	109	139	101	86	22
Existing Development												
513 NE 6 Street												
Primary Trip	15							4	19		3	
Pass-by Capture												
2025 Total Traffic	**63**	**1,081**	**49**	**17**	**1,603**	**100**	**138**	**113**	**158**	**101**	**89**	**22**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at US 1 (Federal Highway)
PM Peak Hour

WEEKDAY

Description	Federal Highway Northbound			Federal Highway Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/10/2022)	118	1,247	60	44	1,310	152	149	154	118	122	171	31
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2022 Peak Season Traffic	118	1247	60	44	1310	152	149	154	118	122	171	31
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update									7			
Searstown		33			16							
West Village												
317 N. Federal		12	2		19					3		
Advantis Station at Flagler Village	7					7	5	2	5		3	
Quantum at Flagler Village		36			32							
627 N. Federal Highway	7	17		2	10	7	2	1	5		1	3
2025 Background Traffic	137	1,400	65	48	1,445	173	163	164	140	130	183	35
Existing Development												
513 NE 6 Street												
Primary Trip	24							4	21		5	
Pass-by Capture		-2			-3	3	2					
2025 Total Traffic	**161**	**1,398**	**65**	**48**	**1,442**	**176**	**165**	**168**	**161**	**130**	**188**	**35**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 5 Avenue
AM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	0	11	8	4	10	6	6	17	9	8	32	4
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	0	11	8	4	10	6	6	17	9	8	32	4
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update												
Searstown		4			26							
West Village												
317 N. Federal												
Advantis Station at Flagler Village		1										
Quantum at Flagler Village		7	7	12	20		8	7		5	15	10
627 N. Federal Highway	6	4						17	4		13	7
2025 Background Traffic	6	28	15	16	57	6	14	42	13	13	62	21
Existing Development												
513 NE 6 Street												
Primary Trip	8	22			17				6			
Pass-by Capture												
2025 Total Traffic	**14**	**50**	**15**	**16**	**74**	**6**	**14**	**42**	**19**	**13**	**62**	**21**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 5 Avenue
PM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	6	13	2	5	18	4	10	12	17	22	73	7
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	6	13	2	5	18	4	10	12	17	22	74	7
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update												
Searstown		4			11							
West Village												
317 N. Federal												
Advantis Station at Flagler Village					1							
Quantum at Flagler Village		14	14	16	26		14	14		6	20	18
627 N. Federal Highway	4	2						30	6		19	9
2025 Background Traffic	10	34	16	21	57	4	25	57	24	29	116	34
Existing Development												
513 NE 6 Street												
Primary Trip	8	24			28				10			
Pass-by Capture												
2025 Total Traffic	**18**	**58**	**16**	**21**	**85**	**4**	**25**	**57**	**34**	**29**	**116**	**34**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 5 Avenue at Project Driveway
AM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			- Eastbound			Project Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	0	18	0	0	41	0	0	0	0	0	0	0
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	0	18	0	0	41	0	0	0	0	0	0	0
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update												
Searstown		4			26							
West Village												
317 N. Federal												
Advantis Station at Flagler Village		1										
Quantum at Flagler Village		14			25							
627 N. Federal Highway		9			24							
2025 Background Traffic	0	47	0	0	118	0	0	0	0	0	0	0
Existing Development												
513 NE 6 Street												
Primary Trip			37	23						46		30
Pass-by Capture												
2025 Total Traffic	**0**	**47**	**37**	**23**	**118**	**0**	**0**	**0**	**0**	**46**	**0**	**30**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 5 Avenue at Project Driveway
PM Peak Hour

WEEKDAY

Description	NE 5 Avenue Northbound			NE 5 Avenue Southbound			- Eastbound			Project Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	0	30	0	0	37	0	0	0	0	0	0	0
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	0	30	0	0	37	0	0	0	0	0	0	0
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update												
Searstown		4			11							
West Village												
317 N. Federal												
Advantis Station at Flagler Village					1							
Quantum at Flagler Village		28			32							
627 N. Federal Highway		15			13							
2025 Background Traffic	0	79	0	0	96	0	0	0	0	0	0	0
Existing Development												
513 NE 6 Street												
Primary Trip			59	38						50		32
Pass-by Capture			3							2		
2025 Total Traffic	**0**	**79**	**62**	**38**	**96**	**0**	**0**	**0**	**0**	**52**	**0**	**32**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 3 Avenue
AM Peak Hour

WEEKDAY

Description	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	68	327	48	37	553	45	48	224	120	40	209	54
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	69	330	48	37	559	45	48	226	121	40	211	55
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update								1			4	
Searstown		15			8							
West Village												
317 N. Federal		8	17		6				2			
Advantis Station at Flagler Village										5	23	
Quantum at Flagler Village		15			10	5		7		10	5	
627 N. Federal Highway		6	2		4	4	5	3		5	5	
2025 Background Traffic	72	389	70	39	611	56	56	247	129	62	257	57
Existing Development												
513 NE 6 Street												
Primary Trip			11					5		14	6	
Pass-by Capture												
2025 Total Traffic	**72**	**389**	**81**	**39**	**611**	**56**	**56**	**252**	**129**	**76**	**263**	**57**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 3 Avenue
PM Peak Hour

WEEKDAY

	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/9/2022)	158	689	98	61	493	70	54	263	55	41	326	35
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2022 Peak Season Traffic	160	696	99	62	498	71	55	266	56	41	329	35
Annual Growth Rate	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%	1.45%
Committed Developments:												
FAT Village update								7				
Searstown		15			8							
West Village												
317 N. Federal		3	6		9				5			
Advantis Station at Flagler Village			6					25		4	18	
Quantum at Flagler Village		28			14	6		14		14	6	
627 N. Federal Highway		9	4		6	6	9	4		2	3	
2025 Background Traffic	167	782	119	64	557	86	66	327	63	63	371	37
Existing Development												
513 NE 6 Street												
Primary Trip			17					8		15	6	
Pass-by Capture												
2025 Total Traffic	**167**	**782**	**136**	**64**	**557**	**86**	**66**	**335**	**63**	**78**	**377**	**37**

APPENDIX H

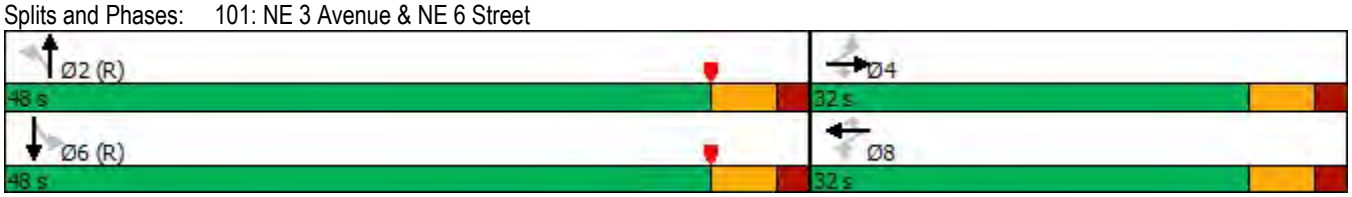
Synchro

Timings
101: NE 3 Avenue & NE 6 Street

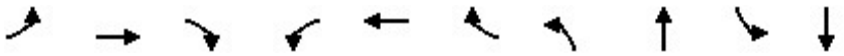
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	226	121	40	211	55	69	330	37	559
Future Volume (vph)	48	226	121	40	211	55	69	330	37	559
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	14.6	53.4	53.4	53.4	53.4
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.67	0.67	0.67	0.67
v/c Ratio	0.29	0.69	0.32	0.27	0.64	0.17	0.14	0.17	0.06	0.27
Control Delay	31.0	40.5	7.4	30.1	37.6	7.1	7.0	5.4	6.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	40.5	7.4	30.1	37.6	7.1	7.0	5.4	6.2	6.2
LOS	C	D	A	C	D	A	A	A	A	A
Approach Delay		29.2			31.2			5.6		6.2
Approach LOS		C			C			A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



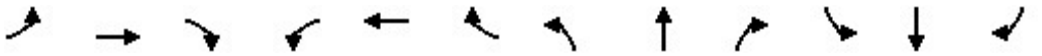
Queues
101: NE 3 Avenue & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	233	125	41	218	57	71	389	38	622
v/c Ratio	0.29	0.69	0.32	0.27	0.64	0.17	0.14	0.17	0.06	0.27
Control Delay	31.0	40.5	7.4	30.1	37.6	7.1	7.0	5.4	6.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	40.5	7.4	30.1	37.6	7.1	7.0	5.4	6.2	6.2
Queue Length 50th (ft)	21	110	0	22	121	0	11	30	6	54
Queue Length 95th (ft)	48	166	39	41	156	21	34	59	20	100
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	298	605	588	274	605	545	515	2319	646	2336
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.39	0.21	0.15	0.36	0.10	0.14	0.17	0.06	0.27

Intersection Summary

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	226	121	40	211	55	69	330	48	37	559	45
Future Volume (veh/h)	48	226	121	40	211	55	69	330	48	37	559	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	233	125	41	218	57	71	340	49	38	576	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	404	338	196	404	334	536	1971	281	674	2108	168
Arrive On Green	0.22	0.22	0.22	0.07	0.07	0.07	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1097	1870	1565	1018	1870	1545	801	3109	443	992	3326	265
Grp Volume(v), veh/h	49	233	125	41	218	57	71	193	196	38	307	315
Grp Sat Flow(s),veh/h/ln	1097	1870	1565	1018	1870	1545	801	1777	1776	992	1777	1814
Q Serve(g_s), s	3.4	8.9	5.4	3.2	9.0	2.8	3.4	3.6	3.6	1.3	6.1	6.2
Cycle Q Clear(g_c), s	12.4	8.9	5.4	12.1	9.0	2.8	9.6	3.6	3.6	5.0	6.1	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.15
Lane Grp Cap(c), veh/h	204	404	338	196	404	334	536	1126	1126	674	1126	1150
V/C Ratio(X)	0.24	0.58	0.37	0.21	0.54	0.17	0.13	0.17	0.17	0.06	0.27	0.27
Avail Cap(c_a), veh/h	323	608	509	307	608	502	536	1126	1126	674	1126	1150
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	28.1	26.7	39.1	33.3	30.4	8.6	6.0	6.0	7.0	6.5	6.5
Incr Delay (d2), s/veh	0.2	0.5	0.2	0.2	0.4	0.1	0.5	0.3	0.3	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	2.0	0.9	4.4	1.0	0.6	1.2	1.3	0.3	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	28.6	27.0	39.3	33.7	30.5	9.1	6.3	6.4	7.2	7.1	7.1
LnGrp LOS	C	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		407			316			460			660	
Approach Delay, s/veh		28.7			33.9			6.8			7.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.7		23.3		56.7		23.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		11.6		14.4		8.2		14.1				
Green Ext Time (p_c), s		3.0		1.0		4.5		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	290	13	16	192	3	24	5	23	31	9	14
Future Vol, veh/h	9	290	13	16	192	3	24	5	23	31	9	14
Conflicting Peds, #/hr	4	0	29	29	0	4	20	0	0	0	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	326	15	18	216	3	27	6	26	35	10	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	370	0	0	670	642	363	628	648	242
Stage 1	-	-	-	-	-	-	383	383	-	258	258	-
Stage 2	-	-	-	-	-	-	287	259	-	370	390	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1346	-	-	1189	-	-	618	635	840	644	631	947
Stage 1	-	-	-	-	-	-	823	823	-	932	932	-
Stage 2	-	-	-	-	-	-	906	931	-	834	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1341	-	-	1156	-	-	561	598	817	605	594	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	627	654	-	654	645	-
Stage 1	-	-	-	-	-	-	793	793	-	920	911	-
Stage 2	-	-	-	-	-	-	848	911	-	795	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	10.6	10.6
HCM LOS			B	B

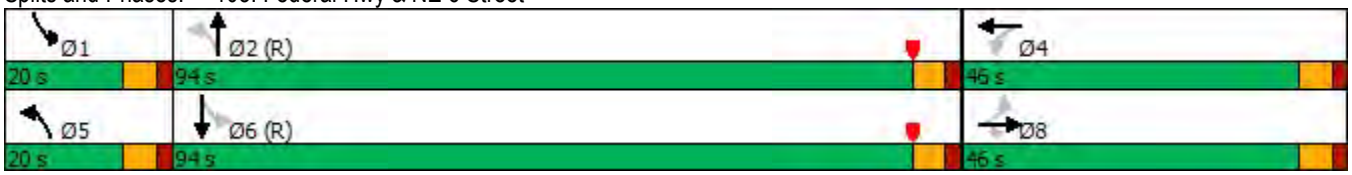
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	702	1341	-	-	1156	-	-	706
HCM Lane V/C Ratio	0.083	0.008	-	-	0.016	-	-	0.086
HCM Control Delay (s)	10.6	7.7	0	-	8.2	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Timings
103: Federal Hwy & NE 6 Street

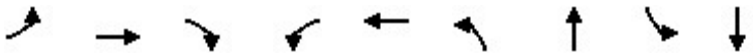
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	123	101	118	94	81	42	941	15	1444
Future Volume (vph)	123	101	118	94	81	42	941	15	1444
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	21.9	21.9	21.9	21.9	21.9	123.0	119.8	120.7	117.2
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.77	0.75	0.75	0.73
v/c Ratio	0.88	0.43	0.40	0.68	0.43	0.21	0.28	0.04	0.45
Control Delay	109.2	62.6	19.3	86.4	62.2	7.0	7.6	5.3	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.2	62.6	19.3	86.4	62.2	7.0	7.6	5.3	10.0
LOS	F	E	B	F	E	A	A	A	A
Approach Delay		64.4			73.8		7.6		9.9
Approach LOS		E			E		A		A

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



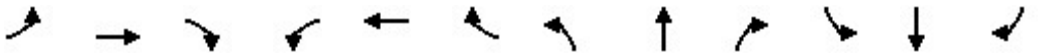
Queues
103: Federal Hwy & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	109	127	101	109	45	1054	16	1648
v/c Ratio	0.88	0.43	0.40	0.68	0.43	0.21	0.28	0.04	0.45
Control Delay	109.2	62.6	19.3	86.4	62.2	7.0	7.6	5.3	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.2	62.6	19.3	86.4	62.2	7.0	7.6	5.3	10.0
Queue Length 50th (ft)	143	111	16	102	98	9	128	3	239
Queue Length 95th (ft)	217	172	87	161	154	24	186	11	340
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	275	465	479	273	455	309	3777	479	3682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.27	0.37	0.24	0.15	0.28	0.03	0.45

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	101	118	94	81	20	42	941	39	15	1444	88
Future Volume (veh/h)	123	101	118	94	81	20	42	941	39	15	1444	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	109	127	101	87	22	45	1012	42	16	1553	95
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	335	278	184	257	65	248	3498	145	399	3378	207
Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.02	0.70	0.70	0.01	0.69	0.69
Sat Flow, veh/h	1267	1870	1556	1131	1434	363	1781	5027	208	1781	4918	301
Grp Volume(v), veh/h	132	109	127	101	0	109	45	685	369	16	1075	573
Grp Sat Flow(s),veh/h/ln	1267	1870	1556	1131	0	1797	1781	1702	1831	1781	1702	1814
Q Serve(g_s), s	16.5	8.9	12.6	13.8	0.0	8.5	1.2	12.3	12.3	0.4	23.1	23.1
Cycle Q Clear(g_c), s	25.0	8.9	12.6	22.7	0.0	8.5	1.2	12.3	12.3	0.4	23.1	23.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	204	335	278	184	0	321	248	2369	1274	399	2339	1246
V/C Ratio(X)	0.65	0.33	0.46	0.55	0.00	0.34	0.18	0.29	0.29	0.04	0.46	0.46
Avail Cap(c_a), veh/h	295	468	389	265	0	449	365	2369	1274	532	2339	1246
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.8	66.0	67.8	67.6	0.0	57.4	8.9	9.3	9.3	7.7	11.5	11.5
Incr Delay (d2), s/veh	1.3	0.2	0.4	0.9	0.0	0.2	0.1	0.3	0.6	0.0	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.5	5.4	4.1	0.0	3.9	0.5	4.7	5.1	0.2	8.9	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.1	66.2	68.2	68.5	0.0	57.6	9.1	9.6	9.8	7.7	12.1	12.7
LnGrp LOS	E	E	E	E	A	E	A	A	A	A	B	B
Approach Vol, veh/h		368			210			1099			1664	
Approach Delay, s/veh		71.5			62.9			9.6			12.3	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	117.3		34.6	9.5	115.9		34.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	2.4	14.3		24.7	3.2	25.1		27.0				
Green Ext Time (p_c), s	0.0	9.3		0.5	0.0	19.6		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	17	9	8	32	4	0	11	8	4	10	6
Future Vol, veh/h	6	17	9	8	32	4	0	11	8	4	10	6
Conflicting Peds, #/hr	2	0	7	7	0	2	2	0	4	4	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	21	11	10	40	5	0	14	10	5	13	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	73	57	26	73	56	25	23	0	0	28	0	0
Stage 1	29	29	-	23	23	-	-	-	-	-	-	-
Stage 2	44	28	-	50	33	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1118	1135	1170	1118	1136	1171	1592	-	-	1585	-	-
Stage 1	1167	1167	-	1173	1173	-	-	-	-	-	-	-
Stage 2	1150	1168	-	1143	1162	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1077	1125	1160	1078	1126	1164	1589	-	-	1579	-	-
Mov Cap-2 Maneuver	1077	1125	-	1078	1126	-	-	-	-	-	-	-
Stage 1	1165	1161	-	1168	1168	-	-	-	-	-	-	-
Stage 2	1104	1163	-	1100	1156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.3	8.4	0	1.5
HCM LOS	A	A		

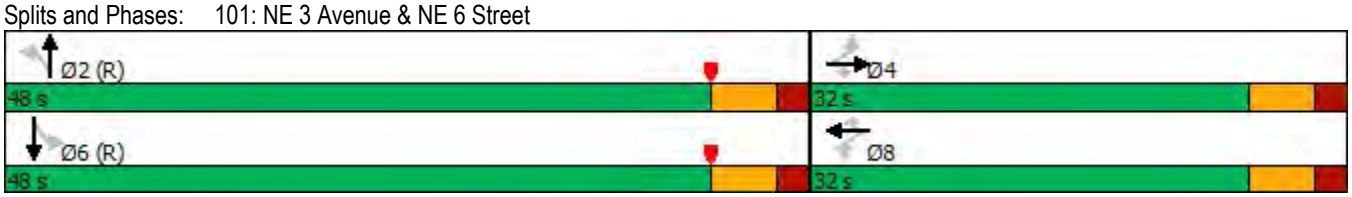
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1589	-	-	1125	1120	1579	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.049	0.003	-	-
HCM Control Delay (s)	0	-	-	8.3	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Timings
101: NE 3 Avenue & NE 6 Street

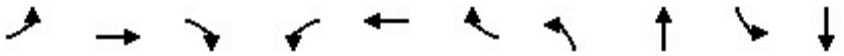
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	55	266	56	41	329	35	160	696	62	498
Future Volume (vph)	55	266	56	41	329	35	160	696	62	498
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.4	19.4	19.4	19.4	19.4	19.4	48.6	48.6	48.6	48.6
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.61
v/c Ratio	0.43	0.63	0.14	0.23	0.78	0.09	0.36	0.40	0.19	0.29
Control Delay	33.9	32.7	6.8	27.2	41.4	8.4	12.2	9.3	10.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	32.7	6.8	27.2	41.4	8.4	12.2	9.3	10.5	8.3
LOS	C	C	A	C	D	A	B	A	B	A
Approach Delay		29.0			37.1			9.8		8.5
Approach LOS		C			D			A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



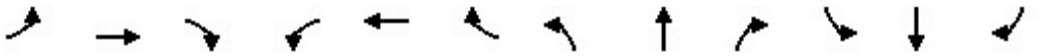
Queues
101: NE 3 Avenue & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	283	60	44	350	37	170	845	66	606
v/c Ratio	0.43	0.63	0.14	0.23	0.78	0.09	0.36	0.40	0.19	0.29
Control Delay	33.9	32.7	6.8	27.2	41.4	8.4	12.2	9.3	10.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	32.7	6.8	27.2	41.4	8.4	12.2	9.3	10.5	8.3
Queue Length 50th (ft)	25	126	0	23	207	6	39	100	13	64
Queue Length 95th (ft)	56	182	25	41	258	17	99	170	41	114
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	185	605	536	254	605	535	469	2113	344	2112
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.47	0.11	0.17	0.58	0.07	0.36	0.40	0.19	0.29

Intersection Summary

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	266	56	41	329	35	160	696	99	62	498	71
Future Volume (veh/h)	55	266	56	41	329	35	160	696	99	62	498	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	283	60	44	350	37	170	740	105	66	530	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	545	444	260	545	446	470	1738	246	364	1736	248
Arrive On Green	0.29	0.29	0.29	0.10	0.10	0.10	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	987	1870	1523	1026	1870	1530	813	3112	441	651	3108	444
Grp Volume(v), veh/h	59	283	60	44	350	37	170	422	423	66	302	304
Grp Sat Flow(s),veh/h/ln	987	1870	1523	1026	1870	1530	813	1777	1777	651	1777	1775
Q Serve(g_s), s	4.5	10.1	2.3	3.3	14.4	1.8	11.3	11.0	11.0	5.2	7.2	7.3
Cycle Q Clear(g_c), s	18.9	10.1	2.3	13.4	14.4	1.8	18.6	11.0	11.0	16.3	7.2	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.25
Lane Grp Cap(c), veh/h	200	545	444	260	545	446	470	992	992	364	992	991
V/C Ratio(X)	0.30	0.52	0.14	0.17	0.64	0.08	0.36	0.43	0.43	0.18	0.30	0.31
Avail Cap(c_a), veh/h	233	608	495	294	608	497	470	992	992	364	992	991
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	23.7	20.9	36.5	32.1	26.4	14.4	10.2	10.2	14.9	9.4	9.4
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.1	1.3	0.0	2.2	1.3	1.3	1.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.3	0.8	0.9	7.3	0.6	2.2	4.2	4.2	0.8	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	23.9	20.9	36.6	33.4	26.4	16.5	11.6	11.6	16.0	10.2	10.2
LnGrp LOS	C	C	C	D	C	C	B	B	B	B	B	B
Approach Vol, veh/h		402			431			1015			672	
Approach Delay, s/veh		25.0			33.1			12.4			10.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.7		29.3		50.7		29.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		20.6		20.9		18.3		16.4				
Green Ext Time (p_c), s		6.9		0.7		4.5		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	348	37	28	389	19	16	16	25	27	7	19
Future Vol, veh/h	12	348	37	28	389	19	16	16	25	27	7	19
Conflicting Peds, #/hr	13	0	48	48	0	13	17	0	5	5	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	370	39	30	414	20	17	17	27	29	7	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	457	0	0	979	971	443	940	980	454
Stage 1	-	-	-	-	-	-	464	464	-	497	497	-
Stage 2	-	-	-	-	-	-	515	507	-	443	483	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1113	-	-	1104	-	-	451	454	776	469	450	767
Stage 1	-	-	-	-	-	-	760	760	-	735	735	-
Stage 2	-	-	-	-	-	-	722	728	-	776	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1054	-	-	391	405	737	416	402	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	502	-	509	495	-
Stage 1	-	-	-	-	-	-	714	714	-	715	698	-
Stage 2	-	-	-	-	-	-	658	692	-	716	700	-

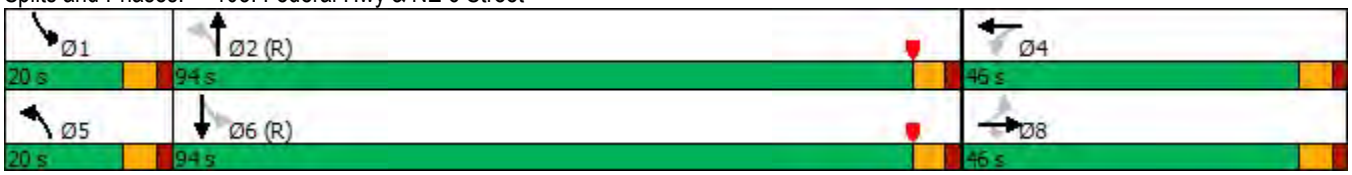
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	12	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	1099	-	-	1054	-	-	572
HCM Lane V/C Ratio	0.105	0.012	-	-	0.028	-	-	0.099
HCM Control Delay (s)	12	8.3	0	-	8.5	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

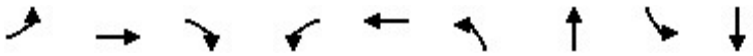
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	149	154	118	122	171	118	1247	44	1310
Future Volume (vph)	149	154	118	122	171	118	1247	44	1310
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	24.5	24.5	24.5	24.5	24.5	120.4	114.5	115.7	110.7
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.75	0.72	0.72	0.69
v/c Ratio	1.63	0.55	0.37	0.97	0.73	0.47	0.37	0.16	0.43
Control Delay	362.5	62.2	14.2	137.5	76.8	11.5	10.2	7.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	362.5	62.2	14.2	137.5	76.8	11.5	10.2	7.0	12.1
LOS	F	E	B	F	E	B	B	A	B
Approach Delay		155.2			99.6		10.3		11.9
Approach LOS		F			F		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



Queues
103: Federal Hwy & NE 6 Street



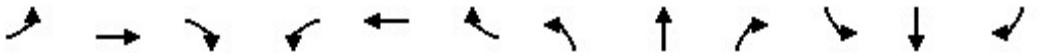
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	157	120	124	206	120	1333	45	1492
v/c Ratio	1.63	0.55	0.37	0.97	0.73	0.47	0.37	0.16	0.43
Control Delay	362.5	62.2	14.2	137.5	76.8	11.5	10.2	7.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	362.5	62.2	14.2	137.5	76.8	11.5	10.2	7.0	12.1
Queue Length 50th (ft)	~233	129	22	131	203	27	189	10	229
Queue Length 95th (ft)	#348	209	46	#214	275	59	275	26	337
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	153	465	456	210	457	329	3601	381	3440
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.34	0.26	0.59	0.45	0.36	0.37	0.12	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	154	118	122	171	31	118	1247	60	44	1310	152
Future Volume (veh/h)	149	154	118	122	171	31	118	1247	60	44	1310	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	157	120	124	174	32	120	1272	61	45	1337	155
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	450	358	242	366	67	271	3114	149	287	2812	326
Arrive On Green	0.40	0.40	0.40	0.24	0.24	0.24	0.04	0.63	0.63	0.02	0.61	0.61
Sat Flow, veh/h	1153	1870	1486	1077	1521	280	1781	4982	239	1781	4621	536
Grp Volume(v), veh/h	152	157	120	124	0	206	120	869	464	45	985	507
Grp Sat Flow(s),veh/h/ln	1153	1870	1486	1077	0	1800	1781	1702	1817	1781	1702	1752
Q Serve(g_s), s	20.6	9.3	8.9	17.0	0.0	15.7	4.1	20.6	20.6	1.5	25.5	25.5
Cycle Q Clear(g_c), s	36.3	9.3	8.9	26.4	0.0	15.7	4.1	20.6	20.6	1.5	25.5	25.5
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.13	1.00		0.31
Lane Grp Cap(c), veh/h	210	450	358	242	0	434	271	2128	1136	287	2071	1066
V/C Ratio(X)	0.73	0.35	0.34	0.51	0.00	0.48	0.44	0.41	0.41	0.16	0.48	0.48
Avail Cap(c_a), veh/h	220	468	372	251	0	450	359	2128	1136	405	2071	1066
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	39.1	39.0	60.4	0.0	52.1	13.8	15.1	15.1	12.4	17.3	17.3
Incr Delay (d2), s/veh	9.1	0.2	0.2	0.6	0.0	0.3	0.4	0.6	1.1	0.1	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	4.1	3.1	4.7	0.0	7.2	1.7	8.2	8.9	0.6	10.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	39.3	39.2	61.1	0.0	52.4	14.2	15.7	16.2	12.5	18.0	18.8
LnGrp LOS	E	D	D	E	A	D	B	B	B	B	B	B
Approach Vol, veh/h		429			330			1453			1537	
Approach Delay, s/veh		48.0			55.6			15.7			18.1	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	106.0		44.5	12.1	103.4		44.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	3.5	22.6		28.4	6.1	27.5		38.3				
Green Ext Time (p_c), s	0.0	13.5		0.9	0.1	16.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	12	17	22	74	7	6	13	2	5	18	4
Future Vol, veh/h	10	12	17	22	74	7	6	13	2	5	18	4
Conflicting Peds, #/hr	5	0	11	11	0	5	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	14	20	26	88	8	7	15	2	6	21	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	80	46	96	81	23	37	0	0	19	0	0
Stage 1	47	47	-	32	32	-	-	-	-	-	-	-
Stage 2	83	33	-	64	49	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1057	1110	1147	1093	1109	1173	1574	-	-	1597	-	-
Stage 1	1146	1146	-	1163	1163	-	-	-	-	-	-	-
Stage 2	1107	1162	-	1127	1144	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	963	1087	1123	1043	1086	1165	1558	-	-	1594	-	-
Mov Cap-2 Maneuver	963	1087	-	1043	1086	-	-	-	-	-	-	-
Stage 1	1129	1130	-	1155	1155	-	-	-	-	-	-	-
Stage 2	1005	1154	-	1077	1128	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	8.8	2.1	1.3
HCM LOS	A	A		

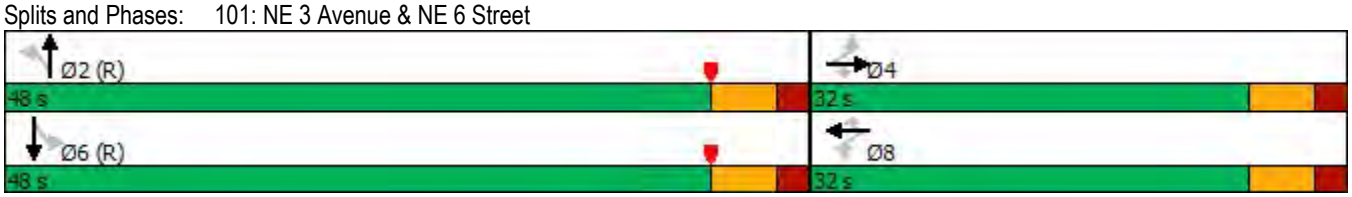
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	1067	1081	1594	-	-
HCM Lane V/C Ratio	0.005	-	-	0.044	0.113	0.004	-	-
HCM Control Delay (s)	7.3	0	-	8.5	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Timings
101: NE 3 Avenue & NE 6 Street

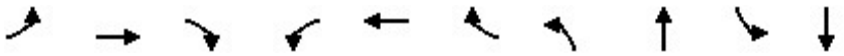
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	56	247	129	62	257	57	72	389	39	611
Future Volume (vph)	56	247	129	62	257	57	72	389	39	611
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	52.0	52.0	52.0	52.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65
v/c Ratio	0.38	0.69	0.32	0.40	0.71	0.16	0.16	0.21	0.07	0.30
Control Delay	33.6	38.8	6.8	33.5	39.7	6.3	8.0	6.1	6.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	38.8	6.8	33.5	39.7	6.3	8.0	6.1	6.9	7.0
LOS	C	D	A	C	D	A	A	A	A	A
Approach Delay		28.6			33.6			6.3		7.0
Approach LOS		C			C			A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



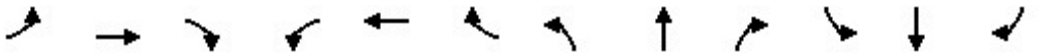
Queues
101: NE 3 Avenue & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	255	133	64	265	59	74	473	40	688
v/c Ratio	0.38	0.69	0.32	0.40	0.71	0.16	0.16	0.21	0.07	0.30
Control Delay	33.6	38.8	6.8	33.5	39.7	6.3	8.0	6.1	6.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	38.8	6.8	33.5	39.7	6.3	8.0	6.1	6.9	7.0
Queue Length 50th (ft)	25	119	0	33	142	3	13	39	6	66
Queue Length 95th (ft)	55	175	39	55	175	20	38	76	22	119
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	246	605	593	259	605	546	461	2252	580	2272
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.42	0.22	0.25	0.44	0.11	0.16	0.21	0.07	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	247	129	62	257	57	72	389	70	39	611	56
Future Volume (veh/h)	56	247	129	62	257	57	72	389	70	39	611	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	255	133	64	265	59	74	401	72	40	630	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	449	376	209	449	371	480	1830	325	595	2002	184
Arrive On Green	0.24	0.24	0.24	0.16	0.16	0.16	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1050	1870	1567	991	1870	1547	754	3000	534	919	3282	302
Grp Volume(v), veh/h	58	255	133	64	265	59	74	236	237	40	341	347
Grp Sat Flow(s),veh/h/ln	1050	1870	1567	991	1870	1547	754	1777	1757	919	1777	1806
Q Serve(g_s), s	4.2	9.6	5.6	5.0	10.5	2.6	4.2	4.8	4.9	1.6	7.4	7.4
Cycle Q Clear(g_c), s	14.7	9.6	5.6	14.6	10.5	2.6	11.6	4.8	4.9	6.5	7.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.17
Lane Grp Cap(c), veh/h	204	449	376	209	449	371	480	1084	1072	595	1084	1102
V/C Ratio(X)	0.28	0.57	0.35	0.31	0.59	0.16	0.15	0.22	0.22	0.07	0.31	0.32
Avail Cap(c_a), veh/h	293	608	509	293	608	503	480	1084	1072	595	1084	1102
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	26.8	25.2	36.2	29.9	26.6	10.3	7.0	7.0	8.5	7.5	7.5
Incr Delay (d2), s/veh	0.3	0.4	0.2	0.3	0.5	0.1	0.7	0.5	0.5	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.2	2.1	1.3	4.9	1.0	0.7	1.7	1.7	0.3	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	27.2	25.5	36.5	30.4	26.7	11.0	7.5	7.5	8.7	8.3	8.3
LnGrp LOS	C	C	C	D	C	C	B	A	A	A	A	A
Approach Vol, veh/h		446			388			547			728	
Approach Delay, s/veh		27.5			30.8			8.0			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.8		25.2		54.8		25.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.6		16.7		9.4		16.6				
Green Ext Time (p_c), s		3.7		1.0		5.1		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	336	15	17	204	12	25	23	24	46	60	25
Future Vol, veh/h	15	336	15	17	204	12	25	23	24	46	60	25
Conflicting Peds, #/hr	4	0	29	29	0	4	20	0	0	29	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	378	17	19	229	13	28	26	27	52	67	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	424	0	0	791	734	445	754	736	260
Stage 1	-	-	-	-	-	-	450	450	-	278	278	-
Stage 2	-	-	-	-	-	-	341	284	-	476	458	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1320	-	-	1135	-	-	546	579	774	567	578	930
Stage 1	-	-	-	-	-	-	770	770	-	914	914	-
Stage 2	-	-	-	-	-	-	859	908	-	751	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1315	-	-	1104	-	-	448	540	732	497	539	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	605	-	554	598	-
Stage 1	-	-	-	-	-	-	736	735	-	895	892	-
Stage 2	-	-	-	-	-	-	740	886	-	667	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	11.8	12.6
HCM LOS			B	B

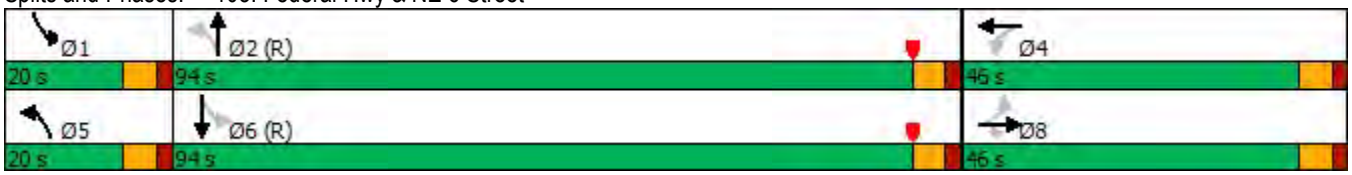
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	614	1315	-	-	1104	-	-	621
HCM Lane V/C Ratio	0.132	0.013	-	-	0.017	-	-	0.237
HCM Control Delay (s)	11.8	7.8	0	-	8.3	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.9

Timings
103: Federal Hwy & NE 6 Street

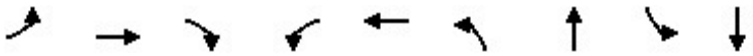
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	109	139	101	86	48	1081	17	1603
Future Volume (vph)	138	109	139	101	86	48	1081	17	1603
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	24.5	24.5	24.5	24.5	24.5	120.5	117.1	117.9	114.3
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.75	0.73	0.74	0.71
v/c Ratio	0.89	0.41	0.41	0.66	0.41	0.29	0.33	0.06	0.51
Control Delay	106.9	60.5	17.4	81.2	59.4	9.7	9.0	6.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.9	60.5	17.4	81.2	59.4	9.7	9.0	6.2	12.1
LOS	F	E	B	F	E	A	A	A	B
Approach Delay		61.6			70.0		9.0		12.1
Approach LOS		E			E		A		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



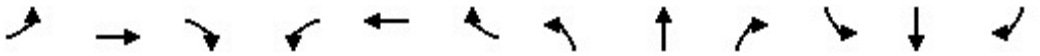
Queues
103: Federal Hwy & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	148	117	149	109	116	52	1215	18	1832
v/c Ratio	0.89	0.41	0.41	0.66	0.41	0.29	0.33	0.06	0.51
Control Delay	106.9	60.5	17.4	81.2	59.4	9.7	9.0	6.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.9	60.5	17.4	81.2	59.4	9.7	9.0	6.2	12.1
Queue Length 50th (ft)	161	118	19	109	104	11	164	4	302
Queue Length 95th (ft)	238	178	91	168	158	29	240	13	431
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	272	465	496	269	455	269	3687	415	3591
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.25	0.30	0.41	0.25	0.19	0.33	0.04	0.51

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	109	139	101	86	22	48	1081	49	17	1603	100
Future Volume (veh/h)	138	109	139	101	86	22	48	1081	49	17	1603	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	117	149	109	92	24	52	1162	53	18	1724	108
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	355	296	188	270	71	212	3422	156	340	3315	207
Arrive On Green	0.06	0.06	0.06	0.19	0.19	0.19	0.02	0.68	0.68	0.01	0.68	0.68
Sat Flow, veh/h	1260	1870	1557	1102	1424	372	1781	5004	228	1781	4910	307
Grp Volume(v), veh/h	148	117	149	109	0	116	52	790	425	18	1195	637
Grp Sat Flow(s),veh/h/ln	1260	1870	1557	1102	0	1796	1781	1702	1828	1781	1702	1813
Q Serve(g_s), s	18.7	9.6	14.8	15.3	0.0	9.0	1.5	15.3	15.3	0.5	28.1	28.2
Cycle Q Clear(g_c), s	27.6	9.6	14.8	24.9	0.0	9.0	1.5	15.3	15.3	0.5	28.1	28.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	214	355	296	188	0	341	212	2328	1250	340	2298	1224
V/C Ratio(X)	0.69	0.33	0.50	0.58	0.00	0.34	0.25	0.34	0.34	0.05	0.52	0.52
Avail Cap(c_a), veh/h	290	468	389	255	0	449	327	2328	1250	471	2298	1224
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.2	65.2	67.7	67.2	0.0	56.1	10.7	10.4	10.4	8.5	13.0	13.0
Incr Delay (d2), s/veh	1.9	0.2	0.5	1.0	0.0	0.2	0.2	0.4	0.7	0.0	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	4.9	6.3	4.4	0.0	4.1	0.6	5.9	6.4	0.2	10.9	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	65.4	68.2	68.3	0.0	56.4	10.9	10.8	11.2	8.5	13.9	14.6
LnGrp LOS	F	E	E	E	A	E	B	B	B	A	B	B
Approach Vol, veh/h		414			225			1267			1850	
Approach Delay, s/veh		71.6			62.1			10.9			14.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	115.4		36.4	9.6	114.0		36.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	2.5	17.3		26.9	3.5	30.2		29.6				
Green Ext Time (p_c), s	0.0	11.6		0.5	0.0	23.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		22.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	42	13	13	62	21	6	28	15	16	57	6
Future Vol, veh/h	14	42	13	13	62	21	6	28	15	16	57	6
Conflicting Peds, #/hr	2	0	7	7	0	2	2	0	4	4	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	53	16	16	78	26	8	35	19	20	71	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	191	84	222	186	51	81	0	0	58	0	0
Stage 1	117	117	-	65	65	-	-	-	-	-	-	-
Stage 2	115	74	-	157	121	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	956	996	1106	966	1000	1142	1517	-	-	1546	-	-
Stage 1	1071	1071	-	1126	1126	-	-	-	-	-	-	-
Stage 2	1073	1117	-	1029	1066	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	861	971	1097	890	975	1135	1514	-	-	1540	-	-
Mov Cap-2 Maneuver	861	971	-	890	975	-	-	-	-	-	-	-
Stage 1	1064	1054	-	1116	1116	-	-	-	-	-	-	-
Stage 2	969	1107	-	943	1049	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.1	0.9	1.5
HCM LOS	A	A		

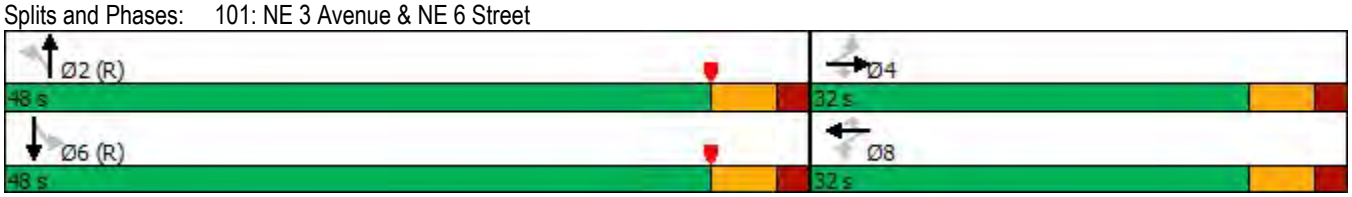
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	967	993	1540	-	-
HCM Lane V/C Ratio	0.005	-	-	0.089	0.121	0.013	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.1	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Timings
101: NE 3 Avenue & NE 6 Street

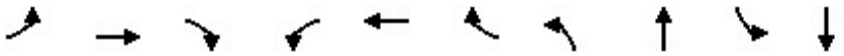
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	327	63	63	371	37	167	782	64	557
Future Volume (vph)	66	327	63	63	371	37	167	782	64	557
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.9	20.9	20.9	20.9	20.9	20.9	47.1	47.1	47.1	47.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59
v/c Ratio	0.56	0.71	0.15	0.42	0.81	0.09	0.44	0.47	0.24	0.33
Control Delay	41.6	34.9	6.3	32.7	42.2	8.1	15.0	10.7	12.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	34.9	6.3	32.7	42.2	8.1	15.0	10.7	12.6	9.3
LOS	D	C	A	C	D	A	B	B	B	A
Approach Delay		31.9			38.3			11.4		9.6
Approach LOS		C			D			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



Queues
101: NE 3 Avenue & NE 6 Street

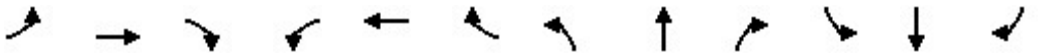


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	348	67	67	395	39	178	959	68	684
v/c Ratio	0.56	0.71	0.15	0.42	0.81	0.09	0.44	0.47	0.24	0.33
Control Delay	41.6	34.9	6.3	32.7	42.2	8.1	15.0	10.7	12.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	34.9	6.3	32.7	42.2	8.1	15.0	10.7	12.6	9.3
Queue Length 50th (ft)	30	157	0	32	211	5	46	126	15	80
Queue Length 95th (ft)	70	227	26	55	233	m16	113	200	46	131
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	157	605	541	201	605	535	407	2046	278	2045
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.58	0.12	0.33	0.65	0.07	0.44	0.47	0.24	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	327	63	63	371	37	167	782	119	64	557	86
Future Volume (veh/h)	66	327	63	63	371	37	167	782	119	64	557	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	348	67	67	395	39	178	832	127	68	593	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	585	477	240	585	479	412	1653	252	304	1652	253
Arrive On Green	0.31	0.31	0.31	0.10	0.10	0.10	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	947	1870	1526	963	1870	1532	756	3078	470	585	3076	471
Grp Volume(v), veh/h	70	348	67	67	395	39	178	480	479	68	342	342
Grp Sat Flow(s),veh/h/ln	947	1870	1526	963	1870	1532	756	1777	1771	585	1777	1770
Q Serve(g_s), s	5.7	12.6	2.5	5.4	16.3	1.8	14.1	13.7	13.7	6.7	8.8	8.9
Cycle Q Clear(g_c), s	22.0	12.6	2.5	18.0	16.3	1.8	23.0	13.7	13.7	20.4	8.8	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.27
Lane Grp Cap(c), veh/h	193	585	477	240	585	479	412	955	951	304	955	951
V/C Ratio(X)	0.36	0.59	0.14	0.28	0.68	0.08	0.43	0.50	0.50	0.22	0.36	0.36
Avail Cap(c_a), veh/h	205	608	496	252	608	498	412	955	951	304	955	951
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	23.2	19.8	38.8	32.0	25.5	17.2	11.7	11.7	18.2	10.6	10.6
Incr Delay (d2), s/veh	0.4	1.0	0.0	0.2	2.2	0.0	3.3	1.9	1.9	1.7	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.4	0.9	1.4	8.4	0.7	2.7	5.4	5.4	1.0	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	24.2	19.8	39.0	34.2	25.5	20.5	13.6	13.6	19.9	11.7	11.7
LnGrp LOS	C	C	B	D	C	C	C	B	B	B	B	B
Approach Vol, veh/h		485			501			1137			752	
Approach Delay, s/veh		25.1			34.2			14.7			12.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		31.0		49.0		31.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		25.0		24.0		22.4		20.0				
Green Ext Time (p_c), s		7.2		0.4		5.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	388	39	29	423	35	18	49	26	36	50	26
Future Vol, veh/h	21	388	39	29	423	35	18	49	26	36	50	26
Conflicting Peds, #/hr	13	0	48	48	0	13	17	0	5	5	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	413	41	31	450	37	19	52	28	38	53	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	500	0	0	502	0	0	1114	1088	487	1067	1090	499
Stage 1	-	-	-	-	-	-	526	526	-	544	544	-
Stage 2	-	-	-	-	-	-	588	562	-	523	546	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1064	-	-	1062	-	-	392	403	742	412	402	733
Stage 1	-	-	-	-	-	-	714	714	-	701	701	-
Stage 2	-	-	-	-	-	-	671	689	-	716	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1013	-	-	305	354	705	337	353	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	456	-	437	453	-
Stage 1	-	-	-	-	-	-	663	662	-	673	664	-
Stage 2	-	-	-	-	-	-	559	652	-	613	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	14.1	14.7
HCM LOS			B	B

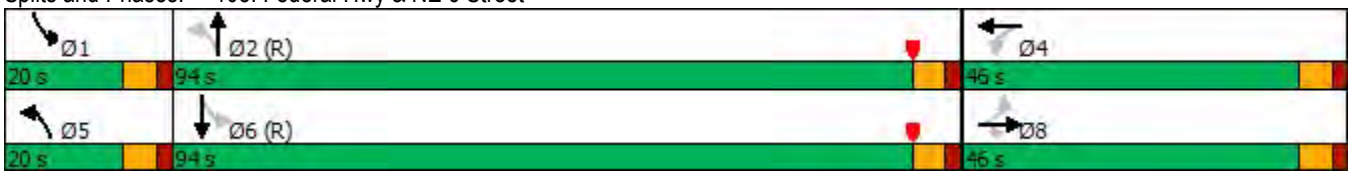
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	493	1051	-	-	1013	-	-	489
HCM Lane V/C Ratio	0.201	0.021	-	-	0.03	-	-	0.244
HCM Control Delay (s)	14.1	8.5	0	-	8.7	0	-	14.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.9

Timings
103: Federal Hwy & NE 6 Street

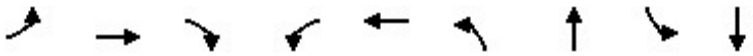
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	163	164	140	130	183	137	1400	48	1445
Future Volume (vph)	163	164	140	130	183	137	1400	48	1445
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	33.4	33.4	33.4	33.4	33.4	112.3	105.3	105.9	100.5
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.70	0.66	0.66	0.63
v/c Ratio	1.08	0.43	0.34	0.69	0.58	0.66	0.45	0.22	0.53
Control Delay	147.1	50.9	11.8	76.3	60.8	25.8	15.1	10.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	147.1	50.9	11.8	76.3	60.8	25.8	15.1	10.6	18.1
LOS	F	D	B	E	E	C	B	B	B
Approach Delay		72.7			66.6		16.0		17.9
Approach LOS		E			E		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



Queues
103: Federal Hwy & NE 6 Street



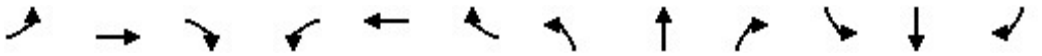
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	167	143	133	223	140	1495	49	1651
v/c Ratio	1.08	0.43	0.34	0.69	0.58	0.66	0.45	0.22	0.53
Control Delay	147.1	50.9	11.8	76.3	60.8	25.8	15.1	10.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	147.1	50.9	11.8	76.3	60.8	25.8	15.1	10.6	18.1
Queue Length 50th (ft)	~179	122	20	128	204	44	284	15	344
Queue Length 95th (ft)	#322	201	50	204	286	94	354	32	436
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	183	465	473	230	456	273	3312	316	3125
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.36	0.30	0.58	0.49	0.51	0.45	0.16	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	164	140	130	183	35	137	1400	65	48	1445	173
Future Volume (veh/h)	163	164	140	130	183	35	137	1400	65	48	1445	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.95	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	167	143	133	187	36	140	1429	66	49	1474	177
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	468	372	243	377	73	244	3072	142	247	2732	328
Arrive On Green	0.42	0.42	0.42	0.25	0.25	0.25	0.04	0.62	0.62	0.02	0.59	0.59
Sat Flow, veh/h	1139	1870	1489	1048	1508	290	1781	4992	231	1781	4600	552
Grp Volume(v), veh/h	166	167	143	133	0	223	140	974	521	49	1090	561
Grp Sat Flow(s),veh/h/ln	1139	1870	1489	1048	0	1798	1781	1702	1819	1781	1702	1748
Q Serve(g_s), s	23.0	9.8	10.7	18.9	0.0	17.0	4.9	24.7	24.7	1.7	30.6	30.7
Cycle Q Clear(g_c), s	40.0	9.8	10.7	28.7	0.0	17.0	4.9	24.7	24.7	1.7	30.6	30.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.13	1.00		0.32
Lane Grp Cap(c), veh/h	209	468	372	243	0	450	244	2095	1119	247	2021	1038
V/C Ratio(X)	0.80	0.36	0.38	0.55	0.00	0.50	0.57	0.47	0.47	0.20	0.54	0.54
Avail Cap(c_a), veh/h	209	468	372	243	0	450	322	2095	1119	363	2021	1038
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	37.8	38.1	60.3	0.0	51.4	16.9	16.6	16.6	13.8	19.4	19.4
Incr Delay (d2), s/veh	17.5	0.2	0.2	1.5	0.0	0.3	0.8	0.7	1.4	0.1	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.3	3.7	5.2	0.0	7.8	2.1	9.9	10.8	0.7	12.5	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	38.0	38.3	61.8	0.0	51.7	17.7	17.3	18.0	13.9	20.5	21.4
LnGrp LOS	E	D	D	E	A	D	B	B	B	B	C	C
Approach Vol, veh/h		476			356			1635			1700	
Approach Delay, s/veh		50.2			55.5			17.6			20.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	104.5		46.0	13.0	101.0		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	3.7	26.7		30.7	6.9	32.7		42.0				
Green Ext Time (p_c), s	0.0	16.3		0.9	0.1	19.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	57	24	29	116	34	10	34	16	21	57	4
Future Vol, veh/h	25	57	24	29	116	34	10	34	16	21	57	4
Conflicting Peds, #/hr	5	0	11	11	0	5	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	68	29	35	138	40	12	40	19	25	68	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	300	217	93	256	210	57	84	0	0	61	0	0
Stage 1	132	132	-	76	76	-	-	-	-	-	-	-
Stage 2	168	85	-	180	134	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	894	970	1096	934	977	1135	1513	-	-	1542	-	-
Stage 1	1055	1055	-	1114	1114	-	-	-	-	-	-	-
Stage 2	1018	1105	-	1006	1053	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	739	934	1073	832	941	1127	1497	-	-	1539	-	-
Mov Cap-2 Maneuver	739	934	-	832	941	-	-	-	-	-	-	-
Stage 1	1036	1027	-	1103	1103	-	-	-	-	-	-	-
Stage 2	848	1094	-	890	1025	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.9	1.2	1.9
HCM LOS	A	A		

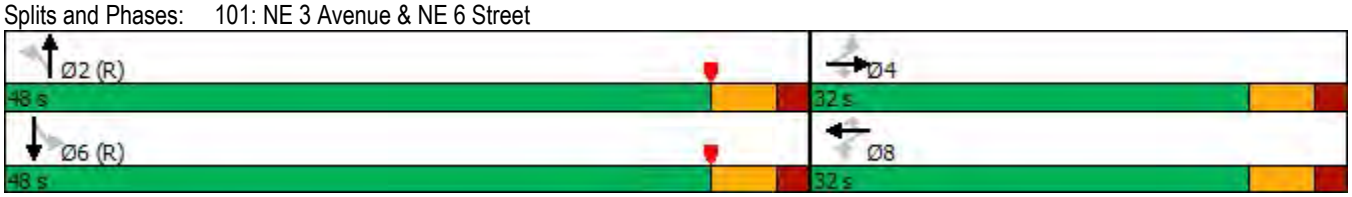
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1497	-	-	904	951	1539	-	-
HCM Lane V/C Ratio	0.008	-	-	0.14	0.224	0.016	-	-
HCM Control Delay (s)	7.4	0	-	9.6	9.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.9	0.1	-	-

Timings
101: NE 3 Avenue & NE 6 Street

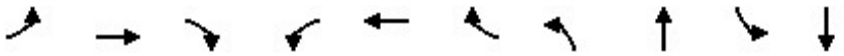
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	56	252	129	76	263	57	72	389	39	611
Future Volume (vph)	56	252	129	76	263	57	72	389	39	611
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	16.2	16.2	16.2	16.2	16.2	16.2	51.8	51.8	51.8	51.8
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65
v/c Ratio	0.39	0.69	0.32	0.49	0.72	0.16	0.16	0.22	0.07	0.30
Control Delay	33.6	38.7	6.7	37.6	39.9	6.4	8.1	6.1	7.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	38.7	6.7	37.6	39.9	6.4	8.1	6.1	7.1	7.1
LOS	C	D	A	D	D	A	A	A	A	A
Approach Delay		28.6			34.6			6.4		7.1
Approach LOS		C			C			A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



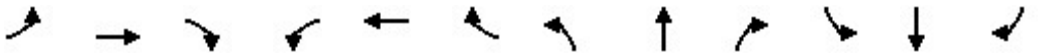
Queues
101: NE 3 Avenue & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	260	133	78	271	59	74	485	40	688
v/c Ratio	0.39	0.69	0.32	0.49	0.72	0.16	0.16	0.22	0.07	0.30
Control Delay	33.6	38.7	6.7	37.6	39.9	6.4	8.1	6.1	7.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	38.7	6.7	37.6	39.9	6.4	8.1	6.1	7.1	7.1
Queue Length 50th (ft)	25	121	0	40	142	3	13	40	6	67
Queue Length 95th (ft)	55	178	38	63	175	20	39	77	22	121
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	240	605	593	254	605	546	458	2236	571	2262
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.43	0.22	0.31	0.45	0.11	0.16	0.22	0.07	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	252	129	76	263	57	72	389	81	39	611	56
Future Volume (veh/h)	56	252	129	76	263	57	72	389	81	39	611	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	260	133	78	271	59	74	401	84	40	630	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	469	393	218	469	388	470	1747	362	576	1967	181
Arrive On Green	0.25	0.25	0.25	0.17	0.17	0.17	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1045	1870	1568	986	1870	1548	754	2914	604	909	3282	302
Grp Volume(v), veh/h	58	260	133	78	271	59	74	243	242	40	341	347
Grp Sat Flow(s),veh/h/ln	1045	1870	1568	986	1870	1548	754	1777	1742	909	1777	1806
Q Serve(g_s), s	4.2	9.7	5.6	6.1	10.7	2.6	4.3	5.1	5.2	1.7	7.6	7.6
Cycle Q Clear(g_c), s	14.8	9.7	5.6	15.8	10.7	2.6	11.9	5.1	5.2	6.9	7.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.17
Lane Grp Cap(c), veh/h	212	469	393	218	469	388	470	1065	1044	576	1065	1083
V/C Ratio(X)	0.27	0.55	0.34	0.36	0.58	0.15	0.16	0.23	0.23	0.07	0.32	0.32
Avail Cap(c_a), veh/h	290	608	510	291	608	503	470	1065	1044	576	1065	1083
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	26.1	24.6	36.2	29.4	26.0	10.9	7.4	7.5	9.1	7.9	7.9
Incr Delay (d2), s/veh	0.3	0.4	0.2	0.4	0.4	0.1	0.7	0.5	0.5	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.2	2.0	1.5	5.0	0.9	0.8	1.8	1.8	0.3	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	26.5	24.7	36.5	29.8	26.1	11.6	7.9	8.0	9.3	8.7	8.7
LnGrp LOS	C	C	C	D	C	C	B	A	A	A	A	A
Approach Vol, veh/h		451			408			559			728	
Approach Delay, s/veh		26.8			30.6			8.4			8.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		26.0		54.0		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.9		16.8		9.6		17.8				
Green Ext Time (p_c), s		3.7		1.0		5.1		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	31	336	15	17	204	30	25	26	24	69	63	45
Future Vol, veh/h	31	336	15	17	204	30	25	26	24	69	63	45
Conflicting Peds, #/hr	4	0	29	29	0	4	20	0	0	0	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	378	17	19	229	34	28	29	27	78	71	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	424	0	0	851	791	416	773	782	270
Stage 1	-	-	-	-	-	-	486	486	-	288	288	-
Stage 2	-	-	-	-	-	-	365	305	-	485	494	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1297	-	-	1135	-	-	514	546	797	556	551	921
Stage 1	-	-	-	-	-	-	743	743	-	905	905	-
Stage 2	-	-	-	-	-	-	838	890	-	744	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1104	-	-	401	500	775	493	505	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	570	-	549	567	-
Stage 1	-	-	-	-	-	-	697	697	-	870	883	-
Stage 2	-	-	-	-	-	-	699	869	-	664	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	12.1	13.6
HCM LOS			B	B

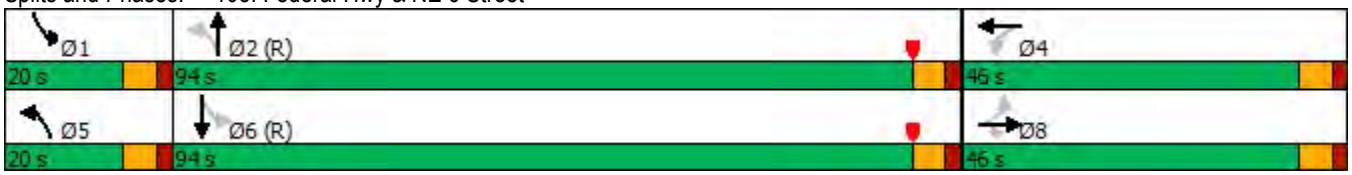
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1292	-	-	1104	-	-	617
HCM Lane V/C Ratio	0.143	0.027	-	-	0.017	-	-	0.322
HCM Control Delay (s)	12.1	7.9	0	-	8.3	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	1.4

Timings
103: Federal Hwy & NE 6 Street

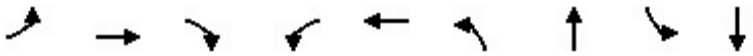
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	138	113	158	101	89	63	1081	17	1603
Future Volume (vph)	138	113	158	101	89	63	1081	17	1603
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	24.8	24.8	24.8	24.8	24.8	120.6	116.8	116.1	111.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.75	0.73	0.73	0.70
v/c Ratio	0.89	0.42	0.45	0.67	0.42	0.38	0.33	0.06	0.52
Control Delay	108.1	60.8	17.8	82.0	59.6	11.7	9.1	6.4	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.1	60.8	17.8	82.0	59.6	11.7	9.1	6.4	13.0
LOS	F	E	B	F	E	B	A	A	B
Approach Delay		60.1			70.2		9.3		12.9
Approach LOS		E			E		A		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



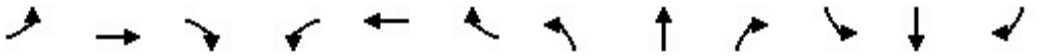
Queues
103: Federal Hwy & NE 6 Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	148	122	170	109	120	68	1215	18	1832
v/c Ratio	0.89	0.42	0.45	0.67	0.42	0.38	0.33	0.06	0.52
Control Delay	108.1	60.8	17.8	82.0	59.6	11.7	9.1	6.4	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.1	60.8	17.8	82.0	59.6	11.7	9.1	6.4	13.0
Queue Length 50th (ft)	160	122	25	109	107	15	165	4	306
Queue Length 95th (ft)	236	181	101	168	162	37	242	14	441
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	268	465	505	263	455	266	3678	417	3508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.26	0.34	0.41	0.26	0.26	0.33	0.04	0.52

Intersection Summary

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	113	158	101	89	22	63	1081	49	17	1603	100
Future Volume (veh/h)	138	113	158	101	89	22	63	1081	49	17	1603	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	122	170	109	96	24	68	1162	53	18	1724	108
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	360	300	185	277	69	213	3410	155	338	3297	206
Arrive On Green	0.06	0.06	0.06	0.19	0.19	0.19	0.02	0.68	0.68	0.01	0.67	0.67
Sat Flow, veh/h	1256	1870	1558	1077	1439	360	1781	5004	228	1781	4910	307
Grp Volume(v), veh/h	148	122	170	109	0	120	68	790	425	18	1195	637
Grp Sat Flow(s),veh/h/ln	1256	1870	1558	1077	0	1798	1781	1702	1828	1781	1702	1813
Q Serve(g_s), s	18.7	10.0	17.0	15.7	0.0	9.2	1.9	15.4	15.4	0.5	28.4	28.5
Cycle Q Clear(g_c), s	28.0	10.0	17.0	25.7	0.0	9.2	1.9	15.4	15.4	0.5	28.4	28.5
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	214	360	300	185	0	346	213	2320	1245	338	2286	1217
V/C Ratio(X)	0.69	0.34	0.57	0.59	0.00	0.35	0.32	0.34	0.34	0.05	0.52	0.52
Avail Cap(c_a), veh/h	286	468	389	247	0	450	326	2320	1245	470	2286	1217
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.2	65.2	68.5	67.4	0.0	55.9	11.2	10.6	10.6	8.6	13.3	13.3
Incr Delay (d2), s/veh	2.1	0.2	0.6	1.1	0.0	0.2	0.3	0.4	0.7	0.0	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	5.1	7.2	4.4	0.0	4.3	0.8	5.9	6.5	0.2	11.1	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	65.4	69.1	68.5	0.0	56.1	11.5	11.0	11.3	8.7	14.2	14.9
LnGrp LOS	F	E	E	E	A	E	B	B	B	A	B	B
Approach Vol, veh/h		440			229			1283			1850	
Approach Delay, s/veh		71.8			62.0			11.1			14.4	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	115.0		36.8	9.8	113.4		36.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	2.5	17.4		27.7	3.9	30.5		30.0				
Green Ext Time (p_c), s	0.0	11.6		0.5	0.0	23.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	42	19	13	62	21	14	50	15	16	74	6
Future Vol, veh/h	14	42	19	13	62	21	14	50	15	16	74	6
Conflicting Peds, #/hr	2	0	7	7	0	2	2	0	4	4	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	53	24	16	78	26	18	63	19	20	93	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	302	261	106	296	256	79	103	0	0	86	0	0
Stage 1	139	139	-	113	113	-	-	-	-	-	-	-
Stage 2	163	122	-	183	143	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	892	929	1082	898	934	1111	1489	-	-	1510	-	-
Stage 1	1048	1048	-	1075	1075	-	-	-	-	-	-	-
Stage 2	1023	1065	-	1003	1044	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	794	898	1073	814	903	1105	1486	-	-	1504	-	-
Mov Cap-2 Maneuver	794	898	-	814	903	-	-	-	-	-	-	-
Stage 1	1032	1031	-	1057	1057	-	-	-	-	-	-	-
Stage 2	912	1047	-	912	1027	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.5	1.3	1.2
HCM LOS	A	A		

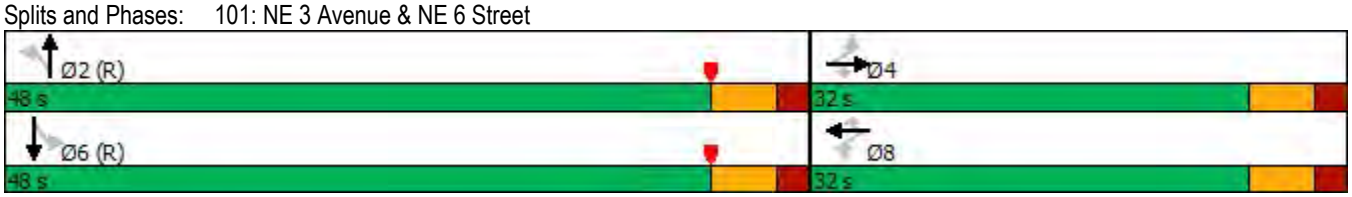
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1486	-	-	913	926	1504	-	-
HCM Lane V/C Ratio	0.012	-	-	0.103	0.13	0.013	-	-
HCM Control Delay (s)	7.5	0	-	9.4	9.5	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Timings
101: NE 3 Avenue & NE 6 Street

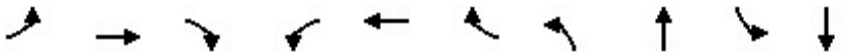
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	335	63	78	377	37	167	782	64	557
Future Volume (vph)	66	335	63	78	377	37	167	782	64	557
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	21.1	21.1	21.1	21.1	21.1	21.1	46.9	46.9	46.9	46.9
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59
v/c Ratio	0.56	0.72	0.15	0.52	0.82	0.09	0.44	0.48	0.25	0.34
Control Delay	42.0	35.2	6.3	35.8	40.7	7.1	15.1	10.9	12.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	35.2	6.3	35.8	40.7	7.1	15.1	10.9	12.9	9.4
LOS	D	D	A	D	D	A	B	B	B	A
Approach Delay		32.2			37.4			11.5		9.7
Approach LOS		C			D			B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3 Avenue & NE 6 Street



Queues
101: NE 3 Avenue & NE 6 Street

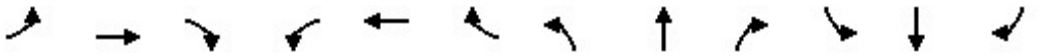


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	356	67	83	401	39	178	977	68	684
v/c Ratio	0.56	0.72	0.15	0.52	0.82	0.09	0.44	0.48	0.25	0.34
Control Delay	42.0	35.2	6.3	35.8	40.7	7.1	15.1	10.9	12.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	35.2	6.3	35.8	40.7	7.1	15.1	10.9	12.9	9.4
Queue Length 50th (ft)	30	160	0	39	192	5	46	131	15	81
Queue Length 95th (ft)	70	233	26	m62	227	m13	113	205	46	131
Internal Link Dist (ft)		873			520			537		465
Turn Bay Length (ft)	180		180	150		115	180		100	
Base Capacity (vph)	154	605	541	195	605	535	405	2034	270	2036
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.59	0.12	0.43	0.66	0.07	0.44	0.48	0.25	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: NE 3 Avenue & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	335	63	78	377	37	167	782	136	64	557	86
Future Volume (veh/h)	66	335	63	78	377	37	167	782	136	64	557	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	356	67	83	401	39	178	832	145	68	593	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	588	480	237	588	482	411	1612	281	296	1647	252
Arrive On Green	0.31	0.31	0.31	0.10	0.10	0.10	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	942	1870	1526	956	1870	1532	756	3011	525	575	3076	471
Grp Volume(v), veh/h	70	356	67	83	401	39	178	491	486	68	342	342
Grp Sat Flow(s),veh/h/ln	942	1870	1526	956	1870	1532	756	1777	1759	575	1777	1769
Q Serve(g_s), s	5.7	12.9	2.5	6.8	16.5	1.8	14.2	14.2	14.2	6.9	8.9	8.9
Cycle Q Clear(g_c), s	22.3	12.9	2.5	19.7	16.5	1.8	23.1	14.2	14.2	21.1	8.9	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.27
Lane Grp Cap(c), veh/h	192	588	480	237	588	482	411	951	942	296	951	947
V/C Ratio(X)	0.37	0.60	0.14	0.35	0.68	0.08	0.43	0.52	0.52	0.23	0.36	0.36
Avail Cap(c_a), veh/h	201	608	496	247	608	498	411	951	942	296	951	947
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	23.2	19.7	39.7	32.0	25.4	17.4	11.9	11.9	18.7	10.7	10.7
Incr Delay (d2), s/veh	0.4	1.1	0.0	0.3	2.4	0.0	3.3	2.0	2.0	1.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.6	0.9	1.7	8.6	0.7	2.7	5.6	5.5	1.0	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	24.3	19.7	40.0	34.4	25.4	20.7	13.9	14.0	20.5	11.8	11.8
LnGrp LOS	C	C	B	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		493			523			1155			752	
Approach Delay, s/veh		25.2			34.6			15.0			12.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.8		31.2		48.8		31.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		25.1		24.3		23.1		21.7				
Green Ext Time (p_c), s		7.3		0.4		4.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	46	388	39	29	423	67	18	54	26	63	54	47
Future Vol, veh/h	46	388	39	29	423	67	18	54	26	63	54	47
Conflicting Peds, #/hr	13	0	48	48	0	13	17	0	5	5	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	413	41	31	450	71	19	57	28	67	57	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	502	0	0	1198	1176	487	1140	1161	516
Stage 1	-	-	-	-	-	-	580	580	-	561	561	-
Stage 2	-	-	-	-	-	-	618	596	-	579	600	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1034	-	-	1062	-	-	359	368	742	382	373	721
Stage 1	-	-	-	-	-	-	676	676	-	689	689	-
Stage 2	-	-	-	-	-	-	651	665	-	677	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	1013	-	-	258	310	705	296	314	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	411	-	392	416	-
Stage 1	-	-	-	-	-	-	603	603	-	636	651	-
Stage 2	-	-	-	-	-	-	518	628	-	548	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	15.5	17.6
HCM LOS			C	C

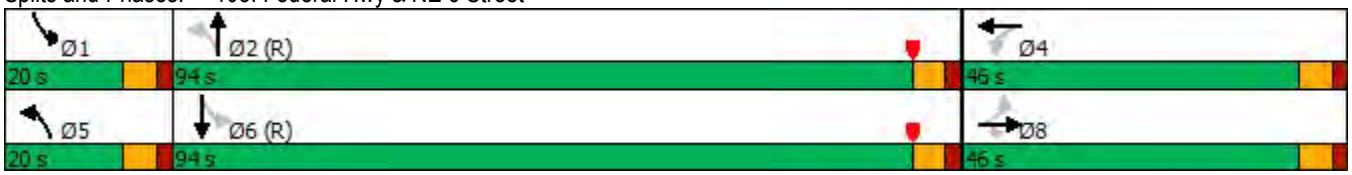
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	1021	-	-	1013	-	-	459
HCM Lane V/C Ratio	0.233	0.048	-	-	0.03	-	-	0.38
HCM Control Delay (s)	15.5	8.7	0	-	8.7	0	-	17.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0.1	-	-	1.8

Timings
103: Federal Hwy & NE 6 Street

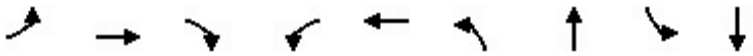
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	165	168	161	130	188	161	1398	48	1442
Future Volume (vph)	165	168	161	130	188	161	1398	48	1442
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8			4	5	2	1	6
Permitted Phases	8		8	4		2		6	
Detector Phase	8	8	8	4	4	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	10.0	25.0	10.0	25.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	20.0	94.0	20.0	94.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	12.5%	58.8%	12.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	35.7	35.7	35.7	35.7	35.7	111.3	102.9	101.9	96.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.70	0.64	0.64	0.60
v/c Ratio	1.00	0.41	0.36	0.64	0.56	0.75	0.46	0.23	0.55
Control Delay	122.7	49.9	11.0	70.2	58.4	35.4	16.1	11.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.7	49.9	11.0	70.2	58.4	35.4	16.1	11.5	20.5
LOS	F	D	B	E	E	D	B	B	C
Approach Delay		61.5			62.8		18.0		20.2
Approach LOS		E			E		B		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 120 (75%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: Federal Hwy & NE 6 Street



Queues
103: Federal Hwy & NE 6 Street

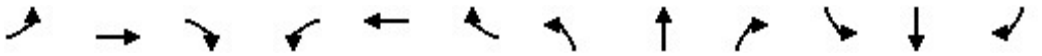


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	168	171	164	133	228	164	1493	49	1651
v/c Ratio	1.00	0.41	0.36	0.64	0.56	0.75	0.46	0.23	0.55
Control Delay	122.7	49.9	11.0	70.2	58.4	35.4	16.1	11.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.7	49.9	11.0	70.2	58.4	35.4	16.1	11.5	20.5
Queue Length 50th (ft)	171	122	25	123	201	57	307	16	380
Queue Length 95th (ft)	#321	209	53	203	291	134	354	32	456
Internal Link Dist (ft)		420			467		315		245
Turn Bay Length (ft)	265		150	150		250		120	
Base Capacity (vph)	188	465	489	233	457	263	3239	310	3002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.37	0.34	0.57	0.50	0.62	0.46	0.16	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
103: Federal Hwy & NE 6 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	168	161	130	188	35	161	1398	65	48	1442	176
Future Volume (veh/h)	165	168	161	130	188	35	161	1398	65	48	1442	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.95	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	171	164	133	192	36	164	1427	66	49	1471	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	468	372	237	379	71	252	3072	142	247	2699	330
Arrive On Green	0.42	0.42	0.42	0.25	0.25	0.25	0.05	0.62	0.62	0.02	0.59	0.59
Sat Flow, veh/h	1134	1870	1489	1025	1516	284	1781	4992	231	1781	4589	561
Grp Volume(v), veh/h	168	171	164	133	0	228	164	973	520	49	1091	560
Grp Sat Flow(s),veh/h/ln	1134	1870	1489	1025	0	1800	1781	1702	1819	1781	1702	1746
Q Serve(g_s), s	22.6	10.1	12.6	19.4	0.0	17.4	5.8	24.6	24.6	1.8	31.1	31.1
Cycle Q Clear(g_c), s	40.0	10.1	12.6	29.5	0.0	17.4	5.8	24.6	24.6	1.8	31.1	31.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.13	1.00		0.32
Lane Grp Cap(c), veh/h	205	468	372	237	0	450	252	2095	1119	247	2002	1027
V/C Ratio(X)	0.82	0.37	0.44	0.56	0.00	0.51	0.65	0.46	0.46	0.20	0.54	0.55
Avail Cap(c_a), veh/h	205	468	372	237	0	450	320	2095	1119	363	2002	1027
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	37.9	38.6	60.7	0.0	51.5	18.2	16.6	16.6	14.0	20.0	20.0
Incr Delay (d2), s/veh	21.0	0.2	0.3	1.9	0.0	0.4	1.4	0.7	1.4	0.1	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.4	4.3	5.2	0.0	8.0	2.5	9.9	10.8	0.7	12.7	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	38.1	38.9	62.6	0.0	51.9	19.6	17.3	18.0	14.1	21.0	22.1
LnGrp LOS	E	D	D	E	A	D	B	B	B	B	C	C
Approach Vol, veh/h		503			361			1657			1700	
Approach Delay, s/veh		51.3			55.9			17.7			21.2	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	104.5		46.0	13.9	100.1		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	88.0		40.0	14.0	88.0		40.0				
Max Q Clear Time (g_c+I1), s	3.8	26.6		31.5	7.8	33.1		42.0				
Green Ext Time (p_c), s	0.0	16.3		0.8	0.1	19.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			26.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	25	57	34	29	116	34	18	58	16	21	85	4
Future Vol, veh/h	25	57	34	29	116	34	18	58	16	21	85	4
Conflicting Peds, #/hr	5	0	11	11	0	5	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	68	40	35	138	40	21	69	19	25	101	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	380	297	126	342	290	86	117	0	0	90	0	0
Stage 1	165	165	-	123	123	-	-	-	-	-	-	-
Stage 2	215	132	-	219	167	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	826	897	1061	858	903	1104	1471	-	-	1505	-	-
Stage 1	1021	1021	-	1064	1064	-	-	-	-	-	-	-
Stage 2	972	1055	-	969	1019	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	671	858	1039	746	863	1097	1456	-	-	1502	-	-
Mov Cap-2 Maneuver	671	858	-	746	863	-	-	-	-	-	-	-
Stage 1	995	992	-	1046	1046	-	-	-	-	-	-	-
Stage 2	797	1037	-	843	990	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.4	1.5	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1456	-	-	850	876	1502	-	-
HCM Lane V/C Ratio	0.015	-	-	0.162	0.243	0.017	-	-
HCM Control Delay (s)	7.5	0	-	10.1	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	30	47	37	23	118
Future Vol, veh/h	46	30	47	37	23	118
Conflicting Peds, #/hr	7	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	38	59	46	29	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	297	86	0	0	107	0
Stage 1	84	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.12	-
Critical Hdwy Stg 1	5.42	5	-	-	-	-
Critical Hdwy Stg 2	5.42	5	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.218	-
Pot Cap-1 Maneuver	897	1104	-	-	1484	-
Stage 1	1095	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1100	-	-	1481	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	1093	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1481	-
HCM Lane V/C Ratio	-	-	0.1	0.019	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	32	79	62	38	96
Future Vol, veh/h	52	32	79	62	38	96
Conflicting Peds, #/hr	7	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	40	99	78	48	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	363	142	0	0	179	0
Stage 1	140	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.12	-
Critical Hdwy Stg 1	5.42	5	-	-	-	-
Critical Hdwy Stg 2	5.42	5	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.218	-
Pot Cap-1 Maneuver	840	1045	-	-	1397	-
Stage 1	1030	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	1041	-	-	1394	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	878	1394	-
HCM Lane V/C Ratio	-	-	0.12	0.034	-
HCM Control Delay (s)	-	-	9.7	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Table: Signalized Intersection Queues - AM Peak

Intersection/Movement	Available Storage (ft)	Existing Feet	Bkgrnd Feet	Total Feet
NE 6 Street at NE 3 Avenue				
EB Left	180	48	55	55
EB Right	180	39	39	38
WB Left	150	41	55	63
WB Right	115	21	20	20
NB Left	180	34	38	39
SB Left	100	20	22	22
NE 6 Street at N. Federal Highway				
EB Left	265	217	238	236
EB Right	150	87	91	101
WB Left	150	161	168	168
NB Left	250	24	29	37
SB Left	120	11	13	14

m - volume for 95th percentile queue is metered by upstream signal.

Table: Signalized Intersection Queues - PM Peak

Intersection/Movement	Available Storage (ft)	Existing Feet	Bkgrnd Feet	Total Feet
NE 6 Street at NE 3 Avenue				
EB Left	180	56	70	70
EB Right	180	25	26	26
WB Left	150	41	55	m62
WB Right	115	17	m16	m13
NB Left	180	99	113	113
SB Left	100	41	46	46
NE 6 Street at N. Federal Highway				
EB Left	265	#348	#322	#321
EB Right	150	46	50	53
WB Left	150	#214	204	203
NB Left	250	59	94	134
SB Left	120	26	32	32

m - volume for 95th percentile queue is metered by upstream signal.

Traffic Impact Analysis
For Submittal to the
City of Fort Lauderdale

FAT VILLAGE EAST
FORT LAUDERDALE, FLORIDA

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April 2021
143325000

Traffic Impact Analysis for Submittal to the City of Fort Lauderdale

FAT VILLAGE EAST
FORT LAUDERDALE, FLORIDA

Prepared for:

Hines Acquisitions LLC

Prepared by:

Kimley-Horn and Associates, Inc.

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EXECUTIVE SUMMARY

Hines Acquisitions, LLC is proposing the FAT Village East and FAT Village West redevelopments generally bounded by NE 6th Street/Sistrunk Boulevard to the north, NW 5th Street to the south, North Andrews Avenue to the east, and the Florida East Coast (FEC) railroad to the west in Fort Lauderdale, Florida. Note that the FAT Village East site is located east of NW 1st Avenue and the FAT Village West site is located west of NW 1st Avenue.

Furthermore, note that the proposed FAT Village East and West properties were previously approved as part of the *FAT Village East Traffic Impact Study*, March 2020, and the *FAT Village West Traffic Impact Study*, March 2020, prepared by DC Engineers, Inc. The previously approved FAT Village East site consisted of 312 multifamily dwelling units, a 145-room hotel, 61,902 square feet of office space, 16,380 square feet of restaurant space (including outdoor seating), 11,716 square feet of retail space (including 3,569 square feet of art retail/studio), and 7,302 square feet dedicated to art gallery/studios. The previously approved FAT Village West site consisted of 125 multifamily dwelling units, 125,747 square feet of office space, 13,088 square feet of restaurant space (including outdoor seating), 4,324 square feet of retail space, and 2,316 square feet of bar/lounge space (including outdoor seating).

The proposed FAT Village East redevelopment consists of a total of 355 multifamily dwelling units, approximately 185,000 square feet of office space, and approximately 47,000 square feet of retail space. The proposed FAT Village West redevelopment consists of a total of 255 multifamily dwelling units, approximately 175,000 sf square feet of office space, and approximately 33,000 square feet of retail space. The redevelopment is expected to be completed by year 2024.

The proposed FAT Village East and West sites will be processed as separate applications as part of the City of Fort Lauderdale's entitlement process. Therefore, separate traffic studies were prepared for each of the sites. Note that the traffic studies account for the traffic impacts of both sites.

Access to the proposed FAT Village East site will be provided via one (1) right-in/right-out driveway along NW 6th Street/Sistrunk Boulevard, one (1) full-access driveway along Andrews Avenue, one (1) full-access driveway along NW 1st Avenue, and one (1) full-access loading driveway along NW 5th Street.

Residential access to the proposed FAT Village West site will be provided via one (1) full access driveway along NW 5th Street. Note that FAT Village West retail and office users will utilize the FAT Village East parking garage.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. The proposed redevelopment is expected to generate 139 net new weekday A.M. peak hour trips and 188 net new weekday P.M. peak hour trips when compared to the previously approved development program.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted level of service (LOS D) or better during the A.M. and P.M. peak hours under all analysis conditions.

An entry gate analysis was prepared for the proposed FAT Village East and FAT Village West redevelopments in accordance with Section 47-20.5.C.6c of the City of Fort Lauderdale's *Unified Land Development Code*. Based on the City Code, the proposed FAT Village East redevelopment is required to provide a minimum vehicle storage of 10 vehicles and the proposed FAT Village West redevelopment is required to provide a minimum vehicle storage of two (2) vehicles. As the proposed FAT Village East redevelopment will provide vehicle storage for 11 vehicles and the proposed FAT Village West redevelopment will provide vehicle storage for two (2) vehicles, the minimum vehicle storage requirements are met.

Additionally, the results of the 95th percentile entry gate analysis indicate that the proposed FAT Village East redevelopment is expected to result in a queue of less than three (3) vehicles and the proposed FAT Village West redevelopment is expected to result in a queue of less than one (1) vehicle at the entry gates during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public right-of-way.

TABLE OF CONTENTS

INTRODUCTION 1
EXISTING TRAFFIC 4
FUTURE BACKGROUND TRAFFIC 6
Background Area Growth 6
Committed Developments 6
PROJECT TRAFFIC 8
Previously Approved and Proposed Land Use 8
Project Access 8
Trip Generation 8
Multimodal Reduction 9
Internal Capture 11
Pass-By Capture 11
Net New Project Trips 12
Trip Distribution and Assignment 12
FUTURE TOTAL TRAFFIC 19
INTERSECTION CAPACITY ANALYSIS 21
ENTRY GATE ANALYSIS 24
CONCLUSION 26

LIST OF FIGURES

Figure 1: Site Location Map 3
Figure 2: Existing Peak Hour Traffic 5
Figure 3: Future Background Peak Hour Traffic 7
Figure 4: Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Distribution 13
Figure 5: Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment 14
Figure 6: Peak Hour FAT Village West Residential Project Trip Distribution 15
Figure 7: Peak Hour FAT Village West Residential Project Trip Assignment 16
Figure 8: P.M. Peak Hour Pass-By Trip Distribution 17
Figure 9: P.M. Peak Hour Pass-By Trip Assignment 18
Figure 10: Future Total Peak Hour Traffic 20

LIST OF TABLES

Table 1: Trip Generation 12
Table 2: A.M. Peak Hour Intersection Capacity Analysis 22
Table 3: P.M. Peak Hour Intersection Capacity Analysis 23
Table 4: Peak Hour Entry Gate Queuing Analysis 25

LIST OF APPENDICES

APPENDIX A: Site Plan
APPENDIX B: Methodology Correspondence
APPENDIX C: Traffic Data
APPENDIX D: Background Area Growth Calculations
APPENDIX E: Committed Developments
APPENDIX F: Transit Route Information
APPENDIX G: Trip Generation
APPENDIX H: Selected Zone Distribution
APPENDIX I: Volume Development Worksheets
APPENDIX J: Intersection Capacity Analysis Worksheets
APPENDIX K: Entry Gate Analysis

INTRODUCTION

Hines Acquisitions, LLC is proposing the FAT Village East and FAT Village West redevelopments generally bounded by NE 6th Street/Sistrunk Boulevard to the north, NW 5th Street to the south, North Andrews Avenue to the east, and the Florida East Coast (FEC) railroad to the west in Fort Lauderdale, Florida. Note that the FAT Village East site is located east of NW 1st Avenue and the FAT Village West site is located west of NW 1st Avenue.

Furthermore, note that the proposed FAT Village East and West properties were previously approved as part of the *FAT Village East Traffic Impact Study*, March 2020, and the *FAT Village West Traffic Impact Study*, March 2020, prepared by DC Engineers, Inc. The previously approved FAT Village East site consisted of 312 multifamily dwelling units, a 145-room hotel, 61,902 square feet of office space, 16,380 square feet of restaurant space (including outdoor seating), 11,716 square feet of retail space (including 3,569 square feet of art retail/studio), and 7,302 square feet dedicated to art gallery/studios. The previously approved FAT Village West site consisted of 125 multifamily dwelling units, 125,747 square feet of office space, 13,088 square feet of restaurant space (including outdoor seating), 4,324 square feet of retail space, and 2,316 square feet of bar/lounge space (including outdoor seating).

The proposed FAT Village East redevelopment consists of a total of 355 multifamily dwelling units, approximately 185,000 square feet of office space, and approximately 47,000 square feet of retail space. The proposed FAT Village West redevelopment consists of a total of 255 multifamily dwelling units, approximately 175,000 sf square feet of office space, and approximately 33,000 square feet of retail space. The redevelopment is expected to be completed by year 2024.

The proposed FAT Village East and West sites will be processed as separate applications as part of the City of Fort Lauderdale's entitlement process. Therefore, separate traffic studies were prepared for each of the sites. Note that the traffic studies account for the traffic impacts of both sites. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Fort Lauderdale. Methodology correspondences with the City of Fort Lauderdale detailing the traffic study requirements are included in Appendix B. The purpose of the study is to assess the

proposed redevelopment's impact on the surrounding transportation network. This report summarizes the data collection, project trip generation, trip distribution and assignment, capacity analysis, and entry gate analysis.

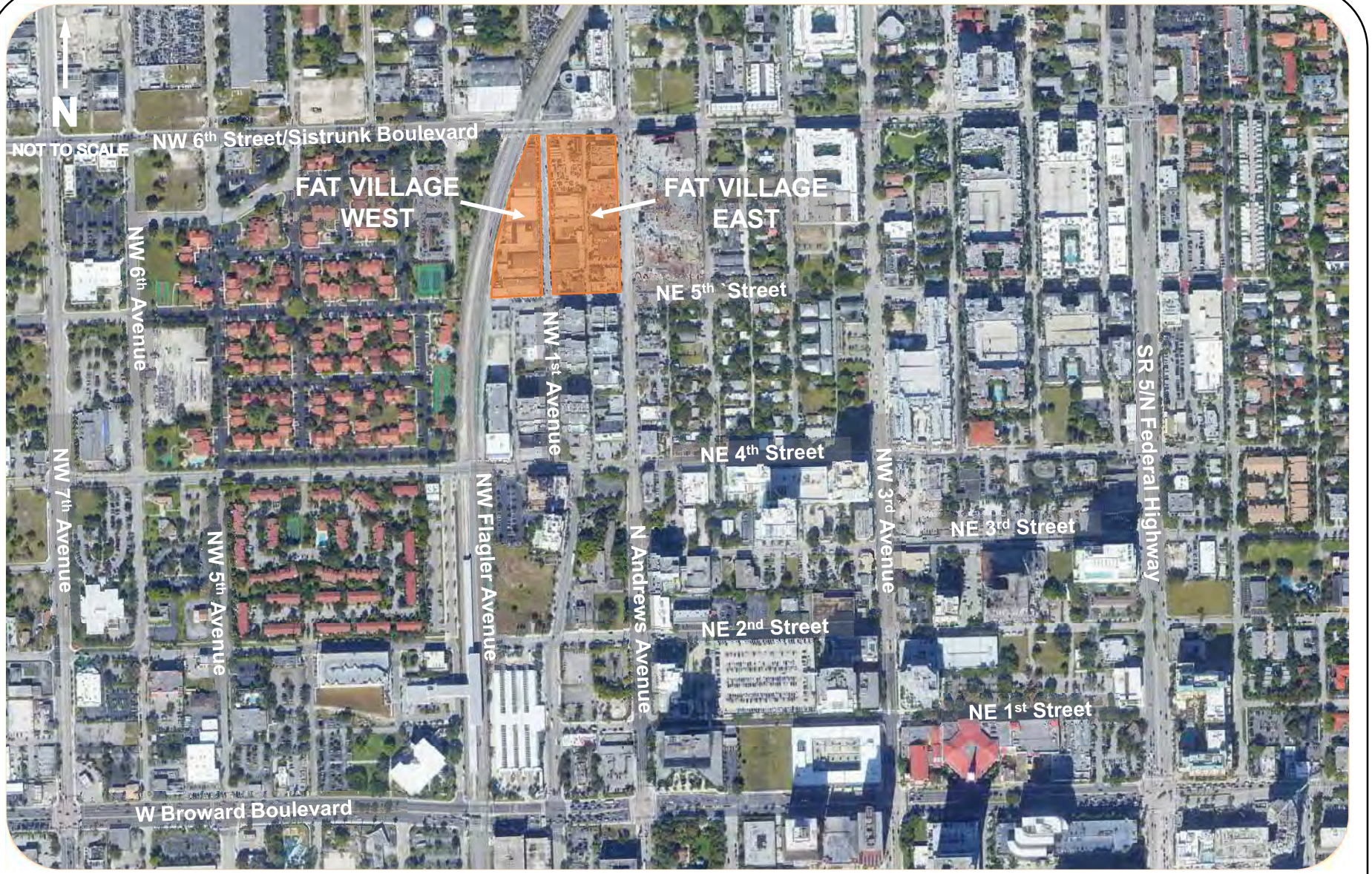

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Figure 1
Location Map
FAT Village East
Fort Lauderdale, Florida

EXISTING TRAFFIC

As a result of atypical traffic conditions due to the COVID-19 pandemic, turning movement count data were gathered from the previously approved *FAT Village East Traffic Impact Study*, March 2020 and *FAT Village West Traffic Impact Study*, March 2020. The traffic data was previously collected during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak periods on September 18, 2019 (Wednesday) at the following intersections:

- NW 6th Street/Sistrunk Boulevard and NW 7th Avenue
- NW 6th Street/Sistrunk Boulevard and NW 2nd Avenue
- NW 6th Street/Sistrunk Boulevard and NW 1st Avenue
- NW 6th Street/Sistrunk Boulevard and Andrews Avenue
- NW 5th Street and NW 1st Avenue
- NW 5th Street and Andrews Avenue
- NW 4th Street and Andrews Avenue

Note that an area-wide growth factor was applied to the traffic counts to establish existing (2021) conditions. All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.08 was applied to the collected traffic data.

The turning movement counts, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.

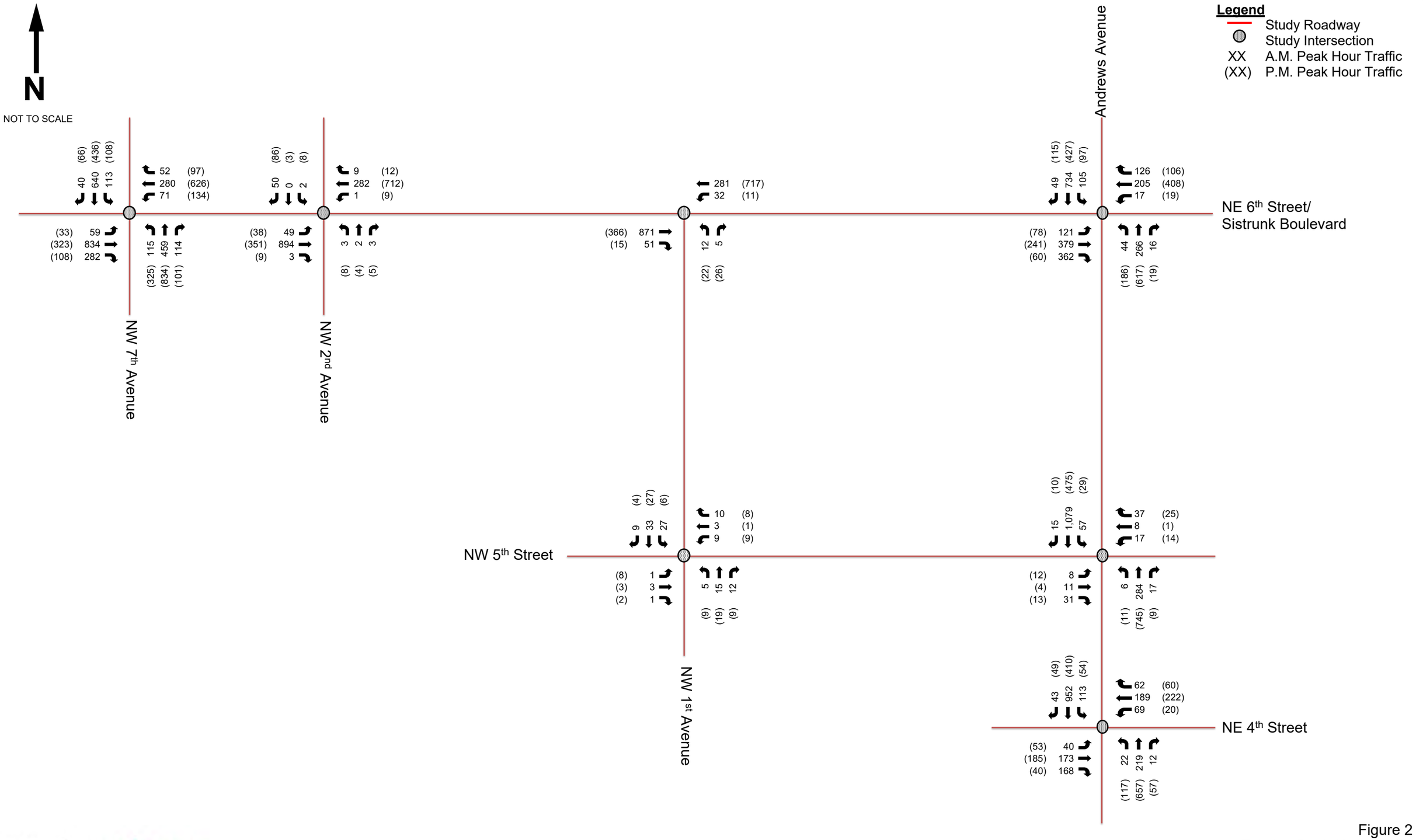

Figure 2
Existing Peak Hour Traffic
FAT Village East
Fort Lauderdale, Florida

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FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2024 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic, committed development traffic, and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2024 peak hour traffic volumes.

BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon 2019 and 2040 traffic volume forecasts obtained from the Broward Country MPO's *Level of Service Spreadsheet-2019*. Based on the volume information an annual growth rate of 1.40 percent (1.40%) in the vicinity of the redevelopment was calculated and applied annually to the existing traffic volumes for future (2024) background conditions. Detailed growth calculations are contained in Appendix D.

COMMITTED DEVELOPMENTS

To account for the existing development and the previously approved redevelopment program, the approved *FAT Village East Traffic Impact Study*, March 2020 and *FAT Village West Traffic Impact Study*, March 2020 were included as committed developments as part of future traffic conditions. Note that minor adjustments were made to account for changes in the site's access management restrictions and driveway configuration. Additionally, consistent with the previously approved traffic studies, the following committed developments were included:

- Alta Flagler Village Phase II
- FAT City
- Metropolitan Apartments
- Modera 555

Committed development information is included in Appendix E.

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

NW 6th Street/ Sistrunk Boulevard

NW 5th Street

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

West Project Driveway

East Project Driveway

South Project Driveway

NW 1st Avenue

NW 4th Street

FAT Village West

FAT Village East

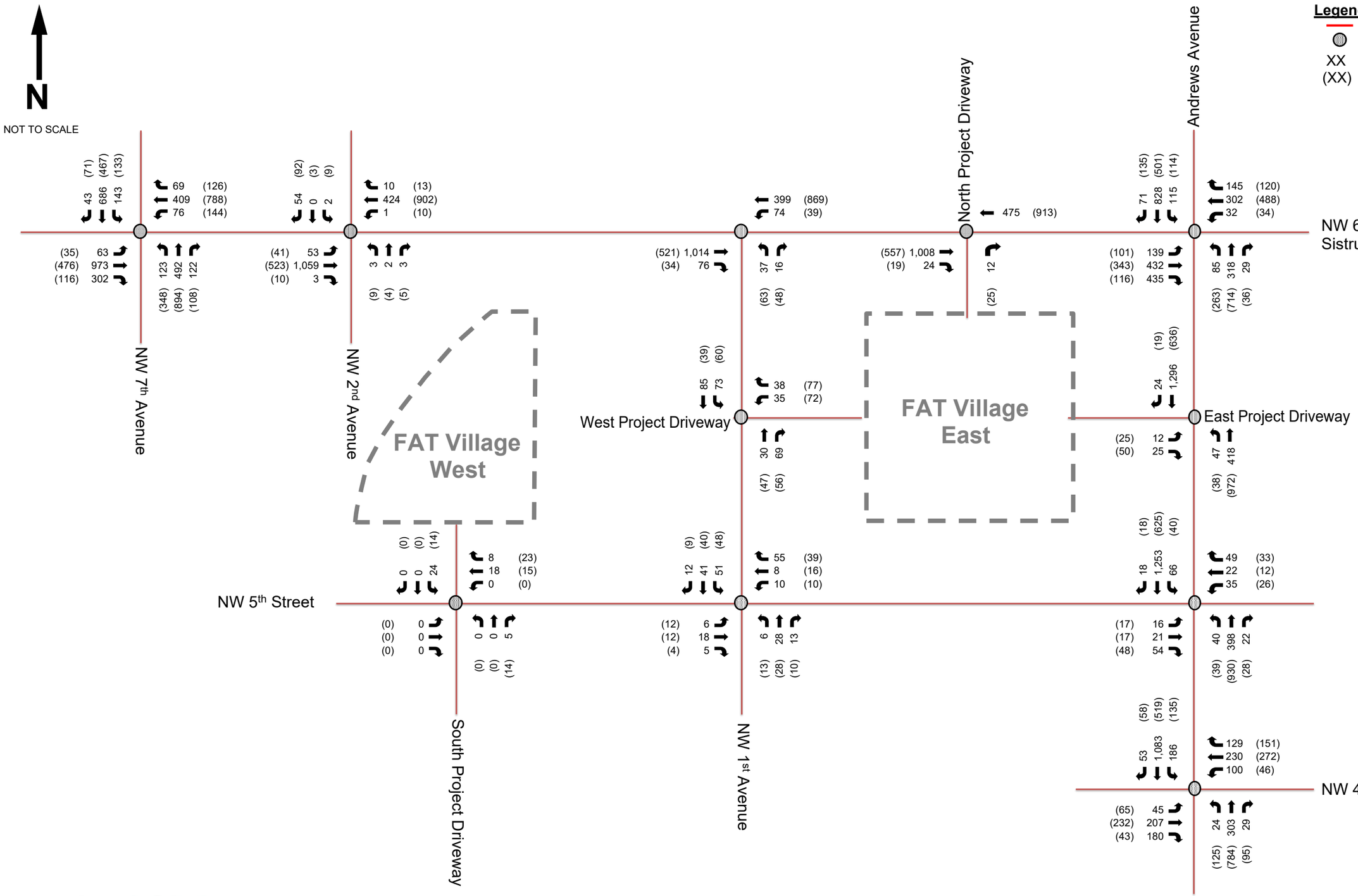

Figure 3
Future Background Peak Hour Traffic
FAT Village East
Fort Lauderdale, Florida

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PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

PREVIOUSLY APPROVED AND PROPOSED LAND USE

The previously approved FAT Village East site consisted of 312 multifamily dwelling units, a 145-room hotel, 61,902 square feet of office space, 16,380 square feet of restaurant space (including outdoor seating), 11,716 square feet of retail space (including 3,569 square feet of art retail/studio), and 7,302 square feet dedicated to art gallery/studios. The previously approved FAT Village West site consisted of 125 multifamily dwelling units, 125,747 square feet of office space, 13,088 square feet of restaurant space (including outdoor seating), 4,324 square feet of retail space, and 2,316 square feet of bar/lounge space (including outdoor seating).

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PROJECT ACCESS

Access to the proposed FAT Village East site will be provided via one (1) right-in/right-out driveway along NW 6th Street/Sistrunk Boulevard, one (1) full-access driveway along Andrews Avenue, one (1) full-access driveway along NW 1st Avenue, and one (1) full-access loading driveway along NW 5th Street.

Residential access to the proposed FAT Village West site will be provided via one (1) full access driveway along NW 5th Street. Note that FAT Village West retail and office users will utilize the FAT Village East parking garage.

TRIP GENERATION

The trip generation for the previously approved redevelopment was gathered from *FAT Village East Traffic Impact Study*, March 2020, and *FAT Village West Traffic Impact Study*, March 2020. Trip generation calculations for the proposed redevelopment were performed using rates and/or

equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The trip generation for the proposed redevelopment was determined using ITE Land Use Code (LUC) 222 (Multifamily Housing [High-Rise]), LUC 221 (Multifamily Housing [Mid-Rise]), LUC 710 (General Office Building), and LUC 820 (Shopping Center).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the development. A multimodal factor of 14.5 percent (14.5%) was determined for the proposed development. However, to be consistent with the previous traffic studies a multimodal factor of 10.0 percent (10.0%) was applied to the daily trip generation, A.M. peak hour trip generation, and P.M. peak hour trip generation. It is expected that a portion of residents, employees, patrons, and guests will choose to walk, bike, or use public transit to and from the proposed redevelopment. Furthermore, Broward Central Terminal, located at the northwest corner of West Broward Boulevard and Brickell Avenue/SW 1st Avenue located approximately 1,500 feet from the redevelopment, provides access to the following 14 Broward County Transit (BCT) bus routes:

- BCT Route 1 operates along SE 3rd Avenue within the vicinity of the study area with an average of 11-minute headways in the northbound direction during the A.M. peak hour, 13-minute headways in the northbound direction during the P.M. peak hour, and 12-minute headways in the southbound direction during the A.M. and P.M. peak hours.
- BCT Route 6 operates along NW 4th Street and NW 1st Avenue within the vicinity of the study area with an average of 52-minute headways in the northbound direction during the A.M. peak hour and 60-minute headways in the northbound direction during the P.M. peak hour and southbound direction during the A.M. and P.M. peak hours.
- BCT Route 9 operates along NW 4th Street and NW 1st Avenue within the vicinity of the study area with an average of 58-minute headways in the northbound direction during the A.M. peak hour and approximately 60-minute headways in the northbound direction during the P.M. peak hour and southbound direction during the A.M. and P.M. peak hours.
- BCT Route 10 operates along NW 2nd Street, Andrews Avenue, and NW 1st Avenue within the vicinity of the study area with an average of 30-minute headways in the northbound direction

during the A.M. peak hour, 32-minute headways in the southbound direction during the A.M. peak hour, and 29-minute headways in the northbound and southbound directions during the P.M. peak hour.

- BCT Route 11 operates along NW 4th Street, NW 1st Avenue, NW 2nd Street, and Andrews Avenue within the vicinity of the study area with an average of 45-minute headways in the eastbound direction during the A.M. peak hour and westbound direction during the P.M. peak hour, 46-minute headways in the westbound direction during the P.M. peak hour and 44-minute headways in the eastbound direction during the P.M. peak hour.
- BCT Route 14 operates along NW 4th Street, NW 1st Avenue, and NW 2nd Street within the vicinity of the study area with an average of 20-minute headways in the northbound direction during the A.M. peak hour, 22-minute headways in the southbound direction during the A.M. peak hour, 43-minute headways in the northbound direction during the P.M. peak hour, and 17-minute headways in the southbound direction during the P.M. peak hour.
- BCT Route 20 operates along NW 2nd Street and NE 3rd Avenue within the vicinity of the study area with an average of 50-minute headways in the northbound direction during the A.M. and P.M. peak hours, 58-minute headways in the southbound direction during the A.M. peak hour, and 48-minute headways in the southbound direction during the P.M. peak hour.
- BCT Route 22 operates along NW 4th Street and NW 1st Avenue within the vicinity of the study area with an average of 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- BCT Route 30 operates along NW 2nd Street and Andrews Avenue within the vicinity of the study area with an average of 30-minute headways in the eastbound and westbound directions during the A.M. peak hour and 29-minute headways in the eastbound and westbound directions during the P.M. peak hour.
- BCT Route 31 operates along NW 4th Street and NW 1st Avenue within the vicinity of the study area with an average of 30-minute headways in the northbound direction during the A.M. and P.M. peak hours and southbound direction during the P.M. peak hour and 34-minute headways in the southbound direction during the A.M. peak hour.
- BCT Route 40 operates along NW 2nd Street, NW 1st Avenue, and Andrews Avenue within the

vicinity of the study area with an average of 29-minute headways in the eastbound direction during the A.M. peak hour, 24-minute headways in the westbound direction during the A.M. peak hour, 40-minute headways in the eastbound direction during the P.M. peak hour, and 37-minute headways in the westbound direction during the P.M. peak hour.

- BCT Route 50 operates along NW 2nd Street and SW 1st Avenue within the vicinity of the study area with an average of 30-minute headways in the northbound direction during the A.M. peak hour, 16-minute headways in the southbound direction during the A.M. peak hour, 15-minute headways in the northbound direction during the P.M. peak hour, and 24-minute headways in the southbound direction during the P.M. peak hour.
- BCT Route 60 operates along NW 2nd Street and Andrews Avenue within the vicinity of the study area with an average of 35-minute headways in the northbound direction during the A.M. peak hour, 36-minute headways in the southbound direction during the A.M. peak hour, and 25-minute headways in the northbound and southbound directions during the P.M. peak hour.
- BCT Route 81 operates along NW 4th Street and NW 1st Avenue within the vicinity of the study area with an average of 36-minute headways in the eastbound direction during the A.M. and P.M. peak hours and 35-minute headways in the westbound direction during the A.M. and P.M. peak hours.

Detailed route information and headway data is provided in Appendix F.

INTERNAL CAPTURE

Internal capture is expected between the complementary land uses within a project. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 8.6 percent (8.6%) for the A.M. peak hour trip generation and 21.2 percent (21.2%) for the P.M. peak hour trip generation is expected for the proposed redevelopment.

PASS-BY CAPTURE

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The average pass-by rate used for the retail land use is 34 percent (34%) during the P.M. peak hour trip generation.

NET NEW PROJECT TRIPS

As shown in Table 1, the proposed redevelopment results in an increase of 139 net new A.M. peak hour trips and 188 net new P.M. peak hour trips when compared to the previously approved development program. Detailed trip generation information and FAT Village East and FAT Village West trip generation splits are included in Appendix G.

Table 1: Trip Generation

A.M. Peak Hour (P.M. Peak Hour)

Future Land Use (ITE Code)	Scale	Net External Trips	Entering Trips	Exiting Trips
Previously Approved Development				
FAT Village East and FAT Village West		391 (478)	245 (215)	146 (263)
Subtotal		391 (478)	245 (215)	146 (263)
Proposed Redevelopment				
Multifamily Housing [High-Rise] (222)	233 dwelling units	68 (49)	17 (27)	51 (22)
Multifamily Housing [Mid-Rise] (221)	377 dwelling units	110 (88)	29 (47)	81 (41)
General Office Building (710)	360,000 square feet	306 (318)	273 (48)	33 (270)
Shopping Center (820)	80,000 square feet	46 (211)	29 (108)	17 (103)
Subtotal		530 (666)	348 (230)	182 (436)
Net New Redevelopment				
Net New Vehicle Trips (vehicles per hour)		139 (188)	103 (15)	36 (173)

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed redevelopments. The trip distribution was determined using a selected zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on actual turning movement counts collected at study area intersections.

Figures 4 through 9 present the peak hour net new trip distribution and peak hour net new trip assignment for FAT Village East and FAT Village West driveways, P.M. peak hour pass-by trip distribution, and P.M. peak hour pass-by trip assignment. The detailed selected zone model is contained in Appendix H.

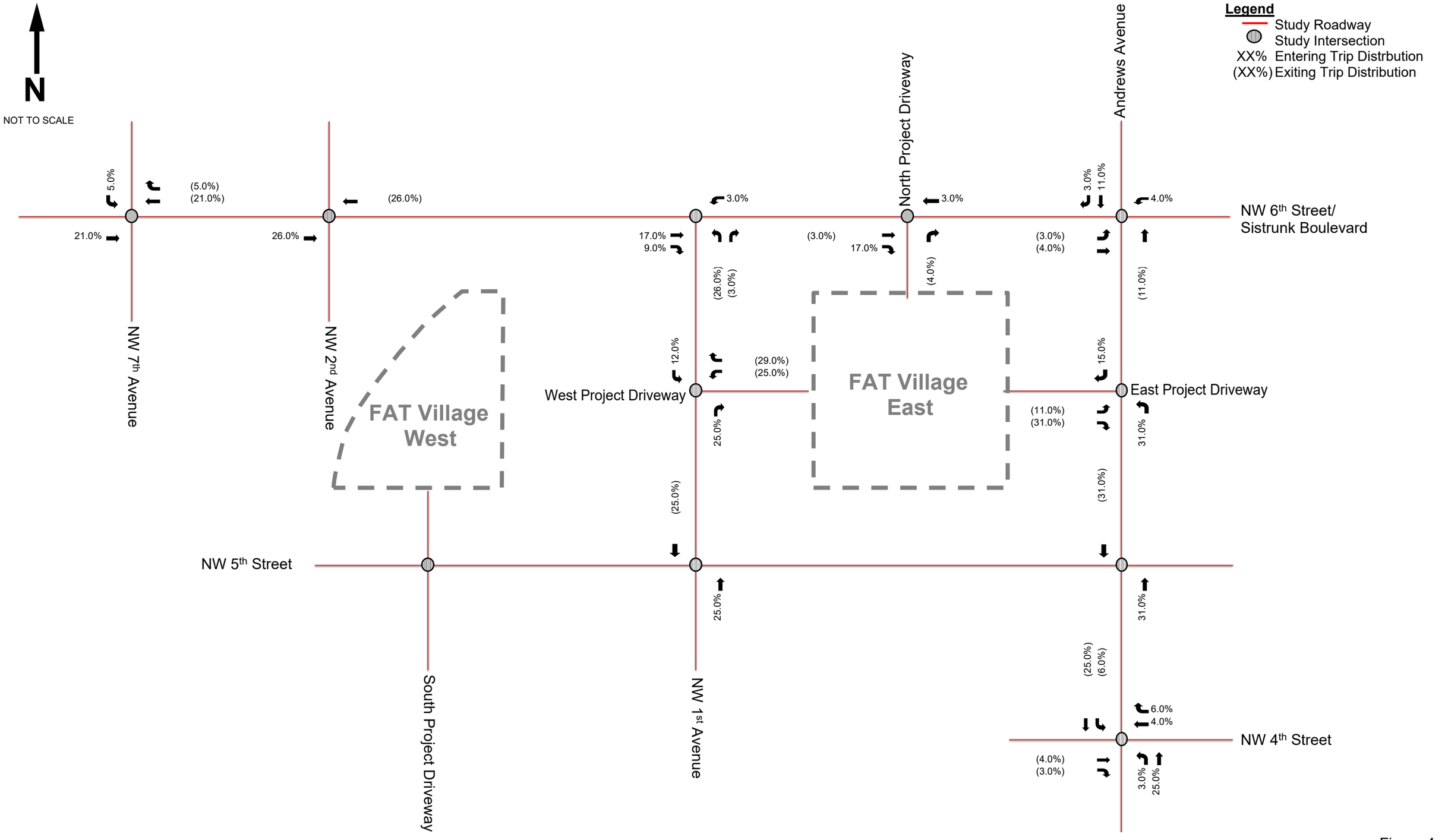

Figure 4
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Distribution
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

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N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment

NW 6th Street/
Sistrunk Boulevard

NW 5th Street

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

West Project Driveway

East Project Driveway

South Project Driveway

NW 1st Avenue

NW 4th Street

FAT Village West

FAT Village East

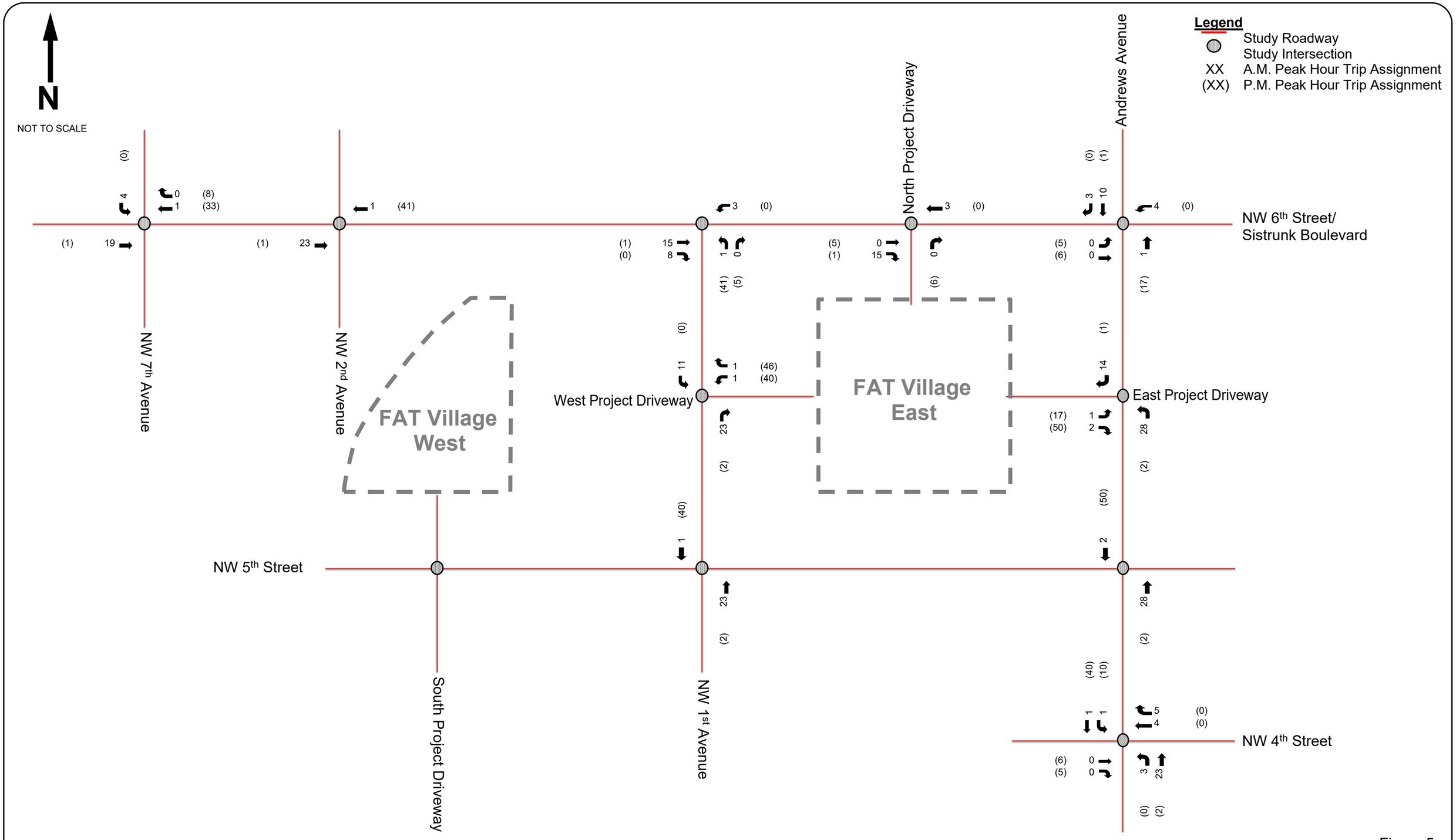

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Figure 5
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

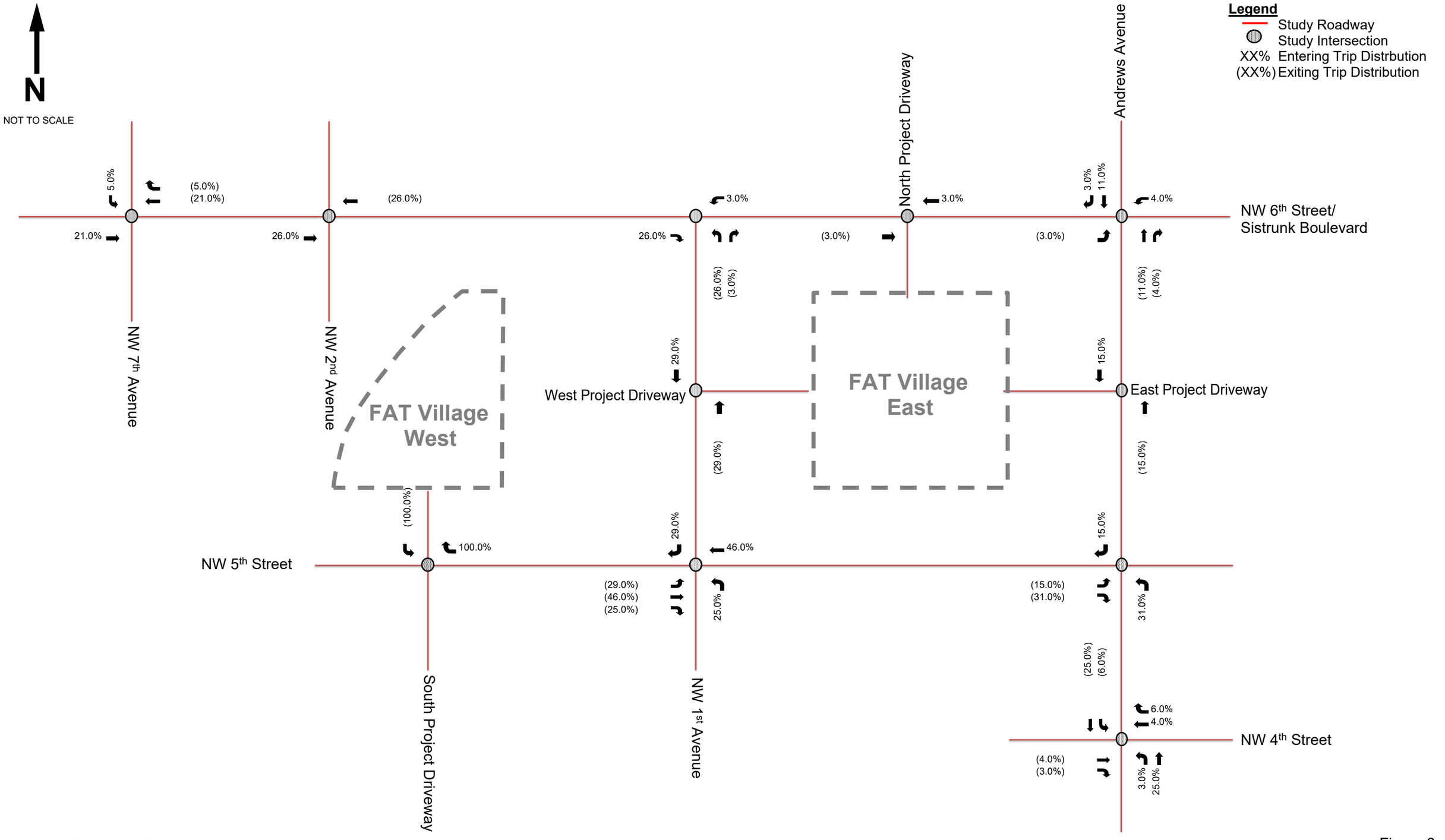

Figure 6
Peak Hour FAT Village West Residential Project Trip Distribution
FAT Village East
Fort Lauderdale, Florida

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N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

NW 6th Street/
Sistrunk Boulevard

West Project Driveway

East Project Driveway

FAT Village West

FAT Village East

NW 5th Street

South Project Driveway

NW 1st Avenue

NW 4th Street

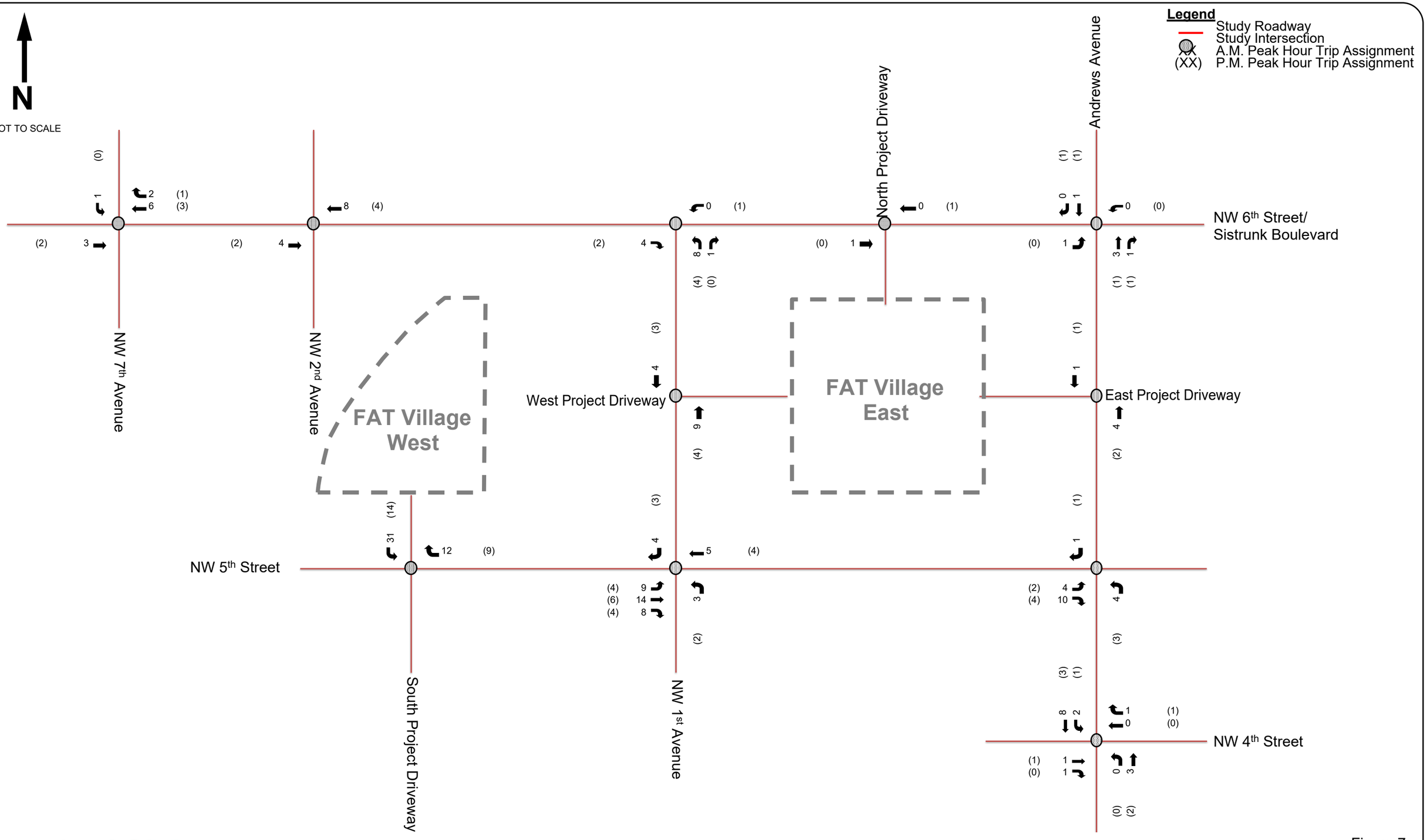

Figure 7
Peak Hour FAT Village West Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

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N

NOT TO SCALE

Legend

Study Roadway

Study Intersection

XX% Entering Pass-By Trip Distrbution

(XX%) Exiting Pass-By Trip Distribution

NW 7th Avenue

NW 2nd Avenue

FAT Village West

West Project Driveway

North Project Driveway

Andrews Avenue

FAT Village East

East Project Driveway

NW 6th Street/
Sistrunk Boulevard

-25.0%
25.0%

(25.0%)

(25.0%) -25.0%

(46.0%), -46.0%

29.0% -29.0%

(46.0%)
(29.0%)

46.0% -46.0%

-29.0% (29.0%)

-29.0% (29.0%)

NW 5th Street

South Project Driveway

NW 1st Avenue

NW 4th Street

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Figure 8
P.M. Peak Hour Pass-By Trip Distribution
FAT Village East
Fort Lauderdale, Florida

N

NOT TO SCALE

Legend

Study Roadway

Study Intersection

XX P.M. Peak Hour Pass-By Assignment

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

NW 6th Street/
Sistrunk Boulevard

-14
14

13

-1

0

FAT Village
West

West Project Driveway

FAT Village
East

16
-16

East Project Driveway

25
15

25
-25

-1

NW 5th Street

South Project Driveway

NW 1st Avenue

-1

NW 4th Street

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Figure 9
P.M. Peak Hour Pass-By Trip Assignment
FAT Village East
Fort Lauderdale, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2024 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 10 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume Development worksheets for the study intersections are included in Appendix I.

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

NW 6th Street/ Sistrunk Boulevard

NW 5th Street

NW 4th Street

NW 7th Avenue

NW 2nd Avenue

NW 1st Avenue

Andrews Avenue

North Project Driveway

West Project Driveway

East Project Driveway

South Project Driveway

FAT Village West

FAT Village East

Figure 10
Future Total Peak Hour Traffic
FAT Village East
Fort Lauderdale, Florida

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INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 2000/6th Editions. Synchro worksheets for the study intersections are included in Appendix J.

A summary of the intersection analyses for the A.M. and P.M. hour is presented in Tables 2 and 3. As Tables 2 and 3 indicate, the study intersections are expected to operate at adopted level of service (LOS D) or better during the A.M. and P.M. peak hours under all analysis scenarios.

Table 2: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
NW 6th Street/Sistrunk Boulevard and NW 7th Avenue	Signalized	C/26.0 sec (D/38.1 sec) [C/25.3 sec](4)	D (E) [C]	C (D) [B]	B (B) [C]	C (C) [D]
NW 6th Street/Sistrunk Boulevard and NW 2nd Avenue	Two-Way Stop Controlled	(1)	(2)	(2)	C (C) [C]	A (A) [A]
NW 6th Street/Sistrunk Boulevard and NW 1st Avenue	One-Way Stop Controlled	(1)	(2)	(2)	C (C) [D]	(3)
NW 6th Street/Sistrunk Boulevard and Andrews Avenue	Signalized	C/23.6 sec (C/31.2 sec) [C/31.4 sec]	D (D) [D]	C (C) [C]	A (A) [A]	B (C) [C]
NW 5th Street and NW 1st Avenue	All-Way Stop Controlled	A/7.3 sec (A/7.8 sec) [A/8.1 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]
NW 5th Street and Andrews Avenue	Two-Way Stop Controlled	(1)	C (D) [D]	B (D) [D]	(2)	(2)
NW 4th Street and Andrews Avenue	Signalized	B/15.2 sec (C/25.3 sec) [B/19.8 sec](4)	C (C) [C]	D (F) [C]	A (A) [A]	A (A) [B]
NW 6th Street/Sistrunk Boulevard and North Project Driveway	One-Way Stop Controlled	(1)	(2)	(2)	(3) (B) [B]	(3)
NW 1st Avenue and West Project Driveway	One-Way Stop Controlled	(1)	(3)	(3) (A) [A]	(2)	(2)
Andrews Avenue and East Project Driveway	One-Way Stop Controlled	(1)	(3) (C) [C]	(3)	(2)	(2)
NW 5th Street and South Project Driveway	Two-Way Stop Controlled	(1)	(2)	(2)	(3) (A) [A]	(3) (A) [A]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Signal timings optimized to improve approach LOS.

Table 3: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
NW 6th Street/Sistrunk Boulevard and NW 7th Avenue	Signalized	B/18.6 sec (C/22.3 sec) [C/22.9 sec]	C (C) [C]	C (C) [C]	A (B) [B]	B (C) [C]
NW 6th Street/Sistrunk Boulevard and NW 2nd Avenue	Two-Way Stop Controlled	(1)	(2)	(2)	B (B) [B]	B (B) [B]
NW 6th Street/Sistrunk Boulevard and NW 1st Avenue	One-Way Stop Controlled	(1)	(2)	(2)	B (B) [C]	(3)
NW 6th Street/Sistrunk Boulevard and Andrews Avenue	Signalized	B/17.3 sec (C/20.4 sec) [C/20.6 sec]	C (C) [C]	C (C) [C]	A (B) [B]	B (B) [B]
NW 5th Street and NW 1st Avenue	All-Way Stop Controlled	A/7.2 sec (A/7.6 sec) [A/8.0 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]
NW 5th Street and Andrews Avenue	Two-Way Stop Controlled	(1)	B (B) [B]	B (C) [C]	(2)	(2)
NW 4th Street and Andrews Avenue	Signalized	B/13.3 sec (C/27.8 sec) [B/18.2 sec](4)	C (D) [C]	D (F) [D]	A (A) [B]	A (A) [B]
NW 6th Street/Sistrunk Boulevard and North Project Driveway	One-Way Stop Controlled	(1)	(2)	(2)	(3) (A) [A]	(3)
NW 1st Avenue and West Project Driveway	One-Way Stop Controlled	(1)	(3)	(3) (A) [A]	(2)	(2)
Andrews Avenue and East Project Driveway	One-Way Stop Controlled	(1)	(3) (B) [B]	(3)	(2)	(2)
NW 5th Street and South Project Driveway	Two-Way Stop Controlled	(1)	(2)	(2)	(3) (A) [A]	(3) (A) [A]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Signal timings optimized to improve approach LOS.

ENTRY GATE ANALYSIS

The entry gate analysis was prepared for the proposed FAT Village East and FAT Village West redevelopments in accordance with Section 47-20.5.C.6c of the City of Fort Lauderdale's *Unified Land Development Code*. This section of the code identifies the vehicle storage based on the type of parking facility. Based on these requirements, the proposed FAT Village East redevelopment is required to have a minimum vehicle storage of 10 vehicles and the proposed FAT Village West redevelopment is required to have a minimum vehicle storage of two (2) vehicles. Excerpts from the City of Fort Lauderdale's *Unified Land Development Code* is included in Appendix K.

The proposed FAT Village East entry gate provides one (1) resident/employee lane and one (1) visitor lane. Each lane has approximately 38 feet of vehicle storage which can accommodate the service position for each lane. In addition to the entry lanes, vehicle storage is provided at the North, East, and West project driveways. The North project driveway provides approximately 135 feet (5 vehicles) of stacking distance. The East project driveway provides approximately 75 feet (3 vehicles) of stacking distance. The West project driveways provides approximately 80 feet (3 vehicles) of vehicle stacking distance. Therefore, FAT Village East can accommodate a total of 11 vehicles. The proposed FAT Village West entry gate provides one (1) resident-only lane with approximately 50 feet of vehicle storage, accommodating the service position and one (1) vehicle.

Therefore, based on the requirements contained in Section 47-20.5.C.6c of the City of Fort Lauderdale's *Unified Land Development Code*, the minimum vehicle storage is provided for the proposed FAT Village East and FAT Village West redevelopments.

Additionally, a 95th percentile entry gate analysis for the proposed FAT Village East and FAT Village West redevelopments using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the proposed entry points.

To determine the driveway volume split between resident/employee and visitor entrances, it was assumed that 90 percent (90%) of trips generated by the residential and office land uses are residents or employees and 10 percent (10%) of trips generated by the residential and office land uses are visitors. It was also assumed that 10 percent (10%) of trips generated by the retail land use are

employees and 90 percent (90%) of trips generated by the retail land use are visitors. Vehicles entering the resident/employee lane will gain access via a proximity card. It was assumed that the average service rate for the resident/employee lane will be approximately 600 vehicles per hour (6.0 seconds per vehicle) for residents and employees based on processing times provided in *Parking Structures* 3rd Edition*: Planning, Design, Construction, Maintenance, and Repair,* 2001. Vehicles entering the visitor lane will gain access via a push button ticket. It was assumed that the average service rate for the visitor lane will be approximately 400 vehicles per hour (9.0 seconds per vehicle) for visitors based on processing times provided in *Parking Structures* 3rd Edition*: Planning, Design, Construction, Maintenance, and Repair,* 2001.

As Table 4 indicates, the proposed FAT Village East redevelopment is expected to result in a maximum queue of less than three (3) vehicles and the proposed FAT Village West redevelopment is expected to result in a maximum queue of less than one (1) vehicle at the entry gates during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public right-of-way. Detailed entry gate calculations are included in Appendix K.

Table 4: Peak Hour Entry Gate Queuing Analysis

A.M. Peak Hour (P.M. Peak Hour)			
Entry Lane	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95th Percentile Queue Including Service Position
East Resident/Employee Lane	272 (92)	0.10	<3 vehicles (<1 vehicle)
East Visitor Lane	58 (164)	0.15	<1 vehicle (<3 vehicles)
West Resident Lane	18 (29)	0.10	<1 vehicle (<1 vehicle)

CONCLUSION

Hines Acquisitions, LLC is proposing the FAT Village East and FAT Village West redevelopments generally bounded by NE 6th Street/Sistrunk Boulevard to the north, NW 5th Street to the south, North Andrews Avenue to the east, and the Florida East Coast (FEC) railroad to the west in Fort Lauderdale, Florida. Note that the FAT Village East site is located east of NW 1st Avenue and the FAT Village West site is located west of NW 1st Avenue.

Furthermore, note that the proposed FAT Village East and West properties were previously approved as part of the *FAT Village East Traffic Impact Study*, March 2020, and the *FAT Village West Traffic Impact Study*, March 2020, prepared by DC Engineers, Inc. The previously approved FAT Village East site consisted of 312 multifamily dwelling units, a 145-room hotel, 61,902 square feet of office space, 16,380 square feet of restaurant space (including outdoor seating), 11,716 square feet of retail space (including 3,569 square feet of art retail/studio), and 7,302 square feet dedicated to art gallery/studios. The previously approved FAT Village West site consisted of 125 multifamily dwelling units, 125,747 square feet of office space, 13,088 square feet of restaurant space (including outdoor seating), 4,324 square feet of retail space, and 2,316 square feet of bar/lounge space (including outdoor seating).

The proposed FAT Village East redevelopment consists of a total of 355 multifamily dwelling units, approximately 185,000 square feet of office space, and approximately 47,000 square feet of retail space. The proposed FAT Village West redevelopment consists of a total of 255 multifamily dwelling units, approximately 175,000 sf square feet of office space, and approximately 33,000 square feet of retail space. The redevelopment is expected to be completed by year 2024.

The proposed FAT Village East and West sites will be processed as separate applications as part of the City of Fort Lauderdale's entitlement process. Therefore, separate traffic studies were prepared for each of the sites. Note that the traffic studies account for the traffic impacts of both sites.

Access to the proposed FAT Village East site will be provided via one (1) right-in/right-out driveway along NW 6th Street/Sistrunk Boulevard, one (1) full-access driveway along Andrews Avenue, one (1) full-access driveway along NW 1st Avenue, and one (1) full-access loading driveway along NW 5th Street.

Residential access to the proposed FAT Village West site will be provided via one (1) full access driveway along NW 5th Street. Note that FAT Village West retail and office users will utilize the FAT Village East parking garage.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. The proposed redevelopment is expected to generate 139 net new weekday A.M. peak hour trips and 188 net new weekday P.M. peak hour trips when compared to the previously approved development program.

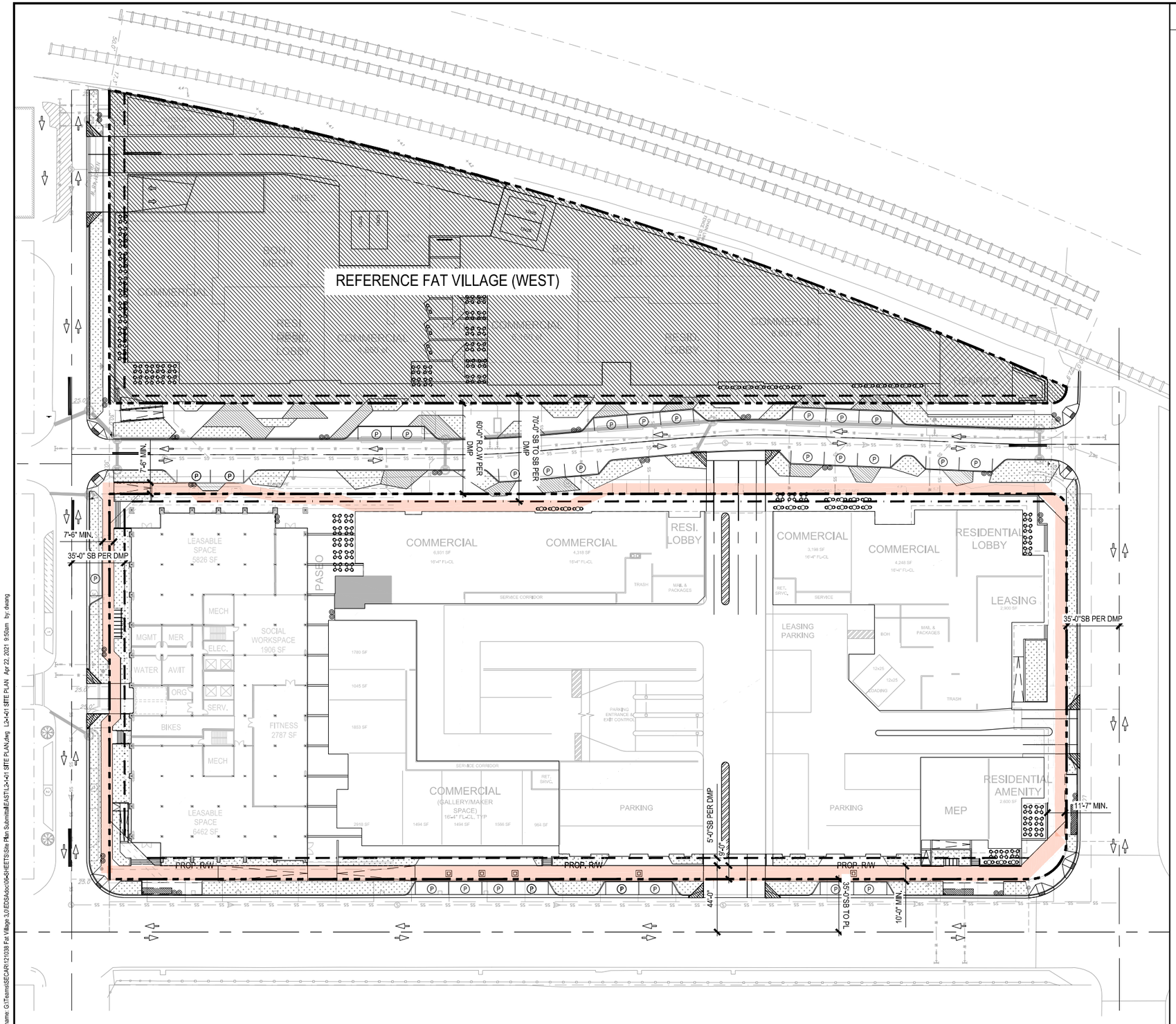
The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted level of service (LOS D) or better during the A.M. and P.M. peak hours under all analysis conditions.

An entry gate analysis was prepared for the proposed FAT Village East and FAT Village West redevelopments in accordance with Section 47-20.5.C.6c of the City of Fort Lauderdale's *Unified Land Development Code*. Based on the City Code, the proposed FAT Village East redevelopment is required to provide a minimum vehicle storage of 10 vehicles and the proposed FAT Village West redevelopment is required to provide a minimum vehicle storage of two (2) vehicles. As the proposed FAT Village East redevelopment will provide vehicle storage for 11 vehicles and the proposed FAT Village West redevelopment will provide vehicle storage for two (2) vehicles, the minimum vehicle storage requirements are met.

Additionally, the results of the 95th percentile entry gate analysis indicate that the proposed FAT Village East redevelopment is expected to result in a queue of less than three (3) vehicles and the proposed FAT Village West redevelopment is expected to result in a queue of less than one (1) vehicle at the entry gates during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public right-of-way.

Appendix A

Site Plan



LEGEND

- PROPERTY LINE
- SETBACK PER FORT LAUDERDALE DOWNTOWN MASTER PLAN
- CONTINUOUS SIDEWALK MIN AT 7'-6" ALONG ALL STREETS EXCEPT ANDREWS AVE; MIN 10' ALONG ANDREWS AVE.
- DIRECTIONAL ARROWS
- TYPICAL SIGHT TRIANGLE (PER ULDR SECTION 47-4.2.Q)
- ON STREET PARKING
- BIKE RACK
- CAFE TABLE (SEATING,TYP.)
- TRASH RECEPTACLE, TYP
- CORTEN STEEL TREE GRATES, TYP
- TREE GRATES, TYP
- PLANTING AREA

SCALE:1" = 30'-0"

0 30' 60'

Project Name

FATVillage
FOOD.ARTS.TECHNOLOGY

EAST

Client

HINES

5 RAVINIA DRIVE NE, ATLANTA, GEORGIA 30346

MASTER PLANNER
EDSA, INC.
1512 EAST BROWARD BOULEVARD, SUITE 110
FORT LAUDERDALE, FL 33301

ARCHITECT
SCB
625 NORTH MICHIGAN AVENUE, SUITE 800
CHICAGO, IL 60611

ARCHITECT
DLR GROUP
100 EAST PINE STREET, SUITE 404
ORLANDO, FL 32801

LANDSCAPE ARCHITECT
CADENCE
435 NORTH ANDREWS AVENUE, #2
FORT LAUDERDALE, FL 33301

CIVIL ENGINEER
KIMLEY-HORN
8201 PETERS ROAD, SUITE 2200
PLANTATION, FL 33324

LIGHTING DESIGNER
EXP
2601 WESTHALL LANE
MAITLAND, FL 32751

Rev	Date	Issued for

Date:	April 13, 2021
Designed By:	EDSA
Drawn By:	EDSA
Approved / Checked By:	JRS
Project Number	121038

Seal

Project Phase
SITE PLAN SUBMITTAL

Sheet Title
SITE PLAN

Revision Number: 0

Sheet Number: S2-01

Drawing name: G:\Teams\SECAR\121038 Fat Village 3.0\EDSA\docs\05-SHEETS\Site Plan Submittal\EAST\L2-1-01 SITE PLAN.dwg L2-1-01 SITE PLAN Apr 22, 2021 - 9:50am by: dwang

Appendix B

Methodology Correspondence

From:	Benjamin Restrepo
To:	Dabkowski, Adrian
Cc:	Jacobus, Juan; Kennedy, Alan; Selanikio, Raquel; Falce, Chris
Subject:	RE: Updated FAT Village Development | Traffic Study Methodology
Date:	Friday, April 2, 2021 1:47:17 PM

Hi Adrian, Transportation and Mobility agrees with the methodology and we have a few comments listed below:

1. Please let your client know: for traffic impact study purposes it is okay to treat uses like restaurant, bar and gallery as retail when analyzing the transportation network since they generate similar volumes but for the site plan parking data table requirements the square foot allotment needs to be specific to each use if they are different than simple retail.
2. No drive through services will be allowed unless it is added to the methodology and analyzed in the traffic impact study.
3. If valet will be provided please analyze the impact the valet service would have on the transportation network.
4. On page 2 in the background growth rate paragraph switch TPO to MPO, and I believe the Broward MPO has projected volumes in 2019 and 2040.

As part of the city traffic study review process the Transportation and Mobility department will need a $4,000 check deposit made out to:
City Of Fort Lauderdale 100 North Andrews Avenue Fort Lauderdale, FL 33301-1085.

Please send the check to 290 NE 3rd Ave, Fort Lauderdale, FL 33301. Any funds leftover after the review will be refunded.

Thank you.

Benjamin Restrepo, PE | Senior Project Manager
City of Fort Lauderdale | Transportation & Mobility
290 NE 3rd Ave, Fort Lauderdale, FL 33301
Office: 954 828 5216

From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Friday, April 02, 2021 11:41 AM
To: Benjamin Restrepo <BRestrepo@fortlauderdale.gov>
Cc: Jacobus, Juan <Juan.Jacobus@hines.com>; Kennedy, Alan <Alan.Kennedy@hines.com>; Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>; Falce, Chris <Chris.Falce@kimley-horn.com>
Subject: [-EXTERNAL-] RE: Updated FAT Village Development | Traffic Study Methodology

Good morning Benjamin:

I wanted to follow up with you regarding our discussions yesterday. Please let me know if they City

has any comments on the methodology and please provide us with the study review payment information.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324
Direct: 954-535-5144 | Mobile: 303-990-2761

From: Dabkowski, Adrian
Sent: Friday, March 26, 2021 11:17 AM
To: Benjamin Restrepo <brestrepo@fortlauderdale.gov>
Cc: Jacobus, Juan <Juan.Jacobus@hines.com>; Kennedy, Alan <Alan.Kennedy@hines.com>; Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>; Chris Falce (Chris.Falce@kimley-horn.com) <Chris.Falce@kimley-horn.com>
Subject: Updated FAT Village Development | Traffic Study Methodology

Good morning Benjamin:

I hope you are well. The FAT Village project was previously approved in 2020. The project has been updated. The update includes modifications to the development program and driveway locations. The previously approved development consisted of the following:

437 high-rise residential units
145-room hotel
187,649 sf of office
29,468 sf of restaurant space
16,040 sf of retail space
7,302 galley
2,316 sf bar

The current proposed development program consists of the following:

233 high-rise residential units
377 mid-rise residential units
360,000 sf of office
80,000 sf of retail

The updated development program is expected to result in an increase of 2,361 daily net new trips, 37 net new AM peak hour trips, and 218 net new PM peak hour trips. Our proposed traffic study methodology is attached. We propose to update the previously approved traffic studies with the updated development program while examining the same study area intersections. Please let us know if the City has any comments on the methodology.

Thank you

Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324
Direct: 954-535-5144 | Mobile: 303-990-2761

Kimley»Horn

Memorandum

To: Benjamin Restrepo, P.E.
City of Fort Lauderdale Transportation and Mobility Department

From: Adrian K. Dabkowski, P.E., PTOE AK
Raquel Selanikio, E.I. RS

Date: March 26, 2021

Subject: FAT Village East and FAT Village West Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the proposed FAT Village East and FAT Village West redevelopments generally bounded by NW 6th Street/Sistrunk Boulevard to the north, NW 5th Street to the south, North Andrews Avenue to the east, and the Florida East Coast (FEC) railway to the west in Fort Lauderdale, Florida. Note that the FAT Village East site is generally bounded by NW 1st Avenue to the west and the FAT Village West site is generally bounded by NW 1st Avenue to the east. Further note that the proposed FAT Village East and Wests sites were previously approved as part of the *FAT Village East Traffic Impact Study*, March 2020 and the *FAT Village West Traffic Impact Study*, March 2020 prepared by DC Engineers, Inc. The previously approved FAT Village East site consisted of 312 multifamily dwelling units, a 145-room hotel, 51,902 square feet of office space, 16,380 square feet of restaurant space (including outdoor seating), 11,716 square feet of retail space (including 3,569 square feet of art retail/studio), and 7,302 square feet dedicated to art gallery/studios. The previously approved FAT Village West site consisted of 125 multifamily dwelling units, 125,747 square feet of office space, 13,088 square feet of restaurant space (including outdoor seating), 4,324 square feet of retail space, and 2,316 square feet of bar/lounge space (including outdoor seating).

The proposed FAT Village East redevelopment consists of a total of 355 multifamily dwelling units, approximately 185,000 square feet of office space, and approximately 47,000 square feet of retail space. The proposed FAT Village West redevelopment consists of a total of 255 multifamily dwelling units, approximately 175,000 sf square feet of office space, and approximately 33,000 square feet of retail space. A conceptual site plan and location map are included in Attachment A.

The proposed FAT Village East and West sites will be processed as two (2) separate applications as part of the City of Fort Lauderdale's entitlement process. Therefore, a traffic study will be prepared for each site. Note that the traffic study for each redevelopment will incorporate the impacts of both sites. The following sections summarize our proposed traffic study methodology.

DATA GATHERING

As a result of atypical traffic conditions from COVID-19, turning movement count data will be gathered from the previously approved *FAT Village East Traffic Impact Study*, March 2020 and the *FAT Village West Traffic Impact Study*, March 2020 prepared by DC Engineers, Inc. Traffic data was collected on September 18, 2019 (Wednesday) as part of the approved traffic studies. A growth factor will be applied to the traffic counts to establish existing (2021) conditions. The turning movement count data was collected during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak periods.

Turning movement counts were collected in 15-minute intervals during the two (2) peak periods. Turning movement counts also include pedestrians and bicyclists. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

STUDY AREA

The following intersections including project driveways will be examined as part of the study area:

- NW/NE 4th Street at Andrews Avenue
- NW 5th Street at NW 1st Avenue
- NW/NE 5th Street at Andrews Avenue
- NW 6th Street at NW 7th Avenue
- NW 6th Street at NW 2nd Avenue
- NW 6th Street at NW 1st Avenue
- NW/NE 6th Street at Andrews Avenue

TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the proposed redevelopment is located. A multimodal factor of 14.5 percent (14.5%) was determined for the proposed redevelopment. However, to be consistent with the previous traffic studies a multimodal factor of 10.0 percent (10.0%) was applied to the daily trip generation, A.M. peak hour trip generation, and P.M. peak hour trip generation. It is expected that a portion of residents, employees, patrons, and guests will choose to walk, bike, or use public transit to and from the proposed redevelopment. Detailed trip generation information is provided in Attachment B.

Previously Approved Land Uses

ITE Land Use Code (LUC) 222 (Multifamily Housing [High-Rise]) was used for the 437 multifamily dwelling units, LUC 310 (Hotel) was used for the 145-room hotel, LUC 710 (General Office Building) was used for the 187,649 square feet of office space, LUC 932 (High-turnover [Sit-Down] Restaurant) was used for the 29,468 square feet of restaurant use, LUC 820 (Shopping Center) was used for the 16,040 square feet of retail, LUC 580 (Museum) was used for the 7,302 square feet dedicated to art gallery/studios, and LUC 925 (Drinking Place) was used for the 2,316 square feet of bar space. Please note that no A.M. peak hour trip generation data is available for LUC 925 (Drinking Place), as the land use does not typically generate trips during the A.M. peak hour.

Internal capture is expected between the complementary land uses within a project. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 39.9 percent (39.9%) for the daily trip generation, 23.3 percent (23.3%) for the A.M. peak hour trip generation, and 34.0 percent (34.0%) for the P.M. peak hour trip generation is expected for the previously approved development.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The average pass-by rate used for the retail land use is 34 percent (34%) during the P.M. peak hour trip generation. The average pass-by rate used for the restaurant land use is 43 percent (43%) during the P.M. peak hour trip generation.

Proposed Land Uses

ITE LUC 222 (Multifamily Housing [High-Rise]) was used for 233 multifamily dwelling units, LUC 221 (Multifamily Housing [Mid-Rise]) was used for 377 multifamily dwelling units, LUC 710 (General Office Building) was used for the 360,000 square feet of office space, and LUC 820 (Shopping Center) was used for the 80,000 square feet of retail.

Internal capture is expected between the complementary land uses within a project. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 26.0 percent (26.0%) for the daily trip generation, 8.6 percent (8.6%) for the A.M. peak hour trip generation, and 21.2 percent (21.2%) for the P.M. peak hour trip generation is expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The average pass-by rate used for the retail land use is 34 percent (34%) during the P.M. peak hour trip generation.

The proposed redevelopment results in an increase of 2,361 daily net new trips, 37 net new A.M. peak hour trips and 218 net new P.M. peak hour trips. Detailed trip generation calculations are included in Attachment B.

TRIP DISTRIBUTION

Trip distribution will be determined using a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on actual turning movement counts collected at study area intersections.

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the TPO's projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis

software, which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 2000, 2010, and/or 6th Edition methodologies.

Capacity analyses will be conducted for three (3) scenarios: existing, build-out year without project, and build-out year with project. The anticipated build-out year is 2024. If intersection or roadway segment deficiencies are identified, strategies and improvements will be developed as mitigation measures.

The following graphics will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

GARAGE ENTRY GATE OPERATIONS ANALYSIS

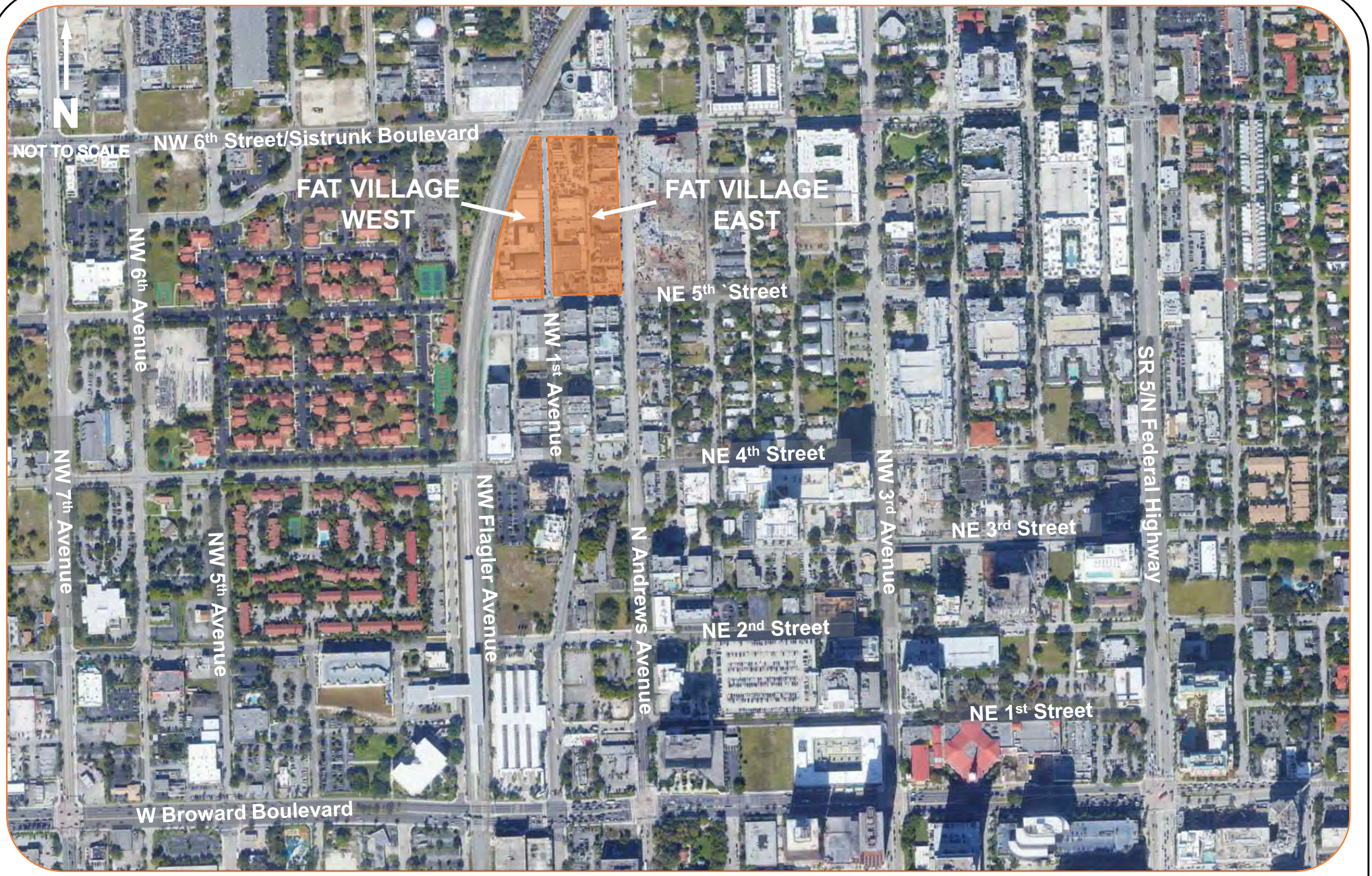
An entry gate analysis will be prepared for parking garage entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in *Parking Structures – Planning, Design, Construction, Maintenance, and Repair*, 2000 and 2011. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

DOCUMENTATION

The results of the traffic analysis will be summarized in separate reports for the east and west blocks, consistent with the previously prepared reports. The reports will include supporting documents including signal timings, lane geometry, and software output sheets. The reports will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_TPTO\143325000 - Hines Fat Village\Correspondence\03 24 2021 traffic study methodology.docx

Attachment A



Kimley»Horn

© 2021

Figure 1
Location Map
FAT Village
Fort Lauderdale, Florida

Development Program Summary

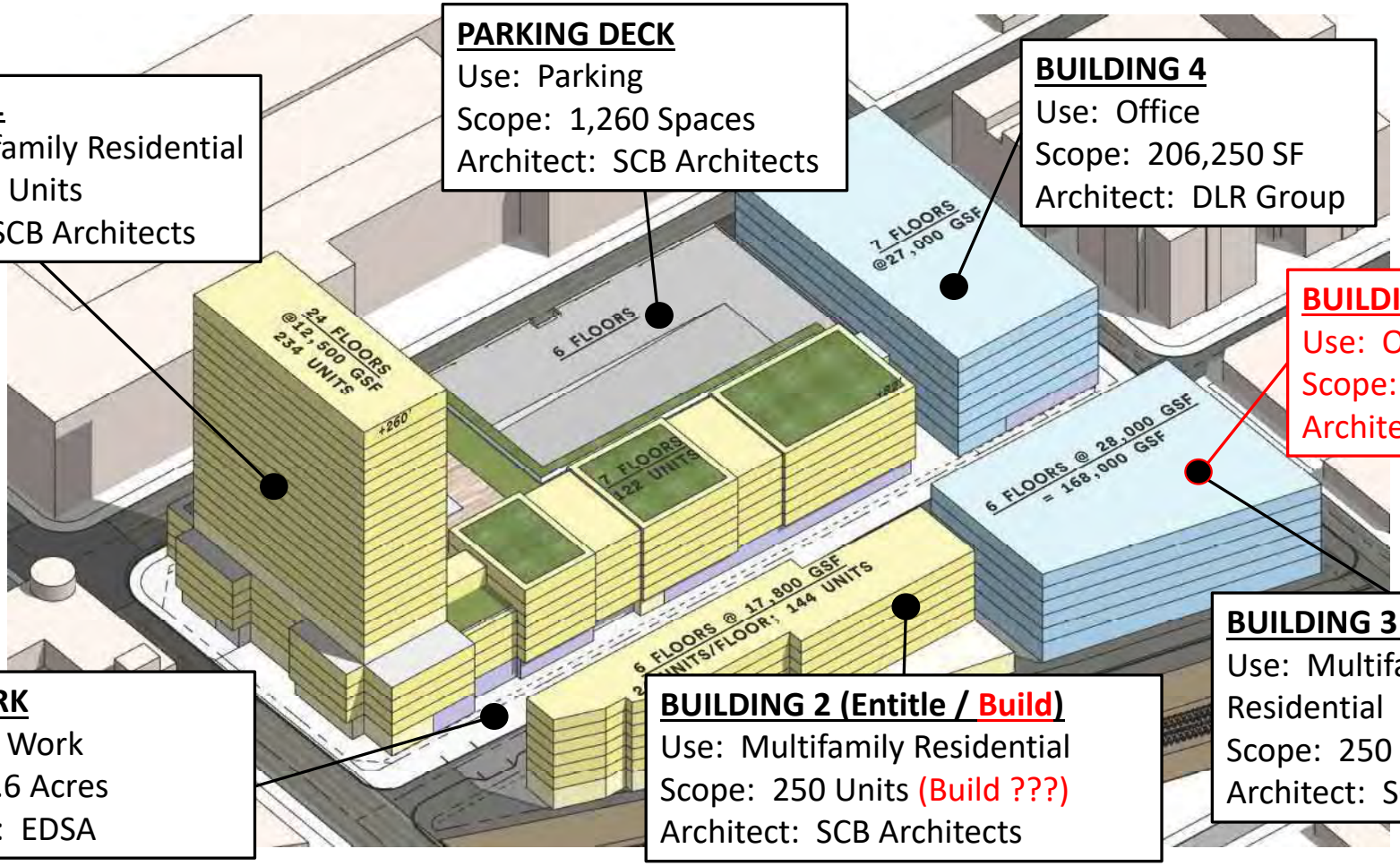
Land Use	Previously Approved			Proposed Redevelopment		
	East Block	*West Block*	***Total***	*East Block*	*West Block*	***Total***
Residential High-Rise (units)	312	125	**437**	233	-	**233**
Residential Mid-Rise (units)	-	-	**-**	122	255	**377**
Hotel (rooms)	145	-	**145**	-	-	**-**
Office (sq ft)	61,902	125,747	**187,649**	185,000	175,000	**360,000**
Restaurant (sq ft)	16,380	13,088	**29,468**	-	-	**-**
Retail (sq ft)	11,716	4,324	**16,040**	47,000	33,000	**80,000**
Gallery (sq ft)	7,302	-	**7,302**	-	-	**-**
Bar (sq ft)	-	2,316	**2,316**	-	-	**-**

FAT VILLAGE MIXED-USE
ENTITLEMENT 3.0

PARKING DECK
Use: Parking
Scope: 1,260 Spaces
Architect: SCB Architects

BUILDING 1
Use: Multifamily Residential
Scope: 355 Units
Architect: SCB Architects

BUILDING 4
Use: Office
Scope: 206,250 SF
Architect: DLR Group



BUILDING 3 (Build)
Use: Office
Scope: 179,000 SF
Architect: DLR Group

BUILDING 3 (Entitle)
Use: Multifamily Residential
Scope: 250 Units
Architect: SCB Architects

SITE WORK
Use: Site Work
Scope: 5.6 Acres
Architect: EDSA

BUILDING 2 (Entitle / Build)
Use: Multifamily Residential
Scope: 250 Units (Build ???)
Architect: SCB Architects

Attachment B

DAILY TRIP GENERATION COMPARISON

PREVIOUSLY APPROVED DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (High-Rise)	10	222	437	du	50%	50%	967	967	1,934	10.0%	193	871	870	1,741	33.4%	582	611	548	1,159	0.0%	0	611	548	1,159
	2	High-Turnover (Sit-Down) Restaurant	10	932	29.468	ksf	50%	50%	1,653	1,653	3,306	10.0%	331	1,488	1,487	2,975	37.9%	1,127	905	943	1,848	0.0%	0	905	943	1,848
	3	Shopping Center	10	820	16.04	ksf	50%	50%	866	866	1,732	10.0%	173	779	780	1,559	62.4%	973	268	318	586	0.0%	0	268	318	586
	4	Hotel	10	310	145	room	50%	50%	605	605	1,210	10.0%	121	545	544	1,089	21.9%	239	431	419	850	0.0%	0	431	419	850
	5	Museum	10	580	7.302	ksf	50%	50%	7	8	15	10.0%	2	6	7	13	30.8%	4	4	5	9	0.0%	0	4	5	9
	6	General Office Building	10	710	187.649	ksf	50%	50%	977	977	1,954	10.0%	195	879	880	1,759	41.2%	725	526	508	1,034	0.0%	0	526	508	1,034
	7	Drinking Place	10	925	2.316	ksf	50%	50%	146	146	292	10.0%	29	132	131	263	37.9%	100	80	83	163	0.0%	0	80	83	163
	8																									
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	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							5,221	5,222	10,443	10.0%	1,044	4,700	4,699	9,399	39.9%	3,750	2,825	2,824	5,649	0.0%	0	2,825	2,824	5,649

ITE Land Use Code	Rate or Equation
222	Y=3.94*(X)+211.81
932	Y=112.18(X)
820	LN(Y) = 0.68*LN(X)+5.57
310	Y=11.29*(X)+-426.97
580	Y=2(X)
710	LN(Y) = 0.97*LN(X)+2.5
925	Y=126.22(X)

PROPOSED DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	10	222	233	du	50%	50%	565	565	1,130	10.0%	113	508	509	1,017	25.1%	256	377	384	761	0.0%	0	377	384	761
	2	Multifamily (Mid-Rise)	10	221	377	du	50%	50%	1,026	1,027	2,053	10.0%	205	924	924	1,848	25.1%	464	686	698	1,384	0.0%	0	686	698	1,384
	3	General Office Building	10	710	360	ksf	50%	50%	1,838	1,838	3,676	10.0%	368	1,654	1,654	3,308	22.8%	754	1,322	1,232	2,554	0.0%	0	1,322	1,232	2,554
	4	Shopping Center	10	820	80	ksf	50%	50%	2,583	2,583	5,166	10.0%	517	2,325	2,324	4,649	28.8%	1,338	1,620	1,691	3,311	0.0%	0	1,620	1,691	3,311
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	6																									
	7																									
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	9																									
	10																									
	11																									
	12																									
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	14																									
	15																									
		Total:							6,012	6,013	12,025	10.0%	1,203	5,411	5,411	10,822	26.0%	2,812	4,005	4,005	8,010	0.0%	0	4,005	4,005	8,010

ITE Land Use Code	Rate or Equation
222	Y=3.94*(X)+211.81
221	Y=5.45*(X)+-1.75
710	LN(Y) = 0.97*LN(X)+2.5
820	LN(Y) = 0.68*LN(X)+5.57

	IN	OUT	TOTAL
NET NEW TRIPS	**1,180**	**1,181**	**2,361**

AM PEAK HOUR TRIP GENERATION COMPARISON

PREVIOUSLY APPROVED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (High-Rise)	10	222	437	du	24%	76%	32	103	135	10.0%	14	29	92	121	19.0%	23	27	71	98	0.0%	0	27	71	98
	2	High-Turnover (Sit-Down) Restaurant	10	932	29.468	ksf	55%	45%	161	132	293	10.0%	29	145	119	264	23.5%	62	108	94	202	0.0%	0	108	94	202
	3	Shopping Center	10	820	16.04	ksf	62%	38%	9	6	15	10.0%	2	8	5	13	61.5%	8	3	2	5	0.0%	0	3	2	5
	4	Hotel	10	310	145	room	59%	41%	40	27	67	10.0%	7	36	24	60	13.3%	8	35	17	52	0.0%	0	35	17	52
	5	Museum	10	580	7.302	ksf	86%	14%	2	0	2	10.0%	0	2	0	2	0.0%	0	2	0	2	0.0%	0	2	0	2
	6	General Office Building	10	710	187.649	ksf	86%	14%	175	28	203	10.0%	20	158	25	183	26.8%	49	128	6	134	0.0%	0	128	6	134
	7	Drinking Place	10	925	2.316	ksf	*	*	0	0	0	10.0%	0	0	0	0	23.5%	0	0	0	0	0.0%	0	0	0	0
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							419	296	715	10.0%	72	378	265	643	23.3%	150	303	190	493	0.0%	0	303	190	493

ITE Land Use Code	Rate or Equation
222	Y=0.28*(X)+12.86
932	Y=9.94(X)
820	Y=0.94(X)
310	Y=0.5*(X)+-5.34
580	Y=0.28(X)
710	Y=0.94*(X)+26.49
925	

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	10	222	233	du	24%	76%	19	59	78	10.0%	8	17	53	70	2.7%	2	17	51	68	0.0%	0	17	51	68
	2	Multifamily (Mid-Rise)	10	221	377	du	26%	74%	33	93	126	10.0%	13	30	83	113	2.7%	3	29	81	110	0.0%	0	29	81	110
	3	General Office Building	10	710	360	ksf	86%	14%	314	51	365	10.0%	36	283	46	329	7.0%	23	273	33	306	0.0%	0	273	33	306
	4	Shopping Center	10	820	80	ksf	62%	38%	47	28	75	10.0%	7	43	25	68	32.4%	22	29	17	46	0.0%	0	29	17	46
	5																									
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	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							413	231	644	10.0%	64	373	207	580	8.6%	50	348	182	530	0.0%	0	348	182	530

ITE Land Use Code	Rate or Equation
222	Y=0.28*(X)+12.86
221	LN(Y) = 0.98*LN(X)+-0.98
710	Y=0.94*(X)+26.49
820	Y=0.94(X)

	IN	OUT	TOTAL
NET NEW TRIPS	**45**	**-8**	**37**

PM PEAK HOUR TRIP GENERATION COMPARISON

PREVIOUSLY APPROVED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
			ITE	ITE		ITE	Percent						MR					IC					PB			
		Land Use	Edition	Code	Scale	Units	In	Out	In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (High-Rise)	10	222	437	du	61%	39%	96	61	157	10.0%	16	86	55	141	39.7%	56	52	33	85	0.0%	0	52	33	85
	2	High-Turnover (Sit-Down) Restaurant	10	932	29.468	ksf	62%	38%	179	109	288	10.0%	29	161	98	259	34.6%	90	121	48	169	43.0%	73	69	27	96
	3	Shopping Center	10	820	16.04	ksf	48%	52%	67	73	140	10.0%	14	60	66	126	65.1%	82	18	26	44	34.0%	15	12	17	29
	4	Hotel	10	310	145	room	51%	49%	42	41	83	10.0%	8	38	37	75	29.3%	22	26	27	53	0.0%	0	26	27	53
	5	Museum	10	580	7.302	ksf	16%	84%	0	1	1	10.0%	0	0	1	1	0.0%	0	0	1	1	0.0%	0	0	1	1
	6	General Office Building	10	710	187.649	ksf	16%	84%	33	174	207	10.0%	21	30	156	186	9.7%	18	24	144	168	0.0%	0	24	144	168
	7	Drinking Place	10	925	2.316	ksf	66%	34%	17	9	26	10.0%	2	16	8	24	34.6%	8	12	4	16	0.0%	0	12	4	16
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							434	468	902	10.0%	90	391	421	812	34.0%	276	253	283	536	16.4%	88	195	253	448

ITE Land Use Code	Rate or Equation
222	Y=0.34*(X)+8.56
932	Y=9.77(X)
820	LN(Y) = 0.74*LN(X)+2.89
310	Y=0.75*(X)+-26.02
580	Y=0.18(X)
710	LN(Y) = 0.95*LN(X)+0.36
925	Y=11.36(X)

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
			ITE	ITE		ITE	Percent						MR					IC					PB			
		Land Use	Edition	Code	Scale	Units	In	Out	In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	10	222	233	du	61%	39%	54	34	88	10.0%	9	49	30	79	38.0%	30	27	22	49	0.0%	0	27	22	49
	2	Multifamily (Mid-Rise)	10	221	377	du	61%	39%	96	62	158	10.0%	16	86	56	142	38.0%	54	47	41	88	0.0%	0	47	41	88
	3	General Office Building	10	710	360	ksf	16%	84%	61	323	384	10.0%	38	55	291	346	8.1%	28	48	270	318	0.0%	0	48	270	318
	4	Shopping Center	10	820	80	ksf	48%	52%	221	240	461	10.0%	46	199	216	415	23.1%	96	163	156	319	34.0%	108	108	103	211
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							432	659	1,091	10.0%	109	389	593	982	21.2%	208	285	489	774	14.0%	108	230	436	666

ITE Land Use Code	Rate or Equation
222	Y=0.34*(X)+8.56
221	LN(Y) = 0.96*LN(X)+-0.63
710	LN(Y) = 0.95*LN(X)+0.36
820	LN(Y) = 0.74*LN(X)+2.89

	IN	OUT	TOTAL
NET NEW TRIPS	**35**	**183**	**218**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PREVIOUSLY APPROVED)

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	879	880	158	25	30	156
Retail	779	780	8	5	60	66
Restaurant	1,620	1,618	145	119	177	106
Cinema/Entertainment	6	7	2	0	0	1
Residential	871	870	29	92	86	55
Hotel	545	544	36	24	38	37
	4,700	4,699	378	265	391	421

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	353	372	30	19	6	12
Retail	511	462	5	3	42	40
Restaurant	635	592	37	25	44	54
Cinema/Entertainment	2	2	0	0	0	0
Residential	260	322	2	21	34	22
Hotel	114	125	1	7	12	10
	1,875	1,875	75	75	138	138

OUTPUT

Total % Reduction	***39.9%***	***23.3%***	***34.0%***
Office	41.2%	26.8%	9.7%
Retail	62.4%	61.5%	65.1%
Restaurant	37.9%	23.5%	34.6%
Cinema/Entertainment	30.8%	0.0%	0.0%
Residential	33.4%	19.0%	39.7%
Hotel	21.9%	13.3%	29.3%

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	526	508	128	6	24	144
Retail	268	318	3	2	18	26
Restaurant	985	1,026	108	94	133	52
Cinema/Entertainment	4	5	2	0	0	1
Residential	611	548	27	71	52	33
Hotel	431	419	35	17	26	27
	2,825	2,824	303	190	253	283

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	1,654	1,654	283	46	55	291
Retail	2,325	2,324	43	25	199	216
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1,432	1,433	47	136	135	86
Hotel	0	0	0	0	0	0
	5,411	5,411	373	207	389	593

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	332	422	10	13	7	21
Retail	705	633	14	8	36	60
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	369	351	1	4	61	23
Hotel	0	0	0	0	0	0
	1,406	1,406	25	25	104	104

OUTPUT

Total % Reduction	***26.0%***	***8.6%***	***21.2%***
Office	22.8%	7.0%	8.1%
Retail	28.8%	32.4%	23.1%
Restaurant			
Cinema/Entertainment			
Residential	25.1%	2.7%	38.0%
Hotel			

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	1,322	1,232	273	33	48	270
Retail	1,620	1,691	29	17	163	156
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1,063	1,082	46	132	74	63
Hotel	0	0	0	0	0	0
	4,005	4,005	348	182	285	489

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

(281+156)/3013=14.5%

Label	Census Tract 416, Broward County, Florida	
	Estimate	Margin of Error
Total:	3,013	±474
Car, truck, or van:	2,383	±421
Drove alone	2,183	±442
Carpooled:	200	±115
In 2-person carpool	107	±78
In 3-person carpool	24	±39
In 4-person carpool	36	±58
In 5- or 6-person carpool	0	±19
In 7-or-more-person carpool	33	±51
Public transportation (excluding taxicab):	281	±187
Bus	281	±187
Subway or elevated rail	0	±19
Long-distance train or commuter rail	0	±19
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±19
Ferryboat	0	±19
Taxicab	0	±19
Motorcycle	0	±19
Bicycle	0	±19
Walked	156	±154
Other means	131	±85
Worked from home	62	±81

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over
Year:
2019
Estimates:
5-Year
Table ID:
B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Appendix C

Traffic Data

Turning Movement Counts

TRAFFIC SURVEY SPECIALISTS, INC
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_7AVE
Page : 1

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	10	68	9	0	11	44	18	0	19	55	15	0	8	54	41	352
07:15	0	17	101	8	0	14	64	15	0	21	81	15	0	15	90	82	523
07:30	0	14	140	14	1	10	85	16	0	22	89	17	0	8	128	76	620
07:45	0	33	140	12	0	14	77	23	0	25	90	17	0	13	143	73	660
Hr Total	0	74	449	43	1	49	270	72	0	87	315	64	0	44	415	272	2155
08:00	0	20	119	7	0	13	39	10	0	23	113	20	0	19	168	56	607
08:15	0	31	166	9	0	19	72	14	0	28	94	32	1	17	180	64	727
08:30	0	24	150	13	0	15	68	8	0	26	105	34	0	9	213	61	726
08:45	0	27	141	7	0	17	73	15	0	27	101	17	1	6	190	73	695
Hr Total	0	102	576	36	0	64	252	47	0	104	413	103	2	51	751	254	2755
* BREAK *																	
16:00	0	25	88	12	0	33	133	28	0	66	153	14	0	12	44	28	636
16:15	0	11	87	20	0	25	122	25	0	51	133	18	0	9	48	24	573
16:30	0	21	117	16	0	28	142	25	0	61	153	19	0	10	66	22	680
16:45	0	14	95	22	0	29	123	21	0	80	201	14	1	8	71	20	699
Hr Total	0	71	387	70	0	115	520	99	0	258	640	65	1	39	229	94	2588
17:00	0	22	106	14	0	36	140	20	0	71	192	27	0	2	66	20	716
17:15	0	32	91	12	0	30	164	28	0	75	183	25	0	13	73	28	754
17:30	0	29	101	11	0	25	137	18	0	67	175	25	0	6	81	29	704
17:45	0	22	96	10	0	24	115	19	0	59	150	21	0	8	76	29	629
Hr Total	0	105	394	47	0	115	556	85	0	272	700	98	0	29	296	106	2803
TOTAL	0	352	1806	196	1	343	1598	303	0	721	2068	330	3	163	1691	726	10301

TRAFFIC SURVEY SPECIALISTS, INC.

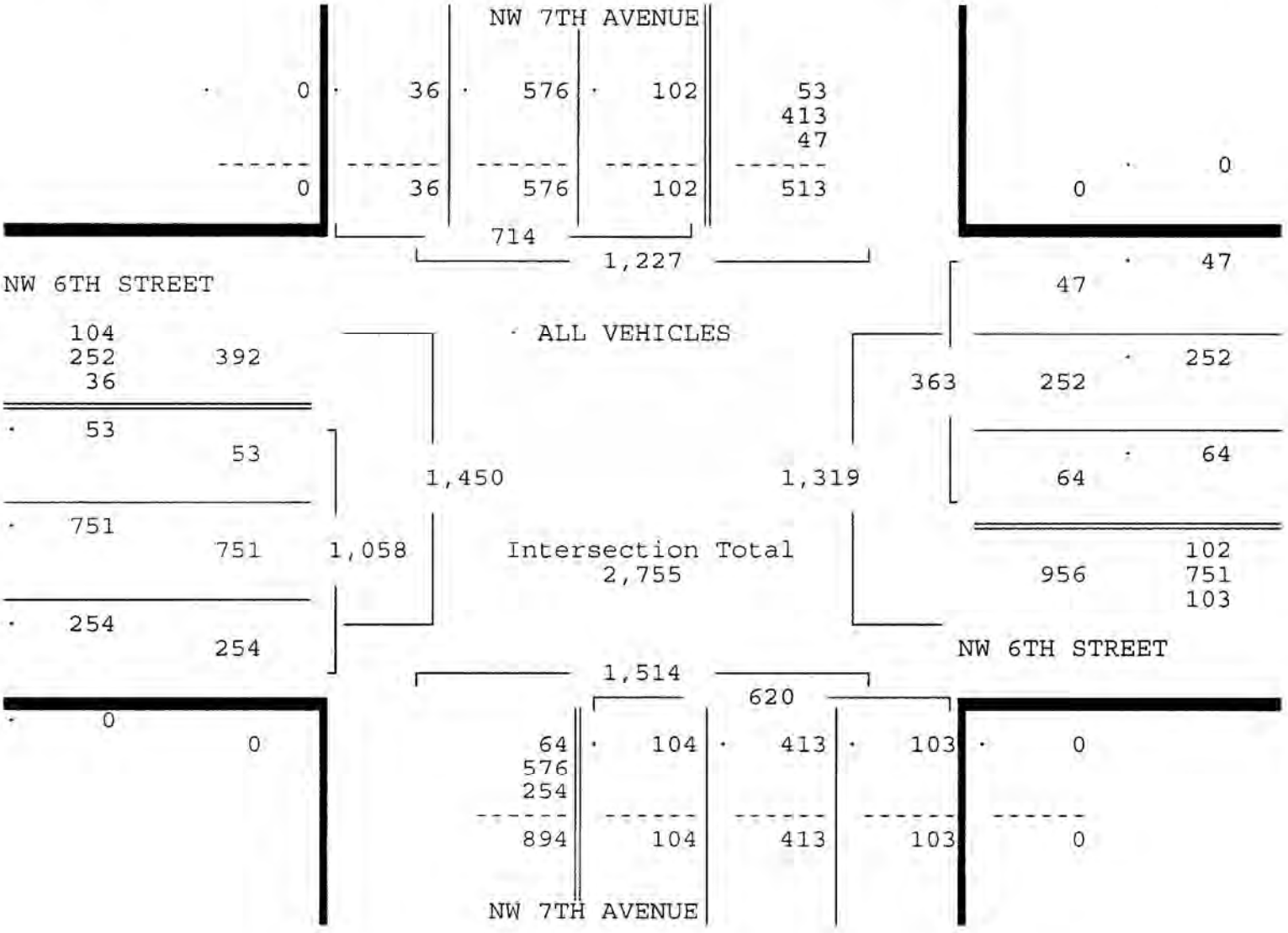
NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_7AVE
Page : 2

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	102	576	36	0	64	252	47	0	104	413	103	2	51	751	254	
Percent	0%	14%	81%	5%	0%	18%	69%	13%	0%	17%	67%	17%	0%	5%	71%	24%	
Pk total	714				363				620				1058				
Highest	08:15				08:15				08:30				08:30				
Volume	0	31	166	9	0	19	72	14	0	26	105	34	0	9	213	61	
Hi total	206				105				165				283				
PHF	.87				.86				.94				.93				



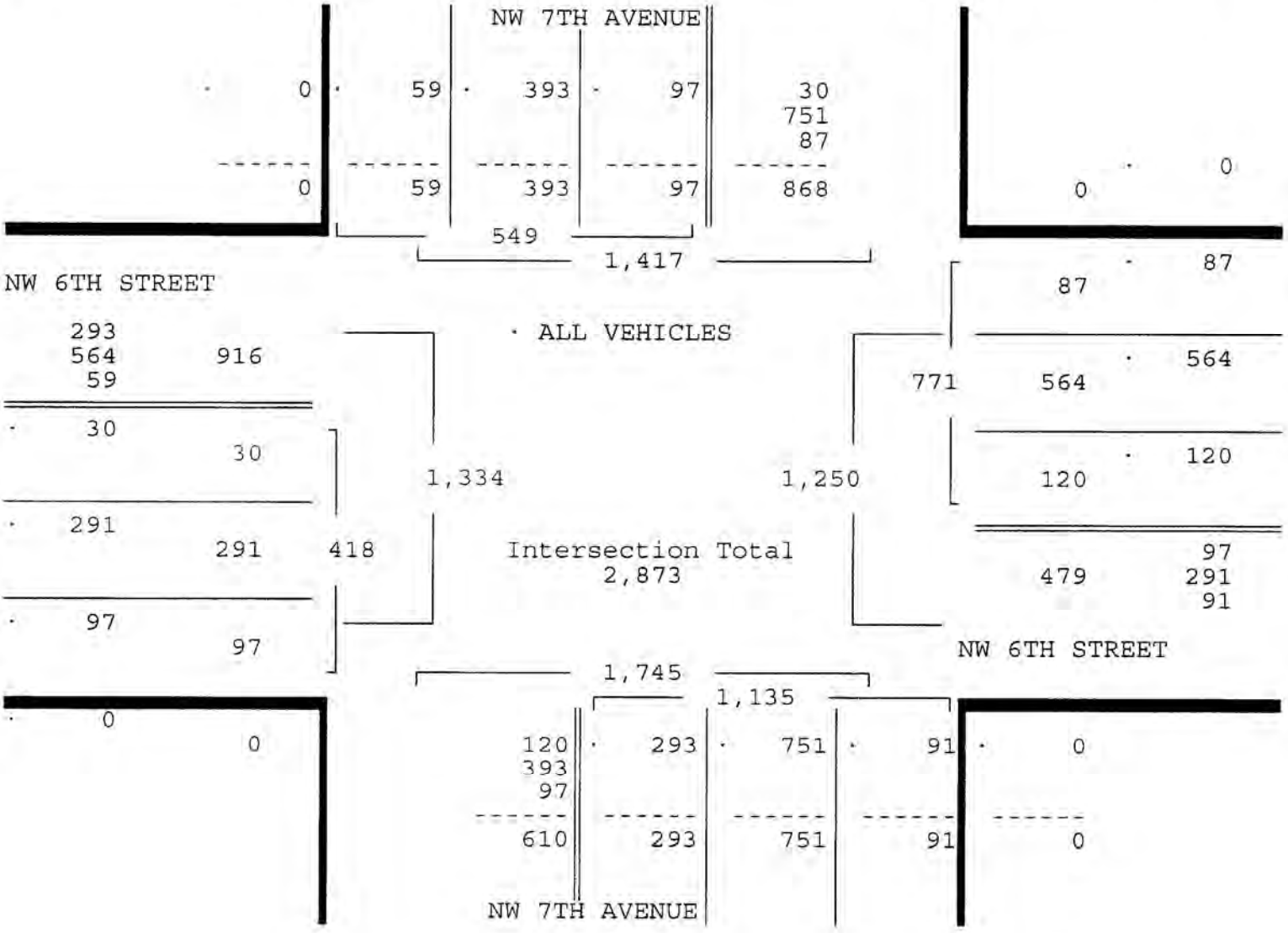
NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_7AVE
Page : 3

ALL VEHICLES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	97	393	59	0	120	564	87	0	293	751	91	1	29	291	97	
Percent	0%	18%	72%	11%	0%	16%	73%	11%	0%	26%	66%	8%	0%	7%	70%	23%	
Pk total	549				771				1135				418				
Highest	17:00				17:15				16:45				17:30				
Volume	0	22	106	14	0	30	164	28	0	80	201	14	0	6	81	29	
Hi total	142				222				295				116				
PHF	.97				.87				.96				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

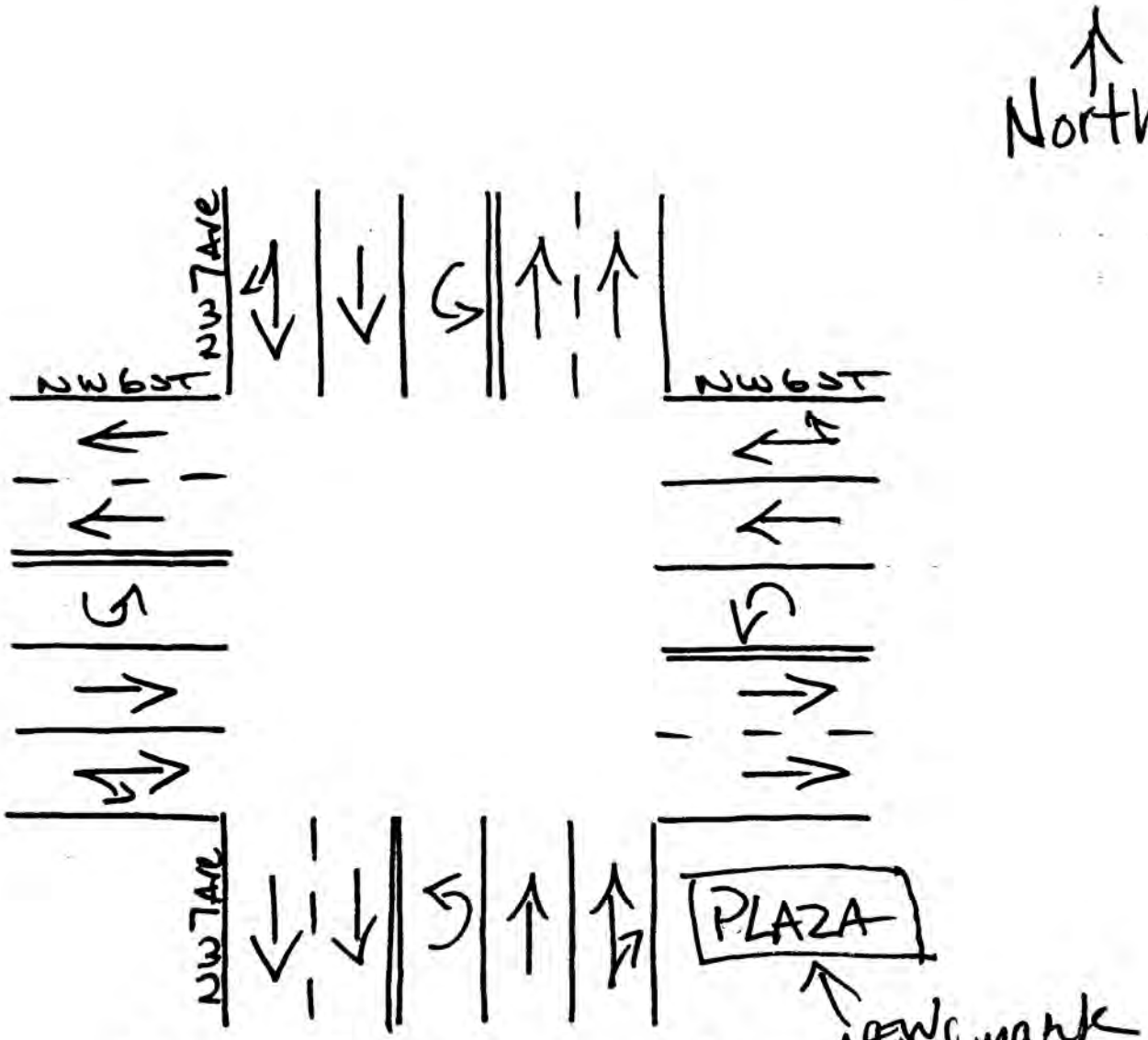
NW 6TH STREET & NW 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_7AVE
Page : 1

PEDESTRIANS & BIKES

	NW 7TH AVENUE From North				NW 6TH STREET From East				NW 7TH AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	3	0	0	0	0	0	1	0	0	0	1	0	1	7
07:30	0	0	0	1	0	1	0	3	0	0	0	0	0	0	0	0	5
07:45	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	5
Hr Total	0	1	0	4	0	4	0	4	0	1	0	1	0	1	0	1	17
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
08:45	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hr Total	0	1	0	5	0	0	0	1	0	1	0	0	0	1	0	0	9
* BREAK *																	
16:00	0	2	0	1	0	4	0	1	0	0	0	0	0	0	0	0	8
16:15	0	1	0	0	0	2	0	2	0	0	0	1	0	1	0	1	8
16:30	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
16:45	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	2	7
Hr Total	0	5	0	2	0	7	0	5	0	0	0	2	0	2	0	3	26
17:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	4
17:15	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	6
17:30	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	1	5
17:45	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	1	5
Hr Total	0	0	0	5	0	2	0	2	0	4	0	2	0	2	0	3	20
TOTAL	0	7	0	16	0	13	0	12	0	6	0	5	0	6	0	7	72



FT. Lauderdale, Florida

September 26, 2012

drawn by: Luis Palomino

Signalized

LP 9-18-19

TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_2AVE
Page : 1

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	4	0	6	0	1	40	0	0	0	2	3	0	8	77	0	141
07:15	0	0	0	9	0	0	55	0	0	4	1	1	0	15	107	1	193
07:30	0	0	2	14	0	2	73	0	0	2	1	1	0	13	135	1	244
07:45	0	1	1	16	0	0	73	1	0	2	0	1	0	7	160	2	264
Hr Total	0	5	3	45	0	3	241	1	0	8	4	6	0	43	479	4	842
08:00	0	1	0	12	0	0	28	0	0	1	0	0	0	7	93	0	142
08:15	0	0	0	10	0	0	87	2	0	1	1	1	0	14	269	0	385
08:30	0	0	0	5	0	0	68	3	0	1	0	2	0	18	224	2	323
08:45	0	1	0	18	0	1	71	3	0	0	1	0	0	5	219	1	320
Hr Total	0	2	0	45	0	1	254	8	0	3	2	3	0	44	805	3	1170
* BREAK *																	
16:00	0	2	0	17	0	0	147	2	0	1	0	3	0	10	60	1	243
16:15	0	5	0	8	0	2	159	5	0	2	1	0	0	6	66	1	255
16:30	0	1	1	27	0	2	159	2	0	3	0	0	0	4	83	0	282
16:45	0	1	0	12	1	0	142	5	0	0	1	0	0	9	79	3	253
Hr Total	0	9	1	64	1	4	607	14	0	6	2	3	0	29	288	5	1033
17:00	0	5	0	30	0	4	140	3	0	1	3	3	0	11	74	3	277
17:15	0	0	2	9	0	1	200	1	0	3	0	2	0	10	80	2	310
17:30	0	2	0	18	0	0	149	1	0	2	1	0	0	9	66	3	251
17:45	0	0	1	18	0	3	121	3	0	1	0	3	0	12	103	0	265
Hr Total	0	7	3	75	0	8	610	8	0	7	4	8	0	42	323	8	1103
TOTAL	0	23	7	229	1	16	1712	31	0	24	12	20	0	158	1895	20	4148

TRAFFIC SURVEY SPECIALISTS, INC.

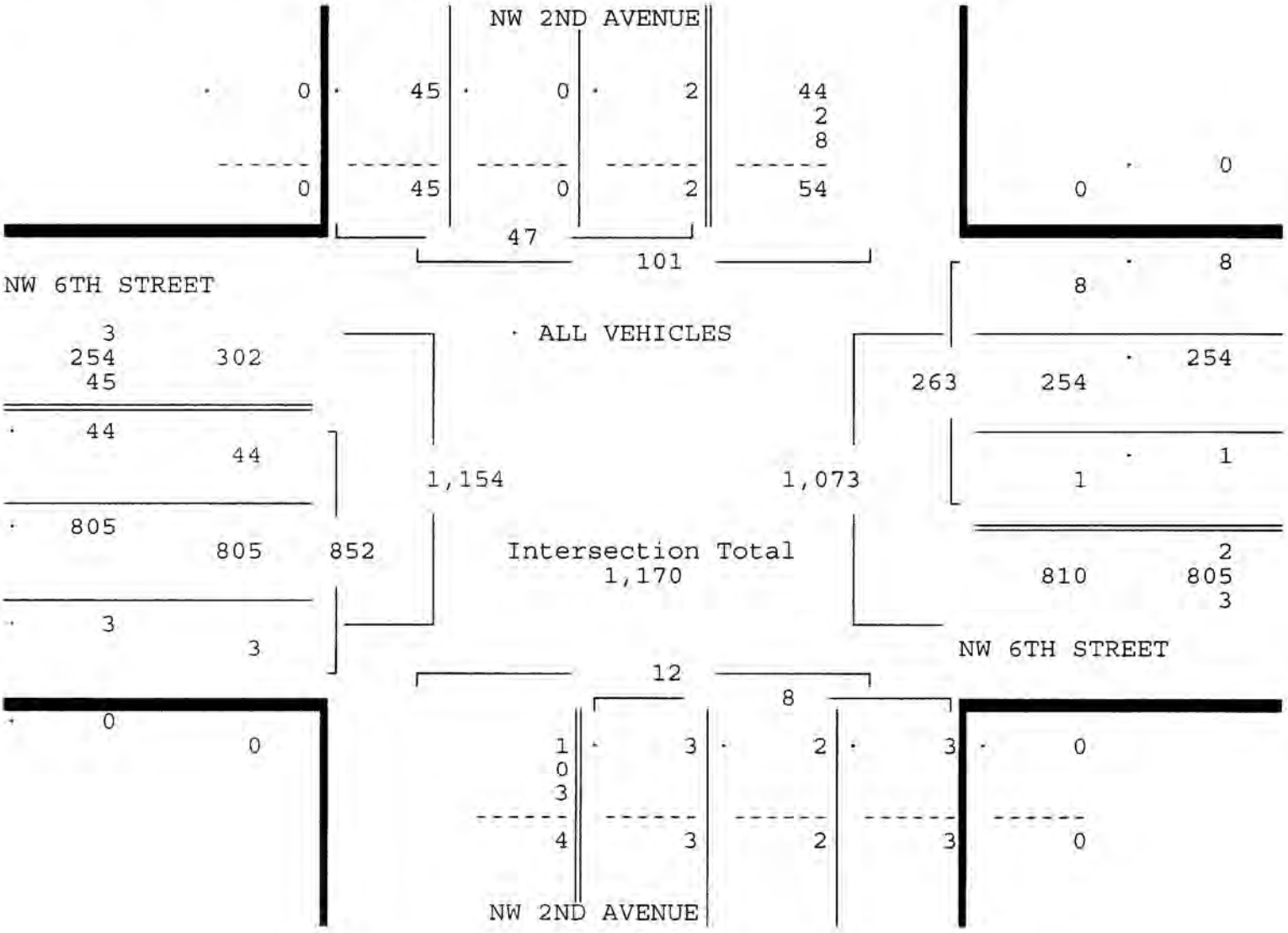
NW 6TH STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_2AVE
Page : 2

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	2	0	45	0	1	254	8	0	3	2	3	0	44	805	3	
Percent	0%	4%	0%	96%	0%	0%	97%	3%	0%	38%	25%	38%	0%	5%	94%	0%	
Pk total	47				263				8				852				
Highest	08:45				08:15				08:15				08:15				
Volume	0	1	0	18	0	0	87	2	0	1	1	1	0	14	269	0	
Hi total	19				89				3				283				
PHF	.62				.74				.67				.75				



TRAFFIC SURVEY SPECIALISTS, INC.

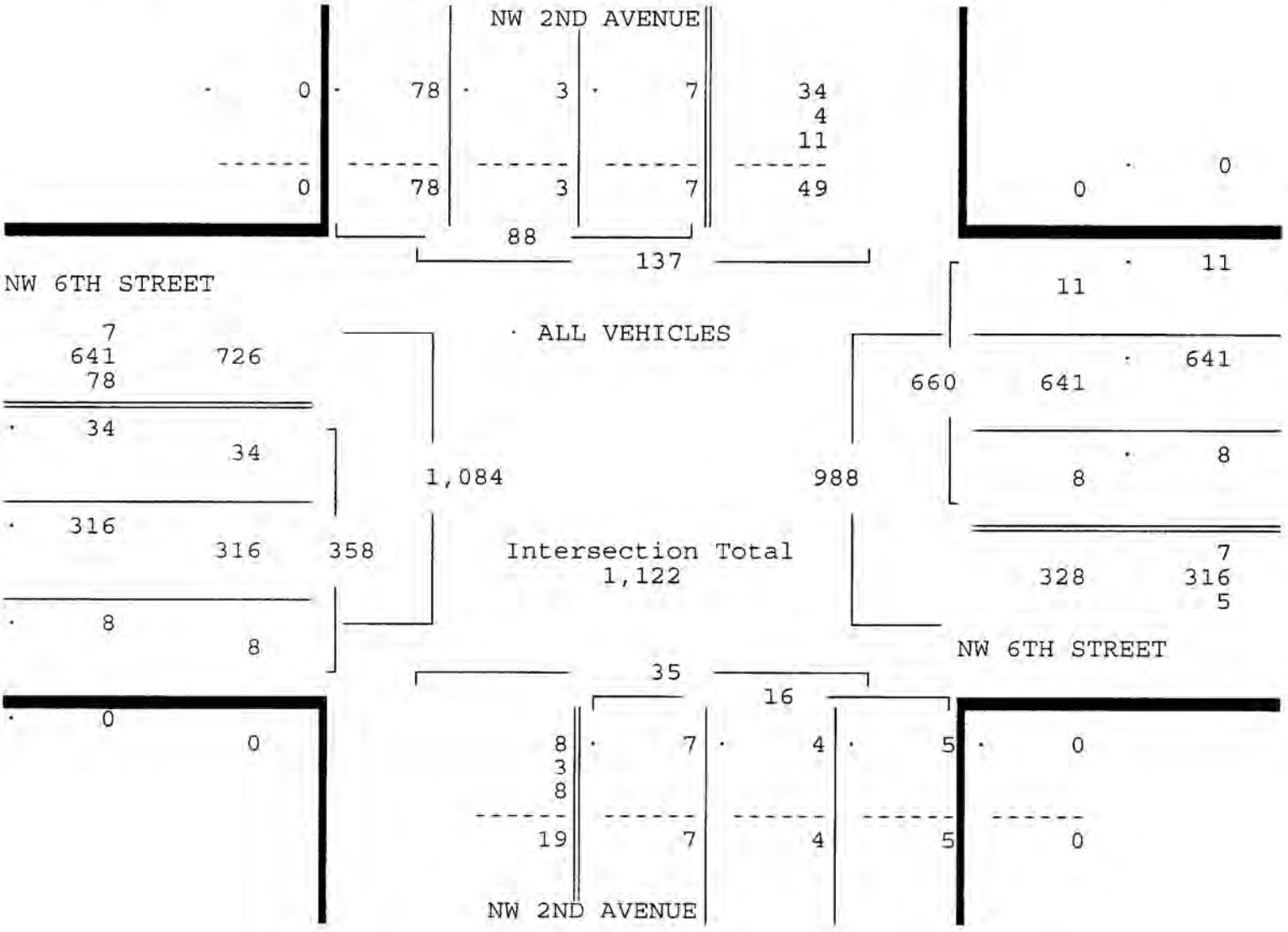
NW 6TH STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_2AVE
Page : 3

ALL VEHICLES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	7	3	78	1	7	641	11	0	7	4	5	0	34	316	8	
Percent	0%	8%	3%	89%	0%	1%	97%	2%	0%	44%	25%	31%	0%	9%	88%	2%	
Pk total	88				660				16				358				
Highest	17:00				17:15				17:00				17:15				
Volume	0	5	0	30	0	1	200	1	0	1	3	3	0	10	80	2	
Hi total	35				202				7				92				
PHF	.63				.82				.57				.97				



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

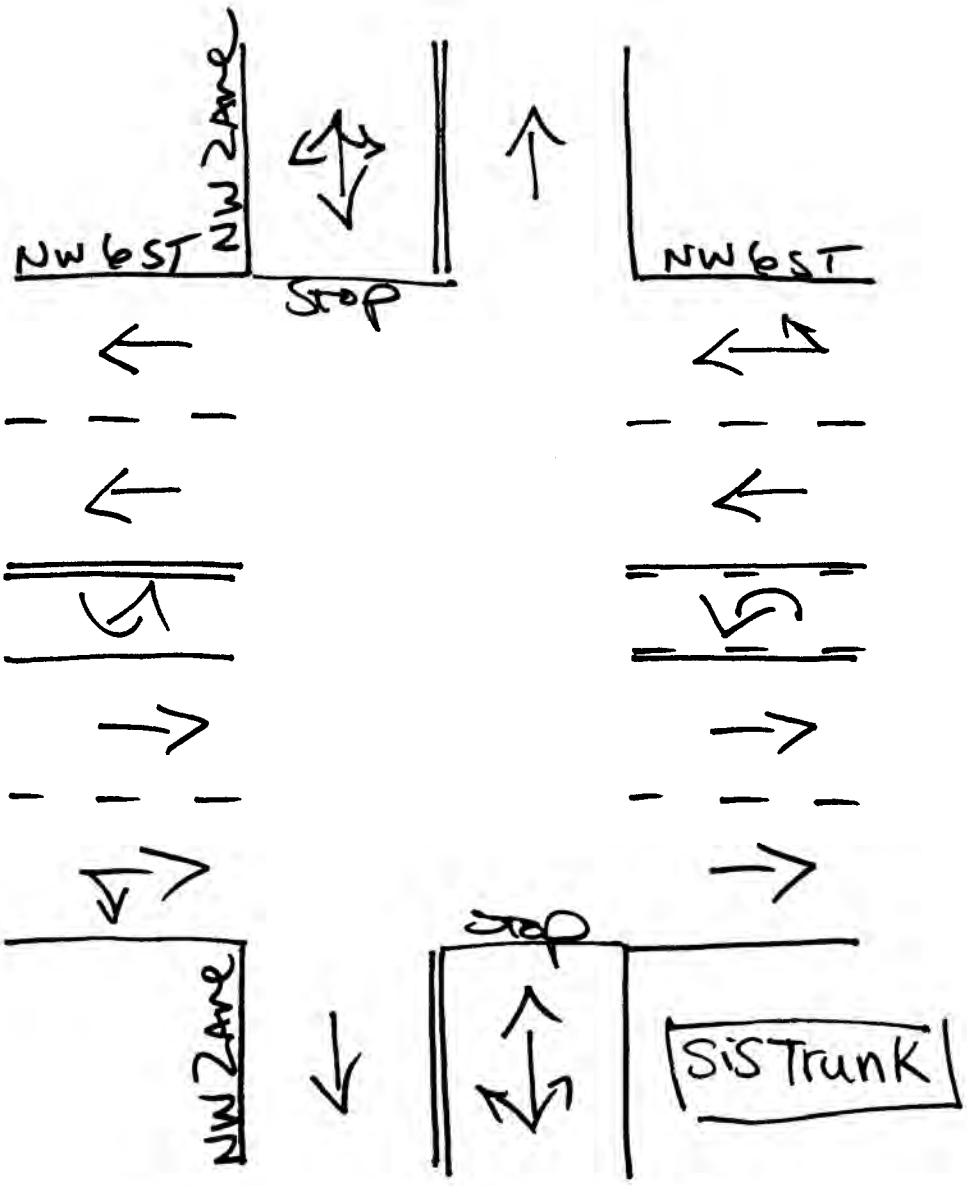
NW 6TH STREET & NW 2ND AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_2AVE
Page : 1

PEDESTRIANS & BIKES

	NW 2ND AVENUE From North				NW 6TH STREET From East				NW 2ND AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	2	0	5	0	1	0	0	0	0	0	5	0	0	0	2	15
07:15	0	0	0	4	0	1	0	1	0	2	0	0	0	1	0	1	10
07:30	0	0	0	3	0	0	0	1	0	2	0	1	0	0	0	0	7
07:45	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	1	7
Hr Total	0	2	0	13	0	3	0	2	0	4	0	10	0	1	0	4	39
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	6
Hr Total	0	3	0	3	0	0	0	0	0	1	0	4	0	0	0	2	13
* BREAK *																	
16:00	0	1	0	3	0	1	0	0	0	2	0	1	0	0	0	1	9
16:15	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	0	5
16:30	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	3
16:45	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	2	7
Hr Total	0	4	0	8	0	1	0	0	0	3	0	5	0	0	0	3	24
17:00	0	0	0	5	0	0	0	0	0	1	0	1	0	0	0	1	8
17:15	0	0	0	1	0	0	0	0	0	3	0	2	0	0	0	1	7
17:30	0	0	0	3	0	0	0	0	0	4	0	1	0	1	0	2	11
17:45	0	1	0	1	0	0	0	0	0	3	0	0	0	1	0	0	6
Hr Total	0	1	0	10	0	0	0	0	0	11	0	4	0	2	0	4	32
TOTAL	0	10	0	34	0	4	0	2	0	19	0	23	0	3	0	13	108

North



FT. Lauderdale, Florida
September 18 2019
drawn by. Luis Palomino
NOT Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 6TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_1AVE
Page : 1

ALL VEHICLES

	From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	0	0	0	0	3	42	0	0	1	0	1	0	0	81	5	133
07:15	0	0	0	0	0	3	50	0	0	0	0	3	0	0	108	0	164
07:30	0	0	0	0	0	2	76	0	0	1	0	3	0	0	135	5	222
07:45	0	0	0	0	0	4	71	0	0	2	0	2	0	0	149	12	240
Hr Total	0	0	0	0	0	12	239	0	0	4	0	9	0	0	473	22	759
08:00	0	0	0	0	0	7	25	0	0	2	0	1	0	0	79	2	116
08:15	0	0	0	0	0	7	87	0	0	2	0	1	0	0	270	19	386
08:30	0	0	0	0	0	6	67	0	0	3	0	1	0	0	220	16	313
08:45	0	0	0	0	0	9	74	0	0	4	0	2	0	0	215	9	313
Hr Total	0	0	0	0	0	29	253	0	0	11	0	5	0	0	784	46	1128
* BREAK *																	
16:00	0	0	0	0	0	4	134	0	0	8	0	6	0	0	60	2	214
16:15	0	0	0	0	0	4	159	0	0	7	0	3	0	0	67	5	245
16:30	0	0	0	0	0	2	159	0	0	5	0	6	0	0	84	4	260
16:45	0	0	0	0	0	3	145	0	0	4	0	5	0	0	80	3	240
Hr Total	0	0	0	0	0	13	597	0	0	24	0	20	0	0	291	14	959
17:00	0	0	0	0	0	4	143	0	0	4	0	6	0	0	76	2	235
17:15	0	0	0	0	0	1	198	0	0	6	0	6	0	0	90	5	306
17:30	0	0	0	0	0	3	148	0	0	4	0	9	0	0	68	3	235
17:45	0	0	0	0	0	3	121	0	0	3	0	10	0	0	96	10	243
Hr Total	0	0	0	0	0	11	610	0	0	17	0	31	0	0	330	20	1019
TOTAL	0	0	0	0	0	65	1699	0	0	56	0	65	0	0	1878	102	3865

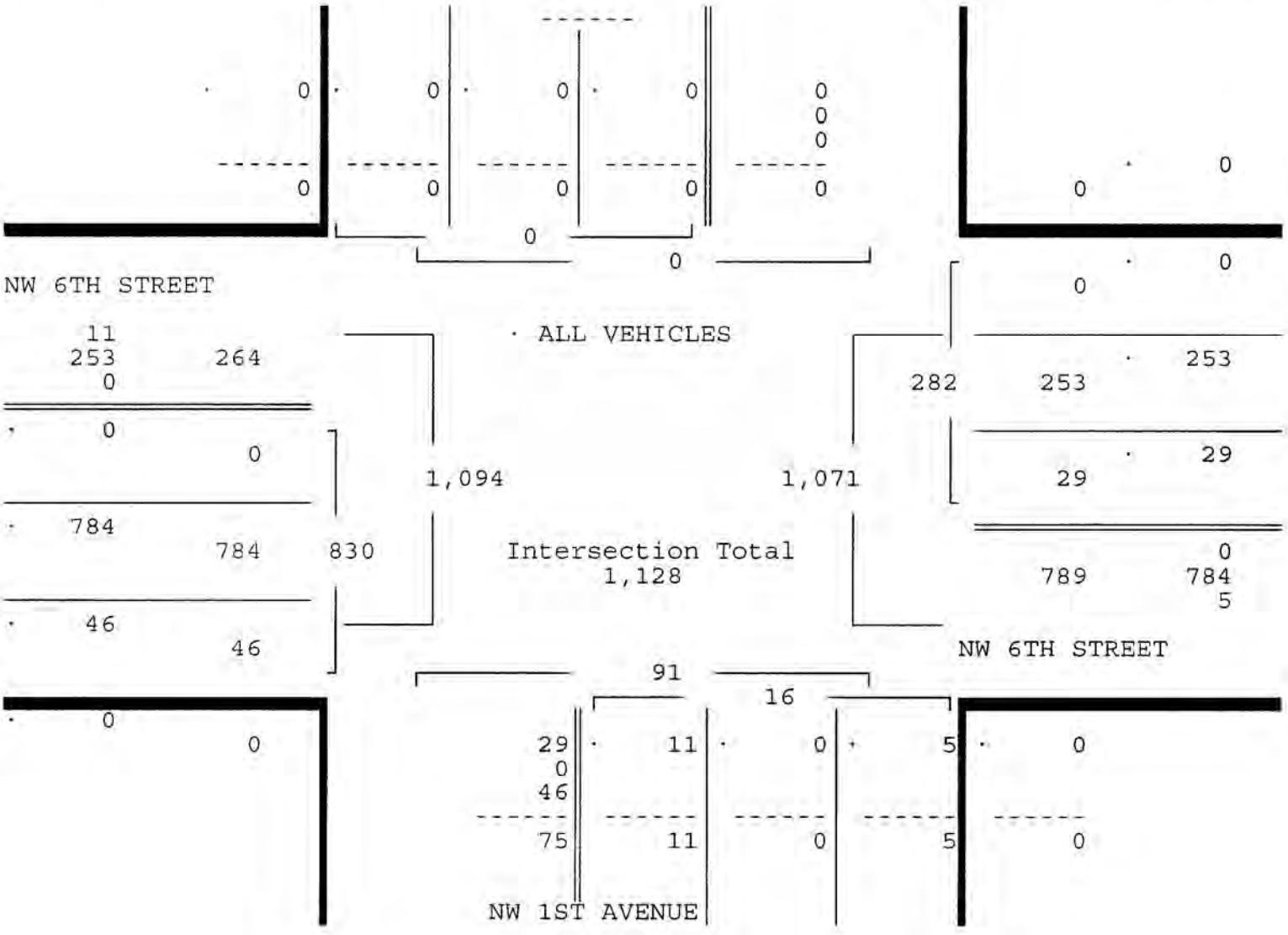
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NW 6TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_1AVE

ALL VEHICLES

	From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	29	253	0	0	11	0	5	0	0	784	46	
Percent	0%	0%	0%	0%	0%	10%	90%	0%	0%	69%	0%	31%	0%	0%	94%	6%	
Pk total	0				282				16				830				
Highest	07:00				08:15				08:45				08:15				
Volume	0	0	0	0	0	7	87	0	0	4	0	2	0	0	270	19	
Hi total	0				94				6				289				
PHF	.0				.75				.67				.72				



TRAFFIC SURVEY SPECIALISTS, INC.

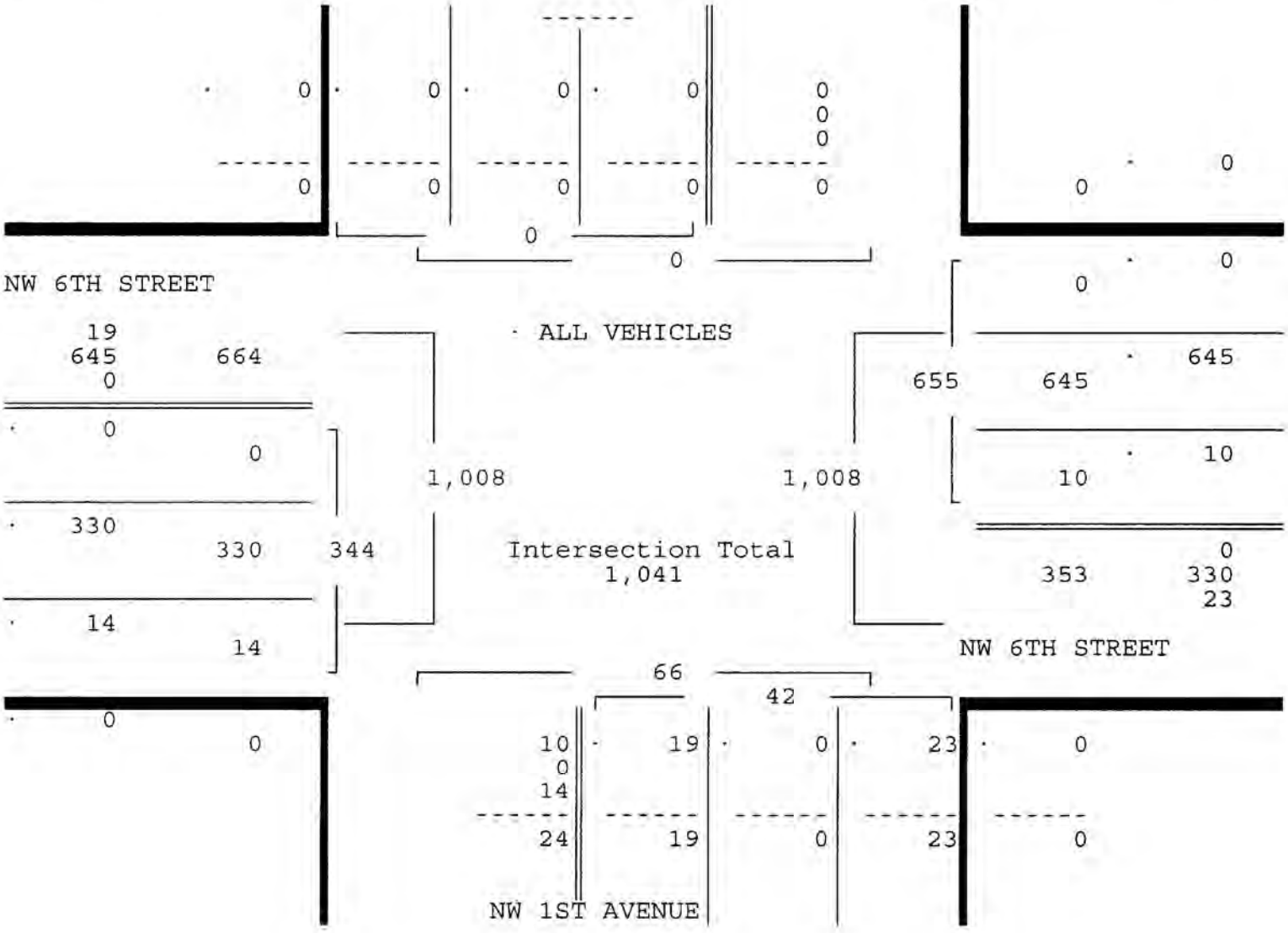
NW 6TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_1AVE
Page : 3

ALL VEHICLES

	From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	0	0	0	10	645	0	0	19	0	23	0	0	330	14	
Percent	0%	0%	0%	0%	0%	2%	98%	0%	0%	45%	0%	55%	0%	0%	96%	4%	
Pk total	0				655				42				344				
Highest	07:00				17:15				17:15				17:15				
Volume	0	0	0	0	0	1	198	0	0	6	0	6	0	0	90	5	
Hi total	0				199				12				95				
PHF	.0				.82				.88				.91				



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

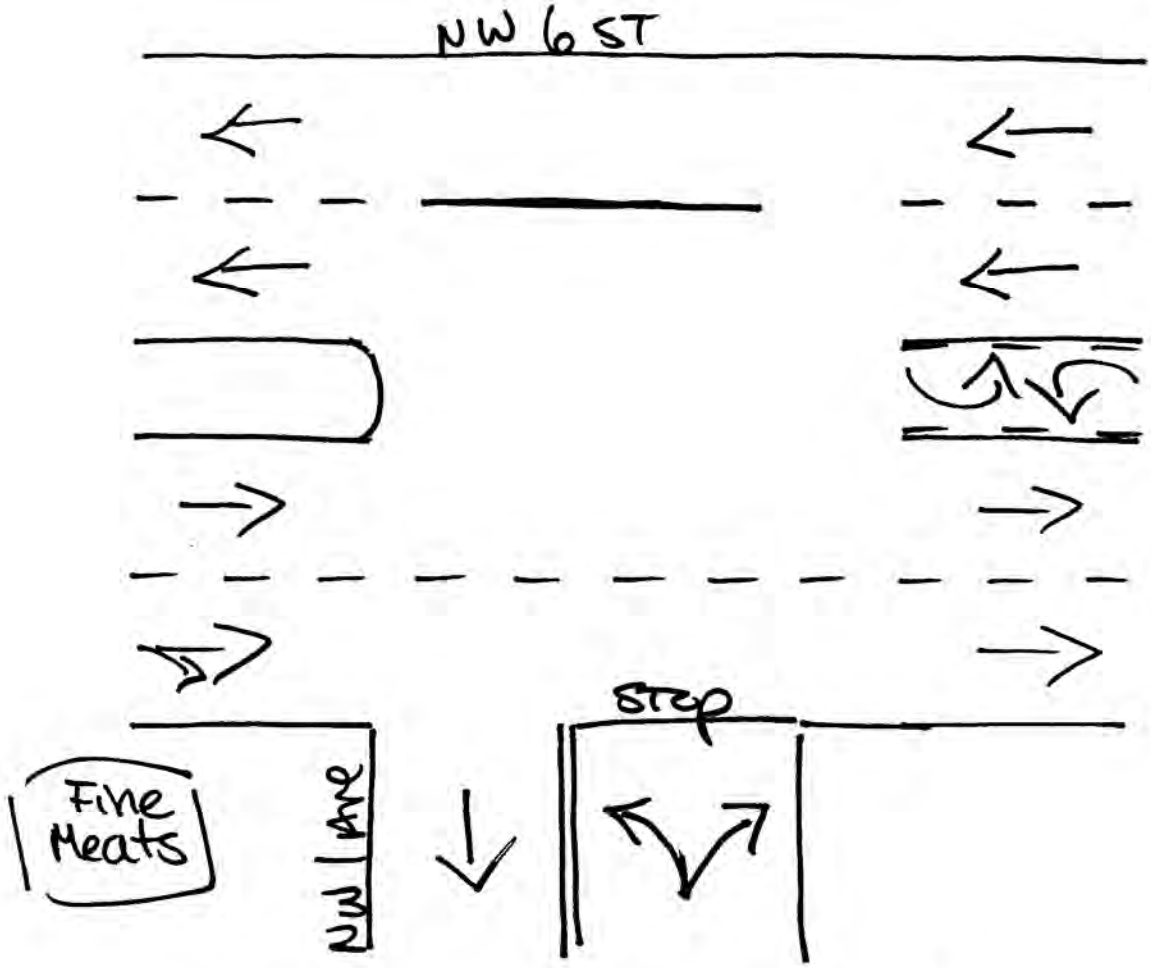
NW 6TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_1AVE
Page : 1

PEDESTRIANS & BIKES

	From North				NW 6TH STREET From East				NW 1ST AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	1	0	3	0	0	0	0	0	1	0	3	0	0	0	2	10
07:15	0	1	0	6	0	0	0	0	0	3	0	3	0	0	0	0	13
07:30	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	7
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	4	0	14	0	0	0	0	0	4	0	7	0	0	0	3	32
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	5
Hr Total	0	3	0	3	0	0	0	1	0	1	0	2	0	0	0	0	10
* BREAK *																	
16:00	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	5
16:15	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	0	6
16:30	0	0	0	3	0	0	0	1	0	1	0	1	0	0	0	2	8
16:45	0	1	0	4	0	0	0	0	0	0	0	3	0	0	0	2	10
Hr Total	0	5	0	10	0	0	0	1	0	1	0	8	0	0	0	4	29
17:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
17:15	0	0	0	4	0	0	0	0	0	2	0	2	0	1	0	2	11
17:30	0	0	0	2	0	0	0	1	0	3	0	2	0	0	0	0	8
17:45	0	2	0	2	0	1	0	0	0	0	0	1	0	0	0	0	6
Hr Total	0	2	0	10	0	1	0	1	0	5	0	6	0	1	0	2	28
TOTAL	0	14	0	37	0	1	0	3	0	11	0	23	0	1	0	9	99

North



FT. Lauderdale, Florida
September 18, 2019
drawn by: Luis Palomino
NOT Signalized

NE/NW 6TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_ANDR
Page : 1

ALL VEHICLES

	ANDREWS AVENUE From North				NE 6TH STREET From East				ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	9	62	9	1	5	34	12	0	5	35	8	0	13	36	29	258
07:15	0	13	99	13	0	5	29	19	0	9	59	1	0	33	43	30	353
07:30	0	18	119	10	0	2	54	31	0	11	41	3	0	21	60	49	419
07:45	0	25	163	7	0	7	59	26	0	12	63	1	0	24	65	61	513
Hr Total	0	65	443	39	1	19	176	88	0	37	198	13	0	91	204	169	1543
08:00	0	16	79	6	0	3	39	19	0	5	49	4	0	13	33	32	298
08:15	0	34	213	12	0	2	47	37	0	12	69	4	0	42	121	108	701
08:30	0	21	173	10	0	5	48	30	0	10	58	3	0	25	96	92	571
08:45	0	23	196	16	0	6	50	28	0	13	64	4	0	29	92	94	615
Hr Total	0	94	661	44	0	16	184	114	0	40	240	15	0	109	342	326	2185
* BREAK *																	
16:00	0	17	87	21	0	6	85	24	0	37	109	2	0	14	40	12	454
16:15	0	10	80	32	0	7	105	17	0	17	104	6	0	10	41	9	438
16:30	0	16	99	20	0	1	90	17	0	49	127	4	0	16	59	17	515
16:45	0	27	94	22	0	2	86	16	0	37	134	5	0	22	45	19	509
Hr Total	0	70	360	95	0	16	366	74	0	140	474	17	0	62	185	57	1916
17:00	0	20	88	33	1	5	85	24	0	40	142	3	0	17	54	8	520
17:15	0	24	99	21	0	4	107	28	0	54	141	3	0	16	63	15	575
17:30	0	16	103	28	0	5	90	27	0	37	139	6	0	15	55	12	533
17:45	0	26	92	27	0	8	76	20	0	21	133	7	0	14	49	29	502
Hr Total	0	86	382	109	1	22	358	99	0	152	555	19	0	62	221	64	2130
TOTAL	0	315	1846	287	2	73	1084	375	0	369	1467	64	0	324	952	616	7774

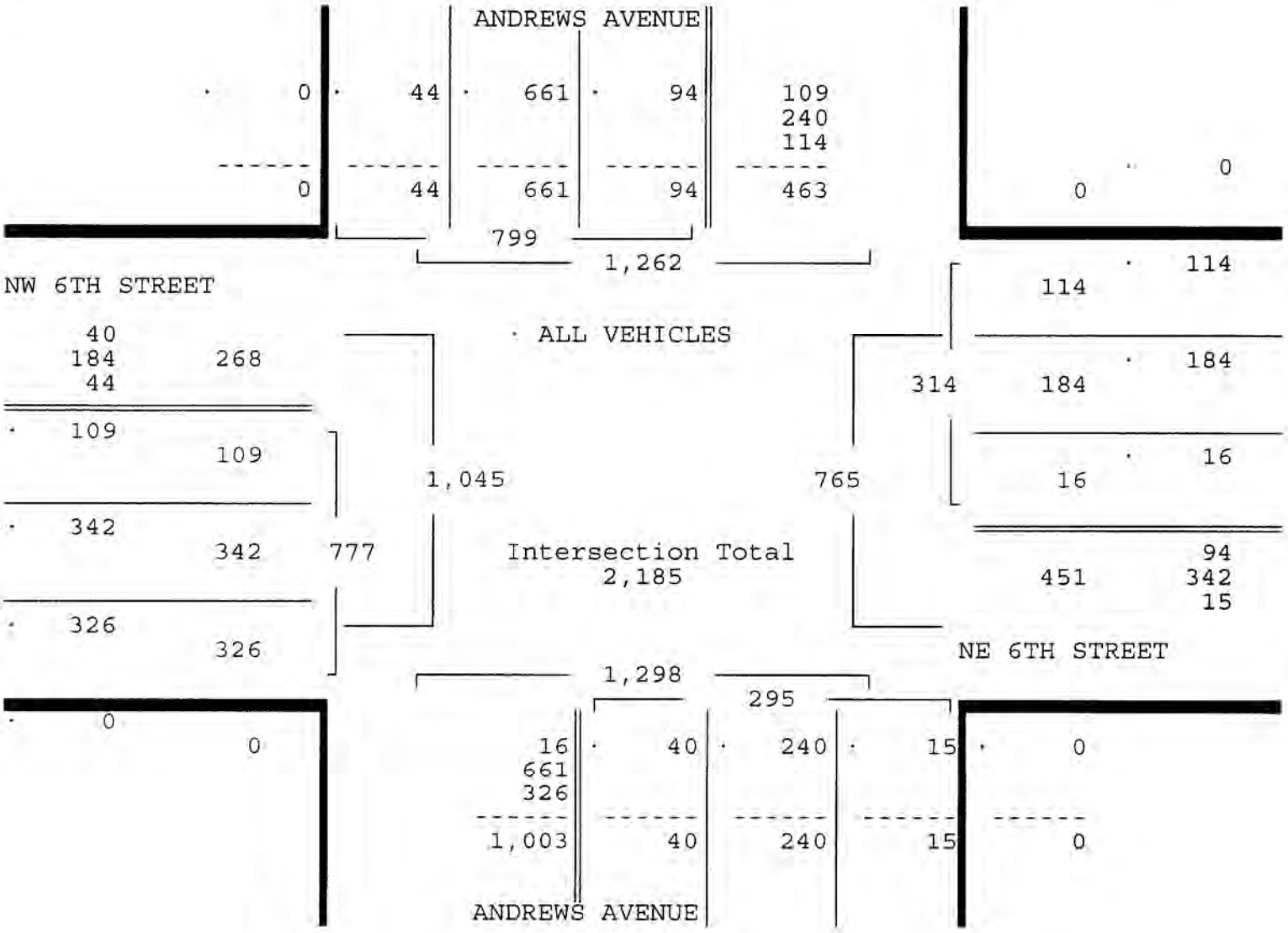
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE/NW 6TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_ANDR
Page : 2

ALL VEHICLES

	ANDREWS AVENUE From North				NE 6TH STREET From East				ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	94	661	44	0	16	184	114	0	40	240	15	0	109	342	326	
Percent	0%	12%	83%	6%	0%	5%	59%	36%	0%	14%	81%	5%	0%	14%	44%	42%	
Pk total	799				314				295				777				
Highest	08:15				08:15				08:15				08:15				
Volume	0	34	213	12	0	2	47	37	0	12	69	4	0	42	121	108	
Hi total	259				86				85				271				
PHF	.77				.91				.87				.72				



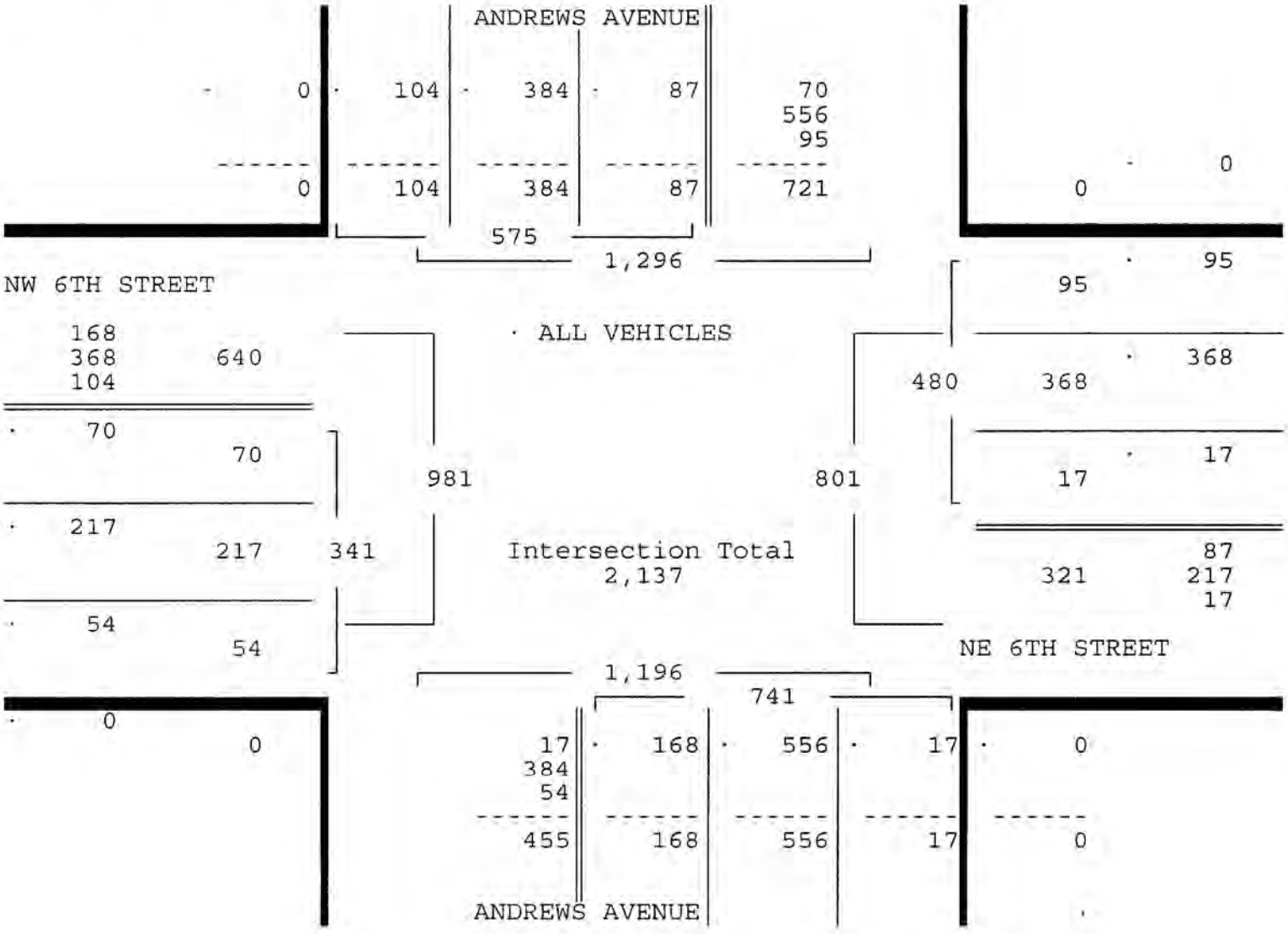
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE/NW 6TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_ANDR

ALL VEHICLES

	ANDREWS AVENUE From North				NE 6TH STREET From East				ANDREWS AVENUE From South				NW 6TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	87	384	104	1	16	368	95	0	168	556	17	0	70	217	54	
Percent	0%	15%	67%	18%	0%	3%	77%	20%	0%	23%	75%	2%	0%	21%	64%	16%	
Pk total	575				480				741				341				
Highest	17:30				17:15				17:15				17:15				
Volume	0	16	103	28	0	4	107	28	0	54	141	3	0	16	63	15	
Hi total	147				139				198				94				
PHF	.98				.86				.94				.91				



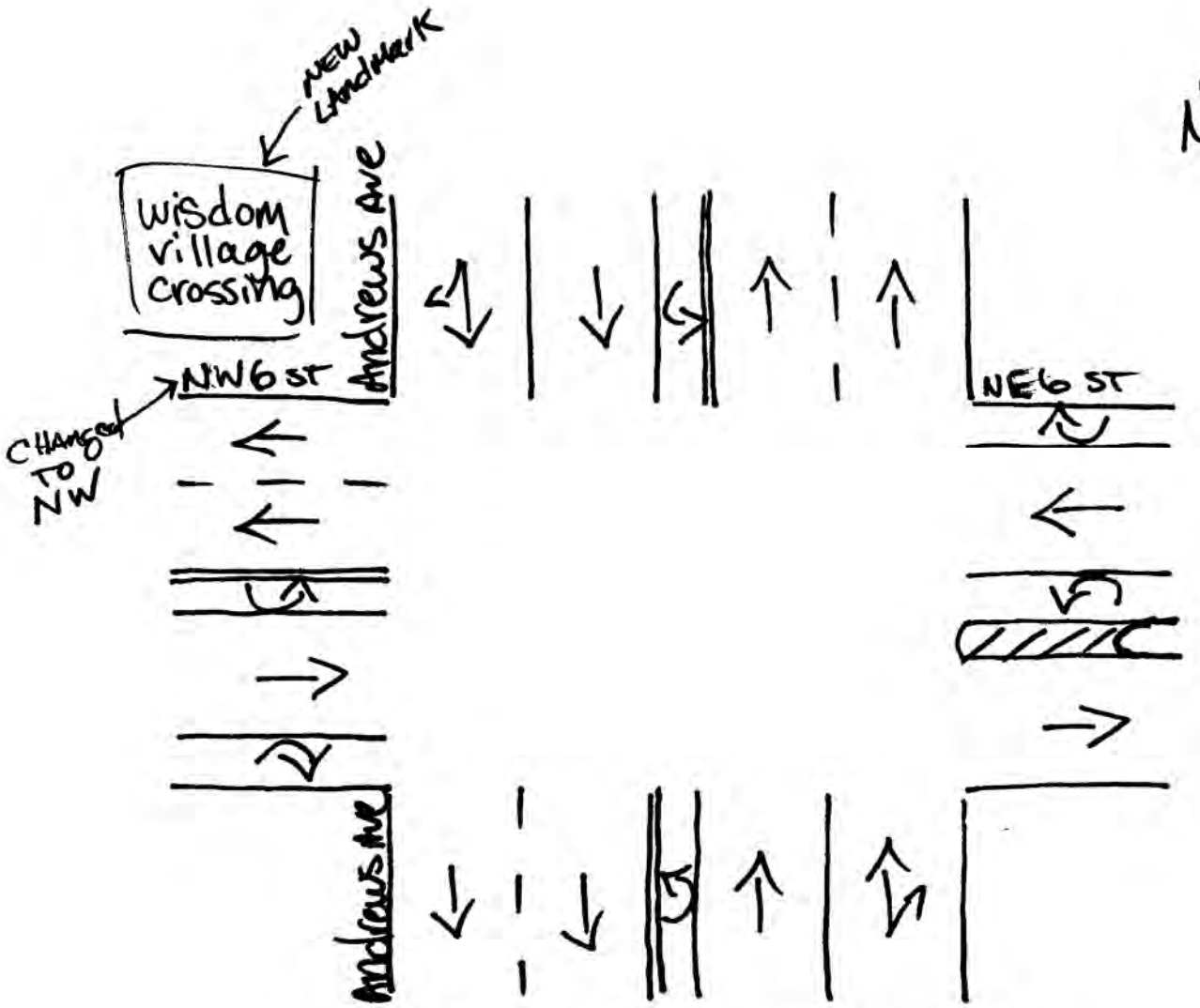
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE/NW 6TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: JOHN FLOOD
SIGNALIZED

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 6ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	ANDREWS AVENUE From North				NE 6TH STREET From East				ANDREWS AVENUE From South				NW 6TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	0	0	7	0	0	0	5	0	0	0	0	0	1	0	14	27
07:15	0	0	0	3	0	1	0	1	0	1	0	2	0	0	0	2	10
07:30	0	1	0	8	0	1	0	1	0	0	0	0	0	0	0	2	13
07:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	6
Hr Total	0	1	0	20	0	2	0	7	0	1	0	2	0	1	0	22	56
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
08:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
08:45	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	2	7
Hr Total	0	0	0	6	0	0	0	1	0	0	0	1	0	2	0	7	17
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	6	10
16:15	0	2	0	5	0	1	0	1	0	0	0	0	0	1	0	3	13
16:30	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	1	7
16:45	0	2	0	7	0	0	0	1	0	0	0	0	0	3	0	7	20
Hr Total	0	4	0	12	0	1	0	5	0	1	0	3	0	7	0	17	50
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	6
17:15	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	5	9
17:30	0	0	0	2	0	1	0	4	0	2	0	7	0	1	0	0	17
17:45	0	2	0	9	0	0	0	1	0	0	0	1	0	1	0	11	25
Hr Total	0	4	0	14	0	2	0	5	0	2	0	8	0	3	0	19	57
TOTAL	0	9	0	52	0	5	0	18	0	4	0	14	0	13	0	65	180



FT. Lauderdale, Florida
June 09, 2015
drawn by: Luis Palomino
Signalized

9-18-19

TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5STR1AVE
Page : 1

ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	0	5	0	0	1	0	1	0	0	6	0	0	0	0	0	13
07:15	0	4	4	0	0	1	1	2	0	1	2	0	0	0	0	1	16
07:30	0	2	4	0	0	2	0	3	0	0	0	0	0	0	0	0	11
07:45	0	3	10	0	0	3	0	2	0	0	3	1	0	0	0	0	22
Hr Total	0	9	23	0	0	7	1	8	0	1	11	1	0	0	0	1	62
08:00	0	4	7	0	0	0	0	1	0	0	6	1	0	0	0	0	19
08:15	0	8	13	3	0	3	1	3	0	0	1	4	0	0	2	0	38
08:30	0	6	6	3	0	3	2	3	0	2	3	2	0	1	0	0	31
08:45	0	6	4	2	1	1	0	2	0	3	4	4	0	0	1	1	29
Hr Total	0	24	30	8	1	7	3	9	0	5	14	11	0	1	3	1	117
* BREAK *																	
16:00	0	3	2	0	0	2	0	2	0	1	1	1	0	1	2	3	18
16:15	0	3	5	0	0	2	1	1	0	0	0	3	0	0	0	0	15
16:30	1	1	7	0	0	4	1	2	0	1	3	0	0	4	0	0	24
16:45	0	4	3	3	0	1	0	2	0	2	3	2	0	3	1	2	26
Hr Total	1	11	17	3	0	9	2	7	0	4	7	6	0	8	3	5	83
17:00	0	1	7	1	0	2	1	1	0	2	3	1	0	1	0	0	20
17:15	0	0	6	0	0	3	0	3	1	2	4	1	0	2	0	0	22
17:30	0	1	8	0	0	2	0	1	1	0	7	4	0	1	2	0	27
17:45	0	4	6	2	0	2	0	2	0	0	4	2	0	1	1	0	24
Hr Total	0	6	27	3	0	9	1	7	2	4	18	8	0	5	3	0	93
TOTAL	1	50	97	14	1	32	7	31	2	14	50	26	0	14	9	7	355

TRAFFIC SURVEY SPECIALISTS, INC.

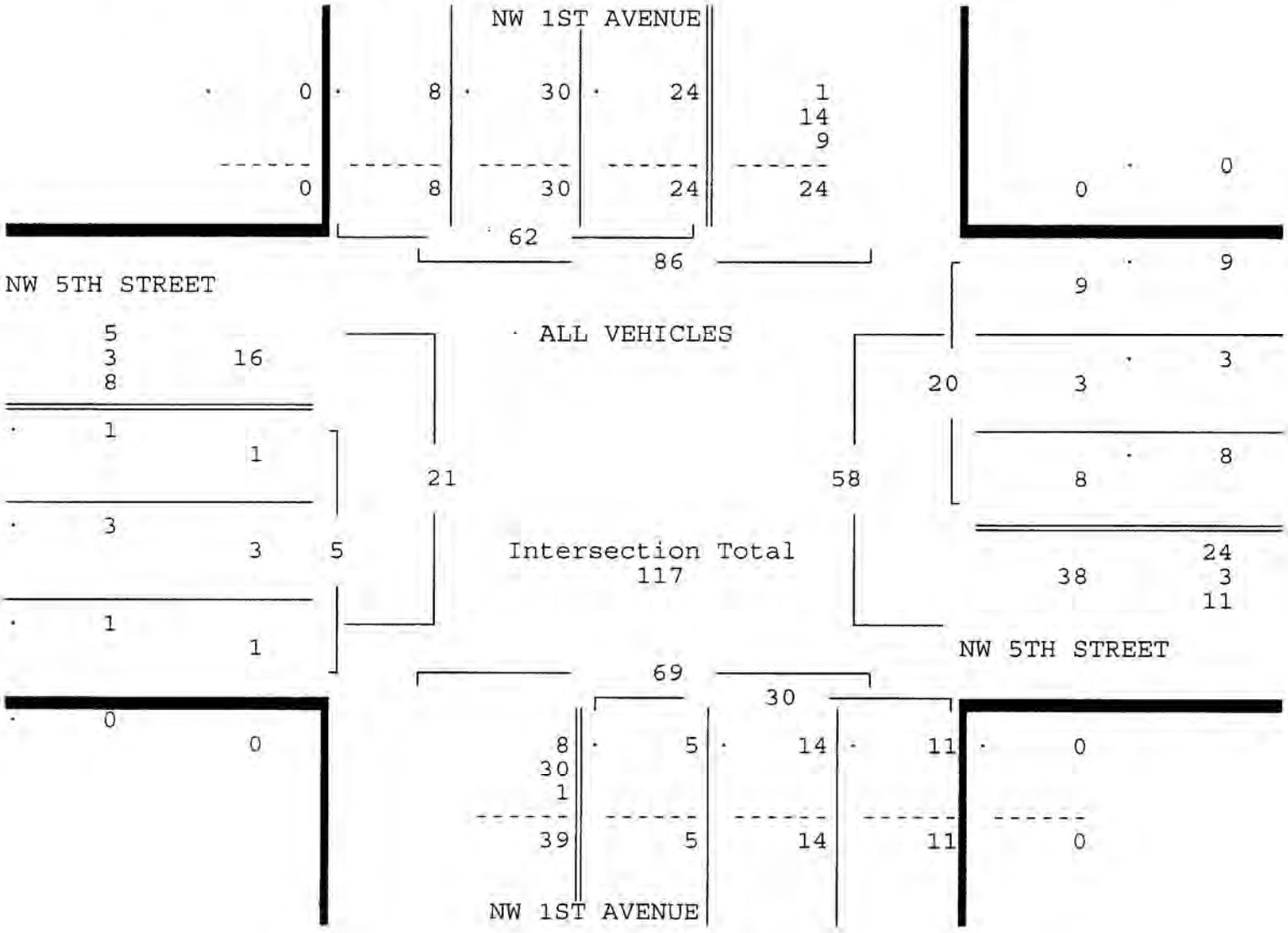
NW 5TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5STR1AVE
Page : 2

ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	24	30	8	1	7	3	9	0	5	14	11	0	1	3	1	
Percent	0%	39%	48%	13%	5%	35%	15%	45%	0%	17%	47%	37%	0%	20%	60%	20%	
Pk total	62				20				30				5				
Highest	08:15				08:30				08:45				08:15				
Volume	0	8	13	3	0	3	2	3	0	3	4	4	0	0	2	0	
Hi total	24				8				11				2				
PHF	.65				.62				.68				.62				



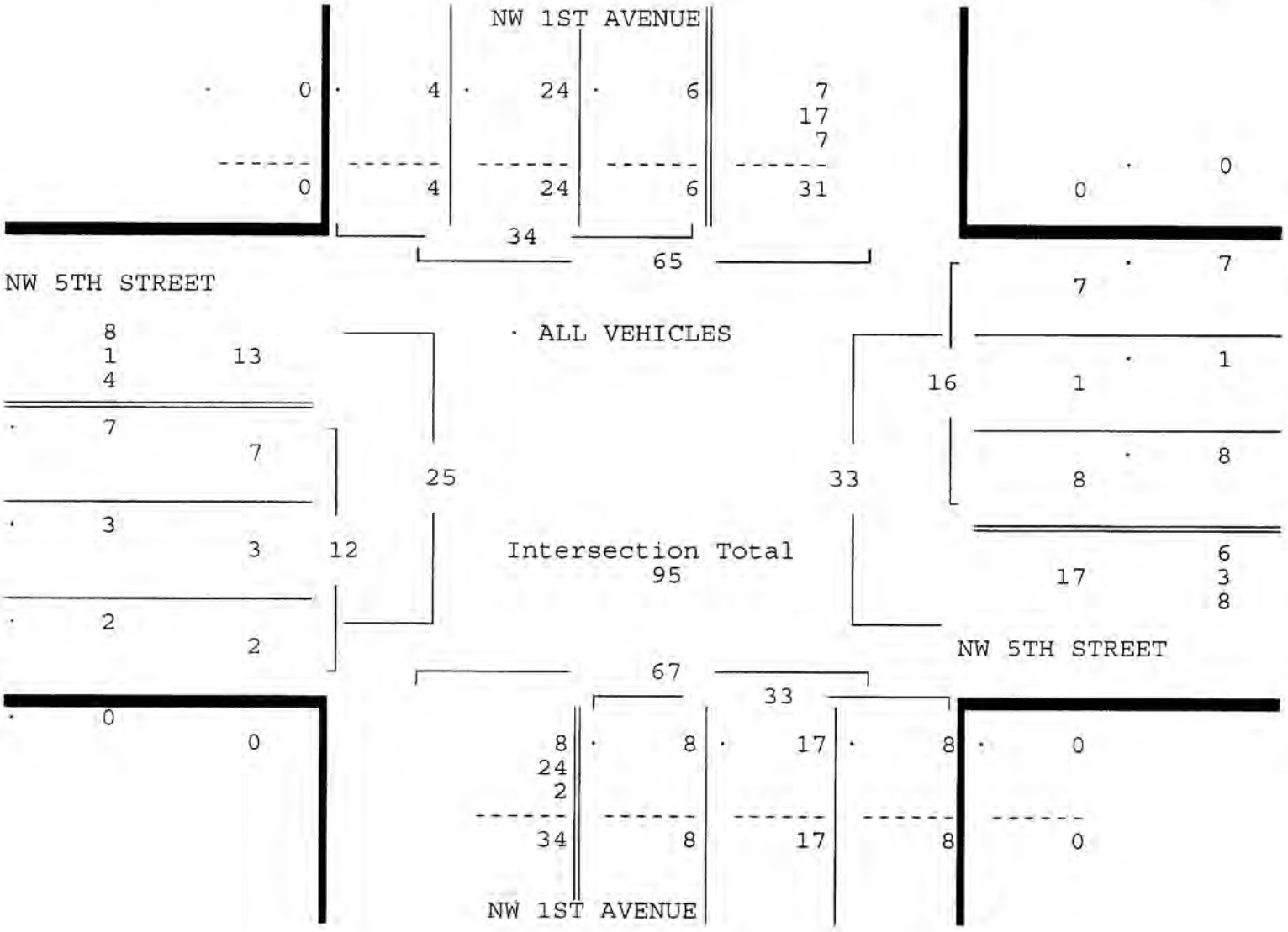
NW 5TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5STR1AVE

ALL VEHICLES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	6	24	4	0	8	1	7	2	6	17	8	0	7	3	2	
Percent	0%	18%	71%	12%	0%	50%	6%	44%	6%	18%	52%	24%	0%	58%	25%	17%	
Pk total	34				16				33				12				
Highest	16:45				17:15				17:30				16:45				
Volume	0	4	3	3	0	3	0	3	1	0	7	4	0	3	1	2	
Hi total	10				6				12				6				
PHF	.85				.67				.69				.50				



TRAFFIC SURVEY SPECIALISTS, INC.

NW 5TH STREET & NW 1ST AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

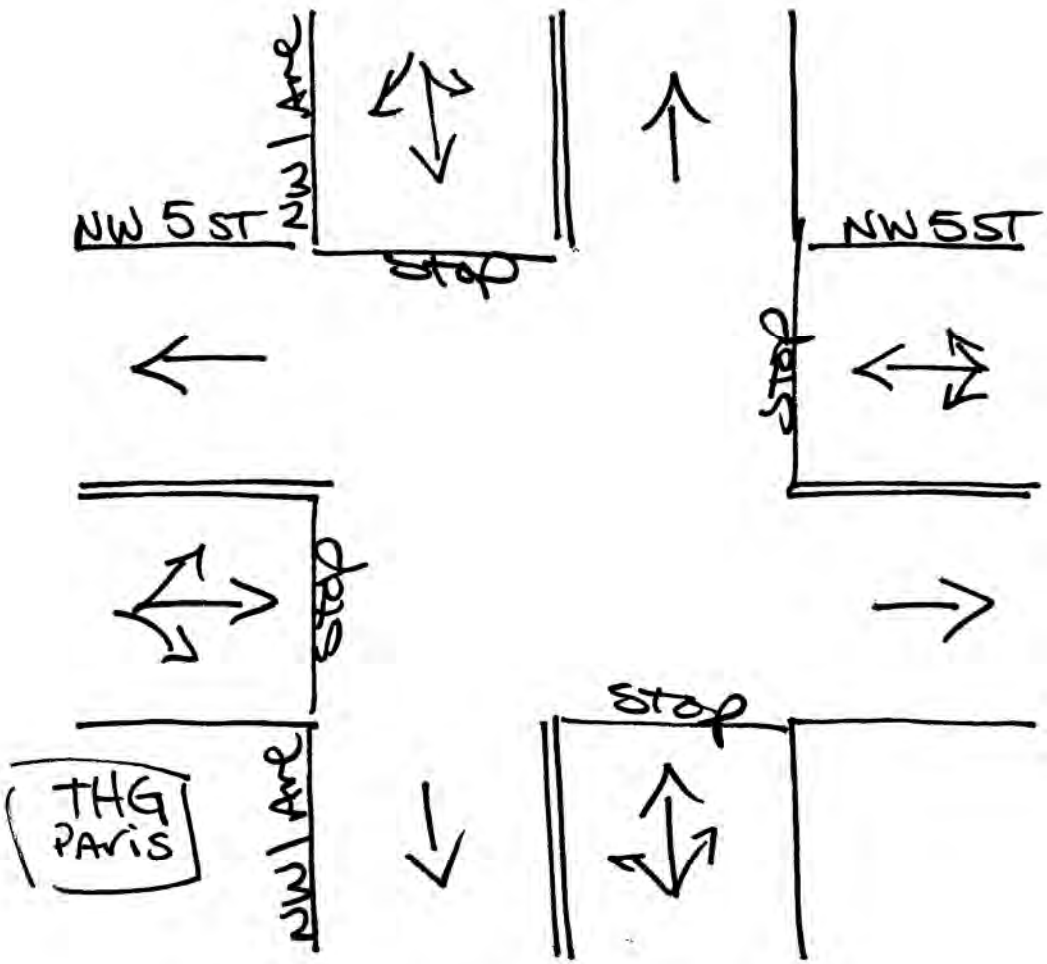
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5STR1AVE
Page : 1

PEDESTRIANS & BIKES

	NW 1ST AVENUE From North				NW 5TH STREET From East				NW 1ST AVENUE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
07:30	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	1	0	0	0	3	0	0	0	1	0	1	0	4	10
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	4
08:30	0	0	0	16	0	0	0	1	0	0	0	2	0	0	0	2	21
08:45	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	2	10
Hr Total	0	0	0	19	0	0	0	8	0	0	0	5	0	0	0	5	37
* BREAK *																	
16:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
16:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
16:45	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4	8
Hr Total	0	0	0	8	0	0	0	4	0	0	0	0	0	0	0	7	19
17:00	0	0	0	5	0	0	0	3	0	0	0	0	0	1	0	0	9
17:15	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	5
17:30	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	1	7
17:45	0	0	0	3	0	0	0	2	0	0	0	2	0	2	0	1	10
Hr Total	0	0	0	13	0	0	0	8	0	0	0	4	0	4	0	2	31
TOTAL	0	0	0	41	0	0	0	23	0	0	0	10	0	5	0	18	97

North



FT. Lauderdale, Florida
September 18, 2019
drawn by: Luis Palomino
NOT Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5ST_ANDR
Page : 1

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	6	93	2	0	6	1	3	0	4	46	2	0	0	1	1	165
07:15	0	9	128	2	0	2	3	3	1	3	61	2	0	3	1	3	221
07:30	0	14	166	1	0	3	1	4	0	1	56	4	0	1	0	2	253
07:45	0	3	222	3	0	3	1	15	0	1	56	2	0	2	1	2	311
Hr Total	0	32	609	8	0	14	6	25	1	9	219	10	0	6	3	8	950
08:00	0	6	109	3	0	3	1	9	0	0	55	3	0	0	2	4	195
08:15	0	24	310	5	0	5	2	7	0	3	63	2	0	2	6	9	438
08:30	0	9	262	4	0	4	2	9	0	2	66	3	0	2	1	9	373
08:45	0	12	290	2	0	4	2	8	0	1	72	8	0	3	1	6	409
Hr Total	0	51	971	14	0	16	7	33	0	6	256	16	0	7	10	28	1415
* BREAK *																	
16:00	0	6	101	2	0	2	1	9	0	0	123	1	0	4	1	5	255
16:15	0	7	87	1	0	4	1	3	0	1	121	5	0	0	2	4	236
16:30	0	6	101	3	0	2	2	16	0	4	159	6	0	2	0	1	302
16:45	0	5	109	1	0	3	2	5	0	1	155	3	0	4	1	3	292
Hr Total	0	24	398	7	0	11	6	33	0	6	558	15	0	10	4	13	1085
17:00	0	1	92	4	0	1	0	6	0	1	178	0	0	0	0	5	288
17:15	0	13	106	4	0	3	0	9	0	2	186	3	0	0	0	1	327
17:30	0	6	111	0	0	5	0	4	0	3	158	2	0	3	3	2	297
17:45	0	6	119	1	0	4	1	3	0	4	149	3	0	8	1	4	303
Hr Total	0	26	428	9	0	13	1	22	0	10	671	8	0	11	4	12	1215
TOTAL	0	133	2406	38	0	54	20	113	1	31	1704	49	0	34	21	61	4665

TRAFFIC SURVEY SPECIALISTS, INC.

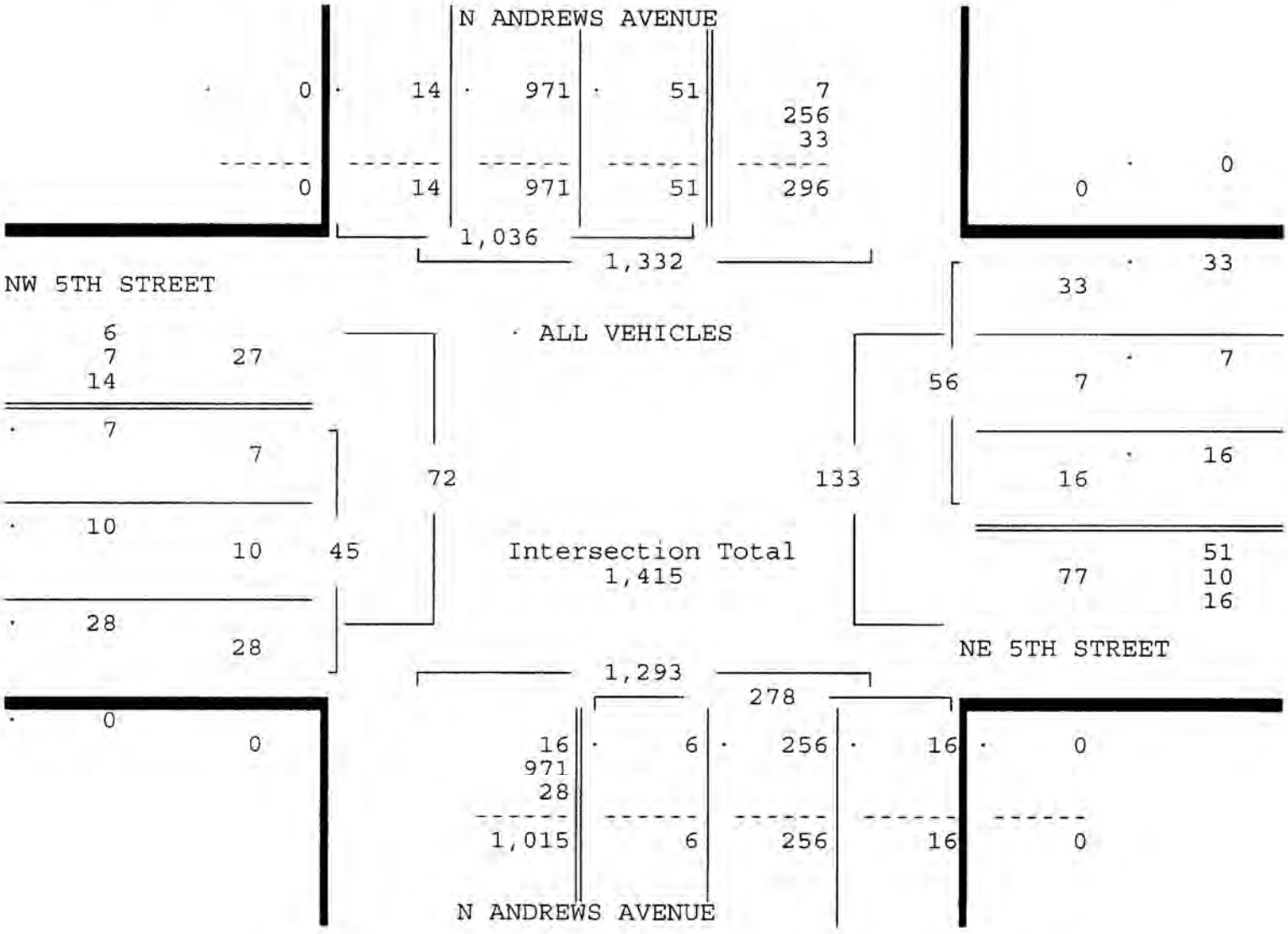
NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5ST_ANDR
Page : 2

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	51	971	14	0	16	7	33	0	6	256	16	0	7	10	28	
Percent	0%	5%	94%	1%	0%	29%	12%	59%	0%	2%	92%	6%	0%	16%	22%	62%	
Pk total	1036				56				278				45				
Highest	08:15				08:30				08:45				08:15				
Volume	0	24	310	5	0	4	2	9	0	1	72	8	0	2	6	9	
Hi total	339				15				81				17				
PHF	.76				.93				.86				.66				



TRAFFIC SURVEY SPECIALISTS, INC.

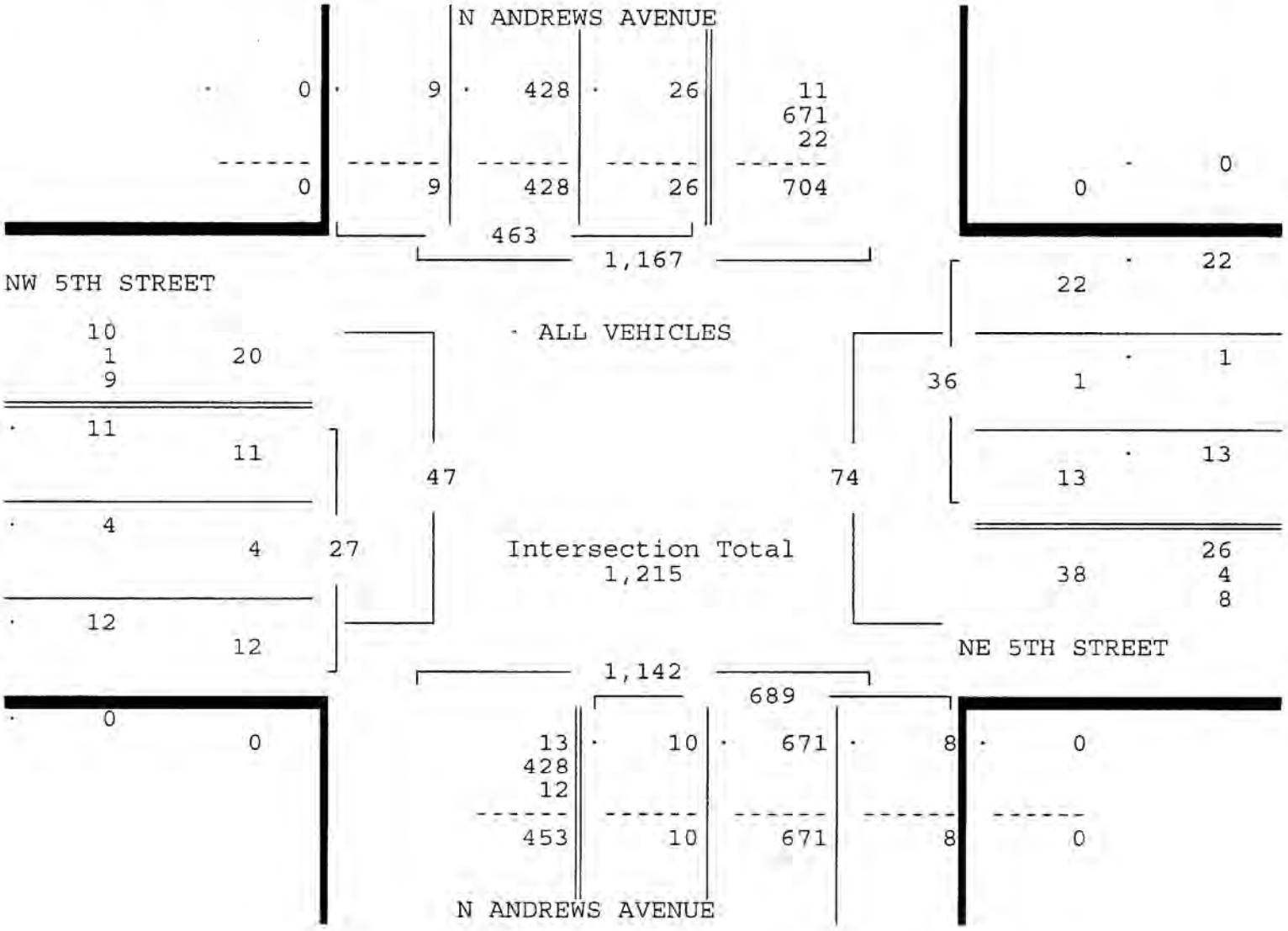
NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5ST_ANDR
Page : 3

ALL VEHICLES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	26	428	9	0	13	1	22	0	10	671	8	0	11	4	12	
Percent	0%	6%	92%	2%	0%	36%	3%	61%	0%	1%	97%	1%	0%	41%	15%	44%	
Pk total	463				36				689				27				
Highest	17:45				17:15				17:15				17:45				
Volume	0	6	119	1	0	3	0	9	0	2	186	3	0	8	1	4	
Hi total	126				12				191				13				
PHF	.92				.75				.90				.52				



TRAFFIC SURVEY SPECIALISTS, INC.

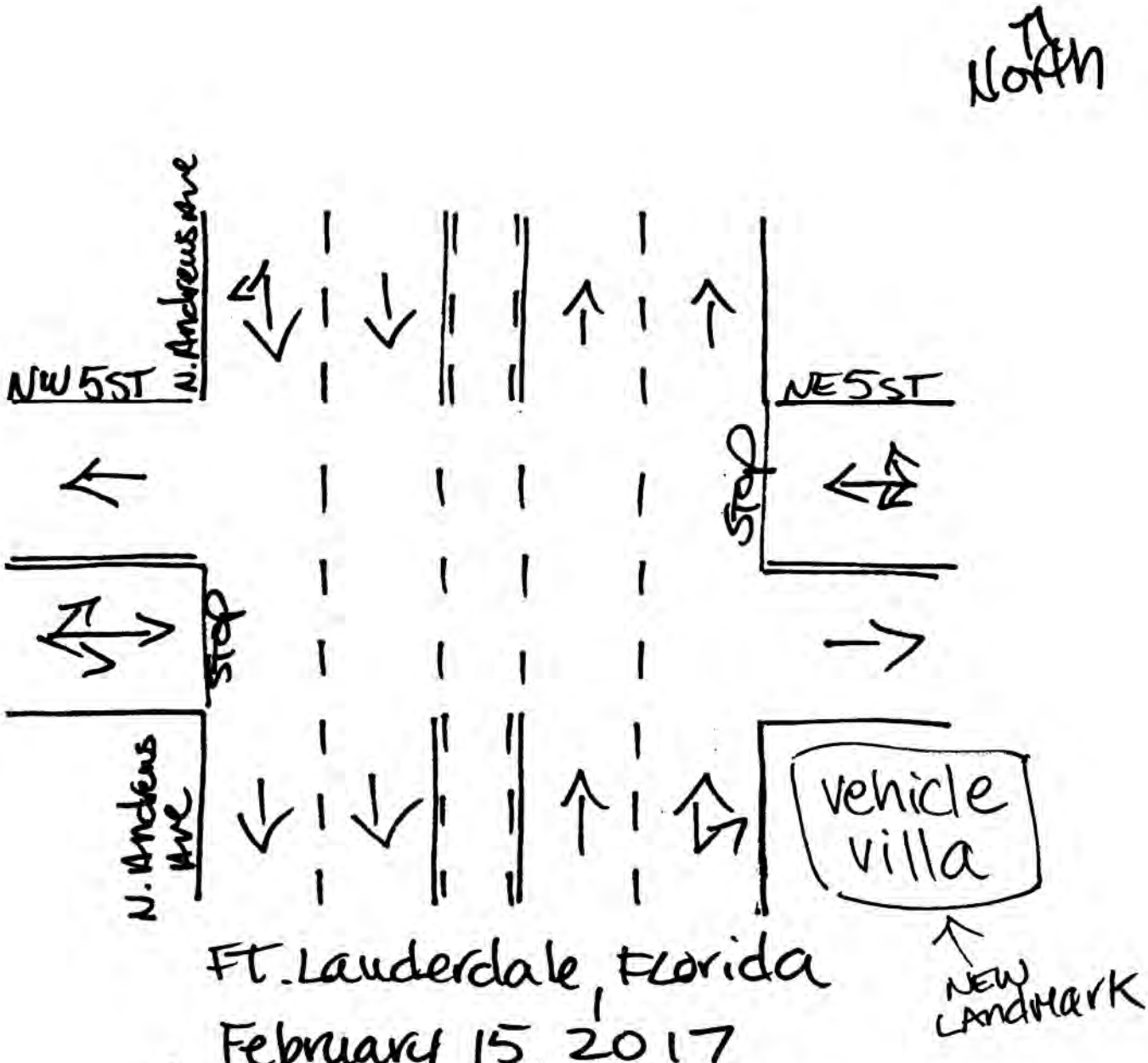
NE/NW 5TH STREET & N ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 5ST_ANDR
Page : 1

PEDESTRIANS & BIKES

	N ANDREWS AVENUE From North				NE 5TH STREET From East				N ANDREWS AVENUE From South				NW 5TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	7	10
07:15	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0	1	7
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
Hr Total	0	1	0	3	0	3	0	2	0	0	0	2	0	2	0	10	23
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
08:15	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
Hr Total	0	1	0	2	0	0	0	0	0	0	0	2	0	2	0	5	12
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
16:45	0	0	0	1	0	0	0	2	0	2	0	1	0	1	0	2	9
Hr Total	0	0	0	2	0	1	0	2	0	2	0	1	0	3	0	5	16
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	3
17:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
17:30	0	3	0	0	0	1	0	1	0	0	0	1	0	2	0	1	9
17:45	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Hr Total	0	6	0	1	0	2	0	1	0	0	0	1	0	4	0	5	20
TOTAL	0	8	0	8	0	6	0	5	0	2	0	6	0	11	0	25	71



Ft. Lauderdale, Florida
February 15, 2017
drawn by: Luis Palomino
not signalized

9-18-19

TRAFFIC SURVEY SPECIALISTS, INC.

NE/NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

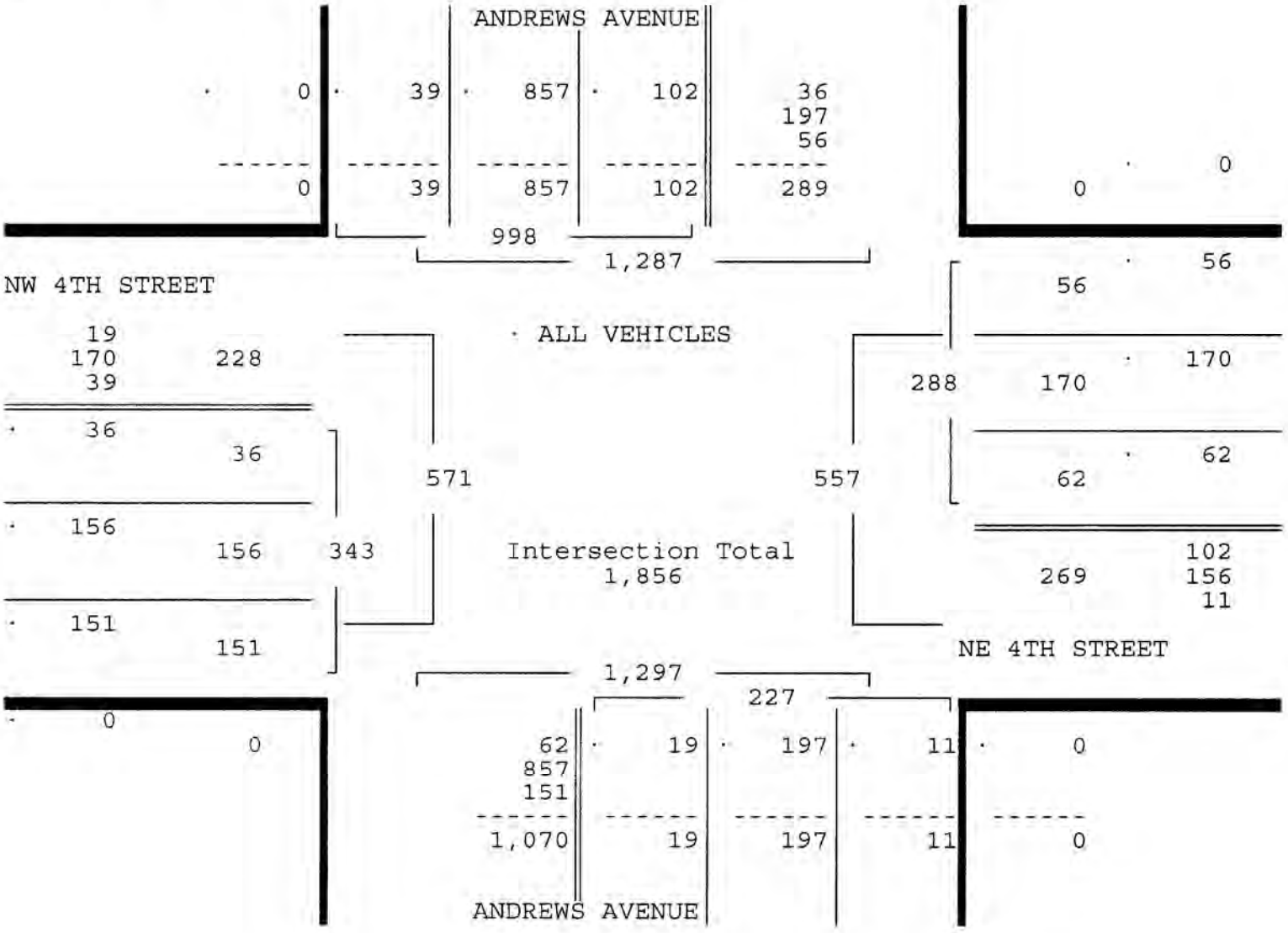
Site Code : 00190162
Start Date: 09/18/19
File I.D. : 4ST_ANDR
Page : 1

ALL VEHICLES

	ANDREWS AVENUE From North				NE 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
07:00	0	8	84	4	0	4	18	5	0	9	42	2	0	6	14	14	210
07:15	0	15	110	16	0	13	26	11	0	9	49	2	0	6	11	18	286
07:30	0	20	141	6	0	11	29	9	0	2	44	2	0	7	17	23	311
07:45	0	30	189	14	0	9	38	9	0	2	48	6	0	9	25	23	402
Hr Total	0	73	524	40	0	37	111	34	0	22	183	12	0	28	67	78	1209
08:00	0	11	100	13	0	8	37	12	0	5	40	0	0	4	17	13	260
08:15	0	35	269	10	0	19	49	14	0	3	49	1	0	13	49	59	570
08:30	0	28	227	8	0	21	41	20	0	3	41	3	0	10	46	35	483
08:45	0	28	261	8	0	14	43	10	0	8	67	7	0	9	44	44	543
Hr Total	0	102	857	39	0	62	170	56	0	19	197	11	0	36	156	151	1856
* BREAK *																	
16:00	1	11	86	12	0	11	41	13	0	10	101	3	0	13	17	7	326
16:15	0	9	78	7	0	6	33	10	0	21	105	7	0	16	39	7	338
16:30	0	10	88	11	0	4	51	14	0	21	146	8	0	16	22	10	401
16:45	0	12	97	9	0	6	60	12	0	25	135	9	0	10	30	6	411
Hr Total	1	42	349	39	0	27	185	49	0	77	487	27	0	55	108	30	1476
17:00	0	17	73	11	0	9	52	14	0	30	162	13	0	10	28	10	429
17:15	0	11	95	12	0	4	56	16	0	33	156	12	0	13	51	8	467
17:30	0	11	86	15	0	3	43	6	0	24	137	14	0	19	51	7	416
17:45	0	10	115	6	0	2	49	18	0	19	137	12	0	6	37	11	422
Hr Total	0	49	369	44	0	18	200	54	0	106	592	51	0	48	167	36	1734
TOTAL	1	266	2099	162	0	144	666	193	0	224	1459	101	0	167	498	295	6275

ALL VEHICLES

	ANDREWS AVENUE From North				NE 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/18/19																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	102	857	39	0	62	170	56	0	19	197	11	0	36	156	151	
Percent	0%	10%	86%	4%	0%	22%	59%	19%	0%	8%	87%	5%	0%	10%	45%	44%	
Pk total	998				288				227				343				
Highest	08:15				08:15				08:45				08:15				
Volume	0	35	269	10	0	19	49	14	0	8	67	7	0	13	49	59	
Hi total	314				82				82				121				
PHF	79				.88				.69				.71				



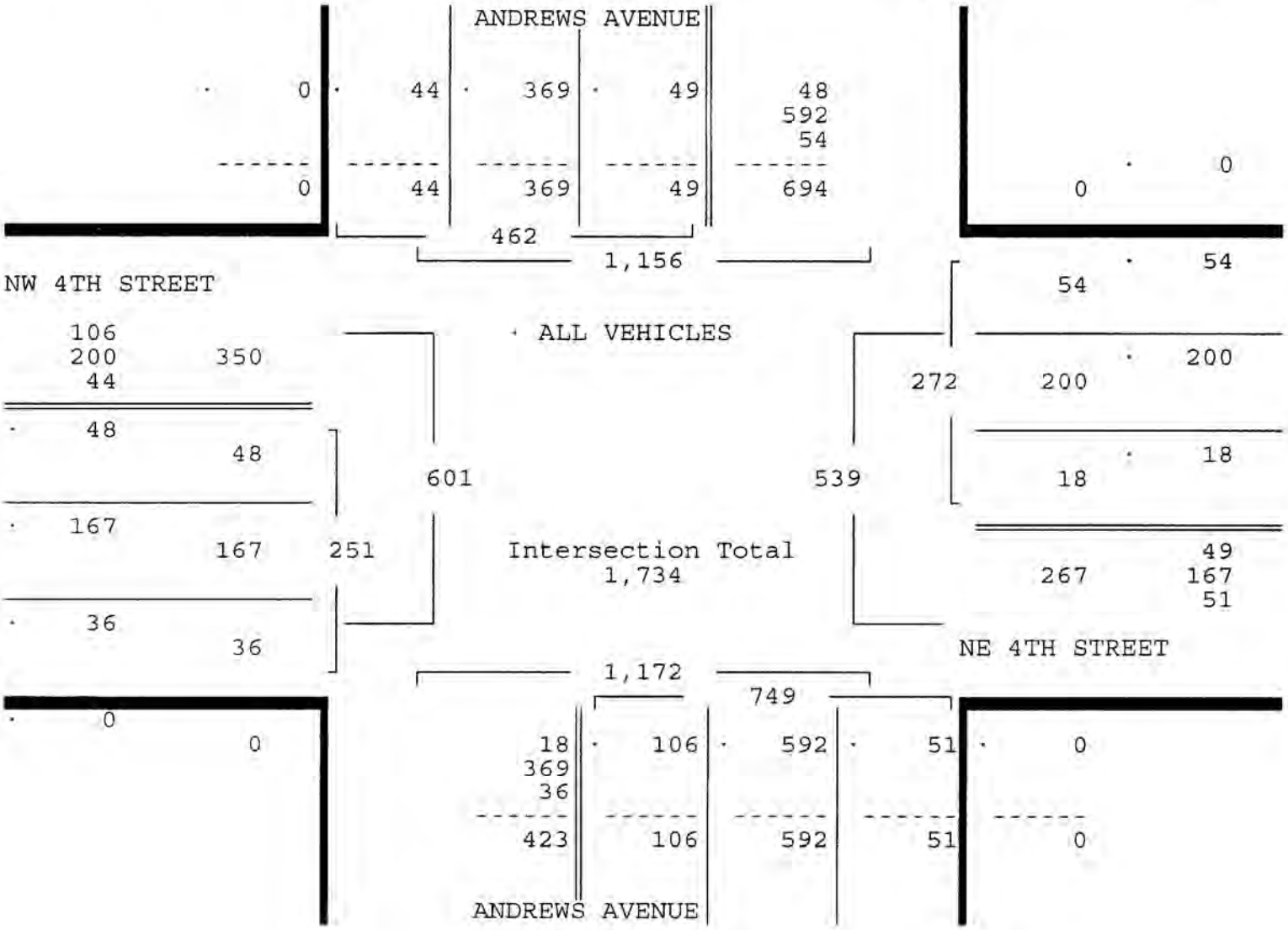
NE/NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
Start Date: 09/18/19
File I.D. : 4ST_ANDR
Page : 3

ALL VEHICLES

	ANDREWS AVENUE From North				NE 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/18/19																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/18/19																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	49	369	44	0	18	200	54	0	106	592	51	0	48	167	36	
Percent	0%	11%	80%	10%	0%	7%	74%	20%	0%	14%	79%	7%	0%	19%	67%	14%	
Pk total	462				272				749				251				
Highest	17:45				17:15				17:00				17:30				
Volume	0	10	115	6	0	4	56	16	0	30	162	13	0	19	51	7	
Hi total	131				76				205				77				
PHF	.88				.89				.91				.81				



TRAFFIC SURVEY SPECIALISTS, INC.

NE/NW 4TH STREET & ANDREWS AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
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85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190162
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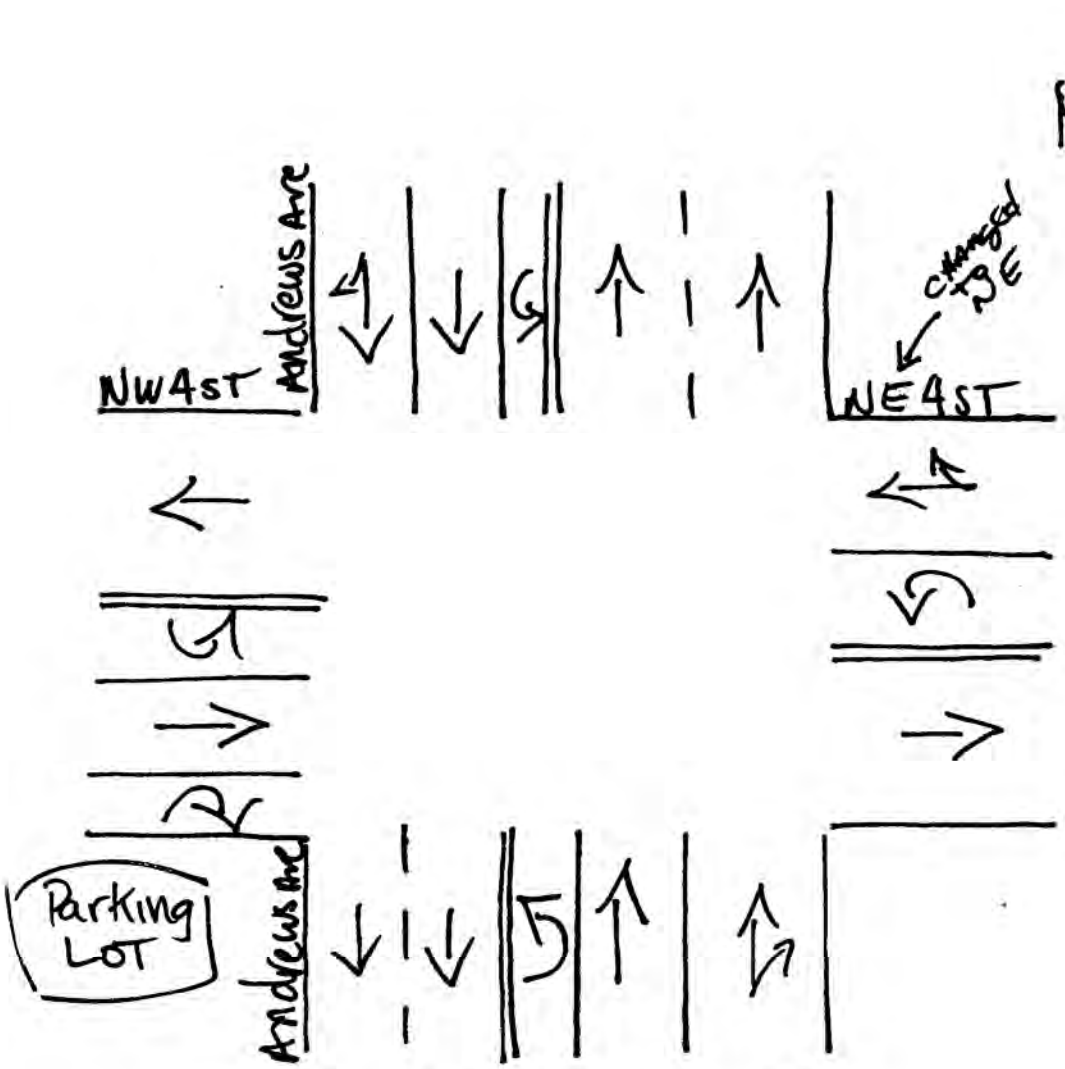
Page : 1

PEDESTRIANS & BIKES

	ANDREWS AVENUE From North				NE 4TH STREET From East				ANDREWS AVENUE From South				NW 4TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/18/19																	
07:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	5
07:15	0	1	0	1	0	1	0	2	0	1	0	1	0	2	0	2	11
07:30	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	3	7
07:45	0	1	0	3	0	0	0	1	0	0	0	0	0	0	0	3	8
Hr Total	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	11	31
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	1	5
08:30	0	1	0	5	0	1	0	2	0	0	0	0	0	0	0	2	11
08:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
Hr Total	0	2	0	9	0	1	0	3	0	0	0	0	0	2	0	6	23
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
16:15	0	1	0	2	0	2	0	2	0	0	0	0	0	1	0	0	8
16:30	0	1	0	1	0	0	0	1	0	0	0	0	0	2	0	0	5
16:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
Hr Total	0	2	0	5	0	2	0	4	0	0	0	4	0	3	0	3	23
17:00	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	2	6
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3
17:30	0	1	0	2	0	1	0	0	0	0	0	1	0	3	0	0	8
17:45	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	1	5
Hr Total	0	2	0	5	0	2	0	3	0	1	0	1	0	4	0	4	22
TOTAL	0	8	0	23	0	7	0	14	0	3	0	9	0	11	0	24	99



Ft. Lauderdale, Florida
November 17, 2015
drawn by: Luis Palomino LP
Signalized 9-18-19

Signal Timings

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2069	**Initial Operation Date**	1/14/64
Controller Type	2070	**System Number**	2069
Modification Number	9	**Modification Date**	11/28/2012
Drawing/Project No	10448	**FPL Grid Number**	87580766504
Intersection	NW 7 AVENUE and NW 6 ST. (SISTRUNK BLVD.)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		40		35	15	40		35
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		1.5		1.5	1.5	1.5		1.5
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		16		16		16		16
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. MOD. 9 REFLECTS INTERSECTION UPGRADE PER FT. LAUDERDALE CONTRACT #10448, WITH TIMING VALUE UPDATES.

Submitted By _____ **Approved By** _____

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		16		16		16		16								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		40		35	15	40		35								
Max2																
Yellow Clr		4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1.5		1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90	65	12	1	10	17		15	35		40	15	35		40								
9		13	13	90	60	13	1	10	17		12	43		35	12	43		35								
16		14	14	90	10	14	1	10	17		15	35		40	15	35		40								
18	15	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
Day Plan 2											**Easy**															
		3	3	80	46	3	1	10	50		12	38		30	12	38		30								
1		100	254																							
6	30	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
Day Plan 3											**Easy**															
		100	254																							
6	30	13	13	90	60	13	1	10	17		12	43		35	12	43		35								
23		100	254																							

Station : 2069 - NW 7 Ave & NW 6 St (Sistrunk Blvd) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1					1																												1
8							1							1	1	1	1	1						1																											1
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																										1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1	1	2
13												1						1																												1						2
14												1		1	1	1	1	1																												1					2
15												1		1																																	1				2
16												1		1																																				1	2
17																																																			1
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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

SIGNAL DISPLAY DETAILS

SIGNAL OPERATION PLAN

TIMING FUNCTION

TF 1	TF 2	TF 3
②+⑤	②+⑥	④+⑧

SIGNAL OPERATION NOTES

1. MAJOR STREET IS NW 7th AVENUE
   MINOR STREET IS SISTRUNK BLVD
2. ALL MAST ARM SIGNS SHALL BE MOUNTED AS DETAILED IN MAST ARM DETAILS SHEET, WITH WIND BEAM 75% OF THE LENGTH OF THE SIGNS.
3. PEDESTRIAN PUSH BUTTONS AND SIGNS SHALL BE MOUNTED AS SHOWN IN MAST ARM DATA SHEET.
4. SIGNAL COORDINATION PHASE IS 02
5. FLASHING OPERATION: 2,6 YELLOW 4,8 RED

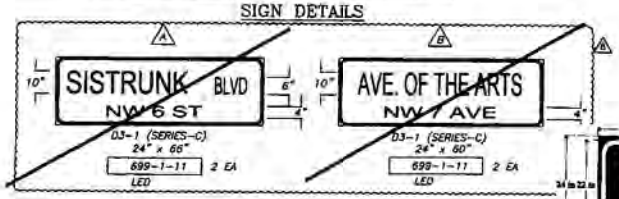
NOTES

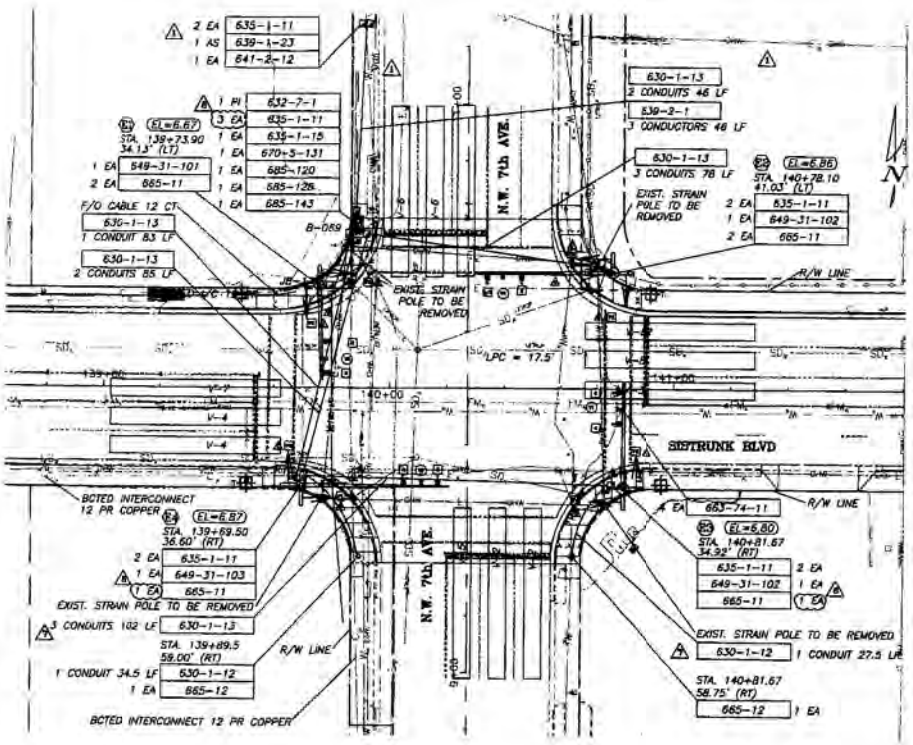
1. ALL MAST ARM FOUNDATIONS SHALL BE FLUSH WITH THE SIDEWALK.
2. CONTRACTOR TO RELOCATE AND RECONNECT COMMUNICATION (INTERCONNECT) TO NEW CONTROLLER CABINET. COST TO BE INCLUDED IN PAY ITEM 670-5-131.
3. SIGNAL INTERCONNECT MUST BE MAINTAINED AT ALL TIMES OF PROJECT.
4. NEW INTERCONNECT CABLE WILL BE REQUIRED TO BE INSTALLED IF SLACK DOES NOT MEET COUNTY STANDARDS WHEN CONNECTING NEW CONTROL CABINETS. ALL INTERCONNECT RELOCATIONS MUST BE PROVIDED BY A LICENSED AND QUALIFIED TRAFFIC SIGNAL CONTRACTOR.

VIDEO DETECTOR ASSIGNMENT

DETECTOR UNIT #	DETECTOR OPERATION	ASSIGNED TO MOVEMENT	CONNECTED TO TIMING FUNCTION
V-1	NORMAL	6	6
V-2	NORMAL	2, 5	2, 5
V-3	NORMAL	8	8
V-4	NORMAL	4	4

SIGN DETAILS





CONTROLLER TIMINGS

	DIRECTION	SBL	NB	WBL	EB	NBL	SB	EBL	WB
	MOVEMENT NO.	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN		10.0		10.0	4.0	10.0		6.0
	EXTENSION		2.0		2.0	2.0	2.0		2.0
	MAXIMUM GREEN 1		63.0		37.0	30.0	33.0		37.0
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE		4.0		4.0	4.0	4.0		4.0
	ALL RED		2.0		2.0	2.0	2.0		2.0
	PEDESTRIAN WALK		7.0		7.0		7.0		5.0
	PED. CLEARANCE		13.0		13.0		13.0		15.0
	RECALL		MIN		OFF	OFF	MIN		OFF
	GREEN RETURN		1		5	8	2		6

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY ENGINEER.

REMOVAL ITEMS

690-10	SIGNAL HEAD TRAFFIC ASSEMBLY, REMOVAL	8 EA
690-20	SIGNAL PEDESTRIAN ASSEMBLY, REMOVAL	4 EA
690-32-1	POLE REMOVAL (SHALLOW)	4 EA
690-80	SPAN WIRE ASSEMBLY REMOVE	4 AS
690-90	CONDUIT & CABLING, REMOVE	1 PI
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	1 PI
690-50	CONTROLLER ASSEMBLY REMOVAL	1 EA

Revised signs, as-built, per County approved shop drawing review. C.A.B. 8/C.A.

2069

FOR CONSTRUCTION

JACOBS

State of Florida Professional Engineer License No. 44542
Douglas E. Norris

DRAWN BY: D.L.A. | DATE: 5/16/08
DESIGNED BY: D.L.A. | SCALE: 1" = 20'
CHECKED BY: D.L.A. | FIELD BOOK:

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	06/07/11	DM	ADDED POWER SERVICE
2	06/27/11	DM	ADDED PUSH BUTTON SIGN
3	08/08/11	DM	ADDED PED POLE
4	08/09/11	DM	UPDATED PAY ITEMS

PROJECT # 10448
NE/NW 6th ST. (SISTRUNK BLVD.)
STREETSCAPE & ENHANCEMENT PROJECT
SIGNALIZATION PLANS - SECTION 3

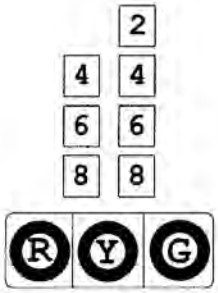
SHEET NO. C82 OF 85
TOTAL SHEETS: 237
CAD FILE: 10448-MAUT-337SIGNAL
DRAWING FILE NO. 4-126-65

BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

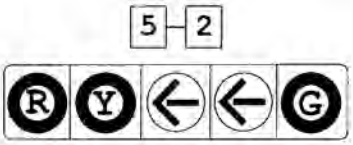
LOCATION **NW 6 St/Sistrunk Blvd & NW 7 Ave**

ORDER NO ____ ISSUE DATE _____ REVISION NO. **Mod 9** COMPLETION DATE _____

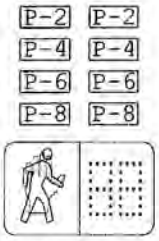
DWG. NO. _____ FILE NO. **2069** CITY **FORT LAUDERDALE** SCALE: 1" = 50'



3-SECT
1-WAY
7-REQ'D



5-SECT
1-WAY
1-REQ'D



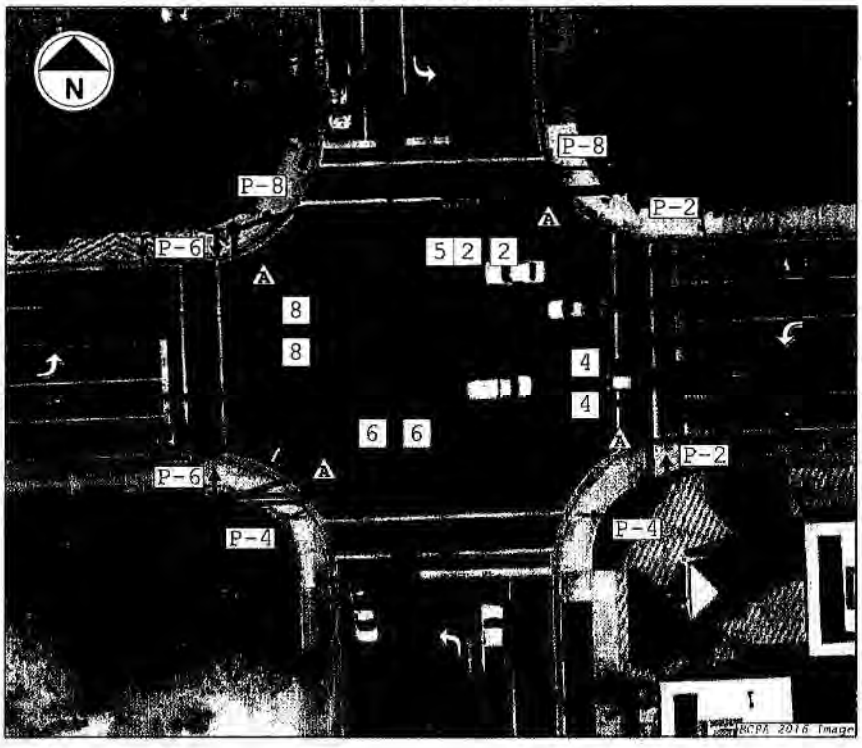
1-WAY
8-REQ'D

Illuminated
Street Name

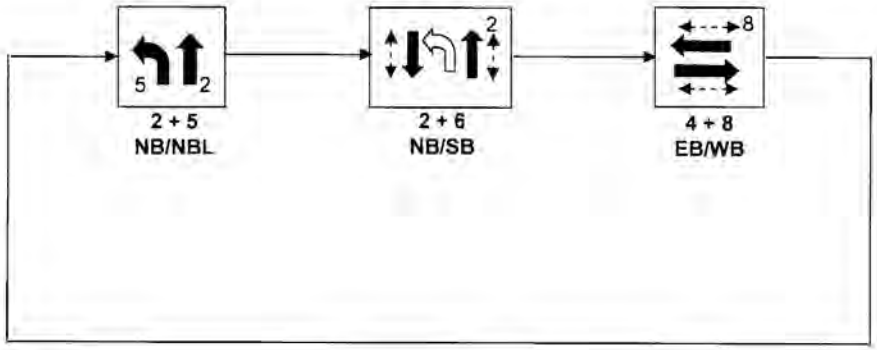
4-REQ'D

NW 7 Ave

NW 6 St



Sequence of Operation for (2069) NW 7 Avenue and NW 6 St (Sistrunk Blvd) Fort Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2150	**Initial Operation Date**	1/10/64
Controller Type	2070	**System Number**	2150
Modification Number	19	**Modification Date**	11/28/2012
Drawing/Project No	10448	**FPL Grid Number**	87680226702
Intersection	ANDREWS AVENUE and N 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		45		25	15	45		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		1.0		1.0	1.0	1.0		1.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		5+A		7+A		5+A
Pedestrian Clearance		16		15		16		15
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS: EW/ BEEP, N/S TONE.
4. MOD. 19 REFLECTS INTERSECTION UPGRADE PER FT. LAUDERDALE CONTRACT #10448 WITH TIMING VALUE UPDATES.

Submitted By _____ **Approved By** _____

Station : 2150 - Andrews Ave & N 6 St (Standard File)

Phase	1	2 (NT)	3	4 (ER)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		16		15		16		15								
Min Green		10		6	4	10		6								
Gap Ext	1	3	1	2	1.5	3	1	2								
Max1		45		25	15	45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1	1.5	1	1	1	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2150 - Andrews Ave & N 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90	44	12	1		17			53		37	10	43		37								
9		13	13	90	52	13	1		17			58		32	14	44		32								
16		14	14	90	70	14	1		17			53		37	13	40		37								
18	15	13	13	90	52	13	1		17			58		32	14	44		32								
Day Plan 2											**Easy**															
		3	3	80	53	3	1	5	50			48		32	14	34		32								
1		100	254																							
6	30	3	3	80	53	3	1	5	50			48		32	14	34		32								
Day Plan 3											**Easy**															
		3	3	80	53	3	1	5	50			48		32	14	34		32								
1		100	254																							
6	30	3	3	80	53	3	1	5	50			48		32	14	34		32								
23		100	254																							

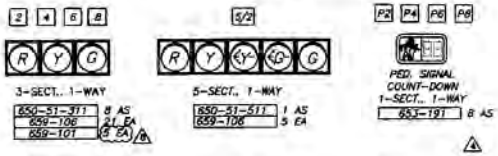
Station : 2150 - Andrews Ave & N 6 St (Standard File)

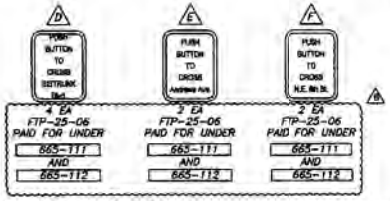
Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | | | | | | | | |

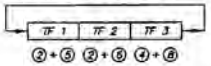
SIGNAL DISPLAY DETAILS





SIGNAL OPERATION PLAN

TIMING FUNCTION



SIGNAL OPERATION NOTES

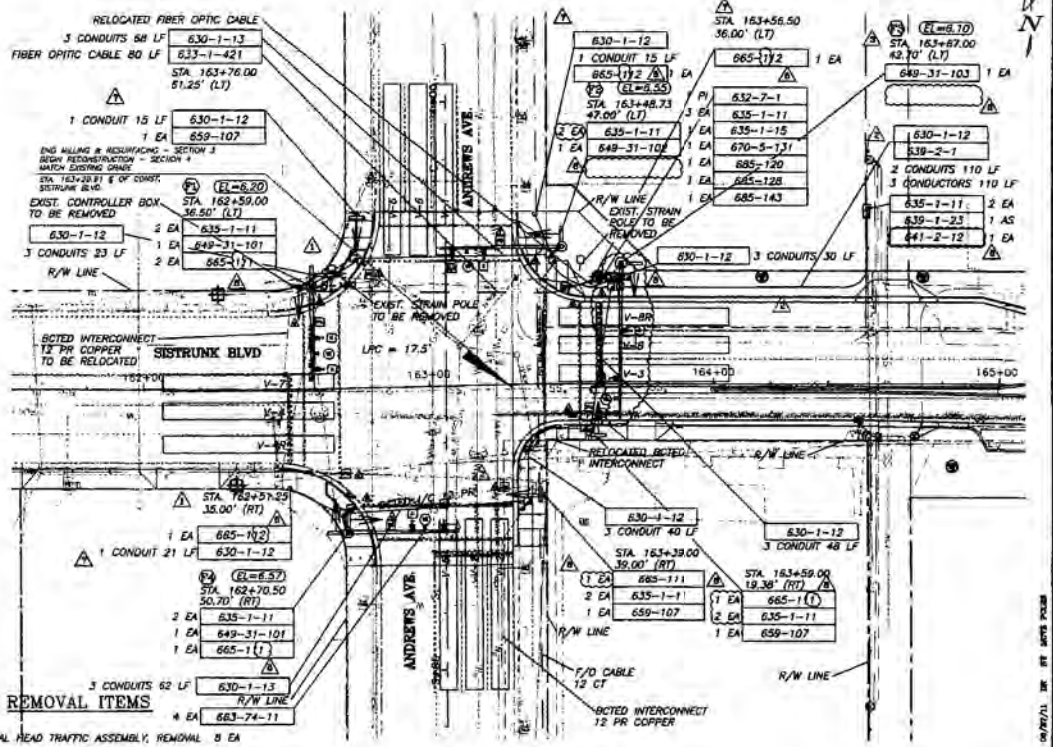
1. MAJOR STREET IS ANDREWS AVENUE
   MINOR STREET IS SISTRUNK BLVD
2. ALL MAST ARM SIGNS SHALL BE MOUNTED AS DETAILED IN MAST ARM DETAILS SHEET, WITH WIND BEAM 75% OF THE LENGTH OF THE SIGNS.
3. PEDESTRIAN PUSH BUTTONS AND SIGNS SHALL BE MOUNTED AS SHOWN IN MAST ARM DATA SHEET.
4. SIGNAL COORDINATION PHASE IS 02
5. FLASHING OPERATION: 2,6 YELLOW 4,8 RED

NOTES

1. ALL MAST ARM FOUNDATIONS SHALL BE FLUSH WITH THE SIDEWALK.
2. CONTRACTOR TO RELOCATE AND RECONNECT COMMUNICATION (INTERCONNECT) TO NEW CONTROLLER CABINET. COST TO BE INCLUDED IN PAY ITEM 670-5-131.
3. SIGNAL INTERCONNECT MUST BE MAINTAINED AT ALL TIMES OF PROJECT.
4. NEW INTERCONNECT CABLE WILL BE REQUIRED TO BE INSTALLED IF SLACK DOES NOT MEET COUNTY STANDARDS WHEN CONNECTING NEW CONTROL CABINETS. ALL INTERCONNECT RELOCATIONS MUST BE PROVIDED BY A LICENSED AND QUALIFIED TRAFFIC SIGNAL CONTRACTOR.

VIDEO DETECTOR ASSIGNMENT

DETECTOR UNIT #	DETECTOR OPERATION	ASSIGNED TO MOVEMENT	CONNECTED TO TIMING FUNCTION
V-1	NORMAL	6	6
V-2	NORMAL	2, 5	2, 5
V-3	NORMAL	8	8
V-4	NORMAL	4	4



REMOVAL ITEMS

690-10	SIGNAL HEAD TRAFFIC ASSEMBLY, REMOVAL	8 EA
690-20	SIGNAL PEDESTRIAN ASSEMBLY, REMOVAL	8 EA
690-32-1	POLE REMOVAL (SHALLOW)	2 EA
690-50	CONTOLLER ASSEMBLY, REMOVAL	1 EA
690-80	SPAN WIRE ASSEMBLY REMOVE	1 AS
690-90	CONDUIT & CABLING, REMOVE	1 PI
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	1 PI

SIGN DETAILS

CONTROLLER TIMINGS

	DIRECTION	SBL	NB	WBL	EB	NBL	SB	ESL	WB
	MOVEMENT NO.	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN		6.0		7.0	4.0	6.0		7.0
	EXTENSION		2.0		2.0	2.0	2.0		2.0
	MAXIMUM GREEN 1		36.0		42.0	17.0	36.0		19.0
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE		4.0		4.0	4.0	4.0		4.0
	ALL RED		2.0		2.0	2.0	2.0		2.0
	PEDESTRIAN WALK		7.0		5.0		7.0		5.0
	PED. CLEARANCE		13.0		13.0		13.0		13.0
	RECALL		MIN		OFF	OFF	MIN		OFF
	GREEN RETURN		1		5	8	2		6

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY ENGINEER. INSTALL SEQUENTIAL TIMING OF INITIAL AND EXTENSION INTERVALS.

Revised signs, as-built, per County approved shop drawing review. CEA /CTA

2150

FOR CONSTRUCTION

JACOBS

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	06/07/13	DM	ADDED POWER SERVICE
5	06/07/13	DM	UPDATED T/O SERVICE
4	06/07/13	DM	ADDED STORM SYSTEM
7	10/30/13	DM	REMOVED PED POLES
6	12/09/13	DM	UPDATED PAY ITEMS

State of Florida Professional Engineer License No. 44543
Douglas E. Nims

DESIGN BY:	O.E.M.
DRAWN BY:	D.E.N.
CHECKED BY:	O.E.M.
FIELD BOOK:	
DATE:	5/16/08
SCALE:	1" = 20'

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

PROJECT # 10448
NE/NW 6th ST. (SISTRUNK BLVD.)
STREETSCAPE & ENHANCEMENT PROJECT
SIGNALIZATION PLANS - SECTION 3

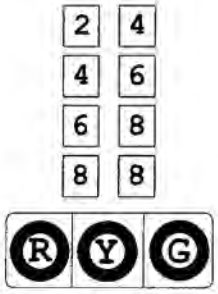
SHEET NO. C83 OF 85
TOTAL: 237
CAD FILE: 10448-MAST-237SGNL
DRAWING FILE NO. 4-126-65

BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

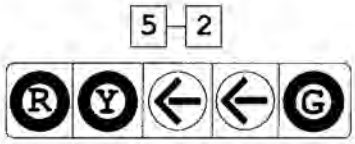
LOCATION **Andrews Avenue & NW/NE 6 Street**

ORDER NO. _____ ISSUE DATE _____ REVISION NO. **Mod 19** COMPLETION DATE _____

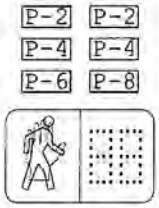
DWG. NO. _____ FILE NO. **2150** CITY **FORT LAUDERDALE** SCALE: 1" = 50'



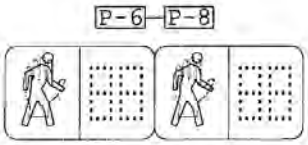
3-SECT
1-WAY
8-REQ'D



5-SECT
1-WAY
1-REQ'D



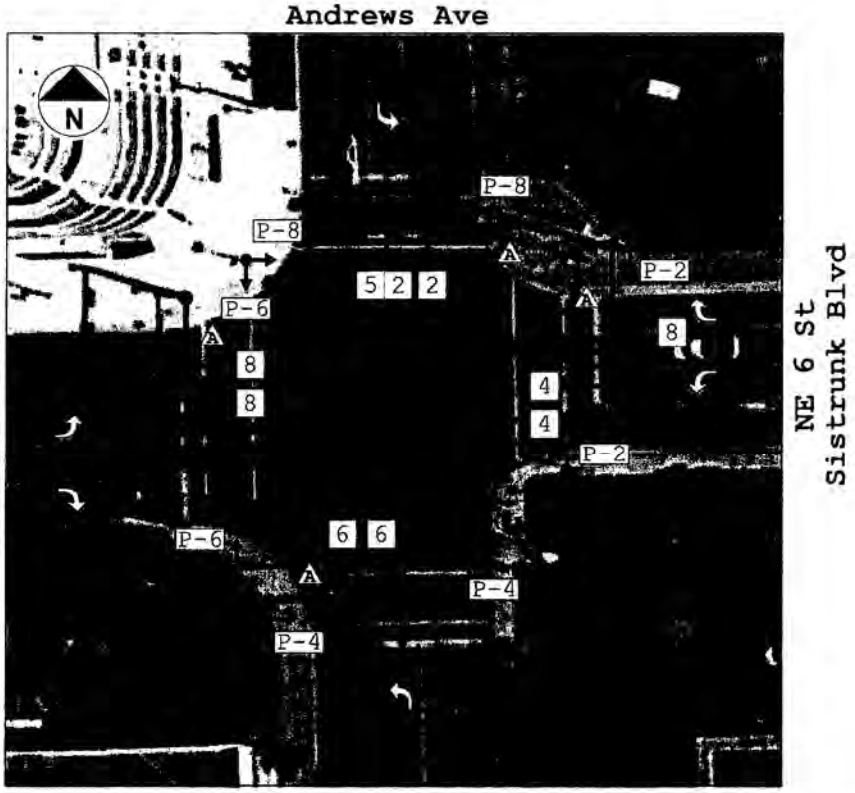
1-WAY
6-REQ'D



2-WAY
1-REQ'D

Illuminated
Street Name

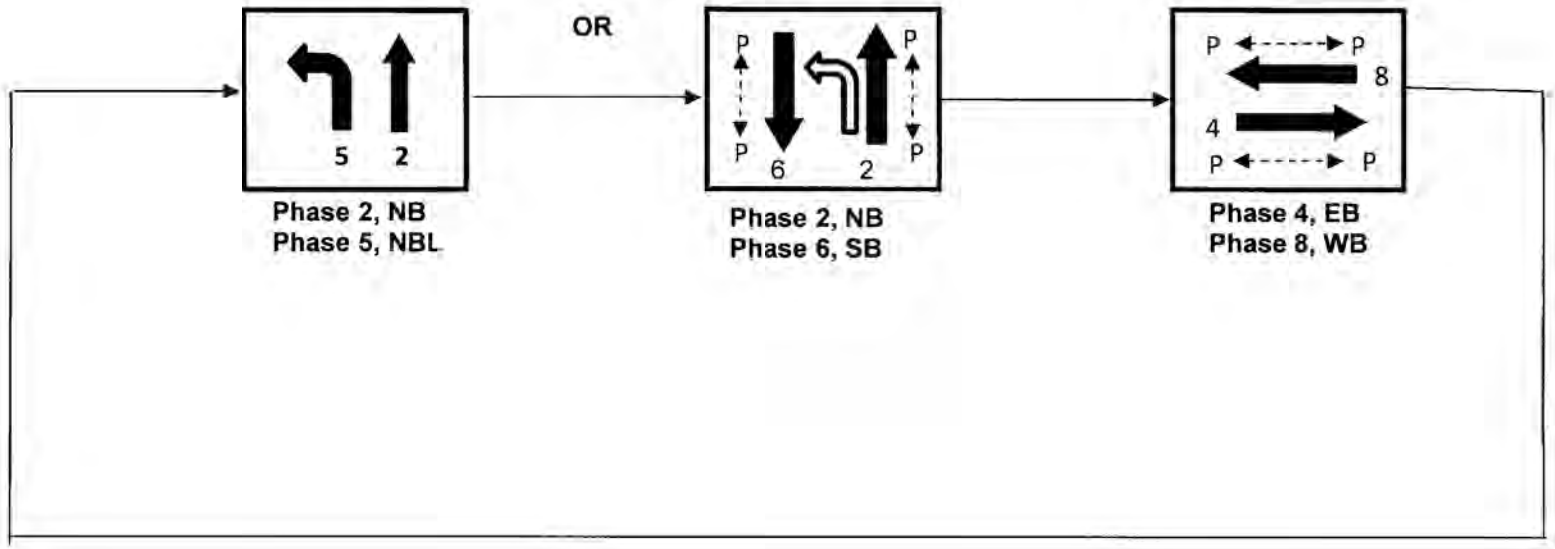
4-REQ'D



Sequence of Operation

Andrews Ave and N 6 Street

Intersection Number (2150), Fort Lauderdale



Phase 2, NB
Phase 5, NBL

Phase 2, NB
Phase 6, SB

Phase 4, EB
Phase 8, WB

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2152	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2152
Modification Number	13	**Modification Date**	08/06/2015
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680253904
Intersection	ANDREWS AVENUE and N 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		12		12		12
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		12		12		12								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration		15				
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2	6	8				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4	2				
Exit 2	8	6				
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90		12	1		17			60		30		60		30								
9		13	13	90	82	13	1		17			60		30		60		30								
16		14	14	90	23	14	1		17			60		30		60		30								
18	15	13	13	90	82	13	1		17			60		30		60		30								
Day Plan 2											**Easy**															
		3	3	80	60	3	1	10	50			50		30		50		30								
1		100	254																							
6	30	3	3	80	60	3	1	10	50			50		30		50		30								
Day Plan 3											**Easy**															
		3	3	80	60	3	1	10	50			50		30		50		30								
1		100	254																							
6	30	3	3	80	60	3	1	10	50			50		30		50		30								
23		100	254																							

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1										1	1	1	1	1	1	1	1	1											2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																										1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1			2
13												1		1				1																												1						2
14												1		1	1	1	1	1																												1					2
15												1		1																																		1			2
16												1		1				1																																1		2
17																																																			1
18																																																			1
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION: ANDREWS AVENUE & N 4 STREET

ORDER NO --- **ISSUE DATE** --- **REVISION NO.** --- **COMPLETION DATE** 03/28/18

DWG. NO. 18-03-04-01 **FILE NO.** 2152 **CITY** FORT LAUDERDALE

DWN BY: LPATTERSON

N

1" = 50'

2 4 6 8

R
Y
G

3-SECT
1-WAY
8-REQ'D

P-2 P-4
P-6 P-8

7-REQ'D

P-6A

1-REQ'D

N
Non-Illuminated Street name
(DOUBLE SIDED)
4-REQ'D

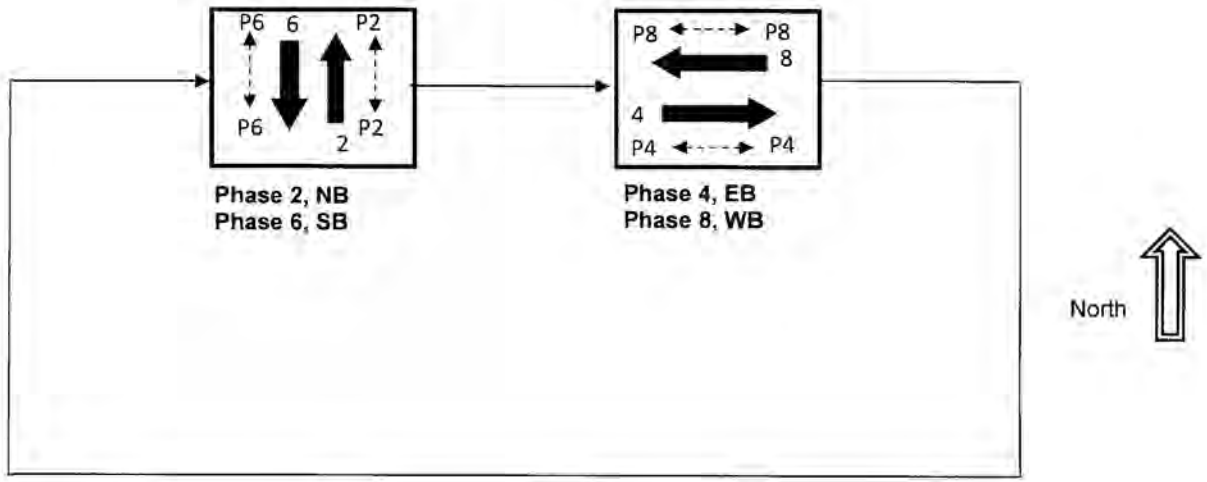
ANDREWS AVENUE

N 4 STREET

Sequence of Operation

Andrews Ave and N 4 Street

Intersection Number (2152), Fort Lauderdale



TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION : ANDREWS AVENUE & N 4 STREET

ORDER NO --- **ISSUE DATE** --- **REVISION NO.** --- **COMPLETION DATE** 03/28/18

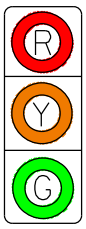
DWG. NO. 18-03-04-01 **FILE NO.** 2152 **CITY** FORT LAUDERDALE

DWN BY: LPATTERSON

N

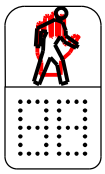
1" = 50'

2 4 6 8



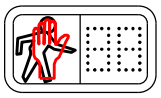
3-SECT
1-WAY
8-REQ'D

P-2 P-4
P-6 P-8



7-REQ'D

P-6A

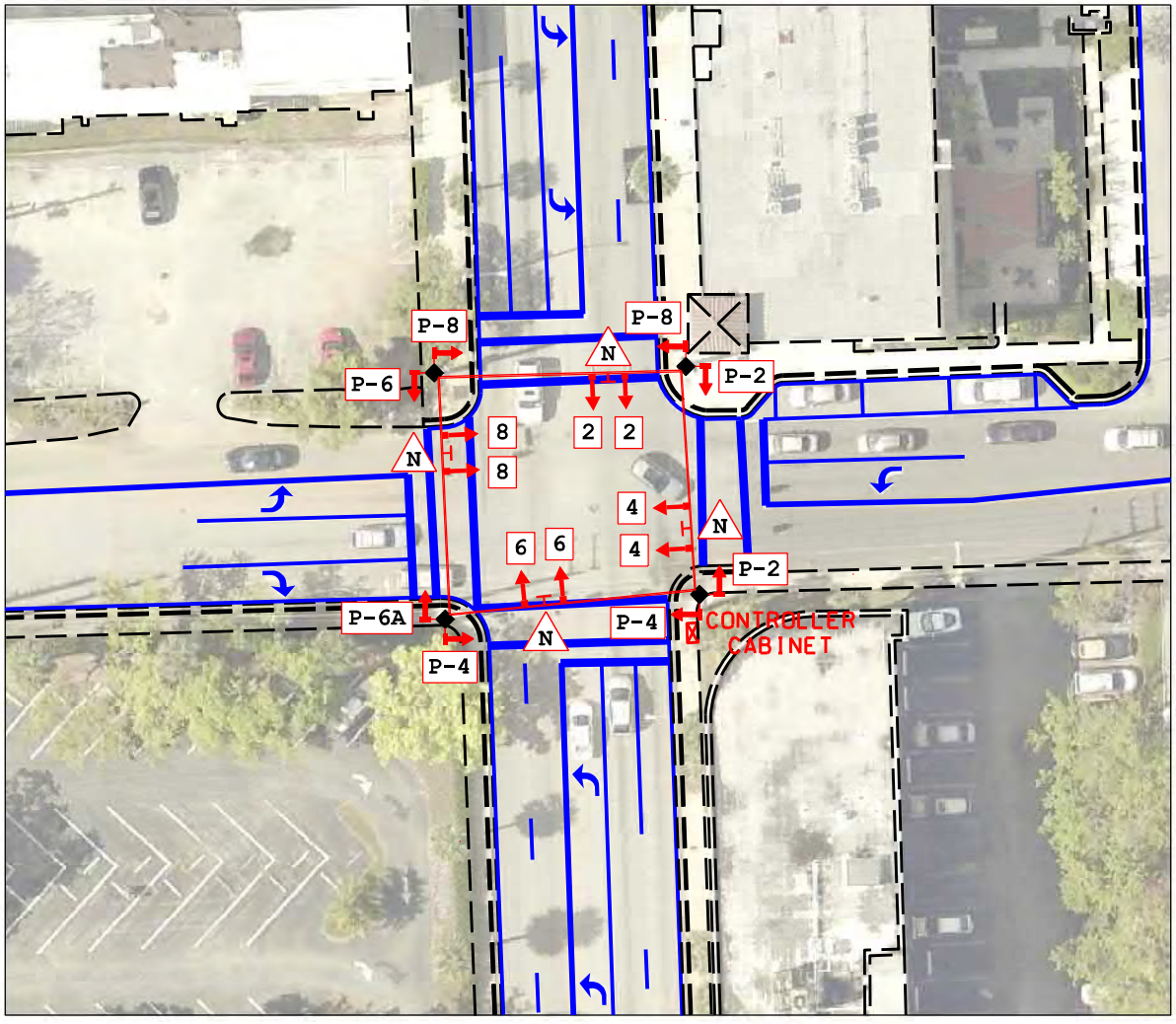


1-REQ'D

N
Non-Illuminated Street name
(DOUBLE SIDED)
4-REQ'D

ANDREWS AVENUE

N 4 STREET

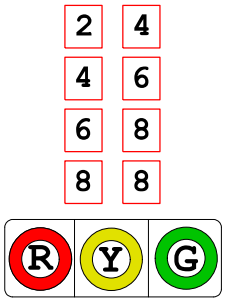


BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

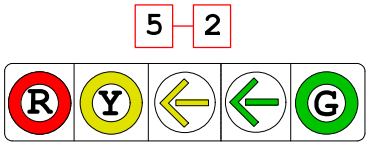
LOCATION **Andrews Avenue & NW/NE 6 Street**

ORDER NO _____ ISSUE DATE _____ REVISION NO. **Mod 19** COMPLETION DATE _____

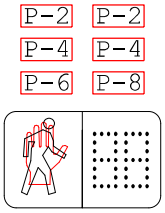
DWG. NO. _____ FILE NO. **2150** CITY **FORT LAUDERDALE** SCALE: 1" = 50'



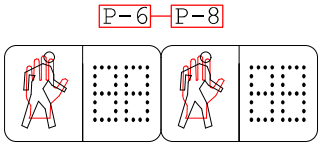
3-SECT
1-WAY
8-REQ'D



5-SECT
1-WAY
1-REQ'D



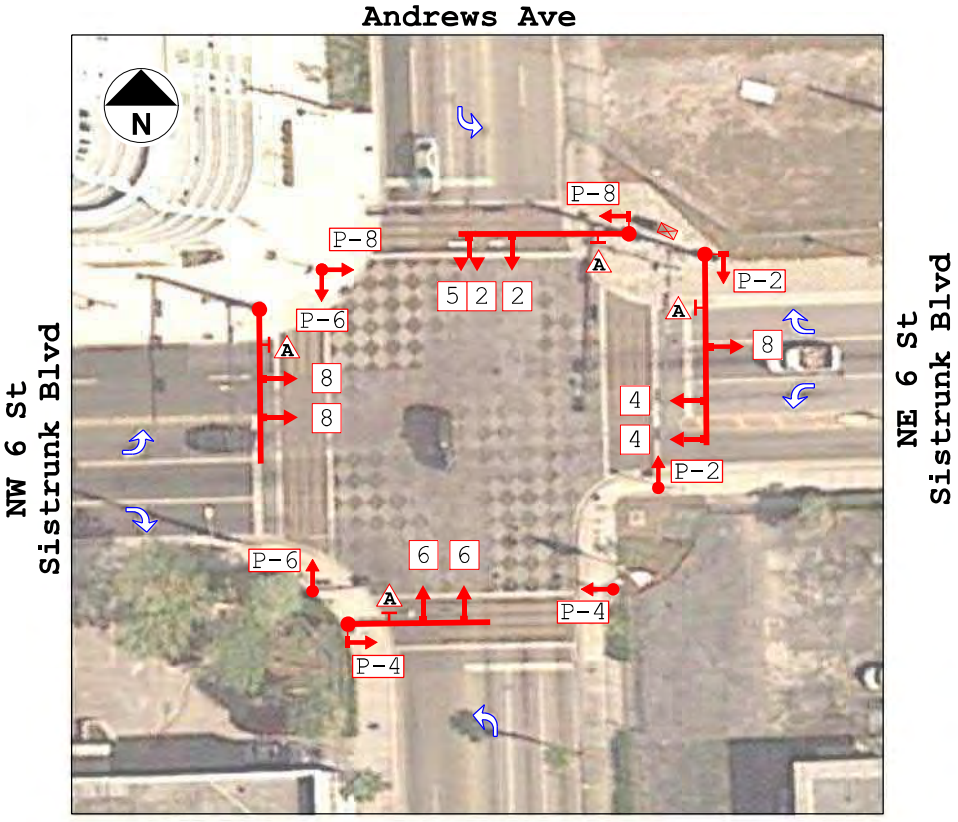
1-WAY
6-REQ'D



2-WAY
1-REQ'D

Illuminated
Street Name

4-REQ'D

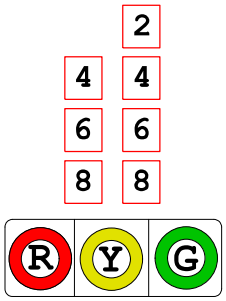


BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

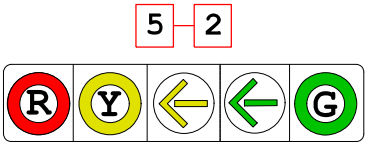
LOCATION **NW 6 St/Sistrunk Blvd & NW 7 Ave**

ORDER NO _____ ISSUE DATE _____ REVISION NO. **Mod 9** COMPLETION DATE _____

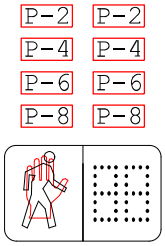
DWG. NO. _____ FILE NO. **2069** CITY **FORT LAUDERDALE** SCALE: 1" = 50'



3-SECT
1-WAY
7-REQ'D



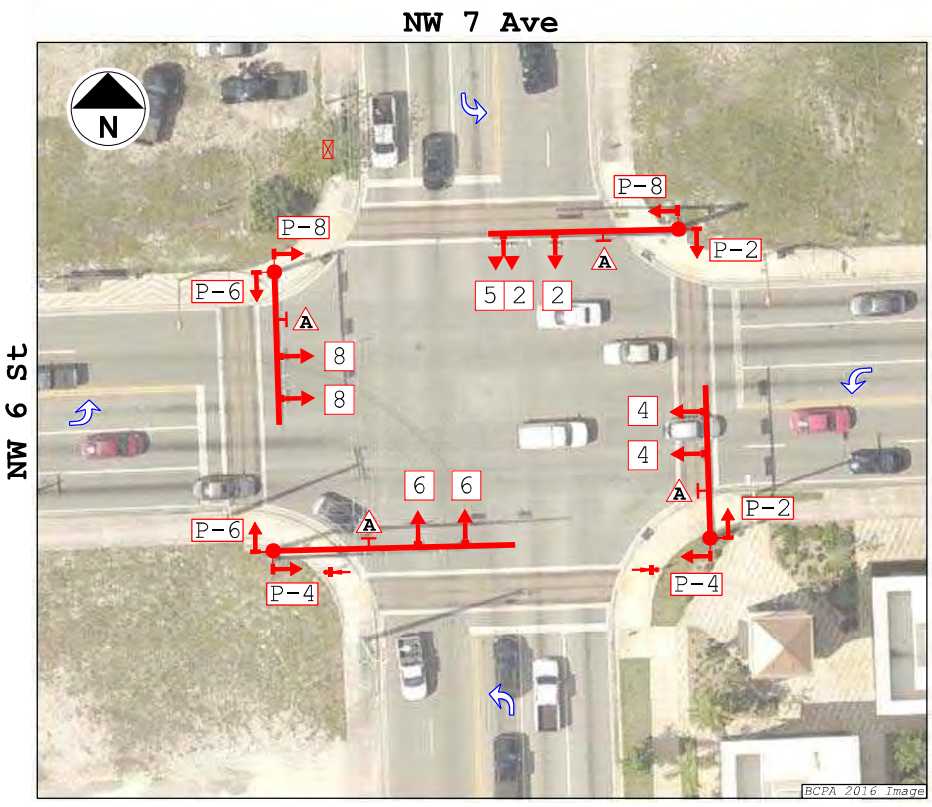
5-SECT
1-WAY
1-REQ'D



1-WAY
8-REQ'D

Illuminated
Street Name

4-REQ'D



Peak Season Conversion Factor

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

Appendix D

Background Area Growth Calculations

Broward MPO Growth Rate Summary					
Street Name	**2019**	**2040**	**Difference**	**Growth Rate**	**Annual Growth Rate**
Andrews Avenue	16,800	37,900	21,100	125.60%	5.98%
	18,300	24,500	6,200	33.88%	1.13%
NE 3rd Avenue	24,500	35,200	10,700	43.67%	1.46%
	13,900	25,400	11,500	82.73%	2.76%
Broward Boulevard	40,000	53,900	13,900	34.75%	1.16%
	37,000	43,100	6,100	16.49%	0.55%
NE 2nd Street	2,400	6,700	4,300	179.17%	5.97%
NE 6th Street	15,000	11,500	-3,500	-23.33%	-0.78%
Total	**167,900**	**238,200**	**70,300**	**41.87%**	**1.40%**

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2019 & 2040

			2019								2040								
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
ID	N/S Roadway	Segment	Code	Column1	Capacity	V/C	LOS	Volume	CapacityPk	V/CPk	LOS_pk	Code25	Volume2040	Capacity2040	V/C2040	LOS2040	Volume2040	Capacity2040	V/C2040_	LOS2040_
763	Andrews Ave	N of Broward Blvd-CBD	464	16800	29160	0.58	D	1596	2628	0.61	D	464	37900	29160	1.30	F	3601	2628	1.37	F
765	Andrews Ave	N of NE 6 St	464	18300	29160	0.63	D	1739	2628	0.66	D	464	24500	29160	0.84	D	2328	2628	0.89	D
827	NE 3 Ave	N of Broward Blvd-CBD	432	24500	32400	0.76	D	2328	2920	0.80	D	432	35200	32400	1.09	F	3344	2920	1.14	F
829	NE 3 Ave	N of NE 6 St	432	13900	32400	0.43	C	1321	2920	0.45	D	432	25400	32400	0.78	D	2413	2920	0.83	D

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2019 & 2040

			2019				2019				2040					2040			
			Design	Daily Conditions			Peak Hour Conditions					Daily Conditions				Peak Hour Conditions			
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	CapacityPkHr	V/CPk	LOS_pk	Code25	Volume2040	Capacity2040	V/C2040	LOS2040	Volume2040	Capacity2040	V/C2040_	LOS2040_
478	Broward Blvd	E of SW 7 Ave-CBD	632	40000	50000	0.80	D	3800	4500	0.84	D	632	53900	50000	1.08	F	5121	4500	1.14	F
480	Broward Blvd	E of FEC RRXing-CBD	632	37000	50000	0.74	D	3515	4500	0.78	D	632	43100	50000	0.86	D	4095	4500	0.91	D
1074	NE 2 St	E of Andrews Ave	264	2400	13320	0.18	C	228	1197	0.19	C	264	6700	13320	0.50	D	637	1197	0.53	D
492	NE 6 St	E of Andrews Ave	264	15000	13320	1.13	F	1425	1197	1.19	F	264	11500	13320	0.86	D	1093	1197	0.91	D

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

Appendix E

Committed Developments

DC Engineers, Inc.

Traffic Impact Study

FAT Village East

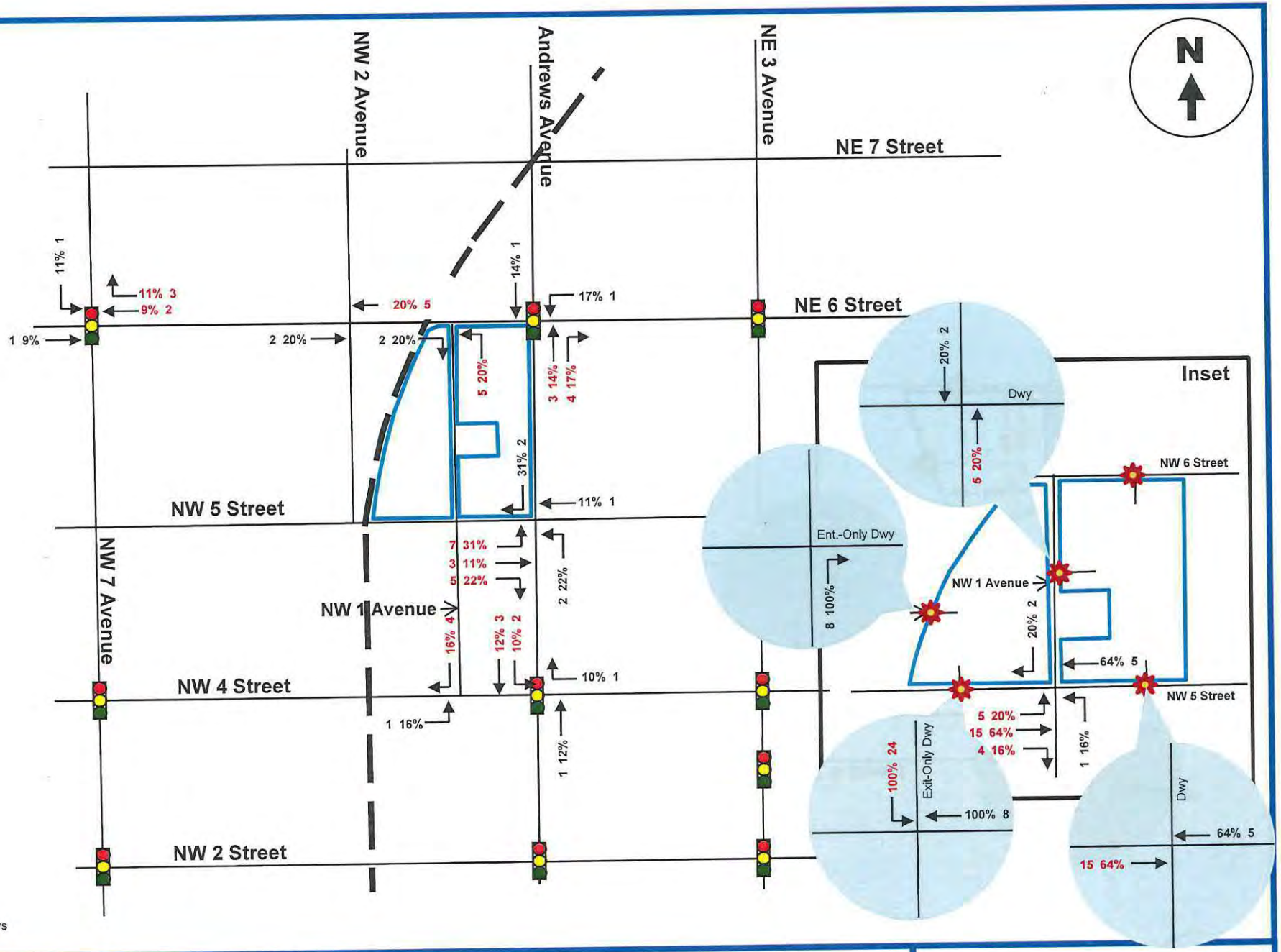
Fort Lauderdale, Florida

November, 2019

Updated March, 2020

Prepared for:

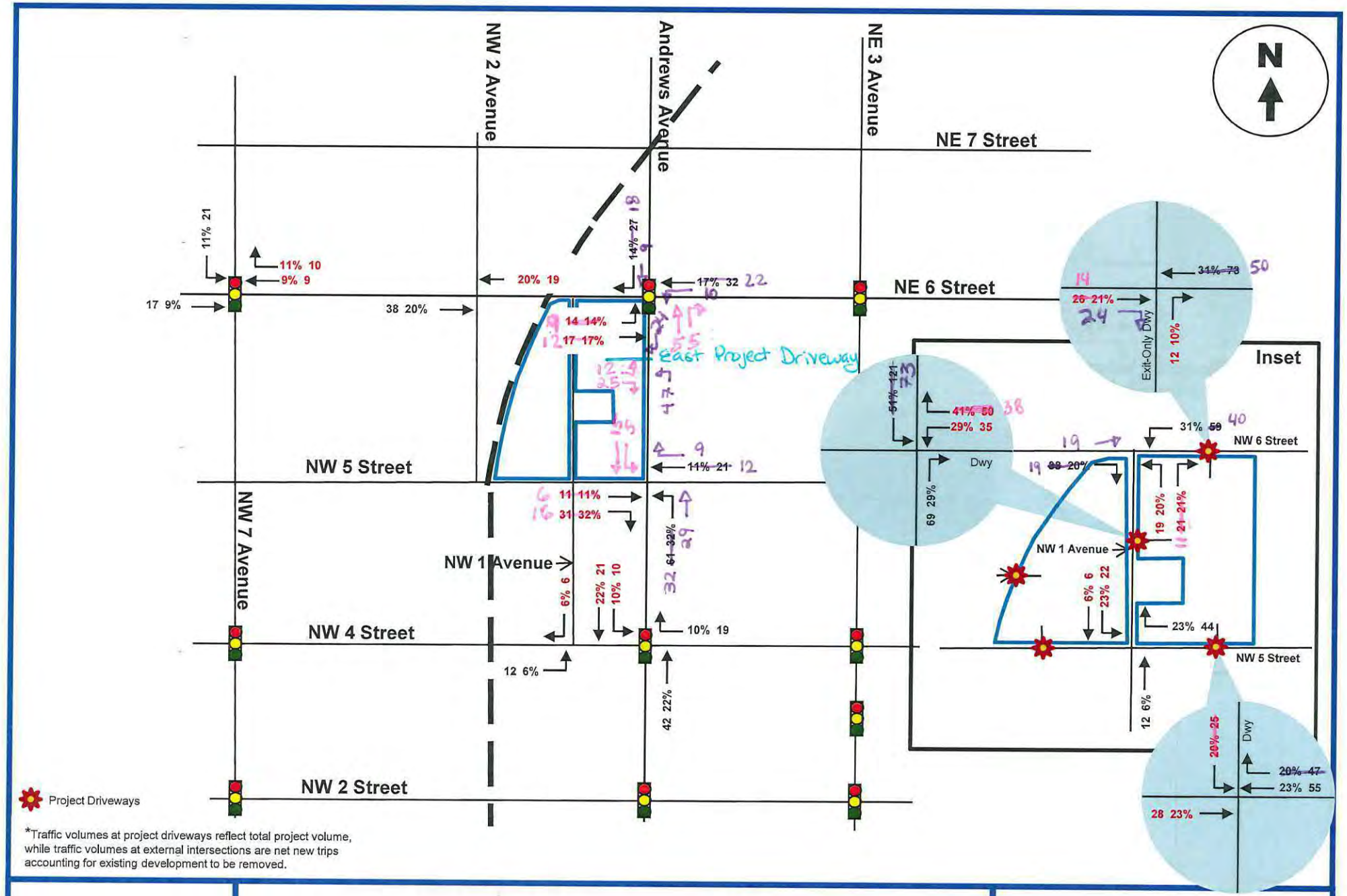
EDSA



DC Engineers, Inc.

New Project Traffic Assignment (West - MF Housing)
AM Peak Hour

FIGURE 5a
FAT Village East
Fort Lauderdale, Florida

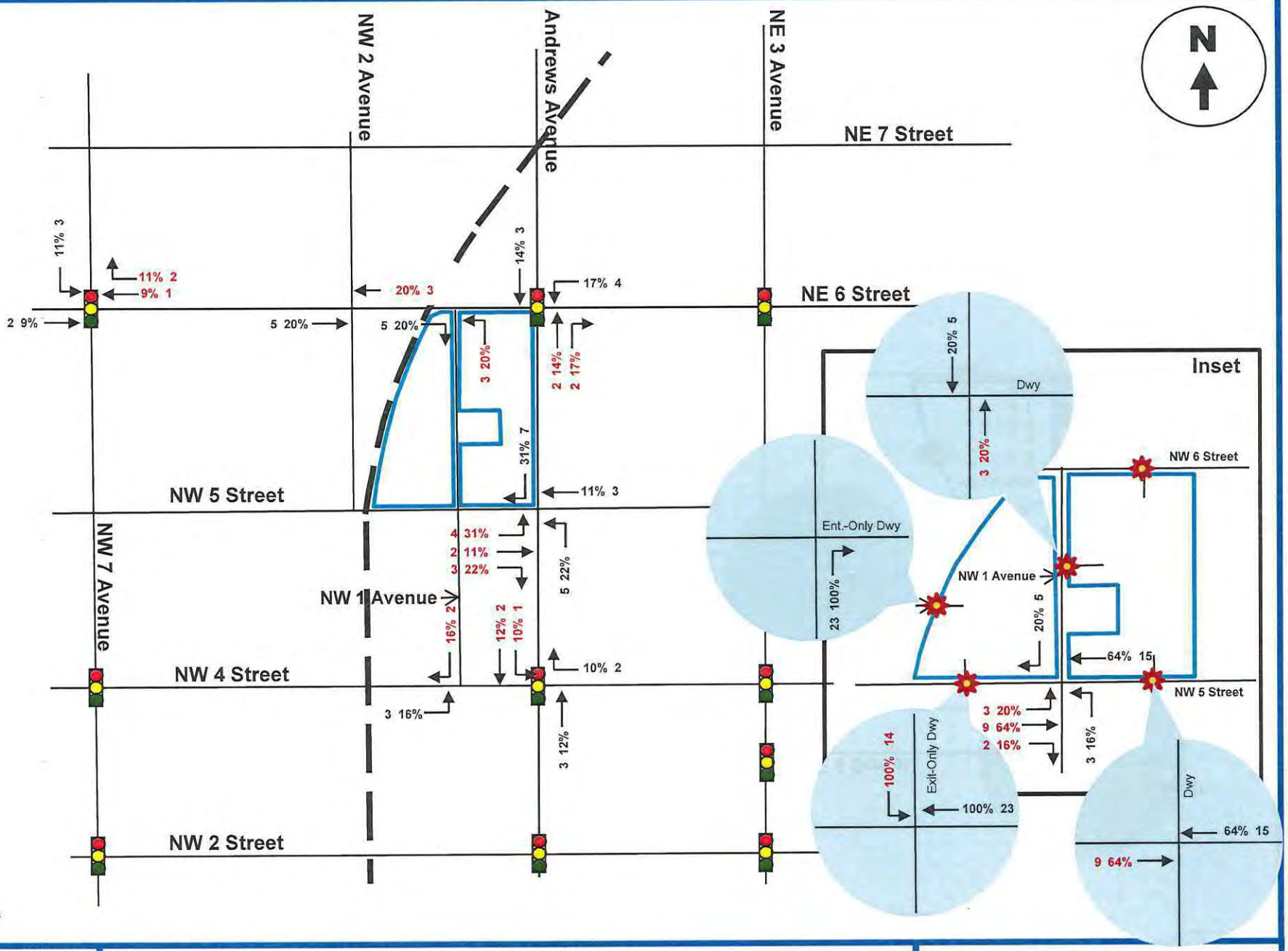


*Traffic volumes at project driveways reflect total project volume, while traffic volumes at external intersections are net new trips accounting for existing development to be removed.

DC Engineers, Inc.

New Project Traffic Assignment (All Other Uses) AM Peak Hour

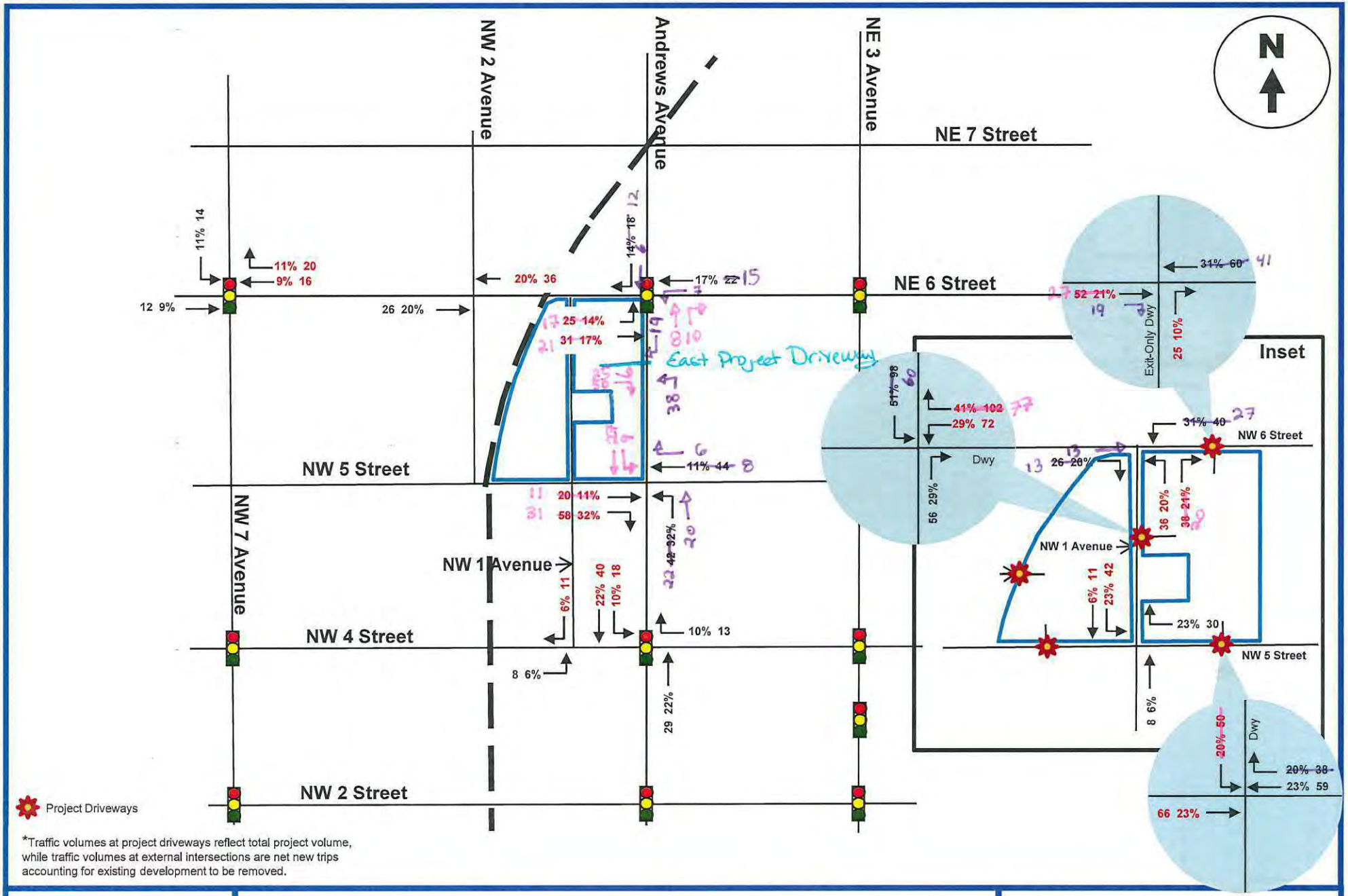
FIGURE 5b
FAT Village East
Fort Lauderdale, Florida



DC Engineers, Inc.

New Project Traffic Assignment (West MF Housing)
PM Peak Hour

FIGURE 5c
FAT Village East
Fort Lauderdale, Florida



*Traffic volumes at project driveways reflect total project volume, while traffic volumes at external intersections are net new trips accounting for existing development to be removed.

DC Engineers, Inc.

New Project Traffic Assignment (All Other Uses) PM Peak Hour

FIGURE 5d
FAT Village East
Fort Lauderdale, Florida

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 4 Street at Andrews Avenue
AM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 4 Street Eastbound			NW 4 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	19	197	11	102	857	39	36	156	151	62	170	56
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	20	205	11	106	891	41	37	162	157	64	177	58
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City		23	15	53	28			19		19	15	43
Alta Flagler Village Phase II												
Metropolitan Apartments		2	1		10	7	2	3		7	12	
Modera 555												
2024 Background Traffic	22	257	29	173	1,046	53	44	206	178	99	227	109
Existing Development												
FAT Village												
Primary Trip		43		12	24							20
Pass-by Capture												
2024 Total Traffic	**22**	**300**	**29**	**185**	**1,070**	**53**	**44**	**206**	**178**	**99**	**227**	**129**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 4 Street at Andrews Avenue
PM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 4 Street Eastbound			NW 4 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	106	592	51	49	369	44	48	167	36	18	200	54
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	110	616	53	51	384	46	50	174	37	19	208	56
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City		38	26	58	31			21		21	26	72
Alta Flagler Village Phase II												
Metropolitan Apartments		10	8		6	5	8	13		4	8	
Modera 555												
2024 Background Traffic	125	745	94	116	471	57	64	231	42	46	269	136
Existing Development												
FAT Village												
Primary Trip		32		19	42							15
Pass-by Capture												
2024 Total Traffic	**125**	**777**	**94**	**135**	**513**	**57**	**64**	**231**	**42**	**46**	**269**	**151**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at NW 1 Avenue
AM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			NW 1 Avenue Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	5	14	11	24	30	8	1	3	1	8	3	9
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	5	15	11	25	31	8	1	3	1	8	3	9
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	6	16	13	28	35	9	1	4	1	9	4	11
Existing Development												
FAT Village												
Primary Trip	1	12		22	6	2	5	15	4		5	44
Pass-by Capture												
2024 Total Traffic	**7**	**28**	**13**	**50**	**41**	**11**	**6**	**19**	**5**	**9**	**9**	**55**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at NW 1 Avenue
PM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			NW 1 Avenue Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	8	17	8	6	24	4	7	3	2	8	1	7
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	8	18	8	6	25	4	7	3	2	8	1	7
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	9	20	9	7	28	5	8	4	2	9	1	8
Existing Development												
FAT Village												
Primary Trip	3	8		42	11	5	3	9	2		15	30
Pass-by Capture				17								30
2024 Total Traffic	**12**	**28**	**9**	**66**	**39**	**10**	**11**	**13**	**4**	**9**	**16**	**68**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at Andrews Avenue
AM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	6	256	16	51	971	14	7	10	28	16	7	33
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	6	266	17	53	1010	15	7	10	29	17	7	34
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City		65			81							
Alta Flagler Village Phase II												
Metropolitan Apartments			4							17		
Modera 555												
2024 Background Traffic	7	366	23	60	1,224	16	8	12	33	36	8	39
Existing Development												
FAT Village												
Primary Trip	63					2	7	14	36		22	
Pass-by Capture												
2024 Total Traffic	**70**	**366**	**23**	**60**	**1,224**	**18**	**15**	**26**	**69**	**36**	**30**	**39**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at Andrews Avenue
PM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	10	671	8	26	428	9	11	4	12	13	1	22
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	10	698	8	27	445	9	11	4	12	14	1	23
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City		111			89							
Alta Flagler Village Phase II												
Metropolitan Apartments			18							11		
Modera 555												
2024 Background Traffic	12	901	27	31	593	11	13	5	14	26	1	26
Existing Development												
FAT Village												
Primary Trip	47					7	4	22	61		17	
Pass-by Capture	6	-19			-28	24	13		4			
2024 Total Traffic	**65**	**882**	**27**	**31**	**565**	**42**	**30**	**27**	**79**	**26**	**18**	**26**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 7 Avenue
AM Peak Hour

WEEKDAY

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	104	413	103	102	576	36	53	751	254	64	252	47
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	108	430	107	106	599	37	55	781	264	67	262	49
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								47			38	
Alta Flagler Village Phase II								5			22	
Metropolitan Apartments								9			38	
Modera 555												
2024 Background Traffic	122	486	121	120	678	42	62	945	299	75	395	55
Existing Development												
FAT Village												
Primary Trip				22				18			11	13
Pass-by Capture*												
2024 Total Traffic	**122**	**486**	**121**	**142**	**678**	**42**	**62**	**963**	**299**	**75**	**406**	**68**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 7 Avenue
PM Peak Hour

WEEKDAY

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	293	751	91	97	393	59	30	291	97	120	564	87
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	305	781	95	101	409	61	31	303	101	125	587	90
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								52			64	
Alta Flagler Village Phase II								22			11	
Metropolitan Apartments								42			25	
Modera 555												
2024 Background Traffic	345	884	107	114	462	69	35	458	114	141	764	102
Existing Development												
FAT Village												
Primary Trip				17				14			17	22
Pass-by Capture												
2024 Total Traffic	**345**	**884**	**107**	**131**	**462**	**69**	**35**	**472**	**114**	**141**	**781**	**124**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 2 Avenue
AM Peak Hour

WEEKDAY

Description	NW 2 Avenue Northbound			NW 2 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	3	2	3	2	0	45	44	805	3	1	254	8
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	3	2	3	2	0	47	46	837	3	1	264	8
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								47			38	
Alta Flagler Village Phase II								5			22	
Metropolitan Apartments								9			38	
Modera 555												
2024 Background Traffic	4	2	4	2	0	53	52	1,008	4	1	397	9
Existing Development												
FAT Village												
Primary Trip								40			24	
Pass-by Capture												
2024 Total Traffic	**4**	**2**	**4**	**2**	**0**	**53**	**52**	**1,048**	**4**	**1**	**421**	**9**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 2 Avenue
PM Peak Hour

WEEKDAY

Description	NW 2 Avenue Northbound			NW 2 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	7	4	5	7	3	78	34	316	8	8	641	11
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	7	4	5	7	3	81	35	329	8	8	667	11
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								52			64	
Alta Flagler Village Phase II								22			11	
Metropolitan Apartments								42			25	
Modera 555												
2024 Background Traffic	8	5	6	8	4	92	40	488	9	9	854	13
Existing Development												
FAT Village												
Primary Trip								31			39	
Pass-by Capture												
2024 Total Traffic	**8**	**5**	**6**	**8**	**4**	**92**	**40**	**519**	**9**	**9**	**893**	**13**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 1 Avenue
AM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			- Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	11	0	5	0	0	0	0	784	46	29	253	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	11	0	5	0	0	0	0	815	48	30	263	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								47			38	
Alta Flagler Village Phase II								5			22	
Metropolitan Apartments								9			38	
Modera 555												
2024 Background Traffic	13	0	6	0	0	0	0	984	54	34	396	0
Existing Development												
FAT Village												
Primary Trip	24		21						40	59		
Pass-by Capture												
2024 Total Traffic	**37**	**0**	**27**	**0**	**0**	**0**	**0**	**984**	**94**	**93**	**396**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NW 1 Avenue
PM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			- Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	19	0	23	0	0	0	0	330	14	10	645	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	20	0	24	0	0	0	0	343	15	10	671	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								52			64	
Alta Flagler Village Phase II								22			11	
Metropolitan Apartments								42			25	
Modera 555												
2024 Background Traffic	22	0	27	0	0	0	0	504	16	12	859	0
Existing Development												
FAT Village												
Primary Trip	39		38						31	40		
Pass-by Capture	13		5					-27	22	8	-21	
2024 Total Traffic	**74**	**0**	**70**	**0**	**0**	**0**	**0**	**477**	**69**	**60**	**838**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at Andrews Avenue
AM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	40	240	15	94	661	44	109	342	326	16	184	114
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	42	250	16	98	687	46	113	356	339	17	191	119
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City	38	25	3	31					47	3		
Alta Flagler Village Phase II								5			22	
Metropolitan Apartments				2				9			38	10
Modera 555												
2024 Background Traffic	85	307	21	144	778	52	128	416	431	22	277	144
Existing Development												
FAT Village												
Primary Trip		3	4		1	27	14	17		1	32	
Pass-by Capture												
2024 Total Traffic	**85**	**310**	**25**	**144**	**779**	**79**	**142**	**433**	**431**	**23**	**309**	**144**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at Andrews Avenue
PM Peak Hour

WEEKDAY

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	168	556	17	87	384	104	70	217	54	17	368	95
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	175	578	18	90	399	108	73	226	56	18	383	99
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City	64	43	4	34					52	3		
Alta Flagler Village Phase II								22			11	
Metropolitan Apartments				10				42			25	6
Modera 555												
2024 Background Traffic	262	697	24	146	452	122	82	319	116	23	469	118
Existing Development												
FAT Village												
Primary Trip		2	2		3	18	25	31		4	22	
Pass-by Capture												
2024 Total Traffic	**262**	**699**	**26**	**146**	**455**	**140**	**107**	**350**	**116**	**27**	**491**	**118**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at West Driveway (Exit Only)
AM Peak Hour

WEEKDAY

Description	- Northbound			West Driveway Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	5	0	0	16	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	5	0	0	17	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	6	0	0	19	0
Existing Development												
FAT Village												
Primary Trip				24							8	
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**6**	**0**	**0**	**27**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at West Driveway (Exit Only)
PM Peak Hour

WEEKDAY

Description	- Northbound			West Driveway Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	12	0	0	13	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	12	0	0	14	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	14	0	0	15	0
Existing Development												
FAT Village												
Primary Trip				14							23	
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**0**	**0**	**38**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at East Driveway
AM Peak Hour

WEEKDAY

Description	- Northbound			West Driveway Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	42	0	0	24	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	44	0	0	25	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	49	0	0	28	0
Existing Development												
FAT Village												
Primary Trip				25				43			60	47
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**92**	**0**	**0**	**88**	**47**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 5 Street at East Driveway
PM Peak Hour

WEEKDAY

Description	- Northbound			West Driveway Southbound			NW 5 Street Eastbound			NW 5 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	22	0	0	18	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	23	0	0	19	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	26	0	0	21	0
Existing Development												
FAT Village												
Primary Trip				50				66			59	38
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**92**	**0**	**0**	**80**	**38**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 1 Avenue at Driveway
AM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			NW 1 Avenue Southbound			- Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	20	0	0	69	0	0	0	0	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	21	0	0	72	0	0	0	0	0	0	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	24	0	0	81	0	0	0	0	0	0	0
Existing Development												
FAT Village												
Primary Trip		5	69	121	2					35		50
Pass-by Capture												
2024 Total Traffic	**0**	**29**	**69**	**121**	**83**	**0**	**0**	**0**	**0**	**35**	**0**	**50**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 1 Avenue at Driveway
PM Peak Hour

WEEKDAY

Description	NW 1 Avenue Northbound			NW 1 Avenue Southbound			- Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	37	0	0	29	0	0	0	0	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	38	0	0	30	0	0	0	0	0	0	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City												
Alta Flagler Village Phase II												
Metropolitan Apartments												
Modera 555												
2024 Background Traffic	0	44	0	0	34	0	0	0	0	0	0	0
Existing Development												
FAT Village												
Primary Trip		3	56	98	5					72		102
Pass-by Capture			30	30						17		18
2024 Total Traffic	**0**	**47**	**86**	**128**	**39**	**0**	**0**	**0**	**0**	**89**	**0**	**120**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NB Alley
AM Peak Hour

WEEKDAY

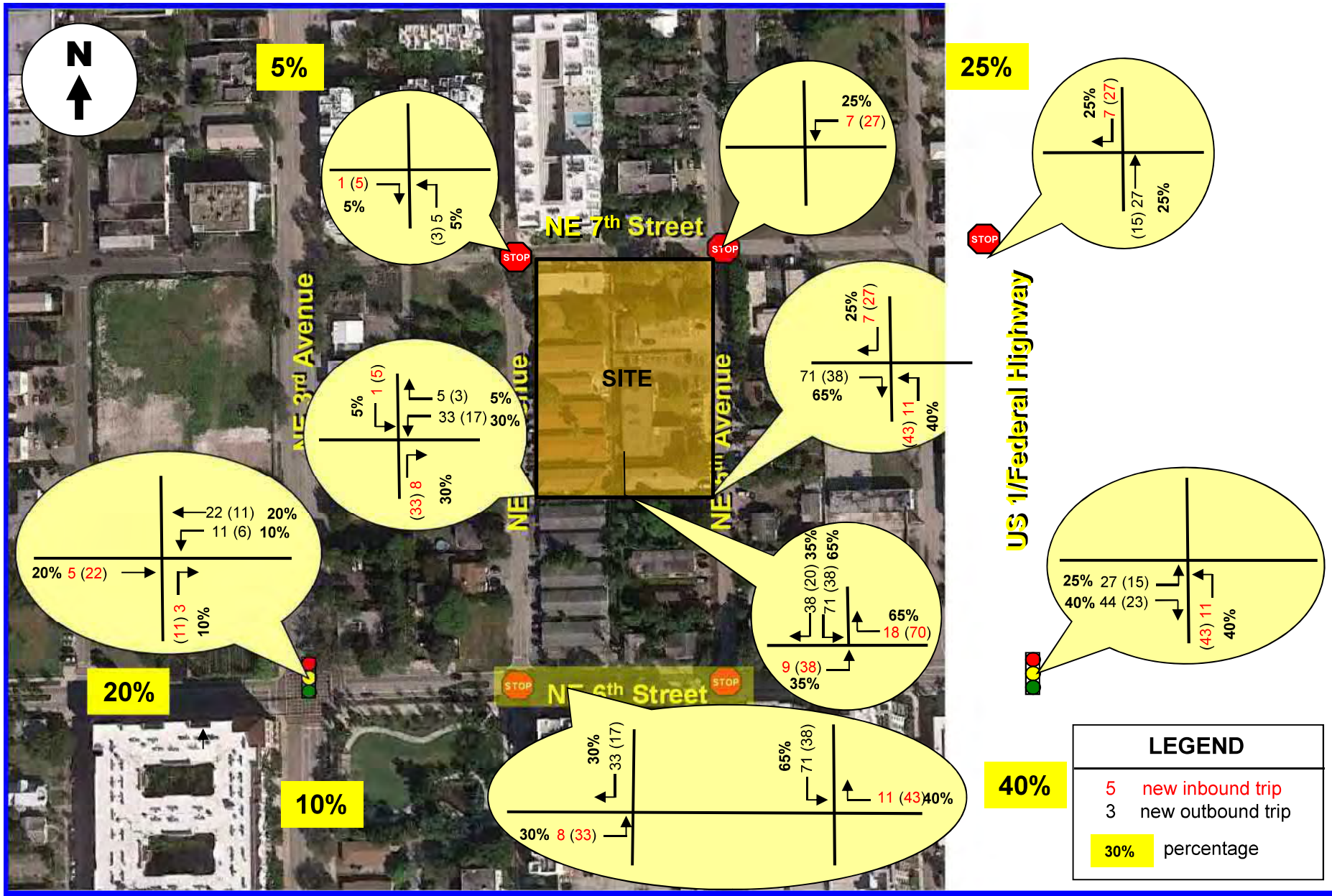
Description	Alley Northbound			- Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	783	0	0	275	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	814	0	0	286	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								47			38	
Alta Flagler Village Phase II								5			22	
Metropolitan Apartments								9			38	
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	982	0	0	422	0
Existing Development												
FAT Village												
Primary Trip			12					26			73	
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**1,008**	**0**	**0**	**495**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street at NB Alley
PM Peak Hour

WEEKDAY

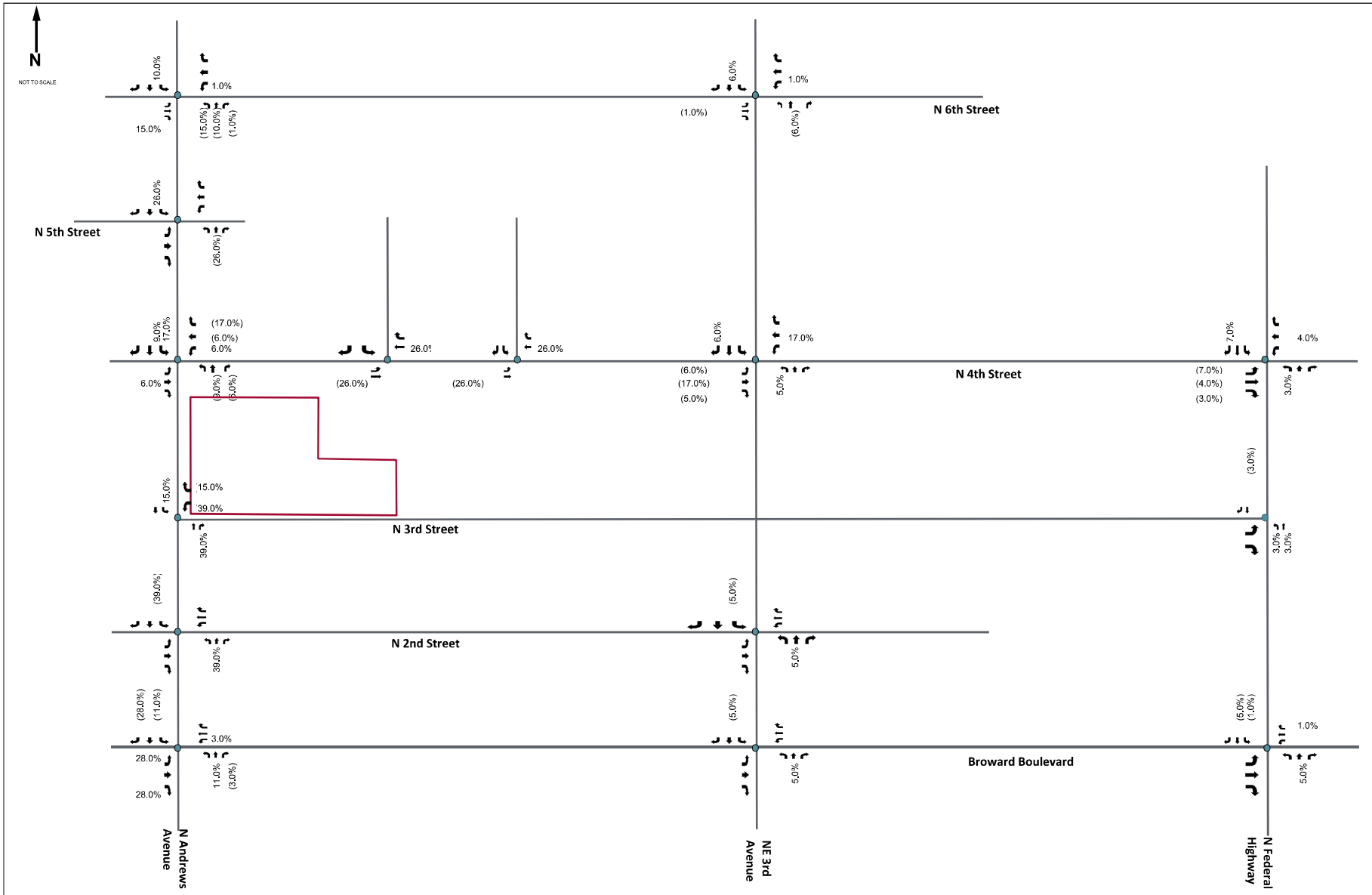
Description	Alley Northbound			- Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/18/2019)	0	0	0	0	0	0	0	347	0	0	648	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	361	0	0	674	0
Annual Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Committed Developments:												
FAT City								52			64	
Alta Flagler Village Phase II								22			11	
Metropolitan Apartments								42			25	
Modera 555												
2024 Background Traffic	0	0	0	0	0	0	0	524	0	0	862	0
Existing Development												
FAT Village												
Primary Trip			25					52			60	
Pass-by Capture												
2024 Total Traffic	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**576**	**0**	**0**	**922**	**0**



Traf Tech
ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

FIGURE 4
Alta Flagler Village Phase II
Fort Lauderdale, Florida



Kimley»Horn
© 2017

Legend
Study Roadway
Study Intersection
% Distribution
Project Site

Figure 2
Project Distribution
A.M. and P.M. Peak Hours
FAT City
Fort Lauderdale, Florida
KHA # 040879006

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**N 4th Street & Andrews Ave**
COUNT DATE:	**November 17, 2015**
AM PEAK HOUR FACTOR:	**0.95**
PM PEAK HOUR FACTOR:	**0.95**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	120	117	0	47	98	30	0	32	360	15	0	67	1,124	31
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
AM EXISTING CONDITIONS	**0**	**43**	**126**	**123**	**0**	**49**	**103**	**32**	**0**	**34**	**378**	**16**	**0**	**70**	**1,180**	**33**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	58	107	43	0	23	235	43	0	127	1,131	39	0	31	552	47
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
PM EXISTING CONDITIONS	**0**	**61**	**112**	**45**	**0**	**24**	**247**	**45**	**0**	**133**	**1,188**	**41**	**0**	**33**	**580**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	4	4	0	2	4	1	0	1	13	1	0	2	42	1
AM NON-PROJECT TRAFFIC	**0**	**45**	**214**	**127**	**0**	**51**	**116**	**33**	**0**	**35**	**391**	**17**	**0**	**72**	**1,222**	**34**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	4	2	0	1	9	2	0	5	42	1	0	1	21	2
PM NON-PROJECT TRAFFIC	**0**	**63**	**176**	**47**	**0**	**25**	**275**	**47**	**0**	**138**	**1,230**	**42**	**0**	**34**	**601**	**51**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"PM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						2								4	-4	
Trips	Net New			19			19	15	43			23	15		53	28	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**19**	**0**	**0**	**21**	**15**	**43**	**0**	**0**	**23**	**15**	**0**	**57**	**24**	**0**
AM TOTAL TRAFFIC		**0**	**45**	**233**	**127**	**0**	**72**	**131**	**76**	**0**	**35**	**414**	**32**	**0**	**129**	**1,246**	**34**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						23								19	-19	
Trips	Net New			21			21	26	72			38	26		58	31	
PM TOTAL PROJECT TRAFFIC				**21**			**44**	**26**	**72**			**38**	**26**		**77**	**12**	
PM TOTAL TRAFFIC		**0**	**63**	**197**	**47**	**0**	**69**	**301**	**119**	**0**	**138**	**1,268**	**68**	**0**	**111**	**613**	**51**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**N 5th Street & Andrews Ave**
COUNT DATE:	**February 16, 2017**
AM PEAK HOUR FACTOR:	**0.95**
PM PEAK HOUR FACTOR:	**0.95**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	8	1	22	0	25	14	33	0	10	340	10	0	51	1,177	51
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**8**	**1**	**22**	**0**	**25**	**14**	**33**	**0**	**10**	**340**	**10**	**0**	**51**	**1,177**	**51**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	6	4	7	0	9	6	21	0	8	1,138	19	0	27	559	8
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**6**	**4**	**7**	**0**	**9**	**6**	**21**	**0**	**8**	**1,138**	**19**	**0**	**27**	**559**	**8**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	1	0	1	0	0	9	0	0	1	30	1
AM NON-PROJECT TRAFFIC	**0**	**8**	**1**	**23**	**0**	**26**	**14**	**34**	**0**	**10**	**349**	**10**	**0**	**52**	**1,207**	**52**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	1	0	0	29	0	0	1	14	0
PM NON-PROJECT TRAFFIC	**0**	**6**	**4**	**7**	**0**	**9**	**6**	**22**	**0**	**8**	**1,167**	**19**	**0**	**28**	**573**	**8**

"AM PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											26.0%					

"PM PROJECT DISTRUBUTION"

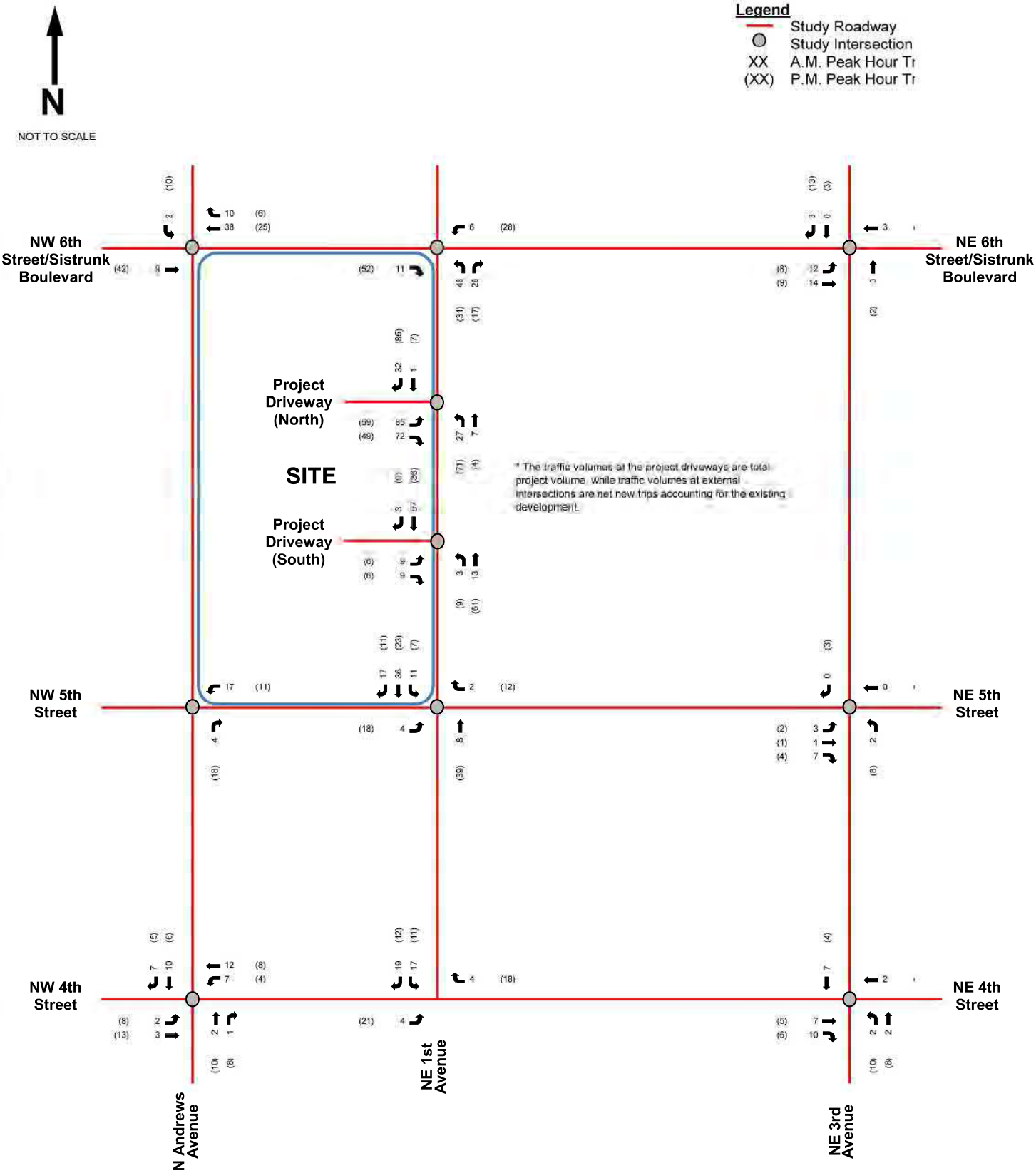
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											26.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											65				81	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**81**	**0**
AM TOTAL TRAFFIC		**0**	**8**	**1**	**23**	**0**	**26**	**14**	**34**	**0**	**10**	**414**	**10**	**0**	**52**	**1,288**	**52**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											111				89	
PM TOTAL PROJECT TRAFFIC												**111**				**89**	
PM TOTAL TRAFFIC		**0**	**6**	**4**	**7**	**0**	**9**	**6**	**22**	**0**	**8**	**1,278**	**19**	**0**	**28**	**662**	**8**



Kimley»Horn

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Peak Hour Net M
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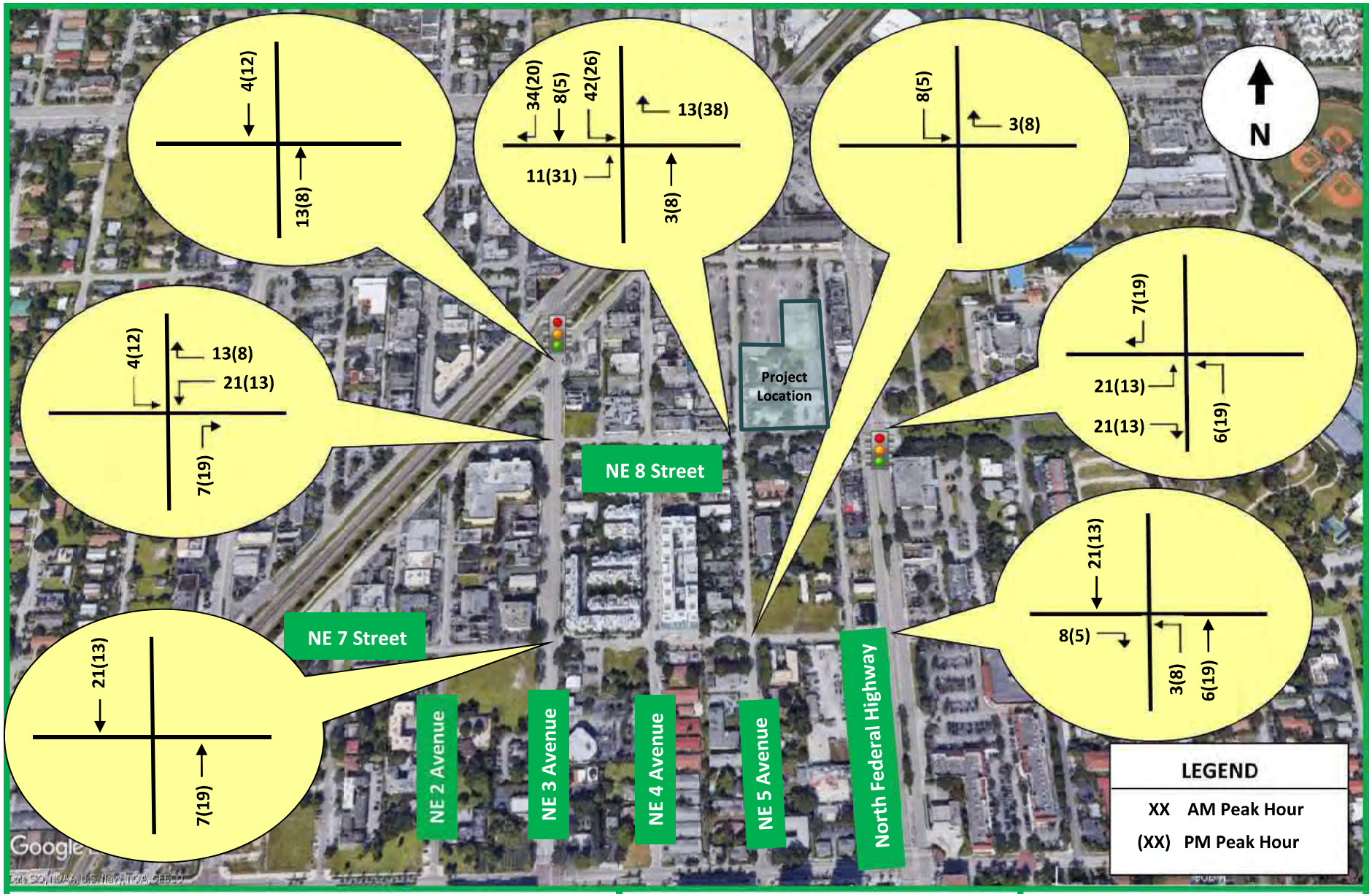


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5
Modera 555
Fort Lauderdale, Florida

Appendix F

Transit Route Information

Visit our web site at
Broward.org/BCT or call
customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 1 WEEKDAY SCHEDULE

Aventura Mall to Broward Central Terminal
via Federal Highway/US 1

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD CENTRAL TERMINAL
1	2	3	4	5
5:23a	5:35a	5:45a	6:04a	6:24a
5:37a	5:49a	5:59a	6:18a	6:38a
5:51a	6:03a	6:13a	6:32a	6:52a
6:03a	6:15a	6:25a	6:44a	7:04a
6:10a	6:22a	6:32a	6:51a	7:12a
6:18a	6:30a	6:40a	6:59a	7:21a
6:33a	6:45a	6:55a	7:15a	7:37a
6:48a	7:00a	7:11a	7:32a	7:54a
7:03a	7:16a	7:27a	7:48a	8:10a
7:13a	7:26a	7:37a	7:58a	8:20a
7:23a	7:36a	7:47a	8:08a	8:30a
7:33a	7:46a	7:57a	8:18a	8:40a
7:40a	7:53a	8:04a	8:25a	8:47a G
7:48a	8:01a	8:12a	8:33a	8:55a
8:03a	8:16a	8:27a	8:48a	9:10a
8:18a	8:31a	8:42a	9:03a	9:26a
8:33a	8:46a	8:57a	9:19a	9:42a
8:48a	9:01a	9:13a	9:35a	9:58a
9:03a	9:18a	9:30a	9:52a	10:15a
9:18a	9:33a	9:45a	10:07a	10:30a
9:33a	9:47a	9:59a	10:21a	10:45a
9:48a	10:03a	10:15a	10:37a	11:00a
10:03a	10:17a	10:29a	10:51a	11:15a
10:18a	10:33a	10:45a	11:07a	11:30a
10:33a	10:47a	10:59a	11:21a	11:45a
10:48a	11:03a	11:15a	11:37a	12:00p
11:03a	11:17a	11:29a	11:51a	12:15p
11:18a	11:33a	11:45a	12:07p	12:31p
11:33a	11:47a	11:59a	12:21p	12:45p
11:48a	12:03p	12:16p	12:39p	1:03p
12:03p	12:17p	12:29p	12:51p	1:15p
12:18p	12:34p	12:47p	1:10p	1:34p
12:33p	12:47p	12:59p	1:21p	1:45p
12:48p	1:04p	1:17p	1:40p	2:04p
1:03p	1:17p	1:29p	1:51p	2:15p
1:18p	1:34p	1:47p	2:10p	2:34p
1:33p	1:47p	1:59p	2:21p	2:45p
1:48p	2:04p	2:17p	2:40p	3:04p
2:03p	2:17p	2:29p	2:51p	3:16p
2:18p	2:34p	2:47p	3:10p	3:34p
2:33p	2:47p	2:59p	3:22p	3:47p
2:48p	3:04p	3:17p	3:40p	4:04p
3:03p	3:19p	3:32p	3:55p	4:19p
3:18p	3:34p	3:47p	4:10p	4:34p

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
5	4	3	2	1
5:20a	5:38a	6:02a	6:13a	6:25a
5:48a	6:06a	6:30a	6:41a	6:53a
6:00a	6:18a	6:42a	6:53a	7:05a
6:10a	6:28a	6:52a	7:03a	7:16a
6:20a	6:38a	7:02a	7:14a	7:27a
6:30a	6:48a	7:13a	7:25a	7:38a
6:45a	7:03a	7:30a	7:42a	7:55a
7:00a	7:20a	7:46a	7:58a	8:11a
7:15a	7:35a	8:01a	8:13a	8:26a
7:25a	7:45a	8:11a	8:23a	8:36a G
7:30a	7:50a	8:16a	8:28a	8:41a
7:45a	8:05a	8:31a	8:43a	8:56a
8:00a	8:20a	8:46a	8:58a	9:12a
8:15a	8:35a	9:01a	9:15a	9:29a
8:25a	8:45a	9:12a	9:26a	9:40a
8:35a	8:55a	9:23a	9:37a	9:51a G
8:45a	9:06a	9:34a	9:48a	10:02a
9:00a	9:22a	9:50a	10:04a	10:18a
9:15a	9:37a	10:05a	10:19a	10:33a
9:30a	9:53a	10:21a	10:34a	10:48a
9:45a	10:07a	10:35a	10:49a	11:03a
10:00a	10:23a	10:51a	11:04a	11:18a
10:15a	10:37a	11:05a	11:19a	11:33a
10:30a	10:53a	11:21a	11:34a	11:48a
10:45a	11:07a	11:35a	11:49a	12:03p
11:00a	11:23a	11:51a	12:04p	12:18p
11:15a	11:37a	12:05p	12:19p	12:33p
11:30a	11:53a	12:21p	12:34p	12:48p
11:45a	12:08p	12:38p	12:52p	1:06p
12:00p	12:23p	12:51p	1:04p	1:18p
12:15p	12:39p	1:09p	1:23p	1:37p
12:30p	12:53p	1:21p	1:34p	1:48p
12:45p	1:09p	1:39p	1:53p	2:07p
1:00p	1:23p	1:51p	2:04p	2:18p
1:15p	1:39p	2:09p	2:23p	2:37p
1:30p	1:53p	2:21p	2:34p	2:48p
1:45p	2:09p	2:39p	2:53p	3:07p
2:00p	2:23p	2:51p	3:04p	3:19p
2:15p	2:39p	3:09p	3:23p	3:37p
2:30p	2:53p	3:22p	3:36p	3:51p
2:45p	3:09p	3:39p	3:53p	4:07p
3:00p	3:24p	3:54p	4:08p	4:22p
3:15p	3:39p	4:09p	4:23p	4:37p
3:30p	3:54p	4:24p	4:38p	4:52p
3:45p	4:09p	4:39p	4:53p	5:07p
3:52p	4:16p	4:46p	5:00p	5:14p

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD CENTRAL TERMINAL
1	2	3	4	5
3:33p	3:49p	4:02p	4:25p	4:49p
3:40p	3:56p	4:09p	4:32p	4:56p
3:48p	4:04p	4:17p	4:40p	5:04p
4:03p	4:19p	4:32p	4:55p	5:19p
4:18p	4:34p	4:47p	5:10p	5:34p
4:33p	4:49p	5:02p	5:25p	5:49p
4:48p	5:04p	5:17p	5:40p	6:04p
5:03p	5:19p	5:32p	5:55p	6:18p
5:18p	5:34p	5:47p	6:10p	6:33p
5:25p	5:41p	5:54p	6:16p	6:39p
5:33p	5:49p	6:02p	6:24p	6:47p G
5:48p	6:04p	6:16p	6:38p	7:01p
6:03p	6:18p	6:30p	6:52p	7:15p G
6:18p	6:33p	6:45p	7:07p	7:30p
6:33p	6:48p	7:00p	7:22p	7:45p G
6:48p	7:03p	7:15p	7:37p	8:00p
7:18p	7:33p	7:45p	8:07p	8:30p
7:48p	8:03p	8:15p	8:37p	9:00p
8:18p	8:33p	8:45p	9:07p	9:30p
8:48p	9:03p	9:14p	9:35p	9:57p
9:18p	9:31p	9:42p	10:02p	10:22p
9:48p	10:01p	10:11p	10:30p	10:50p
10:18p	10:30p	10:40p	10:59p	11:19p G
11:03p	11:15p	11:25p	11:44p	12:04a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
5	4	3	2	1
4:00p	4:24p	4:54p	5:08p	5:22p
4:15p	4:39p	5:09p	5:23p	5:37p
4:30p	4:54p	5:24p	5:38p	5:52p
4:38p	5:02p	5:32p	5:46p	6:00p
4:45p	5:09p	5:39p	5:53p	6:07p G
5:00p	5:24p	5:54p	6:08p	6:22p
5:10p	5:34p	6:03p	6:17p	6:31p
5:20p	5:44p	6:13p	6:27p	6:41p G
5:30p	5:54p	6:22p	6:36p	6:50p G
5:45p	6:08p	6:36p	6:50p	7:04p
6:00p	6:22p	6:50p	7:04p	7:18p G
6:15p	6:37p	7:05p	7:19p	7:33p
6:30p	6:52p	7:20p	7:34p	7:48p G
6:45p	7:07p	7:35p	7:49p	8:03p
7:00p	7:22p	7:50p	8:04p	8:18p G
7:15p	7:37p	8:05p	8:19p	8:33p
7:45p	8:07p	8:35p	8:49p	9:03p
8:20p	8:42p	9:09p	9:21p	9:34p
8:45p	9:05p	9:31p	9:43p	9:56p
9:15p	9:35p	10:01p	10:12p	10:24p G
9:45p	10:05p	10:29p	10:40p	10:52p
10:15p	10:33p	10:57p	11:08p	11:20p G
10:45p	11:03p	11:27p	11:38p	11:50p G
11:15p	11:33p	11:57p	12:08a	12:20a G

Route 1 Weekend

Aventura Mall to Broward Central Terminal
via Federal Highway/US 1

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD CENTRAL TERMINAL
1	2	3	4	5
5:23a	5:35a	5:45a	6:04a	6:24a
5:51a	6:03a	6:13a	6:32a	6:52a
6:03a	6:15a	6:25a	6:44a	7:04a
6:18a	6:30a	6:40a	6:59a	7:21a
6:33a	6:45a	6:55a	7:15a	7:37a
6:48a	7:00a	7:11a	7:32a	7:54a
7:03a	7:16a	7:27a	7:48a	8:10a
7:18a	7:31a	7:42a	8:03a	8:25a
7:33a	7:46a	7:57a	8:18a	8:40a
7:48a	8:01a	8:12a	8:33a	8:55a
8:03a	8:16a	8:27a	8:48a	9:10a G
8:18a	8:31a	8:42a	9:03a	9:26a
8:33a	8:46a	8:57a	9:19a	9:42a G
8:48a	9:01a	9:13a	9:35a	9:58a
9:03a	9:18a	9:30a	9:52a	10:15a G
9:18a	9:33a	9:45a	10:07a	10:30a
9:33a	9:47a	9:59a	10:21a	10:45a
9:48a	10:03a	10:15a	10:37a	11:00a
10:03a	10:17a	10:29a	10:51a	11:15a
10:18a	10:33a	10:45a	11:07a	11:30a
10:33a	10:47a	10:59a	11:21a	11:45a
10:48a	11:03a	11:15a	11:37a	12:00p
11:03a	11:17a	11:29a	11:51a	12:15p
11:18a	11:33a	11:45a	12:07p	12:31p
11:33a	11:47a	11:59a	12:21p	12:45p
11:48a	12:03p	12:16p	12:39p	1:03p
12:03p	12:17p	12:29p	12:51p	1:15p
12:18p	12:34p	12:47p	1:10p	1:34p
12:33p	12:47p	12:59p	1:21p	1:45p
12:48p	1:04p	1:17p	1:40p	2:04p
1:03p	1:17p	1:29p	1:51p	2:15p
1:18p	1:34p	1:47p	2:10p	2:34p
1:33p	1:47p	1:59p	2:21p	2:45p
1:48p	2:04p	2:17p	2:40p	3:04p
2:03p	2:17p	2:29p	2:51p	3:16p
2:18p	2:34p	2:47p	3:10p	3:34p
2:33p	2:47p	2:59p	3:22p	3:47p
2:48p	3:04p	3:17p	3:40p	4:04p
3:03p	3:19p	3:32p	3:55p	4:19p
3:18p	3:34p	3:47p	4:10p	4:34p
3:33p	3:49p	4:02p	4:25p	4:49p
3:48p	4:04p	4:17p	4:40p	5:04p
4:03p	4:19p	4:32p	4:55p	5:19p
4:18p	4:34p	4:47p	5:10p	5:34p
4:33p	4:49p	5:02p	5:25p	5:49p
4:48p	5:04p	5:17p	5:40p	6:04p
5:03p	5:19p	5:32p	5:55p	6:18p
5:18p	5:34p	5:47p	6:10p	6:33p
5:33p	5:49p	6:02p	6:24p	6:47p G
5:48p	6:04p	6:16p	6:38p	7:01p
6:03p	6:18p	6:30p	6:52p	7:15p G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	FTL/HWD I NTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
5	4	3	2	1
5:20a	5:38a	6:02a	6:13a	6:25a
5:48a	6:06a	6:30a	6:41a	6:53a
6:00a	6:18a	6:42a	6:53a	7:05a
6:15a	6:33a	6:57a	7:09a	7:22a
6:30a	6:48a	7:13a	7:25a	7:38a
6:45a	7:03a	7:30a	7:42a	7:55a
7:00a	7:20a	7:46a	7:58a	8:11a
7:15a	7:35a	8:01a	8:13a	8:26a
7:30a	7:50a	8:16a	8:28a	8:41a
7:45a	8:05a	8:31a	8:43a	8:56a
8:00a	8:20a	8:46a	8:58a	9:12a
8:15a	8:35a	9:01a	9:15a	9:29a
8:30a	8:50a	9:17a	9:31a	9:45a
8:45a	9:06a	9:34a	9:48a	10:02a
9:00a	9:22a	9:50a	10:04a	10:18a
9:15a	9:37a	10:05a	10:19a	10:33a
9:30a	9:53a	10:21a	10:34a	10:48a
9:45a	10:07a	10:35a	10:49a	11:03a
10:00a	10:23a	10:51a	11:04a	11:18a
10:15a	10:37a	11:05a	11:19a	11:33a
10:30a	10:53a	11:21a	11:34a	11:48a
10:45a	11:07a	11:35a	11:49a	12:03p
11:00a	11:23a	11:51a	12:04p	12:18p
11:15a	11:37a	12:05p	12:19p	12:33p
11:30a	11:53a	12:21p	12:34p	12:48p
11:45a	12:08p	12:38p	12:52p	1:06p
12:00p	12:23p	12:51p	1:04p	1:18p
12:15p	12:39p	1:09p	1:23p	1:37p
12:30p	12:53p	1:21p	1:34p	1:48p
12:45p	1:09p	1:39p	1:53p	2:07p
1:00p	1:23p	1:51p	2:04p	2:18p
1:15p	1:39p	2:09p	2:23p	2:37p
1:30p	1:53p	2:21p	2:34p	2:48p
1:45p	2:09p	2:39p	2:53p	3:07p
2:00p	2:23p	2:51p	3:04p	3:19p
2:15p	2:39p	3:09p	3:23p	3:37p
2:30p	2:53p	3:22p	3:36p	3:51p
2:45p	3:09p	3:39p	3:53p	4:07p
3:00p	3:24p	3:54p	4:08p	4:22p
3:15p	3:39p	4:09p	4:23p	4:37p
3:30p	3:54p	4:24p	4:38p	4:52p
3:45p	4:09p	4:39p	4:53p	5:07p
4:00p	4:24p	4:54p	5:08p	5:22p
4:15p	4:39p	5:09p	5:23p	5:37p
4:30p	4:54p	5:24p	5:38p	5:52p
4:45p	5:09p	5:39p	5:53p	6:07p
5:00p	5:24p	5:54p	6:08p	6:22p
5:15p	5:39p	6:08p	6:22p	6:36p
5:30p	5:54p	6:22p	6:36p	6:50p G
5:45p	6:08p	6:36p	6:50p	7:04p
6:00p	6:22p	6:50p	7:04p	7:18p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP Times with the letter "G" after them indicate bus returns to garage.

SATURDAY Continued on column at right

Route 1 Weekend

Aventura Mall to Broward Central Terminal
via Federal Highway/US 1

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

6:18p	6:33p	6:45p	7:07p	7:30p
6:33p	6:48p	7:00p	7:22p	7:45p G
6:48p	7:03p	7:15p	7:37p	8:00p
7:18p	7:33p	7:45p	8:07p	8:30p
7:48p	8:03p	8:15p	8:37p	9:00p
8:18p	8:33p	8:45p	9:07p	9:30p
8:48p	9:03p	9:14p	9:35p	9:57p
9:18p	9:31p	9:42p	10:02p	10:22p
9:48p	10:01p	10:11p	10:30p	10:50p
10:18p	10:30p	10:40p	10:59p	11:19p G
11:03p	11:15p	11:25p	11:44p	12:04a G

SOUTHBOUND To Aventura Mall

6:15p	6:37p	7:05p	7:19p	7:33p
6:30p	6:52p	7:20p	7:34p	7:48p G
6:45p	7:07p	7:35p	7:49p	8:03p
7:15p	7:37p	8:05p	8:19p	8:33p
7:45p	8:07p	8:35p	8:49p	9:03p
8:20p	8:42p	9:09p	9:21p	9:34p
8:45p	9:05p	9:31p	9:43p	9:56p
9:15p	9:35p	10:01p	10:12p	10:24p G
9:45p	10:05p	10:29p	10:40p	10:52p
10:15p	10:33p	10:57p	11:08p	11:20p G
10:45p	11:03p	11:27p	11:38p	11:50p G
11:15p	11:33p	11:57p	12:08a	12:20a G

SUNDAY

NORTHBOUND To Broward Central Terminal

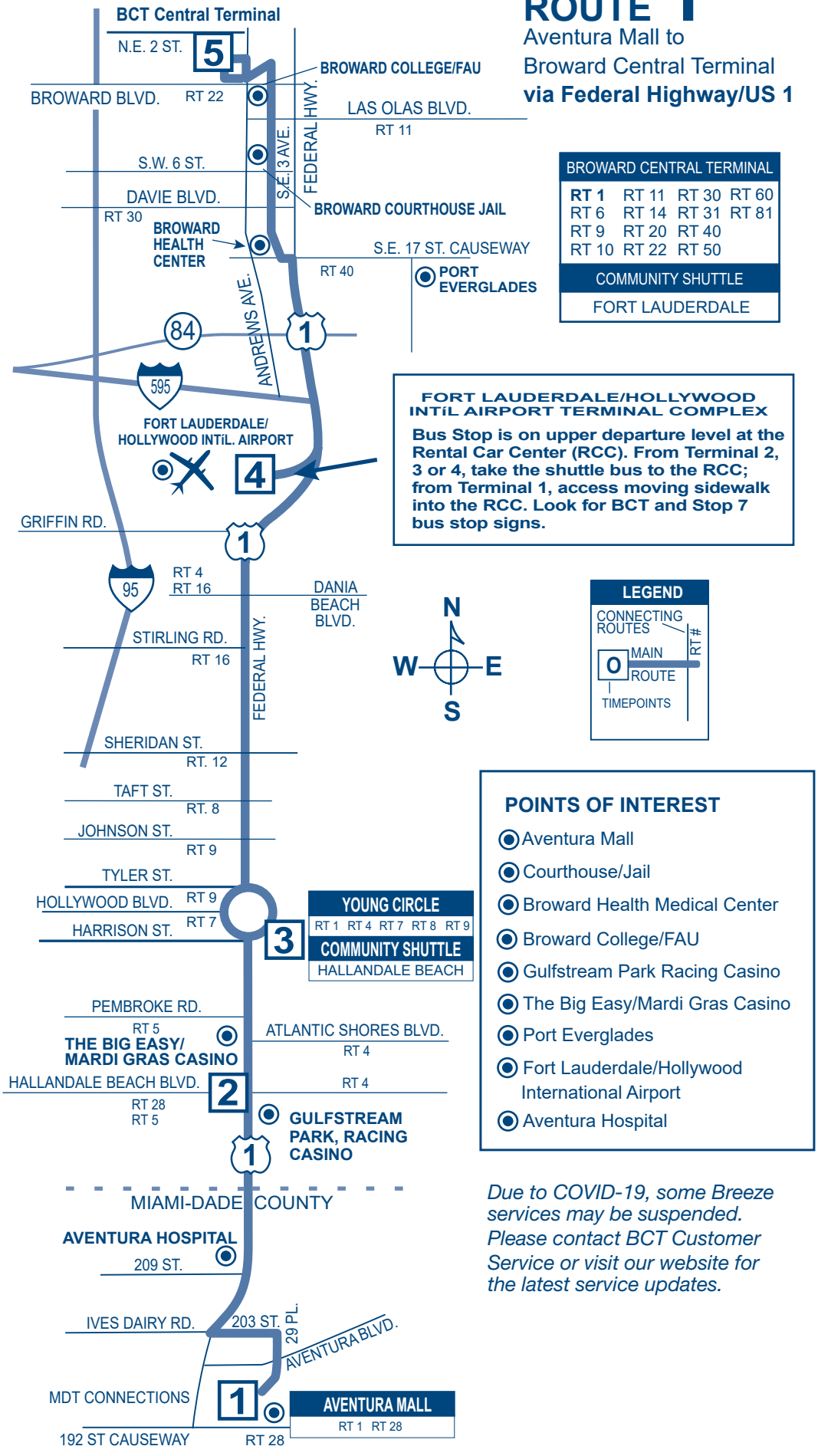
AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD CENTRAL TERMINAL
1	2	3	4	5
6:03a	6:16a	6:25a	6:44a	7:03a
6:33a	6:46a	6:55a	7:14a	7:33a
7:03a	7:16a	7:25a	7:44a	8:03a
7:33a	7:46a	7:55a	8:14a	8:33a
8:03a	8:16a	8:25a	8:44a	9:03a
8:32a	8:45a	8:54a	9:14a	9:34a
9:00a	9:14a	9:24a	9:44a	10:04a
9:29a	9:43a	9:53a	10:14a	10:35a
10:08a	10:23a	10:34a	10:55a	11:16a
10:38a	10:53a	11:04a	11:25a	11:46a
11:08a	11:23a	11:34a	11:55a	12:16p
11:38a	11:53a	12:04p	12:25p	12:46p
12:08p	12:23p	12:34p	12:55p	1:16p
12:38p	12:53p	1:04p	1:25p	1:46p
1:08p	1:23p	1:34p	1:55p	2:16p
1:38p	1:53p	2:04p	2:25p	2:46p
2:08p	2:23p	2:34p	2:55p	3:16p
2:38p	2:53p	3:04p	3:25p	3:46p
3:08p	3:23p	3:34p	3:55p	4:16p
3:38p	3:53p	4:04p	4:25p	4:46p
4:08p	4:23p	4:34p	4:55p	5:16p
4:38p	4:53p	5:04p	5:25p	5:46p
5:08p	5:23p	5:34p	5:55p	6:16p
5:33p	5:48p	5:59p	6:20p	6:41p G
5:58p	6:13p	6:24p	6:43p	7:04p
6:29p	6:44p	6:55p	7:14p	7:34p
7:00p	7:14p	7:24p	7:44p	8:04p
7:30p	7:44p	7:54p	8:14p	8:34p
8:03p	8:17p	8:27p	8:47p	9:07p
8:33p	8:47p	8:57p	9:16p	9:35p G
9:03p	9:16p	9:25p	9:44p	10:03p G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	FTL/HWD I NTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
5	4	3	2	1
6:00a	6:19a	6:44a	6:55a	7:06a
6:40a	6:59a	7:24a	7:35a	7:46a
7:10a	7:29a	7:54a	8:05a	8:16a
7:40a	7:59a	8:24a	8:35a	8:46a
8:10a	8:29a	8:54a	9:05a	9:17a
8:40a	8:59a	9:25a	9:37a	9:49a
9:10a	9:30a	9:56a	10:09a	10:22a
9:40a	10:00a	10:27a	10:40a	10:53a
10:10a	10:31a	10:58a	11:11a	11:24a
10:40a	11:01a	11:28a	11:41a	11:54a
11:10a	11:31a	11:58a	12:11p	12:24p
11:40a	12:01p	12:28p	12:41p	12:54p
12:10p	12:31p	12:58p	1:11p	1:24p
12:40p	1:01p	1:28p	1:41p	1:54p
1:10p	1:31p	1:58p	2:11p	2:24p
1:40p	2:01p	2:28p	2:41p	2:54p
2:10p	2:31p	2:58p	3:11p	3:24p
2:40p	3:01p	3:28p	3:41p	3:54p
3:10p	3:31p	3:58p	4:11p	4:24p
3:40p	4:01p	4:28p	4:41p	4:54p
4:10p	4:31p	4:58p	5:11p	5:24p
4:38p	4:59p	5:26p	5:39p	5:52p
5:09p	5:30p	5:57p	6:10p	6:23p
5:40p	6:01p	6:28p	6:41p	6:54p
6:10p	6:31p	6:58p	7:10p	7:22p
6:40p	7:01p	7:27p	7:39p	7:51p
7:10p	7:30p	7:56p	8:08p	8:20p
7:40p	8:00p	8:26p	8:38p	8:50p
8:10p	8:30p	8:56p	9:07p	9:18p G
8:40p	9:00p	9:25p	9:36p	9:47p G
9:15p	9:34p	9:59p	10:10p	10:21p G

ROUTE 1

Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

FORT LAUDERDALE/HOLLYWOOD INTiL AIRPORT TERMINAL COMPLEX

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.

LEGEND

CONNECTING ROUTES — RT #

0 MAIN ROUTE

TIMEPOINTS

YOUNG CIRCLE				
RT 1	RT 4	RT 7	RT 8	RT 9
COMMUNITY SHUTTLE				
HALLANDALE BEACH				

POINTS OF INTEREST

- Aventura Mall
- Courthouse/Jail
- Broward Health Medical Center
- Broward College/FAU
- Gulfstream Park Racing Casino
- The Big Easy/Mardi Gras Casino
- Port Everglades
- Fort Lauderdale/Hollywood International Airport
- Aventura Hospital

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.**

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 6/20

Broward County Transit

ROUTE 6 ALL WEEK SCHEDULE

County Line Road and Dixie Highway
to Broward Central Terminal

Effective 7/26/20

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 6

BROWARD COUNTY TRANSIT

Monday-Friday

County Line Road and Dixie Highway to Broward Central Terminal

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	2	3	4	4	5	6
5:20a	5:34a	5:46a	6:01a	6:07a	6:21a	6:35a
6:26a	6:40a	6:52a	7:07a	7:13a	7:27a	7:41a
7:15a	7:29a	7:41a	7:56a	8:02a	8:17a	8:33a
8:15a	8:32a	8:47a	9:04a	9:10a	9:25a	9:41a
8:45a	9:02a	9:17a	9:35a	9:41a	9:56a	10:12a G
9:16a	9:33a	9:48a	10:06a	10:12a	10:27a	10:43a
10:20a	10:37a	10:52a	11:10a	11:16a	11:31a	11:47a
11:20a	11:37a	11:52a	12:10p	12:16p	12:31p	12:47p
12:20p	12:37p	12:52p	1:10p	1:16p	1:31p	1:47p
1:20p	1:37p	1:52p	2:10p	2:16p	2:31p	2:47p
2:20p	2:37p	2:52p	3:10p	3:16p	3:31p	3:47p
3:20p	3:37p	3:52p	4:10p	4:16p	4:31p	4:47p
3:50p	4:07p	4:22p	4:40p	4:46p	5:01p	5:17p G
4:20p	4:37p	4:52p	5:10p	5:16p	5:31p	5:47p
5:20p	5:37p	5:52p	6:10p	6:16p	6:31p	6:47p
6:22p	6:39p	6:54p	7:12p	7:18p	7:33p	7:49p
7:26p	7:43p	7:58p	8:15p	8:21p	8:34p	8:49p
8:26p	8:43p	8:56p	9:11p G			
9:22p	9:39p	9:52p	10:07p G			
10:14p	10:31p	10:44p	10:59p G			

SOUTHBOUND

To County Line Road

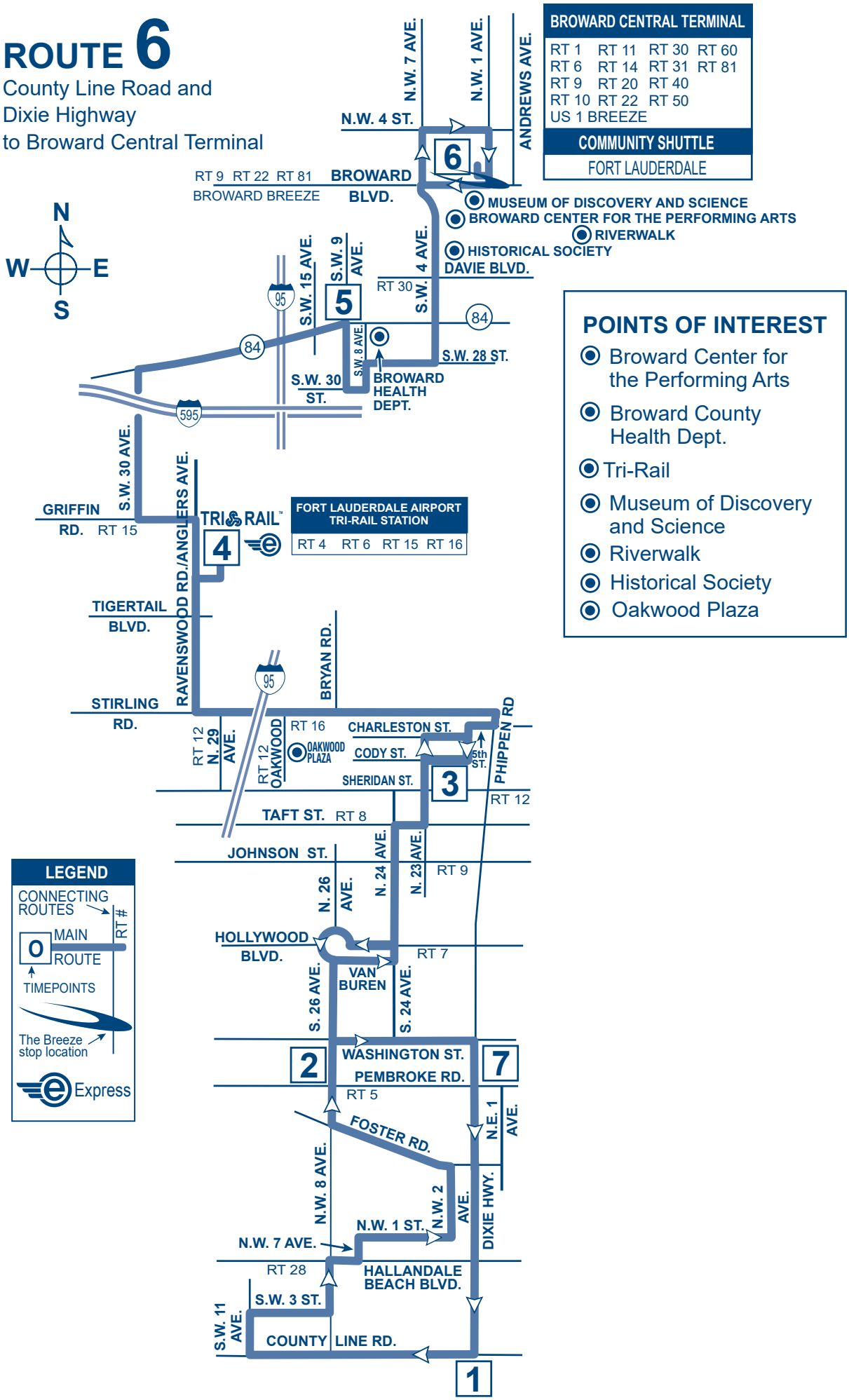
BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	SHERIDAN ST. & N. 23 AVE.	WASHINGTON ST. & DIXIE HWY.	COUNTY LINE RD. & DIXIE HWY.
6	5	4	4	3	7	1
			5:45a	6:00a	6:14a	6:24a
6:00a	6:14a	6:28a	6:34a	6:49a	7:03a	7:13a
7:00a	7:14a	7:28a	7:34a	7:49a	8:03a	8:13a
8:00a	8:14a	8:28a	8:34a	8:49a	9:03a	9:14a
9:00a	9:15a	9:30a	9:36a	9:53a	10:07a	10:18a
10:00a	10:15a	10:30a	10:36a	10:53a	11:07a	11:18a
11:00a	11:15a	11:30a	11:36a	11:53a	12:07p	12:18p
12:00p	12:15p	12:30p	12:36p	12:53p	1:07p	1:18p
1:00p	1:15p	1:30p	1:36p	1:53p	2:07p	2:18p
2:00p	2:15p	2:30p	2:36p	2:53p	3:07p	3:18p
3:00p	3:15p	3:30p	3:36p	3:53p	4:07p	4:18p
4:00p	4:15p	4:30p	4:36p	4:53p	5:07p	5:18p
5:00p	5:15p	5:30p	5:36p	5:53p	6:09p	6:20p
6:00p	6:15p	6:33p	6:39p	6:56p	7:13p	7:24p
7:00p	7:15p	7:33p	7:39p	7:56p	8:13p	8:24p
8:00p	8:15p	8:33p	8:39p	8:56p	9:10p	9:20p
9:00p	9:14p	9:29p	9:35p	9:49p	10:02p	10:12p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



POINTS OF INTEREST

- Broward Center for the Performing Arts
- Broward County Health Dept.
- Tri-Rail
- Museum of Discovery and Science
- Riverwalk
- Historical Society
- Oakwood Plaza

Route 6

County Line Road and Dixie Highway
to Broward Central Terminal

BROWARD COUNTY TRANSIT

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**3**	**4**	**4**	**5**	**6**
5:20a	5:34a	5:46a	6:01a	6:07a	6:21a	6:35a
6:26a	6:40a	6:52a	7:07a	7:13a	7:27a	7:41a
7:15a	7:29a	7:41a	7:56a	8:02a	8:17a	8:33a
8:15a	8:32a	8:47a	9:04a	9:10a	9:25a	9:41a
9:16a	9:33a	9:48a	10:06a	10:12a	10:27a	10:43a
10:20a	10:37a	10:52a	11:10a	11:16a	11:31a	11:47a
11:20a	11:37a	11:52a	12:10p	12:16p	12:31p	12:47p
12:20p	12:37p	12:52p	1:10p	1:16p	1:31p	1:47p
1:20p	1:37p	1:52p	2:10p	2:16p	2:31p	2:47p
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3:20p	3:37p	3:52p	4:10p	4:16p	4:31p	4:47p
4:20p	4:37p	4:52p	5:10p	5:16p	5:31p	5:47p
5:20p	5:37p	5:52p	6:10p	6:16p	6:31p	6:47p
6:22p	6:39p	6:54p	7:12p	7:18p	7:33p	7:49p
7:26p	7:43p	7:58p	8:15p	8:21p	8:34p	8:49p
8:26p	8:43p	8:56p	9:11p G			
9:22p	9:39p	9:52p	10:07p G			
10:14p	10:31p	10:44p	10:59p G			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	SHERIDAN ST. & N. 23 AVE.	WASHINGTON ST. & DIXIE HWY.	COUNTY LINE RD. & DIXIE HWY.
6	**5**	**4**	**4**	**3**	**7**	**1**
			5:45a	6:00a	6:14a	6:24a
6:00a	6:14a	6:28a	6:34a	6:49a	7:03a	7:13a
7:00a	7:14a	7:28a	7:34a	7:49a	8:03a	8:13a
8:00a	8:14a	8:28a	8:34a	8:49a	9:03a	9:14a
9:00a	9:15a	9:30a	9:36a	9:53a	10:07a	10:18a
10:00a	10:15a	10:30a	10:36a	10:53a	11:07a	11:18a
11:00a	11:15a	11:30a	11:36a	11:53a	12:07p	12:18p
12:00p	12:15p	12:30p	12:36p	12:53p	1:07p	1:18p
1:00p	1:15p	1:30p	1:36p	1:53p	2:07p	2:18p
2:00p	2:15p	2:30p	2:36p	2:53p	3:07p	3:18p
3:00p	3:15p	3:30p	3:36p	3:53p	4:07p	4:18p
4:00p	4:15p	4:30p	4:36p	4:53p	5:07p	5:18p
5:00p	5:15p	5:30p	5:36p	5:53p	6:09p	6:20p
6:00p	6:15p	6:33p	6:39p	6:56p	7:13p	7:24p
7:00p	7:15p	7:33p	7:39p	7:56p	8:13p	8:24p
8:00p	8:15p	8:33p	8:39p	8:56p	9:10p	9:20p
9:00p	9:14p	9:29p	9:35p	9:49p	10:02p	10:12p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

Route 6

County Line Road and Dixie Highway
to Broward Central Terminal

BROWARD COUNTY TRANSIT

SUNDAY

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	2	3	4	4	5	6
8:20a	8:35a	8:49a	9:04a	9:10a	9:24a	9:40a
9:20a	9:36a	9:50a	10:06a	10:12a	10:26a	10:42a
10:21a	10:38a	10:52a	11:08a	11:14a	11:28a	11:44a
11:21a	11:38a	11:52a	12:08p	12:14p	12:28p	12:44p
12:21p	12:38p	12:52p	1:08p	1:14p	1:28p	1:44p
1:21p	1:38p	1:52p	2:08p	2:14p	2:28p	2:44p
2:21p	2:38p	2:52p	3:09p	3:15p	3:29p	3:45p
3:21p	3:37p	3:53p	4:10p	4:16p	4:30p	4:46p
4:21p	4:37p	4:53p	5:10p	5:16p	5:30p	5:46p
5:21p	5:37p	5:53p	6:10p	6:16p	6:30p	6:46p
6:21p	6:37p	6:53p	7:10pG			
7:21p	7:37p	7:53p	8:10pG			
8:22p	8:38p	8:54p	9:11pG			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	SHERIDAN ST. & N. 23 AVE.	WASHINGTON ST. & DIXIE HWY.	COUNTY LINE RD. & DIXIE HWY.
6	5	4	4	3	7	1
9:00a	9:16a	9:33a	9:39a	9:57a	10:10a	10:19a
10:00a	10:16a	10:33a	10:39a	10:57a	11:10a	11:19a
11:00a	11:16a	11:33a	11:39a	11:57a	12:10p	12:19p
12:00p	12:16p	12:33p	12:39p	12:57p	1:10p	1:19p
1:00p	1:16p	1:33p	1:39p	1:57p	2:10p	2:19p
2:00p	2:16p	2:33p	2:39p	2:57p	3:10p	3:19p
3:00p	3:16p	3:33p	3:39p	3:57p	4:10p	4:19p
4:00p	4:16p	4:33p	4:39p	4:57p	5:10p	5:19p
5:00p	5:16p	5:33p	5:39p	5:57p	6:10p	6:19p
6:00p	6:16p	6:33p	6:39p	6:57p	7:10p	7:19p
7:00p	7:16p	7:33p	7:39p	7:57p	8:12p	8:20p

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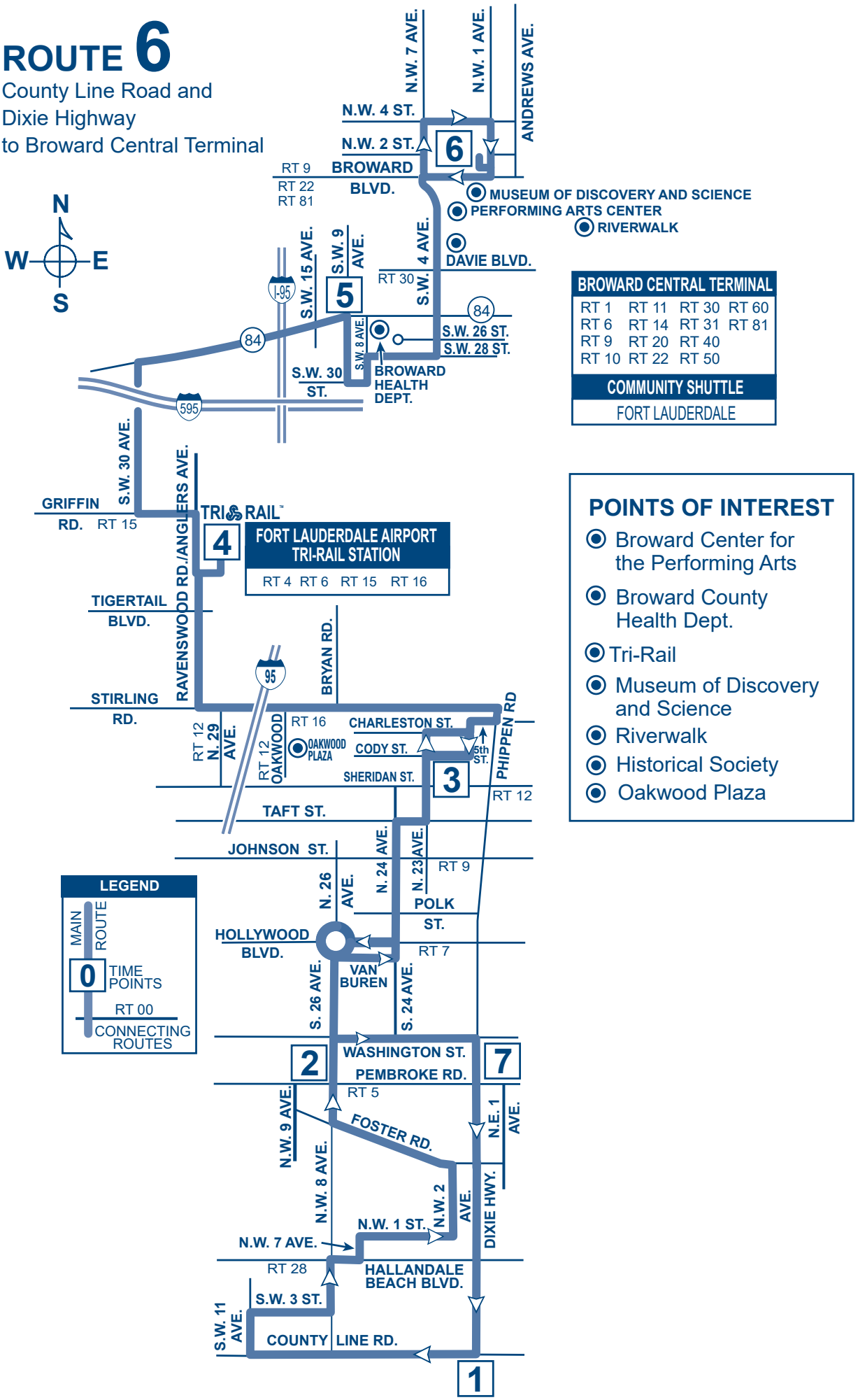
ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	

COMMUNITY SHUTTLE

FORT LAUDERDALE

POINTS OF INTEREST

- Broward Center for the Performing Arts
- Broward County Health Dept.
- Tri-Rail
- Museum of Discovery and Science
- Riverwalk
- Historical Society
- Oakwood Plaza

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

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- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400 Hours: 9AM - 4PM
Monday, Tuesday, Thursday and Friday.

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/ Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

For more details on our fares please visit our web site at Broward.org/BCT/faresandpasses.htm or call customer service: 954-357-8400.

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3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

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This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 12/19

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

**WHEN IT COMES TO OUR SAFETY,
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EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.**

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

Due to COVID-19, BCT is operating a Saturday schedule daily, Monday through Saturday.

Sunday schedules remain the same.

For more details on our fares please visit our web site at broward.org/bct or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS

An equal opportunity employer and provider of services.

13,000 copies of this public document were promulgated at a gross cost of $572.00, or $.044 per copy to inform the public about the Transit Division's schedule and route information. 9/18

ROUTE 9

All Week

Schedule

Effective 9/23/18

Young Circle to Broward Central Terminal

MyRide BROWARD.org

Real Time Bus Information

MyRide.Broward.org

BROWARD COUNTY Transit

954-357-8400
Broward.org/BCT

MONDAY - SATURDAY

SOUTHBOUND

To Young Circle

BROWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
6	5	4	3	2	1
			5:50a	6:09a	6:25a
6:05a	6:14a	6:27a	6:39a	6:54a	7:16a
7:05a	7:14a	7:27a	7:38a	7:57a	8:22a
8:05a	8:14a	8:28a	8:39a	8:58a	9:22a
9:05a	9:14a	9:27a	9:40a	9:59a	10:23a
10:05a	10:14a	10:27a	10:41a	10:59a	11:26a
11:05a	11:15a	11:30a	11:44a	12:02p	12:28p
12:05p	12:15p	12:28p	12:42p	1:03p	1:29p
1:05p	1:15p	1:27p	1:42p	2:03p	2:28p
2:05p	2:15p	2:28p	2:41p	3:00p	3:25p
3:05p	3:15p	3:30p	3:42p	4:00p	4:25p
4:05p	4:15p	4:30p	4:41p	5:00p	5:26p
5:05p	5:16p	5:31p	5:42p	6:01p	6:28p
6:05p	6:15p	6:31p	6:42p	6:58p	7:23p
7:05p	7:15p	7:29p	7:41p	8:00p	8:21p
8:05p	8:14p	8:28p	8:39p	8:58p	9:22pG
9:05p	9:14p	9:27p	9:40p	9:56p	10:20pG

NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
			6:35a	6:47a	7:02a
6:35a	6:51a	7:15a	7:24a	7:36a	7:54a
7:35a	7:52a	8:19a	8:28a	8:42a	8:59a
8:35a	8:53a	9:18a	9:27a	9:41a	9:58a
9:35a	9:53a	10:18a	10:27a	10:41a	10:58a
10:35a	10:53a	11:19a	11:28a	11:42a	12:00p
11:35a	11:52a	12:19p	12:29p	12:43p	1:01pG
12:35p	12:52p	1:19p	1:29p	1:43p	2:02pG
1:35p	1:52p	2:19p	2:28p	2:41p	3:01pG
2:35p	2:52p	3:19p	3:28p	3:41p	3:59p
3:35p	3:52p	4:19p	4:28p	4:41p	4:59p
4:35p	4:52p	5:19p	5:28p	5:41p	5:59p
5:35p	5:52p	6:18p	6:27p	6:40p	7:00p
6:35p	6:52p	7:18p	7:27p	7:40p	8:00p
7:35p	7:52p	8:18p	8:27p	8:41p	8:55p
8:35p	8:52p	9:16p	9:25p	9:39p	9:53pG

SUNDAY

SOUTHBOUND

To Young Circle

6	5	4	3	2	1
9:00a	9:09a	9:22a	9:33a	9:53a	10:13a
10:00a	10:09a	10:24a	10:35a	10:53a	11:15a
11:00a	11:09a	11:24a	11:35a	11:55a	12:15p
12:00p	12:10p	12:25p	12:37p	12:55p	1:19p
1:00p	1:10p	1:23p	1:35p	1:53p	2:17p
2:00p	2:09p	2:22p	2:34p	2:51p	3:12p
3:00p	3:10p	3:23p	3:35p	3:53p	4:11p
4:00p	4:11p	4:24p	4:36p	4:54p	5:15p
5:00p	5:09p	5:22p	5:33p	5:51p	6:14p
6:00p	6:09p	6:22p	6:33p	6:51p	7:12pG
7:00p	7:09p	7:22p	7:35p	7:50p	8:10pG

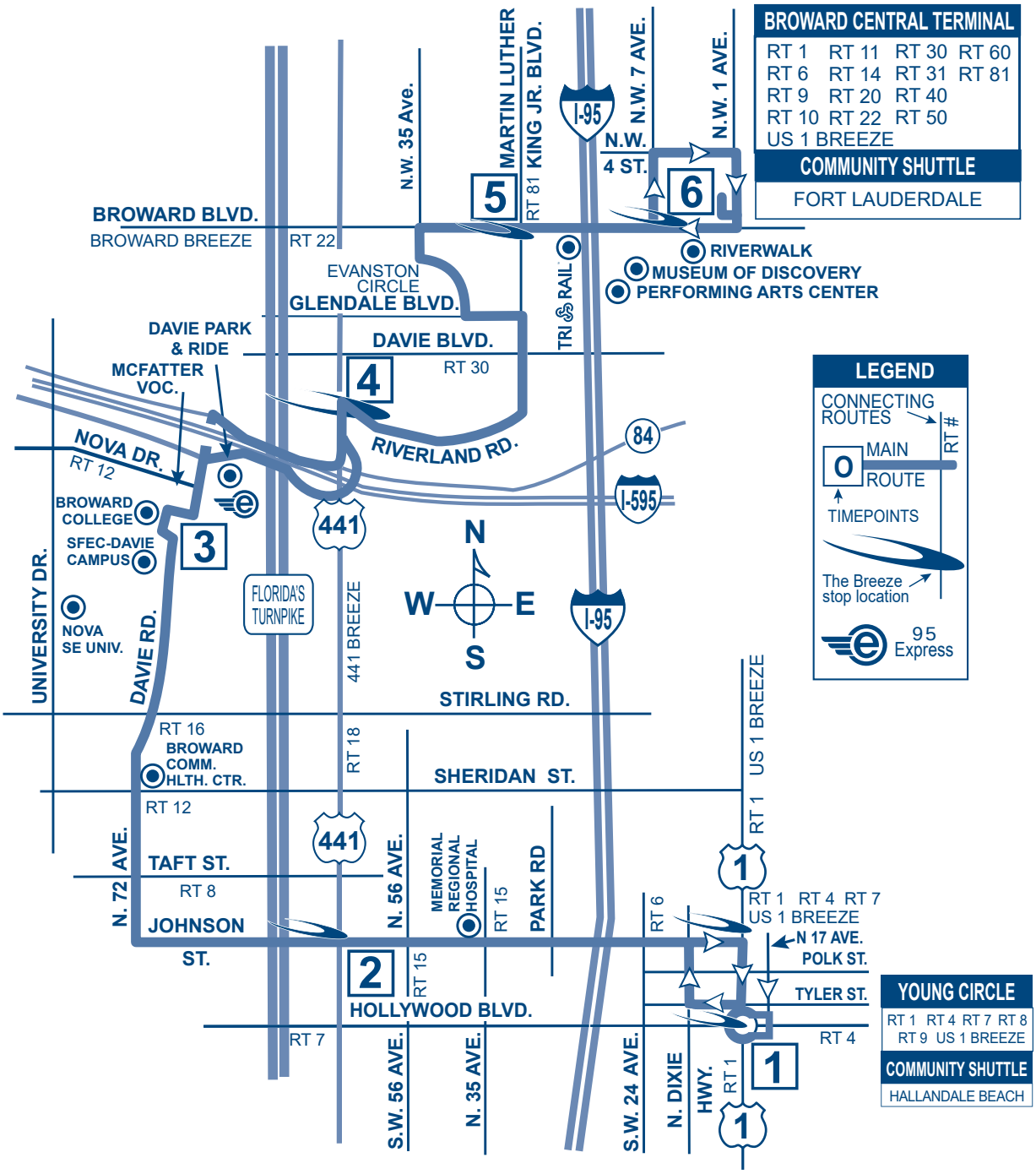
NORTHBOUND

To Broward Central Terminal

1	2	3	4	5	6
8:30a	8:46a	9:09a	9:18a	9:29a	9:42a
9:30a	9:46a	10:09a	10:18a	10:29a	10:42a
10:30a	10:46a	11:11a	11:20a	11:31a	11:46a
11:30a	11:46a	12:10p	12:19p	12:30p	12:48p
12:30p	12:46p	1:09p	1:18p	1:28p	1:45p
1:30p	1:46p	2:10p	2:19p	2:29p	2:44p
2:30p	2:47p	3:08p	3:17p	3:31p	3:46p
3:30p	3:47p	4:11p	4:20p	4:30p	4:45p
4:30p	4:47p	5:11p	5:20p	5:33p	5:46p
5:30p	5:47p	6:09p	6:18p	6:31p	6:45p
6:30p	6:49p	7:13p	7:22p	7:32p	7:47pG

ROUTE 9

Young Circle to Broward Central Terminal



POINTS OF INTEREST

- Broward Community Health Center-South
- Memorial Regional Hospital
- Broward College
- McFatter Vocational
- Davie Park & Ride
- Nova Southeastern University
- South Florida Education Center
- Broward Center for the Performing Arts
- Museum of Discovery and Science
- Riverwalk Historical District

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/ Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

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TRANSIT WATCH

**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES
AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665). TELL US.**

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

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3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
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6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 10
ALL WEEK
SCHEDULE

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/U.S. 1

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
			5:10a	5:20a	5:39a
			5:42a	5:53a	6:05a
5:30a	5:44a	5:51a	6:01a	6:12a	6:25a
6:00a	6:17a	6:24a	6:34a	6:46a	7:00a
6:30a	6:46a	6:54a	7:05a	7:18a	7:32a
6:46a	7:03a	7:12a	7:23a	7:37a	7:51a G
7:01a	7:20a	7:28a	7:40a	7:55a	8:09a
7:31a	7:50a	7:59a	8:12a	8:28a	8:41a
7:58a	8:19a	8:29a	8:43a	8:58a	9:12a
8:19a	8:37a	8:45a	8:57a	9:11a	9:24a G
8:30a	8:48a	8:57a	9:10a	9:23a	9:41a
8:58a	9:18a	9:29a	9:42a	9:58a	10:13a
9:29a	9:52a	10:01a	10:15a	10:30a	10:43a
10:12a	10:33a	10:43a	10:58a	11:15a	11:30a
10:42a	11:03a	11:13a	11:30a	11:47a	12:01p
10:59a	11:20a	11:30a	11:44a	12:00p	12:14p G
11:14a	11:33a	11:42a	11:56a	12:12p	12:27p
11:43a	12:07p	12:16p	12:35p	12:52p	1:08p
12:12p	12:35p	12:45p	1:03p	1:22p	1:35p
12:43p	1:08p	1:18p	1:33p	1:49p	2:04p
1:14p	1:38p	1:49p	2:04p	2:20p	2:35p
1:41p	2:05p	2:15p	2:29p	2:47p	3:02p
2:12p	2:36p	2:47p	3:05p	3:26p	3:43p
2:45p	3:10p	3:20p	3:35p	3:50p	4:04p
3:14p	3:40p	3:50p	4:04p	4:20p	4:33p
3:45p	4:09p	4:19p	4:34p	4:51p	5:07p
4:18p	4:41p	4:51p	5:05p	5:21p	5:35p
4:48p	5:11p	5:21p	5:34p	5:49p	6:03p
5:23p	5:49p	5:59p	6:14p	6:28p	6:43p
5:47p	6:09p	6:18p	6:30p	6:45p	6:58p
6:13p	6:36p	6:44p	6:56p	7:11p	7:24p G
6:37p	6:59p	7:07p	7:18p	7:33p	7:47p
7:10p	7:30p	7:38p	7:49p	8:03p	8:16p
7:41p	8:00p	8:07p	8:19p	8:30p	8:43p
8:10p	8:30p	8:38p	8:50p	9:04p	9:18p
8:42p	9:00p	9:08p	9:19p	9:30p	9:43p
9:15p	9:32p	9:39p	9:49p	10:01p	10:14p
9:45p	10:03p	10:10p	10:20p	10:32p	10:50p G
10:16p	10:35p	10:41p	10:52p	11:05p	11:14p G

SOUTHBOUND

To Broward Central Terminal

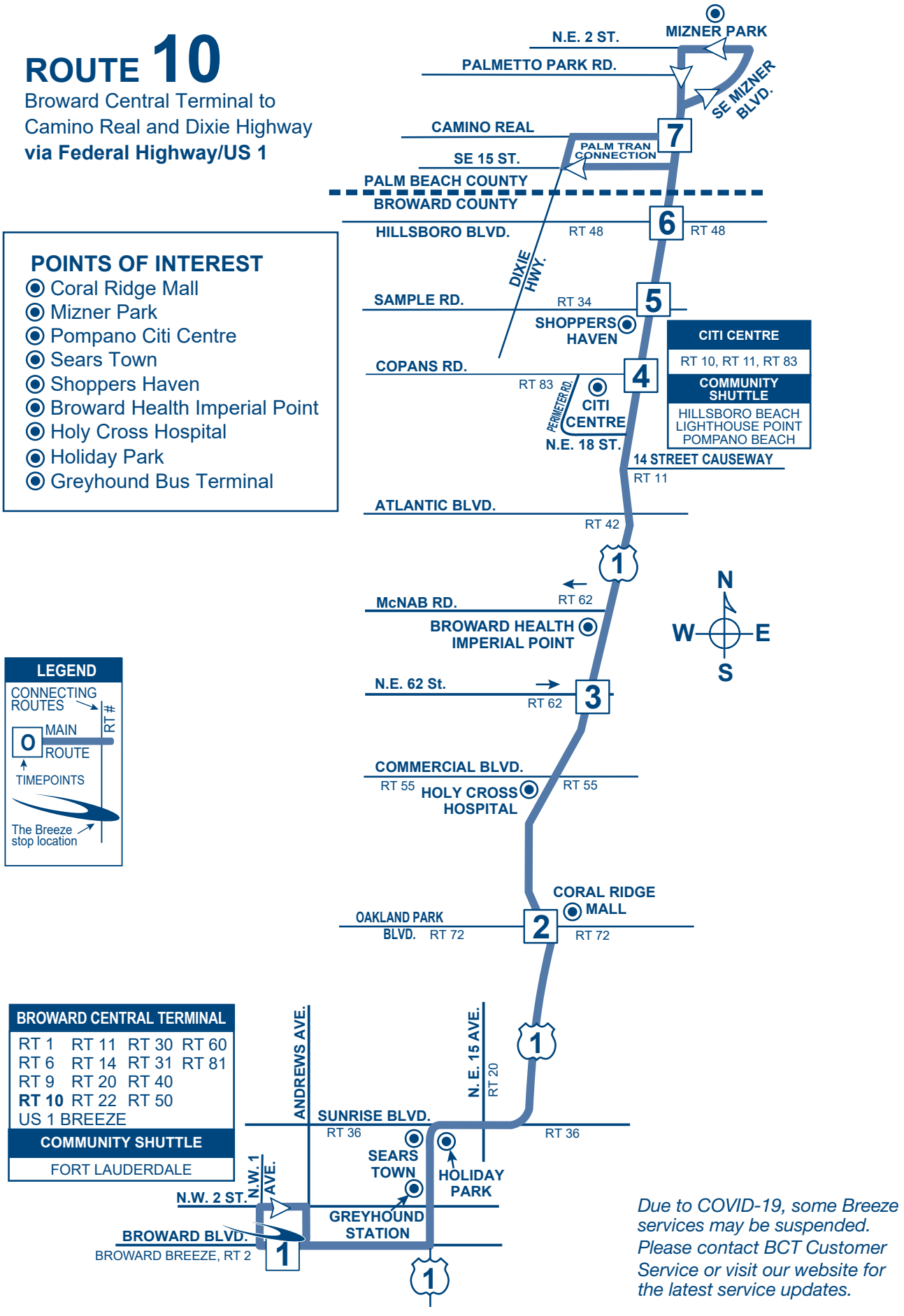
CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	5:09a	5:21a	5:28a	5:40a
	5:38a	5:49a	5:56a	6:09a
5:50a	6:05a	6:16a	6:23a	6:37a
6:20a	6:35a	6:48a	6:56a	7:11a
6:50a	7:08a	7:21a	7:29a	7:44a
7:20a	7:38a	7:54a	8:02a	8:18a
7:51a	8:08a	8:23a	8:32a	8:48a
8:21a	8:38a	8:54a	9:02a	9:19a
8:51a	9:10a	9:27a	9:36a	9:54a
9:22a	9:41a	9:57a	10:07a	10:26a
9:51a	10:10a	10:26a	10:36a	10:56a
10:23a	10:42a	10:59a	11:10a	11:31a
10:53a	11:11a	11:29a	11:41a	12:01p
11:21a	11:41a	11:59a	12:11p	12:32p
11:48a	12:10p	12:27p	12:39p	1:01p
12:21p	12:41p	12:59p	1:10p	1:31p
12:49p	1:11p	1:29p	1:40p	2:02p
1:21p	1:44p	2:02p	2:14p	2:35p
1:51p	2:13p	2:31p	2:43p	3:04p
2:18p	2:41p	2:58p	3:11p	3:35p
2:48p	3:14p	3:32p	3:45p	4:08p
3:20p	3:43p	4:01p	4:14p	4:36p
3:53p	4:18p	4:36p	4:49p	5:13p
4:23p	4:44p	5:01p	5:13p	5:35p
4:51p	5:13p	5:29p	5:41p	6:02p
5:07p	5:27p	5:43p	5:53p	6:13p G
5:22p	5:43p	5:58p	6:09p	6:27p
5:52p	6:13p	6:29p	6:39p	6:57p
6:21p	6:39p	6:54p	7:04p	7:22p
6:55p	7:16p	7:31p	7:41p	7:58p
7:22p	7:40p	7:54p	8:02p	8:18p
7:57p	8:13p	8:28p	8:35p	8:54p
8:26p	8:43p	8:55p	9:03p	9:20p
8:53p	9:07p	9:21p	9:29p	9:45p
9:28p	9:45p	9:56p	10:02p	10:17p G
9:57p	10:11p	10:23p	10:30p	10:45p G
10:32p	10:46p	10:57p	11:06p	11:23p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 10

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1



Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
			5:10a	5:18a	5:32a
			5:42a	5:51a	6:03a
5:30a	5:44a	5:51a	6:01a	6:14a	6:34a
6:01a	6:17a	6:25a	6:34a	6:46a	7:01a
6:31a	6:47a	6:54a	7:05a	7:18a	7:31a
7:02a	7:19a	7:28a	7:41a	7:55a	8:08a
7:31a	7:49a	7:57a	8:09a	8:23a	8:35a
8:01a	8:20a	8:28a	8:42a	8:55a	9:07a
8:32a	8:51a	9:00a	9:13a	9:27a	9:41a
9:02a	9:24a	9:32a	9:46a	10:00a	10:13a
9:34a	9:57a	10:05a	10:20a	10:32a	10:45a
10:12a	10:34a	10:43a	10:57a	11:14a	11:27a
10:40a	11:03a	11:11a	11:25a	11:41a	11:56a
11:12a	11:36a	11:45a	11:59a	12:17p	12:32p
11:42a	12:05p	12:14p	12:27p	12:43p	12:58p
12:14p	12:38p	12:47p	1:03p	1:21p	1:36p
12:44p	1:09p	1:20p	1:36p	1:54p	2:08p
1:13p	1:37p	1:46p	2:00p	2:16p	2:30p
1:41p	2:06p	2:15p	2:32p	2:49p	3:03p
2:15p	2:40p	2:51p	3:09p	3:26p	3:41p
2:43p	3:08p	3:17p	3:31p	3:48p	4:01p
3:12p	3:39p	3:50p	4:04p	4:20p	4:36p
3:46p	4:13p	4:25p	4:33p	4:53p	5:05p
4:15p	4:38p	4:48p	5:02p	5:18p	5:33p
4:43p	5:07p	5:16p	5:29p	5:44p	5:58p
5:16p	5:39p	5:46p	6:00p	6:10p	6:25p
5:44p	6:07p	6:15p	6:29p	6:45p	6:59p
6:13p	6:34p	6:43p	6:56p	7:12p	7:24p G
6:38p	6:59p	7:08p	7:19p	7:32p	7:44p
7:09p	7:31p	7:39p	7:50p	8:04p	8:19p
7:43p	8:02p	8:09p	8:19p	8:31p	8:44p
8:13p	8:32p	8:39p	8:50p	9:02p	9:14p
8:45p	9:05p	9:13p	9:23p	9:36p	9:49p
9:13p	9:32p	9:39p	9:49p	10:02p	10:16p
9:44p	10:04p	10:11p	10:22p	10:35p	10:48p G
10:17p	10:36p	10:43p	10:53p	11:04p	11:16p G

SOUTHBOUND To Broward Central Terminal

CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	5:11a	5:22a	5:28a	5:40a
	5:39a	5:50a	5:57a	6:09a
5:50a	6:03a	6:16a	6:22a	6:35a
6:21a	6:35a	6:47a	6:54a	7:09a
6:50a	7:06a	7:19a	7:26a	7:42a
7:21a	7:38a	7:51a	7:58a	8:14a
7:51a	8:07a	8:22a	8:30a	8:45a
8:24a	8:40a	8:55a	9:02a	9:20a
8:51a	9:08a	9:23a	9:33a	9:50a
9:20a	9:39a	9:55a	10:04a	10:23a
9:52a	10:10a	10:26a	10:36a	10:56a
10:25a	10:42a	10:58a	11:07a	11:27a
10:56a	11:15a	11:30a	11:41a	12:01p
11:22a	11:44a	12:01p	12:12p	12:34p
11:51a	12:11p	12:28p	12:39p	1:02p
12:20p	12:40p	12:56p	1:09p	1:29p
12:51p	1:13p	1:30p	1:40p	2:06p
1:21p	1:42p	1:59p	2:10p	2:32p
1:50p	2:12p	2:30p	2:41p	3:03p
2:22p	2:43p	3:01p	3:12p	3:36p
2:50p	3:14p	3:31p	3:41p	4:05p
3:21p	3:42p	3:59p	4:08p	4:30p
3:52p	4:13p	4:31p	4:42p	5:03p
4:23p	4:45p	5:01p	5:10p	5:33p
4:50p	5:11p	5:27p	5:36p	6:01p
5:20p	5:41p	5:55p	6:03p	6:26p
5:52p	6:12p	6:28p	6:36p	6:56p
6:22p	6:41p	6:55p	7:05p	7:24p
6:55p	7:12p	7:27p	7:36p	7:52p
7:23p	7:42p	7:56p	8:04p	8:20p
7:52p	8:08p	8:23p	8:32p	8:49p
8:28p	8:45p	8:58p	9:06p	9:24p
8:52p	9:09p	9:22p	9:29p	9:45p
9:24p	9:38p	9:50p	9:58p	10:13p G
9:58p	10:14p	10:27p	10:34p	10:49p G
10:31p	10:45p	10:57p	11:05p	11:21p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

SUNDAY

NORTHBOUND To Mizner Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & US 1	NE 62 ST & US 1	COPANS RD & US 1	HILLSBORO BLVD & US 1	CAMINO REAL & DIXIE HWY
1	**2**	**3**	**4**	**6**	**7**
8:20a	8:38a	8:47a	9:00a	9:13a	9:28a
9:02a	9:22a	9:30a	9:43a	9:56a	10:10a
9:42a	10:02a	10:10a	10:23a	10:37a	10:50a
10:21a	10:42a	10:51a	11:03a	11:19a	11:34a
11:02a	11:23a	11:33a	11:46a	12:01p	12:14p
11:42a	12:04p	12:13p	12:26p	12:42p	12:57p
12:22p	12:46p	12:55p	1:07p	1:22p	1:37p
1:02p	1:25p	1:33p	1:47p	2:02p	2:17p
1:47p	2:10p	2:19p	2:33p	2:50p	3:04p
2:32p	2:55p	3:06p	3:21p	3:37p	3:48p
3:17p	3:39p	3:48p	4:04p	4:20p	4:35p
3:57p	4:20p	4:29p	4:41p	4:57p	5:09p
4:38p	4:58p	5:07p	5:20p	5:33p	5:47p
5:16p	5:37p	5:46p	5:59p	6:14p	6:29p
5:58p	6:20p	6:29p	6:41p	6:55p	7:08p
6:38p	6:58p	7:05p	7:17p	7:30p	7:42p
7:19p	7:39p	7:47p	7:58p	8:06p	8:19p
7:56p	8:16p	8:25p	8:35p	8:50p	9:04p G
8:36p	8:56p	9:03p	9:13p	9:24p	9:36p G

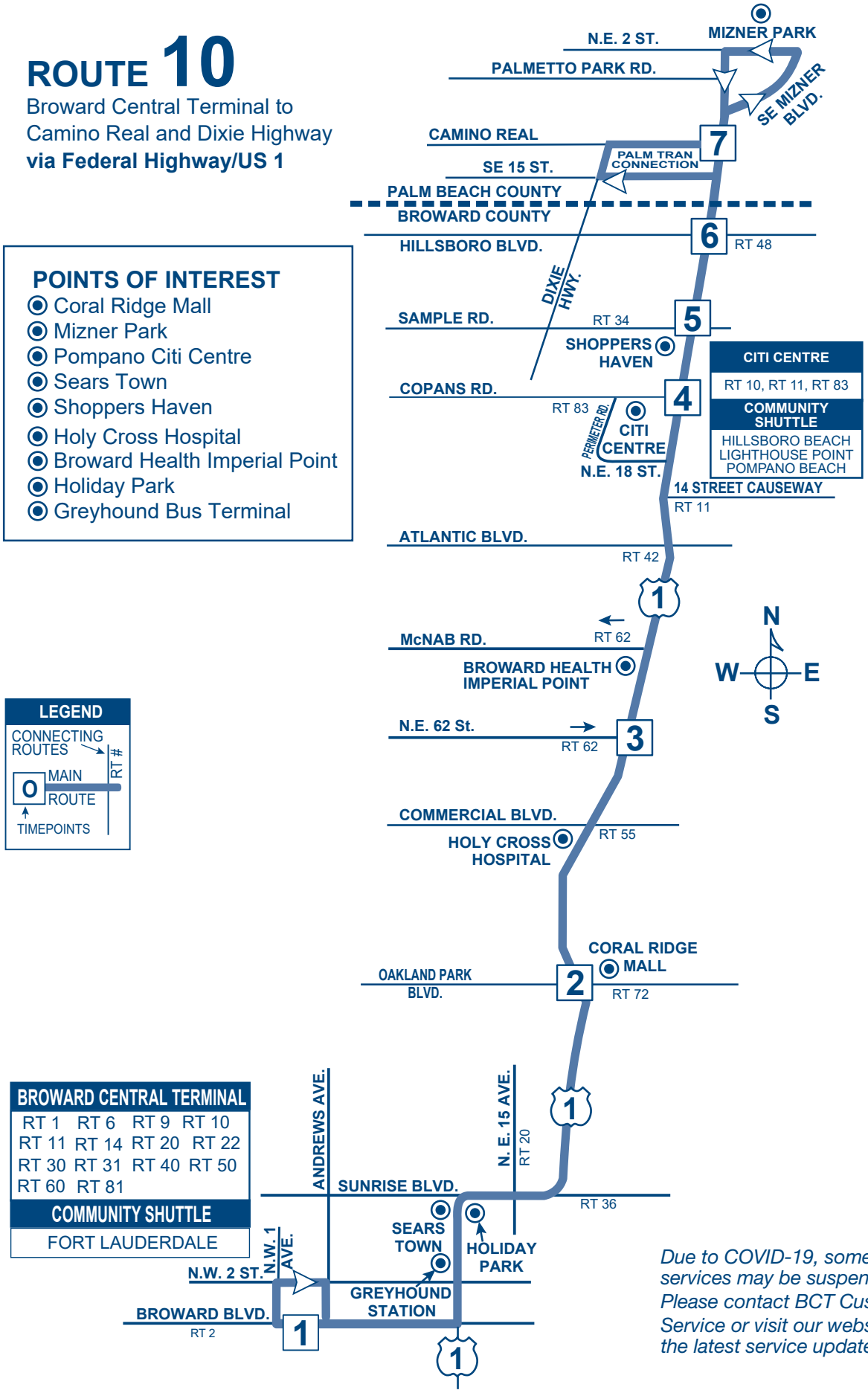
SOUTHBOUND To Broward Central Terminal

CAMINO REAL & DIXIE HWY	SAMPLE RD & US 1	NE 62 ST & US 1	OAKLAND PARK BLVD & US 1	BROWARD CENTRAL TERMINAL
7	**5**	**3**	**2**	**1**
	8:36a	8:50a	8:57a	9:23a
	9:23a	9:35a	9:44a	10:01a
9:47a	10:05a	10:20a	10:30a	10:47a
10:26a	10:43a	10:59a	11:07a	11:26a
11:06a	11:25a	11:40a	11:49a	12:07p
11:46a	12:04p	12:21p	12:32p	12:52p
12:24p	12:42p	12:57p	1:07p	1:35p
1:02p	1:22p	1:39p	1:49p	2:12p
1:47p	2:07p	2:22p	2:32p	2:56p
2:31p	2:56p	3:10p	3:20p	3:42p
3:17p	3:35p	3:51p	4:00p	4:20p
4:02p	4:21p	4:37p	4:46p	5:09p
4:43p	5:02p	5:18p	5:28p	5:48p
5:23p	5:40p	5:54p	6:02p	6:21p
6:04p	6:20p	6:34p	6:43p	7:00p
6:41p	6:58p	7:14p	7:23p	7:40p
7:22p	7:37p	7:52p	8:00p	8:14p
8:04p	8:17p	8:31p	8:39p	8:54p G
8:38p	8:52p	9:08p	9:13p	9:29p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 10

Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1



POINTS OF INTEREST

- Coral Ridge Mall
- Mizner Park
- Pompano Citi Centre
- Sears Town
- Shoppers Haven
- Holy Cross Hospital
- Broward Health Imperial Point
- Holiday Park
- Greyhound Bus Terminal

LEGEND

CONNECTING ROUTES → RT #
0 MAIN ROUTE
TIMEPOINTS

BROWARD CENTRAL TERMINAL

RT 1 RT 6 RT 9 RT 10
RT 11 RT 14 RT 20 RT 22
RT 30 RT 31 RT 40 RT 50
RT 60 RT 81

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Due to COVID-19, BCT is operating a Saturday schedule daily, Monday through Saturday.

Sunday schedules remain the same.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015.
Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

13,000 copies of this public document were promulgated at a gross cost of $572.00, or $.044 per copy to inform the public about the Transit Division's schedule and route information Revision 6/18

ROUTE 11
All Week
Schedule

Effective 6/17/18

EASTBOUND: Broward Central Terminal to Copans Road and U.S. 1
via Las Olas Boulevard and Galt Mile
WESTBOUND: Broward Central Terminal to Commercial Boulevard and US 441/S.R. 7

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit
954-357-8400
Broward.org/BCT

MONDAY - SATURDAY

There are additional bus stops in between those listed.

EASTBOUND

To Copans Road & U.S. 1

US 441 & COMMERCIAL BLVD	OAKLAND PARK BLVD & 21 AVE	SUNRISE BLVD & 27 AVE	BROWARD TERMINAL **ARRIVAL**	BROWARD TERMINAL **DEPARTURE**	A1A & LAS OLAS BLVD	GALT MILE	ATLANTIC BLVD & A1A	US 1 & COPANS RD
1	**2**	**3**	**4**	**4**	**5**	**6**	**7**	**8**
5:20a	5:32a	5:40a	5:51a	5:56a	6:05a	6:17a	6:30a	6:44a
6:05a	6:17a	6:25a	6:36a	6:40a	6:50a	7:02a	7:13a	7:26a
6:50a	7:04a	7:15a	7:31a	7:33a	7:43a	7:55a	8:06a	8:19a
7:35a	7:49a	8:00a	8:16a	8:18a	8:29a	8:43a	8:56a	9:07a
8:20a	8:34a	8:45a	9:01a	9:03a	9:14a	9:27a	9:40a	9:52a
9:05a	9:19a	9:29a	9:46a	9:48a	9:59a	10:12a	10:25a	10:37a
9:50a	10:04a	10:14a	10:31a	10:33a	10:45a	10:58a	11:12a	11:25a
10:35a	10:49a	11:00a	11:16a	11:18a	11:31a	11:44a	11:58a	12:11p
11:20a	11:34a	11:45a	12:01p	12:03p	12:16p	12:29p	12:43p	12:56p
12:05p	12:19p	12:30p	12:46p	12:48p	1:01p	1:14p	1:28p	1:41p
12:50p	1:05p	1:15p	1:30p	1:32p	1:45p	1:58p	2:12p	2:27p
1:35p	1:50p	2:00p	2:16p	2:18p	2:34p	2:49p	3:02p	3:19p
2:20p	2:34p	2:46p	3:02p	3:04p	3:20p	3:35p	3:48p	4:05p
3:05p	3:20p	3:29p	3:45p	3:47p	4:03p	4:18p	4:31p	4:48p
3:50p	4:05p	4:15p	4:31p	4:33p	4:49p	5:04p	5:17p	5:30p
4:35p	4:49p	4:59p	5:15p	5:17p	5:31p	5:46p	6:02p	6:14p
5:20p	5:34p	5:44p	6:00p	6:02p	6:16p	6:30p	6:42p	6:55p
6:05p	6:19p	6:29p	6:45p	6:47p	7:02p	7:16p	7:28p	7:41p
6:50p	7:04p	7:14p	7:30p	7:32p	7:47p	8:01p	8:13p	8:26p
7:35p	7:49p	7:59p	8:12p	8:14p	8:29p	8:41p	8:53p	9:07p
8:20p	8:33p	8:44p	8:57p	8:59p	9:14p	9:26p	9:38p	9:52p
9:05p	9:18p	9:26p	9:44p	9:46p	10:01p	10:15p	10:24p	10:36pG
9:50p	10:03p	10:11p	10:29pG					
10:40p	10:54p	11:03p	11:21pG					

WESTBOUND

To Commercial Boulevard & Highway 441/S.R. 7

US 1 & COPANS RD	ATLANTIC BLVD & A1A	GALT MILE	A1A & LAS OLAS BLVD	BROWARD TERMINAL **ARRIVAL**	BROWARD TERMINAL **DEPARTURE**	SUNRISE BLVD & 27 AVE	OAKLAND PARK BLVD & 21 AVE	US 441 & COMMERCIAL BLVD
8	**7**	**6**	**5**	**4**	**4**	**3**	**2**	**1**
5:00a	5:11a	5:22a	5:33a	5:47a	5:50a	6:00a	6:10a	6:24a
5:45a	5:56a	6:07a	6:18a	6:32a	6:35a	6:47a	6:57a	7:11a
6:30a	6:39a	6:50a	7:01a	7:15a	7:18a	7:30a	7:40a	7:54a
7:15a	7:24a	7:36a	7:50a	8:04a	8:07a	8:19a	8:29a	8:43a
8:00a	8:10a	8:22a	8:34a	8:48a	8:51a	9:03a	9:13a	9:27a
8:45a	8:55a	9:07a	9:22a	9:36a	9:39a	9:51a	10:01a	10:15a
9:30a	9:40a	9:52a	10:07a	10:21a	10:24a	10:36a	10:46a	11:00a
10:15a	10:25a	10:40a	10:54a	11:08a	11:11a	11:23a	11:33a	11:46a
11:00a	11:10a	11:25a	11:40a	11:54a	11:57a	12:09p	12:19p	12:33p
11:45a	11:56a	12:12p	12:26p	12:40p	12:43p	12:56p	1:06p	1:20p
12:30p	12:40p	12:55p	1:08p	1:22p	1:25p	1:38p	1:48p	2:02p
1:15p	1:25p	1:40p	1:53p	2:08p	2:11p	2:24p	2:34p	2:48p
2:00p	2:11p	2:27p	2:40p	2:55p	2:58p	3:11p	3:21p	3:36p
2:45p	2:56p	3:12p	3:30p	3:45p	3:48p	4:01p	4:11p	4:26p
3:30p	3:40p	3:56p	4:14p	4:29p	4:32p	4:45p	4:55p	5:10p
4:15p	4:25p	4:41p	4:59p	5:14p	5:17p	5:30p	5:40p	5:55p
5:00p	5:10p	5:26p	5:44p	5:59p	6:02p	6:15p	6:25p	6:40p
5:45p	5:55p	6:11p	6:29p	6:44p	6:47p	6:59p	7:08p	7:25p
6:30p	6:40p	6:54p	7:08p	7:23p	7:26p	7:38p	7:48p	8:03p
7:15p	7:24p	7:38p	7:51p	8:06p	8:09p	8:21p	8:31p	8:46p
8:00p	8:10p	8:22p	8:35p	8:50p	8:53p	9:05p	9:14p	9:29p
8:45p	8:55p	9:06p	9:19p	9:34p	9:37p	9:50p	9:59p	10:14p
9:30p	9:39p	9:50p	10:03p	10:18pG				
10:20p	10:28p	10:39p	10:51p	11:06pG				

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

SUNDAY

There are additional bus stops in between those listed.

EASTBOUND

To Copans Road & U.S. 1

US 441 & COMMERCIAL BLVD	OAKLAND PARK BLVD & 21 AVE	SUNRISE BLVD & 27 AVE	BROWARD TERMINAL **ARRIVAL**	BROWARD TERMINAL **DEPARTURE**	A1A & LAS OLAS BLVD	GALT MILE	ATLANTIC BLVD & A1A	US 1 & COPANS RD
1	**2**	**3**	**4**	**4**	**5**	**6**	**7**	**8**
				7:25a	7:38a	7:51a	8:06a	8:20a
7:20a	7:35a	7:46a	8:00a	8:10a	8:24a	8:37a	8:57a	9:11a
8:10a	8:26a	8:41a	8:55a	9:05a	9:19a	9:31a	9:46a	10:00a
9:00a	9:16a	9:27a	9:40a	9:50a	10:04a	10:16a	10:31a	10:45a
9:50a	10:06a	10:17a	10:30a	10:40a	11:00a	11:15a	11:30a	11:43a
10:40a	10:54a	11:05a	11:17a	11:27a	11:46a	12:02p	12:17p	12:32p
11:30a	11:45a	11:56a	12:08p	12:18p	12:34p	12:50p	1:05p	1:20p
12:20p	12:36p	12:47p	12:59p	1:09p	1:28p	1:43p	1:58p	2:11p
1:10p	1:26p	1:37p	1:49p	1:59p	2:24p	2:39p	2:54p	3:07p
2:10p	2:25p	2:36p	2:48p	2:58p	3:23p	3:42p	3:58p	4:11p
3:10p	3:26p	3:36p	3:49p	3:59p	4:22p	4:44p	5:01p	5:17p
4:00p	4:19p	4:29p	4:40p	4:50p	5:12p	5:33p	5:52p	6:08p
4:55p	5:10p	5:20p	5:31p	5:41p	5:57p	6:18p	6:33p	6:46p
5:50p	6:05p	6:15p	6:26p	6:36p	6:51p	7:11p	7:25p	7:37p
6:40p	6:53p	7:04p	7:15p	7:25p	7:38p	7:52p	8:05p	8:17pG
7:40p	7:53p	8:03p	8:14p	8:24p	8:34p	8:45p	8:57p	9:07pG
8:30p	8:43p	8:53p	9:04pG					

WESTBOUND

To Commercial Boulevard & Highway 441/S.R. 7

US 1 & COPANS RD	ATLANTIC BLVD & A1A	GALT MILE	A1A & LAS OLAS BLVD	BROWARD TERMINAL **ARRIVAL**	BROWARD TERMINAL **DEPARTURE**	SUNRISE BLVD & 27 AVE	OAKLAND PARK BLVD & 21 AVE	US 441 & COMMERCIAL BLVD
8	**7**	**6**	**5**	**4**	**4**	**3**	**2**	**1**
7:00a	7:11a	7:24a	7:38a	7:51a	8:01a	8:13a	8:22a	8:35a
7:50a	8:02a	8:14a	8:28a	8:41a	8:51a	9:03a	9:12a	9:25a
8:40a	8:52a	9:04a	9:18a	9:31a	9:41a	9:56a	10:06a	10:18a
9:30a	9:42a	9:54a	10:09a	10:21a	10:31a	10:46a	10:56a	11:09a
10:20a	10:31a	10:48a	11:03a	11:16a	11:26a	11:40a	11:50a	12:03p
11:10a	11:22a	11:43a	11:58a	12:11p	12:21p	12:34p	12:44p	12:56p
12:00p	12:13p	12:31p	12:51p	1:05p	1:15p	1:30p	1:40p	1:54p
12:50p	1:03p	1:21p	1:44p	2:01p	2:11p	2:27p	2:37p	2:53p
1:40p	1:51p	2:11p	2:34p	2:49p	2:59p	3:15p	3:24p	3:40p
2:30p	2:41p	3:03p	3:28p	3:43p	3:53p	4:09p	4:18p	4:34p
3:30p	3:43p	4:04p	4:24p	4:41p	4:51p	5:06p	5:15p	5:29p
4:30p	4:41p	4:57p	5:15p	5:32p	5:42p	5:56p	6:05p	6:17p
5:30p	5:42p	6:01p	6:26p	6:45p	6:55p	7:08p	7:17p	7:29p
6:25p	6:37p	6:56p	7:17p	7:34p	7:44p	7:56p	8:05p	8:17p
7:05p	7:16p	7:29p	7:47p	8:00p	8:10p	8:22p	8:31p	8:43pG
7:50p	8:01p	8:14p	8:28p	8:40p	8:50p	9:02p	9:11p	9:23pG

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

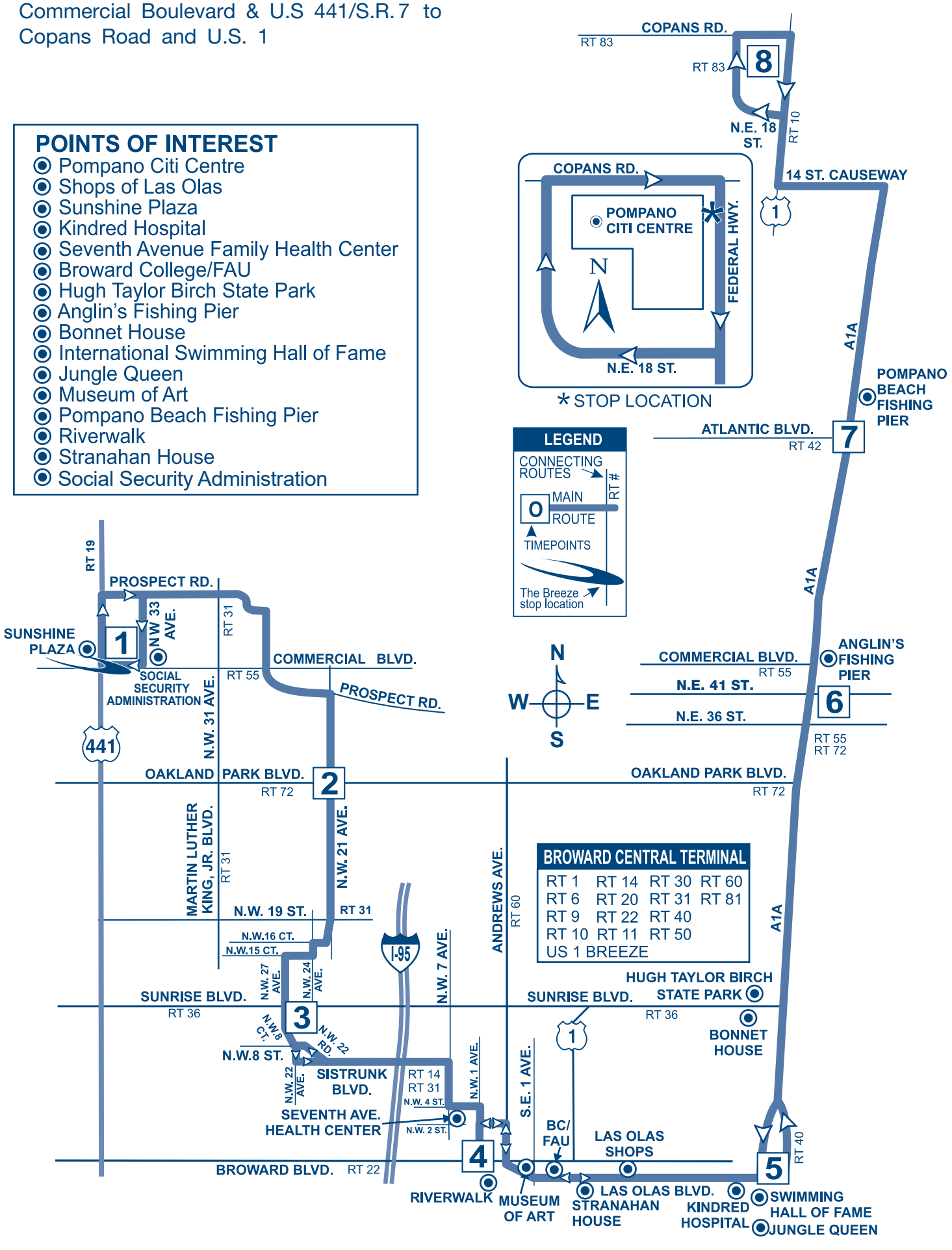
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 11

Commercial Boulevard & U.S 441/S.R.7 to Copans Road and U.S. 1

POINTS OF INTEREST

- Pompano Citi Centre
- Shops of Las Olas
- Sunshine Plaza
- Kindred Hospital
- Seventh Avenue Family Health Center
- Broward College/FAU
- Hugh Taylor Birch State Park
- Anglin's Fishing Pier
- Bonnet House
- International Swimming Hall of Fame
- Jungle Queen
- Museum of Art
- Pompano Beach Fishing Pier
- Riverwalk
- Stranahan House
- Social Security Administration



Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 9/20

Broward County Transit

ROUTE 14 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Powerline Road

Effective 9/20/20

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

Broward County Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & POWERLINE RD	CYPRESS CREEK TRI-RAIL STATION	POMPANO PARK PL & POWERLINE RD	SAMPLE RD & POWERLINE RD	HILLSBORO BLVD & POWERLINE RD
1	**2**	**3**	**4**	**5**	**8**
5:00a	5:16a	5:26a	5:36a	5:46a	6:00a
5:30a	5:46a	5:56a	6:06a	6:23a	6:38a
5:51a	6:08a	6:19a	6:29a	6:46a	7:01a
6:12a	6:31a	6:42a	6:52a	7:09a	7:24a
6:34a	6:53a	7:04a	7:14a	7:31a	7:46a
6:54a	7:13a	7:24a	7:34a	7:51a	8:06a G
7:15a	7:34a	7:45a	7:55a	8:12a	8:27a
7:35a	7:54a	8:05a	8:15a	8:32a	8:47a G
7:56a	8:15a	8:26a	8:36a	8:53a	9:08a
8:16a	8:35a	8:46a	8:56a	9:12a	9:27a G
8:37a	8:56a	9:08a	9:18a	9:34a	9:49a
9:18a	9:41a	9:53a	10:03a	10:19a	10:34a
9:59a	10:22a	10:34a	10:44a	11:00a	11:15a
10:40a	11:03a	11:15a	11:25a	11:41a	11:56a
11:22a	11:45a	11:57a	12:07p	12:23p	12:38p
12:04p	12:27p	12:39p	12:49p	1:05p	1:20p
12:46p	1:09p	1:21p	1:31p	1:47p	2:02p
1:28p	1:51p	2:03p	2:13p	2:29p	2:44p
2:13p	2:36p	2:48p	2:58p	3:14p	3:29p
2:33p	2:56p	3:08p	3:18p	3:34p	3:49p
2:58p	3:21p	3:33p	3:43p	3:59p	4:14p
3:30p	3:53p	4:05p	4:15p	4:31p	4:46p G
3:41p	4:04p	4:16p	4:26p	4:42p	4:57p
4:24p	4:47p	4:59p	5:09p	5:25p	5:40p
5:07p	5:30p	5:42p	5:52p	6:08p	6:23p
5:50p	6:13p	6:25p	6:35p	6:51p	7:06p
6:33p	6:56p	7:07p	7:17p	7:30p	7:45p
7:16p	7:38p	7:49p	7:59p	8:12p	8:27p
8:00p	8:22p	8:33p	8:44p	8:58p	9:13p
8:44p	9:04p	9:14p	9:25p	9:38p	9:52p
9:29p	9:47p	9:57p	10:07p	10:20p	10:34p G
10:15p	10:33p	10:43p	10:53p	11:06p	11:20p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD & POWERLINE RD	COPANS RD & POWERLINE RD	NW 63 ST & POWERLINE RD	OAKLAND PARK BLVD & POWERLINE RD	BROWARD CENTRAL TERMINAL
8	**7**	**6**	**2**	**1**
	5:36a	5:52a	6:04a	6:25a
6:27a	6:43a	7:01a	7:12a	7:33a
6:49a	7:05a	7:23a	7:34a	7:55a
7:12a	7:28a	7:46a	7:57a	8:18a
7:33a	7:49a	8:07a	8:18a	8:39a G
7:56a	8:12a	8:30a	8:41a	9:02a
8:38a	8:54a	9:12a	9:23a	9:44a
9:18a	9:34a	9:52a	10:03a	10:24a
10:00a	10:16a	10:34a	10:45a	11:06a
10:44a	11:00a	11:18a	11:29a	11:50a
11:26a	11:42a	12:00p	12:11p	12:32p
12:07p	12:23p	12:41p	12:52p	1:13p
12:49p	1:05p	1:23p	1:34p	1:55p
1:32p	1:48p	2:06p	2:22p	2:47p
2:15p	2:32p	2:50p	3:06p	3:31p
2:35p	2:52p	3:10p	3:26p	3:51p G
2:57p	3:14p	3:32p	3:48p	4:13p
3:20p	3:37p	3:55p	4:11p	4:36p G
3:40p	3:57p	4:15p	4:31p	4:56p
3:52p	4:09p	4:27p	4:43p	5:08p G
4:02p	4:19p	4:37p	4:53p	5:18p G
4:24p	4:41p	4:59p	5:15p	5:40p
4:45p	5:02p	5:20p	5:36p	6:01p G
5:07p	5:24p	5:42p	5:58p	6:23p
5:28p	5:45p	6:03p	6:19p	6:44p G
5:50p	6:07p	6:25p	6:41p	7:06p
6:10p	6:27p	6:45p	7:01p	7:24p G
6:33p	6:50p	7:07p	7:24p	7:47p
7:16p	7:32p	7:47p	8:04p	8:27p
7:58p	8:14p	8:29p	8:46p	9:08p
8:43p	8:59p	9:13p	9:28p	9:49p
9:23p	9:38p	9:52p	10:07p	10:28p G
10:05p	10:20p	10:34p	10:49p	11:10p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

SATURDAY

NORTHBOUND

To Hillsboro Blvd.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD & POWERLINE RD	CYPRESS CREEK TRI-RAIL STATION	POMPANO PARK PL & POWERLINE RD	SAMPLE RD & POWERLINE RD	HILLSBORO BLVD & POWERLINE RD
1	**2**	**3**	**4**	**5**	**8**
5:06a	5:22a	5:32a	5:42a	5:52a	6:06a
5:51a	6:08a	6:19a	6:29a	6:46a	7:01a
6:34a	6:53a	7:04a	7:14a	7:31a	7:46a
7:15a	7:34a	7:45a	7:55a	8:12a	8:27a
7:56a	8:15a	8:26a	8:36a	8:53a	9:08a
8:37a	8:56a	9:08a	9:18a	9:34a	9:49a
9:18a	9:41a	9:53a	10:03a	10:19a	10:34a
9:59a	10:22a	10:34a	10:44a	11:00a	11:15a
10:40a	11:03a	11:15a	11:25a	11:41a	11:56a
11:22a	11:45a	11:57a	12:07p	12:23p	12:38p
12:04p	12:27p	12:39p	12:49p	1:05p	1:20p
12:46p	1:09p	1:21p	1:31p	1:47p	2:02p
1:28p	1:51p	2:03p	2:13p	2:29p	2:44p
2:13p	2:36p	2:48p	2:58p	3:14p	3:29p
2:58p	3:21p	3:33p	3:43p	3:59p	4:14p
3:41p	4:04p	4:16p	4:26p	4:42p	4:57p
4:24p	4:47p	4:59p	5:09p	5:25p	5:40p
5:07p	5:30p	5:42p	5:52p	6:08p	6:23p
5:50p	6:13p	6:25p	6:35p	6:51p	7:06p
6:33p	6:56p	7:07p	7:17p	7:30p	7:45p
7:16p	7:38p	7:49p	7:59p	8:12p	8:27p
8:00p	8:22p	8:33p	8:44p	8:58p	9:13p
8:44p	9:04p	9:14p	9:25p	9:38p	9:52p
9:29p	9:47p	9:57p	10:07p	10:20p	10:34p G
10:15p	10:33p	10:43p	10:53p	11:06p	11:20p G
6:33p	6:56p	7:07p	7:17p	7:30p	7:45p
7:16p	7:38p	7:49p	7:59p	8:12p	8:27p
8:00p	8:22p	8:33p	8:44p	8:58p	9:13p
8:44p	9:04p	9:14p	9:25p	9:38p	9:52p
9:29p	9:47p	9:57p	10:07p	10:20p	10:34pG
10:15p	10:33p	10:43p	10:53p	11:06p	11:20pG

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD & POWERLINE RD	COPANS RD & POWERLINE RD	NW 63 ST & POWERLINE RD	OAKLAND PARK BLVD & POWERLINE RD	BROWARD CENTRAL TERMINAL
8	**7**	**6**	**2**	**1**
	5:36a	5:52a	6:04a	6:25a
6:27a	6:43a	7:01a	7:12a	7:33a
7:12a	7:28a	7:46a	7:57a	8:18a
7:56a	8:12a	8:30a	8:41a	9:02a
8:38a	8:54a	9:12a	9:23a	9:44a
9:18a	9:34a	9:52a	10:03a	10:24a
10:00a	10:16a	10:34a	10:45a	11:06a
10:44a	11:00a	11:18a	11:29a	11:50a
11:26a	11:42a	12:00p	12:11p	12:32p
12:07p	12:23p	12:41p	12:52p	1:13p
12:49p	1:05p	1:23p	1:34p	1:55p
1:32p	1:48p	2:06p	2:22p	2:47p
2:15p	2:32p	2:50p	3:06p	3:31p
2:57p	3:14p	3:32p	3:48p	4:13p
3:40p	3:57p	4:15p	4:31p	4:56p
4:24p	4:41p	4:59p	5:15p	5:40p
5:07p	5:24p	5:42p	5:58p	6:23p
5:50p	6:07p	6:25p	6:41p	7:06p
6:33p	6:50p	7:07p	7:24p	7:47p
7:16p	7:32p	7:47p	8:04p	8:27p
7:58p	8:14p	8:29p	8:46p	9:08p
8:43p	8:59p	9:13p	9:28p	9:49p
9:23p	9:38p	9:52p	10:07p	10:28p G
10:05p	10:20p	10:34p	10:49p	11:10p G
5:50p	6:07p	6:25p	6:41p	7:06p
6:10p	6:27p	6:45p	7:01p	7:24pG
6:33p	6:50p	7:07p	7:24p	7:47p
7:16p	7:32p	7:47p	8:04p	8:27p
7:58p	8:14p	8:29p	8:46p	9:08p
8:43p	8:59p	9:13p	9:28p	9:49p
9:23p	9:38p	9:52p	10:07p	10:28pG
10:05p	10:20p	10:34p	10:49p	11:10pG

SUNDAY

NORTHBOUND

To Hillsboro Blvd.

1	**2**	**3**	**4**	**5**	**8**
7:49a	8:08a	8:18a	8:28a	8:44a	8:58a
8:29a	8:49a	8:59a	9:09a	9:25a	9:39a
9:12a	9:32a	9:42a	9:52a	10:09a	10:24a
9:52a	10:12a	10:22a	10:32a	10:49a	11:04a
10:32a	10:52a	11:02a	11:12a	11:29a	11:44a
11:12a	11:32a	11:42a	11:52a	12:09p	12:24p
11:52a	12:12p	12:22p	12:32p	12:49p	1:04p
12:32p	12:52p	1:02p	1:12p	1:29p	1:44p
1:12p	1:32p	1:42p	1:52p	2:09p	2:24p
1:52p	2:12p	2:22p	2:32p	2:49p	3:04p
2:32p	2:52p	3:02p	3:12p	3:28p	3:44p
3:12p	3:33p	3:45p	3:55p	4:11p	4:27p
3:52p	4:13p	4:25p	4:35p	4:51p	5:07p
4:32p	4:53p	5:05p	5:15p	5:31p	5:47p
5:12p	5:33p	5:45p	5:55p	6:11p	6:27p
5:56p	6:17p	6:29p	6:39p	6:55p	7:10p
6:36p	6:57p	7:08p	7:18p	7:34p	7:48p G
7:19p	7:39p	7:49p	7:59p	8:15p	8:29p G

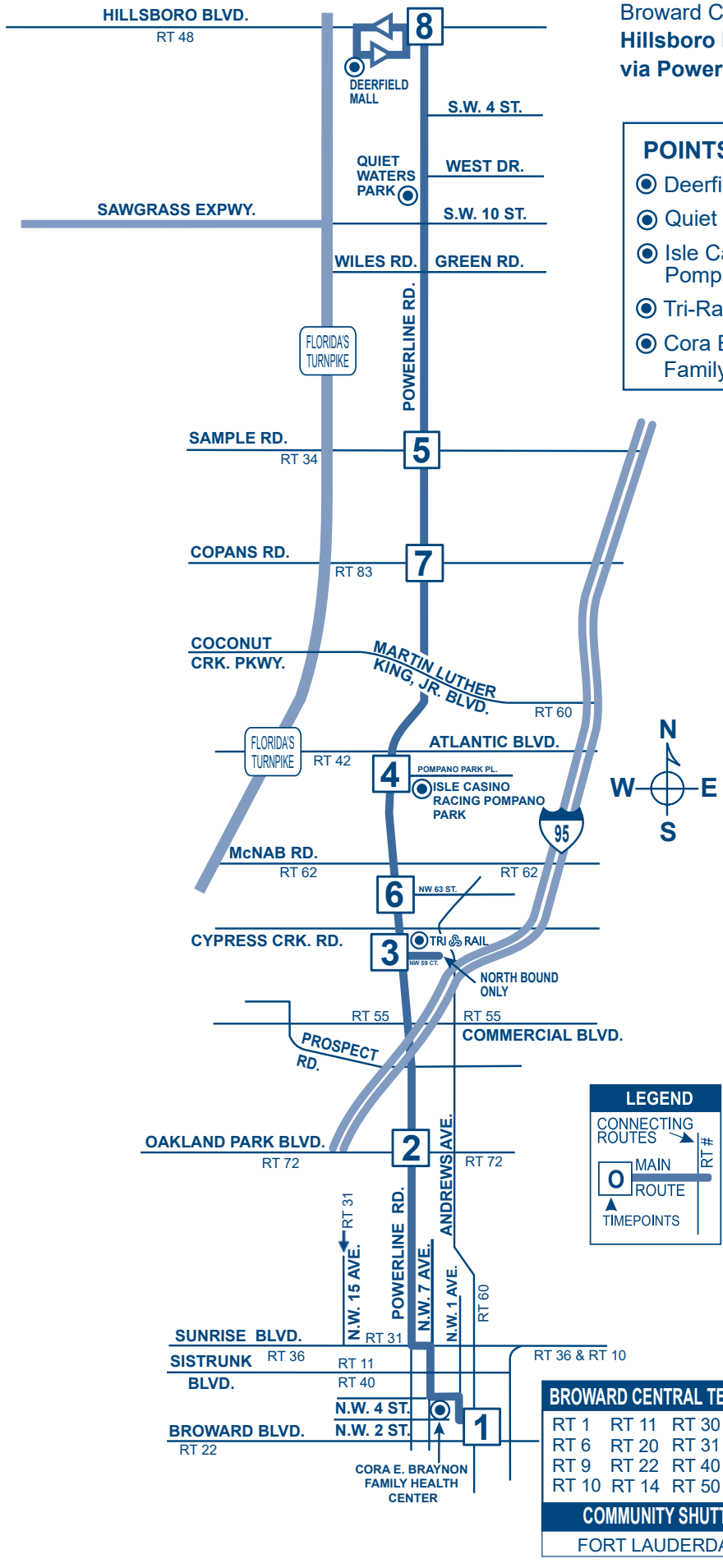
SOUTHBOUND

To Broward Central Terminal

8	**7**	**6**	**2**	**1**
7:50a	8:05a	8:22a	8:32a	8:54a
8:30a	8:45a	9:02a	9:12a	9:34a
9:10a	9:25a	9:42a	9:52a	10:13a
9:50a	10:05a	10:23a	10:35a	10:56a
10:34a	10:50a	11:08a	11:20a	11:41a
11:14a	11:30a	11:48a	12:00p	12:21p
11:54a	12:10p	12:28p	12:40p	1:01p
12:34p	12:50p	1:08p	1:20p	1:41p
1:14p	1:30p	1:48p	2:00p	2:21p
1:54p	2:10p	2:28p	2:40p	3:01p
2:34p	2:50p	3:08p	3:20p	3:41p
3:14p	3:30p	3:48p	4:00p	4:21p
3:54p	4:10p	4:28p	4:40p	5:01p
4:37p	4:53p	5:11p	5:23p	5:45p
5:17p	5:33p	5:51p	6:03p	6:25p
5:57p	6:15p	6:33p	6:45p	7:06p
6:37p	6:55p	7:12p	7:22p	7:42p G
7:20p	7:34p	7:50p	8:00p	8:20p G

ROUTE 14

Broward Central Terminal to
Hillsboro Blvd.
via Powerline Road.



POINTS OF INTEREST

- Deerfield Mall
- Quiet Waters Park
- Isle Casino Racing Pompano Park
- Tri-Rail
- Cora E. Braynon Family Health Center

LEGEND

CONNECTING ROUTES → RT #
MAIN ROUTE
TIMEPOINTS

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 20	RT 31	RT 81
RT 9	RT 22	RT 40	
RT 10	RT 14	RT 50	

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Costumer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

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Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

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This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 20 ALL WEEK SCHEDULE

Broward Central Terminal
to Broward Health North

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Health North

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
1	**2**	**3**	**4**	**5**	**6**	**7**
6:00a	6:08a	6:17a	6:25a	6:41a	6:51a	6:58a
6:50a	6:58a	7:09a	7:18a	7:29a	7:39a	7:46a
7:40a	7:50a	8:01a	8:10a	8:21a	8:30a	8:37a
8:30a	8:40a	8:51a	9:00a	9:11a	9:20a	9:27a
9:20a	9:30a	9:41a	9:50a	10:00a	10:09a	10:16a
10:10a	10:20a	10:31a	10:40a	10:55a	11:04a	11:11a
11:00a	11:10a	11:21a	11:31a	11:42a	11:52a	11:59a
11:50a	12:00p	12:11p	12:21p	12:32p	12:42p	12:49p
12:40p	12:50p	1:02p	1:11p	1:24p	1:34p	1:41p
1:30p	1:40p	1:53p	2:03p	2:14p	2:24p	2:31p
2:20p	2:30p	2:43p	2:53p	3:04p	3:14p	3:22p
3:10p	3:20p	3:32p	3:43p	3:54p	4:04p	4:11p
4:00p	4:11p	4:23p	4:33p	4:44p	4:54p	5:01p
4:50p	5:01p	5:13p	5:23p	5:34p	5:44p	5:51p
5:40p	5:51p	6:03p	6:13p	6:23p	6:33p	6:39p
6:30p	6:40p	6:51p	7:00p	7:10p	7:20p	7:26p
7:20p	7:28p	7:39p	7:47p	7:57p	8:07p	8:13p
8:00p	8:08p	8:19p	8:27p	8:37p	8:47p	8:53p G

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	**6**	**5**	**4**	**3**	**2**	**1**
6:15a	6:21a	6:31a	6:39a	6:47a	6:56a	7:02a
7:10a	7:17a	7:30a	7:40a	7:48a	7:56a	8:04a
8:05a	8:12a	8:23a	8:33a	8:42a	8:51a	8:59a
8:55a	9:01a	9:11a	9:20a	9:29a	9:38a	9:46a
9:45a	9:51a	10:01a	10:10a	10:20a	10:29a	10:37a
10:35a	10:41a	10:51a	11:00a	11:10a	11:19a	11:27a
11:25a	11:31a	11:41a	11:50a	12:00p	12:10p	12:19p
12:15p	12:21p	12:31p	12:40p	12:50p	1:00p	1:09p
1:05p	1:11p	1:21p	1:30p	1:40p	1:50p	1:59p
1:55p	2:01p	2:11p	2:20p	2:30p	2:40p	2:49p
2:45p	2:51p	3:01p	3:10p	3:21p	3:31p	3:41p
3:35p	3:42p	3:52p	4:02p	4:14p	4:24p	4:34p
4:25p	4:32p	4:42p	4:52p	5:04p	5:14p	5:24p
5:15p	5:22p	5:32p	5:42p	5:54p	6:03p	6:11p
6:05p	6:12p	6:22p	6:31p	6:41p	6:49p	6:57p
6:55p	7:01p	7:10p	7:18p	7:26p	7:34p	7:42p
7:45p	7:51p	8:00p	8:08p	8:16p	8:24p	8:32p G
8:25p	8:31p	8:40p	8:48p	8:56p	9:04p	9:12p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

SATURDAY

NORTHBOUND

To Broward Health North

1 BROWARD CENTRAL TERMINAL	2 SUNRISE BLVD & NE 15TH AVE	3 OAKLAND PARK BLVD & US 1	4 NE 62 ST & NE 18 AVE	5 NORTHEAST TRANSIT CENTER	6 COPANS RD & NW 3 AVE	7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
6:00a	6:10a	6:19a	6:27a	6:37a	6:45a	6:50a
6:50a	7:00a	7:09a	7:17a	7:27a	7:35a	7:42a
7:40a	7:50a	7:59a	8:08a	8:18a	8:27a	8:33a
8:30a	8:40a	8:50a	8:58a	9:08a	9:18a	9:25a
9:20a	9:30a	9:39a	9:47a	9:57a	10:07a	10:14a
10:10a	10:20a	10:29a	10:37a	10:48a	10:57a	11:03a
11:00a	11:12a	11:22a	11:30a	11:41a	11:50a	11:56a
11:50a	12:02p	12:12p	12:21p	12:32p	12:42p	12:49p
12:40p	12:51p	1:03p	1:12p	1:23p	1:32p	1:39p
1:30p	1:42p	1:54p	2:03p	2:14p	2:23p	2:29p
2:20p	2:33p	2:46p	2:56p	3:04p	3:12p	3:18p
3:10p	3:23p	3:36p	3:46p	3:54p	4:03p	4:09p
4:00p	4:11p	4:21p	4:32p	4:42p	4:52p	4:58p
4:50p	5:01p	5:11p	5:22p	5:32p	5:42p	5:48p
5:40p	5:50p	5:59p	6:08p	6:17p	6:27p	6:33p
6:30p	6:40p	6:49p	6:58p	7:07p	7:16p	7:22p
7:20p	7:29p	7:38p	7:47p	7:56p	8:05p	8:11p
8:00p	8:09p	8:18p	8:27p	8:36p	8:45p	8:51p G

SOUTHBOUND

To Broward Central Terminal

7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	6 COPANS RD & NW 3 AVE	5 NORTHEAST TRANSIT CENTER	4 NE 62 ST & NE 18 AVE	3 OAKLAND PARK BLVD & US 1	2 SUNRISE BLVD & NE 15TH AVE	1 BROWARD CENTRAL TERMINAL
6:15a	6:20a	6:30a	6:38a	6:47a	6:55a	7:05a
7:10a	7:15a	7:25a	7:33a	7:42a	7:50a	8:00a
8:05a	8:10a	8:20a	8:28a	8:37a	8:45a	8:55a
8:55a	9:00a	9:10a	9:18a	9:27a	9:35a	9:45a
9:45a	9:50a	10:00a	10:08a	10:17a	10:25a	10:35a
10:35a	10:40a	10:50a	10:58a	11:07a	11:15a	11:25a
11:25a	11:30a	11:40a	11:48a	11:57a	12:05p	12:15p
12:15p	12:20p	12:30p	12:38p	12:47p	12:55p	1:05p
1:05p	1:10p	1:20p	1:28p	1:37p	1:45p	1:55p
1:55p	2:00p	2:10p	2:18p	2:27p	2:35p	2:45p
2:45p	2:50p	3:00p	3:08p	3:17p	3:25p	3:35p
3:35p	3:40p	3:50p	3:58p	4:07p	4:15p	4:25p
4:25p	4:30p	4:40p	4:48p	4:57p	5:05p	5:15p
5:15p	5:20p	5:30p	5:38p	5:47p	5:55p	6:05p
6:05p	6:10p	6:20p	6:28p	6:37p	6:45p	6:55p
6:55p	7:00p	7:10p	7:18p	7:27p	7:35p	7:45p
7:45p	7:50p	8:00p	8:08p	8:17p	8:25p	8:35p G
8:25p	8:30p	8:40p	8:48p	8:57p	9:05p	9:15p G

SUNDAY

NORTHBOUND

To Broward Health North

1	2	3	4	5	6	7
10:00a	10:10a	10:18a	10:27a	10:35a	10:45a	10:50a
11:00a	11:10a	11:18a	11:27a	11:35a	11:45a	11:50a
12:00p	12:10p	12:18p	12:27p	12:35p	12:45p	12:50p
1:00p	1:10p	1:18p	1:27p	1:35p	1:45p	1:50p
2:00p	2:10p	2:18p	2:27p	2:35p	2:45p	2:50p
3:00p	3:10p	3:18p	3:27p	3:35p	3:45p	3:50p
4:00p	4:10p	4:18p	4:27p	4:35p	4:45p	4:50p
5:00p	5:10p	5:18p	5:27p	5:35p	5:45p	5:50p
6:00p	6:10p	6:18p	6:27p	6:35p	6:45p G	
7:00p	7:10p	7:18p	7:27p	7:35p	7:45p G	

SOUTHBOUND

To Broward Central Terminal

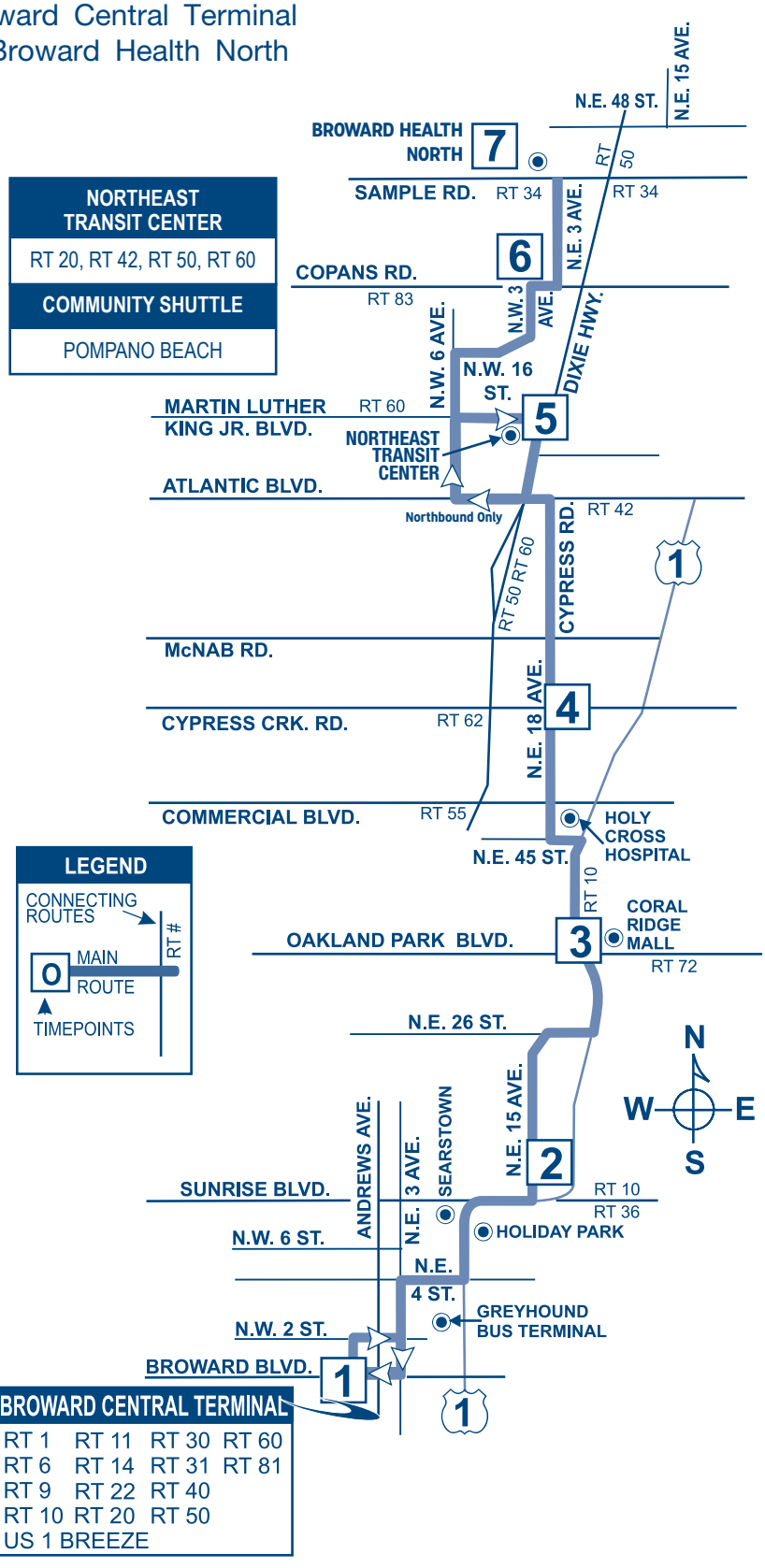
7	6	5	4	3	2	1
10:00a	10:05a	10:15a	10:23a	10:32a	10:40a	10:50a
11:00a	11:05a	11:15a	11:23a	11:32a	11:40a	11:50a
12:00p	12:05p	12:15p	12:23p	12:32p	12:40p	12:50p
1:00p	1:05p	1:15p	1:23p	1:32p	1:40p	1:50p
2:00p	2:05p	2:15p	2:23p	2:32p	2:40p	2:50p
3:00p	3:05p	3:15p	3:23p	3:32p	3:40p	3:50p
4:00p	4:05p	4:15p	4:23p	4:32p	4:40p	4:50p
5:00p	5:05p	5:15p	5:23p	5:32p	5:40p	5:50p
6:00p	6:05p	6:15p	6:23p	6:32p	6:40p	6:50p

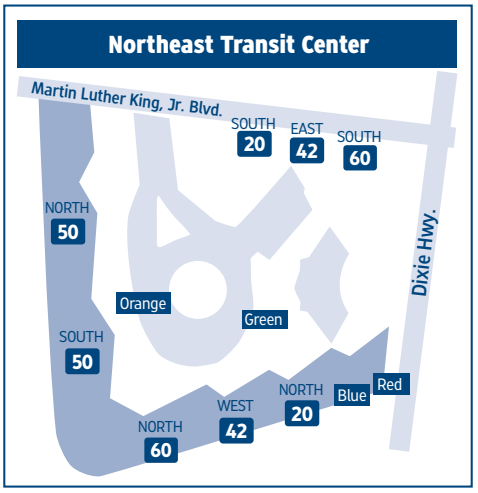
NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 20

Broward Central Terminal
to Broward Health North





POINTS OF INTEREST

- North Broward Medical Center
- Northeast Transit Center
- Holy Cross Hosptial
- Coral Ridge Mall
- Searstown
- Holiday Park
- Greyhound Bus Terminal

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

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NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

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6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015.
Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

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Broward County Transit

ROUTE 22 ALL WEEK SCHEDULE

Sawgrass Mills Mall to
Broward Central Terminal
via Broward Boulevard

Effective 7/26/20

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Broward Central Terminal

SAWGRASS MILLS MALL	BROWARD BLVD & FLAMINGO RD	WEST REGIONAL TERMINAL	WESTFIELD MALL	BROWARD BLVD & US 441	FT. LAUDERDALE TRI-RAIL STATION	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6	7
		5:21a		5:36a		5:51a
		5:51a		6:06a		6:21a
		6:11a		6:26a	6:36a	6:46a
		6:26a		6:41a	6:51a	7:01a
		6:41a		6:56a	7:06a	7:16a
		6:56a	7:03a	7:16a	7:26a	7:36a
6:46a	6:58a	7:11a	7:18a	7:31a	7:41a	7:51a
		7:26a	7:33a	7:46a	7:56a	8:06a
7:16a	7:28a	7:41a	7:48a	8:01a	8:11a	8:21a
		7:56a	8:03a	8:16a	8:26a	8:36a
7:46a	7:58a	8:11a	8:18a	8:31a	8:41a	8:51a
		8:26a	8:33a	8:46a	8:56a	9:06a
8:16a	8:28a	8:41a	8:48a	9:01a	9:11a	9:21a
		8:56a	9:03a	9:16a	9:26a	9:36a
8:46a	8:58a	9:11a	9:18a	9:31a	9:41a	9:51a
		9:26a	9:33a	9:46a	9:56a	10:06a
9:16a	9:28a	9:41a	9:48a	10:01a	10:11a	10:21a
		9:56a	10:03a	10:16a	10:26a	10:39a
9:46a	9:58a	10:11a	10:18a	10:31a	10:41a	10:51a
		10:26a	10:33a	10:46a	10:56a	11:09a
10:16a	10:28a	10:41a	10:48a	11:01a	11:11a	11:21a
		10:56a	11:03a	11:16a	11:26a	11:39a
10:46a	10:58a	11:11a	11:18a	11:31a	11:41a	11:51a
		11:26a	11:33a	11:46a	11:56a	12:09p
11:16a	11:28a	11:41a	11:48a	12:01p	12:11p	12:21p
		11:56a	12:03p	12:16p	12:26p	12:39p
11:46a	11:58a	12:11p	12:18p	12:31p	12:41p	12:51p
		12:26p	12:33p	12:46p	12:56p	1:09p
12:16p	12:28p	12:41p	12:48p	1:01p	1:11p	1:21p
		12:56p	1:03p	1:16p	1:26p	1:39p
12:46p	12:58p	1:11p	1:18p	1:31p	1:41p	1:51p
		1:26p	1:33p	1:46p	1:56p	2:09p
1:16p	1:28p	1:41p	1:48p	2:01p	2:11p	2:21p
		1:56p	2:03p	2:16p	2:26p	2:39p
1:46p	1:58p	2:11p	2:18p	2:31p	2:41p	2:51p
		2:26p	2:33p	2:46p	2:56p	3:09p
2:16p	2:28p	2:41p	2:48p	3:01p	3:11p	3:21p
		2:56p	3:03p	3:16p	3:26p	3:36p
2:46p	2:58p	3:11p	3:18p	3:31p	3:41p	3:51p
		3:26p	3:33p	3:46p	3:56p	4:06p

WESTBOUND

To Sawgrass Mills Mall

BROWARD CENTRAL TERMINAL	FT. LAUDERDALE TRI-RAIL STATION	BROWARD BLVD & US 441	WESTFIELD MALL	WEST REGIONAL TERMINAL	BROWARD BLVD & FLAMINGO RD	SAWGRASS MILLS MALL
7	6	5	4	3	2	1
5:45a		6:00a		6:15a	6:24a	6:35a
6:05a	6:15a	6:25a		6:40a	6:49a	7:00a
6:20a	6:30a	6:40a	6:53a	7:00a		
6:35a	6:45a	6:55a	7:08a	7:15a	7:24a	7:35a
6:50a	7:00a	7:10a	7:23a	7:30a		
7:05a	7:15a	7:25a	7:38a	7:45a	7:54a	8:05a
7:20a	7:30a	7:40a	7:53a	8:00a		
7:35a	7:45a	7:55a	8:08a	8:15a	8:24a	8:35a
7:50a	8:00a	8:10a	8:23a	8:30a		
8:05a	8:15a	8:25a	8:38a	8:45a	8:54a	9:05a
8:20a	8:30a	8:40a	8:53a	9:00a		
8:35a	8:45a	8:55a	9:08a	9:15a	9:24a	9:35a
8:50a	9:00a	9:10a	9:23a	9:30a		
9:05a	9:15a	9:25a	9:38a	9:45a	9:54a	10:05a
9:20a	9:30a	9:40a	9:53a	10:00a		
9:35a	9:45a	9:55a	10:08a	10:15a	10:24a	10:35a
9:50a	10:00a	10:10a	10:23a	10:30a		
10:05a	10:15a	10:25a	10:38a	10:45a	10:54a	11:05a
10:20a	10:30a	10:40a	10:53a	11:00a		
10:35a	10:45a	10:55a	11:08a	11:15a	11:24a	11:35a
10:50a	11:00a	11:10a	11:23a	11:30a		
11:05a	11:15a	11:25a	11:38a	11:45a	11:54a	12:05p
11:20a	11:30a	11:40a	11:53a	12:00p		
11:35a	11:45a	11:55a	12:08p	12:15p	12:24p	12:35p
11:50a	12:00p	12:10p	12:23p	12:30p		
12:05p	12:15p	12:25p	12:38p	12:45p	12:54p	1:05p
12:20p	12:30p	12:40p	12:53p	1:00p		
12:35p	12:45p	12:55p	1:08p	1:15p	1:24p	1:35p
12:50p	1:00p	1:10p	1:23p	1:30p		
1:05p	1:15p	1:25p	1:38p	1:45p	1:54p	2:05p
1:20p	1:30p	1:40p	1:53p	2:00p		
1:35p	1:45p	1:55p	2:08p	2:15p	2:24p	2:35p
1:50p	2:00p	2:10p	2:23p	2:30p		
2:05p	2:15p	2:25p	2:38p	2:45p	2:54p	3:05p
2:20p	2:30p	2:40p	2:53p	3:00p		
2:35p	2:45p	2:55p	3:08p	3:15p	3:24p	3:35p
2:50p	3:00p	3:10p	3:23p	3:30p		
3:05p	3:15p	3:25p	3:38p	3:45p	3:54p	4:05p
3:20p	3:30p	3:40p	3:53p	4:00p		
3:35p	3:45p	3:55p	4:08p	4:15p	4:24p	4:35p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

Times continue on next page

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Broward Central Terminal

SAWGRASS MILLS MALL	BROWARD BLVD & FLAMINGO RD	WEST REGIONAL TERMINAL	WESTFIELD MALL	BROWARD BLVD & US 441	FT. LAUDERDALE TRI-RAIL STATION	BROWARD CENTRAL TERMINAL
1	**2**	**3**	**4**	**5**	**6**	**7**
3:16p	3:28p	3:41p	3:48p	4:01p	4:11p	4:21p
		3:56p	4:03p	4:16p	4:26p	4:36p
3:46p	3:58p	4:11p	4:18p	4:31p	4:41p	4:51p
		4:26p	4:33p	4:46p	4:56p	5:06p
4:16p	4:28p	4:41p	4:48p	5:01p	5:11p	5:21p
		4:56p	5:03p	5:16p	5:26p	5:36p
4:46p	4:58p	5:11p	5:18p	5:31p	5:41p	5:51p
		5:26p	5:33p	5:46p	5:56p	6:06p
5:16p	5:28p	5:41p	5:48p	6:01p	6:11p	6:21p
		5:56p	6:03p	6:16p	6:26p	6:36pG
5:46p	5:58p	6:11p	6:18p	6:31p	6:41p	6:51p
6:16p	6:28p	6:41p	6:48p	7:01p	7:11p	7:21p
6:46p	6:58p	7:11p	7:18p	7:31p	7:41p	7:51p
7:16p	7:28p	7:41p	7:48p	8:01p	8:11p	8:21pG
7:46p	7:58p	8:11p	8:18p	8:31p	8:41p	8:51p
8:16p	8:28p	8:41p	8:48p	9:01p	9:11p	9:21p
9:10p	9:22p	9:35p	9:42p	9:55p	10:05p	10:15p
10:02p	10:14p	10:27p	10:34p	10:47p		11:02pG
10:40p	10:52p	11:05p		11:20p		11:35pG

WESTBOUND

To Sawgrass Mills Mall

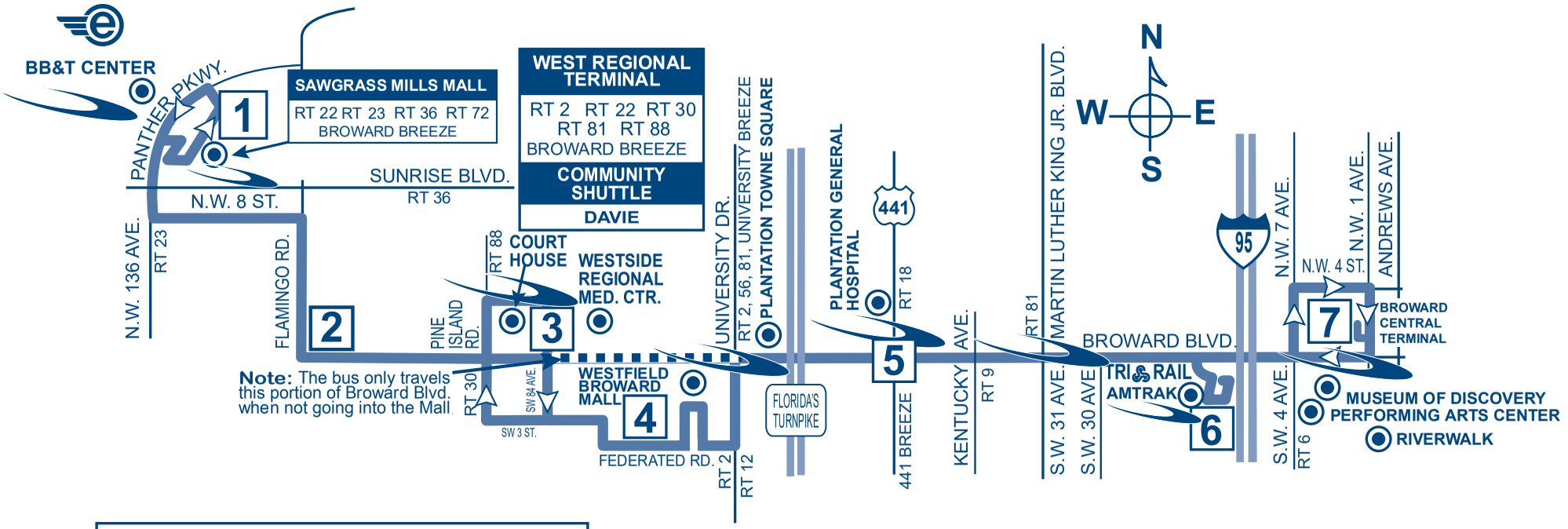
BROWARD CENTRAL TERMINAL	FT. LAUDERDALE TRI-RAIL STATION	BROWARD BLVD & US 441	WESTFIELD MALL	WEST REGIONAL TERMINAL	BROWARD BLVD & FLAMINGO RD	SAWGRASS MILLS MALL
7	**6**	**5**	**4**	**3**	**2**	**1**
3:50p	4:00p	4:10p	4:23p	4:30p		
4:05p	4:15p	4:25p	4:38p	4:45p	4:54p	5:05p
4:20p	4:30p	4:40p	4:53p	5:00p		
4:35p	4:45p	4:55p	5:08p	5:15p	5:24p	5:35p
4:50p	5:00p	5:10p	5:23p	5:30p		
5:05p	5:15p	5:25p	5:38p	5:45p	5:54p	6:05p
5:20p	5:30p	5:40p	5:53p	6:00pG		
5:35p	5:45p	5:55p	6:08p	6:15p	6:24p	6:35p
5:50p	6:00p	6:10p	6:23p	6:30pG		
6:05p	6:15p	6:25p	6:38p	6:45p	6:54p	7:05p
6:20p	6:30p	6:40p	6:53p	7:00pG		
6:35p	6:45p	6:55p	7:08p	7:15p	7:24p	7:35p
7:05p	7:15p	7:25p	7:38p	7:45p	7:54p	8:05p
7:35p	7:45p	7:55p	8:08p	8:15p	8:24p	8:35pG
8:05p	8:15p	8:25p	8:38p	8:45p	8:54p	9:05p
9:00p	9:10p	9:20p	9:33p	9:40p	9:49p	10:00p
9:35p	9:45p	9:55p	10:08p	10:15p	10:24p	10:35p
10:20p		10:35p		10:50p	10:59p	11:10pG

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the “W” note will NOT depart terminal until directed by either the terminal supervisor or radio.

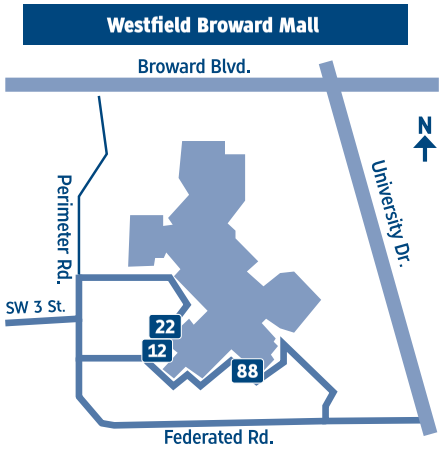
ROUTE 22 Weekdays

Sawgrass Mills Mall to Broward Central Terminal **via Broward Boulevard**



POINTS OF INTEREST

- Westfield Broward Mall
- Plantation Towne Square
- Sawgrass Mills Mall
- Plantation General Hospital
- Westside Regional Medical Center
- Broward Center for the Performing Arts
- Museum of Discovery & Science
- Riverwalk Historical District
- AMTRAK / Tri-Rail
- West Regional Courthouse
- BB&T Center



LEGEND

CONNECTING ROUTES → RT #

O MAIN ROUTE

TIMEPOINTS

The Breeze stop location

Express

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 31	RT 60
RT 6	RT 14	RT 40	RT 81
RT 9	RT 20	RT 50	
RT 10	RT 30	US 1 BREEZE	

COMMUNITY SHUTTLE

FORT LAUDERDALE

Route 22

Sawgrass Mills Mall to
Broward Central Terminal

via Broward Boulevard

BROWARD COUNTY TRANSIT

SATURDAY

There are additional bus stops in between those listed.

EASTBOUND

To Broward Central Terminal

SAWGRASS MILLS MALL FOOD COURT ENTRY	BROWARD BLVD & FLAMINGO RD	WEST REGIONAL TERMINAL	WESTFIELD MALL	BROWARD BLVD & US 441	FT. LAUDERDALE TRI-RAIL STATION	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6	7
		5:25a		5:40a		5:55a
		5:55a		6:10a		6:25a
		6:20a		6:35a	6:45a	6:55a
		6:30a		6:45a	6:55a	7:05a
		6:45a		7:00a	7:10a	7:20a
		7:00a	7:07a	7:20a	7:30a	7:40a
6:50a	7:02a	7:15a	7:22a	7:35a	7:45a	7:55a
		7:30a	7:37a	7:50a	8:00a	8:10a
7:20a	7:32a	7:45a	7:52a	8:05a	8:15a	8:25a
		8:00a	8:07a	8:20a	8:30a	8:40a
7:50a	8:02a	8:15a	8:22a	8:35a	8:45a	8:55a
		8:30a	8:37a	8:50a	9:00a	9:10aG
8:20a	8:32a	8:45a	8:52a	9:05a	9:15a	9:25a
		9:00a	9:07a	9:20a	9:30a	9:40aG
8:50a	9:02a	9:15a	9:22a	9:35a	9:45a	9:55a
		9:30a	9:37a	9:50a	10:00a	10:10aG
9:20a	9:32a	9:45a	9:52a	10:05a	10:15a	10:25a
9:50a	10:02a	10:15a	10:22a	10:35a	10:45a	10:55a
10:20a	10:32a	10:45a	10:52a	11:05a	11:15a	11:25a
10:50a	11:02a	11:15a	11:22a	11:35a	11:45a	11:55a
11:20a	11:32a	11:45a	11:52a	12:05p	12:15p	12:25p
11:50a	12:02p	12:15p	12:22p	12:35p	12:45p	12:55p
12:20p	12:32p	12:45p	12:52p	1:05p	1:15p	1:25p
12:50p	1:02p	1:15p	1:22p	1:35p	1:45p	1:55p
1:20p	1:32p	1:45p	1:52p	2:05p	2:15p	2:25p
1:50p	2:02p	2:15p	2:22p	2:35p	2:45p	2:55p
2:20p	2:32p	2:45p	2:52p	3:05p	3:15p	3:25p
		3:00p	3:07p	3:20p	3:30p	3:40p
2:50p	3:02p	3:15p	3:22p	3:35p	3:45p	3:55p
		3:30p	3:37p	3:50p	4:00p	4:10p
3:20p	3:32p	3:45p	3:52p	4:05p	4:15p	4:25p
		4:00p	4:07p	4:20p	4:30p	4:40p
3:50p	4:02p	4:15p	4:22p	4:35p	4:45p	4:55p
		4:30p	4:37p	4:50p	5:00p	5:10p
4:20p	4:32p	4:45p	4:52p	5:05p	5:15p	5:25p
		5:00p	5:07p	5:20p	5:30p	5:40p
4:50p	5:02p	5:15p	5:22p	5:35p	5:45p	5:55p
		5:30p	5:37p	5:50p	6:00p	6:10p
5:20p	5:32p	5:45p	5:52p	6:05p	6:15p	6:25p
		6:00p	6:07p	6:20p	6:30p	6:40pG
5:50p	6:02p	6:15p	6:22p	6:35p	6:45p	6:55p
6:20p	6:32p	6:45p	6:52p	7:05p	7:15p	7:25p
6:50p	7:02p	7:15p	7:22p	7:35p	7:45p	7:55p
7:20p	7:32p	7:45p	7:52p	8:05p	8:15p	8:25pG
7:50p	8:02p	8:15p	8:22p	8:35p	8:45p	8:55p
8:20p	8:32p	8:45p	8:52p	9:05p	9:15p	9:25p
9:10p	9:22p	9:35p	9:42p	9:55p	10:05p	10:15p
10:05p	10:17p	10:30p	10:37p	10:50p		11:05pG
10:40p	10:52p	11:05p		11:20p		11:35pG

WESTBOUND

To Sawgrass Mills Mall

BROWARD CENTRAL TERMINAL	FT. LAUDERDALE TRI-RAIL STATION	BROWARD BLVD & US 441	WESTFIELD MALL	WEST REGIONAL TERMINAL	BROWARD BLVD & FLAMINGO RD	SAWGRASS MILLS MALL FOOD COURT ENTRY
7	6	5	4	3	2	1
5:45a		6:00a		6:15a	6:24a	6:35a
6:10a	6:20a	6:30a		6:45a	6:54a	7:05a
6:20a	6:30a	6:40a	6:53a	7:00a		
6:35a	6:45a	6:55a	7:08a	7:15a	7:24a	7:35a
6:50a	7:00a	7:10a	7:23a	7:30a		
7:05a	7:15a	7:25a	7:38a	7:45a	7:54a	8:05a
7:20a	7:30a	7:40a	7:53a	8:00a		
7:35a	7:45a	7:55a	8:08a	8:15a	8:24a	8:35a
7:50a	8:00a	8:10a	8:23a	8:30a		
8:05a	8:15a	8:25a	8:38a	8:45a	8:54a	9:05a
8:20a	8:30a	8:40a	8:53a	9:00a		
8:35a	8:45a	8:55a	9:08a	9:15a	9:24a	9:35a
8:50a	9:00a	9:10a	9:23a	9:30aG		
9:05a	9:15a	9:25a	9:38a	9:45a	9:54a	10:05a
9:35a	9:45a	9:55a	10:08a	10:15a	10:24a	10:35a
10:05a	10:15a	10:25a	10:38a	10:45a	10:54a	11:05a
10:35a	10:45a	10:55a	11:08a	11:15a	11:24a	11:35a
11:05a	11:15a	11:25a	11:38a	11:45a	11:54a	12:05p
11:35a	11:45a	11:55a	12:08p	12:15p	12:24p	12:35p
12:05p	12:15p	12:25p	12:38p	12:45p	12:54p	1:05p
12:35p	12:45p	12:55p	1:08p	1:15p	1:24p	1:35p
1:05p	1:15p	1:25p	1:38p	1:45p	1:54p	2:05p
1:35p	1:45p	1:55p	2:08p	2:15p	2:24p	2:35p
2:05p	2:15p	2:25p	2:38p	2:45p	2:54p	3:05p
2:35p	2:45p	2:55p	3:08p	3:15p	3:24p	3:35p
2:50p	3:00p	3:10p	3:23p	3:30p		
3:05p	3:15p	3:25p	3:38p	3:45p	3:54p	4:05p
3:20p	3:30p	3:40p	3:53p	4:00p		
3:35p	3:45p	3:55p	4:08p	4:15p	4:24p	4:35p
3:50p	4:00p	4:10p	4:23p	4:30p		
4:05p	4:15p	4:25p	4:38p	4:45p	4:54p	5:05p
4:20p	4:30p	4:40p	4:53p	5:00p		
4:35p	4:45p	4:55p	5:08p	5:15p	5:24p	5:35p
4:50p	5:00p	5:10p	5:23p	5:30p		
5:05p	5:15p	5:25p	5:38p	5:45p	5:54p	6:05p
5:20p	5:30p	5:40p	5:53p	6:00pG		
5:35p	5:45p	5:55p	6:08p	6:15p	6:24p	6:35p
5:50p	6:00p	6:10p	6:23p	6:30pG		
6:05p	6:15p	6:25p	6:38p	6:45p	6:54p	7:05p
6:20p	6:30p	6:40p	6:53p	7:00pG		
6:35p	6:45p	6:55p	7:08p	7:15p	7:24p	7:35p
7:05p	7:15p	7:25p	7:38p	7:45p	7:54p	8:05p
7:35p	7:45p	7:55p	8:08p	8:15p	8:24p	8:35pG
8:05p	8:15p	8:25p	8:38p	8:45p	8:54p	9:05p
9:00p	9:10p	9:20p	9:33p	9:40p	9:49p	10:00p
9:35p	9:45p	9:55p	10:08p	10:15p	10:24p	10:35p
10:20p		10:35p		10:50p	10:59p	11:10pG

SUNDAY

EASTBOUND

To Broward Central Terminal

SAWGRASS MILLS MALL FOOD COURT ENTRY	BROWARD BLVD & FLAMINGO RD	WEST REGIONAL TERMINAL	WESTFIELD MALL	BROWARD BLVD & US 441	FT. LAUDERDALE TRI-RAIL STATION	BROWARD CENTRAL TERMINAL
1	**2**	**3**	**4**	**5**	**6**	**7**
		8:15a		8:30a	8:40a	8:50a
		8:45a		9:00a	9:10a	9:20a
8:50a	9:02a	9:15a	9:22a	9:35a	9:45a	9:55a
9:20a	9:32a	9:45a	9:52a	10:05a	10:15a	10:25a
9:50a	10:02a	10:15a	10:22a	10:35a	10:45a	10:55a
10:20a	10:32a	10:45a	10:52a	11:05a	11:15a	11:25a
10:50a	11:02a	11:15a	11:22a	11:35a	11:45a	11:55a
11:20a	11:32a	11:45a	11:52a	12:05p	12:15p	12:25p
11:50a	12:02p	12:15p	12:22p	12:35p	12:45p	12:55p
12:20p	12:32p	12:45p	12:52p	1:05p	1:15p	1:25p
12:50p	1:02p	1:15p	1:22p	1:35p	1:45p	1:55p
1:20p	1:32p	1:45p	1:52p	2:05p	2:15p	2:25p
1:50p	2:02p	2:15p	2:22p	2:35p	2:45p	2:55p
2:20p	2:32p	2:45p	2:52p	3:05p	3:15p	3:25p
2:50p	3:02p	3:15p	3:22p	3:35p	3:45p	3:55p
3:20p	3:32p	3:45p	3:52p	4:05p	4:15p	4:25p
3:50p	4:02p	4:15p	4:22p	4:35p	4:45p	4:55p
4:20p	4:32p	4:45p	4:52p	5:05p	5:15p	5:25p
4:50p	5:02p	5:15p	5:22p	5:35p	5:45p	5:55p
5:20p	5:32p	5:45p	5:52p	6:05p	6:15p	6:25p
5:50p	6:02p	6:15p	6:22p	6:35p	6:45p	6:55p
6:35p	6:47p	7:00p	7:07p	7:20p	7:30p	7:40p
7:20p	7:32p	7:45p		8:00p	8:10p	8:20pG
8:05p	8:17p	8:30p		8:45p	8:55p	9:05pG
8:50p	9:02p	9:15p		9:30p	9:40p	9:50pG

WESTBOUND

To Sawgrass Mills Mall

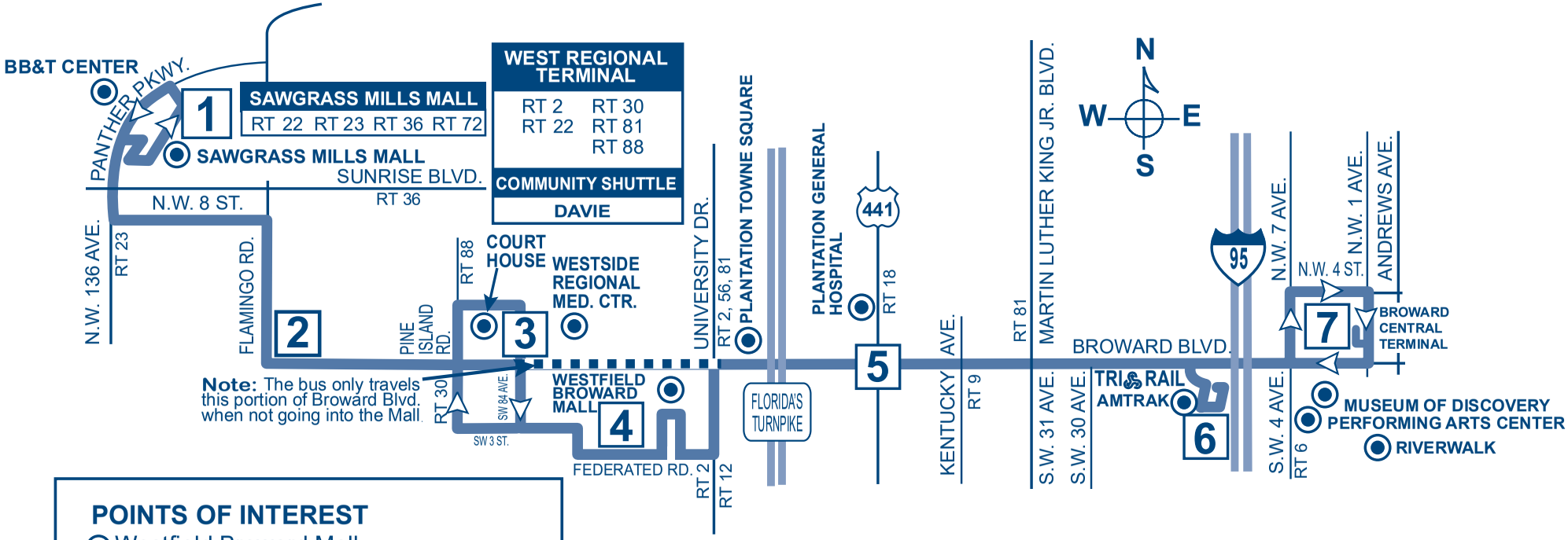
BROWARD CENTRAL TERMINAL	FT. LAUDERDALE TRI-RAIL STATION	BROWARD BLVD & US 441	WESTFIELD MALL	WEST REGIONAL TERMINAL	BROWARD BLVD & FLAMINGO RD	SAWGRASS MILLS MALL FOOD COURT ENTRY
7	**6**	**5**	**4**	**3**	**2**	**1**
8:10a	8:20a	8:30a		8:45a	8:54a	9:05a
8:40a	8:50a	9:00a		9:15a	9:24a	9:35a
9:05a	9:15a	9:25a	9:38a	9:45a	9:54a	10:05a
9:35a	9:45a	9:55a	10:08a	10:15a	10:24a	10:35a
10:05a	10:15a	10:25a	10:38a	10:45a	10:54a	11:05a
10:35a	10:45a	10:55a	11:08a	11:15a	11:24a	11:35a
11:05a	11:15a	11:25a	11:38a	11:45a	11:54a	12:05p
11:35a	11:45a	11:55a	12:08p	12:15p	12:24p	12:35p
12:05p	12:15p	12:25p	12:38p	12:45p	12:54p	1:05p
12:35p	12:45p	12:55p	1:08p	1:15p	1:24p	1:35p
1:05p	1:15p	1:25p	1:38p	1:45p	1:54p	2:05p
1:35p	1:45p	1:55p	2:08p	2:15p	2:24p	2:35p
2:05p	2:15p	2:25p	2:38p	2:45p	2:54p	3:05p
2:35p	2:45p	2:55p	3:08p	3:15p	3:24p	3:35p
3:05p	3:15p	3:25p	3:38p	3:45p	3:54p	4:05p
3:35p	3:45p	3:55p	4:08p	4:15p	4:24p	4:35p
4:05p	4:15p	4:25p	4:38p	4:45p	4:54p	5:05p
4:35p	4:45p	4:55p	5:08p	5:15p	5:24p	5:35p
5:05p	5:15p	5:25p	5:38p	5:45p	5:54p	6:05pG
5:35p	5:45p	5:55p	6:08p	6:15p	6:24p	6:35p
6:05p	6:15p	6:25p	6:38p	6:45p	6:54p	7:05p
6:35p	6:45p	6:55p	7:08p	7:15p	7:24p	7:35pG
7:05p	7:15p	7:25p		7:40p	7:49p	8:00p
7:50p	8:00p	8:10p		8:25p	8:34p	8:45p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

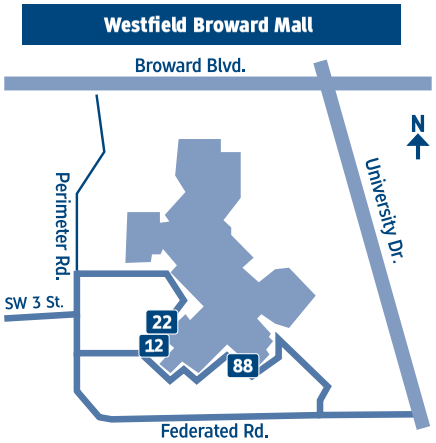
ROUTE 22 Saturday/Sunday

Sawgrass Mills Mall to Broward Central Terminal
via Broward Boulevard



POINTS OF INTEREST

- Westfield Broward Mall
- Plantation Towne Square
- Sawgrass Mills Mall
- Plantation General Hospital
- Westside Regional Medical Center
- Broward Center for the Performing Arts
- Museum of Discovery & Science
- Riverwalk Historical District
- AMTRAK / Tri-Rail
- West Regional Courthouse
- BB&T Center
- Tri-Rail



LEGEND

CONNECTING ROUTES → RT #

0 MAIN ROUTE

TIMEPOINTS

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	

COMMUNITY SHUTTLE
FORT LAUDERDALE

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 30 ALL WEEK SCHEDULE

West Regional Terminal to Broward Central Terminal
via Peters Road/Davie Boulevard

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 30

BROWARD COUNTY TRANSIT

There are additional bus stops in between those listed.

West Regional Terminal
to Broward Central Terminal

via Peters Road/Davie Boulevard

MONDAY - FRIDAY

EASTBOUND
To Broward Central Terminal

WEST REGIONAL TERMINAL	PETERS RD. & UNIVERSITY DR.	DAVIE BLVD. & US 441	DAVIE BLVD. & S.W. 4 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5
		6:00a	6:11a	6:18a
6:15a	6:23a	6:32a	6:43a	6:49a
6:46a	6:55a	7:04a	7:14a	7:21a
7:15a	7:24a	7:33a	7:46a	7:53a
7:46a	7:55a	8:04a	8:15a	8:23a
8:17a	8:26a	8:35a	8:46a	8:53a
8:45a	8:54a	9:01a	9:15a	9:24a
9:17a	9:25a	9:33a	9:47a	9:55a
9:47a	9:56a	10:04a	10:17a	10:25a
10:15a	10:24a	10:32a	10:45a	10:54a
10:47a	10:55a	11:03a	11:16a	11:25a
11:18a	11:27a	11:34a	11:47a	11:56a
11:46a	11:54a	12:02p	12:15p	12:24p
12:17p	12:26p	12:33p	12:46p	12:55p
12:50p	12:59p	1:07p	1:20p	1:29p
1:18p	1:27p	1:35p	1:48p	1:58p
1:47p	1:56p	2:05p	2:17p	2:26p
2:18p	2:27p	2:35p	2:48p	2:56p
2:50p	3:00p	3:09p	3:23p	3:31p
3:20p	3:29p	3:38p	3:50p	3:57p
3:49p	3:58p	4:06p	4:18p	4:27p
4:19p	4:29p	4:37p	4:49p	4:57p
4:49p	4:58p	5:06p	5:19p	5:27p
5:17p	5:27p	5:34p	5:48p	5:56p
5:49p	5:59p	6:07p	6:20p	6:27p
6:18p	6:27p	6:35p	6:46p	6:54p
6:58p	7:07p	7:15p	7:27p	7:33p
7:47p	7:56p	8:04p	8:14p	8:20p
8:32p	8:41p	8:48p	8:59p	9:05p
9:17p	9:25p	9:32p	9:42p	9:50p
10:00p	10:09p	10:17p	10:28p	10:35p G

WESTBOUND
To West Regional Terminal

BROWARD CENTRAL TERMINAL	DAVIE BLVD. & S.W. 4 AVE	DAVIE BLVD. & US 441	PETERS RD. & UNIVERSITY DR.	WEST REGIONAL TERMINAL
5	4	3	2	1
6:00a	6:06a	6:17a	6:26a	6:31a
6:30a	6:38a	6:50a	6:58a	7:04a
7:02a	7:09a	7:21a	7:30a	7:37a
7:33a	7:41a	7:53a	8:02a	8:08a
8:01a	8:09a	8:22a	8:30a	8:36a
8:33a	8:41a	8:53a	9:01a	9:08a
9:03a	9:12a	9:25a	9:33a	9:39a
9:32a	9:41a	9:55a	10:03a	10:08a
10:03a	10:12a	10:25a	10:33a	10:41a
10:34a	10:43a	10:56a	11:04a	11:10a
11:02a	11:11a	11:24a	11:32a	11:38a
11:34a	11:42a	11:56a	12:03p	12:09p
12:08p	12:17p	12:31p	12:39p	12:45p
12:32p	12:41p	12:55p	1:02p	1:09p
1:04p	1:12p	1:26p	1:33p	1:40p
1:35p	1:45p	1:58p	2:06p	2:12p
2:05p	2:14p	2:29p	2:37p	2:44p
2:33p	2:42p	2:56p	3:04p	3:11p
3:05p	3:16p	3:30p	3:38p	3:43p
3:37p	3:47p	4:01p	4:08p	4:13p
4:05p	4:14p	4:28p	4:35p	4:42p
4:34p	4:42p	4:57p	5:04p	5:11p
5:04p	5:14p	5:29p	5:37p	5:43p
5:35p	5:44p	5:59p	6:06p	6:12p
6:04p	6:14p	6:27p	6:34p	6:41p
6:35p	6:42p	6:56p	7:03p	7:09p G
7:03p	7:11p	7:23p	7:30p	7:36p
7:49p	7:57p	8:09p	8:16p	8:24p
8:32p	8:40p	8:51p	8:59p	9:06p
9:16p	9:25p	9:37p	9:44p	9:51p
10:00p	10:06p	10:17p	10:24p	10:30p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Broward Central Terminal

WEST REGIONAL TERMINAL	PETERS RD. & UNIVERSITY DR.	DAVIE BLVD. & US 441	DAVIE BLVD. & S.W. 4 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5
		6:00a	6:10a	6:16a
6:15a	6:22a	6:29a	6:38a	6:50a
6:47a	6:56a	7:03a	7:12a	7:19a
7:15a	7:25a	7:32a	7:45a	7:53a
7:46a	7:54a	8:02a	8:11a	8:17a
8:17a	8:25a	8:32a	8:42a	8:51a
8:45a	8:54a	9:01a	9:12a	9:21a
9:16a	9:24a	9:31a	9:43a	9:50a
9:47a	9:54a	10:03a	10:14a	10:22a
10:15a	10:24a	10:32a	10:45a	10:53a
10:46a	10:54a	11:02a	11:14a	11:21a
11:17a	11:25a	11:32a	11:43a	11:54a
11:48a	11:56a	12:05p	12:17p	12:25p
12:18p	12:27p	12:35p	12:45p	12:55p
12:46p	12:54p	1:02p	1:14p	1:22p
1:16p	1:25p	1:33p	1:47p	1:56p
1:46p	1:54p	2:01p	2:13p	2:23p
2:18p	2:26p	2:34p	2:48p	2:56p
2:47p	2:57p	3:04p	3:15p	3:23p
3:16p	3:25p	3:32p	3:44p	3:53p
3:46p	3:55p	4:04p	4:16p	4:23p
4:16p	4:25p	4:33p	4:44p	4:53p
4:47p	4:55p	5:02p	5:15p	5:28p
5:16p	5:24p	5:32p	5:44p	5:52p
5:45p	5:55p	6:04p	6:14p	6:21p
6:17p	6:26p	6:33p	6:44p	6:50p
7:09p	7:19p	7:27p	7:38p	7:44p
7:46p	7:55p	8:02p	8:13p	8:18p
8:31p	8:41p	8:48p	8:58p	9:04p
9:17p	9:25p	9:32p	9:42p	9:49p
10:02p	10:10p	10:18p	10:28p	10:35p G

WESTBOUND

To West Regional Terminal

BROWARD CENTRAL TERMINAL	DAVIE BLVD. & S.W. 4 AVE	DAVIE BLVD. & US 441	PETERS RD. & UNIVERSITY DR.	WEST REGIONAL TERMINAL
5	4	3	2	1
6:00a	6:05a	6:16a	6:23a	6:28a
6:34a	6:40a	6:52a	6:59a	7:07a
7:02a	7:08a	7:20a	7:27a	7:33a
7:34a	7:40a	7:53a	8:00a	8:04a
8:03a	8:10a	8:20a	8:28a	8:34a
8:32a	8:39a	8:51a	8:58a	9:05a
9:04a	9:13a	9:25a	9:33a	9:39a
9:33a	9:40a	9:54a	10:02a	10:08a
10:02a	10:11a	10:24a	10:32a	10:38a
10:34a	10:41a	10:53a	11:01a	11:07a
11:04a	11:12a	11:26a	11:34a	11:42a
11:33a	11:41a	11:54a	12:04p	12:11p
12:03p	12:11p	12:24p	12:32p	12:38p
12:35p	12:43p	12:55p	1:04p	1:12p
1:03p	1:10p	1:22p	1:30p	1:37p
1:33p	1:44p	1:58p	2:05p	2:10p
2:04p	2:11p	2:25p	2:33p	2:39p
2:32p	2:41p	2:54p	3:01p	3:07p
3:03p	3:13p	3:26p	3:33p	3:38p
3:32p	3:40p	3:54p	4:01p	4:09p
4:04p	4:12p	4:26p	4:33p	4:40p
4:32p	4:40p	4:53p	5:01p	5:08p
5:03p	5:10p	5:24p	5:32p	5:37p
5:35p	5:45p	5:57p	6:03p	6:08p
6:02p	6:11p	6:23p	6:30p	6:39p G
6:35p	6:41p	6:56p	7:03p	7:08p
7:01p	7:09p	7:20p	7:27p	7:33p
7:49p	7:56p	8:07p	8:14p	8:22p
8:32p	8:41p	8:52p	8:59p	9:06p
9:19p	9:25p	9:38p	9:45p	9:50p
10:03p	10:10p	10:20p	10:27p	10:32p G

SUNDAY

EASTBOUND

To Broward Central Terminal

1	2	3	4	5
9:30a	9:37a	9:45a	9:56a	10:05a
10:15a	10:24a	10:31a	10:42a	10:50a
11:01a	11:10a	11:17a	11:29a	11:35a
11:47a	11:55a	12:02p	12:14p	12:21p
12:31p	12:39p	12:47p	12:59p	1:07p
1:17p	1:25p	1:32p	1:43p	1:51p
2:01p	2:10p	2:16p	2:28p	2:35p
2:45p	2:54p	3:01p	3:12p	3:21p
3:32p	3:40p	3:47p	3:59p	4:07p
4:16p	4:25p	4:32p	4:42p	4:51p
5:00p	5:10p	5:17p	5:30p	5:39p
5:46p	5:53p	6:01p	6:13p	6:21p
6:32p	6:40p	6:47p	6:57p	7:05p G

WESTBOUND

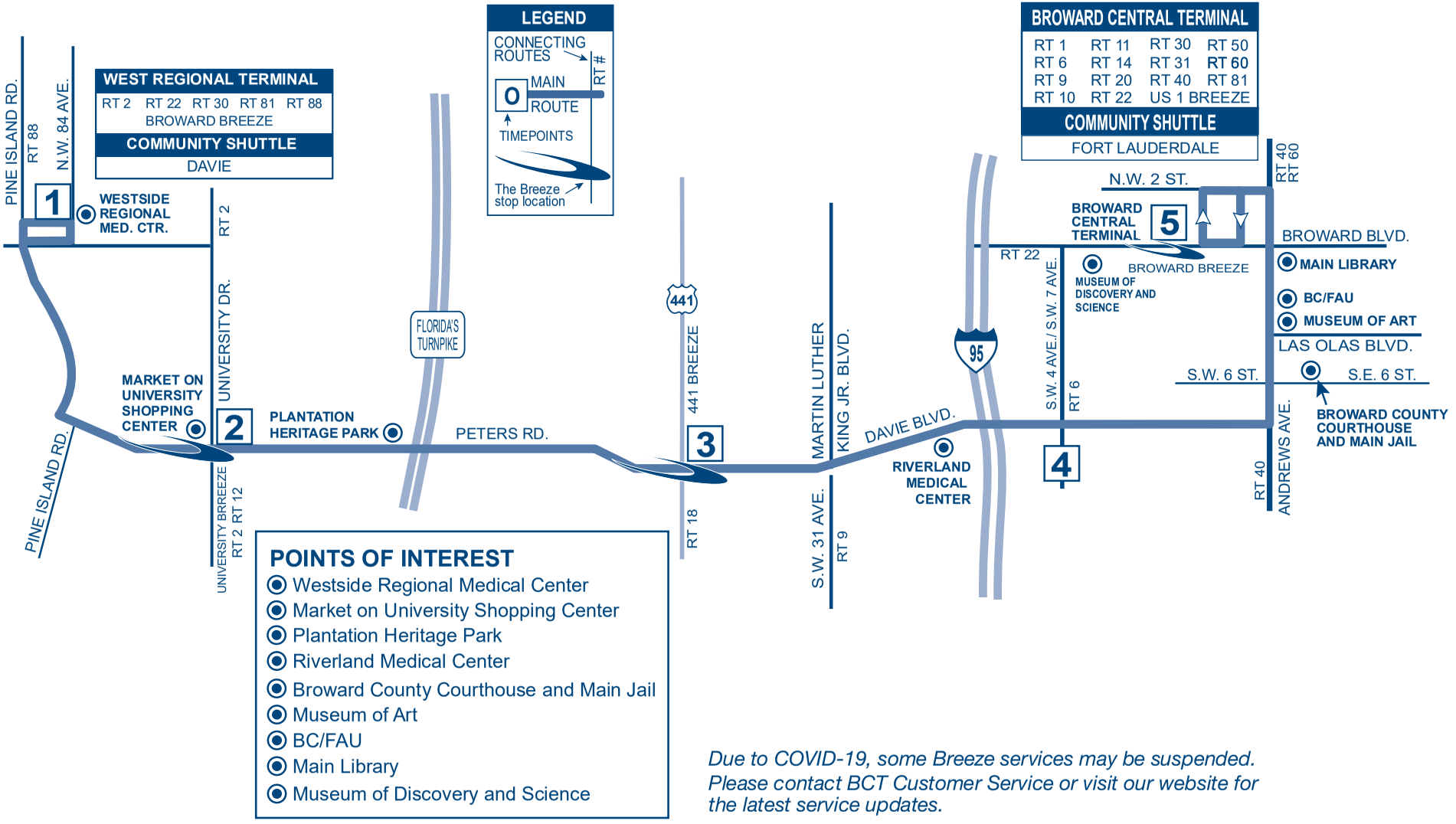
To West Regional Terminal

5	4	3	2	1
9:30a	9:37a	9:48a	9:55a	10:01a
10:16a	10:23a	10:36a	10:43a	10:50a
11:01a	11:09a	11:21a	11:27a	11:34a
11:46a	11:53a	12:06p	12:14p	12:21p
12:32p	12:40p	12:51p	12:58p	1:06p
1:16p	1:24p	1:36p	1:44p	1:53p
2:01p	2:10p	2:21p	2:28p	2:35p
2:46p	2:54p	3:06p	3:16p	3:21p
3:31p	3:40p	3:51p	3:59p	4:06p
4:16p	4:24p	4:37p	4:43p	4:52p
5:01p	5:10p	5:21p	5:28p	5:36p
5:50p	5:57p	6:09p	6:16p	6:25p
6:31p	6:38p	6:51p	6:57p	7:06p G

ROUTE 30

West Regional Terminal to Broward Central Terminal

via Peters Road/Davie Boulevard



POINTS OF INTEREST

- Westside Regional Medical Center
- Market on University Shopping Center
- Plantation Heritage Park
- Riverland Medical Center
- Broward County Courthouse and Main Jail
- Museum of Art
- BC/FAU
- Main Library
- Museum of Discovery and Science

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Due to COVID-19, BCT is operating a Saturday schedule daily, Monday through Saturday.

Sunday schedules remain the same.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

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FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
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ROUTE 31

All Week

Schedule

Effective 1/12/20

Broward Central Terminal to Hillsboro Boulevard and Lyons Road
via N. W. 31 Avenue/Lyons Road

MyRide BROWARD.org

Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

954-357-8400
Broward.org/BCT

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

MONDAY - SATURDAY

NORTHBOUND To Hillsboro Boulevard

1	2	3	4	5	6
BROWARD CENTRAL TERMINAL	NW 19TH ST & NW 15TH AVE	COMMERCIAL BLVD & NW 31 AVE	BC NORTH CAMPUS	SAMPLE RD & LYONS RD	HILLSBORO BLVD & LYONS RD
5:45a	5:57a	6:11a		6:26a	6:38a
6:15a	6:27a	6:42a		7:01a	7:13a
6:45a	6:58a	7:13a	7:28a	7:38a	7:50a
7:15a	7:28a	7:43a	7:58a	8:08a	8:20a
7:45a	7:58a	8:13a	8:28a	8:38a	8:50a
8:15a	8:28a	8:43a	8:58a	9:08a	9:20a
8:45a	8:58a	9:13a	9:28a	9:38a	9:50a
9:15a	9:28a	9:43a	9:58a	10:08a	10:20a
9:45a	9:58a	10:13a	10:28a	10:38a	10:50a
10:15a	10:28a	10:43a	10:58a	11:08a	11:20a
10:45a	10:58a	11:13a	11:28a	11:38a	11:50a
11:15a	11:28a	11:43a	11:58a	12:08p	12:20p
11:45a	11:58a	12:13p	12:28p	12:38p	12:50p
12:15p	12:28p	12:43p	12:58p	1:08p	1:20p
12:45p	12:58p	1:13p	1:28p	1:38p	1:50p
1:15p	1:28p	1:43p	1:58p	2:08p	2:20p
1:45p	1:58p	2:13p	2:28p	2:38p	2:50p
2:15p	2:28p	2:43p	2:58p	3:08p	3:20p
2:45p	2:58p	3:13p	3:28p	3:38p	3:50p
3:15p	3:28p	3:43p	3:58p	4:08p	4:20p
3:45p	3:58p	4:13p	4:28p	4:38p	4:50p
4:15p	4:28p	4:43p	4:58p	5:08p	5:20p
4:45p	4:58p	5:13p	5:28p	5:38p	5:50p
5:15p	5:28p	5:43p	5:58p	6:08p	6:20p
5:45p	5:58p	6:13p	6:28p	6:38p	6:50p G
6:15p	6:28p	6:43p		7:02p	7:14p
7:05p	7:18p	7:33p		7:52p	8:04p
7:51p	8:04p	8:19p		8:38p	8:50p
8:49p	9:02p	9:16p		9:34p	9:45p
9:49p	10:02p	10:17p	10:32p	10:42p	10:54p G
10:49p	11:02p	11:17p	11:32p	11:42p	11:54p G

SOUTHBOUND To Broward Central Terminal

6	5	4	3	2	1
HILLSBORO BLVD & LYONS RD	SAMPLE RD & LYONS RD	BC NORTH CAMPUS	COMMERCIAL BLVD & NW 31 AVE	NW 19TH ST & NW 15TH AVE	BROWARD CENTRAL TERMINAL
	5:28a		5:43a	5:57a	6:10a
6:10a	6:18a		6:34a	6:49a	7:03a
6:40a	6:49a		7:08a	7:23a	7:37a
7:10a	7:19a	7:29a	7:46a	8:01a	8:15a
7:40a	7:49a	7:59a	8:16a	8:31a	8:45a
8:10a	8:19a	8:29a	8:46a	9:01a	9:15a
8:40a	8:49a	8:59a	9:16a	9:31a	9:45a
9:10a	9:19a	9:29a	9:46a	10:01a	10:15a
9:40a	9:49a	9:59a	10:16a	10:31a	10:45a
10:10a	10:19a	10:29a	10:46a	11:01a	11:15a
10:40a	10:49a	10:59a	11:16a	11:31a	11:45a
11:10a	11:19a	11:29a	11:46a	12:01p	12:15p
11:40a	11:49a	11:59a	12:16p	12:31p	12:45p
12:10p	12:19p	12:29p	12:46p	1:01p	1:15p
12:40p	12:49p	12:59p	1:16p	1:31p	1:45p
1:10p	1:19p	1:29p	1:46p	2:01p	2:15p
1:40p	1:49p	1:59p	2:16p	2:31p	2:45p
2:10p	2:19p	2:29p	2:46p	3:01p	3:15p
2:40p	2:49p	2:59p	3:16p	3:31p	3:45p
3:10p	3:19p	3:29p	3:46p	4:01p	4:15p
3:40p	3:49p	3:59p	4:16p	4:31p	4:45p
4:10p	4:19p	4:29p	4:46p	5:01p	5:15p
4:40p	4:49p	4:59p	5:16p	5:31p	5:45p
5:10p	5:19p	5:29p	5:46p	6:01p	6:15p G
5:40p	5:49p	5:59p	6:16p	6:31p	6:45p
6:10p	6:19p	6:29p	6:46p	7:01p	7:15p G
6:40p	6:49p		7:08p	7:23p	7:37p
7:25p	7:34p		7:53p	8:08p	8:22p
8:15p	8:24p		8:43p	8:58p	9:11p
9:05p	9:13p		9:31p	9:45p	9:58p G
9:51p	9:59p		10:17p	10:31p	10:44p

SUNDAY

NORTHBOUND To Hillsboro Boulevard

1	2	3	4	5	6
6:30a	6:43a	6:57a		7:16a	7:28a
7:20a	7:33a	7:47a		8:06a	8:18a
8:10a	8:23a	8:37a		8:56a	9:08a
9:00a	9:13a	9:27a		9:46a	9:58a
9:50a	10:03a	10:17a		10:36a	10:48a
10:40a	10:53a	11:07a		11:26a	11:38a
11:30a	11:43a	11:57a	12:11p	12:21p	12:33p
12:20p	12:33p	12:47p	1:01p	1:11p	1:23p
1:10p	1:23p	1:37p	1:51p	2:01p	2:13p
2:00p	2:13p	2:27p	2:41p	2:51p	3:03p
2:50p	3:03p	3:17p	3:31p	3:41p	3:53p
3:40p	3:53p	4:07p	4:21p	4:31p	4:43p
4:30p	4:43p	4:57p	5:11p	5:21p	5:33p
5:20p	5:33p	5:47p	6:01p	6:11p	6:23p
6:10p	6:23p	6:37p		6:56p	7:08p
7:00p	7:13p	7:27p		7:46p	7:58p
7:45p	7:58p	8:12p		8:31p	8:43p
8:30p	8:43p	8:57p		9:16p G	
9:12p	9:25p	9:39p		9:58p	10:10p G

SOUTHBOUND To Broward Central Terminal

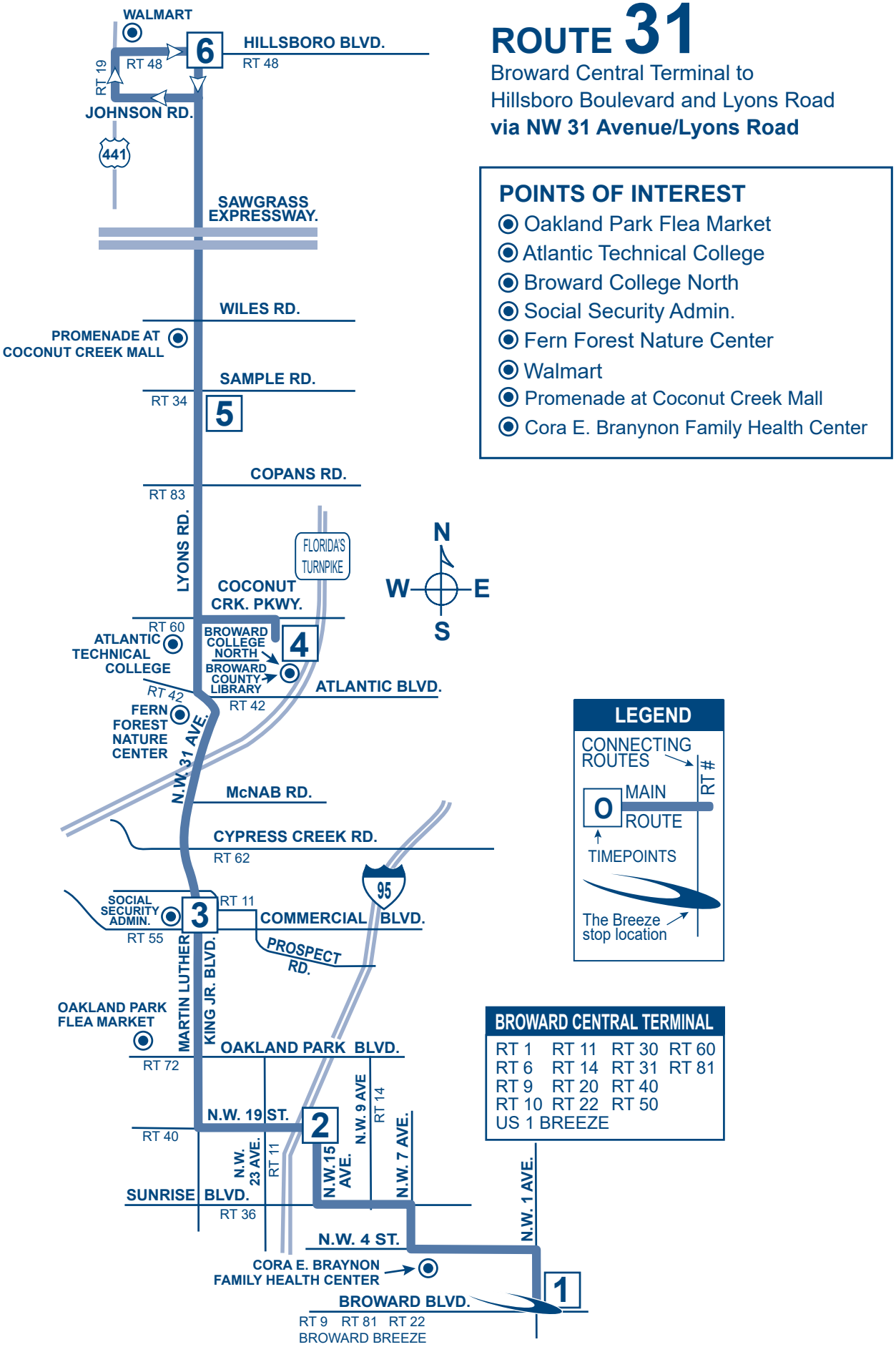
6	5	4	3	2	1
7:00a	7:09a		7:28a	7:42a	7:55a
7:50a	7:59a		8:18a	8:32a	8:45a
8:40a	8:49a		9:08a	9:22a	9:35a
9:30a	9:39a		9:58a	10:12a	10:25a
10:15a	10:24a		10:43a	10:57a	11:10a
11:05a	11:14a		11:33a	11:47a	12:00p
11:55a	12:04p	12:14p	12:31p	12:45p	12:58p
12:45p	12:54p	1:04p	1:21p	1:35p	1:48p
1:35p	1:44p	1:54p	2:11p	2:25p	2:38p
2:25p	2:34p	2:44p	3:01p	3:15p	3:28p
3:15p	3:24p	3:34p	3:51p	4:05p	4:18p
4:05p	4:14p	4:24p	4:41p	4:55p	5:08p
4:55p	5:04p	5:14p	5:31p	5:45p	5:58p
5:45p	5:54p	6:04p	6:21p	6:35p	6:48p
6:35p	6:44p		7:03p	7:17p	7:30p
7:20p	7:29p		7:48p	8:02p	8:15p
8:08p	8:17p		8:36p	8:50p	9:03p
9:00p	9:09p		9:28p	9:42p	9:55p G

ROUTE 31

Broward Central Terminal to
Hillsboro Boulevard and Lyons Road
via NW 31 Avenue/Lyons Road

POINTS OF INTEREST

- Oakland Park Flea Market
- Atlantic Technical College
- Broward College North
- Social Security Admin.
- Fern Forest Nature Center
- Walmart
- Promenade at Coconut Creek Mall
- Cora E. Branynon Family Health Center



LEGEND

CONNECTING ROUTES → RT #

O MAIN ROUTE

TIMEPOINTS

The Breeze stop location

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	

US 1 BREEZE

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/ Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 40 ALL WEEK SCHEDULE

Lauderhill Mall to Galleria Mall
via Sistrunk Blvd./17th Street Causeway/A1A

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 40

Lauderhill Mall to Galleria Mall

via Sistrunk Boulevard/ 17 Street Causeway/A1A

BROWARD COUNTY TRANSIT

MONDAY - FRIDAY

EASTBOUND
To Galleria Mall

LAUDERHILL MALL	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SE 17 ST & EISENHOWER BLVD	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	GALLERIA MALL
1	**2**	**3**	**3**	**5**	**6**	**7**
5:30a	5:39a	5:52a	5:57a	6:10a		6:35a
			6:15a	6:28a		6:53a
6:00a	6:10a	6:25a	6:30a	6:43a		7:08a
6:31a	6:41a	6:56a	7:01a	7:14a	7:22a	7:47a
7:05a	7:15a	7:30a	7:35a	7:48a	7:57a	8:22a
7:34a	7:44a	7:59a	8:04a	8:17a	8:25a	8:50a
8:07a	8:17a	8:34a	8:39a	8:52a	9:00a	9:25a
8:25a	8:35a	8:52a	8:57a	9:10a		9:35a G
8:45a	8:55a	9:12a	9:17a	9:30a		9:54a
9:20a	9:30a	9:47a	9:52a	10:06a		10:29a
9:55a	10:05a	10:22a	10:27a	10:41a		11:04a
10:30a	10:40a	10:57a	11:02a	11:16a		11:39a
11:05a	11:15a	11:32a	11:37a	11:51a		12:13p
11:40a	11:50a	12:07p	12:12p	12:27p		12:49p
12:20p	12:30p	12:47p	12:52p	1:07p		1:29p
12:55p	1:05p	1:22p	1:27p	1:42p		2:04p
1:30p	1:40p	1:57p	2:02p	2:17p		2:40p
2:05p	2:15p	2:32p	2:37p	2:53p	3:01p	3:24p
2:40p	2:50p	3:08p	3:13p	3:29p		3:52p
3:20p	3:30p	3:49p	3:54p	4:10p	4:19p	4:42p
4:00p	4:10p	4:29p	4:34p	4:50p		5:13p
4:40p	4:50p	5:09p	5:14p	5:28p		5:47p
5:20p	5:30p	5:49p	5:54p	6:08p		6:27p
6:00p	6:10p	6:29p	6:34p	6:48p		7:07p
6:40p	6:50p	7:06p	7:11p	7:25p		7:42p
7:20p	7:30p	7:46p	7:51p	8:03p		8:19p
8:00p	8:10p	8:26p	8:31p	8:43p		8:59p
8:40p	8:50p	9:06p	9:11p	9:23p		9:39p
9:20p	9:29p	9:44p	9:49p	10:01p		10:17p G
10:00p	10:09p	10:24p	10:29p	10:41p		10:57p G
10:40p	10:49p	11:04p G				

WESTBOUND
To Lauderhill Mall

GALLERIA MALL	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	SE 17 ST & 15TH AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SUNRISE BLVD & 31 AVE	LAUDERHILL MALL
7	**6**	**4**	**3**	**3**	**2**	**1**
				6:00a	6:13a	6:25a
				6:30a	6:43a	6:55a
6:20a		6:36a	6:50a	6:55a	7:08a	7:20a
6:50a		7:06a	7:20a	7:25a	7:39a	7:53a
7:05a		7:21a	7:35a	7:40a	7:54a	8:08a
7:22a		7:38a	7:52a	7:57a	8:11a	8:25a
7:56a		8:12a	8:26a	8:31a	8:45a	8:59a
8:28a		8:44a	8:58a	9:03a	9:17a	9:31a
9:05a		9:21a	9:35a	9:40a	9:54a	10:08a
9:40a		9:56a	10:14a	10:19a	10:33a	10:48a
10:15a		10:33a	10:52a	10:57a	11:12a	11:27a
10:50a		11:08a	11:27a	11:32a	11:47a	12:02p
11:25a		11:43a	12:02p	12:07p	12:22p	12:37p
12:00p		12:18p	12:37p	12:42p	12:57p	1:12p
12:35p		12:54p	1:16p	1:21p	1:36p	1:51p
1:10p		1:29p	1:51p	1:56p	2:11p	2:26p
1:45p		2:04p	2:26p	2:31p	2:46p	3:01p
2:20p		2:39p	3:01p	3:06p	3:21p	3:36p
3:00p	3:20p	3:27p	3:44p	3:49p	4:08p	4:25p
3:40p		4:09p	4:29p	4:34p	4:49p	5:04p
4:15p	4:37p	4:44p	5:02p	5:07p	5:27p	5:44p
4:55p		5:24p	5:44p	5:49p	6:04p	6:19p
5:30p		5:59p	6:14p	6:19p	6:34p	6:49p G
6:00p		6:18p	6:33p	6:38p	6:53p	7:08p
6:40p		6:58p	7:13p	7:18p	7:31p	7:44p
7:20p		7:38p	7:53p	7:58p	8:11p	8:24p
8:00p		8:18p	8:33p	8:38p	8:51p	9:04p
8:35p		8:53p	9:08p	9:13p	9:26p	9:39p
9:20p		9:34p	9:48p	9:53p	10:06p	10:18p
9:50p		10:04p	10:18p	10:23p	10:35p	10:47p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed.

EASTBOUND To Galleria Mall

LAUDERHILL MALL	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SE 17 ST & EISENHOWER BLVD	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	GALLERIA MALL
1	**2**	**3**	**3**	**5**	**6**	**7**
5:30a	5:38a	5:52a	5:57a	6:08a		6:21a
6:00a	6:09a	6:22a	6:27a	6:39a		6:52a
6:30a	6:39a	6:54a	6:59a	7:11a	7:15a	7:28a
7:00a	7:09a	7:24a	7:29a	7:41a	7:46a	7:58a
7:30a	7:40a	7:55a	8:00a	8:12a	8:17a	8:29a
8:00a	8:10a	8:25a	8:30a	8:42a	8:47a	8:59a
8:30a	8:40a	8:56a	9:01a	9:15a		9:29a
9:00a	9:10a	9:26a	9:31a	9:45a		9:59a
9:30a	9:40a	9:56a	10:01a	10:14a		10:31a
10:00a	10:10a	10:27a	10:32a	10:45a		11:02a
10:30a	10:40a	10:57a	11:02a	11:15a		11:32a
11:00a	11:10a	11:26a	11:31a	11:45a		12:02p
11:35a	11:47a	12:03p	12:08p	12:22p		12:39p
12:10p	12:22p	12:39p	12:44p	12:58p		1:15p
12:40p	12:51p	1:08p	1:13p	1:27p		1:45p
1:10p	1:21p	1:38p	1:43p	1:59p		2:20p
1:40p	1:51p	2:08p	2:13p	2:29p		2:50p
2:15p	2:27p	2:46p	2:51p	3:06p	3:10p	3:28p
2:50p	3:02p	3:19p	3:24p	3:39p		3:59p
3:25p	3:37p	3:54p	3:59p	4:12p	4:18p	4:36p
4:00p	4:12p	4:29p	4:34p	4:47p		5:06p
4:35p	4:47p	5:04p	5:09p	5:22p		5:37p
5:10p	5:22p	5:41p	5:46p	6:02p		6:17p
5:45p	5:56p	6:15p	6:20p	6:36p		6:51p
6:15p	6:26p	6:44p	6:49p	7:01p		7:16p
6:45p	6:55p	7:12p	7:17p	7:29p		7:44p
7:15p	7:25p	7:42p	7:47p	7:58p		8:11p
7:50p	8:00p	8:15p	8:20p	8:31p		8:44p
8:25p	8:35p	8:50p	8:55p	9:06p		9:19p
8:55p	9:05p	9:20p	9:25p	9:36p		9:49p G
9:40p	9:50p	10:04p	10:09p	10:20p		10:33p G
10:40p	10:50p	11:04p G				

WESTBOUND To Lauderhill Mall

GALLERIA MALL	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	SE 17 ST & 15TH AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SUNRISE BLVD & 31 AVE	LAUDERHILL MALL
7	**6**	**4**	**3**	**3**	**2**	**1**
				6:00a	6:12a	6:19a
6:05a		6:19a	6:30a	6:35a	6:47a	6:56a
6:40a		6:54a	7:06a	7:11a	7:26a	7:36a
7:10a		7:25a	7:36a	7:41a	7:56a	8:06a
7:45a		8:01a	8:12a	8:17a	8:32a	8:42a
8:15a		8:31a	8:43a	8:48a	9:03a	9:13a
8:45a		8:59a	9:11a	9:16a	9:31a	9:41a
9:15a		9:29a	9:41a	9:46a	10:03a	10:13a
9:45a		10:02a	10:14a	10:19a	10:37a	10:49a
10:15a		10:34a	10:46a	10:51a	11:09a	11:21a
10:45a		11:04a	11:16a	11:21a	11:39a	11:51a
11:15a		11:34a	11:46a	11:51a	12:08p	12:20p
11:45a		12:03p	12:15p	12:20p	12:37p	12:49p
12:20p		12:38p	12:50p	12:55p	1:12p	1:24p
12:55p		1:16p	1:29p	1:34p	1:51p	2:03p
1:30p		1:51p	2:04p	2:09p	2:25p	2:36p
2:00p		2:20p	2:34p	2:39p	2:55p	3:06p
2:35p		2:55p	3:09p	3:14p	3:30p	3:41p
3:10p		3:30p	3:44p	3:49p	4:06p	4:17p
3:45p	4:07p	4:15p	4:28p	4:33p	4:49p	5:00p
4:20p		4:47p	5:01p	5:06p	5:22p	5:32p
4:50p	5:08p	5:16p	5:28p	5:33p	5:49p	6:00p
5:20p		5:40p	5:55p	6:00p	6:16p	6:26p
5:55p		6:15p	6:28p	6:33p	6:49p	7:00p
6:30p		6:50p	7:01p	7:06p	7:22p	7:33p
7:05p		7:25p	7:36p	7:41p	7:58p	8:07p
7:35p		7:54p	8:05p	8:10p	8:27p	8:36p
8:00p		8:19p	8:30p	8:35p	8:52p	9:00p G
8:30p		8:49p	9:00p	9:05p	9:19p	9:27p
9:00p		9:19p	9:30p	9:35p	9:49p	9:57p G
9:30p		9:49p	10:00p	10:05p	10:19p	10:27p

SUNDAY

EASTBOUND To Galleria Mall

1	**2**	**3**	**3**	**5**	**7**
6:40a	6:50a	7:05a	7:10a	7:23a	7:37a
7:20a	7:30a	7:45a	7:50a	8:03a	8:17a
8:00a	8:09a	8:24a	8:29a	8:46a	9:00a
8:40a	8:49a	9:05a	9:10a	9:26a	9:40a
9:20a	9:31a	9:48a	9:53a	10:09a	10:23a
10:00a	10:11a	10:28a	10:33a	10:49a	11:03a
10:40a	10:51a	11:08a	11:13a	11:29a	11:46a
11:20a	11:31a	11:48a	11:53a	12:09p	12:26p
12:00p	12:11p	12:28p	12:33p	12:49p	1:06p
12:40p	12:51p	1:08p	1:13p	1:29p	1:50p
1:20p	1:31p	1:47p	1:52p	2:08p	2:29p
2:00p	2:11p	2:27p	2:32p	2:48p	3:09p
2:40p	2:51p	3:08p	3:13p	3:29p	3:51p
3:20p	3:31p	3:49p	3:54p	4:09p	4:31p
4:00p	4:11p	4:28p	4:33p	4:48p	5:10p
4:40p	4:51p	5:08p	5:13p	5:27p	5:46p
5:25p	5:36p	5:53p	5:58p	6:12p	6:31p
6:05p	6:16p	6:33p	6:38p	6:52p	7:11p
6:45p	6:56p	7:12p	7:17p	7:31p	7:50p G
7:15p	7:25p	7:41p	7:46p	8:00p	8:19p G

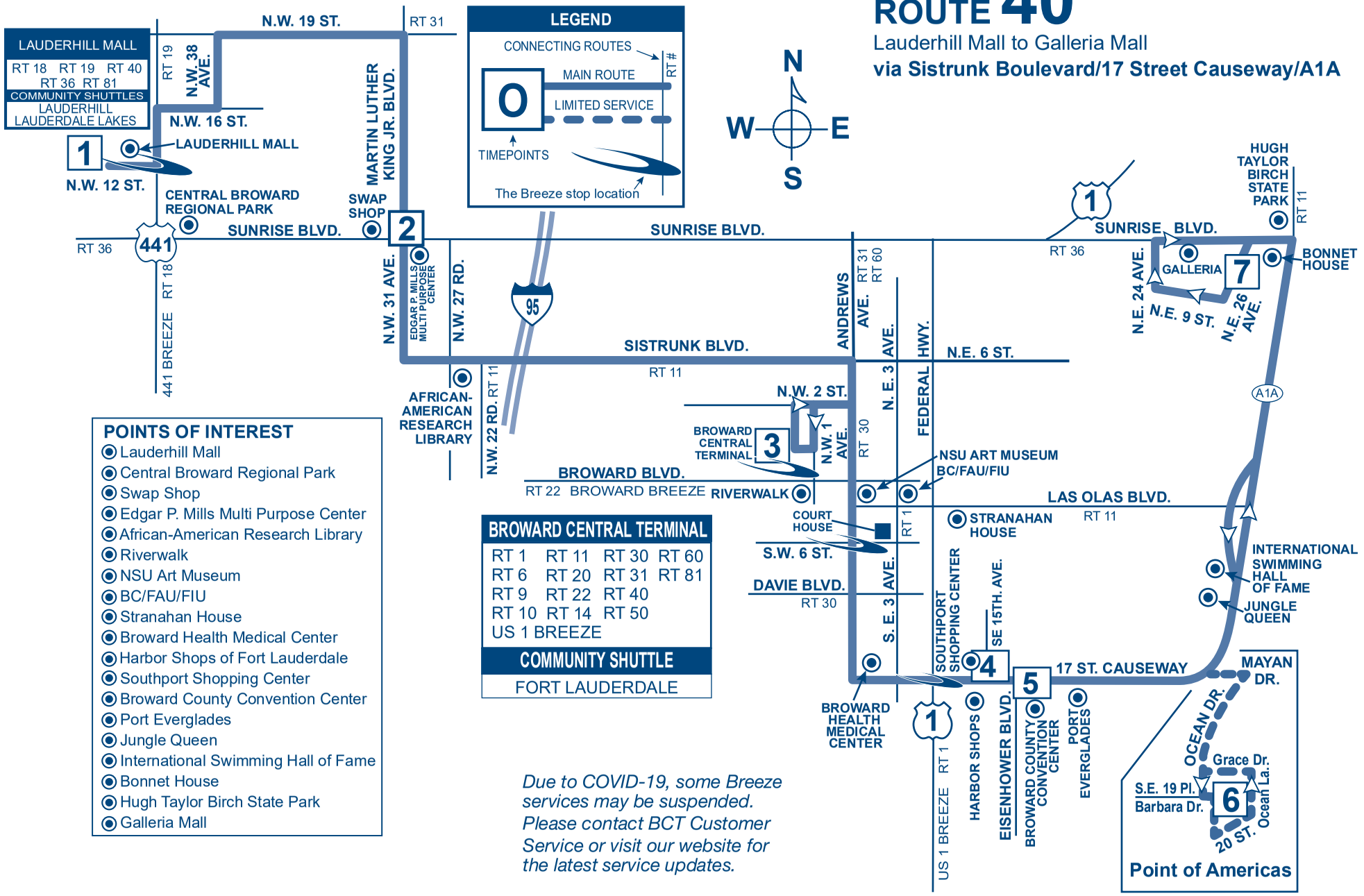
WESTBOUND To Lauderhill Mall

7	**4**	**3**	**3**	**2**	**1**
			8:00a	8:14a	8:22a
8:00a	8:18a	8:34a	8:39a	8:53a	9:01a
8:40a	8:58a	9:13a	9:18a	9:34a	9:43a
9:20a	9:38a	9:53a	9:58a	10:14a	10:24a
10:00a	10:19a	10:32a	10:37a	10:52a	11:01a
10:40a	10:58a	11:12a	11:17a	11:34a	11:43a
11:20a	11:38a	11:54a	11:59a	12:15p	12:24p
12:00p	12:19p	12:35p	12:40p	12:56p	1:05p
12:40p	1:00p	1:16p	1:21p	1:37p	1:46p
1:20p	1:39p	1:54p	1:59p	2:17p	2:26p
2:00p	2:17p	2:32p	2:37p	2:55p	3:04p
2:40p	2:57p	3:12p	3:17p	3:32p	3:41p
3:20p	3:39p	3:55p	4:00p	4:16p	4:25p
4:05p	4:29p	4:44p	4:49p	5:06p	5:17p
4:45p	5:07p	5:22p	5:27p	5:44p	5:53p
5:25p	5:50p	6:03p	6:08p	6:23p	6:32p
6:00p	6:21p	6:33p	6:38p	6:53p	7:02p
6:45p	7:05p	7:22p	7:27p	7:42p	7:51p G
7:25p	7:45p	8:02p	8:07p	8:22p	8:31p G

ROUTE 40

Lauderhill Mall to Galleria Mall

via Sistrunk Boulevard/17 Street Causeway/A1A



POINTS OF INTEREST

- Lauderhill Mall
- Central Broward Regional Park
- Swap Shop
- Edgar P. Mills Multi Purpose Center
- African-American Research Library
- Riverwalk
- NSU Art Museum
- BC/FAU/FIU
- Stranahan House
- Broward Health Medical Center
- Harbor Shops of Fort Lauderdale
- Southport Shopping Center
- Broward County Convention Center
- Port Everglades
- Jungle Queen
- International Swimming Hall of Fame
- Bonnet House
- Hugh Taylor Birch State Park
- Galleria Mall

BROWARD CENTRAL TERMINAL

RT 1 RT 11 RT 30 RT 60
RT 6 RT 20 RT 31 RT 81
RT 9 RT 22 RT 40
RT 10 RT 14 RT 50
US 1 BREEZE

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 50
ALL WEEK
SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 50

BROWARD COUNTY TRANSIT

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.

via Dixie Highway

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	2	3	4	5	6
5:30a	5:41a	5:50a	6:00a	6:14a	6:25a
5:48a	5:59a	6:09a	6:19a	6:33a	6:44a
6:00a	6:13a	6:23a	6:33a	6:47a	6:58a
6:30a	6:43a	6:53a	7:03a	7:15a	7:27a
7:00a	7:15a	7:27a	7:38a	7:50a	8:02a
7:30a	7:45a	7:57a	8:08a	8:20a	8:32a
8:00a	8:15a	8:27a	8:38a	8:50a	9:02a
8:30a	8:45a	8:57a	9:08a	9:20a	9:32a
9:00a	9:15a	9:27a	9:38a	9:50a	10:02a
9:30a	9:45a	9:57a	10:08a	10:20a	10:32a
10:00a	10:15a	10:27a	10:38a	10:50a	11:02a
10:30a	10:45a	10:57a	11:07a	11:19a	11:31a
11:05a	11:21a	11:31a	11:41a	11:53a	12:05p
11:40a	11:56a	12:07p	12:19p	12:31p	12:43p
12:15p	12:32p	12:43p	12:55p	1:07p	1:19p
12:50p	1:07p	1:19p	1:29p	1:41p	1:53p
1:25p	1:43p	1:55p	2:05p	2:17p	2:29p
2:00p	2:18p	2:30p	2:42p	2:54p	3:07p
2:30p	2:48p	3:00p	3:12p	3:24p	3:37p
3:00p	3:18p	3:30p	3:41p	3:53p	4:06p
3:15p	3:33p	3:46p	3:57p	4:09p	4:22p G
3:30p	3:49p	4:02p	4:13p	4:25p	4:38p
3:45p	4:04p	4:17p	4:28p	4:40p	4:53p
4:00p	4:19p	4:32p	4:43p	4:55p	5:08p
4:15p	4:34p	4:47p	4:58p	5:10p	5:23p
4:30p	4:49p	5:02p	5:13p	5:25p	5:38p
4:45p	5:04p	5:17p	5:28p	5:41p	5:54p
5:00p	5:19p	5:32p	5:42p	5:55p	6:08p G
5:15p	5:34p	5:45p	5:55p	6:08p	6:21p G
5:30p	5:48p	5:59p	6:09p	6:22p	6:35p
5:45p	6:03p	6:14p	6:24p	6:36p	6:48p G
6:00p	6:18p	6:29p	6:39p	6:51p	7:03p G
6:15p	6:33p	6:43p	6:53p	7:05p	7:17p
6:30p	6:45p	6:55p	7:05p	7:17p	7:29p G
7:15p	7:30p	7:40p	7:50p	8:02p	8:14p
8:00p	8:15p	8:25p	8:35p	8:47p	8:59p
8:45p	9:00p	9:10p	9:20p	9:32p	9:43p
9:30p	9:44p	9:54p	10:04p	10:15p	10:26p G
10:15p	10:29p	10:39p	10:49p	11:00p	11:11p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	5	4	3	2	1
5:15a	5:27a	5:39a	5:48a	5:57a	6:10a
5:45a	5:57a	6:11a	6:19a	6:27a	6:41a
6:00a	6:12a	6:26a	6:35a	6:44a	6:58a G
6:15a	6:27a	6:39a	6:48a	6:57a	7:11a
6:30a	6:43a	6:55a	7:04a	7:13a	7:28a G
6:45a	6:58a	7:10a	7:19a	7:30a	7:45a
7:00a	7:13a	7:27a	7:37a	7:48a	8:05a G
7:15a	7:27a	7:41a	7:51a	8:02a	8:19a
7:30a	7:42a	7:56a	8:06a	8:17a	8:34a G
7:45a	7:58a	8:12a	8:22a	8:33a	8:50a
8:00a	8:13a	8:27a	8:37a	8:48a	9:05a G
8:15a	8:28a	8:42a	8:51a	9:01a	9:18a
8:45a	8:58a	9:14a	9:23a	9:33a	9:50a
9:00a	9:13a	9:29a	9:38a	9:49a	10:06a G
9:15a	9:28a	9:44a	9:54a	10:06a	10:23a
9:45a	9:59a	10:13a	10:23a	10:35a	10:52a
10:15a	10:29a	10:43a	10:53a	11:05a	11:22a
10:45a	10:59a	11:13a	11:23a	11:35a	11:52a
11:15a	11:29a	11:43a	11:53a	12:05p	12:23p
11:50a	12:04p	12:24p	12:34p	12:46p	1:04p
12:25p	12:39p	12:58p	1:08p	1:20p	1:38p
1:00p	1:15p	1:33p	1:43p	1:55p	2:13p
1:35p	1:50p	2:08p	2:18p	2:31p	2:50p
2:10p	2:26p	2:41p	2:52p	3:05p	3:23p
2:45p	3:00p	3:18p	3:29p	3:42p	4:00p
3:20p	3:35p	3:53p	4:04p	4:17p	4:34p
3:50p	4:05p	4:22p	4:33p	4:46p	5:03p
4:00p	4:15p	4:30p	4:41p	4:54p	5:11p
4:20p	4:36p	4:51p	5:02p	5:15p	5:32p
4:50p	5:06p	5:21p	5:32p	5:45p	6:00p
5:10p	5:26p	5:41p	5:51p	6:01p	6:16p
5:25p	5:41p	5:55p	6:05p	6:15p	6:30p G
5:40p	5:55p	6:09p	6:19p	6:29p	6:44p G
5:55p	6:09p	6:23p	6:33p	6:43p	6:58p
6:15p	6:29p	6:43p	6:53p	7:03p	7:18p G
6:50p	7:04p	7:18p	7:28p	7:38p	7:53p
7:35p	7:49p	8:03p	8:13p	8:23p	8:36p
8:20p	8:32p	8:44p	8:52p	9:01p	9:14p
9:05p	9:17p	9:29p	9:37p	9:46p	10:00p
9:50p	10:02p	10:14p	10:22p	10:31p	10:46p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	6
BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
5:30a	5:41a	5:51a	6:01a	6:16a	6:27a
6:00a	6:11a	6:21a	6:31a	6:45a	6:56a
6:30a	6:42a	6:52a	7:02a	7:16a	7:27a
7:00a	7:12a	7:22a	7:32a	7:46a	7:57a
7:30a	7:42a	7:52a	8:02a	8:13a	8:24a
8:00a	8:14a	8:24a	8:35a	8:46a	8:57a
8:30a	8:44a	8:54a	9:05a	9:16a	9:27a
9:00a	9:16a	9:26a	9:37a	9:48a	9:59a
9:30a	9:46a	9:56a	10:07a	10:18a	10:29a
10:00a	10:16a	10:26a	10:37a	10:49a	11:00a
10:30a	10:46a	10:57a	11:08a	11:20a	11:31a
11:00a	11:16a	11:27a	11:38a	11:50a	12:01p
11:30a	11:46a	11:57a	12:08p	12:20p	12:31p
12:00p	12:16p	12:27p	12:38p	12:49p	1:01p
12:30p	12:48p	12:59p	1:10p	1:21p	1:33p
1:00p	1:18p	1:29p	1:39p	1:50p	2:02p
1:30p	1:47p	1:58p	2:08p	2:19p	2:31p
2:00p	2:17p	2:28p	2:38p	2:49p	3:01p
2:30p	2:47p	2:58p	3:08p	3:19p	3:31p
3:00p	3:17p	3:28p	3:39p	3:50p	4:01p
3:30p	3:49p	4:00p	4:11p	4:23p	4:34p
4:00p	4:17p	4:28p	4:39p	4:51p	5:02p
4:30p	4:47p	4:58p	5:09p	5:20p	5:31p
5:00p	5:17p	5:27p	5:38p	5:49p	6:00p
5:30p	5:47p	5:57p	6:08p	6:19p	6:30p
6:00p	6:17p	6:27p	6:38p	6:49p	7:00p
6:30p	6:47p	6:57p	7:08p	7:19p	7:30p
7:15p	7:32p	7:42p	7:53p	8:04p	8:15p
8:00p	8:15p	8:25p	8:36p	8:47p	8:57p
8:45p	9:00p	9:10p	9:21p	9:32p	9:42p
9:30p	9:44p	9:53p	10:03p	10:14p	10:24p G
10:15p	10:29p	10:38p	10:48p	10:59p	11:09p G

SOUTHBOUND

To Broward Central Terminal

6	5	4	3	2	1
HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
5:15a	5:26a	5:37a	5:44a	5:52a	6:05a
5:45a	5:56a	6:07a	6:14a	6:22a	6:35a
6:15a	6:26a	6:39a	6:47a	6:57a	7:10a
6:45a	6:58a	7:11a	7:19a	7:29a	7:42a
7:15a	7:28a	7:41a	7:51a	8:02a	8:17a
7:40a	7:53a	8:06a	8:18a	8:29a	8:44a
8:10a	8:23a	8:38a	8:48a	8:59a	9:13a
8:40a	8:53a	9:10a	9:20a	9:31a	9:45a
9:10a	9:23a	9:39a	9:49a	10:00a	10:14a
9:40a	9:53a	10:09a	10:19a	10:30a	10:45a
10:10a	10:23a	10:39a	10:49a	11:00a	11:15a
10:40a	10:53a	11:09a	11:19a	11:29a	11:44a
11:10a	11:23a	11:39a	11:49a	11:59a	12:15p
11:40a	11:53a	12:09p	12:19p	12:29p	12:45p
12:10p	12:24p	12:40p	12:50p	1:01p	1:18p
12:40p	12:54p	1:10p	1:19p	1:30p	1:47p
1:10p	1:24p	1:40p	1:49p	2:00p	2:16p
1:40p	1:53p	2:07p	2:16p	2:27p	2:43p
2:10p	2:23p	2:39p	2:50p	3:00p	3:16p
2:40p	2:53p	3:10p	3:21p	3:31p	3:47p
3:10p	3:23p	3:40p	3:51p	4:01p	4:17p
3:40p	3:53p	4:08p	4:19p	4:29p	4:44p
4:15p	4:28p	4:42p	4:53p	5:04p	5:19p
4:45p	4:58p	5:12p	5:22p	5:33p	5:48p
5:15p	5:28p	5:41p	5:50p	6:01p	6:16p
5:45p	5:58p	6:11p	6:20p	6:31p	6:46p
6:15p	6:28p	6:41p	6:50p	7:01p	7:16p G
6:45p	6:58p	7:11p	7:20p	7:30p	7:45p
7:20p	7:33p	7:46p	7:55p	8:05p	8:20p
7:50p	8:03p	8:16p	8:26p	8:36p	8:50p G
8:20p	8:32p	8:44p	8:54p	9:04p	9:17p
9:05p	9:17p	9:29p	9:38p	9:47p	10:00p
9:50p	10:02p	10:14p	10:23p	10:32p	10:45p G

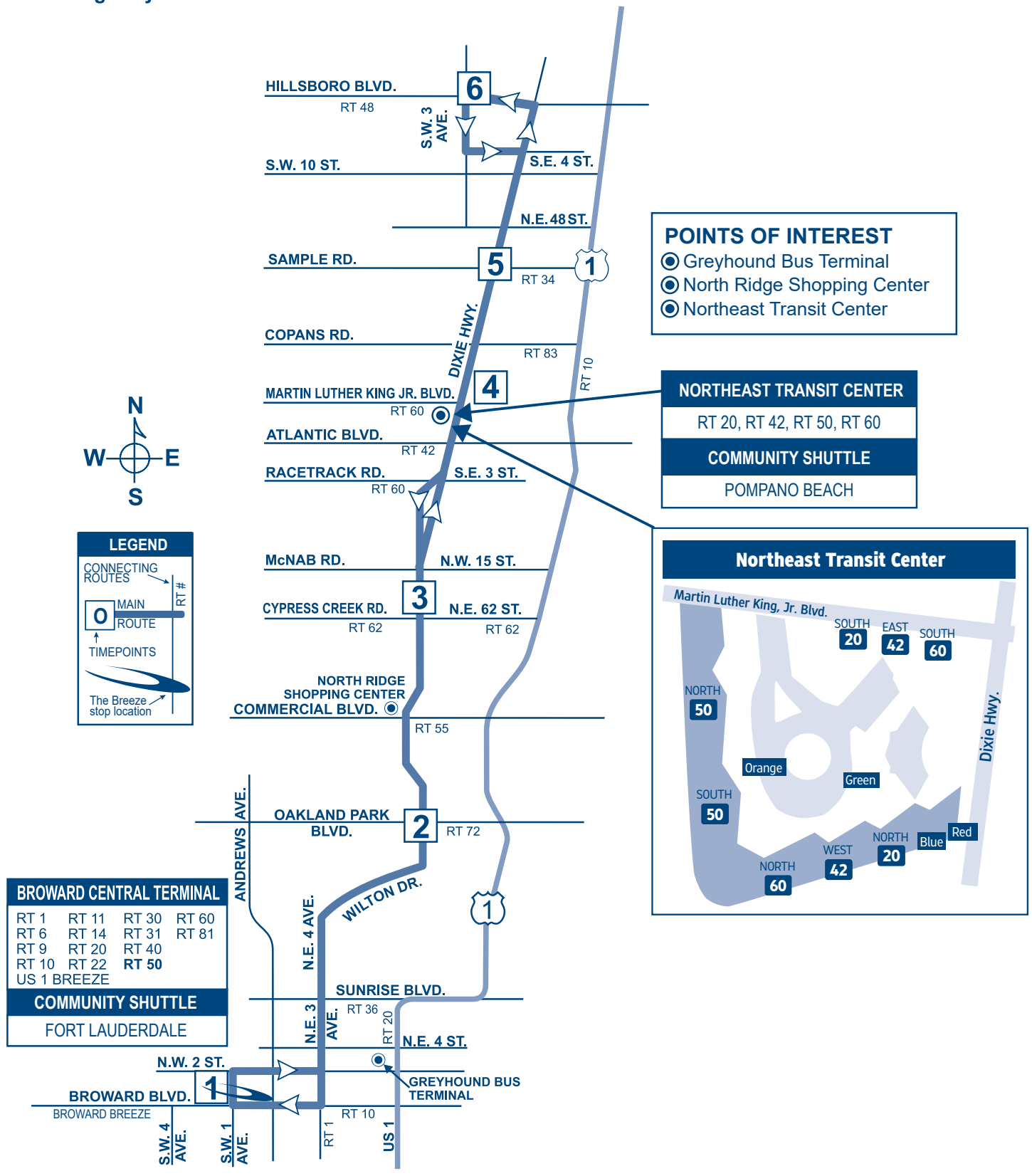
SUNDAY

1	2	3	4	5	6
8:00a	8:13a	8:23a	8:34a	8:45a	8:55a
8:50a	9:05a	9:15a	9:25a	9:36a	9:46a
9:40a	9:55a	10:05a	10:15a	10:26a	10:36a
10:30a	10:44a	10:53a	11:03a	11:14a	11:24a
11:20a	11:36a	11:46a	11:57a	12:08p	12:18p
12:10p	12:26p	12:36p	12:46p	12:57p	1:07p
1:00p	1:16p	1:27p	1:37p	1:48p	1:59p
1:50p	2:08p	2:18p	2:28p	2:39p	2:50p
2:40p	2:57p	3:07p	3:17p	3:28p	3:39p
3:30p	3:47p	3:57p	4:08p	4:19p	4:30p
4:20p	4:37p	4:47p	4:58p	5:10p	5:21p
5:10p	5:26p	5:36p	5:46p	5:58p	6:09p
6:00p	6:16p	6:26p	6:36p	6:48p	6:59p
6:50p	7:06p	7:16p	7:26p	7:37p	7:47p
7:40p	7:55p	8:05p	8:15p	8:26p	8:36p G
8:30p	8:45p	8:55p	9:05p	9:16p	9:26p G

6	5	4	3	2	1
7:35a	7:47a	7:59a	8:08a	8:19a	8:32a
8:25a	8:37a	8:49a	8:58a	9:08a	9:21a
9:15a	9:27a	9:39a	9:48a	9:58a	10:13a
10:05a	10:18a	10:31a	10:40a	10:50a	11:05a
10:55a	11:08a	11:21a	11:30a	11:40a	11:55a
11:45a	11:58a	12:12p	12:21p	12:31p	12:46p
12:35p	12:48p	1:02p	1:11p	1:21p	1:36p
1:25p	1:38p	1:53p	2:02p	2:12p	2:27p
2:15p	2:28p	2:43p	2:52p	3:02p	3:17p
3:05p	3:17p	3:30p	3:39p	3:49p	4:04p
3:55p	4:07p	4:20p	4:29p	4:39p	4:54p
4:45p	4:57p	5:10p	5:19p	5:29p	5:44p
5:35p	5:47p	6:00p	6:09p	6:18p	6:31p
6:25p	6:37p	6:50p	6:59p	7:08p	7:21p
7:15p	7:27p	7:40p	7:49p	7:58p	8:12p
8:05p	8:17p	8:31p	8:40p	8:49p	9:03p G

ROUTE 50

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.
via Dixie Highway



POINTS OF INTEREST

- Greyhound Bus Terminal
- North Ridge Shopping Center
- Northeast Transit Center

NORTHEAST TRANSIT CENTER

RT 20, RT 42, RT 50, RT 60

COMMUNITY SHUTTLE

POMPANO BEACH

Northeast Transit Center

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	**RT 50**	
US 1 BREEZE			

COMMUNITY SHUTTLE

FORT LAUDERDALE

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Visit our web site at
Broward.org/BCT or call
customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 9/20

Broward County Transit

ROUTE 60
ALL WEEK
SCHEDULE

Broward Central Terminal to Highway 441 and N.W. 15 Street *via Andrews Avenue and Martin Luther King Jr. Blvd/ Coconut Creek Pkwy*

Effective 9/20/20

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

Broward County Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Highway 441 & N.W. 15 Street

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & ANDREWS AVE.	CYPRESS CREEK TRI-RAIL	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	BC NORTH CAMPUS	U.S. 441 & N.W. 15 ST.
1	**2**	**3**	**4**	**4**	**5**	**6**
5:30a	5:40a	5:49a	6:03a	6:08a		6:28a
5:40a	5:50a	5:59a	6:12a	6:17a		6:37aG
6:00a	6:09a	6:18a	6:31a	6:36a		6:56a
6:30a	6:40a	6:48a	7:03a	7:08a	7:28a	7:35a
7:05a	7:17a	7:25a	7:41a	7:46a	8:02a	8:14a
7:40a	7:50a	7:59a	8:15a	8:20a	8:36a	8:51a
8:15a	8:25a	8:33a	8:50a	8:55a	9:11a	9:26a
8:50a	9:01a	9:10a	9:25a	9:30a	9:49a	9:58a
9:25a	9:36a	9:45a	10:01a	10:06a	10:24a	10:33a
10:00a	10:12a	10:21a	10:37a	10:42a	11:00a	11:13a
10:35a	10:47a	10:57a	11:12a	11:17a	11:34a	11:47a
11:10a	11:23a	11:34a	11:49a	11:54a	12:11p	12:24p
11:45a	11:57a	12:06p	12:20p	12:25p	12:43p	12:56p
12:20p	12:32p	12:44p	1:00p	1:05p	1:24p	1:34p
12:55p	1:07p	1:17p	1:34p	1:39p	1:59p	2:08p
1:30p	1:42p	1:51p	2:09p	2:14p	2:31p	2:43p
2:05p	2:16p	2:26p	2:44p	2:49p	3:11p	3:21p
2:40p	2:52p	3:03p	3:19p	3:24p	3:44p	3:53p
3:15p	3:28p	3:38p	3:54p	3:59p	4:17p	4:26p
3:35p	3:47p	3:57p	4:14p	4:19p	4:37p	4:48pG
3:55p	4:07p	4:17p	4:34p	4:39p	4:57p	5:08p
4:30p	4:43p	4:54p	5:12p	5:17p	5:37p	5:46p
4:50p	5:03p	5:14p	5:32p	5:37p	5:59p	6:08p
5:10p	5:23p	5:34p	5:53p	5:58p	6:18p	6:27pG
5:45p	5:56p	6:07p	6:25p	6:30p	6:48p	6:58p
6:15p	6:26p	6:36p	6:50p	6:55p	7:11p	7:20p
6:50p	7:01p	7:11p	7:26p	7:31p	7:47p	7:56p
7:25p	7:36p	7:46p	8:00p	8:05p	8:21p	8:30p
8:00p	8:11p	8:21p	8:35p	8:40p	8:56p	9:05p
8:35p	8:45p	8:54p	9:09p	9:14p		9:34pG
9:10p	9:22p	9:33p	9:45p	9:50p		10:10pG
9:45p	9:54p	10:03p	10:18p	10:23p		10:43pG
10:35p	10:44p	10:53p	11:08p	11:13p		11:33pG

SOUTHBOUND

To Broward Central Terminal

U.S. 441 & N.W. 15 ST.	BC NORTH CAMPUS	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	CYPRESS CREEK TRI-RAIL	OAKLAND PARK BLVD. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL
6	**5**	**4**	**4**	**3**	**2**	**1**
5:20a		5:40a	5:45a	5:55a	6:07a	6:19a
5:45a		6:05a	6:10a	6:25a	6:34a	6:48a
6:15a		6:36a	6:41a	6:52a	7:04a	7:18a
6:45a		7:08a	7:13a	7:24a	7:37a	7:50a
7:20a	7:26a	7:45a	7:50a	8:06a	8:20a	8:32a
7:55a	8:01a	8:20a	8:25a	8:38a	8:50a	9:06a
8:30a	8:36a	8:56a	9:01a	9:12a	9:25a	9:41a
9:05a	9:11a	9:33a	9:38a	9:52a	10:07a	10:19a
9:40a	9:47a	10:06a	10:11a	10:25a	10:37a	10:49a
10:15a	10:22a	10:43a	10:48a	11:02a	11:14a	11:28a
10:50a	10:57a	11:17a	11:22a	11:35a	11:48a	12:02p
11:25a	11:31a	11:53a	11:58a	12:14p	12:27p	12:41p
12:00p	12:07p	12:29p	12:34p	12:49p	1:03p	1:16p
12:35p	12:45p	1:07p	1:12p	1:28p	1:40p	1:52p
1:10p	1:23p	1:44p	1:49p	2:00p	2:13p	2:25p
1:45p	1:53p	2:16p	2:21p	2:32p	2:47p	2:59p
2:20p	2:29p	2:51p	2:56p	3:10p	3:25p	3:37p
2:55p	3:06p	3:29p	3:34p	3:49p	4:03p	4:15p
3:15p	3:26p	3:48p	3:53p	4:08p	4:22p	4:34p
3:35p	3:42p	4:04p	4:09p	4:24p	4:37p	4:51p
4:10p	4:19p	4:40p	4:45p	5:00p	5:13p	5:27p
4:45p	4:53p	5:14p	5:19p	5:31p	5:44p	5:56p
5:20p	5:27p	5:46p	5:51p	6:05p	6:18p	6:33p
5:55p	6:02p	6:23p	6:28p	6:41p	6:54p	7:06p
6:30p	6:37p	6:59p	7:04p	7:17p	7:30p	7:44p
7:05p	7:12p	7:32p	7:37p	7:50p	8:03p	8:17p
7:40p	7:47p	8:07p	8:12p	8:25p	8:38p	8:52p
8:15p	8:22p	8:42p	8:47p	9:00p	9:13p	9:27p
8:45p		9:11p	9:16p	9:30p	9:41p	9:50pG
9:25p		9:48p	9:53p	10:04p	10:15p	10:30p

NUMBERS IN BOXES
REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & ANDREWS AVE.	CYPRESS CREEK TRI-RAIL	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	BC NORTH CAMPUS	U.S. 441 & N.W. 15 ST.
1	**2**	**3**	**4**	**4**	**5**	**6**
5:30a	5:40a	5:49a	6:03a	6:08a		6:28a
5:40a	5:50a	5:59a	6:12a	6:17a		6:37aG
6:00a	6:09a	6:18a	6:31a	6:36a		6:56a
6:30a	6:40a	6:48a	7:03a	7:08a	7:28a	7:35a
7:05a	7:17a	7:25a	7:41a	7:46a	8:02a	8:14a
7:40a	7:50a	7:59a	8:15a	8:20a	8:36a	8:51a
8:15a	8:25a	8:33a	8:50a	8:55a	9:11a	9:26a
8:50a	9:01a	9:10a	9:25a	9:30a	9:49a	9:58a
9:25a	9:36a	9:45a	10:01a	10:06a	10:24a	10:33a
10:00a	10:12a	10:21a	10:37a	10:42a	11:00a	11:13a
10:35a	10:47a	10:57a	11:12a	11:17a	11:34a	11:47a
11:10a	11:23a	11:34a	11:49a	11:54a	12:11p	12:24p
11:45a	11:57a	12:06p	12:20p	12:25p	12:43p	12:56p
12:20p	12:32p	12:44p	1:00p	1:05p	1:24p	1:34p
12:55p	1:07p	1:17p	1:34p	1:39p	1:59p	2:08p
1:30p	1:42p	1:51p	2:09p	2:14p	2:31p	2:43p
2:05p	2:16p	2:26p	2:44p	2:49p	3:11p	3:21p
2:40p	2:52p	3:03p	3:19p	3:24p	3:44p	3:53p
3:15p	3:28p	3:38p	3:54p	3:59p	4:17p	4:26p
3:35p	3:47p	3:57p	4:14p	4:19p	4:37p	4:48pG
3:55p	4:07p	4:17p	4:34p	4:39p	4:57p	5:08p
4:30p	4:43p	4:54p	5:12p	5:17p	5:37p	5:46p
4:50p	5:03p	5:14p	5:32p	5:37p	5:59p	6:08p
5:10p	5:23p	5:34p	5:53p	5:58p	6:18p	6:27pG
5:45p	5:56p	6:07p	6:25p	6:30p	6:48p	6:58p
6:15p	6:26p	6:36p	6:50p	6:55p	7:11p	7:20p
6:50p	7:01p	7:11p	7:26p	7:31p	7:47p	7:56p
7:25p	7:36p	7:46p	8:00p	8:05p	8:21p	8:30p
8:00p	8:11p	8:21p	8:35p	8:40p	8:56p	9:05p
8:35p	8:45p	8:54p	9:09p	9:14p		9:34pG
9:10p	9:22p	9:33p	9:45p	9:50p		10:10pG
9:45p	9:54p	10:03p	10:18p	10:23p		10:43pG
10:35p	10:44p	10:53p	11:08p	11:13p		11:33pG

SOUTHBOUND

To Broward Central Terminal

U.S. 441 & N.W. 15 ST.	BC NORTH CAMPUS	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	CYPRESS CREEK TRI-RAIL	OAKLAND PARK BLVD. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL
6	**5**	**4**	**4**	**3**	**2**	**1**
5:20a		5:40a	5:45a	5:55a	6:07a	6:19a
5:45a		6:05a	6:10a	6:25a	6:34a	6:48a
6:15a		6:36a	6:41a	6:52a	7:04a	7:18a
6:45a		7:08a	7:13a	7:24a	7:37a	7:50a
7:20a	7:26a	7:45a	7:50a	8:06a	8:20a	8:32a
7:55a	8:01a	8:20a	8:25a	8:38a	8:50a	9:06a
8:30a	8:36a	8:56a	9:01a	9:12a	9:25a	9:41a
9:05a	9:11a	9:33a	9:38a	9:52a	10:07a	10:19a
9:40a	9:47a	10:06a	10:11a	10:25a	10:37a	10:49a
10:15a	10:22a	10:43a	10:48a	11:02a	11:14a	11:28a
10:50a	10:57a	11:17a	11:22a	11:35a	11:48a	12:02p
11:25a	11:31a	11:53a	11:58a	12:14p	12:27p	12:41p
12:00p	12:07p	12:29p	12:34p	12:49p	1:03p	1:16p
12:35p	12:45p	1:07p	1:12p	1:28p	1:40p	1:52p
1:10p	1:23p	1:44p	1:49p	2:00p	2:13p	2:25p
1:45p	1:53p	2:16p	2:21p	2:32p	2:47p	2:59p
2:20p	2:29p	2:51p	2:56p	3:10p	3:25p	3:37p
2:55p	3:06p	3:29p	3:34p	3:49p	4:03p	4:15p
3:15p	3:26p	3:48p	3:53p	4:08p	4:22p	4:34p
3:35p	3:42p	4:04p	4:09p	4:24p	4:37p	4:51p
4:10p	4:19p	4:40p	4:45p	5:00p	5:13p	5:27p
4:45p	4:53p	5:14p	5:19p	5:31p	5:44p	5:56p
5:20p	5:27p	5:46p	5:51p	6:05p	6:18p	6:33p
5:55p	6:02p	6:23p	6:28p	6:41p	6:54p	7:06p
6:30p	6:37p	6:59p	7:04p	7:17p	7:30p	7:44p
7:05p	7:12p	7:32p	7:37p	7:50p	8:03p	8:17p
7:40p	7:47p	8:07p	8:12p	8:25p	8:38p	8:52p
8:15p	8:22p	8:42p	8:47p	9:00p	9:13p	9:27p
8:45p		9:11p	9:16p	9:30p	9:41p	9:50pG
9:25p		9:48p	9:53p	10:04p	10:15p	10:30p

SUNDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

9:30a	9:41a	9:52a	10:05a	10:10a	10:27a	10:39a
10:30a	10:41a	10:52a	11:07a	11:12a	11:29a	11:42a
11:25a	11:35a	11:46a	12:01p	12:06p	12:23p	12:36p
12:20p	12:30p	12:41p	12:56p	1:01p	1:18p	1:31p
1:15p	1:25p	1:36p	1:51p	1:56p	2:13p	2:27p
2:10p	2:21p	2:32p	2:46p	2:51p	3:07p	3:21p
3:05p	3:16p	3:27p	3:41p	3:46p	4:02p	4:16p
4:00p	4:11p	4:22p	4:36p	4:41p	4:58p	5:11p
4:55p	5:06p	5:18p	5:32p	5:37p	5:54p	6:07p
5:50p	6:01p	6:13p	6:27p	6:32p	6:49p	7:02p
6:45p	6:56p	7:08p	7:22p	7:27p	7:44p	7:57p
7:40p	7:51p	8:03p	8:17p	8:22p	8:39p	8:52pG

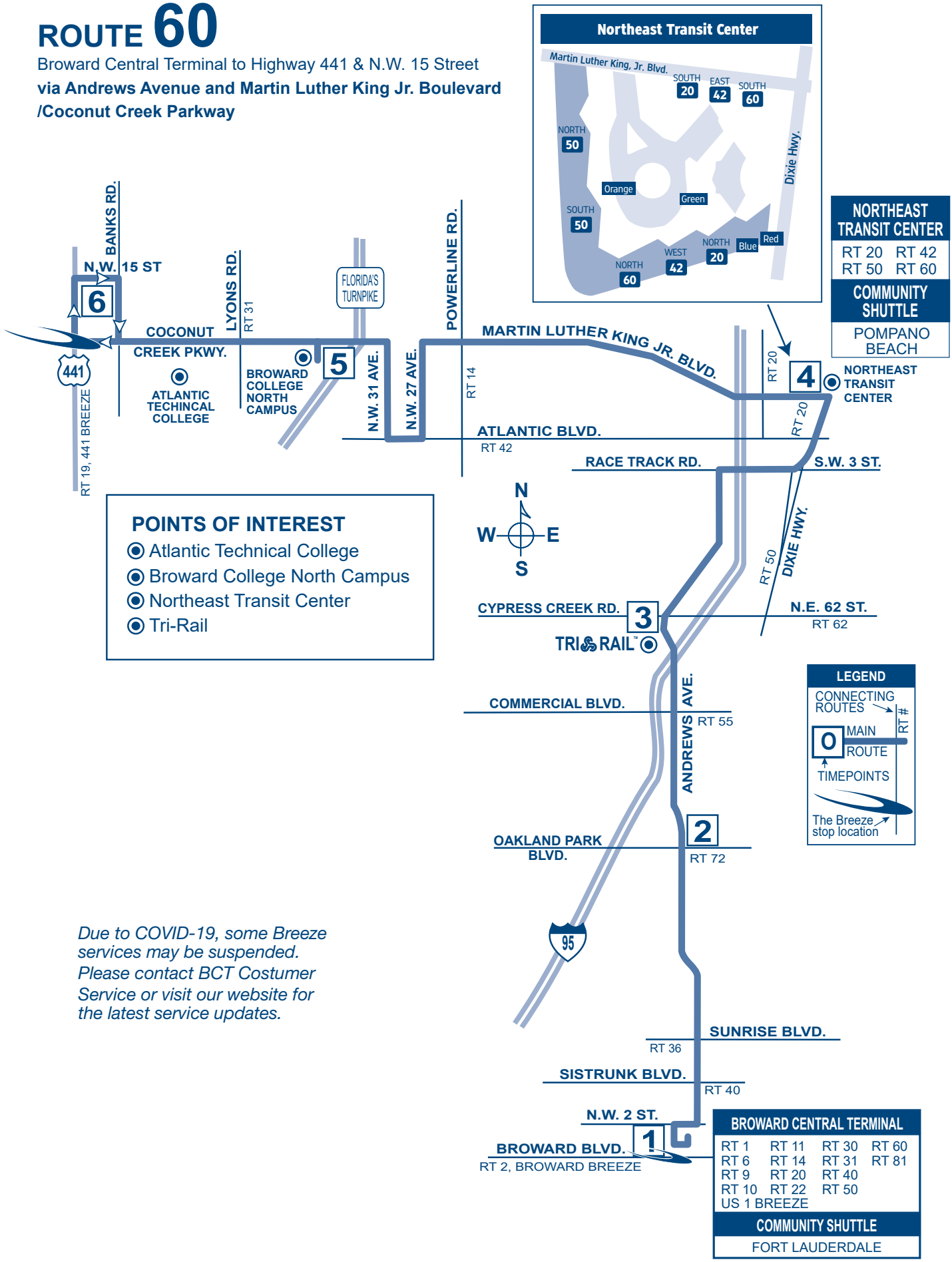
SOUTHBOUND

To Broward Central Terminal

9:05a		9:32a	9:37a	9:49a	10:00a	10:12a
10:00a	10:08a	10:28a	10:33a	10:42a	10:56a	11:13a
10:55a	11:03a	11:23a	11:28a	11:37a	11:51a	12:08p
11:50a	11:58a	12:18p	12:23p	12:32p	12:47p	1:03p
12:45p	12:53p	1:13p	1:18p	1:27p	1:42p	1:58p
1:40p	1:48p	2:08p	2:13p	2:22p	2:37p	2:53p
2:35p	2:43p	3:03p	3:08p	3:19p	3:32p	3:51p
3:30p	3:38p	3:57p	4:02p	4:13p	4:26p	4:45p
4:25p	4:33p	4:52p	4:57p	5:08p	5:21p	5:40p
5:20p	5:28p	5:47p	5:52p	6:03p	6:16p	6:33p
6:15p	6:23p	6:42p	6:47p	6:58p	7:12p	7:29p
7:10p	7:18p	7:37p	7:42p	7:53p	8:07p	8:24pG
8:05p		8:32pG				

ROUTE 60

Broward Central Terminal to Highway 441 & N.W. 15 Street
via Andrews Avenue and Martin Luther King Jr. Boulevard /Coconut Creek Parkway



Due to COVID-19, some Breeze services may be suspended. Please contact BCT Costumer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

Visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/21

Broward County Transit

ROUTE 81
ALL WEEK
SCHEDULE

Broward Central Terminal
to West Regional Terminal

Effective 4/4/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 81

Broward Central Terminal to
West Regional Terminal

BROWARD COUNTY TRANSIT

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND
To Broward Central Terminal

WEST REGIONAL TERMINAL	SUNSET STRIP & UNIVERSITY DR	SUNRISE BLVD & NW 56 AVE	NW 44 ST & INVERRARY BLVD	LAUDERHILL MALL	BROWARD BLVD & NW 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6	7
	5:15a	5:28a	5:38a	6:03a	6:13a	6:25a
5:35a	5:45a	5:54a	6:07a	6:33a	6:44a	6:55a
6:11a	6:22a	6:33a	6:44a	7:09a	7:20a	7:33a
6:46a	6:57a	7:09a	7:22a	7:47a	7:59a	8:11a
7:20a	7:31a	7:41a	7:53a	8:20a	8:31a	8:44a
7:57a	8:07a	8:20a	8:33a	8:58a	9:09a	9:22a
8:31a	8:42a	8:54a	9:06a	9:31a	9:42a	9:56a
9:06a	9:16a	9:26a	9:38a	10:05a	10:16a	10:31a
9:41a	9:52a	10:04a	10:16a	10:44a	10:57a	11:11a
10:16a	10:27a	10:39a	10:51a	11:17a	11:29a	11:45a
10:50a	11:02a	11:13a	11:25a	11:51a	12:02p	12:17p
11:26a	11:38a	11:50a	12:02p	12:28p	12:39p	12:55p
12:01p	12:13p	12:25p	12:37p	1:03p	1:15p	1:31p
12:36p	12:48p	12:59p	1:11p	1:37p	1:48p	2:04p
1:13p	1:24p	1:36p	1:48p	2:12p	2:25p	2:40p
1:46p	1:58p	2:09p	2:21p	2:47p	2:59p	3:15p
2:21p	2:33p	2:44p	2:56p	3:23p	3:35p	3:51p
2:57p	3:11p	3:24p	3:37p	4:00p	4:13p	4:28p
3:32p	3:46p	3:59p	4:12p	4:37p	4:50p	5:04p
4:08p	4:21p	4:34p	4:47p	5:12p	5:25p	5:40p
4:43p	4:56p	5:10p	5:23p	5:49p	6:03p	6:16p
5:17p	5:31p	5:43p	5:56p	6:21p	6:34p	6:47p
5:52p	6:05p	6:18p	6:29p	6:54p	7:06p	7:20p
6:28p	6:41p	6:53p	7:05p	7:30p	7:41p	7:54p
7:02p	7:14p	7:26p	7:38p	8:02p	8:14p	8:26p
7:37p	7:48p	8:01p	8:13p	8:37p	8:48p	9:01p
8:12p	8:24p	8:36p	8:48p	9:12p	9:23p	9:36p
8:48p	8:59p	9:11p	9:23p	9:48p	9:59p	10:13p G
9:22p	9:33p	9:44p	9:56p	10:21p	10:32p	10:45p
9:56p	10:06p	10:17p	10:27p	10:51p G		
10:47p	10:57p	11:08p	11:19p	11:41p G		

WESTBOUND
To West Regional Terminal

BROWARD CENTRAL TERMINAL	BROWARD BLVD & NW 31 AVE	LAUDERHILL MALL	NW 44 ST & INVERRARY BLVD	SUNRISE BLVD & NW 56 AVE	SUNSET STRIP & UNIVERSITY DR	WEST REGIONAL TERMINAL
7	6	5	4	3	2	1
		5:30a	5:46a	6:01a	6:14a	6:32a
5:35a	5:45a	5:59a	6:16a	6:31a	6:43a	7:01a
6:13a	6:22a	6:35a	6:54a	7:09a	7:21a	7:39a
6:46a	6:56a	7:10a	7:29a	7:44a	7:56a	8:12a
7:20a	7:31a	7:45a	8:04a	8:19a	8:31a	8:50a
7:56a	8:07a	8:22a	8:42a	8:57a	9:10a	9:25a
8:31a	8:43a	8:56a	9:17a	9:32a	9:43a	9:58a
9:06a	9:16a	9:29a	9:50a	10:04a	10:15a	10:33a
9:42a	9:53a	10:07a	10:27a	10:42a	10:53a	11:09a
10:17a	10:28a	10:46a	11:07a	11:22a	11:34a	11:47a
10:51a	11:03a	11:17a	11:38a	11:54a	12:05p	12:26p
11:26a	11:37a	11:52a	12:14p	12:29p	12:40p	12:58p
12:05p	12:17p	12:31p	12:54p	1:09p	1:21p	1:35p
12:35p	12:46p	1:03p	1:26p	1:41p	1:52p	2:09p
1:11p	1:22p	1:40p	2:03p	2:19p	2:31p	2:47p
1:44p	1:57p	2:15p	2:38p	2:55p	3:08p	3:22p
2:22p	2:34p	2:50p	3:13p	3:30p	3:43p	3:58p
2:55p	3:07p	3:26p	3:51p	4:08p	4:21p	4:33p
3:31p	3:43p	3:59p	4:21p	4:38p	4:51p	5:07p
4:07p	4:19p	4:33p	4:56p	5:13p	5:26p	5:41p
4:40p	4:53p	5:09p	5:33p	5:51p	6:04p	6:18p
5:16p	5:31p	5:46p	6:10p	6:28p	6:41p	6:52p
5:53p	6:05p	6:20p	6:44p	7:01p	7:13p	7:27p
6:29p	6:41p	6:57p	7:20p	7:37p	7:49p	8:01p
7:06p	7:18p	7:32p	7:53p	8:10p	8:21p	8:38p
7:36p	7:47p	8:01p	8:22p	8:38p	8:51p	9:08p
8:11p	8:21p	8:35p	8:54p	9:13p	9:26p	9:42p
8:46p	8:58p	9:11p	9:31p	9:49p	10:01p	10:23p
9:22p	9:32p	9:46p	10:06p	10:24p	10:36p	10:51p G
9:58p	10:08p	10:22p	10:43p	10:58p	11:10p G	
10:50p	11:01p	11:13p	11:32p	11:51p	12:03a G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

EASTBOUND

To Broward Central Terminal

1	2	3	4	5	6	7
WEST REGIONAL TERMINAL	SUNSET STRIP & UNIVERSITY DR	SUNRISE BLVD & NW 56 AVE	NW 44 ST & INVERRARY BLVD	LAUDERHILL MALL	BROWARD BLVD & NW 31 AVE	BROWARD CENTRAL TERMINAL
	5:15a	5:26a	5:36a	6:04a	6:13a	6:25a
5:35a	5:43a	5:53a	6:03a	6:29a	6:38a	6:47a
6:11a	6:21a	6:31a	6:42a	7:08a	7:18a	7:30a
6:50a	6:59a	7:11a	7:22a	7:46a	7:57a	8:07a
7:20a	7:30a	7:41a	7:53a	8:19a	8:29a	8:43a
7:56a	8:05a	8:16a	8:27a	8:54a	9:03a	9:19a
8:30a	8:41a	8:52a	9:04a	9:30a	9:41a	9:54a
9:06a	9:18a	9:29a	9:41a	10:06a	10:18a	10:31a
9:41a	9:52a	10:05a	10:16a	10:41a	10:52a	11:06a
10:18a	10:29a	10:40a	10:52a	11:19a	11:31a	11:45a
10:50a	11:02a	11:13a	11:25a	11:51a	12:03p	12:18p
11:25a	11:36a	11:47a	11:58a	12:24p	12:36p	12:51p
12:01p	12:12p	12:23p	12:35p	1:01p	1:14p	1:28p
12:36p	12:48p	1:00p	1:12p	1:37p	1:49p	2:03p
1:11p	1:23p	1:35p	1:47p	2:12p	2:24p	2:39p
1:47p	1:58p	2:09p	2:21p	2:49p	3:03p	3:18p
2:21p	2:33p	2:44p	2:56p	3:23p	3:37p	3:52p
2:57p	3:10p	3:24p	3:35p	4:00p	4:12p	4:27p
3:31p	3:42p	3:55p	4:07p	4:32p	4:44p	4:58p
4:06p	4:17p	4:29p	4:41p	5:06p	5:17p	5:31p
4:41p	4:53p	5:06p	5:18p	5:43p	5:56p	6:07p
5:18p	5:31p	5:43p	5:54p	6:20p	6:33p	6:46p
5:50p	6:04p	6:17p	6:29p	6:55p	7:09p	7:21p
6:26p	6:38p	6:50p	7:02p	7:26p	7:39p	7:50p
7:03p	7:14p	7:27p	7:39p	8:03p	8:14p	8:29p
7:35p	7:47p	7:58p	8:11p	8:36p	8:46p	8:59p
8:10p	8:22p	8:34p	8:45p	9:10p	9:23p	9:38p
8:49p	8:59p	9:11p	9:22p	9:48p	9:58p	10:10p
9:20p	9:32p	9:45p	9:57p	10:21p	10:32p	10:44p G
9:56p	10:07p	10:18p	10:28p	10:50p G		
10:46p	10:57p	11:08p	11:19p	11:42p G		

WESTBOUND

To West Regional Terminal

7	6	5	4	3	2	1
BROWARD CENTRAL TERMINAL	BROWARD BLVD & NW 31 AVE	LAUDERHILL MALL	NW 44 ST & INVERRARY BLVD	SUNRISE BLVD & NW 56 AVE	SUNSET STRIP & UNIVERSITY DR	WEST REGIONAL TERMINAL
		5:30a	5:46a	5:58a	6:10a	6:30a
5:35a	5:44a	5:58a	6:15a	6:29a	6:41a	7:01a
6:11a	6:20a	6:34a	6:52a	7:05a	7:17a	7:37a
6:46a	6:55a	7:09a	7:28a	7:42a	7:54a	8:14a
7:21a	7:30a	7:44a	8:03a	8:18a	8:30a	8:50a
7:56a	8:05a	8:19a	8:38a	8:52a	9:02a	9:22a
8:33a	8:43a	8:56a	9:15a	9:28a	9:40a	10:00a
9:05a	9:15a	9:29a	9:49a	10:02a	10:12a	10:32a
9:40a	9:50a	10:04a	10:23a	10:39a	10:50a	11:05a
10:15a	10:26a	10:40a	11:02a	11:17a	11:28a	11:43a
10:51a	11:03a	11:18a	11:39a	11:55a	12:08p	12:23p
11:25a	11:37a	11:52a	12:14p	12:30p	12:42p	12:57p
12:03p	12:15p	12:30p	12:52p	1:07p	1:19p	1:33p
12:35p	12:47p	1:02p	1:24p	1:39p	1:51p	2:10p
1:10p	1:20p	1:37p	1:59p	2:15p	2:27p	2:46p
1:46p	1:57p	2:15p	2:36p	2:53p	3:05p	3:23p
2:20p	2:32p	2:47p	3:08p	3:25p	3:38p	3:58p
2:56p	3:07p	3:22p	3:45p	4:01p	4:13p	4:32p
3:31p	3:42p	4:00p	4:20p	4:36p	4:49p	5:04p
4:05p	4:16p	4:33p	4:56p	5:12p	5:24p	5:39p
4:43p	4:53p	5:10p	5:33p	5:50p	6:01p	6:19p
5:16p	5:27p	5:42p	6:05p	6:22p	6:34p	6:51p
5:50p	6:01p	6:16p	6:37p	6:55p	7:06p	7:24p
6:26p	6:36p	6:52p	7:14p	7:31p	7:43p	7:57p
7:01p	7:12p	7:28p	7:48p	8:05p	8:17p	8:30p
7:35p	7:45p	8:00p	8:22p	8:40p	8:52p	9:07p
8:10p	8:19p	8:35p	8:56p	9:15p	9:26p	9:45p
8:46p	8:56p	9:10p	9:30p	9:49p	10:01p	10:20p
9:20p	9:28p	9:44p	10:05p	10:24p	10:35p	10:53p G
9:55p	10:05p	10:20p	10:39p	10:57p	11:08p G	
10:47p	10:58p	11:10p	11:29p	11:46p	11:57p G	

SUNDAY

EASTBOUND

To Broward Central Terminal

1	2	3	4	5	6	7
8:00a	8:11a	8:22a	8:35a	9:00a	9:12a	9:22a
8:45a	8:55a	9:06a	9:19a	9:44a	9:55a	10:08a
9:33a	9:44a	9:55a	10:07a	10:31a	10:41a	10:53a
10:15a	10:27a	10:38a	10:49a	11:14a	11:25a	11:37a
11:02a	11:13a	11:25a	11:36a	12:01p	12:11p	12:24p
11:46a	11:57a	12:08p	12:20p	12:45p	12:56p	1:08p
12:34p	12:45p	12:56p	1:07p	1:33p	1:43p	1:55p
1:15p	1:26p	1:38p	1:49p	2:14p	2:25p	2:37p
2:01p	2:13p	2:25p	2:38p	3:04p	3:15p	3:29p
2:46p	2:57p	3:08p	3:20p	3:46p	3:58p	4:11p
3:34p	3:45p	3:57p	4:09p	4:34p	4:45p	4:59p
4:16p	4:29p	4:41p	4:53p	5:18p	5:28p	5:41p
5:03p	5:14p	5:26p	5:37p	6:02p	6:14p	6:24p
5:47p	5:58p	6:11p	6:24p	6:48p	7:00p	7:11p
6:37p	6:49p	7:01p	7:13p	7:34p	7:45p	7:54p
7:19p	7:30p	7:42p	7:53p	8:14p G		
8:00p	8:11p	8:22p	8:33p	8:53p G		

WESTBOUND

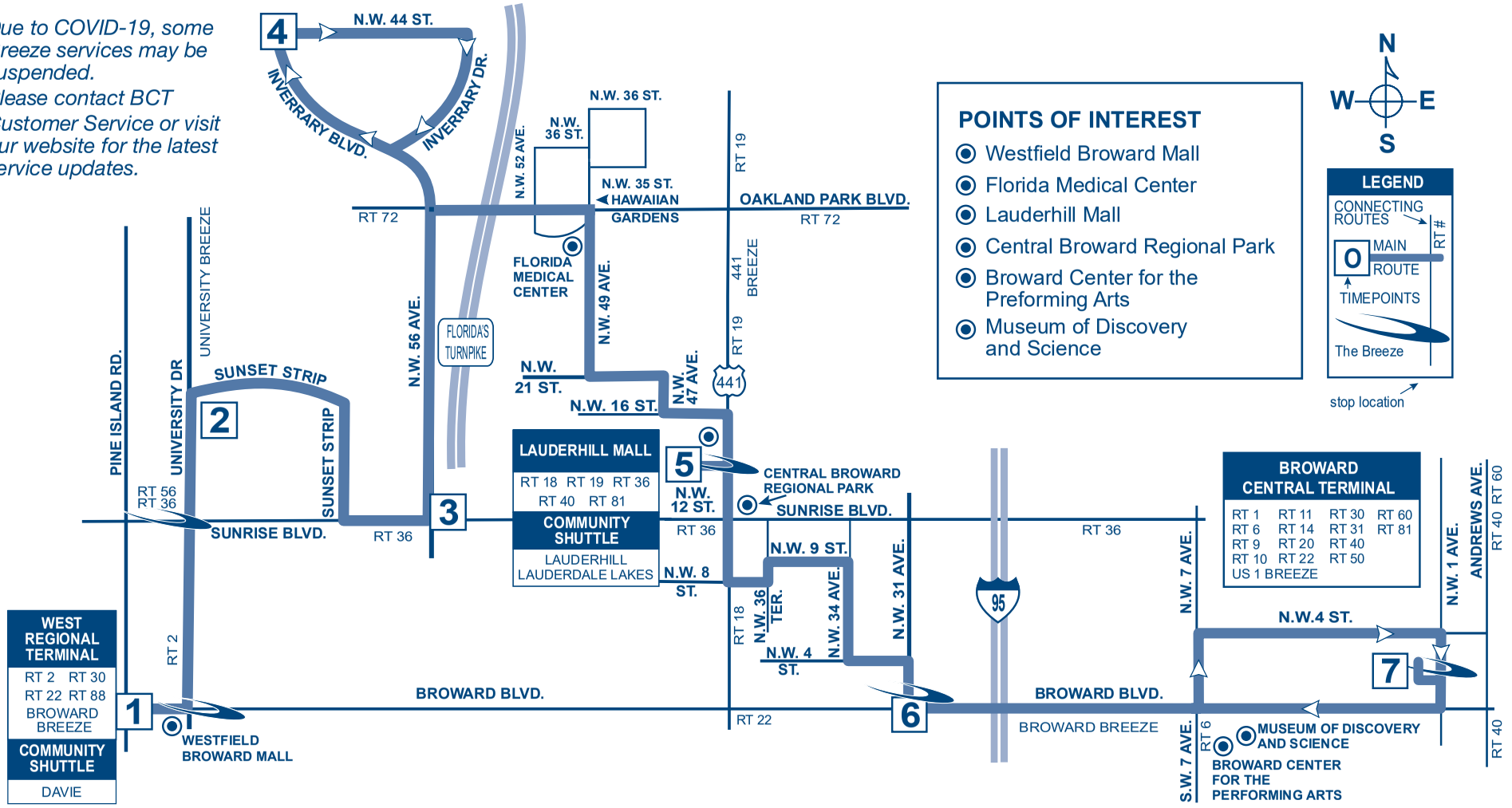
To West Regional Terminal

7	6	5	4	3	2	1
8:00a	8:09a	8:22a	8:41a	8:54a	9:05a	9:15a
8:46a	8:56a	9:09a	9:28a	9:42a	9:53a	10:01a
9:32a	9:43a	9:57a	10:16a	10:30a	10:40a	10:48a
10:15a	10:26a	10:40a	11:00a	11:13a	11:25a	11:35a
11:03a	11:13a	11:28a	11:47a	12:00p	12:08p	12:22p
11:46a	11:56a	12:10p	12:30p	12:45p	12:56p	1:06p
12:32p	12:44p	12:58p	1:18p	1:33p	1:43p	1:50p
1:16p	1:26p	1:42p	2:01p	2:16p	2:25p	2:34p
2:01p	2:12p	2:28p	2:50p	3:05p	3:15p	3:24p
2:46p	2:58p	3:11p	3:31p	3:45p	3:55p	4:03p
3:36p	3:47p	4:01p	4:19p	4:35p	4:45p	4:54p
4:22p	4:33p	4:46p	5:05p	5:19p	5:30p	5:38p
5:08p	5:18p	5:33p	5:55p	6:11p	6:22p	6:30p
5:54p	6:06p	6:20p	6:41p	6:55p	7:04p	7:12p
6:36p	6:47p	7:01p	7:20p	7:34p	7:45p	7:53p
7:22p	7:33p	7:46p	8:06p	8:21p	8:40p G	
8:08p	8:19p	8:33p	8:57p	9:12p	9:31p G	

ROUTE 81

West Regional Terminal to
Broward Central Terminal

Due to COVID-19, some Breeze services may be suspended.
Please contact BCT Customer Service or visit our website for the latest service updates.



Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Facial Coverings and Social Distancing Guidelines

Facial Coverings:

Passengers are required to wear a cloth face covering. Riders without a face covering will not be allowed on the bus.

Social Distancing Guidelines:

Riders are asked to practice social distancing to protect yourself, other passengers and our bus operators.

BCT customers will enter and exit the bus using the rear doors only, except customers who require the use of the wheelchair ramp, which remains available at the front door. All limited stop (the "Breeze") service, except for the 441 Breeze, has been suspended temporarily.

Fares have been suspended.

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by
Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager,
1 N. University Drive, Suite 3100A, Plantation, FL 33324.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.
To ensure reliable and safe connections for our customers, all trips
with the "W" note will NOT depart terminal until directed
by either the terminal supervisor or radio.

Appendix G

Trip Generation

AM PEAK HOUR TRIP GENERATION

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	10	222	233	du	24%	76%	19	59	78	10.0%	8	17	53	70	2.7%	2	17	51	68	0.0%	0	17	51	68
	2	Multifamily (Mid-Rise)	10	221	377	du	26%	74%	33	93	126	10.0%	13	30	83	113	2.7%	3	29	81	110	0.0%	0	29	81	110
	3	General Office Building	10	710	360	ksf	86%	14%	314	51	365	10.0%	36	283	46	329	7.0%	23	273	33	306	0.0%	0	273	33	306
	4	Shopping Center	10	820	80	ksf	62%	38%	47	28	75	10.0%	7	43	25	68	32.4%	22	29	17	46	0.0%	0	29	17	46
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							413	231	644	10.0%	64	373	207	580	8.6%	50	348	182	530	0.0%	0	348	182	530

ITE Land Use Code	Rate or Equation
222	Y=0.28*(X)+12.86
221	LN(Y) = 0.98*LN(X)+-0.98
710	Y=0.94*(X)+26.49
820	Y=0.94(X)

PM PEAK HOUR TRIP GENERATION

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS				PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																				
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	10	222	233	du	61%	39%	54	34	88	10.0%	9	49	30	79	38.0%	30	27	22	49	0.0%	0	27	22	49
	2	Multifamily (Mid-Rise)	10	221	377	du	61%	39%	96	62	158	10.0%	16	86	56	142	38.0%	54	47	41	88	0.0%	0	47	41	88
	3	General Office Building	10	710	360	ksf	16%	84%	61	323	384	10.0%	38	55	291	346	8.1%	28	48	270	318	0.0%	0	48	270	318
	4	Shopping Center	10	820	80	ksf	48%	52%	221	240	461	10.0%	46	199	216	415	23.1%	96	163	156	319	34.0%	108	108	103	211
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							432	659	1,091	10.0%	109	389	593	982	21.2%	208	285	489	774	14.0%	108	230	436	666

ITE Land Use Code	Rate or Equation
222	Y=0.34*(X)+8.56
221	LN(Y) = 0.96*LN(X)+-0.63
710	LN(Y) = 0.95*LN(X)+0.36
820	LN(Y) = 0.74*LN(X)+2.89

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
INPUT	Office	283	46	55	291
	Retail	43	25	199	216
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	47	136	135	86
	Hotel	0	0	0	0
		373	207	389	593

INTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	10	13	7	21
	Retail	14	8	36	60
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	1	4	61	23
	Hotel	0	0	0	0
		25	25	104	104

	Total % Reduction	***8.6%***	***21.2%***
OUTPUT	Office	7.0%	8.1%
	Retail	32.4%	23.1%
	Restaurant		
	Cinema/Entertainment		
	Residential	2.7%	38.0%
	Hotel		

EXTERNAL TRIPS

	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
OUTPUT	Office	273	33	48	270
	Retail	29	17	163	156
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	46	132	74	63
	Hotel	0	0	0	0
		348	182	285	489

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

(281+156)/3013=14.5%

Label	Census Tract 416, Broward County, Florida	
	Estimate	Margin of Error
Total:	3,013	±474
Car, truck, or van:	2,383	±421
Drove alone	2,183	±442
Carpooled:	200	±115
In 2-person carpool	107	±78
In 3-person carpool	24	±39
In 4-person carpool	36	±58
In 5- or 6-person carpool	0	±19
In 7-or-more-person carpool	33	±51
Public transportation (excluding taxicab):	281	±187
Bus	281	±187
Subway or elevated rail	0	±19
Long-distance train or commuter rail	0	±19
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±19
Ferryboat	0	±19
Taxicab	0	±19
Motorcycle	0	±19
Bicycle	0	±19
Walked	156	±154
Other means	131	±85
Worked from home	62	±81

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over
Year:
2019
Estimates:
5-Year
Table ID:
B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Previously Approved Trip Generation Calculations

Table 2: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Multifamily Housing (High-Rise) (LUC 222)	437	du	135	32	103	157	96	61	1,934
Drinking Place (LUC 925)	2.316	ksf	0	0	0	26	17	9	289
High-Turnover (Sit-Down) Restaurant (LUC 932)	14.502	ksf	144	79	65	142	88	54	1,627
Quality Restaurant (LUC 931)	14.966	ksf	11	6	5	117	78	39	1,255
Shopping Center (LUC 820)	16.040	ksf	15	9	6	61	29	32	606
Hotel (LUC 310)	145	rooms	67	40	27	83	42	41	1,210
Museum (LUC 580)	7.302	ksf	2	2	0	1	0	1	11
General Office (LUC 710)	187.649	ksf	203	175	28	207	33	174	1954
Subtotal			**577**	**343**	**234**	**794**	**383**	**411**	**8,886**
Internalization			142	71	71	168	84	84	2034
Subtotal			**435**	**272**	**163**	**626**	**299**	**327**	**6,852**
Pass-by Capture Shopping Center 34%						8	4	4	76
Pass-by Capture Quality Restaurant 44%						40	27	13	424
Pass-by Capture (High-Turnover (Sit Down) Restaurant 43%						47	29	18	538
Subtotal			**435**	**272**	**163**	**531**	**239**	**292**	**5,814**
Multimodal Reduction (10%)			44	27	17	53	24	29	581
Total			**391**	**245**	**146**	**478**	**215**	**263**	**5,233**

Source: ITE report *Trip Generation (10th Edition)*

Net New Vehicle Trips	**321**	**199**	**122**	**348**	**153**	**195**	**3,869**

*LUC 222 includes East - Multifamily Residential (312 units) and West - Multifamily Residential (125 Units).

*LUC 932 includes East - 11,153 sf and West - 3,349 sf.

*LUC 931 includes East - 5,227 sf and West - 9,739 sf.

*LUC 820 includes East - 11,716 sf (retail and art retail) and West - 4,324 sf.

*LUC 580 represent East - 7,302 sf Art Gallery\Studio.

*LUC 925 and 580 - Daily rate developed by applying rule of thumb: PM Peak Hour is 9% of the Daily total.

FAT Village East and FAT Village West Trip Splits

East-West Split				
Land Use	ITE LUC	East Block	West Block	Total
Multifamily Housing (High-Rise)	222	233	-	233
Multifamily (Mid-Rise)	221	122	255	377
General Office Building	710	185,000	175,000	360,000
Shopping Center	820	47,000	33,000	80,000

A.M. Peak Hour												
				Total External Trips			East Side External Trips			West Side External Trips		
Land Use	ITE LUC	Scale	Units	In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise)	222	233	du	17	51	68	17	51	68	-	-	-
Multifamily (Mid-Rise)	221	377	du	29	81	110	9	26	35	20	55	75
General Office Building	710	360	ksf	273	33	306	140	17	157	133	16	149
Shopping Center	820	80	ksf	29	17	46	17	10	27	12	7	19
			Total	348	182	530	183	104	287	165	78	243

P.M. Peak Hour												
				Total External Trips			East Side External Trips			West Side External Trips		
Land Use	ITE LUC	Scale	Units	In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise)	222	233	du	27	22	49	27	22	49	-	-	-
Multifamily (Mid-Rise)	221	377	du	47	41	88	15	13	28	32	28	60
General Office Building	710	360	ksf	48	270	318	25	139	164	23	131	154
Shopping Center	820	80	ksf	108	103	211	63	61	124	45	42	87
			Total	230	436	666	130	235	365	100	201	301

	Previously Approved East and Non-Resi West Trips [1]			Proposed East and Non-Resi West Trips			**Net New East and Non-Resi West Trips**		
	In	Out	Total	In	Out	Total	**In**	**Out**	**Total**
A.M. Peak Hour	237	122	359	328	127	455	**91**	**5**	**96**
P.M. Peak Hour	192	249	441	198	408	606	**6**	**159**	**165**

	Previously Approved West Residential Trips [1]			Proposed West Residential Trips			**Net New West Residential Trips**		
	In	Out	Total	In	Out	Total	**In**	**Out**	**Total**
A.M. Peak Hour	8	24	32	20	55	75	**12**	**31**	**43**
P.M. Peak Hour	23	14	37	32	28	60	**9**	**14**	**23**

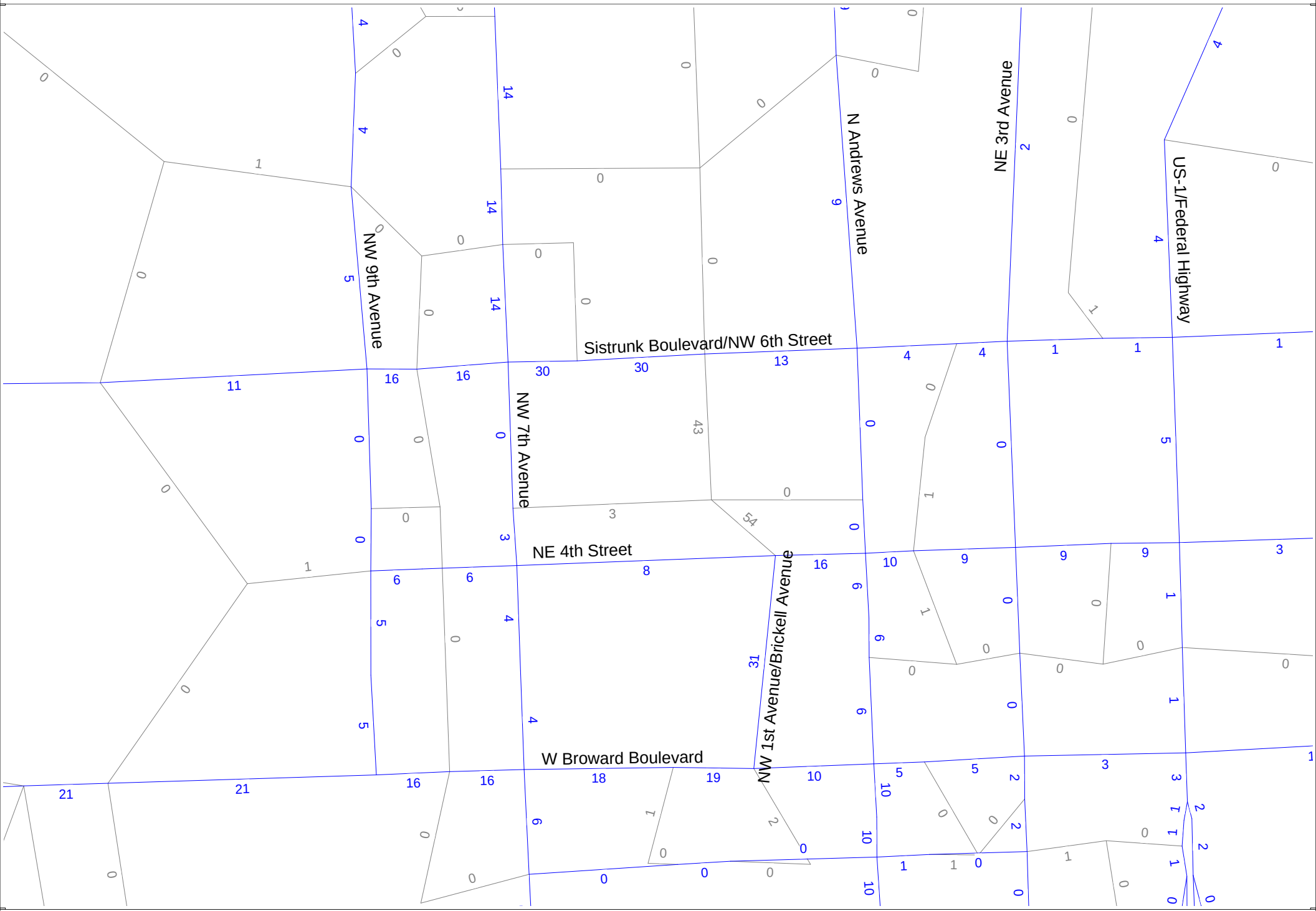
	A.M. Peak Hour	P.M. Peak Hour
East Residential/Employee Entry	272	92
East Visitor Entry[2]	58	164
West Residential Entry	18	29
Total	348	285

Note: (1) Volumes gathered from *FAT Village East Traffic Impact Study* , March 2020 and *FAT Village West Traffic Impact Study* , March 2020.
(2) Includes Pass-By trips.

Appendix H

Selected Zone Distribution

Fat Village
Trip Distribution
SERPM 8.504



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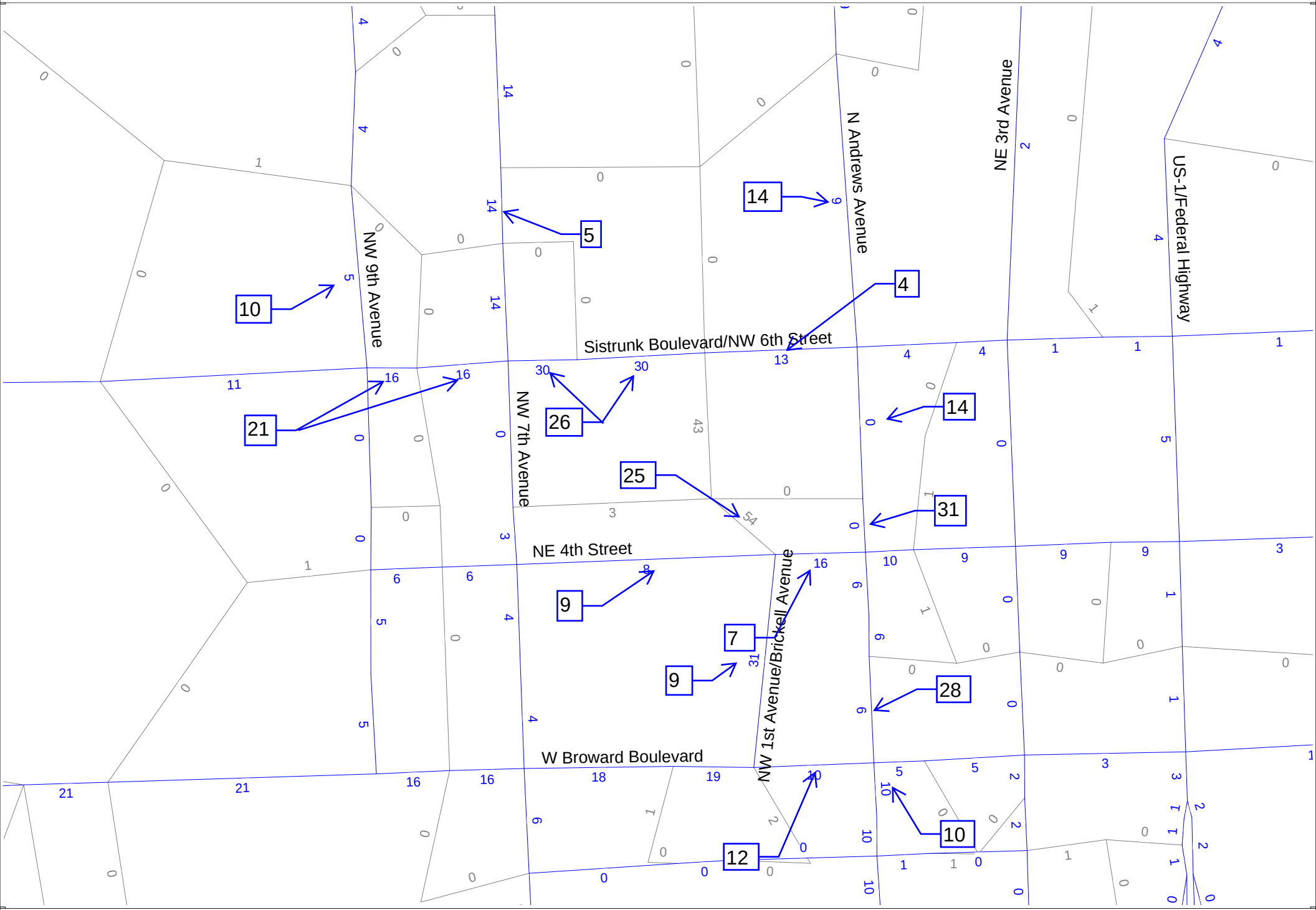
Fat Village
Trip Distribution
SERPM 8.504



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Appendix I

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th Street/Sistrunk Boulevard and NW 7th Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		53	751	254		64	252	47		104	413	103		102	576	36
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		57	811	274		69	272	51		112	446	111		110	622	39
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		2	23	8		2	8	1		3	13	3		3	18	1
AM EXISTING CONDITIONS		**59**	**834**	**282**		**71**	**280**	**52**		**115**	**459**	**114**		**113**	**640**	**40**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	291	97		120	564	87		293	751	91		97	393	59
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		32	314	105		130	609	94		316	811	98		105	424	64
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		1	9	3		4	17	3		9	23	3		3	12	2
PM EXISTING CONDITIONS		**33**	**323**	**108**		**134**	**626**	**97**		**325**	**834**	**101**		**108**	**436**	**66**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West			1				2	3						1		
Previous Fat Village East			17				9	10						21		
Alta Flagler Village Phase II			5				22									
FAT City			47				38									
Metropolitan Apartments			9				38									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	79	0		0	109	13		0	0	0		22	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		4	60	20		5	20	4		8	33	8		8	46	3
AM NON-PROJECT TRAFFIC		**63**	**973**	**302**		**76**	**409**	**69**		**123**	**492**	**122**		**143**	**686**	**43**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West			2				1	2						3		
Previous Fat Village East			12				16	20						14		
Alta Flagler Village Phase II			22				11									
FAT City			52				64									
Metropolitan Apartments			42				25									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	130	0		0	117	22		0	0	0		17	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		2	23	8		10	45	7		23	60	7		8	31	5
PM NON-PROJECT TRAFFIC		**35**	**476**	**116**		**144**	**788**	**126**		**348**	**894**	**108**		**133**	**467**	**71**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering			21.0%											5.0%		
Distribution	Exiting							21.0%	5.0%								
East Net New	Entering			21.0%											5.0%		
Distribution	Exiting							21.0%	5.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering			21.0%											5.0%		
Distribution	Exiting							21.0%	5.0%								
East Net New	Entering			21.0%											5.0%		
Distribution	Exiting							21.0%	5.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			3				6	2						1		
	East Net New			19				1	0						4		
AM TOTAL PROJECT TRAFFIC			**0**	**22**	**0**		**0**	**7**	**2**		**0**	**0**	**0**		**5**	**0**	**0**
AM TOTAL TRAFFIC			**63**	**995**	**302**		**76**	**416**	**71**		**123**	**492**	**122**		**148**	**686**	**43**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			2				3	1						0		
	East Net New			1				33	8						0		
PM TOTAL PROJECT TRAFFIC			**0**	**3**	**0**		**0**	**36**	**9**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**35**	**479**	**116**		**144**	**824**	**135**		**348**	**894**	**108**		**133**	**467**	**71**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th Street/Sistrunk Boulevard and NW 2nd Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.76
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		44	805	3		1	254	8		3	2	3		2	0	45
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		48	869	3		1	274	9		3	2	3		2	0	49
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		1	25	0		0	8	0		0	0	0		0	0	1
AM EXISTING CONDITIONS		**49**	**894**	**3**		**1**	**282**	**9**		**3**	**2**	**3**		**2**	**0**	**50**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		34	316	8		8	641	11		7	4	5		7	3	78
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		37	341	9		9	692	12		8	4	5		8	3	84
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		1	10	0		0	20	0		0	0	0		0	0	2
PM EXISTING CONDITIONS		**38**	**351**	**9**		**9**	**712**	**12**		**8**	**4**	**5**		**8**	**3**	**86**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West			2				5									
Previous Fat Village East			38				19									
Alta Flagler Village Phase II			5				22									
FAT City			47				38									
Metropolitan Apartments			9				38									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	101	0		0	122	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		4	64	0		0	20	1		0	0	0		0	0	4
AM NON-PROJECT TRAFFIC		**53**	**1,059**	**3**		**1**	**424**	**10**		**3**	**2**	**3**		**2**	**0**	**54**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West			5				3									
Previous Fat Village East			26				36									
Alta Flagler Village Phase II			22				11									
FAT City			52				64									
Metropolitan Apartments			42				25									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	147	0		0	139	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		3	25	1		1	51	1		1	0	0		1	0	6
PM NON-PROJECT TRAFFIC		**41**	**523**	**10**		**10**	**902**	**13**		**9**	**4**	**5**		**9**	**3**	**92**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering			26.0%													
Distribution	Exiting							26.0%									
East Net New	Entering			26.0%													
Distribution	Exiting							26.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering			26.0%													
Distribution	Exiting							26.0%									
East Net New	Entering			26.0%													
Distribution	Exiting							26.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			4				8									
	East Net New			23				1									
AM TOTAL PROJECT TRAFFIC			**0**	**27**	**0**		**0**	**9**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**53**	**1,086**	**3**		**1**	**433**	**10**		**3**	**2**	**3**		**2**	**0**	**54**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			2				4									
	East Net New			1				41									
PM TOTAL PROJECT TRAFFIC			**0**	**3**	**0**		**0**	**45**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**41**	**526**	**10**		**10**	**947**	**13**		**9**	**4**	**5**		**9**	**3**	**92**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th Street/Sistrunk Boulevard and NW 1st Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.73
PM PEAK HOUR FACTOR: 0.85

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	784	46		29	253	0		11	0	5		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		0	847	50		31	273	0		12	0	5		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	24	1		1	8	0		0	0	0		0	0	0
AM EXISTING CONDITIONS		**0**	**871**	**51**		**32**	**281**	**0**		**12**	**0**	**5**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	330	14		10	645	0		19	0	23		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		0	356	15		11	697	0		21	0	25		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	10	0		0	20	0		1	0	1		0	0	0
PM EXISTING CONDITIONS		**0**	**366**	**15**		**11**	**717**	**0**		**22**	**0**	**26**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West				2						5						
Previous Fat Village East			19	19		40				19		11				
Alta Flagler Village Phase II			5				22									
FAT City			47				38									
Metropolitan Apartments			9				38									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	80	21		40	98	0		24	0	11		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	63	4		2	20	0		1	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**1,014**	**76**		**74**	**399**	**0**		**37**	**0**	**16**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West				5						3						
Previous Fat Village East			13	13		27				36		20				
Alta Flagler Village Phase II			22				11									
FAT City			52				64									
Metropolitan Apartments			42				25									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	129	18		27	100	0		39	0	20		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		0	26	1		1	52	0		2	0	2		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**521**	**34**		**39**	**869**	**0**		**63**	**0**	**48**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering				26.0%		3.0%										
Distribution	Exiting										26.0%		3.0%				
East Net New	Entering			17.0%	9.0%		3.0%										
Distribution	Exiting										26.0%		3.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering				26.0%		3.0%										
Distribution	Exiting										26.0%		3.0%				
East Net New	Entering			17.0%	9.0%		3.0%										
Distribution	Exiting										26.0%		3.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New				4		0				8		1				
	East Net New			15	8		3				1		0				
AM TOTAL PROJECT TRAFFIC			**0**	**15**	**12**		**3**	**0**	**0**		**9**	**0**	**1**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**1,029**	**88**		**77**	**399**	**0**		**46**	**0**	**17**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New				2		1				4		0				
	East Net New			1	0		0				41		5				
PM TOTAL PROJECT TRAFFIC			**0**	**1**	**2**		**1**	**0**	**0**		**45**	**0**	**5**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**522**	**36**		**40**	**869**	**0**		**108**	**0**	**53**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th Street/Sistrunk Boulevard and Andrews Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.78
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		109	342	326		16	184	114		40	240	15		94	661	44
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		118	369	352		17	199	123		43	259	16		102	714	48
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		3	10	10		0	6	3		1	7	0		3	20	1
AM EXISTING CONDITIONS		**121**	**379**	**362**		**17**	**205**	**126**		**44**	**266**	**16**		**105**	**734**	**49**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		70	217	54		17	368	95		168	556	17		87	384	104
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		76	234	58		18	397	103		181	600	18		94	415	112
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		2	7	2		1	11	3		5	17	1		3	12	3
PM EXISTING CONDITIONS		**78**	**241**	**60**		**19**	**408**	**106**		**186**	**617**	**19**		**97**	**427**	**115**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West						1					3	4			1	
Previous Fat Village East		9	12			10	22				5	5			9	18
Alta Flagler Village Phase II			5				22									
FAT City				47		3				38	25	3			31	
Metropolitan Apartments			9				38	10						2		
Modera 555																
TOTAL "VESTED" TRAFFIC		9	26	47		14	82	10		38	33	12		2	41	18
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		9	27	26		1	15	9		3	19	1		8	53	4
AM NON-PROJECT TRAFFIC		**139**	**432**	**435**		**32**	**302**	**145**		**85**	**318**	**29**		**115**	**828**	**71**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West						4					2	2			3	
Previous Fat Village East		17	21			7	15				8	10			6	12
Alta Flagler Village Phase II			22				11									
FAT City				52		3				64	43	4			34	
Metropolitan Apartments			42				25	6						10		
Modera 555																
TOTAL "VESTED" TRAFFIC		17	85	52		14	51	6		64	53	16		10	43	12
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		6	17	4		1	29	8		13	44	1		7	31	8
PM NON-PROJECT TRAFFIC		**101**	**343**	**116**		**34**	**488**	**120**		**263**	**714**	**36**		**114**	**501**	**135**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering						4.0%									11.0%	3.0%
Distribution	Exiting		3.0%									11.0%	4.0%				
East Net New	Entering						4.0%									11.0%	3.0%
Distribution	Exiting		3.0%	4.0%								11.0%					

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			-25.0%								-46.0%					
Distribution	Exiting			25.0%								46.0%					
West Net New	Entering						4.0%									11.0%	3.0%
Distribution	Exiting		3.0%									11.0%	4.0%				
East Net New	Entering						4.0%									11.0%	3.0%
Distribution	Exiting		3.0%	4.0%								11.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New		1				0					3	1			1	0
	East Net New		0	0			4					1				10	3
AM TOTAL PROJECT TRAFFIC			**1**	**0**	**0**		**4**	**0**	**0**		**0**	**4**	**1**		**0**	**11**	**3**
AM TOTAL TRAFFIC			**140**	**432**	**435**		**36**	**302**	**145**		**85**	**322**	**30**		**115**	**839**	**74**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			-1								0					
	West Net New		0				0					1	1			1	1
	East Net New		5	6			0					17				1	0
PM TOTAL PROJECT TRAFFIC			**5**	**5**	**0**		**0**	**0**	**0**		**0**	**18**	**1**		**0**	**2**	**1**
PM TOTAL TRAFFIC			**106**	**348**	**116**		**34**	**488**	**120**		**263**	**732**	**37**		**114**	**503**	**136**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street and NW 1st Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.77
PM PEAK HOUR FACTOR: 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		1	3	1		8	3	9		5	14	11		24	30	8
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		1	3	1		9	3	10		5	15	12		26	32	9
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	0	0		1	1	0
AM EXISTING CONDITIONS		**1**	**3**	**1**		**9**	**3**	**10**		**5**	**15**	**12**		**27**	**33**	**9**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		7	3	2		8	1	7		8	17	8		6	24	4
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		8	3	2		9	1	8		9	18	9		6	26	4
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	1	0		0	1	0
PM EXISTING CONDITIONS		**8**	**3**	**2**		**9**	**1**	**8**		**9**	**19**	**9**		**6**	**27**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West		5	15	4			5			1						2
Previous Fat Village East								44			12			22	6	
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		5	15	4		0	5	44		1	12	0		22	6	2
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	1		0	1	1		2	2	1
AM NON-PROJECT TRAFFIC		**6**	**18**	**5**		**10**	**8**	**55**		**6**	**28**	**13**		**51**	**41**	**12**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West		3	9	2			15			3						5
Previous Fat Village East								30			8			42	11	
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		3	9	2		0	15	30		3	8	0		42	11	5
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		1	0	0		1	0	1		1	1	1		0	2	0
PM NON-PROJECT TRAFFIC		**12**	**12**	**4**		**10**	**16**	**39**		**13**	**28**	**10**		**48**	**40**	**9**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering							46.0%			25.0%						29.0%
Distribution	Exiting		29.0%	46.0%	25.0%												
East Net New	Entering											25.0%					
Distribution	Exiting															25.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering							46.0%			25.0%						29.0%
Distribution	Exiting		29.0%	46.0%	25.0%												
East Net New	Entering											25.0%					
Distribution	Exiting															25.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New		9	14	8			5			3						4
	East Net New											23				1	
AM TOTAL PROJECT TRAFFIC			**9**	**14**	**8**		**0**	**5**	**0**		**3**	**23**	**0**		**0**	**1**	**4**
AM TOTAL TRAFFIC			**15**	**32**	**13**		**10**	**13**	**55**		**9**	**51**	**13**		**51**	**42**	**16**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New		4	6	4			4			2						3
	East Net New											2				40	
PM TOTAL PROJECT TRAFFIC			**4**	**6**	**4**		**0**	**4**	**0**		**2**	**2**	**0**		**0**	**40**	**3**
PM TOTAL TRAFFIC			**16**	**18**	**8**		**10**	**20**	**39**		**15**	**30**	**10**		**48**	**80**	**12**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street and Andrews Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.81
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		7	10	28		16	7	33		6	256	16		51	971	14
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		8	11	30		17	8	36		6	276	17		55	1,049	15
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	1		0	0	1		0	8	0		2	30	0
AM EXISTING CONDITIONS		**8**	**11**	**31**		**17**	**8**	**37**		**6**	**284**	**17**		**57**	**1,079**	**15**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		11	4	12		13	1	22		10	671	8		26	428	9
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		12	4	13		14	1	24		11	725	9		28	462	10
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	1		0	20	0		1	13	0
PM EXISTING CONDITIONS		**12**	**4**	**13**		**14**	**1**	**25**		**11**	**745**	**9**		**29**	**475**	**10**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West		7	3	5			1			2						2
Previous Fat Village East			6	16			12	9		32	29			5	15	
Alta Flagler Village Phase II																
FAT City											65				81	
Metropolitan Apartments						17						4				
Modera 555																
TOTAL "VESTED" TRAFFIC		7	9	21		17	13	9		34	94	4		5	96	2
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		1	1	2		1	1	3		0	20	1		4	78	1
AM NON-PROJECT TRAFFIC		**16**	**21**	**54**		**35**	**22**	**49**		**40**	**398**	**22**		**66**	**1,253**	**18**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West		4	2	3			3			5						7
Previous Fat Village East			11	31			8	6		22	20			9	27	
Alta Flagler Village Phase II																
FAT City											111				89	
Metropolitan Apartments						11						18				
Modera 555																
TOTAL "VESTED" TRAFFIC		4	13	34		11	11	6		27	131	18		9	116	7
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		1	0	1		1	0	2		1	54	1		2	34	1
PM NON-PROJECT TRAFFIC		**17**	**17**	**48**		**26**	**12**	**33**		**39**	**930**	**28**		**40**	**625**	**18**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering										31.0%						15.0%
Distribution	Exiting		15.0%		31.0%												
East Net New	Entering											31.0%					
Distribution	Exiting															31.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering															-29.0%	
Distribution	Exiting															29.0%	
West Net New	Entering										31.0%						15.0%
Distribution	Exiting		15.0%		31.0%												
East Net New	Entering											31.0%					
Distribution	Exiting															31.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New		4		10						4						1
	East Net New											28				2	
AM TOTAL PROJECT TRAFFIC			**4**	**0**	**10**		**0**	**0**	**0**		**4**	**28**	**0**		**0**	**2**	**1**
AM TOTAL TRAFFIC			**20**	**21**	**64**		**35**	**22**	**49**		**44**	**426**	**22**		**66**	**1,255**	**19**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By															-1	
	West Net New		2		4						3						1
	East Net New											2				50	
PM TOTAL PROJECT TRAFFIC			**2**	**0**	**4**		**0**	**0**	**0**		**3**	**2**	**0**		**0**	**49**	**1**
PM TOTAL TRAFFIC			**19**	**17**	**52**		**26**	**12**	**33**		**42**	**932**	**28**		**40**	**674**	**19**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 4th Street and Andrews Avenue
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.81
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		36	156	151		62	170	56		19	197	11		102	857	39
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		39	168	163		67	184	60		21	213	12		110	926	42
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		1	5	5		2	5	2		1	6	0		3	26	1
AM EXISTING CONDITIONS		**40**	**173**	**168**		**69**	**189**	**62**		**22**	**219**	**12**		**113**	**952**	**43**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		48	167	36		18	200	54		106	592	51		49	369	44
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		52	180	39		19	216	58		114	639	55		53	399	48
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		1	5	1		1	6	2		3	18	2		1	11	1
PM EXISTING CONDITIONS		**53**	**185**	**40**		**20**	**222**	**60**		**117**	**657**	**57**		**54**	**410**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West								1			1			2	3	
Previous Fat Village East								19			42			10	21	
Alta Flagler Village Phase II																
FAT City			19			19	15	43			23	15		53	28	
Metropolitan Apartments		2	3			7	12				2	1			10	7
Modera 555																
TOTAL "VESTED" TRAFFIC		2	22	0		26	27	63		0	68	16		65	62	7
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		3	12	12		5	14	4		2	16	1		8	69	3
AM NON-PROJECT TRAFFIC		**45**	**207**	**180**		**100**	**230**	**129**		**24**	**303**	**29**		**186**	**1,083**	**53**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West								2			3			1	2	
Previous Fat Village East								13			29			18	40	
Alta Flagler Village Phase II																
FAT City			21			21	26	72			38	26		58	31	
Metropolitan Apartments		8	13			4	8				10	8			6	5
Modera 555																
TOTAL "VESTED" TRAFFIC		8	34	0		25	34	87		0	80	34		77	79	5
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		4	13	3		1	16	4		8	47	4		4	30	4
PM NON-PROJECT TRAFFIC		**65**	**232**	**43**		**46**	**272**	**151**		**125**	**784**	**95**		**135**	**519**	**58**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering							4.0%	6.0%		3.0%	25.0%					
Distribution	Exiting			4.0%	3.0%										6.0%	25.0%	
East Net New	Entering							4.0%	6.0%		3.0%	25.0%					
Distribution	Exiting			4.0%	3.0%										6.0%	25.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering															-29.0%	
Distribution	Exiting															29.0%	
West Net New	Entering							4.0%	6.0%		3.0%	25.0%					
Distribution	Exiting			4.0%	3.0%										6.0%	25.0%	
East Net New	Entering							4.0%	6.0%		3.0%	25.0%					
Distribution	Exiting			4.0%	3.0%										6.0%	25.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			1	1			0	1		0	3			2	8	
	East Net New			0	0			4	5		3	23			1	1	
AM TOTAL PROJECT TRAFFIC			**0**	**1**	**1**		**0**	**4**	**6**		**3**	**26**	**0**		**3**	**9**	**0**
AM TOTAL TRAFFIC			**45**	**208**	**181**		**100**	**234**	**135**		**27**	**329**	**29**		**189**	**1,092**	**53**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By															-1	
	West Net New			1	0			0	1		0	2			1	3	
	East Net New			6	5			0	0		0	2			10	40	
PM TOTAL PROJECT TRAFFIC			**0**	**7**	**5**		**0**	**0**	**1**		**0**	**4**	**0**		**11**	**42**	**0**
PM TOTAL TRAFFIC			**65**	**239**	**48**		**46**	**272**	**152**		**125**	**788**	**95**		**146**	**561**	**58**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th Street/Sistrunk Boulevard and North Project Driveway
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[(1)]	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	783	0		0	275	0		0	0	0		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		0	846	0		0	297	0		0	0	0		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	24	0		0	8	0		0	0	0		0	0	0
AM EXISTING CONDITIONS		**0**	**870**	**0**		**0**	**305**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT[(1)]	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	347	0		0	648	0		0	0	0		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		0	375	0		0	700	0		0	0	0		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	11	0		0	20	0		0	0	0		0	0	0
PM EXISTING CONDITIONS		**0**	**386**	**0**		**0**	**720**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West																
Previous Fat Village East			14	24			50					12				
Alta Flagler Village Phase II			5				22									
FAT City			47				38									
Metropolitan Apartments			9				38									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	75	24		0	148	0		0	0	12		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	63	0		0	22	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**1,008**	**24**		**0**	**475**	**0**		**0**	**0**	**12**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West																
Previous Fat Village East			27	19			41					25				
Alta Flagler Village Phase II			22				11									
FAT City			52				64									
Metropolitan Apartments			42				25									
Modera 555																
TOTAL "VESTED" TRAFFIC		0	143	19		0	141	0		0	0	25		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		0	28	0		0	52	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**557**	**19**		**0**	**913**	**0**		**0**	**0**	**25**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering							3.0%									
Distribution	Exiting			3.0%													
East Net New	Entering				17.0%			3.0%									
Distribution	Exiting			3.0%									4.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			-25.0%	25.0%												
Distribution	Exiting												25.0%				
West Net New	Entering							3.0%									
Distribution	Exiting			3.0%													
East Net New	Entering				17.0%			3.0%									
Distribution	Exiting			3.0%									4.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New			1				0									
	East Net New			0	15			3					0				
AM TOTAL PROJECT TRAFFIC			**0**	**1**	**15**		**0**	**3**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**1,009**	**39**		**0**	**478**	**0**		**0**	**0**	**12**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			-14	14								13				
	West Net New			0				1									
	East Net New			5	1			0					6				
PM TOTAL PROJECT TRAFFIC			**0**	**-9**	**15**		**0**	**1**	**0**		**0**	**0**	**19**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**548**	**34**		**0**	**914**	**0**		**0**	**0**	**44**		**0**	**0**	**0**

Note: (1) Volumes determined from the average of volumes at the intersections of NW 6th Street/Sistrunk Boulevard and Andrews Avenue and NW 6th Street/Sistrunk Boulevard and NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue and West Project Driveway
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[(1)]	NBR	SBU	SBL	SBT[(1)]	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	20	0		0	69	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		0	0	0		0	0	0		0	22	0		0	75	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	1	0		0	2	0
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**23**	**0**		**0**	**77**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[(1)]	NBR	SBU	SBL	SBT[(1)]	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	37	0		0	29	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		0	0	0		0	0	0		0	40	0		0	31	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	1	0		0	1	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**41**	**0**		**0**	**32**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West											5				2	
Previous Fat Village East						35		38				69		73		
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		0	0	0		35	0	38		0	5	69		73	2	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	2	0		0	6	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**35**	**0**	**38**		**0**	**30**	**69**		**73**	**85**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West											3				5	
Previous Fat Village East						72		77				56		60		
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		0	0	0		72	0	77		0	3	56		60	5	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	3	0		0	2	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**72**	**0**	**77**		**0**	**47**	**56**		**60**	**39**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering															29.0%	
Distribution	Exiting											29.0%					
East Net New	Entering												25.0%		12.0%		
Distribution	Exiting						25.0%		29.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering															29.0%	
Distribution	Exiting											29.0%					
East Net New	Entering												25.0%		12.0%		
Distribution	Exiting						25.0%		29.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New											9				4	
	East Net New						1		1				23		11		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**1**	**0**	**1**		**0**	**9**	**23**		**11**	**4**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**36**	**0**	**39**		**0**	**39**	**92**		**84**	**89**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New											4				3	
	East Net New						40		46				2		0		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**40**	**0**	**46**		**0**	**4**	**2**		**0**	**3**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**112**	**0**	**123**		**0**	**51**	**58**		**60**	**42**	**0**

Note: (1) Volumes determined from the average of volumes at the intersections of NW 6th Street/Sistrunk Boulevard and NW 1st Avenue and NW 5th Street and NW 1st Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Andrews Avenue and East Project Driveway
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[(1)]	NBR	SBU	SBL	SBT[(1)]	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	296	0		0	1,020	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		0	0	0		0	0	0		0	320	0		0	1,102	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	9	0		0	31	0
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**329**	**0**		**0**	**1,133**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[(1)]	NBR	SBU	SBL	SBT[(1)]	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	723	0		0	459	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		0	0	0		0	0	0		0	781	0		0	496	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	22	0		0	14	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**803**	**0**		**0**	**510**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West																
Previous Fat Village East		12		25						47						24
Alta Flagler Village Phase II																
FAT City											65				81	
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		12	0	25		0	0	0		47	65	0		0	81	24
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	24	0		0	82	0
AM NON-PROJECT TRAFFIC		**12**	**0**	**25**		**0**	**0**	**0**		**47**	**418**	**0**		**0**	**1,296**	**24**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West																
Previous Fat Village East		25		50						38						19
Alta Flagler Village Phase II																
FAT City											111				89	
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		25	0	50		0	0	0		38	111	0		0	89	19
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	58	0		0	37	0
PM NON-PROJECT TRAFFIC		**25**	**0**	**50**		**0**	**0**	**0**		**38**	**972**	**0**		**0**	**636**	**19**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering															15.0%	
Distribution	Exiting											15.0%					
East Net New	Entering										31.0%						15.0%
Distribution	Exiting		11.0%		31.0%												

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering										46.0%	-46.0%				-29.0%	29.0%
Distribution	Exiting		46.0%		29.0%												
West Net New	Entering															15.0%	
Distribution	Exiting											15.0%					
East Net New	Entering										31.0%						15.0%
Distribution	Exiting		11.0%		31.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New											4				1	
	East Net New		1		2						28						14
AM TOTAL PROJECT TRAFFIC			**1**	**0**	**2**		**0**	**0**	**0**		**28**	**4**	**0**		**0**	**1**	**14**
AM TOTAL TRAFFIC			**13**	**0**	**27**		**0**	**0**	**0**		**75**	**422**	**0**		**0**	**1,297**	**38**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By		25		15						25	-25				-16	16
	West Net New											2				1	
	East Net New		17		50						2						1
PM TOTAL PROJECT TRAFFIC			**42**	**0**	**65**		**0**	**0**	**0**		**27**	**-23**	**0**		**0**	**-15**	**17**
PM TOTAL TRAFFIC			**67**	**0**	**115**		**0**	**0**	**0**		**65**	**949**	**0**		**0**	**621**	**36**

Note: (1) Volumes determined from the average of volumes at the intersections of NW 6th Street/Sistrunk Boulevard and Andrews Avenue and NW 5th Street and Andrews Avenue.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street and South Project Driveway
COUNT DATE: September 18, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR[(1)]	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	16	0		0	0	5		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
AM 2019 Conditions		0	0	0		0	17	0		0	0	5		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	0	0		0	0	0
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**17**	**0**		**0**	**0**	**5**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR[(1)]	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	13	0		0	0	12		0	0	0
Peak Season Correction Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PM 2019 Conditions		0	0	0		0	14	0		0	0	13		0	0	0
Years to 2021	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
Traffic Growth		0	0	0		0	0	0		0	0	0		0	0	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**14**	**0**		**0**	**0**	**13**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West								8						24		
Previous Fat Village East																
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	8		0	0	0		24	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**18**	**8**		**0**	**0**	**5**		**24**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Previous Fat Village West								23						14		
Previous Fat Village East																
Alta Flagler Village Phase II																
FAT City																
Metropolitan Apartments																
Modera 555																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	23		0	0	0		14	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	0	1		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**15**	**23**		**0**	**0**	**14**		**14**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering								100.0%								
Distribution	Exiting														100.0%		
East Net New	Entering																
Distribution	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
West Net New	Entering								100.0%								
Distribution	Exiting														100.0%		
East Net New	Entering																
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New								12						31		
	East Net New																
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**12**		**0**	**0**	**0**		**31**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**18**	**20**		**0**	**0**	**5**		**55**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	West Net New								9						14		
	East Net New																
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**9**		**0**	**0**	**0**		**14**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**15**	**32**		**0**	**0**	**14**		**28**	**0**	**0**

Note: (1) Volumes determined from the volumes at the intersection of NW 5th Street and NW 1st Avenue.

Appendix J

Intersection Capacity Analysis Worksheets

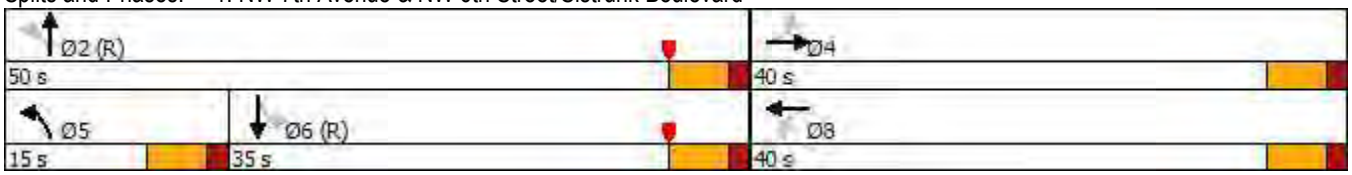
Existing A.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	834	71	280	115	459	113	640
Future Volume (vph)	59	834	71	280	115	459	113	640
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	834	282	71	280	52	115	459	114	113	640	40
Future Volume (veh/h)	59	834	282	71	280	52	115	459	114	113	640	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	878	297	75	295	55	121	483	120	119	674	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	401	987	333	110	1139	210	358	1381	341	383	1258	78
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.66	0.66	0.50	0.50	0.50
Sat Flow, veh/h	1021	2576	869	474	2971	547	1767	2794	690	810	3368	210
Grp Volume(v), veh/h	62	600	575	75	173	177	121	304	299	119	353	363
Grp Sat Flow(s),veh/h/ln	1021	1763	1682	474	1763	1755	1767	1763	1721	810	1763	1814
Q Serve(g_s), s	4.0	28.6	28.8	5.7	6.1	6.2	3.6	6.9	7.0	8.3	12.3	12.4
Cycle Q Clear(g_c), s	10.2	28.6	28.8	34.5	6.1	6.2	3.6	6.9	7.0	8.3	12.3	12.4
Prop In Lane	1.00		0.52	1.00		0.31	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	401	676	645	110	676	673	358	872	851	383	659	678
V/C Ratio(X)	0.15	0.89	0.89	0.68	0.26	0.26	0.34	0.35	0.35	0.31	0.54	0.54
Avail Cap(c_a), veh/h	401	676	645	110	676	673	439	872	851	383	659	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	25.9	26.0	43.9	19.0	19.0	15.4	9.0	9.0	16.3	17.3	17.3
Incr Delay (d2), s/veh	0.1	13.3	14.2	13.4	0.1	0.1	0.2	1.1	1.1	2.1	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	13.9	13.5	2.1	2.4	2.5	1.4	2.5	2.5	1.6	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	39.2	40.2	57.3	19.1	19.1	15.6	10.1	10.1	18.4	20.4	20.3
LnGrp LOS	C	D	D	E	B	B	B	B	B	B	C	C
Approach Vol, veh/h		1237			425			724			835	
Approach Delay, s/veh		38.9			25.8			11.0			20.1	
Approach LOS		D			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.0		40.0	10.9	39.1		40.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		9.0		30.8	5.6	14.4		36.5				
Green Ext Time (p_c), s		4.2		2.0	0.0	4.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	894	3	1	282	9	3	2	3	2	0	50
Future Vol, veh/h	49	894	3	1	282	9	3	2	3	2	0	50
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	64	1176	4	1	371	12	4	3	4	3	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	1184	0	0	1500	1698	594	1100	1694	197
Stage 1	-	-	-	-	-	-	1310	1310	-	382	382	-
Stage 2	-	-	-	-	-	-	190	388	-	718	1312	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1162	-	-	580	-	-	262	212	667	398	213	990
Stage 1	-	-	-	-	-	-	320	320	-	824	824	-
Stage 2	-	-	-	-	-	-	997	819	-	588	319	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	578	-	-	233	199	664	375	200	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	260	-	452	260	-
Stage 1	-	-	-	-	-	-	301	301	-	776	820	-
Stage 2	-	-	-	-	-	-	927	815	-	547	300	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	15.9	9.1
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1159	-	-	578	-	-	942
HCM Lane V/C Ratio	0.031	0.056	-	-	0.002	-	-	0.073
HCM Control Delay (s)	15.9	8.3	-	-	11.2	-	-	9.1
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	871	51	32	281	12	5
Future Vol, veh/h	871	51	32	281	12	5
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1193	70	44	385	16	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1265	0	1511	635
Stage 1	-	-	-	-	1230	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	540	-	259	640
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	539	-	237	638
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	539	-
HCM Lane V/C Ratio	0.065	-	-	0.081	-
HCM Control Delay (s)	15.8	-	-	12.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	121	379	362	17	205	126	44	266	105	734
Future Volume (vph)	121	379	362	17	205	126	44	266	105	734
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	53.0	43.0	43.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	11.1%	58.9%	47.8%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 44 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	379	362	17	205	126	44	266	16	105	734	49
Future Volume (veh/h)	121	379	362	17	205	126	44	266	16	105	734	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	155	486	464	22	263	162	56	341	21	135	941	63
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	287	610	507	133	610	514	309	1890	116	555	1580	106
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.04	0.75	0.75	0.63	0.63	0.63
Sat Flow, veh/h	953	1856	1543	586	1856	1564	1767	3373	207	1007	3352	224
Grp Volume(v), veh/h	155	486	464	22	263	162	56	178	184	135	495	509
Grp Sat Flow(s),veh/h/ln	953	1856	1543	586	1856	1564	1767	1763	1817	1007	1763	1814
Q Serve(g_s), s	13.7	21.4	26.0	3.2	10.0	7.0	1.4	2.7	2.7	5.5	15.0	15.0
Cycle Q Clear(g_c), s	23.7	21.4	26.0	24.6	10.0	7.0	1.4	2.7	2.7	5.5	15.0	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	287	610	507	133	610	514	309	988	1018	555	831	855
V/C Ratio(X)	0.54	0.80	0.92	0.17	0.43	0.32	0.18	0.18	0.18	0.24	0.60	0.60
Avail Cap(c_a), veh/h	313	660	549	149	660	556	348	988	1018	555	831	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	27.5	29.0	38.7	23.6	22.6	12.0	5.4	5.4	9.9	11.7	11.7
Incr Delay (d2), s/veh	0.6	5.6	18.5	0.2	0.2	0.1	0.1	0.4	0.4	1.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	10.1	11.8	0.5	4.3	2.5	0.5	1.0	1.0	1.2	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	33.1	47.5	38.9	23.8	22.8	12.1	5.8	5.8	10.9	14.8	14.7
LnGrp LOS	C	C	D	D	C	C	B	A	A	B	B	B
Approach Vol, veh/h		1105			447			418			1139	
Approach Delay, s/veh		39.2			24.2			6.6			14.3	
Approach LOS		D			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		34.6	8.0	47.4		34.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	5.0	38.0		32.0				
Max Q Clear Time (g_c+I1), s		4.7		28.0	3.4	17.0		26.6				
Green Ext Time (p_c), s		2.3		1.6	0.0	7.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	1	9	3	10	5	15	12	27	33	9
Future Vol, veh/h	1	3	1	9	3	10	5	15	12	27	33	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	4	1	12	4	13	6	19	16	35	43	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.2	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	20%	41%	39%
Vol Thru, %	47%	60%	14%	48%
Vol Right, %	38%	20%	45%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	5	22	69
LT Vol	5	1	9	27
Through Vol	15	3	3	33
RT Vol	12	1	10	9
Lane Flow Rate	42	6	29	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.007	0.032	0.101
Departure Headway (Hd)	3.885	4.12	3.992	4.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	919	861	889	887
Service Time	1.919	2.183	2.049	2.066
HCM Lane V/C Ratio	0.046	0.007	0.033	0.101
HCM Control Delay	7.1	7.2	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	11	31	17	8	37	6	284	17	57	1079	15
Future Vol, veh/h	8	11	31	17	8	37	6	284	17	57	1079	15
Conflicting Peds, #/hr	2	0	2	2	0	2	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	14	38	21	10	46	7	351	21	70	1332	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1684	1873	683	1191	1872	188	1356	0	0	372	0	0
Stage 1	1487	1487	-	376	376	-	-	-	-	-	-	-
Stage 2	197	386	-	815	1496	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	215	176	609	362	176	999	498	-	-	1176	-	-
Stage 1	265	265	-	829	829	-	-	-	-	-	-	-
Stage 2	990	821	-	533	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	186	162	605	304	162	997	496	-	-	1176	-	-
Mov Cap-2 Maneuver	231	216	-	373	211	-	-	-	-	-	-	-
Stage 1	260	248	-	817	817	-	-	-	-	-	-	-
Stage 2	918	810	-	443	246	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	13.2	0.2	0.4
HCM LOS	C	B		

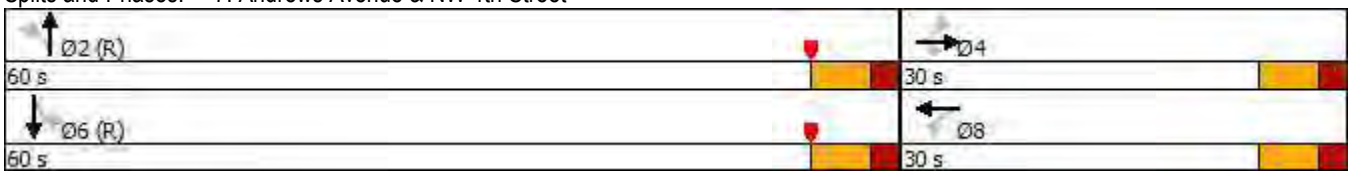
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	366	514	1176	-	-
HCM Lane V/C Ratio	0.015	-	-	0.169	0.149	0.06	-	-
HCM Control Delay (s)	12.4	-	-	16.8	13.2	8.3	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	173	168	69	189	22	219	113	952
Future Volume (vph)	40	173	168	69	189	22	219	113	952
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	173	168	69	189	62	22	219	12	113	952	43
Future Volume (veh/h)	40	173	168	69	189	62	22	219	12	113	952	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	214	207	85	233	77	27	270	15	140	1175	53
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	467	386	227	301	99	305	2088	115	728	2109	95
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1059	1856	1534	954	1193	394	450	3396	188	1082	3431	155
Grp Volume(v), veh/h	49	214	207	85	0	310	27	140	145	140	603	625
Grp Sat Flow(s),veh/h/ln	1059	1856	1534	954	0	1588	450	1763	1821	1082	1763	1823
Q Serve(g_s), s	4.1	8.8	10.5	7.4	0.0	16.3	2.0	1.5	1.5	2.9	10.3	10.3
Cycle Q Clear(g_c), s	20.4	8.8	10.5	16.2	0.0	16.3	12.3	1.5	1.5	4.3	10.3	10.3
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	154	467	386	227	0	400	305	1084	1119	728	1084	1121
V/C Ratio(X)	0.32	0.46	0.54	0.37	0.00	0.78	0.09	0.13	0.13	0.19	0.56	0.56
Avail Cap(c_a), veh/h	170	495	409	241	0	423	305	1084	1119	728	1084	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	28.5	29.1	35.3	0.0	31.3	6.2	3.3	3.3	3.7	4.1	4.1
Incr Delay (d2), s/veh	0.4	0.3	0.5	0.4	0.0	7.3	0.6	0.2	0.2	0.6	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.9	3.8	1.7	0.0	6.9	0.2	0.5	0.6	0.6	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	28.7	29.6	35.7	0.0	38.6	6.7	3.5	3.5	4.3	6.2	6.1
LnGrp LOS	D	C	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		470			395			312			1368	
Approach Delay, s/veh		30.4			38.0			3.8			5.9	
Approach LOS		C			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.3		28.7		61.3		28.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		14.3		22.4		12.3		18.3				
Green Ext Time (p_c), s		2.2		0.3		12.3		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

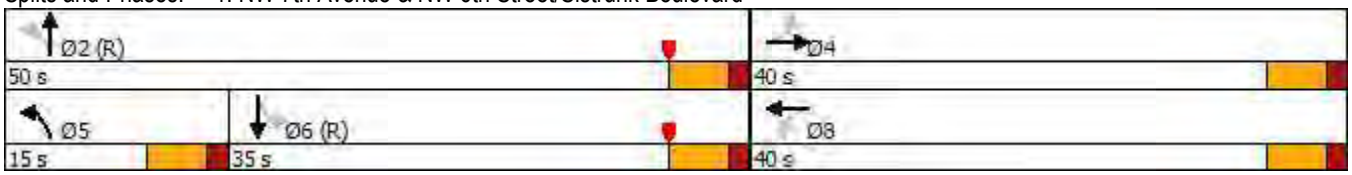
Future Background A.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	973	76	409	123	492	143	686
Future Volume (vph)	63	973	76	409	123	492	143	686
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	973	302	76	409	69	123	492	122	143	686	43
Future Volume (veh/h)	63	973	302	76	409	69	123	492	122	143	686	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	66	1024	318	80	431	73	129	518	128	151	722	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	328	1013	312	80	1157	195	343	1383	340	368	1247	78
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.66	0.66	0.49	0.49	0.49
Sat Flow, veh/h	887	2642	814	404	3017	508	1767	2796	687	778	3367	210
Grp Volume(v), veh/h	66	680	662	80	251	253	129	326	320	151	378	389
Grp Sat Flow(s),veh/h/ln	887	1763	1693	404	1763	1762	1767	1763	1721	778	1763	1814
Q Serve(g_s), s	5.2	34.5	34.5	0.0	9.2	9.3	3.9	7.5	7.6	11.9	13.7	13.7
Cycle Q Clear(g_c), s	14.5	34.5	34.5	34.5	9.2	9.3	3.9	7.5	7.6	11.9	13.7	13.7
Prop In Lane	1.00		0.48	1.00		0.29	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	328	676	649	80	676	675	343	872	851	368	653	672
V/C Ratio(X)	0.20	1.01	1.02	1.00	0.37	0.38	0.38	0.37	0.38	0.41	0.58	0.58
Avail Cap(c_a), veh/h	328	676	649	80	676	675	418	872	851	368	653	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	27.8	27.8	45.0	19.9	20.0	15.7	9.1	9.1	17.4	17.9	17.9
Incr Delay (d2), s/veh	0.1	36.3	40.3	100.6	0.1	0.1	0.3	1.2	1.3	3.4	3.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	20.5	20.5	4.0	3.7	3.7	1.5	2.8	2.7	2.2	5.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	64.0	68.1	145.6	20.1	20.1	16.0	10.3	10.4	20.8	21.6	21.5
LnGrp LOS	C	F	F	F	C	C	B	B	B	C	C	C
Approach Vol, veh/h		1408			584			775			918	
Approach Delay, s/veh		64.1			37.3			11.3			21.4	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.0		40.0	11.2	38.8		40.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		9.6		36.5	5.9	15.7		36.5				
Green Ext Time (p_c), s		4.6		0.0	0.0	5.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			38.1									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1059	3	1	424	10	3	2	3	2	0	54
Future Vol, veh/h	53	1059	3	1	424	10	3	2	3	2	0	54
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	70	1393	4	1	558	13	4	3	4	3	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	1401	0	0	1822	2115	703	1408	2111	291
Stage 1	-	-	-	-	-	-	1539	1539	-	570	570	-
Stage 2	-	-	-	-	-	-	283	576	-	838	1541	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	988	-	-	478	-	-	186	135	597	288	136	902
Stage 1	-	-	-	-	-	-	251	251	-	683	683	-
Stage 2	-	-	-	-	-	-	909	679	-	521	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	985	-	-	476	-	-	161	124	595	267	125	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	194	-	364	195	-
Stage 1	-	-	-	-	-	-	232	232	-	632	680	-
Stage 2	-	-	-	-	-	-	834	676	-	475	232	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	19	9.6
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	267	985	-	-	476	-	-	853
HCM Lane V/C Ratio	0.039	0.071	-	-	0.003	-	-	0.086
HCM Control Delay (s)	19	8.9	-	-	12.6	-	-	9.6
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	1.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1014	76	74	399	37	16
Future Vol, veh/h	1014	76	74	399	37	16
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1389	104	101	547	51	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1495	0	1919	750
Stage 1	-	-	-	-	1443	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	440	-	167	569
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	439	-	128	567
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	-	-	439	-
HCM Lane V/C Ratio	0.27	-	-	0.231	-
HCM Control Delay (s)	23.3	-	-	15.6	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1.1	-	-	0.9	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	139	432	435	32	302	145	85	318	115	828
Future Volume (vph)	139	432	435	32	302	145	85	318	115	828
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	53.0	43.0	43.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	11.1%	58.9%	47.8%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 44 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	432	435	32	302	145	85	318	29	115	828	71
Future Volume (veh/h)	139	432	435	32	302	145	85	318	29	115	828	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	178	554	558	41	387	186	109	408	37	147	1062	91
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	660	549	121	660	556	258	1743	157	478	1400	120
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.71	0.71	0.57	0.57	0.57
Sat Flow, veh/h	832	1856	1544	503	1856	1565	1767	3268	295	933	3285	281
Grp Volume(v), veh/h	178	554	558	41	387	186	109	219	226	147	570	583
Grp Sat Flow(s),veh/h/ln	832	1856	1544	503	1856	1565	1767	1763	1800	933	1763	1803
Q Serve(g_s), s	16.7	24.7	32.0	7.3	15.3	7.8	3.0	3.9	3.9	7.8	22.1	22.1
Cycle Q Clear(g_c), s	32.0	24.7	32.0	32.0	15.3	7.8	3.0	3.9	3.9	7.8	22.1	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.16
Lane Grp Cap(c), veh/h	235	660	549	121	660	556	258	940	960	478	751	769
V/C Ratio(X)	0.76	0.84	1.02	0.34	0.59	0.33	0.42	0.23	0.24	0.31	0.76	0.76
Avail Cap(c_a), veh/h	235	660	549	121	660	556	265	940	960	478	751	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	26.6	29.0	41.4	23.6	21.2	15.9	6.7	6.7	12.9	16.0	16.0
Incr Delay (d2), s/veh	12.1	9.0	42.6	0.6	0.9	0.1	0.4	0.6	0.6	1.7	7.1	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.1	17.8	0.9	6.6	2.8	1.1	1.4	1.5	1.7	8.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.6	71.6	42.0	24.5	21.3	16.3	7.3	7.3	14.5	23.0	22.9
LnGrp LOS	D	D	F	D	C	C	B	A	A	B	C	C
Approach Vol, veh/h		1290			614			554			1300	
Approach Delay, s/veh		53.1			24.7			9.0			22.0	
Approach LOS		D			C			A			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0	9.6	43.4		37.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	5.0	38.0		32.0				
Max Q Clear Time (g_c+I1), s		5.9		34.0	5.0	24.1		34.0				
Green Ext Time (p_c), s		2.9		0.0	0.0	7.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	18	5	10	8	55	6	28	13	51	41	12
Future Vol, veh/h	6	18	5	10	8	55	6	28	13	51	41	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	23	6	13	10	71	8	36	17	66	53	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.5	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	21%	14%	49%
Vol Thru, %	60%	62%	11%	39%
Vol Right, %	28%	17%	75%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	29	73	104
LT Vol	6	6	10	51
Through Vol	28	18	8	41
RT Vol	13	5	55	12
Lane Flow Rate	61	38	95	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.046	0.106	0.16
Departure Headway (Hd)	4.249	4.428	4.01	4.255
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	812	898	832
Service Time	2.249	2.436	2.015	2.34
HCM Lane V/C Ratio	0.072	0.047	0.106	0.162
HCM Control Delay	7.6	7.6	7.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4	0.6

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	21	54	35	22	49	40	398	22	66	1253	18
Future Vol, veh/h	16	21	54	35	22	49	40	398	22	66	1253	18
Conflicting Peds, #/hr	2	0	2	2	0	2	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	26	67	43	27	60	49	491	27	81	1547	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2084	2341	792	1554	2339	261	1574	0	0	518	0	0
Stage 1	1725	1725	-	603	603	-	-	-	-	-	-	-
Stage 2	359	616	-	951	1736	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	140	106	546	247	106	929	410	-	-	1037	-	-
Stage 1	206	206	-	661	661	-	-	-	-	-	-	-
Stage 2	843	652	-	464	204	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	86	542	162	86	927	408	-	-	1037	-	-
Mov Cap-2 Maneuver	152	154	-	229	121	-	-	-	-	-	-	-
Stage 1	180	189	-	582	582	-	-	-	-	-	-	-
Stage 2	660	574	-	323	187	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.9	29.6	1.3	0.4
HCM LOS	D	D		

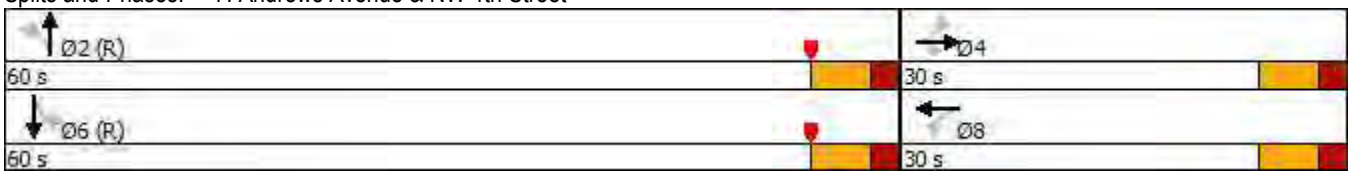
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	408	-	-	267	274	1037	-	-
HCM Lane V/C Ratio	0.121	-	-	0.421	0.478	0.079	-	-
HCM Control Delay (s)	15	-	-	27.9	29.6	8.8	-	-
HCM Lane LOS	C	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2	2.4	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	207	180	100	230	24	303	186	1083
Future Volume (vph)	45	207	180	100	230	24	303	186	1083
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	207	180	100	230	129	24	303	29	186	1083	53
Future Volume (veh/h)	45	207	180	100	230	129	24	303	29	186	1083	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	56	256	222	123	284	159	30	374	36	230	1337	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	495	409	215	266	149	246	1950	187	633	2050	99
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	939	1856	1535	907	996	558	381	3249	311	966	3417	166
Grp Volume(v), veh/h	56	256	222	123	0	443	30	202	208	230	688	714
Grp Sat Flow(s),veh/h/ln	939	1856	1535	907	0	1554	381	1763	1798	966	1763	1820
Q Serve(g_s), s	0.0	10.6	11.2	12.0	0.0	24.0	3.3	2.5	2.5	7.5	14.8	14.9
Cycle Q Clear(g_c), s	24.0	10.6	11.2	22.6	0.0	24.0	18.2	2.5	2.5	10.0	14.8	14.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.17	1.00		0.09
Lane Grp Cap(c), veh/h	80	495	409	215	0	414	246	1058	1079	633	1058	1092
V/C Ratio(X)	0.70	0.52	0.54	0.57	0.00	1.07	0.12	0.19	0.19	0.36	0.65	0.65
Avail Cap(c_a), veh/h	80	495	409	215	0	414	246	1058	1079	633	1058	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	28.1	28.3	37.7	0.0	33.0	9.0	3.9	3.9	5.1	5.1	5.1
Incr Delay (d2), s/veh	20.4	0.4	0.8	2.3	0.0	63.7	1.0	0.4	0.4	1.6	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	4.1	2.8	0.0	16.1	0.3	0.9	0.9	1.3	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	28.5	29.1	40.0	0.0	96.7	10.0	4.3	4.3	6.7	8.2	8.2
LnGrp LOS	E	C	C	D	A	F	B	A	A	A	A	A
Approach Vol, veh/h		534			566			440			1632	
Approach Delay, s/veh		32.6			84.4			4.7			8.0	
Approach LOS		C			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		20.2		26.0		16.9		26.0				
Green Ext Time (p_c), s		3.2		0.0		15.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1008	24	0	475	0	12
Future Vol, veh/h	1008	24	0	475	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1096	26	0	516	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	561
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	689
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	689
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	689	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	38	30	69	73	85
Future Vol, veh/h	35	38	30	69	73	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	41	33	75	79	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	321	71	0	0	108	0
Stage 1	71	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.13	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227	-
Pot Cap-1 Maneuver	876	1120	-	-	1476	-
Stage 1	1120	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	827	1120	-	-	1476	-
Mov Cap-2 Maneuver	827	-	-	-	-	-
Stage 1	1120	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1476	-
HCM Lane V/C Ratio	-	-	0.083	0.054	-
HCM Control Delay (s)	-	-	9.1	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	25	47	418	1296	24
Future Vol, veh/h	12	25	47	418	1296	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	27	51	454	1409	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1751	718	1435	0	-	0
Stage 1	1422	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	5	5	4.16	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.23	-	-	-
Pot Cap-1 Maneuver	200	588	464	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	588	464	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	464	-	385	-	-
HCM Lane V/C Ratio	0.11	-	0.104	-	-
HCM Control Delay (s)	13.7	-	15.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	18	8	0	0	5	24	0	0
Future Vol, veh/h	0	0	0	0	18	8	0	0	5	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	20	9	0	0	5	26	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	1	0	0	26	30	1	29	26	25
Stage 1	-	-	-	-	-	-	1	1	-	25	25	-
Stage 2	-	-	-	-	-	-	25	29	-	4	1	-
Critical Hdwy	4.13	-	-	4.13	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1578	-	-	1615	-	-	1170	1165	1199	1167	1170	1171
Stage 1	-	-	-	-	-	-	1199	1199	-	1171	1171	-
Stage 2	-	-	-	-	-	-	1171	1167	-	1195	1199	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1578	-	-	1615	-	-	1170	1165	1199	1161	1170	1171
Mov Cap-2 Maneuver	-	-	-	-	-	-	1170	1165	-	1161	1170	-
Stage 1	-	-	-	-	-	-	1199	1199	-	1171	1171	-
Stage 2	-	-	-	-	-	-	1171	1167	-	1190	1199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8	8.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1199	1578	-	-	1615	-	-	1161
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.022
HCM Control Delay (s)	8	0	-	-	0	-	-	8.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

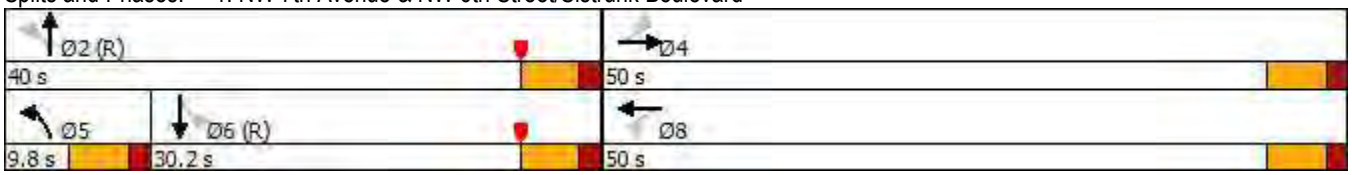
Future Total A.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	995	76	416	123	492	148	686
Future Volume (vph)	63	995	76	416	123	492	148	686
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	50.0	50.0	50.0	50.0	9.8	40.0	30.2	30.2
Total Split (%)	55.6%	55.6%	55.6%	55.6%	10.9%	44.4%	33.6%	33.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



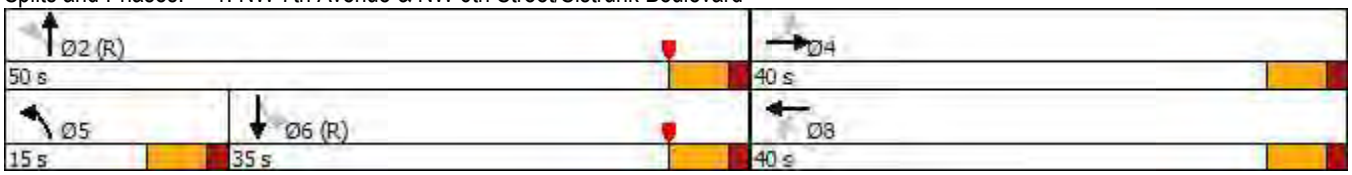
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	995	302	76	416	71	123	492	122	148	686	43
Future Volume (veh/h)	63	995	302	76	416	71	123	492	122	148	686	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	66	1047	318	80	438	75	129	518	128	156	722	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	439	1315	396	144	1489	253	223	1072	263	284	924	58
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.06	0.51	0.51	0.37	0.37	0.37
Sat Flow, veh/h	880	2659	800	395	3012	512	1767	2796	687	778	3367	210
Grp Volume(v), veh/h	66	691	674	80	255	258	129	326	320	156	378	389
Grp Sat Flow(s),veh/h/ln	880	1763	1697	395	1763	1761	1767	1763	1721	778	1763	1814
Q Serve(g_s), s	4.3	29.3	30.0	14.5	7.7	7.8	4.3	10.8	10.9	16.0	17.1	17.2
Cycle Q Clear(g_c), s	12.1	29.3	30.0	44.5	7.7	7.8	4.3	10.8	10.9	17.2	17.1	17.2
Prop In Lane	1.00		0.47	1.00		0.29	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	439	872	839	144	872	871	223	676	660	284	484	498
V/C Ratio(X)	0.15	0.79	0.80	0.56	0.29	0.30	0.58	0.48	0.49	0.55	0.78	0.78
Avail Cap(c_a), veh/h	439	872	839	144	872	871	223	676	660	284	484	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	18.9	19.1	39.2	13.4	13.5	24.3	16.2	16.3	26.7	26.2	26.2
Incr Delay (d2), s/veh	0.1	4.6	5.3	2.9	0.1	0.1	2.5	2.5	2.5	7.5	11.8	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.2	12.1	1.9	2.9	3.0	2.0	4.3	4.2	3.2	7.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	23.6	24.4	42.1	13.5	13.5	26.7	18.7	18.8	34.1	38.0	37.8
LnGrp LOS	B	C	C	D	B	B	C	B	B	C	D	D
Approach Vol, veh/h		1431			593			775			923	
Approach Delay, s/veh		23.6			17.4			20.1			37.2	
Approach LOS		C			B			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		40.0		50.0	9.8	30.2		50.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		34.5		44.5	4.3	24.7		44.5				
Max Q Clear Time (g_c+I1), s		12.9		32.0	6.3	19.2		46.5				
Green Ext Time (p_c), s		4.1		5.7	0.0	2.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	995	76	416	123	492	148	686
Future Volume (vph)	63	995	76	416	123	492	148	686
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	995	302	76	416	71	123	492	122	148	686	43
Future Volume (veh/h)	63	995	302	76	416	71	123	492	122	148	686	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	66	1047	318	80	438	75	129	518	128	156	722	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	324	1019	307	80	1154	196	343	1383	340	368	1247	78
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.66	0.66	0.49	0.49	0.49
Sat Flow, veh/h	879	2659	800	395	3011	512	1767	2796	687	778	3367	210
Grp Volume(v), veh/h	66	691	674	80	255	258	129	326	320	156	378	389
Grp Sat Flow(s),veh/h/ln	879	1763	1696	395	1763	1761	1767	1763	1721	778	1763	1814
Q Serve(g_s), s	5.3	34.5	34.5	0.0	9.4	9.5	3.9	7.5	7.6	12.5	13.7	13.7
Cycle Q Clear(g_c), s	14.8	34.5	34.5	34.5	9.4	9.5	3.9	7.5	7.6	12.5	13.7	13.7
Prop In Lane	1.00		0.47	1.00		0.29	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	324	676	650	80	676	675	343	872	851	368	653	672
V/C Ratio(X)	0.20	1.02	1.04	1.00	0.38	0.38	0.38	0.37	0.38	0.42	0.58	0.58
Avail Cap(c_a), veh/h	324	676	650	80	676	675	418	872	851	368	653	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	27.8	27.8	45.0	20.0	20.0	15.7	9.1	9.1	17.5	17.9	17.9
Incr Delay (d2), s/veh	0.1	40.4	45.2	100.6	0.1	0.1	0.3	1.2	1.3	3.5	3.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	21.3	21.4	4.0	3.8	3.8	1.5	2.8	2.7	2.3	5.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	68.2	73.0	145.6	20.1	20.2	16.0	10.3	10.4	21.1	21.6	21.5
LnGrp LOS	C	F	F	F	C	C	B	B	B	C	C	C
Approach Vol, veh/h		1431			593			775			923	
Approach Delay, s/veh		68.5			37.1			11.3			21.5	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.0		40.0	11.2	38.8		40.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		9.6		36.5	5.9	15.7		36.5				
Green Ext Time (p_c), s		4.6		0.0	0.0	5.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.9									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1086	3	1	433	10	3	2	3	2	0	54
Future Vol, veh/h	53	1086	3	1	433	10	3	2	3	2	0	54
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	70	1429	4	1	570	13	4	3	4	3	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	586	0	0	1437	0	0	1864	2163	721	1438	2159	297
Stage 1	-	-	-	-	-	-	1575	1575	-	582	582	-
Stage 2	-	-	-	-	-	-	289	588	-	856	1577	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	978	-	-	463	-	-	178	128	586	279	129	897
Stage 1	-	-	-	-	-	-	242	242	-	675	675	-
Stage 2	-	-	-	-	-	-	904	671	-	511	241	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	461	-	-	154	118	584	258	119	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	187	-	356	188	-
Stage 1	-	-	-	-	-	-	224	224	-	625	672	-
Stage 2	-	-	-	-	-	-	829	668	-	466	223	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	19.5	9.7
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	975	-	-	461	-	-	847
HCM Lane V/C Ratio	0.041	0.072	-	-	0.003	-	-	0.087
HCM Control Delay (s)	19.5	9	-	-	12.8	-	-	9.7
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1029	88	77	399	46	17
Future Vol, veh/h	1029	88	77	399	46	17
Conflicting Peds, #/hr	0	2	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1410	121	105	547	63	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1533	0	1957	769
Stage 1	-	-	-	-	1473	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	425	-	161	559
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	424	-	121	557
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	26.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	253	-	-	424	-
HCM Lane V/C Ratio	0.341	-	-	0.249	-
HCM Control Delay (s)	26.4	-	-	16.3	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	1.5	-	-	1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	140	432	435	36	302	145	85	322	115	839
Future Volume (vph)	140	432	435	36	302	145	85	322	115	839
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	53.0	43.0	43.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	11.1%	58.9%	47.8%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 44 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	432	435	36	302	145	85	322	30	115	839	74
Future Volume (veh/h)	140	432	435	36	302	145	85	322	30	115	839	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	179	554	558	46	387	186	109	413	38	147	1076	95
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	660	549	121	660	556	254	1740	159	476	1396	123
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.71	0.71	0.57	0.57	0.57
Sat Flow, veh/h	832	1856	1544	503	1856	1565	1767	3263	299	928	3276	289
Grp Volume(v), veh/h	179	554	558	46	387	186	109	222	229	147	579	592
Grp Sat Flow(s),veh/h/ln	832	1856	1544	503	1856	1565	1767	1763	1799	928	1763	1802
Q Serve(g_s), s	16.7	24.7	32.0	7.3	15.3	7.8	3.0	4.0	4.0	7.8	22.7	22.8
Cycle Q Clear(g_c), s	32.0	24.7	32.0	32.0	15.3	7.8	3.0	4.0	4.0	7.8	22.7	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.16
Lane Grp Cap(c), veh/h	235	660	549	121	660	556	254	940	960	476	751	768
V/C Ratio(X)	0.76	0.84	1.02	0.38	0.59	0.33	0.43	0.24	0.24	0.31	0.77	0.77
Avail Cap(c_a), veh/h	235	660	549	121	660	556	261	940	960	476	751	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	26.6	29.0	41.8	23.6	21.2	16.1	6.7	6.7	12.9	16.1	16.1
Incr Delay (d2), s/veh	12.5	9.0	42.6	0.7	0.9	0.1	0.4	0.6	0.6	1.7	7.5	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	12.1	17.8	1.0	6.6	2.8	1.1	1.5	1.5	1.7	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	35.6	71.6	42.5	24.5	21.3	16.5	7.3	7.3	14.6	23.6	23.5
LnGrp LOS	D	D	F	D	C	C	B	A	A	B	C	C
Approach Vol, veh/h		1291			619			560			1318	
Approach Delay, s/veh		53.2			24.9			9.1			22.5	
Approach LOS		D			C			A			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0	9.6	43.4		37.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	5.0	38.0		32.0				
Max Q Clear Time (g_c+I1), s		6.0		34.0	5.0	24.8		34.0				
Green Ext Time (p_c), s		3.0		0.0	0.0	7.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	32	13	10	13	55	9	51	13	51	42	16
Future Vol, veh/h	15	32	13	10	13	55	9	51	13	51	42	16
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	42	17	13	17	71	12	66	17	66	55	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.8	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	25%	13%	47%
Vol Thru, %	70%	53%	17%	39%
Vol Right, %	18%	22%	71%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	60	78	109
LT Vol	9	15	10	51
Through Vol	51	32	13	42
RT Vol	13	13	55	16
Lane Flow Rate	95	78	101	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.117	0.098	0.118	0.175
Departure Headway (Hd)	4.427	4.524	4.186	4.461
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	793	857	805
Service Time	2.448	2.545	2.206	2.482
HCM Lane V/C Ratio	0.117	0.098	0.118	0.176
HCM Control Delay	8	8	7.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.6

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	21	64	35	22	49	44	426	22	66	1255	19
Future Vol, veh/h	20	21	64	35	22	49	44	426	22	66	1255	19
Conflicting Peds, #/hr	2	0	2	2	0	2	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	26	79	43	27	60	54	526	27	81	1549	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2115	2389	793	1600	2387	279	1577	0	0	553	0	0
Stage 1	1728	1728	-	648	648	-	-	-	-	-	-	-
Stage 2	387	661	-	952	1739	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	135	100	545	235	100	913	409	-	-	1006	-	-
Stage 1	205	205	-	631	631	-	-	-	-	-	-	-
Stage 2	820	623	-	463	203	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	79	541	147	79	911	407	-	-	1006	-	-
Mov Cap-2 Maneuver	148	149	-	214	116	-	-	-	-	-	-	-
Stage 1	177	187	-	547	547	-	-	-	-	-	-	-
Stage 2	630	540	-	313	186	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	32.1	1.4	0.4
HCM LOS	D	D		

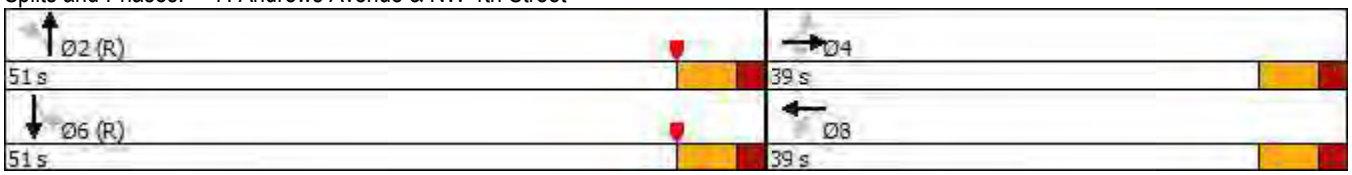
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	407	-	-	266	260	1006	-	-
HCM Lane V/C Ratio	0.133	-	-	0.487	0.503	0.081	-	-
HCM Control Delay (s)	15.2	-	-	30.8	32.1	8.9	-	-
HCM Lane LOS	C	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.5	2.6	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	208	181	100	234	27	329	189	1092
Future Volume (vph)	45	208	181	100	234	27	329	189	1092
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0	51.0	51.0	51.0	51.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	56.7%	56.7%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



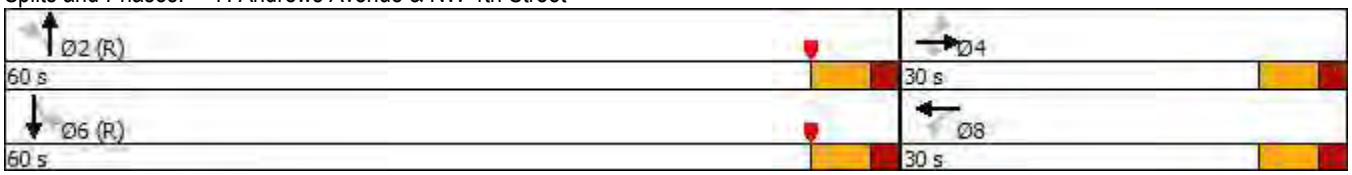
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	208	181	100	234	135	27	329	29	189	1092	53
Future Volume (veh/h)	45	208	181	100	234	135	27	329	29	189	1092	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	56	257	223	123	289	167	33	406	36	233	1348	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	158	655	544	306	348	201	174	1682	148	517	1755	84
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	928	1856	1540	906	985	569	377	3275	289	938	3419	165
Grp Volume(v), veh/h	56	257	223	123	0	456	33	218	224	233	694	719
Grp Sat Flow(s),veh/h/ln	928	1856	1540	906	0	1554	377	1763	1802	938	1763	1821
Q Serve(g_s), s	5.3	9.4	9.9	10.6	0.0	24.2	6.0	4.2	4.3	12.7	23.6	23.8
Cycle Q Clear(g_c), s	29.5	9.4	9.9	20.0	0.0	24.2	29.7	4.2	4.3	17.0	23.6	23.8
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	158	655	544	306	0	549	174	905	925	517	905	935
V/C Ratio(X)	0.35	0.39	0.41	0.40	0.00	0.83	0.19	0.24	0.24	0.45	0.77	0.77
Avail Cap(c_a), veh/h	171	680	565	318	0	570	174	905	925	517	905	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	21.9	22.0	29.4	0.0	26.6	20.6	7.6	7.6	10.8	10.7	10.7
Incr Delay (d2), s/veh	0.5	0.1	0.2	0.3	0.0	9.1	2.4	0.6	0.6	2.8	6.2	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.0	3.5	2.3	0.0	10.0	0.6	1.6	1.6	2.4	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	22.0	22.2	29.7	0.0	35.8	23.0	8.2	8.2	13.7	16.8	16.8
LnGrp LOS	D	C	C	C	A	D	C	A	A	B	B	B
Approach Vol, veh/h		536			579			475			1646	
Approach Delay, s/veh		24.0			34.5			9.3			16.4	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.2		37.8		52.2		37.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		31.7		31.5		25.8		26.2				
Green Ext Time (p_c), s		2.6		0.3		11.3		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			19.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	208	181	100	234	27	329	189	1092
Future Volume (vph)	45	208	181	100	234	27	329	189	1092
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	208	181	100	234	135	27	329	29	189	1092	53
Future Volume (veh/h)	45	208	181	100	234	135	27	329	29	189	1092	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	56	257	223	123	289	167	33	406	36	233	1348	65
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	495	409	215	262	152	243	1965	173	614	2051	99
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	928	1856	1535	905	984	568	377	3275	289	938	3419	165
Grp Volume(v), veh/h	56	257	223	123	0	456	33	218	224	233	694	719
Grp Sat Flow(s),veh/h/ln	928	1856	1535	905	0	1552	377	1763	1802	938	1763	1821
Q Serve(g_s), s	0.0	10.6	11.2	12.1	0.0	24.0	3.8	2.7	2.7	8.1	15.0	15.1
Cycle Q Clear(g_c), s	24.0	10.6	11.2	22.7	0.0	24.0	18.9	2.7	2.7	10.8	15.0	15.1
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	80	495	409	215	0	414	243	1058	1081	614	1058	1092
V/C Ratio(X)	0.70	0.52	0.54	0.57	0.00	1.10	0.14	0.21	0.21	0.38	0.66	0.66
Avail Cap(c_a), veh/h	80	495	409	215	0	414	243	1058	1081	614	1058	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	28.1	28.3	37.7	0.0	33.0	9.2	3.9	3.9	5.2	5.2	5.2
Incr Delay (d2), s/veh	20.4	0.5	0.9	2.4	0.0	74.7	1.2	0.4	0.4	1.8	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.7	4.1	2.8	0.0	17.3	0.3	1.0	1.0	1.4	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	28.5	29.2	40.1	0.0	107.7	10.4	4.3	4.3	7.0	8.3	8.3
LnGrp LOS	E	C	C	D	A	F	B	A	A	A	A	A
Approach Vol, veh/h		536			579			475			1646	
Approach Delay, s/veh		32.7			93.3			4.8			8.1	
Approach LOS		C			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		20.9		26.0		17.1		26.0				
Green Ext Time (p_c), s		3.5		0.0		16.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1009	39	0	478	0	12
Future Vol, veh/h	1009	39	0	478	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1097	42	0	520	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	570
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	683
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	683
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	683	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	39	39	92	84	89
Future Vol, veh/h	36	39	39	92	84	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	39	42	42	100	91	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	92	0	0	142	0
Stage 1	92	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.13	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227	-
Pot Cap-1 Maneuver	833	1097	-	-	1435	-
Stage 1	1097	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	1097	-	-	1435	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	1097	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1435	-
HCM Lane V/C Ratio	-	-	0.089	0.064	-
HCM Control Delay (s)	-	-	9.3	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	27	75	422	1297	38
Future Vol, veh/h	13	27	75	422	1297	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	14	29	82	459	1410	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1825	726	1451	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	5	5	4.16	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.23	-	-	-
Pot Cap-1 Maneuver	185	583	458	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	152	583	458	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	2.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	458	-	364	-	-
HCM Lane V/C Ratio	0.178	-	0.119	-	-
HCM Control Delay (s)	14.6	-	16.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	18	20	0	0	5	55	0	0
Future Vol, veh/h	0	0	0	0	18	20	0	0	5	55	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	20	22	0	0	5	60	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	1	0	0	32	43	1	35	32	31
Stage 1	-	-	-	-	-	-	1	1	-	31	31	-
Stage 2	-	-	-	-	-	-	31	42	-	4	1	-
Critical Hdwy	4.13	-	-	4.13	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1561	-	-	1615	-	-	1163	1151	1199	1160	1163	1164
Stage 1	-	-	-	-	-	-	1199	1199	-	1164	1164	-
Stage 2	-	-	-	-	-	-	1164	1152	-	1195	1199	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1615	-	-	1163	1151	1199	1154	1163	1164
Mov Cap-2 Maneuver	-	-	-	-	-	-	1163	1151	-	1154	1163	-
Stage 1	-	-	-	-	-	-	1199	1199	-	1164	1164	-
Stage 2	-	-	-	-	-	-	1164	1152	-	1190	1199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8	8.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1199	1561	-	-	1615	-	-	1154
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.052
HCM Control Delay (s)	8	0	-	-	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

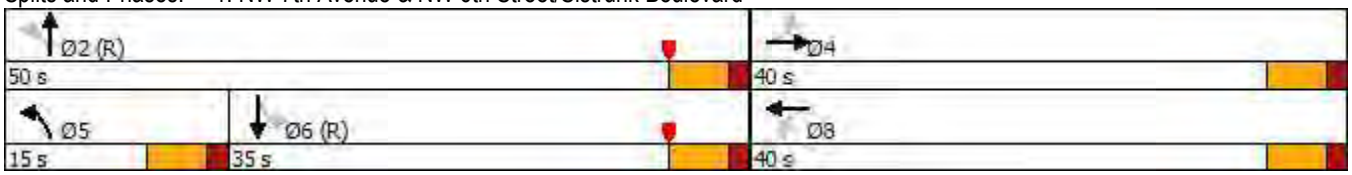
Existing P.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	323	134	626	325	834	108	436
Future Volume (vph)	33	323	134	626	325	834	108	436
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	323	108	134	626	97	325	834	101	108	436	66
Future Volume (veh/h)	33	323	108	134	626	97	325	834	101	108	436	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	340	114	141	659	102	342	878	106	114	459	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	159	789	260	263	931	144	544	1812	219	311	1248	186
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.14	0.76	0.76	0.54	0.54	0.54
Sat Flow, veh/h	699	2591	853	928	3057	473	1767	3161	382	567	3069	459
Grp Volume(v), veh/h	35	229	225	141	380	381	342	490	494	114	263	265
Grp Sat Flow(s),veh/h/ln	699	1763	1681	928	1763	1767	1767	1763	1780	567	1763	1765
Q Serve(g_s), s	4.2	9.4	9.7	12.9	17.2	17.2	9.5	9.4	9.4	11.3	7.7	7.8
Cycle Q Clear(g_c), s	21.4	9.4	9.7	22.6	17.2	17.2	9.5	9.4	9.4	11.3	7.7	7.8
Prop In Lane	1.00		0.51	1.00		0.27	1.00		0.21	1.00		0.26
Lane Grp Cap(c), veh/h	159	537	512	263	537	538	544	1011	1020	311	717	717
V/C Ratio(X)	0.22	0.43	0.44	0.54	0.71	0.71	0.63	0.48	0.48	0.37	0.37	0.37
Avail Cap(c_a), veh/h	214	676	645	336	676	677	544	1011	1020	311	717	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	25.0	25.1	34.2	27.7	27.8	13.2	5.7	5.7	14.9	14.0	14.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.6	1.6	1.6	1.7	1.7	1.6	3.3	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.9	3.8	2.9	7.2	7.3	3.8	3.0	3.0	1.5	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	25.2	25.3	34.8	29.3	29.3	15.0	7.3	7.3	18.2	15.5	15.5
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		489			902			1326			642	
Approach Delay, s/veh		26.2			30.2			9.3			16.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		57.1		32.9	15.0	42.1		32.9				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		11.4		23.4	11.5	13.3		24.6				
Green Ext Time (p_c), s		7.7		1.6	0.0	4.1		2.8				
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	351	9	9	712	12	8	4	5	8	3	86
Future Vol, veh/h	38	351	9	9	712	12	8	4	5	8	3	86
Conflicting Peds, #/hr	9	0	6	6	0	9	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	42	390	10	10	791	13	9	4	6	9	3	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	813	0	0	406	0	0	906	1318	206	1108	1317	415
Stage 1	-	-	-	-	-	-	485	485	-	827	827	-
Stage 2	-	-	-	-	-	-	421	833	-	281	490	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	803	-	-	1142	-	-	486	317	981	394	317	798
Stage 1	-	-	-	-	-	-	744	744	-	527	527	-
Stage 2	-	-	-	-	-	-	793	523	-	911	740	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	1135	-	-	400	293	975	367	293	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	488	381	-	427	398	-
Stage 1	-	-	-	-	-	-	701	700	-	495	518	-
Stage 2	-	-	-	-	-	-	684	514	-	853	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	12	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	796	-	-	1135	-	-	716
HCM Lane V/C Ratio	0.036	0.053	-	-	0.009	-	-	0.151
HCM Control Delay (s)	12	9.8	-	-	8.2	-	-	10.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	366	15	11	717	22	26
Future Vol, veh/h	366	15	11	717	22	26
Conflicting Peds, #/hr	0	7	7	0	6	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	431	18	13	844	26	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	456	0	901	233
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	454	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	1094	-	488	955
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	476	948
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1087	-
HCM Lane V/C Ratio	0.078	-	-	0.012	-
HCM Control Delay (s)	10.4	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	78	241	60	19	408	106	186	617	97	427
Future Volume (vph)	78	241	60	19	408	106	186	617	97	427
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	53.0	40.0	40.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	14.4%	58.9%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	241	60	19	408	106	186	617	19	97	427	115
Future Volume (veh/h)	78	241	60	19	408	106	186	617	19	97	427	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	84	259	65	20	439	114	200	663	20	104	459	124
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	185	614	507	312	614	508	493	1948	59	393	1146	307
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.11	0.74	0.74	0.56	0.56	0.56
Sat Flow, veh/h	848	1856	1532	1043	1856	1535	1767	3490	105	747	2733	732
Grp Volume(v), veh/h	84	259	65	20	439	114	200	335	348	104	295	288
Grp Sat Flow(s),veh/h/ln	848	1856	1532	1043	1856	1535	1767	1763	1832	747	1763	1702
Q Serve(g_s), s	8.7	9.8	2.7	1.4	18.7	4.8	5.5	5.9	5.9	6.8	8.6	8.7
Cycle Q Clear(g_c), s	27.3	9.8	2.7	11.1	18.7	4.8	5.5	5.9	5.9	6.8	8.6	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.43
Lane Grp Cap(c), veh/h	185	614	507	312	614	508	493	984	1023	393	739	714
V/C Ratio(X)	0.46	0.42	0.13	0.06	0.72	0.22	0.41	0.34	0.34	0.26	0.40	0.40
Avail Cap(c_a), veh/h	206	660	545	338	660	546	503	984	1023	393	739	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	23.4	21.1	27.8	26.4	21.8	11.9	5.9	5.9	13.1	13.4	13.5
Incr Delay (d2), s/veh	0.7	0.2	0.0	0.0	2.8	0.1	0.2	0.9	0.9	1.6	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.2	0.9	0.3	8.4	1.7	2.0	2.0	2.1	1.2	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	23.6	21.1	27.8	29.2	21.9	12.1	6.8	6.8	14.7	15.0	15.2
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		408			573			883			687	
Approach Delay, s/veh		26.4			27.7			8.0			15.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.2		34.8	12.5	42.8		34.8				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	8.0	35.0		32.0				
Max Q Clear Time (g_c+I1), s		7.9		29.3	7.5	10.7		20.7				
Green Ext Time (p_c), s		4.8		0.4	0.0	4.7		1.7				
Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	3	2	9	1	8	9	19	9	6	27	4
Future Vol, veh/h	8	3	2	9	1	8	9	19	9	6	27	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	3	2	10	1	9	10	22	10	7	31	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	62%	50%	16%
Vol Thru, %	51%	23%	6%	73%
Vol Right, %	24%	15%	44%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	13	18	37
LT Vol	9	8	9	6
Through Vol	19	3	1	27
RT Vol	9	2	8	4
Lane Flow Rate	42	15	20	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.017	0.022	0.047
Departure Headway (Hd)	3.946	4.142	3.94	4.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	907	861	905	893
Service Time	1.97	2.182	1.98	2.034
HCM Lane V/C Ratio	0.046	0.017	0.022	0.047
HCM Control Delay	7.2	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	4	13	14	1	25	11	745	9	29	475	10
Future Vol, veh/h	12	4	13	14	1	25	11	745	9	29	475	10
Conflicting Peds, #/hr	1	0	1	1	0	1	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	4	14	15	1	27	12	801	10	31	511	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1010	1420	267	1152	1420	408	527	0	0	812	0	0
Stage 1	584	584	-	831	831	-	-	-	-	-	-	-
Stage 2	426	836	-	321	589	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	436	285	924	377	285	803	1029	-	-	804	-	-
Stage 1	673	673	-	524	524	-	-	-	-	-	-	-
Stage 2	789	522	-	876	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	402	269	919	353	269	801	1024	-	-	803	-	-
Mov Cap-2 Maneuver	498	370	-	432	380	-	-	-	-	-	-	-
Stage 1	662	643	-	517	517	-	-	-	-	-	-	-
Stage 2	751	515	-	823	641	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	11.4	0.1	0.5
HCM LOS	B	B		

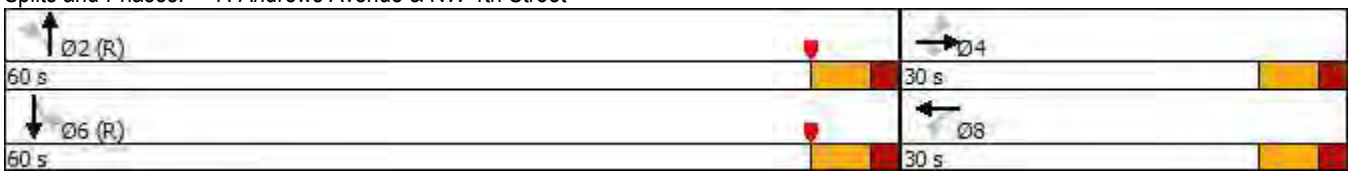
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1024	-	-	591	604	803	-	-
HCM Lane V/C Ratio	0.012	-	-	0.053	0.071	0.039	-	-
HCM Control Delay (s)	8.6	-	-	11.4	11.4	9.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	185	40	20	222	117	657	54	410
Future Volume (vph)	53	185	40	20	222	117	657	54	410
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	185	40	20	222	60	117	657	57	54	410	49
Future Volume (veh/h)	53	185	40	20	222	60	117	657	57	54	410	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	57	199	43	22	239	65	126	706	61	58	441	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	161	467	387	262	317	86	602	2015	174	469	1944	232
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.82	0.82	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1065	1856	1539	1126	1258	342	895	3276	283	695	3161	378
Grp Volume(v), veh/h	57	199	43	22	0	304	126	380	387	58	245	249
Grp Sat Flow(s),veh/h/ln	1065	1856	1539	1126	0	1600	895	1763	1796	695	1763	1776
Q Serve(g_s), s	4.7	8.1	1.9	1.5	0.0	15.8	3.5	4.9	5.0	2.2	2.8	2.8
Cycle Q Clear(g_c), s	20.5	8.1	1.9	9.6	0.0	15.8	6.3	4.9	5.0	7.1	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.16	1.00		0.21
Lane Grp Cap(c), veh/h	161	467	387	262	0	403	602	1084	1105	469	1084	1092
V/C Ratio(X)	0.35	0.43	0.11	0.08	0.00	0.75	0.21	0.35	0.35	0.12	0.23	0.23
Avail Cap(c_a), veh/h	177	495	410	279	0	427	602	1084	1105	469	1084	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	28.2	25.9	32.2	0.0	31.1	4.1	3.6	3.6	4.5	3.4	3.4
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.1	0.0	6.1	0.8	0.9	0.9	0.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.6	0.7	0.4	0.0	6.6	0.6	1.6	1.6	0.3	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	28.5	26.0	32.3	0.0	37.2	4.9	4.5	4.5	5.1	3.9	3.9
LnGrp LOS	D	C	C	C	A	D	A	A	A	A	A	A
Approach Vol, veh/h		299			326			893			552	
Approach Delay, s/veh		30.5			36.9			4.5			4.0	
Approach LOS		C			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.3		28.7		61.3		28.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		8.3		22.5		9.1		17.8				
Green Ext Time (p_c), s		6.7		0.2		3.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

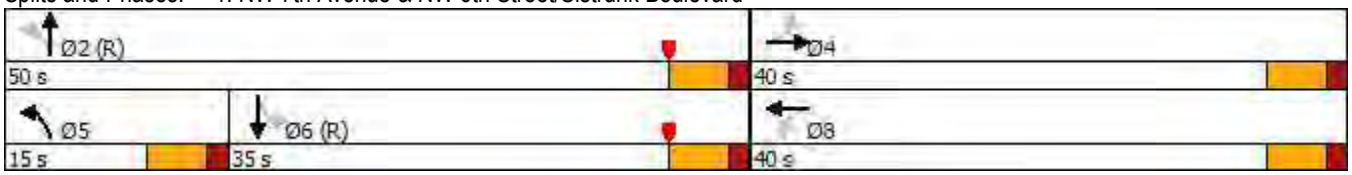
Future Background P.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	476	144	788	348	894	133	467
Future Volume (vph)	35	476	144	788	348	894	133	467
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	476	116	144	788	126	348	894	108	133	467	71
Future Volume (veh/h)	35	476	116	144	788	126	348	894	108	133	467	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	501	122	152	829	133	366	941	114	140	492	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	153	1021	247	259	1107	178	464	1622	197	264	1062	161
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.68	0.68	0.46	0.46	0.46
Sat Flow, veh/h	579	2803	678	794	3040	488	1767	3159	383	530	3061	464
Grp Volume(v), veh/h	37	314	309	152	481	481	366	525	530	140	282	285
Grp Sat Flow(s),veh/h/ln	579	1763	1718	794	1763	1765	1767	1763	1779	530	1763	1763
Q Serve(g_s), s	5.4	12.4	12.5	16.5	21.5	21.5	9.5	14.1	14.1	19.7	9.9	10.0
Cycle Q Clear(g_c), s	26.8	12.4	12.5	29.1	21.5	21.5	9.5	14.1	14.1	19.7	9.9	10.0
Prop In Lane	1.00		0.39	1.00		0.28	1.00		0.22	1.00		0.26
Lane Grp Cap(c), veh/h	153	642	626	259	642	643	464	905	914	264	611	611
V/C Ratio(X)	0.24	0.49	0.49	0.59	0.75	0.75	0.79	0.58	0.58	0.53	0.46	0.47
Avail Cap(c_a), veh/h	164	676	659	274	676	677	464	905	914	264	611	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	22.1	22.2	33.4	25.0	25.0	19.7	9.2	9.2	21.1	18.5	18.5
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.8	3.8	3.8	8.2	2.7	2.7	7.4	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.0	4.9	3.2	9.3	9.3	5.5	4.6	4.7	2.6	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	22.3	22.4	35.2	28.8	28.8	27.9	11.9	11.9	28.6	21.0	21.1
LnGrp LOS	D	C	C	D	C	C	C	B	B	C	C	C
Approach Vol, veh/h		660			1114			1421			707	
Approach Delay, s/veh		23.2			29.7			16.0			22.5	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.7		38.3	15.0	36.7		38.3				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		16.1		28.8	11.5	21.7		31.1				
Green Ext Time (p_c), s		8.2		1.5	0.0	3.0		1.7				
Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	523	10	10	902	13	9	4	5	9	3	92
Future Vol, veh/h	41	523	10	10	902	13	9	4	5	9	3	92
Conflicting Peds, #/hr	9	0	6	6	0	9	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	46	581	11	11	1002	14	10	4	6	10	3	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1025	0	0	598	0	0	1214	1732	302	1425	1730	521
Stage 1	-	-	-	-	-	-	685	685	-	1040	1040	-
Stage 2	-	-	-	-	-	-	529	1047	-	385	690	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	667	-	-	968	-	-	353	205	892	283	205	717
Stage 1	-	-	-	-	-	-	608	608	-	423	423	-
Stage 2	-	-	-	-	-	-	712	420	-	822	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	661	-	-	962	-	-	279	186	887	259	186	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	381	281	-	331	298	-
Stage 1	-	-	-	-	-	-	562	562	-	390	415	-
Stage 2	-	-	-	-	-	-	595	412	-	754	559	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	14.1	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	661	-	-	962	-	-	622
HCM Lane V/C Ratio	0.048	0.069	-	-	0.012	-	-	0.186
HCM Control Delay (s)	14.1	10.8	-	-	8.8	-	-	12.1
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	1.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	521	34	39	869	63	48
Future Vol, veh/h	521	34	39	869	63	48
Conflicting Peds, #/hr	0	7	7	0	6	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	613	40	46	1022	74	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	660	0	1249	335
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	917	-	341	864
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	911	-	320	857
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	911	-
HCM Lane V/C Ratio	0.237	-	-	0.05	-
HCM Control Delay (s)	13.6	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	101	343	116	34	488	120	263	714	114	501
Future Volume (vph)	101	343	116	34	488	120	263	714	114	501
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	53.0	40.0	40.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	14.4%	58.9%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	343	116	34	488	120	263	714	36	114	501	135
Future Volume (veh/h)	101	343	116	34	488	120	263	714	36	114	501	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	109	369	125	37	525	129	283	768	39	123	539	145
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	158	660	545	255	660	546	431	1817	92	339	1063	285
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.12	0.71	0.71	0.52	0.52	0.52
Sat Flow, veh/h	773	1856	1533	894	1856	1536	1767	3407	173	666	2732	732
Grp Volume(v), veh/h	109	369	125	37	525	129	283	397	410	123	347	337
Grp Sat Flow(s),veh/h/ln	773	1856	1533	894	1856	1536	1767	1763	1817	666	1763	1701
Q Serve(g_s), s	9.1	14.4	5.1	3.1	22.9	5.3	8.0	8.4	8.4	10.6	11.6	11.7
Cycle Q Clear(g_c), s	32.0	14.4	5.1	17.5	22.9	5.3	8.0	8.4	8.4	10.6	11.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	158	660	545	255	660	546	431	940	969	339	686	662
V/C Ratio(X)	0.69	0.56	0.23	0.15	0.80	0.24	0.66	0.42	0.42	0.36	0.51	0.51
Avail Cap(c_a), veh/h	158	660	545	255	660	546	431	940	969	339	686	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	23.3	20.3	30.4	26.1	20.4	15.7	7.3	7.3	15.8	16.1	16.1
Incr Delay (d2), s/veh	10.0	0.7	0.1	0.1	6.2	0.1	2.9	1.4	1.4	3.0	2.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.2	1.8	0.7	10.8	1.9	3.4	2.9	3.0	1.7	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	24.0	20.4	30.5	32.3	20.5	18.5	8.7	8.7	18.8	18.7	18.9
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		603			691			1090			807	
Approach Delay, s/veh		28.3			30.0			11.3			18.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0	13.0	40.0		37.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	8.0	35.0		32.0				
Max Q Clear Time (g_c+I1), s		10.4		34.0	10.0	13.7		24.9				
Green Ext Time (p_c), s		6.0		0.0	0.0	5.6		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	12	4	10	16	39	13	28	10	48	40	9
Future Vol, veh/h	12	12	4	10	16	39	13	28	10	48	40	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	14	5	11	18	44	15	32	11	55	45	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.4	7.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	43%	15%	49%
Vol Thru, %	55%	43%	25%	41%
Vol Right, %	20%	14%	60%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	28	65	97
LT Vol	13	12	10	48
Through Vol	28	12	16	40
RT Vol	10	4	39	9
Lane Flow Rate	58	32	74	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.039	0.081	0.129
Departure Headway (Hd)	4.153	4.404	3.937	4.223
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	851	818	893	841
Service Time	2.232	2.404	2.035	2.287
HCM Lane V/C Ratio	0.068	0.039	0.083	0.131
HCM Control Delay	7.5	7.6	7.4	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.4

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	17	48	26	12	33	39	930	28	40	625	18
Future Vol, veh/h	17	17	48	26	12	33	39	930	28	40	625	18
Conflicting Peds, #/hr	1	0	1	1	0	1	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	18	52	28	13	35	42	1000	30	43	672	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1365	1888	352	1532	1882	517	696	0	0	1031	0	0
Stage 1	773	773	-	1100	1100	-	-	-	-	-	-	-
Stage 2	592	1115	-	432	782	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	302	173	849	253	174	720	889	-	-	664	-	-
Stage 1	556	556	-	398	398	-	-	-	-	-	-	-
Stage 2	668	392	-	784	551	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	252	153	844	205	154	719	885	-	-	663	-	-
Mov Cap-2 Maneuver	359	248	-	299	261	-	-	-	-	-	-	-
Stage 1	527	517	-	379	379	-	-	-	-	-	-	-
Stage 2	584	373	-	663	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	16.2	0.4	0.6
HCM LOS	B	C		

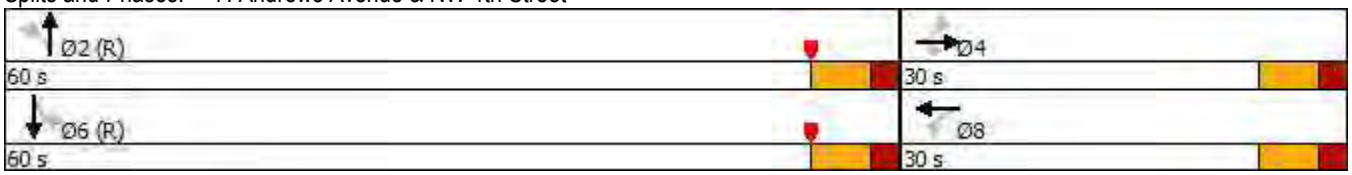
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	-	475	397	663	-	-
HCM Lane V/C Ratio	0.047	-	-	0.186	0.192	0.065	-	-
HCM Control Delay (s)	9.3	-	-	14.3	16.2	10.8	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.7	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	232	43	46	272	125	784	135	519
Future Volume (vph)	65	232	43	46	272	125	784	135	519
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	232	43	46	272	151	125	784	95	135	519	58
Future Volume (veh/h)	65	232	43	46	272	151	125	784	95	135	519	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	249	46	49	292	162	134	843	102	145	558	62
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	495	411	244	267	148	521	1894	229	384	1914	212
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	930	1856	1540	1073	1002	556	796	3157	382	588	3191	353
Grp Volume(v), veh/h	70	249	46	49	0	454	134	471	474	145	308	312
Grp Sat Flow(s),veh/h/ln	930	1856	1540	1073	0	1557	796	1763	1776	588	1763	1781
Q Serve(g_s), s	0.0	10.2	2.0	3.6	0.0	24.0	5.1	7.5	7.5	10.3	4.1	4.2
Cycle Q Clear(g_c), s	24.0	10.2	2.0	13.9	0.0	24.0	9.3	7.5	7.5	17.9	4.1	4.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.22	1.00		0.20
Lane Grp Cap(c), veh/h	80	495	411	244	0	415	521	1058	1065	384	1058	1069
V/C Ratio(X)	0.87	0.50	0.11	0.20	0.00	1.09	0.26	0.45	0.45	0.38	0.29	0.29
Avail Cap(c_a), veh/h	80	495	411	244	0	415	521	1058	1065	384	1058	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	28.0	24.9	33.8	0.0	33.0	5.3	4.4	4.4	7.2	4.1	4.1
Incr Delay (d2), s/veh	59.1	0.3	0.0	0.1	0.0	71.7	1.2	1.4	1.3	2.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.5	0.7	0.9	0.0	17.0	0.8	2.3	2.4	1.2	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.1	28.3	25.0	34.0	0.0	104.7	6.5	5.8	5.7	10.0	4.7	4.8
LnGrp LOS	F	C	C	C	A	F	A	A	A	B	A	A
Approach Vol, veh/h		365			503			1079			765	
Approach Delay, s/veh		42.4			97.8			5.8			5.7	
Approach LOS		D			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		11.3		26.0		19.9		26.0				
Green Ext Time (p_c), s		9.1		0.0		6.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	19	0	913	0	25
Future Vol, veh/h	557	19	0	913	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	605	21	0	992	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	313
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	883
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	883
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	883	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	77	47	56	60	39
Future Vol, veh/h	72	77	47	56	60	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	84	51	61	65	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	82	0	0	112	0
Stage 1	82	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.13	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227	-
Pot Cap-1 Maneuver	936	1108	-	-	1471	-
Stage 1	1108	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	894	1108	-	-	1471	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	1108	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1471	-
HCM Lane V/C Ratio	-	-	0.163	0.044	-
HCM Control Delay (s)	-	-	9.3	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection						
Int Delay, s/veh	0.7					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	50	38	972	636	19
Future Vol, veh/h	25	50	38	972	636	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	54	41	1057	691	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1313	356	712	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	5	5	4.16	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.23	-	-	-
Pot Cap-1 Maneuver	319	846	877	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	846	877	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	877	-	629	-	-
HCM Lane V/C Ratio	0.047	-	0.13	-	-
HCM Control Delay (s)	9.3	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	15	23	0	0	14	14	0	0
Future Vol, veh/h	0	0	0	0	15	23	0	0	14	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	16	25	0	0	15	15	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	1	0	0	30	42	1	38	30	29
Stage 1	-	-	-	-	-	-	1	1	-	29	29	-
Stage 2	-	-	-	-	-	-	29	41	-	9	1	-
Critical Hdwy	4.13	-	-	4.13	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1562	-	-	1615	-	-	1165	1152	1199	1156	1165	1167
Stage 1	-	-	-	-	-	-	1199	1199	-	1167	1167	-
Stage 2	-	-	-	-	-	-	1167	1153	-	1190	1199	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1615	-	-	1165	1152	1199	1141	1165	1167
Mov Cap-2 Maneuver	-	-	-	-	-	-	1165	1152	-	1141	1165	-
Stage 1	-	-	-	-	-	-	1199	1199	-	1167	1167	-
Stage 2	-	-	-	-	-	-	1167	1153	-	1175	1199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8	8.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1199	1562	-	-	1615	-	-	1141
HCM Lane V/C Ratio	0.013	-	-	-	-	-	-	0.013
HCM Control Delay (s)	8	0	-	-	0	-	-	8.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

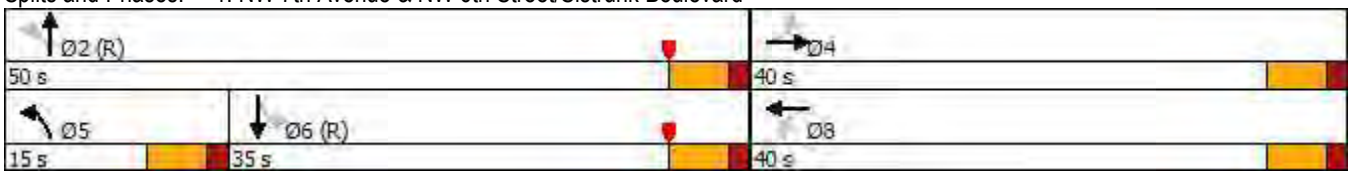
Future Total P.M.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	479	144	824	348	894	133	467
Future Volume (vph)	35	479	144	824	348	894	133	467
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	40.0	40.0	40.0	40.0	15.0	50.0	35.0	35.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	16.7%	55.6%	38.9%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: NW 7th Avenue & NW 6th Street/Sistrunk Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	479	116	144	824	135	348	894	108	133	467	71
Future Volume (veh/h)	35	479	116	144	824	135	348	894	108	133	467	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	504	122	152	867	142	366	941	114	140	492	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	142	1026	247	259	1108	181	463	1618	196	263	1058	160
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.14	0.68	0.68	0.46	0.46	0.46
Sat Flow, veh/h	554	2806	675	792	3030	496	1767	3159	383	530	3061	464
Grp Volume(v), veh/h	37	315	311	152	504	505	366	525	530	140	282	285
Grp Sat Flow(s),veh/h/ln	554	1763	1719	792	1763	1763	1767	1763	1779	530	1763	1763
Q Serve(g_s), s	5.7	12.4	12.6	16.5	22.9	22.9	9.5	14.1	14.2	19.8	9.9	10.0
Cycle Q Clear(g_c), s	28.6	12.4	12.6	29.1	22.9	22.9	9.5	14.1	14.2	19.8	9.9	10.0
Prop In Lane	1.00		0.39	1.00		0.28	1.00		0.22	1.00		0.26
Lane Grp Cap(c), veh/h	142	644	628	259	644	645	463	903	911	263	609	609
V/C Ratio(X)	0.26	0.49	0.49	0.59	0.78	0.78	0.79	0.58	0.58	0.53	0.46	0.47
Avail Cap(c_a), veh/h	151	676	659	273	676	676	463	903	911	263	609	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	22.1	22.1	33.4	25.4	25.4	19.9	9.3	9.3	21.3	18.6	18.6
Incr Delay (d2), s/veh	0.4	0.2	0.2	1.8	5.1	5.1	8.3	2.7	2.7	7.5	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.0	4.9	3.2	10.1	10.1	5.6	4.7	4.7	2.6	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	22.3	22.3	35.2	30.5	30.5	28.2	12.0	12.0	28.8	21.1	21.2
LnGrp LOS	D	C	C	D	C	C	C	B	B	C	C	C
Approach Vol, veh/h		663			1161			1421			707	
Approach Delay, s/veh		23.2			31.1			16.1			22.7	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.6		38.4	15.0	36.6		38.4				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		44.5		34.5	9.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s		16.2		30.6	11.5	21.8		31.1				
Green Ext Time (p_c), s		8.2		1.2	0.0	3.0		1.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	526	10	10	947	13	9	4	5	9	3	92
Future Vol, veh/h	41	526	10	10	947	13	9	4	5	9	3	92
Conflicting Peds, #/hr	9	0	6	6	0	9	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	46	584	11	11	1052	14	10	4	6	10	3	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1075	0	0	601	0	0	1242	1785	304	1476	1783	546
Stage 1	-	-	-	-	-	-	688	688	-	1090	1090	-
Stage 2	-	-	-	-	-	-	554	1097	-	386	693	-
Critical Hdwy	4.16	-	-	4.16	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	638	-	-	965	-	-	343	193	891	268	194	700
Stage 1	-	-	-	-	-	-	606	606	-	402	402	-
Stage 2	-	-	-	-	-	-	694	399	-	821	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	959	-	-	269	174	886	244	175	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	267	-	314	285	-
Stage 1	-	-	-	-	-	-	559	558	-	369	394	-
Stage 2	-	-	-	-	-	-	577	391	-	751	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	14.4	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	401	633	-	-	959	-	-	603
HCM Lane V/C Ratio	0.05	0.072	-	-	0.012	-	-	0.192
HCM Control Delay (s)	14.4	11.1	-	-	8.8	-	-	12.4
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	522	36	40	869	108	53
Future Vol, veh/h	522	36	40	869	108	53
Conflicting Peds, #/hr	0	7	7	0	6	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	614	42	47	1022	127	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	663	0	1253	336
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	611	-
Critical Hdwy	-	-	4.16	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.23	-	3	3
Pot Cap-1 Maneuver	-	-	915	-	339	863
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	909	-	317	856
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	514	-	-	909	-
HCM Lane V/C Ratio	0.369	-	-	0.052	-
HCM Control Delay (s)	16	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	106	348	116	34	488	120	263	732	114	503
Future Volume (vph)	106	348	116	34	488	120	263	732	114	503
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.0	28.0	28.0	28.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	53.0	40.0	40.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	41.1%	14.4%	58.9%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 70 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & NW 6th Street/Sistrunk Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	348	116	34	488	120	263	732	37	114	503	136
Future Volume (veh/h)	106	348	116	34	488	120	263	732	37	114	503	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	114	374	125	37	525	129	283	787	40	123	541	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	158	660	545	252	660	546	430	1817	92	334	1062	285
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.12	0.71	0.71	0.52	0.52	0.52
Sat Flow, veh/h	773	1856	1533	890	1856	1536	1767	3407	173	653	2730	733
Grp Volume(v), veh/h	114	374	125	37	525	129	283	407	420	123	348	339
Grp Sat Flow(s),veh/h/ln	773	1856	1533	890	1856	1536	1767	1763	1817	653	1763	1701
Q Serve(g_s), s	9.1	14.6	5.1	3.1	22.9	5.3	8.0	8.7	8.7	10.9	11.7	11.8
Cycle Q Clear(g_c), s	32.0	14.6	5.1	17.8	22.9	5.3	8.0	8.7	8.7	10.9	11.7	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	158	660	545	252	660	546	430	940	969	334	686	661
V/C Ratio(X)	0.72	0.57	0.23	0.15	0.80	0.24	0.66	0.43	0.43	0.37	0.51	0.51
Avail Cap(c_a), veh/h	158	660	545	252	660	546	430	940	969	334	686	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	23.4	20.3	30.6	26.1	20.4	15.7	7.4	7.4	15.9	16.1	16.1
Incr Delay (d2), s/veh	12.9	0.7	0.1	0.1	6.2	0.1	2.9	1.5	1.4	3.1	2.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.3	1.8	0.7	10.8	1.9	3.4	3.0	3.1	1.7	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	24.1	20.4	30.7	32.3	20.5	18.6	8.8	8.8	19.0	18.8	18.9
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		613			691			1110			810	
Approach Delay, s/veh		29.1			30.0			11.3			18.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0	13.0	40.0		37.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		48.0		32.0	8.0	35.0		32.0				
Max Q Clear Time (g_c+I1), s		10.7		34.0	10.0	13.8		24.9				
Green Ext Time (p_c), s		6.2		0.0	0.0	5.6		1.7				
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	18	8	10	20	39	15	30	10	48	80	12
Future Vol, veh/h	16	18	8	10	20	39	15	30	10	48	80	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	20	9	11	23	44	17	34	11	55	91	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.6	7.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	38%	14%	34%
Vol Thru, %	55%	43%	29%	57%
Vol Right, %	18%	19%	57%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	42	69	140
LT Vol	15	16	10	48
Through Vol	30	18	20	80
RT Vol	10	8	39	12
Lane Flow Rate	62	48	78	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.06	0.091	0.187
Departure Headway (Hd)	4.348	4.499	4.197	4.235
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	800	858	834
Service Time	2.358	2.504	2.201	2.328
HCM Lane V/C Ratio	0.075	0.06	0.091	0.191
HCM Control Delay	7.7	7.8	7.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.7

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	17	52	26	12	33	42	932	28	40	674	19
Future Vol, veh/h	19	17	52	26	12	33	42	932	28	40	674	19
Conflicting Peds, #/hr	1	0	1	1	0	1	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	18	56	28	13	35	45	1002	30	43	725	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1425	1949	379	1567	1944	518	750	0	0	1033	0	0
Stage 1	826	826	-	1108	1108	-	-	-	-	-	-	-
Stage 2	599	1123	-	459	836	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	283	162	827	244	163	720	848	-	-	662	-	-
Stage 1	527	527	-	394	394	-	-	-	-	-	-	-
Stage 2	663	388	-	763	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	143	822	195	143	719	844	-	-	661	-	-
Mov Cap-2 Maneuver	341	239	-	290	249	-	-	-	-	-	-	-
Stage 1	496	490	-	373	373	-	-	-	-	-	-	-
Stage 2	575	367	-	639	485	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	16.6	0.4	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	463	386	661	-	-
HCM Lane V/C Ratio	0.054	-	-	0.204	0.198	0.065	-	-
HCM Control Delay (s)	9.5	-	-	14.8	16.6	10.8	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.7	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	239	48	46	272	125	788	146	561
Future Volume (vph)	65	239	48	46	272	125	788	146	561
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	53.0	53.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%	58.9%	58.9%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street

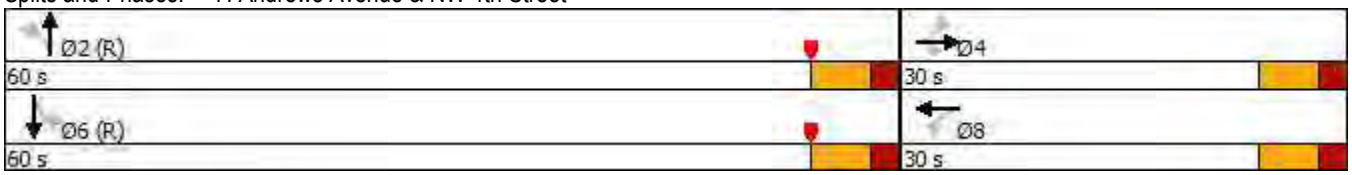
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	239	48	46	272	152	125	788	95	146	561	58
Future Volume (veh/h)	65	239	48	46	272	152	125	788	95	146	561	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.28
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	257	52	49	292	163	134	847	102	157	603	62
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	149	639	531	333	344	192	394	1649	199	311	1324	132
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	929	1856	1543	1060	1000	558	764	3158	380	586	2535	253
Grp Volume(v), veh/h	70	257	52	49	0	455	134	473	476	157	413	252
Grp Sat Flow(s),veh/h/ln	929	1856	1543	1060	0	1558	764	1763	1776	586	1763	1025
Q Serve(g_s), s	6.7	9.5	2.1	3.3	0.0	24.3	9.3	11.5	11.5	17.8	9.4	10.0
Cycle Q Clear(g_c), s	31.0	9.5	2.1	12.8	0.0	24.3	19.4	11.5	11.5	29.2	9.4	10.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.21	1.00		0.25
Lane Grp Cap(c), veh/h	149	639	531	333	0	537	394	921	927	311	921	535
V/C Ratio(X)	0.47	0.40	0.10	0.15	0.00	0.85	0.34	0.51	0.51	0.50	0.45	0.47
Avail Cap(c_a), veh/h	149	639	531	333	0	537	394	921	927	311	921	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	22.4	20.0	27.3	0.0	27.3	12.5	8.3	8.3	15.3	8.0	8.1
Incr Delay (d2), s/veh	0.9	0.2	0.0	0.1	0.0	11.5	2.3	2.0	2.0	5.7	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.7	0.8	0.0	10.4	1.6	3.8	3.8	2.5	3.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	22.6	20.0	27.4	0.0	38.9	14.8	10.4	10.3	21.0	9.6	11.0
LnGrp LOS	D	C	C	C	A	D	B	B	B	C	A	B
Approach Vol, veh/h		379			504			1083			822	
Approach Delay, s/veh		25.9			37.7			10.9			12.2	
Approach LOS		C			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		47.0		31.0		47.0		31.0				
Max Q Clear Time (g_c+I1), s		21.4		33.0		31.2		26.3				
Green Ext Time (p_c), s		8.1		0.0		6.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	239	48	46	272	125	788	146	561
Future Volume (vph)	65	239	48	46	272	125	788	146	561
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & NW 4th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	239	48	46	272	152	125	788	95	146	561	58
Future Volume (veh/h)	65	239	48	46	272	152	125	788	95	146	561	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.36
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	257	52	49	292	163	134	847	102	157	603	62
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	495	411	238	266	149	488	1895	228	382	1634	164
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	929	1856	1540	1060	999	558	764	3159	380	586	2724	274
Grp Volume(v), veh/h	70	257	52	49	0	455	134	473	476	157	386	279
Grp Sat Flow(s),veh/h/ln	929	1856	1540	1060	0	1557	764	1763	1776	586	1763	1235
Q Serve(g_s), s	0.0	10.6	2.3	3.7	0.0	24.0	5.9	7.6	7.6	11.8	5.6	5.9
Cycle Q Clear(g_c), s	24.0	10.6	2.3	14.3	0.0	24.0	11.8	7.6	7.6	19.3	5.6	5.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	80	495	411	238	0	415	488	1058	1066	382	1058	741
V/C Ratio(X)	0.87	0.52	0.13	0.21	0.00	1.10	0.27	0.45	0.45	0.41	0.36	0.38
Avail Cap(c_a), veh/h	80	495	411	238	0	415	488	1058	1066	382	1058	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	28.1	25.0	34.2	0.0	33.0	5.9	4.4	4.4	7.4	4.2	4.2
Incr Delay (d2), s/veh	59.1	0.5	0.1	0.2	0.0	72.7	1.4	1.4	1.4	3.2	1.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.7	0.8	1.0	0.0	17.1	0.8	2.4	2.4	1.3	1.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.1	28.5	25.1	34.3	0.0	105.7	7.3	5.8	5.8	10.7	5.2	5.7
LnGrp LOS	F	C	C	C	A	F	A	A	A	B	A	A
Approach Vol, veh/h		379			504			1083			822	
Approach Delay, s/veh		42.0			98.7			6.0			6.4	
Approach LOS		D			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s		13.8		26.0		21.3		26.0				
Green Ext Time (p_c), s		9.1		0.0		7.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	548	34	0	914	0	44
Future Vol, veh/h	548	34	0	914	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	596	37	0	993	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	317
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	879
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	879
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	879	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	123	51	58	60	42
Future Vol, veh/h	112	123	51	58	60	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	122	134	55	63	65	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	87	0	0	118	0
Stage 1	87	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.13	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227	-
Pot Cap-1 Maneuver	927	1102	-	-	1464	-
Stage 1	1102	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1102	-	-	1464	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	1102	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	986	1464	-
HCM Lane V/C Ratio	-	-	0.259	0.045	-
HCM Control Delay (s)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	115	65	949	621	36
Future Vol, veh/h	67	115	65	949	621	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	73	125	71	1032	675	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1353	357	714	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	5	5	4.16	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.23	-	-	-
Pot Cap-1 Maneuver	306	845	875	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	845	875	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	595	-	-
HCM Lane V/C Ratio	0.081	-	0.332	-	-
HCM Control Delay (s)	9.5	-	14	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	-	-

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	15	32	0	0	14	28	0	0
Future Vol, veh/h	0	0	0	0	15	32	0	0	14	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	16	35	0	0	15	30	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	1	0	0	35	52	1	43	35	34
Stage 1	-	-	-	-	-	-	1	1	-	34	34	-
Stage 2	-	-	-	-	-	-	34	51	-	9	1	-
Critical Hdwy	4.13	-	-	4.13	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1549	-	-	1615	-	-	1160	1141	1199	1151	1160	1161
Stage 1	-	-	-	-	-	-	1199	1199	-	1161	1161	-
Stage 2	-	-	-	-	-	-	1161	1142	-	1190	1199	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1615	-	-	1160	1141	1199	1136	1160	1161
Mov Cap-2 Maneuver	-	-	-	-	-	-	1160	1141	-	1136	1160	-
Stage 1	-	-	-	-	-	-	1199	1199	-	1161	1161	-
Stage 2	-	-	-	-	-	-	1161	1142	-	1175	1199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8	8.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1199	1549	-	-	1615	-	-	1136
HCM Lane V/C Ratio	0.013	-	-	-	-	-	-	0.027
HCM Control Delay (s)	8	0	-	-	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Appendix K

Entry Gate Analysis

Sec. 47-20.5. - General design of parking facilities.

A. *Design plan.* An application for approval of a parking facility shall include a site plan prepared by a licensed architect, licensed landscape architect or licensed engineer. The site plan shall show plans drawn to an accurate scale and dimension (minimum one (1) inch equals thirty (30) feet) and shall show the layout of the area, including entrances and exits, all sight triangles and supporting calculations, drainage provisions and supporting calculations, signs and pavement markings, surfacing, curbs or barriers and location and type of landscaping, and a table showing how the proposed parking area meets the minimum requirements in this section.

B. *Access to and from parking facilities.*

1. Entry and exit to and from off-street parking facilities and spaces, circulation within off-street parking facilities, and exit from off-street parking facilities shall conform with engineering standards which assure the safety and convenience of pedestrians and motorists.
2. Entries and exits must be from or to an improved right-of-way a minimum of twenty (20) feet in width or an improved right-of-way designated by the city as one-way. For purposes of this section, "improved" shall mean paved and provided with drainage in accordance with engineering standards as defined in Section 47-35, Definitions.
3. *Entrances and exits.*
    a. *General.* The location, size and number of entrances and exits shall conform with engineering standards which assure avoidance of congestion, confusion and conflicts between pedestrian and vehicular traffic. The design of entrances and exits shall be coordinated with the design of the vehicular use area landscape requirements provided in Section 47-21, Landscape and Tree Preservation Requirements.
    b. *Exclusive use parking.* When a parcel is to be zoned to exclusive use, all entrances and exits to the parking facility shall be located on property designated for commercial use by the LUP, except where the city engineer determines that access from the commercial parcel is undesirable or unsafe, or an existing structure prevents access, or the commercial parcel is not under common ownership with the exclusive use parcel. If the entry or exit must be located on the parcel designated for residential use by the LUP based on one (1) of the reasons identified above, then the driveway must be located as near to the commercial parcel as possible while ensuring safety, and signs may be required which direct traffic away from surrounding residential neighborhoods.
4. All vehicular use areas shall be designed to meet the requirements of the Florida Building Code (Broward County Edition).

C. *Site circulation.*

1. If use of the parking area requires access or maneuvering on property other than the parcel where the parking area is located, a permanent cross-access easement over the other property must be provided to the city, approved as to form by the city attorney and recorded in the public records of the county at the expense of the applicant.
2. Internal circulation within the parking area must be maintained on site and shall not be blocked by parking spaces.
3. On-site access drives that do not directly abut parking spaces shall be provided as follows:
    a. For two-way travel:
        i. For all development except for multi-family, townhouse, or cluster development:

        A minimum of twenty (20) feet in width shall be provided, except as provided in c. below, and sections of the two-way access drive may be reduced to eighteen (18) feet in width if necessary to preserve an existing tree classified as C or higher with a minimum diameter measurement of eight (8) inches as

determined by the City Landscape Inspector.

ii. For multi-family, townhouse, or cluster development:

Eighteen (18) feet in width shall be provided except as provided in c. below and sections of the two-way access drive may be increased to twenty (20) feet in width if necessary to provide adequate and safe vehicular circulation as determined by the city engineer. Access drives may be increased to twenty-four (24) feet where the drive is perpendicular to another access drive and requires additional width sufficient to maintain a safe turning radius as determined by the city engineer.

b. For one-way travel:

i. For all development except for multi-family, townhouse, or cluster development:

A minimum of twelve (12) feet in width shall be provided, except as provided in c. below. Sections of the one-way access drive may be referenced to ten (10) feet in width if necessary to preserve an existing tree classified as C or higher with a minimum diameter measurement of eight (8) inches as determined by the City Landscape Inspector.

ii. For multi-family, townhouse, or cluster development:

Ten (10) feet in width shall be provided except as provided in c. below and sections of the one-way access drive may be increased to twelve (12) feet in width if necessary to provide adequate and safe vehicular circulation as determined by the city engineer.

c. Access drives for one- or two-way travel:

May be reduced to no less than ten (10) feet in width for access to ten (10) parking spaces or less, if:

a) necessary to preserve an existing tree classified as C or higher by the City Landscape Inspector; with a minimum diameter measurement of eight (8) inches, or

b) There is an existing principal building proposed to be used, and requiring a wider drive would necessitate removal of a portion of such existing building.

4. Dead-end parking areas shall be prohibited, except where the number of parking spaces in the dead end area is less than twenty-one (21) and a turnaround area is provided which will accommodate a two (2) point turn around by a standard passenger car or where the number of parking spaces in the dead end is ten (10) or less (AASHTO "P" Design Vehicle).
5. A sight triangle shall be provided in a parking area that abuts the intersection of two (2) streets or where a street intersects with a driveway on the parking area.
6. *Minimum stacking distance.* Adequate stacking distance shall be required for both inbound and outbound vehicles to facilitate the safe and efficient movement between the public right-of-way and the development. An inbound stacking area shall be of sufficient size to insure that vehicles will not obstruct the adjacent roadway, the sidewalk and the circulation within the facility. An outbound stacking area shall be required to eliminate backup and delay of vehicles within the development. The minimum number of stacking spaces shall be provided on site inclusive of the vehicle being served as applicable, except as provided for outbound vehicles.
   a. *Design.* A stacking area shall be designed to include a space of twelve (12) feet wide by twenty-two (22) feet long for each vehicle to be accommodated within the stacking area and so that vehicles within the stacking area do not block parking stalls, parking aisles or driveways of off-street parking facilities.
   b. *Adjacent to non-trafficway.* All off-street parking facilities shall provide a stacking area at the point(s) of connection of a driveway with a public right-of-way. The stacking area for any residential use other than single family detached, shall accommodate at least one percent (1%) of the number of parking stalls served

by the driveway up to a maximum of five (5) spaces. For parking lots with fewer than one hundred (100) cars, the stacking area shall be able to accommodate a minimum of one (1) car.

c. *Adjacent to trafficway.* The number of vehicles required to be accommodated within a stacking area adjacent to a trafficway shall be in conformance with the stacking requirements as follows:

Type of Parking Facility	Inbound Vehicles	Outbound Vehicles
Residential: Attendant parking	10% of the total parking capacity of the facility up to a maximum of 5 spaces	1 space
Self-parking (residential)	2 spaces or 1% of the total parking capacity, whichever is greater, up to a maximum of 5 spaces	1 space
Gatehouse (residential): Attended	5 spaces	1 space
Nonresidential: Attendant parking	10% of the total parking capacity of the facility, up to a maximum of 8 spaces	1 space
Self-parking (nonresidential)	2 spaces or 1% of the total parking capacity, whichever is greater, up to a maximum of 5 spaces	1 space
Ticket gate (ticket dispensing machine)	3 spaces minimum	1 space
Cashier booth (tickets dispensed manually)	5 spaces	minimum 1 space
Gatehouse (commercial): Attended	5 spaces or 1% of the total parking capacity, whichever is greater, up to a maximum of 8 spaces	2 spaces

d. For a development which generates less than five hundred (500) trips per day, a lesser number of stacking spaces may be authorized by the reviewing authority based on a traffic impact statement prepared by a licensed engineer, architect or landscape architect or American Institute of Certified Planners certified planner which indicates that characteristics of the proposed use or abutting right-of-way support a determination that the need for stacking spaces is less than that required by the ULDR. These characteristics may include, but are not limited to, the following:

i. A deceleration lane will be located at the driveway, or

ii. The peak hour directional traffic volumes on the abutting right-of-way do not coincide or conflict with peak hour usage on the site, or

iii. Characteristics of the proposed use such as low traffic generation or low turnover of parking spaces support a finding that the number of stacking spaces provided will be sufficient to protect the safety of those traveling on and off site.

D. *Drive aisles.*

1. *Duplex.* All duplex units shall have frontage on a street or paved driveway serving the units. Vehicular access for parking shall be from public streets. An easement, satisfactory to the city attorney, shall be granted over the driveway for all public utilities and for use by both unit owners when one (1) single driveway for both units is to be utilized. The easement shall be recorded in the public records of the county at applicant's expense and a copy filed with the department. For dimensional requirements, refer to Section 47-20.5.C.3.

2. *Townhouses.* All units in a group of townhouses shall have frontage on a street or paved driveway serving the group. Such private driveway shall be ten (10) feet in width and may be increased to twelve (12) feet in width if necessary to provide adequate and safe vehicular circulation as determined by the city engineer. An easement satisfactory to the city attorney shall be granted over the driveway for all public utilities and for use by all owners of units within the group. The easement shall be recorded in the public records of the county at applicant's expense and a copy filed with the department. For dimensional requirements, refer to Section 47-20.5.C.3.

E. *Parking facility on a waterway.* All parking facilities located on a waterway shall meet the requirements of and be approved in accordance with the provisions of Section 47-23.8, Waterway Uses, except parking facilities located within the Downtown RAC districts. Parking facilities on the New River within the RAC districts shall meet the requirements provided in Section 47-13, Downtown RAC Districts.

(Ord. No. C-97-19, § 1(47-20.5), 6-18-97; Ord. No. C-98-3, § 1, 1-21-98; Ord. No. C-00-65, § 6, 11-7-00; Ord. No. C-03-23, § 2, 7-1-03 ; Ord. No. C-04-3, § 4, 2-3-04; Ord. No. C-08-54, § 3, 12-2-08)

FAT Village East A.M. Peak Hour (Resident/Empolyee Entry Gate)

Arrival Rate

IN
272 veh/hr

Service Rate

IN
0.10 mins/veh

Number Entry Lanes (N) =	1			
Level of Confidence =	0.95			
Storage Provided On-Site =	1	vehicles		
Total Entering and Exiting Vehicles(q) =	272	veh/hr		
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00	veh/hr/pos		
Average Service Rate (t) =	0.10	mins/veh		
rho (t/Q) =	0.453			

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	54.67%

Service Time = 0.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.38	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.83	
Mean time in the queue	E(w)=	0.08	mins
Mean time in system	E(t)=	0.18	mins
Proportion of customers who wait (P) (E(w) > 0)=		45.33%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 2.8 vehicles

FAT Village East P.M. Peak Hour (Resident/Employee Entry Gate)

Arrival Rate

IN
92 veh/hr

Service Rate

IN
0.10 mins/veh

Number Entry Lanes (N) =	1
Level of Confidence =	0.95
Storage Provided On-Site =	1 vehicles
Total Entering and Exiting Vehicles(q) =	92 veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00 veh/hr/pos
Average Service Rate (t) =	0.10 mins/veh
rho (t/Q) =	0.153

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	84.67%

Service Time = 0.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.03	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.18	
Mean time in the queue	E(w)=	0.02	mins
Mean time in system	E(t)=	0.12	mins
Proportion of customers who wait (P) (E(w) > 0)=		15.33%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.6 vehicles

FAT Village East A.M. Peak Hour (Visitor Entry Gate)

Arrival Rate

IN
58 veh/hr

Service Rate

IN
0.15 mins/veh

Number Entry Lanes (N) =	1
Level of Confidence =	0.95
Storage Provided On-Site =	1 vehicles
Total Entering and Exiting Vehicles(q) =	58 veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	400.00 veh/hr/pos
Average Service Rate (t) =	0.15 mins/veh
rho (t/Q) =	0.145

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	85.50%

Service Time = 0.15 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.02	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.17	
Mean time in the queue	E(w)=	0.03	mins
Mean time in system	E(t)=	0.18	mins
Proportion of customers who wait (P) (E(w) > 0)=		14.50%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.6 vehicles

FAT Village East P.M. Peak Hour (Visitor Entry Gate)

Arrival Rate

IN
164 veh/hr

Service Rate

IN
0.15 mins/veh

Number Entry Lanes (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	164	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	400.00	veh/hr/pos
Average Service Rate (t) =	0.15	mins/veh
rho (t/Q) =	0.410	

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	59.00%

Service Time = 0.15 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.28	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.69	
Mean time in the queue	E(w)=	0.10	mins
Mean time in system	E(t)=	0.25	mins

Proportion of customers who wait (P) (E(w) > 0)=	41.00%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 2.4 vehicles

FAT Village West A.M. Peak Hour (Resident Entry Gate)

Arrival Rate

IN	
18	veh/hr

Service Rate

IN	
0.10	mins/veh

Number Entry Lanes (N) =	1				
Level of Confidence =	0.95				
Storage Provided On-Site =	2	vehicles			
Total Entering and Exiting Vehicles(q) =	18	veh/hr			
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00	veh/hr/pos			
Average Service Rate (t) =	0.10	mins/veh			
rho (t/Q) =	0.030				

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	97.00%

Service Time = 0.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.03	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins
Proportion of customers who wait (P) (E(w) > 0)=		3.00%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.0 vehicles

FAT Village West P.M. Peak Hour (Resident Entry Gate)

Arrival Rate

IN
29 veh/hr

Service Rate

IN
0.10 mins/veh

Number Entry Lanes (N) =	1			
Level of Confidence =	0.95			
Storage Provided On-Site =	2	vehicles		
Total Entering and Exiting Vehicles(q) =	29	veh/hr		
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00	veh/hr/pos		
Average Service Rate (t) =	0.10	mins/veh		
rho (t/Q) =	0.048			

	N	N-1		
0.70	1	0	P(n=0)=	1.000
0.75	2	1	P(n=1)=	0.000
			P(0) =	95.17%

Service Time = 0.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.05	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.11	mins
Proportion of customers who wait (P) (E(w) > 0)=		4.83%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.0 vehicles

RK CENTERS

901 North Federal Highway
Fort Lauderdale, Florida 33304

TRAFFIC IMPACT STUDY

Prepared By:

KEITH

301 East Atlantic Boulevard
Pompano Beach, FL 33060

August 26, 2020

Project No: 10683.00

RK CENTERS

901 North Federal Highway
Fort Lauderdale, Florida 33304

TRAFFIC IMPACT STUDY

August 26, 2020

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TABLE OF CONTENTS

Introduction 4

Existing Conditions 5

Proposed Conditions 7

Trip Generation 8

Trip Distribution 17

Data Collection 22

Intersection Capacity Analysis 55

Conclusion 70

Appendix A – Site Plan I

Appendix B – Trip Generation II

Appendix C – FDOT Florida Traffic Online III

Appendix D – FDOT PSCF IV

Appendix E – Traffic Data Collection V

Appendix F – FDOT Trend Analysis VI

Appendix G – Historical Traffic Data Provided By FDOT VII

Appendix H – Modera Flagler Village (Committed Trips) VIII

Appendix I – Broward County Traffic Engineering Divison IX

Appendix J – Synchro Reports X

Appendix K – Miscellaneous XI

LIST OF FIGURES

Figure 1 : Project Location 4
Figure 2: Study Intersection Locations 6
Figure 3: Searstown Proposed Development 7
Figure 4: Net New Project Trips – Daily 14
Figure 5: Net New Project Trips – A.M. Peak Hour 15
Figure 6: Net New Project Trips – P.M. Peak Hour 16
Figure 7: Overall Trip Distribution 18
Figure 8: Trip Distribution 19
Figure 9: Project Trip Assignment 21
Figure 10: Synchro 10/SimTraffic Simulation 55
Figure 11: 2019 Existing Traffic Volumes – A.M. Peak Hour 64
Figure 12: 2019 Existing Traffic Volumes – P.M. Peak Hour 65
Figure 13: 2028 Background Traffic Volumes – A.M. Peak Hour 66
Figure 14: 2028 Background Traffic Volumes – P.M. Peak Hour 67
Figure 15: 2028 Total Traffic Volumes – A.M. Peak Hour 68
Figure 16: 2028 Total Traffic Volumes – P.M. Peak Hour 69

LIST OF TABLES

Table 1: Daily Trip Generation 11
Table 2: A.M. Peak Hour Trip Generation 12
Table 3: P.M. Peak Hour Trip Generation 13
Table 4: Annual Growth Rate 23
Table 5: East Sunrise Boulevard & NE 4th Avenue (A.M. Peak Hour) 25
Table 6: East Sunrise Boulevard & NE 4th Avenue (P.M. Peak Hour) 26
Table 7: East Sunrise Boulevard & North Flagler Drive (A.M. Peak Hour) 27
Table 8: East Sunrise Boulevard & North Flagler Drive (P.M. Peak Hour) 28
Table 9: East Sunrise Boulevard & North Federal Highway (A.M. Peak Hour) 29
Table 10: East Sunrise Boulevard & North Federal Highway (P.M. Peak Hour) 30
Table 11: North Flagler Drive & NE 5th Avenue (A.M. Peak Hour) 31
Table 12: North Flagler Drive & NE 5th Avenue (P.M. Peak Hour) 32
Table 13: North Flagler Drive & NE 4th Avenue/NE 9th Street (A.M. Peak Hour) 33

LIST OF TABLES

Table 14: North Flagler Drive & NE 4th Avenue/NE 9th Street (P.M. Peak Hour) 34
Table 15: NE 9th Street & NE 5th Avenue (A.M. Peak Hour) 35
Table 16: NE 9th Street & NE 5th Avenue (P.M. Peak Hour) 36
Table 17: North Federal Highway & NE 9th Street (A.M. Peak Hour) 37
Table 18: North Federal Highway & NE 9th Street (P.M. Peak Hour) 38
Table 19: North Flagler Drive & NE 3rd Avenue (A.M. Peak Hour) 39
Table 20: North Flagler Drive & NE 3rd Avenue (P.M. Peak Hour) 40
Table 21: NE 8th Street & NE 3rd Avenue (A.M. Peak Hour) 41
Table 22: NE 8th Street & NE 3rd Avenue (P.M. Peak Hour) 42
Table 23: NE 8th Street & NE 4th Avenue (A.M. Peak Hour) 43
Table 24: NE 8th Street & NE 4th Avenue (P.M. Peak Hour) 44
Table 25: NE 8th Street & NE 5th Avenue (A.M. Peak Hour) 45
Table 26: NE 8th Street & NE 5th Avenue (P.M. Peak Hour) 46
Table 27: North Federal Highway & NE 8th Street (A.M. Peak Hour) 47
Table 28: North Federal Highway & NE 8th Street (P.M. Peak Hour) 48
Table 29: West Sunrise Boulevard & North Andrews Avenue (A.M. Peak Hour) 49
Table 30: West Sunrise Boulevard & North Andrews Avenue (P.M. Peak Hour) 50
Table 31: West Sunrise Boulevard & NE 12th Avenue (A.M. Peak Hour) 51
Table 32: West Sunrise Boulevard & NE 12th Avenue (P.M. Peak Hour) 52
Table 33: West Sunrise Boulevard & NE 15th Avenue (A.M. Peak Hour) 53
Table 34: West Sunrise Boulevard & NE 15th Avenue (P.M. Peak Hour) 54
Table 35: 2019 Existing Traffic Conditions – A.M. Peak Hour 57
Table 36: 2019 Existing Traffic Conditions – P.M. Peak Hour 58
Table 37: 2028 Background Traffic Conditions – A.M. Peak Hour 59
Table 38: 2028 Background Traffic Conditions – P.M. Peak Hour 60
Table 39: 2028 Total Traffic Conditions – A.M. Peak Hour 61
Table 40: 2028 Total Traffic Conditions – P.M. Peak Hour 62

INTRODUCTION

KEITH was retained by RK Centers to complete a Traffic Impact Study for the proposed redevelopment located at 901 North Federal Highway in Fort Lauderdale, Florida. The developer is proposing to construct a mixed-use development with two 15-story and two 30-story residential towers, a 17-story hotel, retail, office, art gallery/studio and restaurant spaces distributed into three (3) different parcels. The properties are identified as Parcel 1, Parcel 2, and Parcel 3, as shown in Figure 1 and the proposed development program per parcel is listed below:

Figure 1 : Project Location

- **Parcel 1 includes:**
  - 797 residential units
  - 32,559 square feet of office space
  - 46,072 square feet of retail
  - 8,075 square feet of restaurant

- **Parcel 2 includes:**
    - 22 residential units
    - 192 hotel rooms
    - 4770 square feet of restaurant
- **Parcel 3 includes:**
    - 135 residential units
    - 4,718 square feet of retail
    - 2,295 square feet of restaurant
    - 10,883 square feet of art studio

Parcel 1 is the Searstown Plaza site, bordered by East Sunrise Boulevard, North Federal Highway, NE 9th Street, NE 5th Avenue and North Flagler Drive. Parcel 2 is an L-shaped portion of vacant land just south of Parcel 1, bordered by NE 9th Street, NE 5th Terrace and NE 5th Avenue. Parcel 3 is portion of the vacant land just west of Parcel 2, bordered by NE 9th Street, NE 5th Avenue and NE 4th Avenue. This analysis has been prepared to evaluate traffic impacts resulting from the proposed project. The buildout year is anticipated to be 2028. The proposed site plan for the three (3) parcels is included in Appendix A.

EXISTING CONDITIONS

The existing site is currently occupied by 155,760 square feet of leased shopping center space. Parcel 1 currently has three (3) access points on Federal Highway, two (2) on Sunrise Boulevard, a service/loading bay on NE 5th Avenue and one (1) on North Flagler Drive. Parcel 2 has one (1) access point on NE 9th Street and one (1) on NE 5th Avenue. Parcel 3 has one (1) access point on NE 9th Street and one (1) on NE 5th Avenue. Figure 2 depicts the site location and the study intersection locations are listed below:

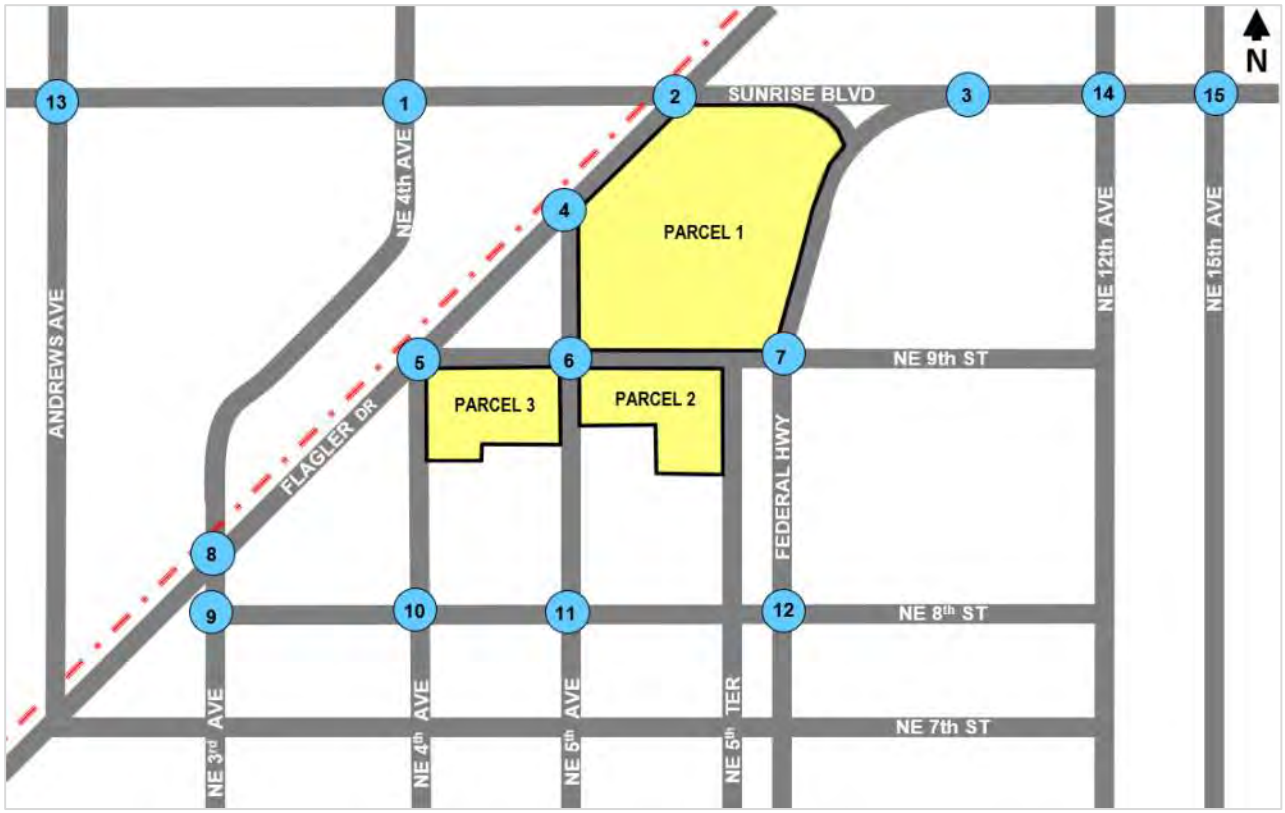


Figure 2: Study Intersection Locations

1. East Sunrise Boulevard & NE 4th Avenue - Signalized
2. East Sunrise Boulevard & North Flagler Drive - Signalized
3. East Sunrise Boulevard & North Federal Highway (US 1) - Signalized
4. North Flagler Drive & NE 5th Avenue - Unsignalized
5. North Flagler Drive & NE 9 Street / NE 4th Avenue - Unsignalized
6. NE 9 Street & NE 5th Avenue - Unsignalized
7. North Federal Highway & NE 9th Street – Signalized
8. North Flagler Drive & NE 3rd Avenue – Signalized
9. NE 8th Street & NE 3rd Avenue – Unsignalized
10. NE 8th Street & NE 4th Avenue – Unsignalized
11. NE 8th Street & NE 5th Avenue – Unsignalized
12. North Federal Highway & NE 8th Street – Signalized
13. West Sunrise Boulevard & North Andrews Avenue – Signalized
14. East Sunrise Boulevard & NE 12th Avenue – Signalized
15. East Sunrise Boulevard & NE 15th Avenue - Signalized

PROPOSED CONDITIONS

The existing shopping center space will be demolished and the proposed development project will include four (4) residential towers, townhomes, office, retail, restaurants, a hotel, an art gallery, and art studios to be built on three (3) separate parcels. The mixed-use development will encourage pedestrian and bicycle travel by providing wide sidewalks, landscaped areas, open air spaces with connectivity between the parcels and the surrounding neighborhood.

The proposed development on Parcel 1, will close both existing driveways on East Sunrise Boulevard and two (2) existing driveways on South Federal Highway. The proposed access to Parcel 1 will be one (1) driveway connection on South Federal Highway, one (1) driveway connection on NE 9th Street, two (2) connections on NE 5th Avenue (one will be for service and one for a garage) and one (1) connection on North Flagler Drive. The proposed access to Parcel 2 will be a one-way, eastbound driveway from NE 5th Ave to NE 5th Terrace. The proposed access to Parcel 3 will be one (1) driveway connection on NE 5th Avenue and one (1) on NE 4th Avenue. Figure 3 depicts a 3D-rendering of the project.

Figure 3: Searstown Proposed Development

TRIP GENERATION

Trip generation for the proposed development was calculated using trip generation rates and equations by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The following ITE Land Use Codes (LUCs) and equations were used for Daily, A.M. Peak and P.M. Peak Hour periods:

- **LUC 221 - Multifamily Housing (Mid-Rise)**

Daily: T = 5.45(X) - 1.75 (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: Ln(T) = 0.98*LN(X) - 0.98 (Directional Distribution: 26% In / 74% Out)

PM Peak Hour: Ln(T) = 0.96Ln(X) - 0.63 (Directional Distribution: 61% In / 39% Out)

- **LUC 222 - Multifamily Housing (High-Rise)**

Daily: T = 3.94(X) + 211.81 (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T = 0.28(X) + 12.86 (Directional Distribution: 24% In / 76% Out)

PM Peak Hour: T = 0.34(X) + 8.56 (Directional Distribution: 61% In / 39% Out)

- **LUC 310 - Hotel**

Daily: T = 11.29(X) – 426.97 (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T = 0.50(X) – 5.34 (Directional Distribution: 59% In / 41% Out)

PM Peak Hour: T = 0.75(X) – 26.02 (Directional Distribution: 51% In / 49% Out)

- **LUC 580 – Museum (Art Studio)****

AM Peak Hour: T = 0.28(X) (Directional Distribution: 86% In / 14% Out)

PM Peak Hour: T = 0.18 (Directional Distribution: 16% In / 84% Out)

***ITE Trip Generation Manual 10th Edition does not provide a land use code for Art Gallery*

and/or Art Studio; therefore, per Broward Metropolitan Planning Organization's recommendations, trip generation rates for LUC 580 - Museum were utilized for this analysis.

- **LUC 710 – General Office Building**

Daily: Ln(T)=0.97Ln(X)+2.50 (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T=0.94(X)+26.49 (Directional Distribution: 86% In / 14% Out)

PM Peak Hour: Ln(T)=0.95Ln(X)+0.36 (Directional Distribution: 16% In / 84% Out)

- **LUC 814 – Variety Store**

Daily: T = 63.47(X) (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T= 3.18(X) (Directional Distribution: 57% In / 43% Out)

PM Peak Hour: T = 6.84(X) (Directional Distribution: 52% In / 48% Out)

- **LUC 820 – Shopping Center**

Daily: T = Ln(T) = 0.68Ln(X) + 5.57 (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T=0.50(X) + 151.78 (Directional Distribution: 62% In / 38% Out)

PM Peak Hour: Ln(T)=0.74Ln(X)+2.89 (Directional Distribution: 48% In / 52% Out)

- **LUC 930 – Fast Casual Restaurant**

Daily: T = 315.17(X) (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T = 2.07(X) (Directional Distribution: 67% In / 33% Out)

PM Peak Hour: T = 14.13(X) (Directional Distribution: 55% In / 45% Out)

- **LUC 931 – Quality Restaurant**

Daily: T = 83.84(X) (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T = 0.73(X) (Directional Distribution: 50% In / 50% Out)**

PM Peak Hour: T = 7.80(X) (Directional Distribution: 67% In / 33% Out)

***Per ITE Trip Generation Manual 10th Edition, directional distribution for A.M. Peak Hour is "not available"; therefore, 50% entering and 50% exiting distributions were utilized as assumptions.*

- **LUC 932 – High-Turnover (Sit-Down) Restaurant**

Daily: T = 112.18(X) (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T = 9.94(X) (Directional Distribution: 55% In / 45% Out)

PM Peak Hour: T = 9.77(X) (Directional Distribution: 62% In / 38% Out)

The proposed development is expected to generate a total of 4,858 Daily trips, 426 A.M. Peak hour trips and 241 P.M. Peak hour trips. The trip generation results are summarized in Tables 1, 2 and 3 for Daily, A.M. Peak Hour and P.M. Peak Hour, respectively. Figures 4, 5 and 6 show the net new project trips for Daily, A.M. Peak and P.M. Peak Hour. The trip generation worksheets are included in Appendix B.

Table 1: Daily Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	Directional Distribution		Total Trips		
					% In	% Out	In	Out	Total
Existing Development									
Shopping Center	820	155,760	Square Feet	Ln(T)=0.68Ln(X)+5.57	50%	50%	4,063	4,063	8,126
						Internalization (10%)	406	406	812
	Subtotal						**3,657**	**3,657**	**7,314**
Parcel 1									
Proposed Development									
Multi-Family Housing (Mid-Rise)*	221	31	Dwelling Unit	T=5.45(X)-1.75	50%	50%	83	84	167
Multi-Family Housing (High-Rise)**	222	766	Dwelling Unit	T=3.94(X)+211.81	50%	50%	1,615	1,615	3,230
General Office Building	710	32,559	Square Feet	Ln(T)=0.97Ln(X)+2.5	50%	50%	178	179	357
Shopping Center	820	46,072	Square Feet	Ln(T)=0.68Ln(X)+5.57	50%	50%	1,774	1,775	3,549
Fast Casual Restaurant (Restaurant 106)	930	1,241	Square Feet	T=315.17(X)	50%	50%	195	196	391
Fast Casual Restaurant (Food Hall)	930	2,837	Square Feet	T=315.17(X)	50%	50%	447	447	894
Quality Restaurant (Restaurant 320)	931	3,997	Square Feet	T=83.84(X)	50%	50%	167	168	335
	Subtotal						**4,459**	**4,464**	**8,923**
Parcel 2									
Proposed Development									
Multi-Family Housing (High-Rise)	222	22	Dwelling Unit	T=3.94(X)+211.81	50%	50%	149	149	298
Hotel	310	192	Rooms	T=11.29(X)-426.97	50%	50%	870	871	1,741
Fast Casual Restaurant	930	1,290	Square Feet	T=315.17(X)	50%	50%	203	204	407
High-Turnover (Sit-Down) Restaurant	932	3,480	Square Feet	T=112.18(X)	50%	50%	195	195	390
	Subtotal						**1,417**	**1,419**	**2,836**
Parcel 3									
Proposed Development									
Multi-Family Housing (High-Rise)	222	135	Dwelling Unit	T=3.94(X)+211.81	50%	50%	372	372	744
Variety Store	814	4,718	Square Feet	T=63.47(X)	50%	50%	149	150	299
Fast Casual Restaurant	930	2,295	Square Feet	T=315.17(X)	50%	50%	361	362	723
Art Gallery/Studio	580	10,883	Square Feet	N/A	0%	0%	0	0	0
	Subtotal						**882**	**884**	**1,766**
						Total Parcels	**6,758**	**6,767**	**13,525**
						Internalization (10%)	**676**	**677**	**1,353**
						Total Parcels Project Trips	**6,082**	**6,090**	**12,172**
						Net New Project Trips	**2,425**	**2,433**	**4,858**

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

** Total number of dwelling units = 31 (including 19 townhomes and 12 liner units)*

*** Total number of dwelling units = 766 (including 168 units from Tower 1, 299 units from Tower 2 and 299 units from Tower 3)*

Table 2: A.M. Peak Hour Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	Directional Distribution		Total Trips		
					% In	% Out	In	Out	Total
Existing Development									
Shopping Center	820	155,760	Square Feet	T=0.50(X)+151.78	62%	38%	142	88	230
						Internalization (10%)	14	9	23
						Subtotal	**128**	**79**	**207**
Parcel 1									
Proposed Development									
Multi-Family Housing (Mid-Rise)*	221	31	Dwelling Unit	Ln(T)=0.98Ln(X)-0.98	26%	74%	3	8	11
Multi-Family Housing (High-Rise)**	222	766	Dwelling Unit	T=0.28(X)+12.86	24%	76%	54	173	227
General Office Building	710	32,559	Square Feet	T=0.94(X)+26.49	86%	14%	49	8	57
Shopping Center	820	46,072	Square Feet	T=0.50(X)+151.78	62%	38%	108	67	175
Fast Casual Restaurant (Restaurant 106)	930	1,241	Square Feet	T=2.07(X)	67%	33%	2	1	3
Fast Casual Restaurant (Food Hall)	930	2,837	Square Feet	T=2.07(X)	67%	33%	4	2	6
Quality Restaurant (Restaurant 320)	931	3,997	Square Feet	T=0.73(X)	50%	50%	1	2	3
						Subtotal	**221**	**261**	**482**
Parcel 2									
Proposed Development									
Multi-Family Housing (High-Rise)	222	22	Dwelling Unit	T=0.28(X)+12.86	24%	76%	5	14	19
Hotel	310	192	Rooms	T=0.50(X)-5.34	59%	41%	53	38	91
Fast Casual Restaurant	930	1,290	Square Feet	T=2.07(X)	67%	33%	2	1	3
High-Turnover (Sit-Down) Restaurant	932	3,480	Square Feet	T=9.94(X)	55%	45%	19	16	35
						Subtotal	**79**	**69**	**148**
Parcel 3									
Proposed Development									
Multi-Family Housing (High-Rise)	222	135	Dwelling Unit	T=0.28(X)+12.86	24%	76%	12	39	51
Variety Store	814	4,718	Square Feet	T=3.18(X)	57%	43%	9	6	15
Fast Casual Restaurant	930	2,295	Square Feet	T=2.07(X)	67%	33%	3	2	5
Art Gallery/Studio	580	10,883	Square Feet	T=0.28(X)	86%	14%	3	0	3
						Subtotal	**27**	**47**	**74**
						Total Parcels	**327**	**377**	**704**
						Internalization (10%)	33	38	71
						Total Parcels Project Trips	**294**	**339**	**633**
						Net New Project Trips	**166**	**260**	**426**

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

** Total number of dwelling units = 31 (including 19 townhomes and 12 liner units)*

*** Total number of dwelling units = 766 (including 168 units from Tower 1, 299 units from Tower 2 and 299 units from Tower 3)*

Table 3: P.M. Peak Hour Trip Generation

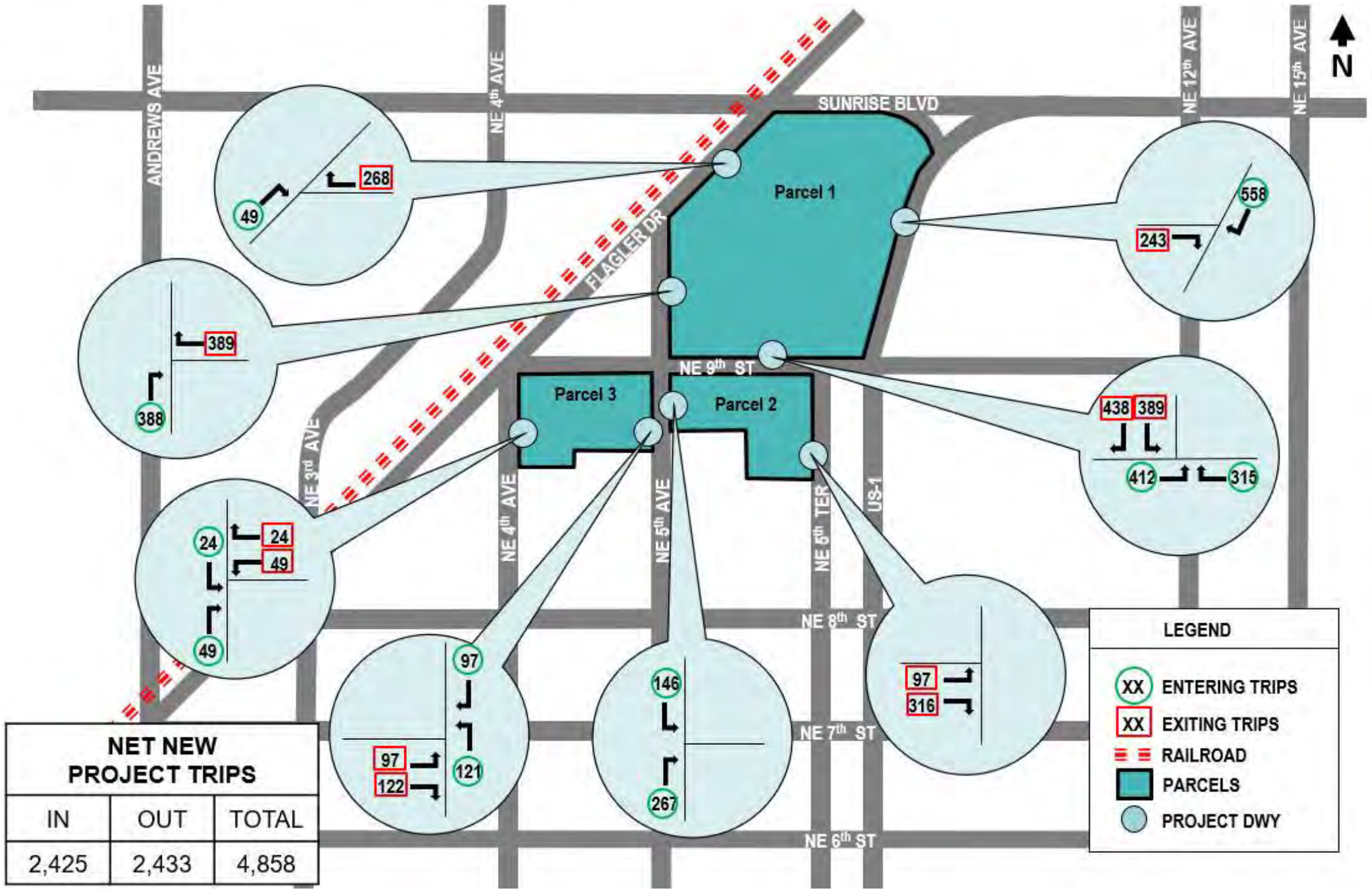
Land Use	ITE Code	Intensity		Trip Generation Rate	Directional Distribution		Total Trips		
					% In	% Out	In	Out	Total
Existing Development									
Shopping Center	820	155,760	Square Feet	Ln(T)=0.74Ln(X)+2.89	48%	52%	362	392	754
						Internalization (10%)	36	39	75
						Subtotal	**326**	**353**	**679**
Parcel 1									
Proposed Development									
Multi-Family Housing (Mid-Rise)*	221	31	Dwelling Unit	Ln(T)=0.96Ln(X)-0.63	61%	39%	8	6	14
Multi-Family Housing (High-Rise)**	222	766	Dwelling Unit	T=0.34(X)+8.56	61%	39%	164	105	269
General Office Building	710	32,559	Square Feet	Ln(T)=0.95Ln(X)+0.36	16%	84%	6	33	39
Shopping Center	820	46,072	Square Feet	Ln(T)=0.74Ln(X)+2.89	48%	52%	147	159	306
Fast Casual Restaurant (Restaurant 106)	930	1,241	Square Feet	T=14.13(X)	55%	45%	10	8	18
Fast Casual Restaurant (Restaurant 106)	930	2,837	Square Feet	T=14.13(X)	55%	45%	22	18	40
Quality Restaurant (Restaurant 320)	931	3,997	Square Feet	T=7.80(X)	67%	33%	21	10	31
						Subtotal	**378**	**339**	**717**
Parcel 2									
Proposed Development									
Multi-Family Housing (High-Rise)	222	22	Dwelling Unit	T=0.34(X)+8.56	61%	39%	10	6	16
Hotel	310	192	Rooms	T=0.75(X)-26.02	51%	49%	60	58	118
Fast Casual Restaurant	930	1,290	Square Feet	T=14.13(X)	55%	45%	10	8	18
High-Turnover (Sit-Down) Restaurant	932	3,480	Square Feet	T=9.77(X)	62%	38%	21	13	34
						Subtotal	**101**	**85**	**186**
Parcel 3									
Proposed Development									
Multi-Family Housing (High-Rise)	222	135	Dwelling Unit	T=0.34(X)+8.56	61%	39%	33	21	54
Variety Store	814	4,718	Square Feet	T=6.84(X)	52%	48%	17	15	32
Fast Casual Restaurant	930	2,295	Square Feet	T=14.13(X)	55%	45%	17	15	32
Art Gallery/Studio	580	10,883	Square Feet	T=0.18(X)	16%	84%	0	2	2
						Subtotal	**67**	**53**	**120**
						Total Parcels	546	477	1,023
						Internalization (10%)	55	48	103
						Total Parcels Project Trips	**491**	**429**	**920**
						Net New Project Trips	**165**	**76**	**241**

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

** Total number of dwelling units = 31 (including 19 townhomes and 12 liner units)*

*** Total number of dwelling units = 766 (including 168 units from Tower 1, 299 units from Tower 2 and 299 units from Tower 3)*

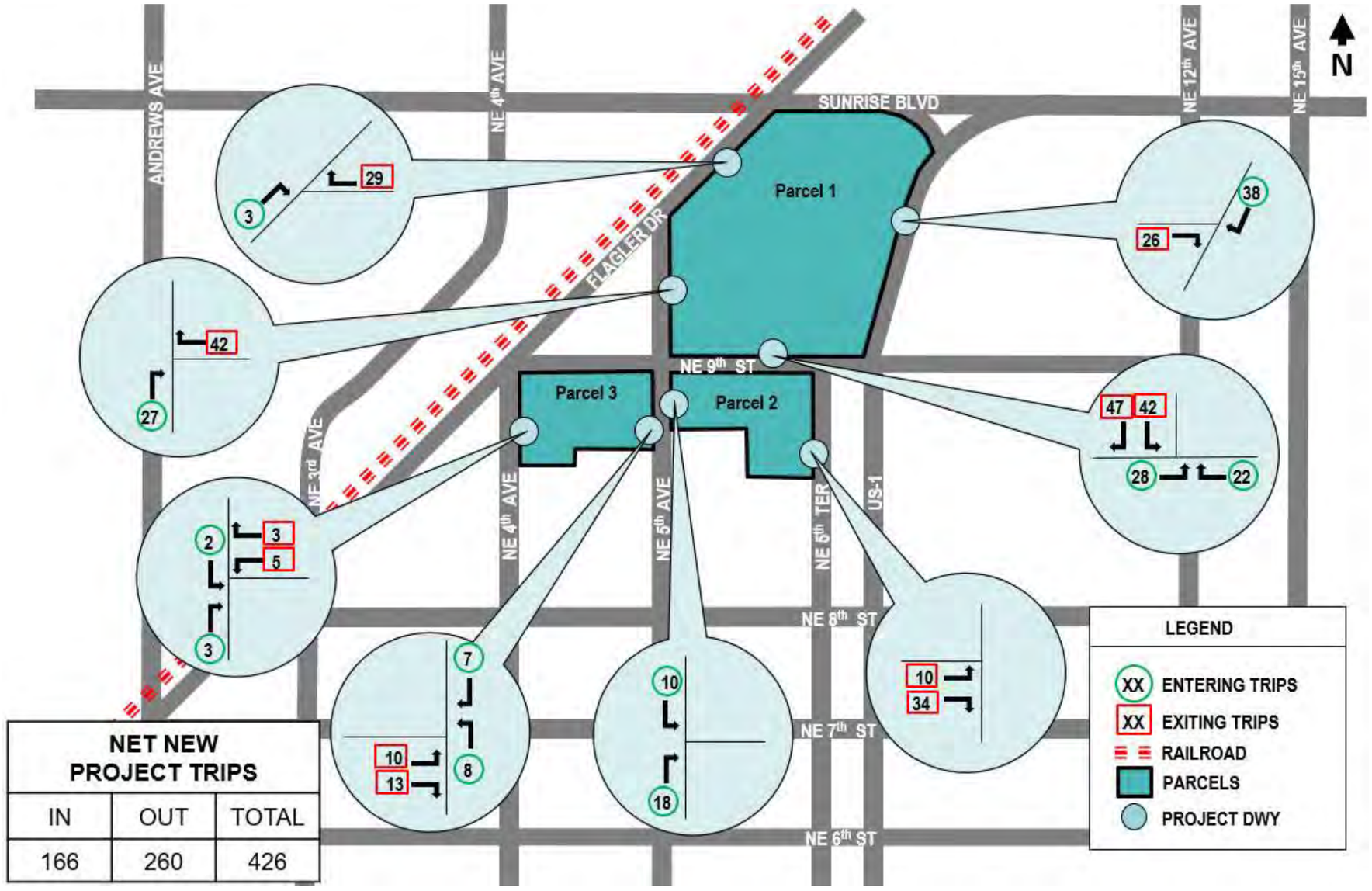
NET NEW PROJECT TRIPS - DAILY



NET NEW PROJECT TRIPS		
IN	OUT	TOTAL
2,425	2,433	4,858

Figure 4: Net New Project Trips – Daily

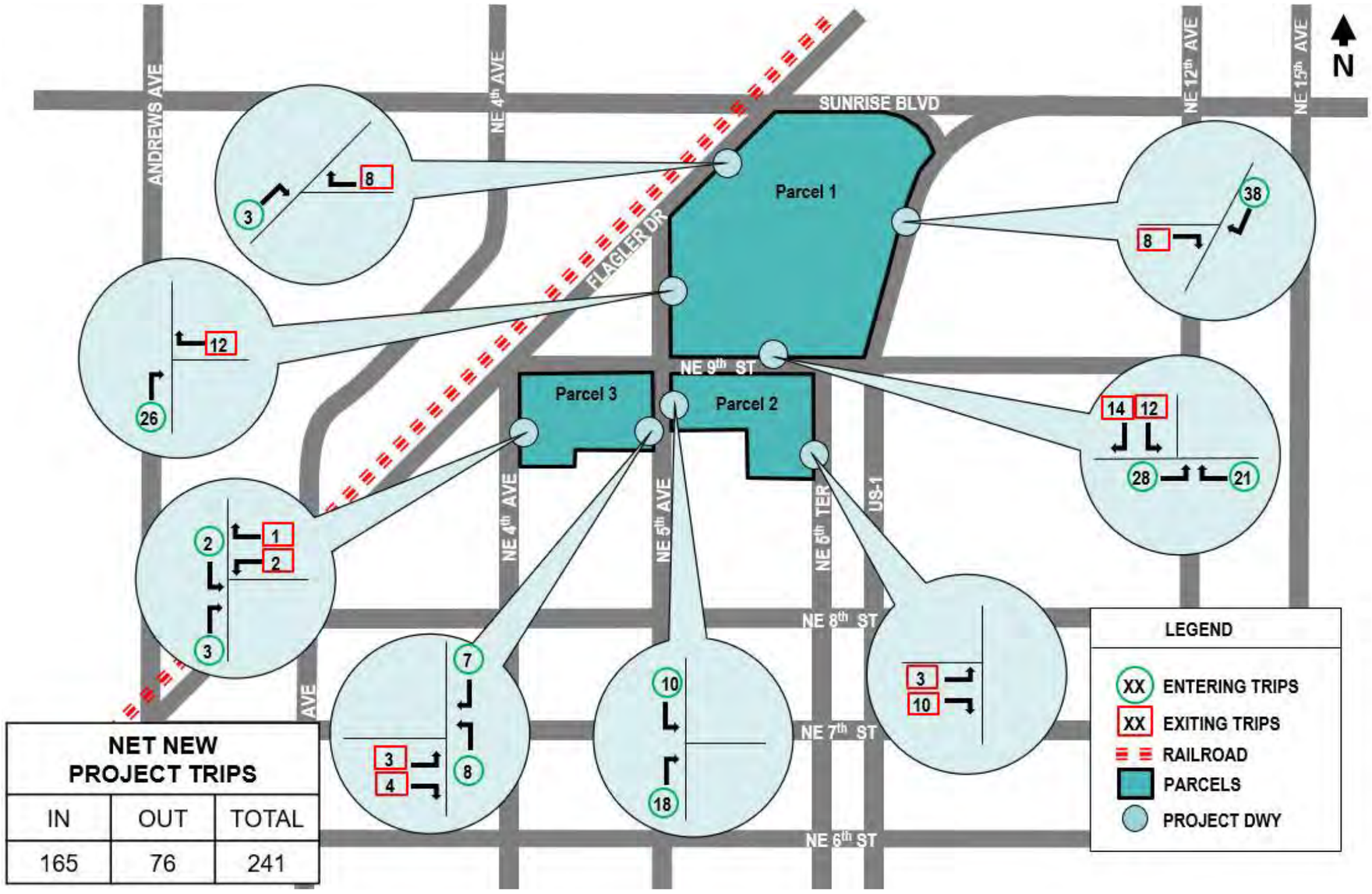
NET NEW PROJECT TRIPS - A.M. PEAK HOUR



NET NEW PROJECT TRIPS		
IN	OUT	TOTAL
166	260	426

Figure 5: Net New Project Trips – A.M. Peak Hour

NET NEW PROJECT TRIPS - P.M. PEAK HOUR



NET NEW PROJECT TRIPS		
IN	OUT	TOTAL
165	76	241

Figure 6: Net New Project Trips – P.M. Peak Hour

TRIP DISTRIBUTION

The trip distribution was based on Annual Average Daily Traffic (AADT) volumes taken from the Florida Department of Transportation (FDOT) Florida Traffic Online (2019) web application, existing traffic counts and local knowledge of the area. The trip distribution assumptions were made based on distance, area, number of trips (net new project trips) in the surrounding area of the project site and are shown below:

- **35% North:** 10% of the trips accessing the site will be coming from NE 4th Avenue and 25% coming from East Sunrise Boulevard
- **32% West:** 27% of the trips accessing the site will coming from West Sunrise Boulevard and 5% coming from West of NE 6th Street
- **2% East:** 2% of the trips accessing the site will be coming from East of NE 6th Street
- **31% South:** 6% of the trips accessing the site will coming from NE 3rd Avenue and 25% coming from Federal Highway.

Figure 7 depicts the overall trip distribution and Figure 8 shows a more detailed distribution percentages within the surrounding roadways.

OVERALL TRIP DISTRIBUTION

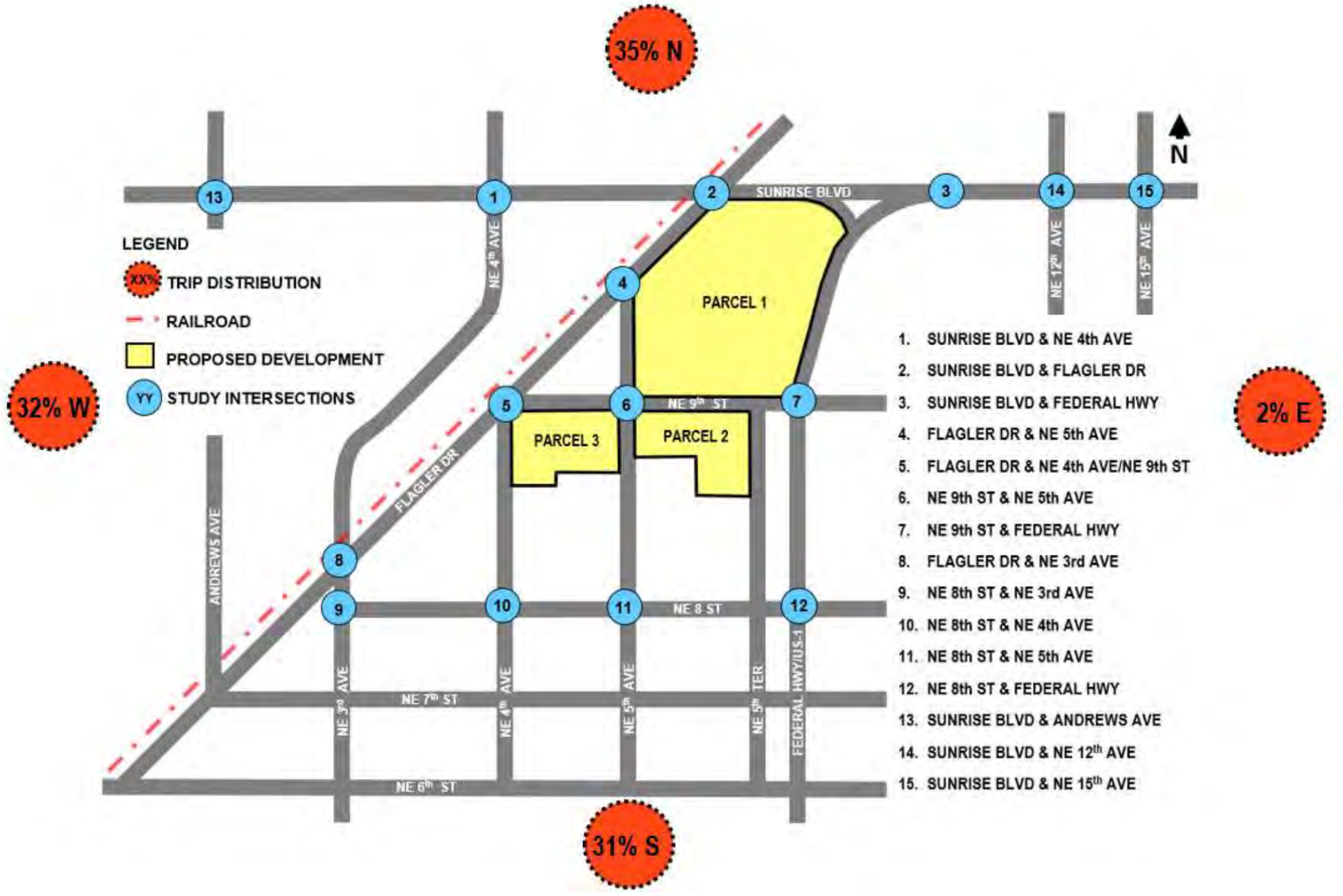


Figure 7: Overall Trip Distribution

TRIP DISTRIBUTION

Figure 8: Trip Distribution

Project trips were estimated to split in accordance with the following distribution percentages. Travel patterns and land uses were also taken into consideration for each parcel. Trip estimations and assumptions are listed below:

- Parcel 1: will generate 71% of the total project trips
- Parcel 2: will generate 17% of the total project trips
- Parcel 3: will generate 12% of the total project trips

Figure 9 represents the project trip assignment and a copy of the FDOT Florida Traffic Online retrieval information is included in Appendix C.

PROJECT TRIP ASSIGNMENT

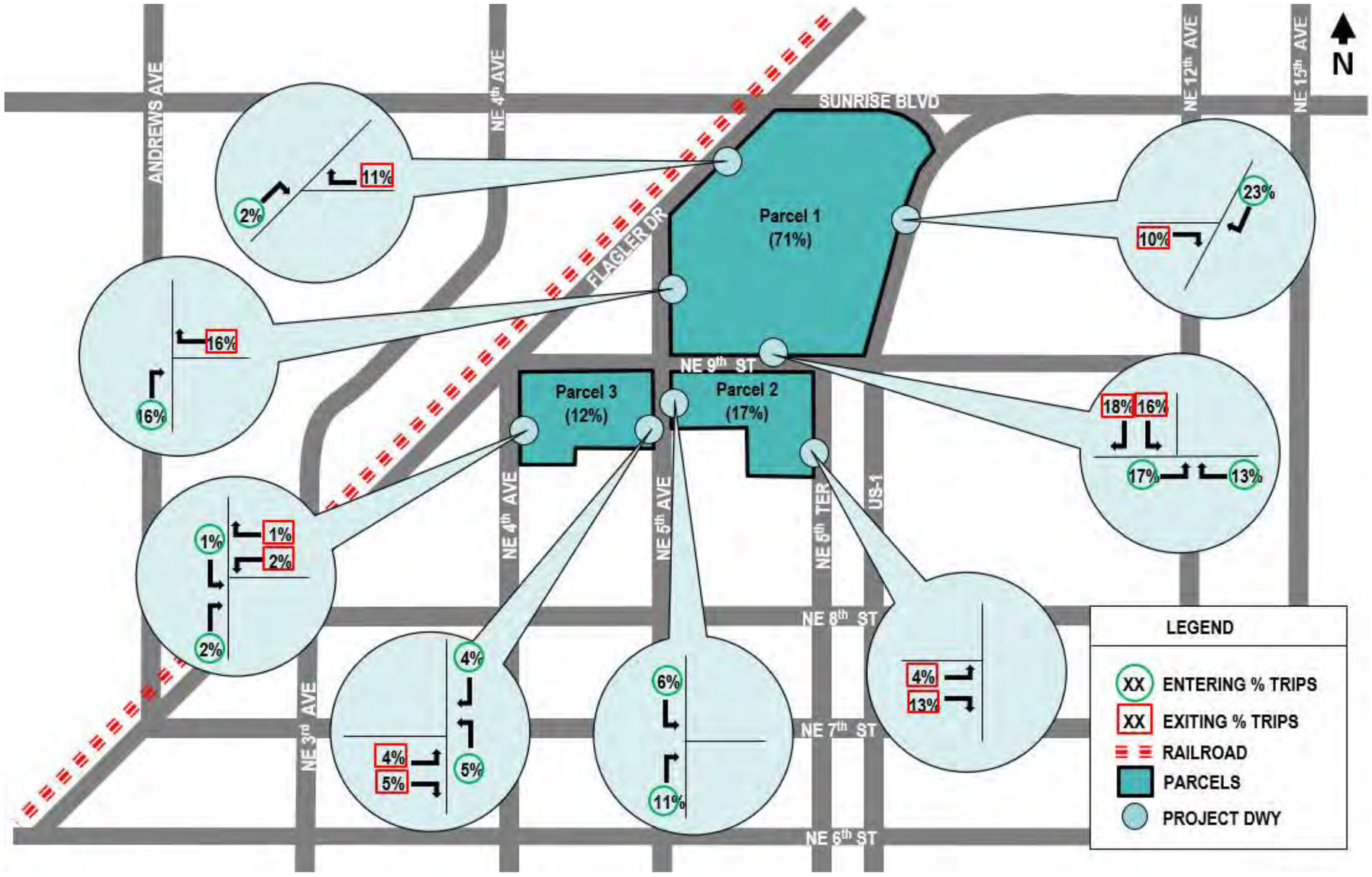


Figure 9: Project Trip Assignment

DATA COLLECTION

Turning movement counts were collected at twelve (12) intersections surrounding the project site on Tuesday, November 19, 2019 between the A.M. peak hour (7:00 – 9:00 AM) and PM peak hour (4:00 – 6:00 PM). Traffic data was collected every 15 minutes, including pedestrian, bicycle, and truck data at the following locations:

1. East Sunrise Boulevard and NE 4th Avenue - Signalized
2. East Sunrise Boulevard and North Flagler Drive - Signalized
3. East Sunrise Boulevard and North Federal Highway (US 1) - Signalized
4. North Flagler Drive and NE 5th Avenue - Unsignalized
5. North Flagler Drive and NE 9th Street / NE 4th Avenue - Unsignalized
6. NE 9th Street and NE 5th Avenue - Unsignalized
7. North Federal Highway and NE 9th Street – Signalized
8. North Flagler Drive and NE 3rd Avenue – Unsignalized
9. NE 8th Street and NE 3rd Avenue – Unsignalized
10. NE 8th Street and NE 4th Avenue – Unsignalized
11. NE 8th Street and NE 5th Avenue – Unsignalized
12. North Federal Highway and NE 8th Street – Signalized

Raw traffic counts were adjusted with Peak Season Category Factor (PSCF) obtained from Florida Department of Transportation (FDOT) through Florida Traffic Online (2019) web application to seasonally adjust the observed traffic volumes for the studied intersections. PSCF of 1.03 was applied for all intersections located at West of US-1 and PSCF of 1.17 was used for intersections located at US-1. A copy of the PCSF report is included in Appendix D and traffic data collection is included in Appendix E.

Historical Average Daily Traffic (AADT) counts published in FDOT's Florida Traffic Online webpage were reviewed and used to estimate the historical growth in the area. As shown in Table 4, this analysis indicated that the annual historic growth is projected to be 0.97% which is less than one percent (1%); therefore, a conservative annual growth rate of 1% was applied for the 2028 background traffic analysis.

Table 4: Annual Growth Rate

FDOT Count Station	Location	Calculated Historic Growth Rate
0445	Federal Hwy - E of NE 8th Ave	-1.19%
5157	Federal Hwy - S of NE 9th St	0.57%
5162	Sunrise Blvd - E of Andrews Ave	2.16%
9039	NE 3rd Ave - N of NE 6th St	2.35%
	Annual Average Growth Rate	**0.97%**

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)

The collected peak hour turning movement counts, the seasonally adjusted counts and the forecasted 2028 peak hour turning movement counts are summarized in Tables 5 to 34.

Per FDOT' comments on April 23, 2020, the following three (3) intersections were incorporated in this study:

13. Sunrise Boulevard and North Andrews Avenue - Signalized
14. Sunrise Boulevard and NE 12th Avenue - Signalized
15. Sunrise Boulevard and NE 15th Avenue – Signalized

Historical traffic data was provided by FDOT as traffic counts were not able to be collected at these locations due to the COVID-19 pandemic where accurate traffic counts are not attainable due to quarantine and reduced trips. Therefore, after a methodology meeting with FDOT conducted on July 7, 2020, KEITH received approval to utilize the historical traffic data supplemented by the agency. A copy of this data can be found in Appendix G. The forecasted "2019 Existing Conditions" were estimated based on using the following sources:

- **Sunrise Boulevard and North Andrews Avenue:**
  Source: FDOT D5 WO5- Sunrise Blvd Context Sensitive Retiming Project
  (Data Collection: Thursday, March 8, 2018) - Pages 310 - 316
- **Sunrise Boulevard and NE 12th Avenue:**
  Source: Sunrise Blvd Transportation Plan Report
  (Data Collection: Wednesday, February 10, 2016) - Pages 221 - 227
- **Sunrise Boulevard and NE 15th Avenue:**
  Source: Sunrise Blvd Transportation Plan Report
  (Data Collection: Wednesday, February 10, 2016) – Pages 228 - 235

The traffic raw counts were adjusted with a current Peak Season Category Factor (PSCF) of 0.99 obtained from FDOT Florida Traffic Online (2019). A conservative annual growth rate of 1.0% was applied to the raw counts to forecast the “2019 Existing Conditions”. Future traffic conditions were also estimated by applying an annual growth rate of 1.0% to the “2019 Existing Conditions”. Appendix C includes the FDOT Florida Traffic Online retrieval information and the FDOT Traffic Trend Analysis spreadsheets are included in Appendix F. A copy the historical traffic data provided by FDOT is included in Appendix G.

Table 5: East Sunrise Boulevard & NE 4th Avenue (A.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			NE 4th Avenue Northbound			NE 4th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	173	1,172	167	36	770	73	163	233	24	127	444	135
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	**178**	**1,207**	**172**	**37**	**793**	**75**	**168**	**240**	**25**	**131**	**457**	**139**
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	**195**	**1,320**	**188**	**41**	**867**	**82**	**184**	**262**	**27**	**143**	**500**	**152**
	0%	14%	5%	0%	14%	4%	5%	3%	0%	3%	4%	0%
RK Centers Parcel 1	0	23	8	0	36	10	13	8	0	5	7	0
	0%	1%	4%	0%	0%	0%	5%	2%	0%	1%	1%	0%
RK Centers Parcel 2	0	2	7	0	0	0	13	5	0	2	2	0
	0%	2%	1%	0%	1%	1%	2%	0%	0%	0%	1%	0%
RK Centers Parcel 3	0	3	2	0	3	3	5	0	0	0	2	0
	0%	17%	10%	0%	15%	5%	12%	5%	0%	4%	6%	0%
RK Centers Total Parcels	0	28	17	0	39	13	31	13	0	7	11	0
2028 Total Traffic Conditions	**195**	**1,348**	**205**	**41**	**906**	**95**	**215**	**275**	**27**	**150**	**511**	**152**

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 6: East Sunrise Boulevard & NE 4th Avenue (P.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			NE 4th Avenue Northbound			NE 4th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	204	1,138	104	41	802	146	237	644	36	140	378	124
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	210	1,172	107	42	826	150	244	663	37	144	389	128
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	230	1,282	117	46	903	164	267	725	41	158	426	140
	0%	14%	5%	0%	14%	4%	5%	3%	0%	3%	4%	0%
RK Centers Parcel 1	0	23	8	0	11	3	4	2	0	5	7	0
	0%	1%	4%	0%	0%	0%	5%	2%	0%	1%	1%	0%
RK Centers Parcel 2	0	2	7	0	0	0	4	2	0	2	2	0
	0%	2%	1%	0%	1%	1%	2%	0%	0%	0%	1%	0%
RK Centers Parcel 3	0	3	2	0	1	1	2	0	0	0	2	0
	0%	17%	10%	0%	15%	5%	12%	5%	0%	4%	6%	0%
RK Centers Total Parcels	0	28	17	0	11	4	10	4	0	7	11	0
2028 Total Traffic Conditions	230	1,310	134	46	914	168	277	729	41	165	437	140

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 7: East Sunrise Boulevard & North Flagler Drive (A.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Flagler Drive Northbound			North Flagler Drive Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	4	1,291	17	32	727	14	46	68	93	7	56	45
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	5	1,454	19	36	819	16	52	77	105	8	63	50
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	5	1,454	19	36	819	16	52	77	105	8	63	50
	0%	11%	6%	0%	0%	0%	18%	0%	6%	0%	0%	0%
RK Centers Parcel 1	0	18	10	0	0	0	47	0	16	0	0	0
	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	3	0	0	0	0	0	0	0	0	0
	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	3	0	0	0	5	0	0	0	0	0
	0%	11%	10%	0%	0%	0%	20%	0%	6%	0%	0%	0%
RK Centers Total Parcels	0	18	17	0	0	0	52	0	16	0	0	0
2028 Total Traffic Conditions	5	1,473	36	36	819	16	104	77	120	8	63	50

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 8: East Sunrise Boulevard & North Flagler Drive (P.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Flagler Drive Northbound			North Flagler Drive Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	6	1,253	31	19	796	13	142	145	110	22	54	42
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	6	1,291	32	20	820	13	146	149	113	23	56	43
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	7	1,411	35	21	897	15	160	163	124	25	61	47
	0%	11%	6%	0%	0%	0%	18%	0%	6%	0%	0%	0%
RK Centers Parcel 1	0	18	10	0	0	0	14	0	5	0	0	0
	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	3	0	0	0	0	0	0	0	0	0
	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	3	0	0	0	2	0	0	0	0	0
	0%	11%	10%	0%	0%	0%	20%	0%	6%	0%	0%	0%
RK Centers Total Parcels	0	18	17	0	0	0	15	0	5	0	0	0
2028 Total Traffic Conditions	7	1,430	51	21	897	15	175	163	128	25	61	47

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 9: East Sunrise Boulevard & North Federal Highway (A.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Federal Hwy (US-1) Northbound			North Federal Hwy (US-1) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	0	1,034	0		794	1	0	0	895	0	1,495	0
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	0	1,210	0	0	929	1	0	0	1,047	0	1,749	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	0	1,323	0	0	1,016	1	0	0	1,145	0	1,913	0
	0%	6%	0%	0%	0%	0%	0%	0%	12%	0%	18%	0%
RK Centers Parcel 1	0	16	0	0	0	0	0	0	31	0	30	0
	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	10	0	7	0
	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	3%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	8	0	5	0
	0%	6%	0%	0%	0%	0%	0%	0%	19%	0%	25%	0%
RK Centers Total Parcels	0	16	0	0	0	0	0	0	49	0	42	0
2028 Total Traffic Conditions	0	1,339	0	0	1,016	1	0	0	1,195	0	1,955	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Note: SBT movements were utilized to estimate WBL in the Synchro analysis.

Table 10: East Sunrise Boulevard & North Federal Highway (P.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Federal Hwy (US-1) Northbound			North Federal Hwy (US-1) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	0	1,104	0	0	866	1	0	0	1,190	0	1,284	4
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	0	1,292	0	0	1,013	1	0	0	1,392	0	1,502	5
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	0	1,413	0	0	1,108	1	0	0	1,523	0	1,643	5
	0%	6%	0%	0%	0%	0%	0%	0%	12%	0%	18%	0%
RK Centers Parcel 1	0	5	0	0	0	0	0	0	9	0	30	0
	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	3	0	7	0
	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	3%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	2	0	5	0
	0%	6%	0%	0%	0%	0%	0%	0%	19%	0%	25%	0%
RK Centers Total Parcels	0	5	0	0	0	0	0	0	14	0	41	0
2028 Total Traffic Conditions	0	1,417	0	0	1,108	1	0	0	1,537	0	1,684	5

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Note: SBT movements were utilized to estimate WBL in the Synchro analysis.

Table 11: North Flagler Drive & NE 5th Avenue (A.M. Peak Hour)

Description	North Flagler Drive Eastbound			North Flagler Drive Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	0	194	6	26	77	0	2	0	28	0	0	0
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	0	200	6	27	79	0	2	0	29	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	0	219	7	29	87	0	2	0	32	0	0	0
	0%	6%	0%	0%	6%	0%	14%	0%	7%	0%	0%	0%
RK Centers Parcel 1	0	16	0	0	10	0	36	0	18	0	0	0
	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	3	0	0	0	0	0	0	0
	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	5	0	0	3	0	0	0	0	0	0	0
	0%	8%	0%	0%	10%	0%	14%	0%	7%	0%	0%	0%
RK Centers Total Parcels	0	21	0	0	17	0	36	0	18	0	0	0
2028 Total Traffic Conditions	0	239	7	29	103	0	39	0	50	0	0	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 12: North Flagler Drive & NE 5th Avenue (P.M. Peak Hour)

Description	North Flagler Drive **Eastbound**			North Flagler Drive **Westbound**			NE 5th Avenue **Northbound**			NE 5th Avenue **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	0	324	8	31	74	0	4	0	68	0	0	0
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	0	334	8	32	76	0	4	0	70	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	0	365	9	35	83	0	5	0	77	0	0	0
	0%	6%	0%	0%	6%	0%	14%	0%	7%	0%	0%	0%
RK Centers Parcel 1	0	5	0	0	10	0	11	0	5	0	0	0
	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	3	0	0	0	0	0	0	0
	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	2	0	0	3	0	0	0	0	0	0	0
	0%	8%	0%	0%	10%	0%	14%	0%	7%	0%	0%	0%
RK Centers Total Parcels	0	6	0	0	17	0	11	0	5	0	0	0
2028 Total Traffic Conditions	0	371	9	35	100	0	15	0	82	0	0	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 13: North Flagler Drive & NE 4th Avenue/NE 9th Street (A.M. Peak Hour)

Description	North Flagler Drive Eastbound			NE 9th Street Westbound			NE 4th Avenue Northbound			North Flagler Drive Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	163	13	0	1	16	21	0	14	2	1	71	0
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	168	13	0	1	16	22	0	14	2	1	73	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	184	15	0	1	18	24	0	16	2	1	80	0
	2%	2%	0%	0%	0%	6%	0%	0%	0%	6%	8%	0%
RK Centers Parcel 1	3	3	0	0	0	16	0	0	0	10	21	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	3	0	0
	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	0%
RK Centers Parcel 3	0	0	0	0	0	3	0	3	0	2	2	0
	2%	2%	0%	0%	0%	7%	0%	1%	0%	9%	9%	0%
RK Centers Total Parcels	3	3	0	0	0	18	0	3	0	15	22	0
2028 Total Traffic Conditions	187	18	0	1	18	42	0	18	2	16	102	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 14: North Flagler Drive & NE 4th Avenue/NE 9th Street (P.M. Peak Hour)

Description	North Flagler Drive **Eastbound**			NE 9th Street **Westbound**			NE 4th Avenue **Northbound**			North Flagler Drive **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	252	11	1	1	46	60	4	13	2	4	6	67
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	260	11	1	1	47	62	4	13	2	4	6	69
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	284	12	1	1	52	68	5	15	2	5	7	75
	2%	2%	0%	0%	0%	6%	0%	0%	0%	6%	8%	0%
RK Centers Parcel 1	3	3	0	0	0	5	0	0	0	10	6	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	3	0	0
	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	0%
RK Centers Parcel 3	0	0	0	0	0	1	0	1	0	2	2	0
	2%	2%	0%	0%	0%	7%	0%	1%	0%	9%	9%	0%
RK Centers Total Parcels	3	3	0	0	0	5	0	1	0	15	8	0
2028 Total Traffic Conditions	287	16	1	1	52	73	5	15	2	19	14	75

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 15: NE 9th Street & NE 5th Avenue (A.M. Peak Hour)

Description	NE 9th Street Eastbound			NE 9th Street Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	2	12	1	5	42	13	0	16	4	15	14	0
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	2	12	1	5	43	13	0	16	4	15	14	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	2	14	1	6	47	15	0	18	5	17	16	0
	2%	6%	0%	7%	6%	9%	0%	5%	7%	0%	0%	0%
RK Centers Parcel 1	3	10	0	18	16	15	0	8	12	0	0	0
	0%	0%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	3	7	0	0	0	0	0	0	0	0
	0%	0%	1%	3%	0%	0%	1%	0%	3%	0%	0%	0%
RK Centers Parcel 3	0	0	2	5	0	0	3	0	8	0	0	0
	2%	6%	3%	14%	6%	9%	1%	5%	10%	0%	0%	0%
RK Centers Total Parcels	3	10	5	30	16	15	3	8	19	0	0	0
2028 Total Traffic Conditions	6	23	6	35	63	30	3	26	24	17	16	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 16: NE 9th Street & NE 5th Avenue (P.M. Peak Hour)

Description	NE 9th Street Eastbound			NE 9th Street Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	1	12	3	8	89	50	6	31	5	20	19	0
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	1	12	3	8	92	52	6	32	5	21	20	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	1	14	3	9	100	56	7	35	6	23	21	0
	2%	6%	0%	7%	6%	9%	0%	5%	7%	0%	0%	0%
RK Centers Parcel 1	3	10	0	5	5	15	0	8	12	0	0	0
	0%	0%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	3	7	0	0	0	0	0	0	0	0
	0%	0%	1%	3%	0%	0%	1%	0%	3%	0%	0%	0%
RK Centers Parcel 3	0	0	2	5	0	0	1	0	2	0	0	0
	2%	6%	3%	14%	6%	9%	1%	5%	10%	0%	0%	0%
RK Centers Total Parcels	3	10	5	17	5	15	1	8	14	0	0	0
2028 Total Traffic Conditions	4	23	8	26	105	71	8	43	19	23	21	0

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 17: North Federal Highway & NE 9th Street (A.M. Peak Hour)

Description	NE 9th Street Eastbound			NE 9th Street Westbound			North Federal Hwy (US-1) Northbound			North Federal Hwy (US-1) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	8	7	12	10	7	3	29	903	25	33	1,722	20
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	9	8	14	12	8	4	34	1,057	29	39	2,015	23
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	0	0	0	0	21	0	0	0	0
2028 Background Traffic Conditions	10	9	15	13	9	4	37	1,176	33	42	2,203	26
	12%	0%	10%	0%	0%	0%	20%	0%	0%	0%	10%	6%
RK Centers Parcel 1	31	0	26	0	0	0	33	0	0	0	26	10
	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%
RK Centers Parcel 2	10	0	0	0	0	0	0	0	0	0	0	7
	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
RK Centers Parcel 3	8	0	0	0	0	0	0	0	0	0	0	5
	19%	0%	10%	0%	0%	0%	20%	0%	0%	0%	10%	13%
RK Centers Total Parcels	49	0	26	0	0	0	33	0	0	0	26	22
2028 Total Traffic Conditions	60	9	41	13	9	4	70	1,176	33	42	2,229	47

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 18: North Federal Highway & NE 9th Street (P.M. Peak Hour)

Description	NE 9th Street Eastbound			NE 9th Street Westbound			North Federal Hwy (US-1) Northbound			North Federal Hwy (US-1) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	8	12	17	18	23	13	84	1,145	25	32	1,457	33
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	9	14	20	21	27	15	98	1,340	29	37	1,705	39
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	0	0	0	0	13	0	0	0	0
2028 Background Traffic Conditions	10	15	22	23	29	16	107	1,478	32	41	1,864	42
	12%	0%	10%	0%	0%	0%	20%	0%	0%	0%	10%	6%
RK Centers Parcel 1	9	0	8	0	0	0	33	0	0	0	8	10
	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%
RK Centers Parcel 2	3	0	0	0	0	0	0	0	0	0	0	7
	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
RK Centers Parcel 3	2	0	0	0	0	0	0	0	0	0	0	5
	19%	0%	10%	0%	0%	0%	20%	0%	0%	0%	10%	13%
RK Centers Total Parcels	14	0	8	0	0	0	33	0	0	0	8	21
2028 Total Traffic Conditions	25	15	29	23	29	16	140	1,478	32	41	1,872	64

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 19: North Flagler Drive & NE 3rd Avenue (A.M. Peak Hour)

Description	North Flagler Drive Eastbound			North Flagler Drive Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	19	88	10	48	35	8	1	445	87	2	636	17
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	20	91	10	49	36	8	1	458	90	2	655	18
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	0	0	0	0	13	0	0	4	0
2028 Background Traffic Conditions	21	99	11	54	39	9	1	514	98	2	720	19
	0%	0%	0%	0%	0%	8%	0%	0%	4%	0%	9%	0%
RK Centers Parcel 1	0	0	0	0	0	21	0	0	7	0	15	0
	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	5%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	18	0	0	8	0
	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	5	0	0	3	0
	0%	0%	0%	0%	0%	8%	0%	9%	4%	0%	16%	0%
RK Centers Total Parcels	0	0	0	0	0	21	0	23	7	0	27	0
2028 Total Traffic Conditions	21	99	11	54	39	30	1	538	105	2	747	19

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 20: North Flagler Drive & NE 3rd Avenue (P.M. Peak Hour)

Description	North Flagler Drive Eastbound			North Flagler Drive Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	31	67	13	30	48	29	2	874	193	3	486	19
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	32	69	13	31	49	30	2	900	199	3	501	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	0	0	0	0	8	0	0	12	0
2028 Background Traffic Conditions	35	75	15	34	54	33	2	993	217	3	559	21
	0%	0%	0%	0%	0%	8%	0%	0%	4%	0%	9%	0%
RK Centers Parcel 1	0	0	0	0	0	6	0	0	7	0	15	0
	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	5%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	5	0	0	8	0
	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	2	0	0	3	0
	0%	0%	0%	0%	0%	8%	0%	9%	4%	0%	16%	0%
RK Centers Total Parcels	0	0	0	0	0	6	0	7	7	0	26	0
2028 Total Traffic Conditions	35	75	15	34	54	39	2	999	224	3	586	21

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 21: NE 8th Street & NE 3rd Avenue (A.M. Peak Hour)

Description	Driveway Eastbound			NE 8th Street Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	3	0	1	25	0	61	4	466	13	26	666	2
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	**3**	**0**	**1**	**26**	**0**	**63**	**4**	**480**	**13**	**27**	**686**	**2**
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	21	0	13	0	0	7	4	0	0
2028 Background Traffic Conditions	**3**	**0**	**1**	**49**	**0**	**82**	**5**	**525**	**22**	**33**	**750**	**2**
	0%	0%	0%	0%	0%	0%	0%	4%	2%	9%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	7	3	15	0	0
	0%	0%	0%	1%	0%	7%	0%	0%	1%	5%	0%	0%
RK Centers Parcel 2	0	0	0	3	0	18	0	0	2	8	0	0
	0%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	0%
RK Centers Parcel 3	0	0	0	5	0	5	3	0	0	3	0	0
	0%	0%	0%	3%	0%	9%	2%	4%	3%	16%	0%	0%
RK Centers Total Parcels	0	0	0	8	0	23	3	7	5	27	0	0
2028 Total Traffic Conditions	**3**	**0**	**1**	**57**	**0**	**105**	**8**	**532**	**27**	**60**	**750**	**2**

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 22: NE 8th Street & NE 3rd Avenue (P.M. Peak Hour)

Description	Driveway Eastbound			NE 8th Street Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	1	2	5	33	1	112	1	955	26	32	495	4
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	1	2	5	34	1	115	1	984	27	33	510	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	13	0	8	0	19	0	12	0	0
2028 Background Traffic Conditions	1	2	6	50	1	134	1	1,095	29	48	558	5
	0%	0%	0%	0%	0%	0%	0%	4%	2%	9%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	7	3	15	0	0
	0%	0%	0%	1%	0%	7%	0%	0%	1%	5%	0%	0%
RK Centers Parcel 2	0	0	0	3	0	5	0	0	2	8	0	0
	0%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	0%
RK Centers Parcel 3	0	0	0	5	0	2	3	0	0	3	0	0
	0%	0%	0%	3%	0%	9%	2%	4%	3%	16%	0%	0%
RK Centers Total Parcels	0	0	0	8	0	7	3	7	5	26	0	0
2028 Total Traffic Conditions	1	2	6	58	1	141	4	1,101	34	74	558	5

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 23: NE 8th Street & NE 4th Avenue (A.M. Peak Hour)

Description	NE 8th Street Eastbound			NE 8th Street Westbound			NE 4th Avenue Northbound			NE 4th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	3	28	3	4	78	0	5	14	6	1	1	1
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	3	29	3	4	80	0	5	14	6	1	1	1
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	3	32	3	5	88	0	6	16	7	1	1	1
	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	18	0	0	0	0	0	0	0	0	0	0
	0%	6%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	10	0	0	21	0	0	0	0	0	0	0
	1%	3%	0%	0%	3%	1%	0%	0%	0%	1%	0%	1%
RK Centers Parcel 3	2	5	0	0	8	2	0	0	0	3	0	3
	1%	20%	0%	0%	11%	1%	0%	0%	0%	1%	0%	1%
RK Centers Total Parcels	2	33	0	0	29	2	0	0	0	3	0	3
2028 Total Traffic Conditions	5	65	3	5	116	2	6	16	7	4	1	4

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 24: NE 8th Street & NE 4th Avenue (P.M. Peak Hour)

Description	NE 8th Street Eastbound			NE 8th Street Westbound			NE 4th Avenue Northbound			NE 4th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	7	43	5	9	136	8	8	11	7	0	2	6
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	7	44	5	9	140	8	8	11	7	0	2	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	8	48	6	10	153	9	9	12	8	0	2	7
	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	18	0	0	0	0	0	0	0	0	0	0
	0%	6%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	10	0	0	6	0	0	0	0	0	0	0
	1%	3%	0%	0%	3%	1%	0%	0%	0%	1%	0%	1%
RK Centers Parcel 3	2	5	0	0	2	2	0	0	0	1	0	1
	1%	20%	0%	0%	11%	1%	0%	0%	0%	1%	0%	1%
RK Centers Total Parcels	2	33	0	0	8	2	0	0	0	1	0	1
2028 Total Traffic Conditions	10	81	6	10	162	11	9	12	8	1	2	8

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 25: NE 8th Street & NE 5th Avenue (A.M. Peak Hour)

Description	NE 8th Street Eastbound			NE 8th Street Westbound			NE 5th Avenue Northbound			NE 5th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	2	36	2	2	63	6	4	15	10	3	14	1
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	2	37	2	2	65	6	4	15	10	3	14	1
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	11	0	0	0	0	13	0	3	0	42	8	34
2028 Background Traffic Conditions	13	41	2	2	71	20	5	20	11	45	24	35
	11%	0%	0%	0%	0%	0%	1%	0%	0%	0%	7%	0%
RK Centers Parcel 1	18	0	0	0	0	0	2	0	0	0	18	0
	6%	0%	0%	1%	8%	4%	0%	1%	0%	0%	0%	0%
RK Centers Parcel 2	10	0	0	3	21	7	0	2	0	0	0	0
	3%	1%	0%	3%	1%	2%	0%	0%	0%	2%	0%	3%
RK Centers Parcel 3	5	3	0	5	2	3	0	0	0	5	0	8
	20%	1%	0%	4%	9%	6%	1%	1%	0%	2%	7%	3%
RK Centers Total Parcels	33	3	0	8	22	10	2	2	0	5	18	8
2028 Total Traffic Conditions	35	43	2	10	93	30	6	22	11	51	42	43

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 26: NE 8th Street & NE 5th Avenue (P.M. Peak Hour)

Description	NE 8th Street **Eastbound**			NE 8th Street **Westbound**			NE 5th Avenue **Northbound**			NE 5th Avenue **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	5	48	5	11	127	21	7	12	19	6	10	7
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	5	49	5	11	131	22	7	12	20	6	10	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	31	0	0	0	0	38	0	8	0	26	5	20
2028 Background Traffic Conditions	37	54	6	12	143	62	8	22	21	33	16	28
	11%	0%	0%	0%	0%	0%	1%	0%	0%	0%	7%	0%
RK Centers Parcel 1	18	0	0	0	0	0	2	0	0	0	5	0
	6%	0%	0%	1%	8%	4%	0%	1%	0%	0%	0%	0%
RK Centers Parcel 2	10	0	0	1	6	7	0	2	0	0	0	0
	3%	1%	0%	3%	1%	2%	0%	0%	0%	2%	0%	3%
RK Centers Parcel 3	5	1	0	5	2	3	0	0	0	2	0	2
	20%	1%	0%	4%	9%	6%	1%	1%	0%	2%	7%	3%
RK Centers Total Parcels	33	1	0	6	8	10	2	2	0	2	5	2
2028 Total Traffic Conditions	70	55	6	18	151	72	10	23	21	34	22	30

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 27: North Federal Highway & NE 8th Street (A.M. Peak Hour)

Description	NE 8th Street Eastbound			NE 8th Street Westbound			North Federal Highway (US-1) Northbound			North Federal Highway (US-1) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	14	11	19	16	5	9	56	925	23	16	1,790	10
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	16	13	22	19	6	11	66	1,082	27	19	2,094	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	21	0	21	0	0	0	6	0	0	0	0	7
2028 Background Traffic Conditions	39	14	45	20	6	12	78	1,184	29	20	2,291	20
	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	33	0	0	52	0
	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	10	0	0	0	7	0	0	0	0	0
	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	8	0	0	0	5	0	0	0	0	0
	0%	0%	7%	0%	0%	0%	7%	20%	0%	0%	20%	0%
RK Centers Total Parcels	0	0	18	0	0	0	12	33	0	0	52	0
2028 Total Traffic Conditions	39	14	64	20	6	12	89	1,217	29	20	2,343	13

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 28: North Federal Highway & NE 8th Street (P.M. Peak Hour)

Description	NE 8th Street **Eastbound**			NE 8th Street **Westbound**			North Federal Highway (US-1) **Northbound**			North Federal Highway (US-1) **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	19	16	35	87	24	27	118	1,172	104	49	1,473	25
Peak Season Category Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2019 Existing Traffic Conditions	22	19	41	102	28	32	138	1,371	122	57	1,723	29
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	13	0	13	0	0	0	19	0	0	0	0	19
2028 Background Traffic Conditions	37	20	58	111	31	35	170	1,500	133	63	1,885	51
	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	33	0	0	15	0
	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	3	0	0	0	7	0	0	0	0	0
	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	2	0	0	0	5	0	0	0	0	0
	0%	0%	7%	0%	0%	0%	7%	20%	0%	0%	20%	0%
RK Centers Total Parcels	0	0	5	0	0	0	12	33	0	0	15	0
2028 Total Traffic Conditions	24	20	50	111	31	35	163	1,533	133	63	1,900	32

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 29: West Sunrise Boulevard & North Andrews Avenue (A.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Andrews Avenue Northbound			North Andrews Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	195	1333	314	63	921	44	143	299	39	161	607	108
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Projected Traffic Conditions	195	1,333	314	63	921	44	143	299	39	161	607	108
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	213	1,458	343	69	1,007	48	156	327	43	176	664	118
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	213	1,458	343	69	1,007	48	156	327	43	176	664	118

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 30: West Sunrise Boulevard & North Andrews Avenue (P.M. Peak Hour)

Description	East Sunrise Boulevard Eastbound			East Sunrise Boulevard Westbound			North Andrews Avenue Northbound			North Andrews Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	279	1278	170	83	948	139	191	849	50	92	460	101
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Projected Traffic Conditions	279	1,278	170	83	948	139	191	849	50	92	460	101
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	305	1,398	186	91	1,037	152	209	928	55	101	503	110
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	305	1,398	186	91	1,037	152	209	928	55	101	503	110

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 31: West Sunrise Boulevard & NE 12th Avenue (A.M. Peak Hour)

Description	Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound						NE 12th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	12	1287	0	0	1869	6	0	0	0	0	0	87
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Projected Traffic Conditions	12	1,313	0	0	1,906	6	0	0	0	0	0	89
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	13	1,436	0	0	2,085	7	0	0	0	0	0	97
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	13	1,436	0	0	2,085	7	0	0	0	0	0	97

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 32: West Sunrise Boulevard & NE 12th Avenue (P.M. Peak Hour)

Description	Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound			Northbound			NE 12th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	42	1686	0	0	1725	29	0	0	0	0	0	31
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Projected Traffic Conditions	43	1,720	0	0	1,759	30	0	0	0	0	0	32
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	47	1,881	0	0	1,924	32	0	0	0	0	0	35
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	47	1,881	0	0	1,924	32	0	0	0	0	0	35

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 33: West Sunrise Boulevard & NE 15th Avenue (A.M. Peak Hour)

Description	Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound			NE 15th Avenue Northbound			NE 15th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM Raw Turning Movements	200	1139	29	104	1284	38	73	163	41	108	196	362
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Projected Traffic Conditions	204	1,162	30	106	1,310	39	74	166	42	110	200	369
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	223	1,271	32	116	1,432	42	81	182	46	120	219	404
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	223	1,271	32	116	1,432	42	81	182	46	120	219	404

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

Table 34: West Sunrise Boulevard & NE 15th Avenue (P.M. Peak Hour)

Description	Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound			NE 15th Avenue Northbound			NE 15th Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	43	1327	291	86	1229	66	72	380	55	114	229	262
Peak Season Category Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Existing Traffic Conditions	44	1,354	297	88	1,254	67	73	388	56	116	234	267
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2028 Background Traffic Conditions	48	1,480	325	96	1,371	74	80	424	61	127	255	292
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 1	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 2	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Parcel 3	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RK Centers Total Parcels	0	0	0	0	0	0	0	0	0	0	0	0
2028 Total Traffic Conditions	48	1,480	325	96	1,371	74	80	424	61	127	255	292

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signa/SimTraffic Signal Timing and Analysis Software

INTERSECTION CAPACITY ANALYSIS

Synchro 10/SimTraffic Signal Timing and Analysis Software was used to analyze the traffic operations for the fifteen (15) study intersections under three different scenarios for both the A.M. and P.M. Peak Hour: 2019 Existing Conditions, 2028 Background Conditions (Future Conditions without Project) and 2028 Total Traffic Conditions (Future Conditions with Project). Synchro applies methodologies outlined in the Transportation Research Board (TRB) and Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/jammed conditions) and are measure based upon approach delay as defined by the HCM. Signal timing data was obtained from Broward County Traffic Engineering Division (BCTED) and was used to calibrate the software. Figure 10 depicts one of the fifteen (15) study intersections analysis using Synchro 10/SimTraffic:

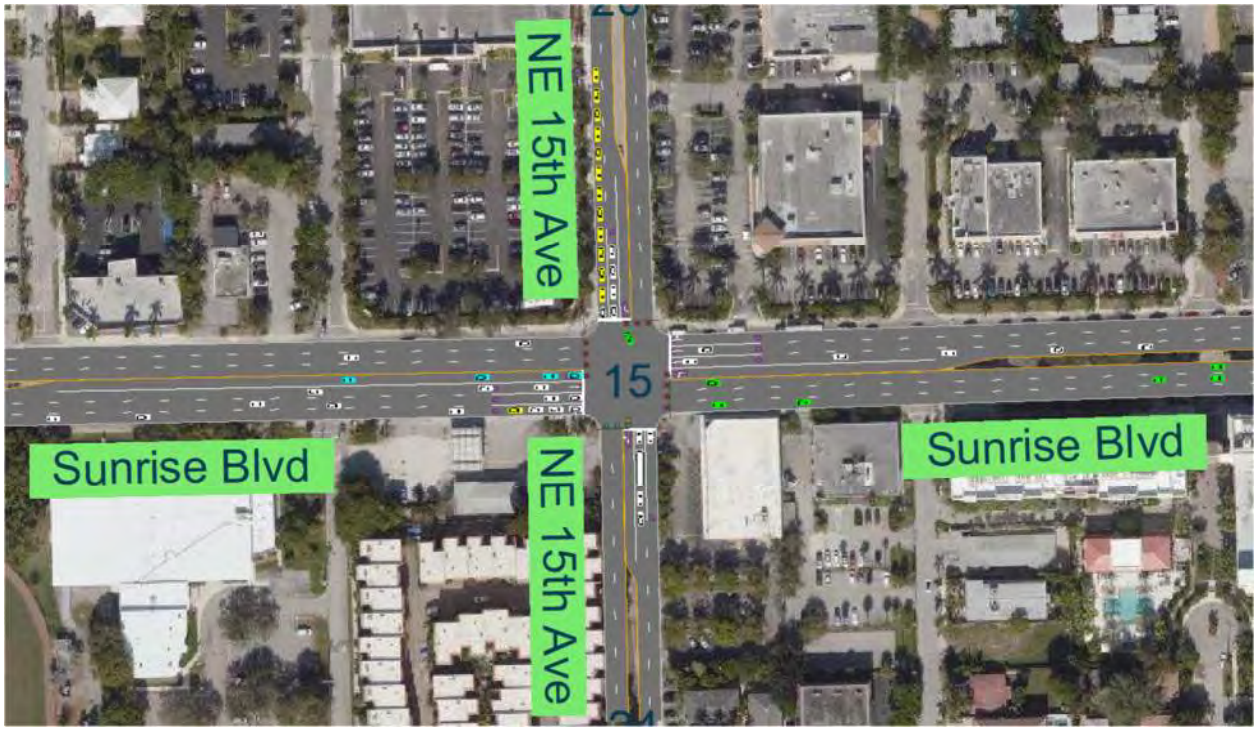


Figure 10: Synchro 10/SimTraffic Simulation

Project traffic trips from Modera Flagler Village, an adjacent development located at 555 NE 8th Street in Fort Lauderdale, were also included as committed traffic as part of the analysis and a copy of the traffic impact study report is included in Appendix H.

As indicated in the traffic operation analysis summarized in Tables 35 to 40 below, the project access locations are expected to operate with an acceptable level of service (LOS) for all scenarios. The signalized intersection of West Sunrise Boulevard and North Andrews Avenue has a LOS E for the northbound and southbound movements as well as for the overall LOS under the 2028 Background Traffic Conditions and 2028 Total Traffic Conditions. According to the Transportation Research Board's Highway Capacity Manual, *"Level of Service E is described as a roadway that is operating near or at capacity. Speeds are low and there are virtually no gaps in the traffic stream. There is very little driver independence regarding speed choice and lane choice. Small increases in volume or minor disturbances within the traffic stream will cause a breakdown in traffic flow".* However, as this intersection is further away from the proposed development, it is assumed that the estimated future conditions at this location will not affect the proposed development.

Table 35: 2019 Existing Traffic Conditions – A.M. Peak Hour

2019 Existing Traffic Conditions - A.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	C / 30.5	C / 24.1	E / 59.9	E / 73.6	D / 41.1 sec
2	W. Sunrise Boulevard & Flagler Drive	Signalized	A / 3.6	B / 13.0	E / 64.6	F / 93.8	B / 15.9 sec
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	C / 29.4	E / 72.9	A / 2.0		D / 47.2 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	A / 9.7		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 10.0	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	A / 9.4	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.4	A / 9.5	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	E / 57.1	E / 70.7	A / 2.7	A / 4.3	A / 4.7 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 42.4	D / 37.5	A / 2.9	A / 2.9	A / 8.5 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	C / 24.4	C / 16.2	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.2	A / 7.5	A / 7.2	A / 7.1	A / 7.4 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.5	A / 9.8	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	E / 69.0	E / 61.5	A / 4.5	A / 4.5	A / 6.1 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	D / 53.5	D / 51.1	D / 49.7	D / 54.9	D / 52.8 sec
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.1	A / 1.9		A / 0.1	A / 1.1 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	D / 51.2	E / 55.6	D / 42.2	C / 32.0	D / 48.8 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
***5A**: Flagler Drive & NE 9th Street*
***5B**: Flagler Drive & NE 4th Avenue*

Table 36: 2019 Existing Traffic Conditions – P.M. Peak Hour

2019 Existing Traffic Conditions - P.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	C / 28.9	B / 18.5	E / 77.2	E / 78.3	D / 45.4 sec
2	W. Sunrise Boulevard & Flagler Drive	Signalized	B / 12.3	B / 19.4	E / 69.3	F / 96.6	C / 26.9 sec
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	C / 26.3	C / 33.0	A / 6.6		C / 24.3 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	B / 11.6		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 12.1	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	B / 10.6	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	B / 10.3	B / 10.4	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	D / 54.0	E / 72.1	B / 11.4	A / 5.4	A / 9.9 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 40.6	C / 31.8	A / 3.1	A / 1.5	A / 6.7 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	C / 22.3	E / 38.7	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.4	A / 7.9	A / 7.4	A / 7.0	A / 7.7 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.8	B / 10.3	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	D / 43.0	E / 62.6	B / 14.2	B / 14.9	B / 17.3 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	E / 60.4	E / 56.5	D / 53.9	D / 53.6	E / 56.9 sec
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.2	A / 1.2		A / 0.0	A / 0.7 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	C / 28.5	D / 37.2	D / 51.4	D / 38.0	D / 35.6 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
***5A**: Flagler Drive & NE 9th Street*
***5B**: Flagler Drive & NE 4th Avenue*

Table 37: 2028 Background Traffic Conditions – A.M. Peak Hour

2028 Background Traffic Conditions - A.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	C / 34.8	C / 27.4	E / 60.0	E / 73.3	D / 43.7 sec
2	W. Sunrise Boulevard & Flagler Drive	Signalized	A / 5.1	B / 12.0	E / 63.7	F / 94.6	B / 16.4 sec
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	C / 31.5	F / 98.9	A / 2.7		E / 61.9 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	A / 9.9		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 10.2	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	A / 9.5	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.5	A / 9.6	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	E / 58.5	E / 73.6	A / 3.6	A / 5.5	A / 5.8 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 42.7	D / 37.3	A / 3.4	A / 3.1	A / 8.7 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	D / 29.4	C / 24.7	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.3	A / 7.6	A / 7.3	A / 7.2	A / 7.5 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.9	B / 10.4	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	F / 82.5	B / 52.1	A / 8.5	B / 14.4	B / 14.5 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	D / 51.8	D / 54.5	E / 62.3	E / 65.2	E / 56.4 sec
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.1	A / 2.4		A / 0.1	A / 1.4 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	D / 49.5	D / 53.2	D / 49.5	D / 39.2	D / 49.1 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
5A: Flagler Drive & NE 9th Street
5B: Flagler Drive & NE 4th Avenue

Table 38: 2028 Background Traffic Conditions – P.M. Peak Hour

2028 Background Traffic Conditions - P.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	C / 33.7	C / 22.4	E / 78.3	E / 78.7	D / 48.4
2	W. Sunrise Boulevard & Flagler Drive	Signalized	B / 13.3	B / 19.0	E / 67.3	F / 97.2	C / 27.3
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	D / 38.1	C / 33.6	B / 11.8		C / 28.9 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	B / 12.2		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 12.8	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	A / 10.9	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.5	A / 9.6	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	D / 53.9	E / 74.4	A / 6.4	A / 6.7	A / 8.5 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 41.1	C / 32.0	A / 3.3	A / 2.2	A / 7.0 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	D / 26.5	F / 134.8	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.5	A / 8.1	A / 7.5	A / 7.1	A / 7.9 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	B / 11.1	B / 11.9	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	D / 48.1	D / 54.5	C / 24.5	C / 20.1	C / 24.3 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	D / 60.1	E / 58.9	E / 64.3	E / 65.3	E / 61.5 sec
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.3	A / 1.4		A / 0.0	A / 0.9 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	C / 20.0	C / 34.2	E / 59.1	D / 45.5	C / 33.2 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
5A: Flagler Drive & NE 9th Street
5B: Flagler Drive & NE 4th Avenue

Table 39: 2028 Total Traffic Conditions – A.M. Peak Hour

2028 Total Traffic Conditions - A.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	D / 37.7	C / 30.2	E / 62.3	E / 73.2	D / 45.9 sec
2	W. Sunrise Boulevard & Flagler Drive	Signalized	A / 8.9	B / 14.9	E / 65.6	F / 94.6	C / 20.5 sec
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	C / 33.1	F / 105.8	A / 3.1		E / 65.8 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	B / 11.5		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 10.5	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	A / 9.6	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	A / 9.9	B / 10.7	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	E / 65.5	E / 62.0	A / 7.0	B / 10.0	B / 11.0 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 42.7	C / 31.7	A / 3.4	A / 3.9	A / 8.8 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	E / 35.1	D / 34.7	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.6	A / 7.9	A / 7.5	A / 7.3	A / 7.7 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	B / 10.8	B / 11.8	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	E / 79.1	D / 51.9	A / 9.7	A / 8.5	B / 11.5 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	D / 51.8	D / 54.5	E / 62.3	E / 65.2	E / 56.4
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.1	A / 2.4		A / 0.1	A / 1.4 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	D / 49.5	D / 53.2	D / 49.5	D / 39.2	D / 49.1 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
5A: Flagler Drive & NE 9th Street
5B: Flagler Drive & NE 4th Avenue

Table 40: 2028 Total Traffic Conditions – P.M. Peak Hour

2028 Total Traffic Conditions - P.M. Peak Hour							
Intersection		Traffic Control	Approach LOS/Delay				Overall LOS/Delay
			EB	WB	NB	SB	
1	W. Sunrise Boulevard & NE 4th Avenue	Signalized	D / 35.1	C / 22.1	E / 77.6	F / 80.4	D / 48.9 sec
2	W. Sunrise Boulevard & Flagler Drive	Signalized	B / 15.2	B / 17.7	E / 67.1	F / 97.2	C / 27.6 sec
3	W. Sunrise Boulevard & N. Federal Highway/US-1	Signalized	D / 37.6	D / 36.1	D / 12.6		C / 30.2 sec
4	Flagler Drive & NE 5th Avenue	One-Way Stop Controlled	(2)	(2)	B / 12.9		(1)
5A	Flagler Drive & NE 9th Street**	Two-Way Stop Controlled	(2)	B / 13.4	(2)	(2)	(1)
5B	Flagler Drive & NE 4th Avenue**	Two-Way Stop Controlled	(2)	(2)	B / 11.1	(2)	(1)
6	NE 9th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	B / 11.1	B / 11.6	(1)
7	NE 9th Street & N. Federal Highway/US-1	Signalized	E / 60.1	E / 74.4	A / 9.7	A / 7.9	B / 10.9 sec
8	Flagler Drive & NE 3rd Avenue	Signalized	D / 41.1	C / 30.9	A / 3.3	A / 2.3	A / 7.0 sec
9	NE 8th Street & NE 3rd Avenue	Two-Way Stop Controlled	D / 30.9	F / 257.4	(2)	(2)	(1)
10	NE 8th Street & NE 4th Avenue	Two-Way Stop Controlled	A / 7.7	A / 8.2	A / 7.6	A / 7.2	A / 8.0 sec
11	NE 8th Street & NE 5th Avenue	Two-Way Stop Controlled	(2)	(2)	B / 12.3	B / 13.4	(1)
12	NE 8th Street & N/ Federal Highway/US-1	Signalized	D / 48.3	D / 54.8	C / 25.9	C / 21.3	C / 25.6 sec
13	W. Sunrise Boulevard & N. Andrews Avenue	Signalized	D / 60.1	E / 58.9	E / 64.3	E / 65.3	E / 61.5 sec
14	W. Sunrise Boulevard & NE 12th Avenue	Signalized	A / 0.3	A / 1.4		A / 0.0	A / 0.9 sec
15	W. Sunrise Boulevard & NE 15th Avenue	Signalized	C / 20.0	C / 34.2	E / 59.1	D / 45.5	C / 33.2 sec

Source: Synchro 10 Software
(1) Overall intersection LOS is not defined, as intersection operates under free-flow or stop-control conditions.
(2) Approach operates under free-flow conditions, intersection LOS is not defined.
***Intersection sign configuration not allowed in HCM analysis; therefore, the intersection was divided into 2 parts:*
5A: Flagler Drive & NE 9th Street
5B: Flagler Drive & NE 4th Avenue

The LOS does not exceed the City of Fort Lauderdale requirements for capacity per City Code, Article V. Development Review Criteria, Section 47.25. – Development Review Criteria, M. Transportation facilities, 3. Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards.

Figure 11 represents the 2019 Existing Traffic at the study intersections, Figure 12 is the 2028 Background Traffic, Figure 13 shows the 2028 Total Traffic for both the AM and PM Peak Hours. The turning movement count data, signal timing data, coordination sheets, sequence of operations (SOP) are included in Appendix I. The Synchro summary reports for the fifteen (15) study intersections are included in Appendix J.

2019 EXISTING TRAFFIC VOLUMES (A.M. PEAK HOUR)

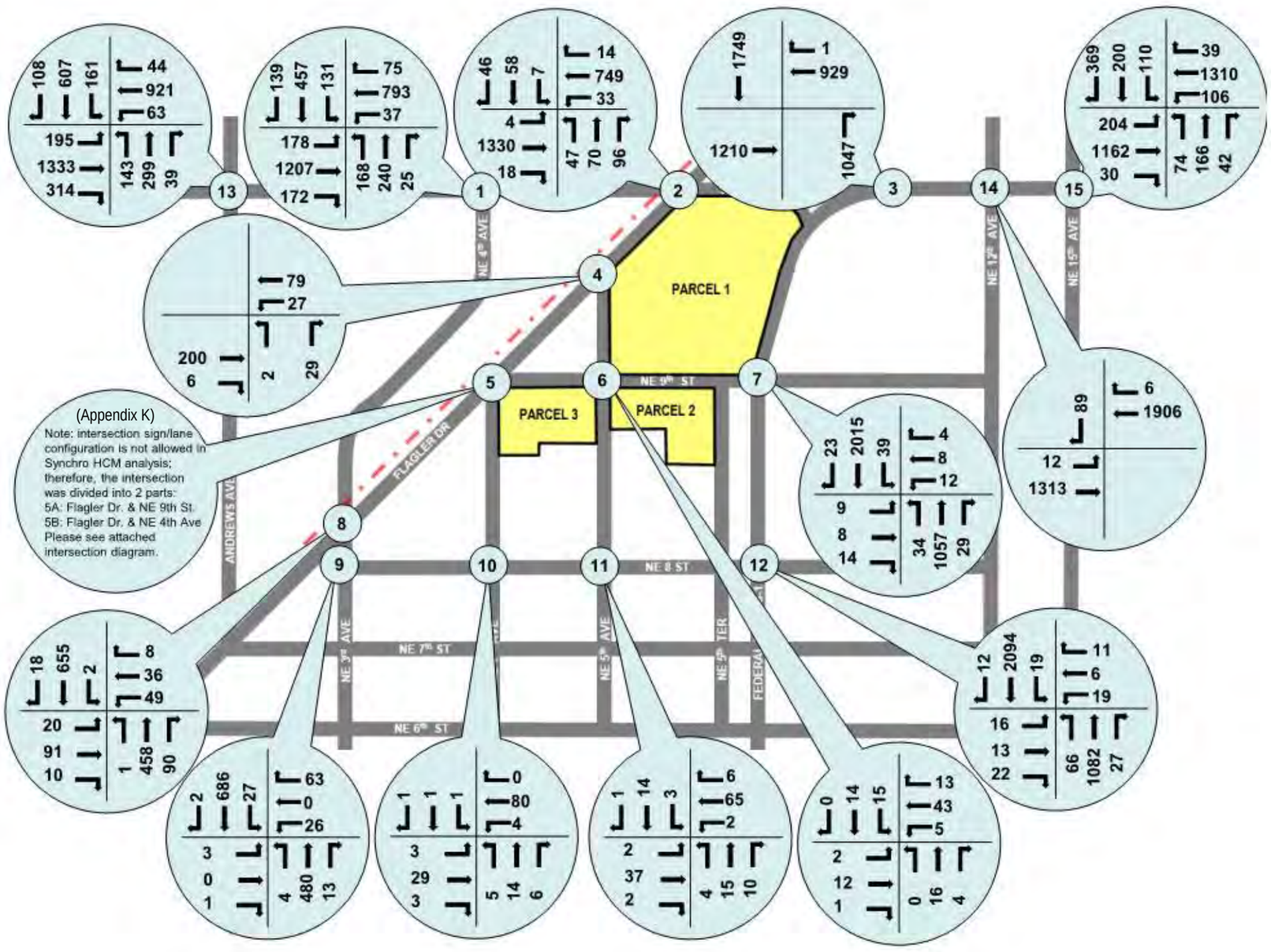


Figure 11: 2019 Existing Traffic Volumes – A.M. Peak Hour

2019 EXISTING TRAFFIC VOLUMES (P.M. PEAK HOUR)

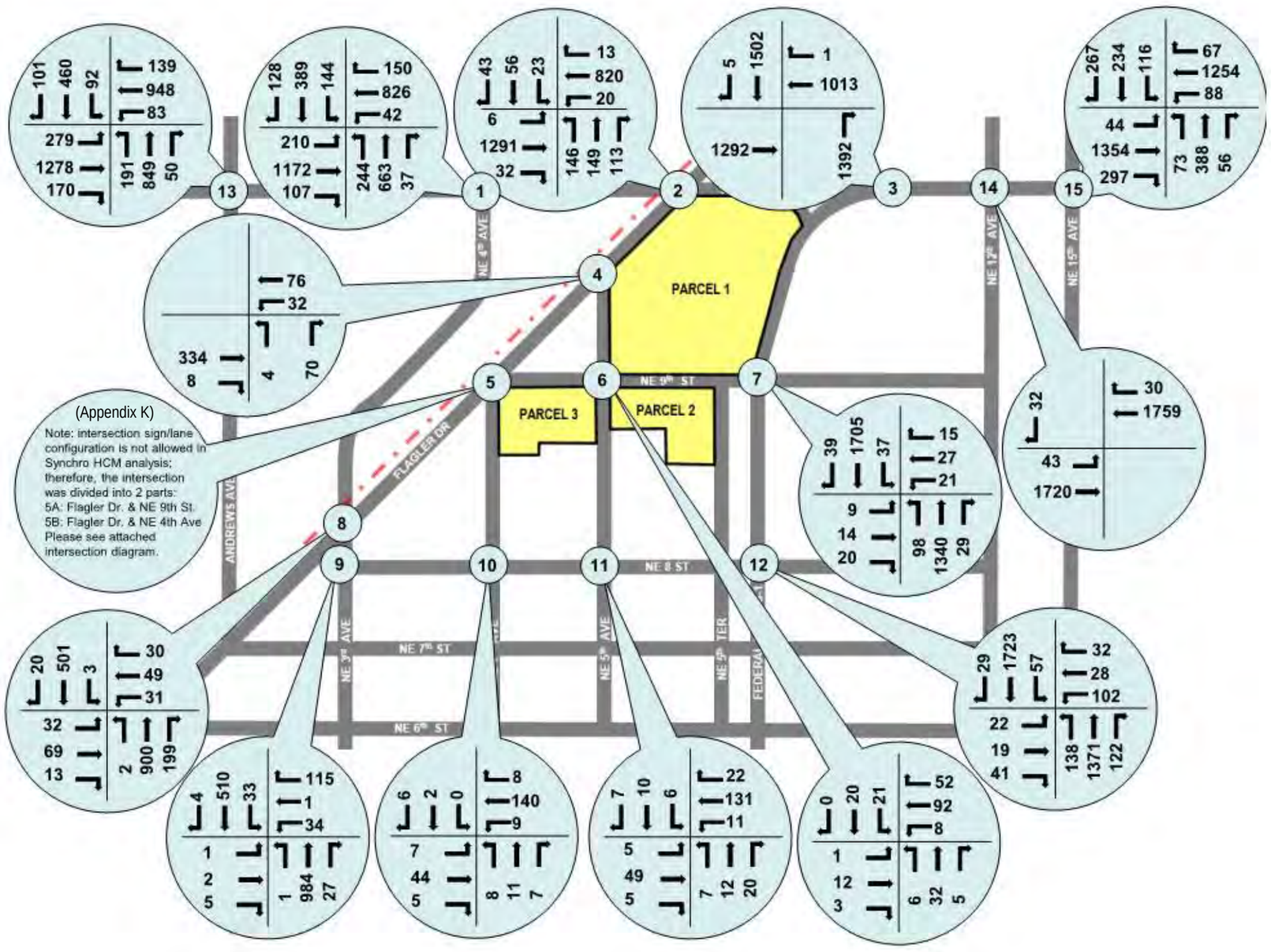


Figure 12: 2019 Existing Traffic Volumes – P.M. Peak Hour

2028 BACKGROUND TRAFFIC VOLUMES (A.M. PEAK HOUR)

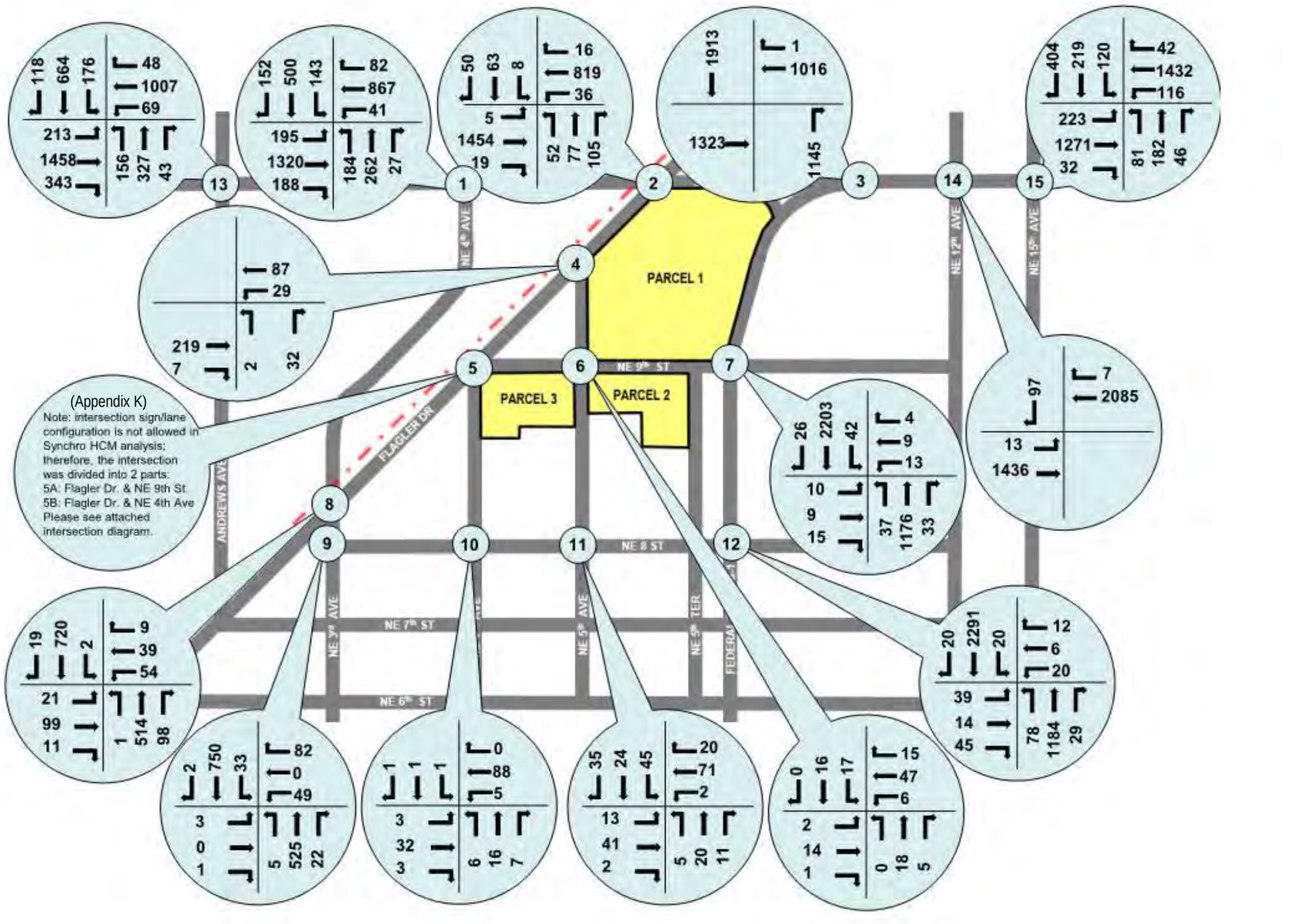


Figure 13: 2028 Background Traffic Volumes – A.M. Peak Hour

2028 BACKGROUND TRAFFIC VOLUMES (P.M. PEAK HOUR)

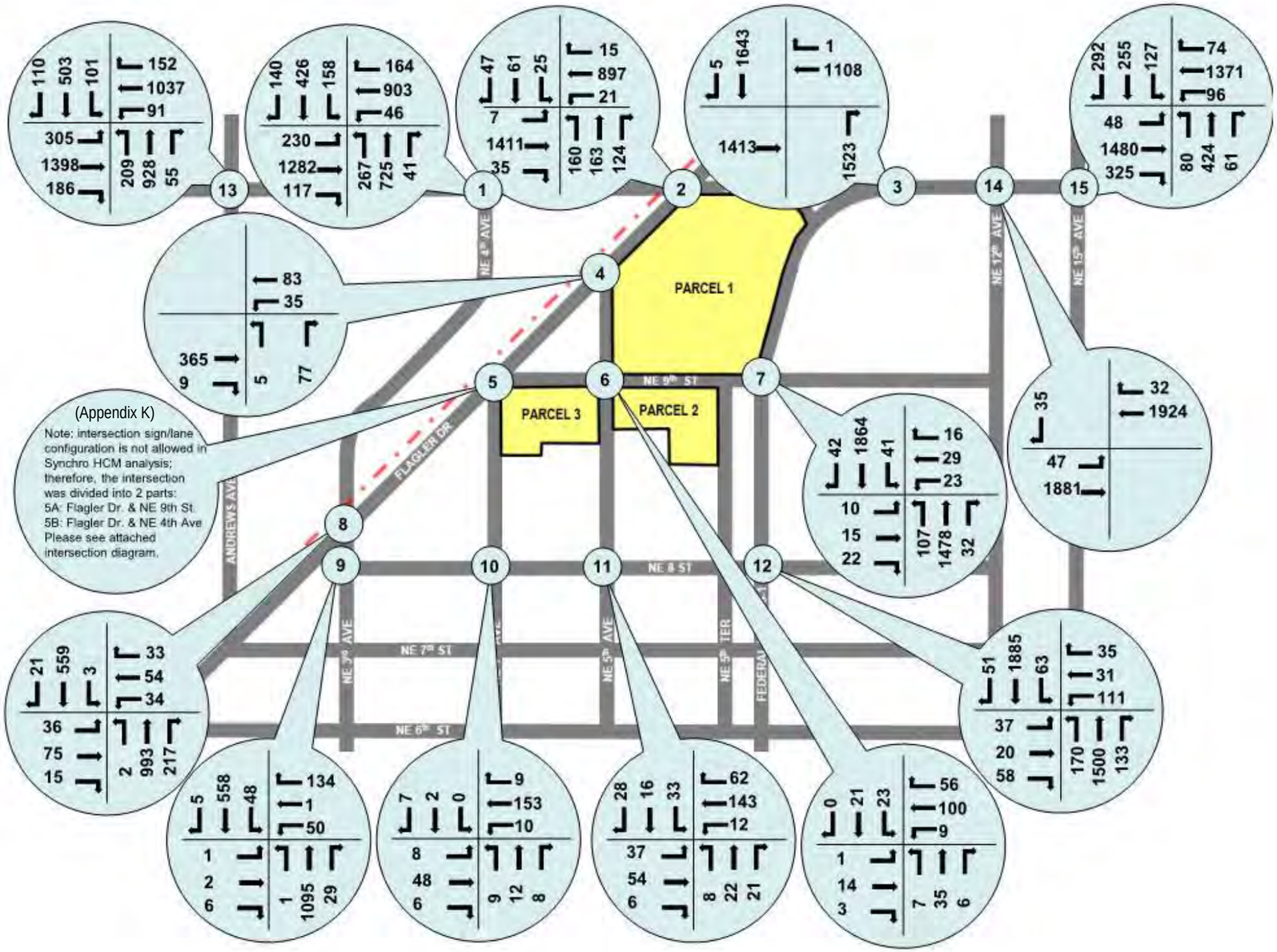


Figure 14: 2028 Background Traffic Volumes – P.M. Peak Hour

2028 TOTAL TRAFFIC VOLUMES (A.M. PEAK HOUR)

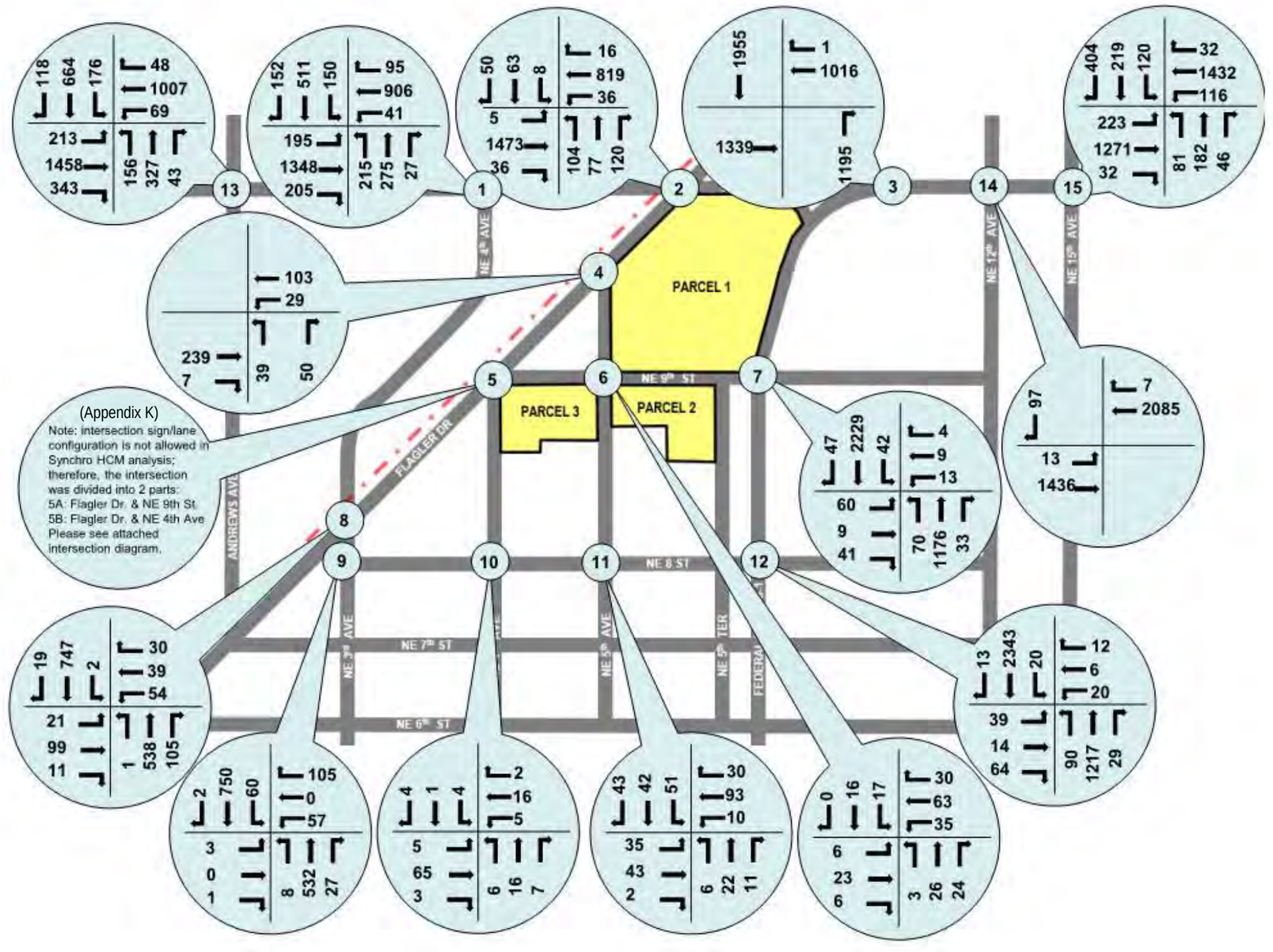


Figure 15: Total Traffic Volumes – A.M. Peak Hour

2028 TOTAL TRAFFIC VOLUMES (P.M. PEAK HOUR)

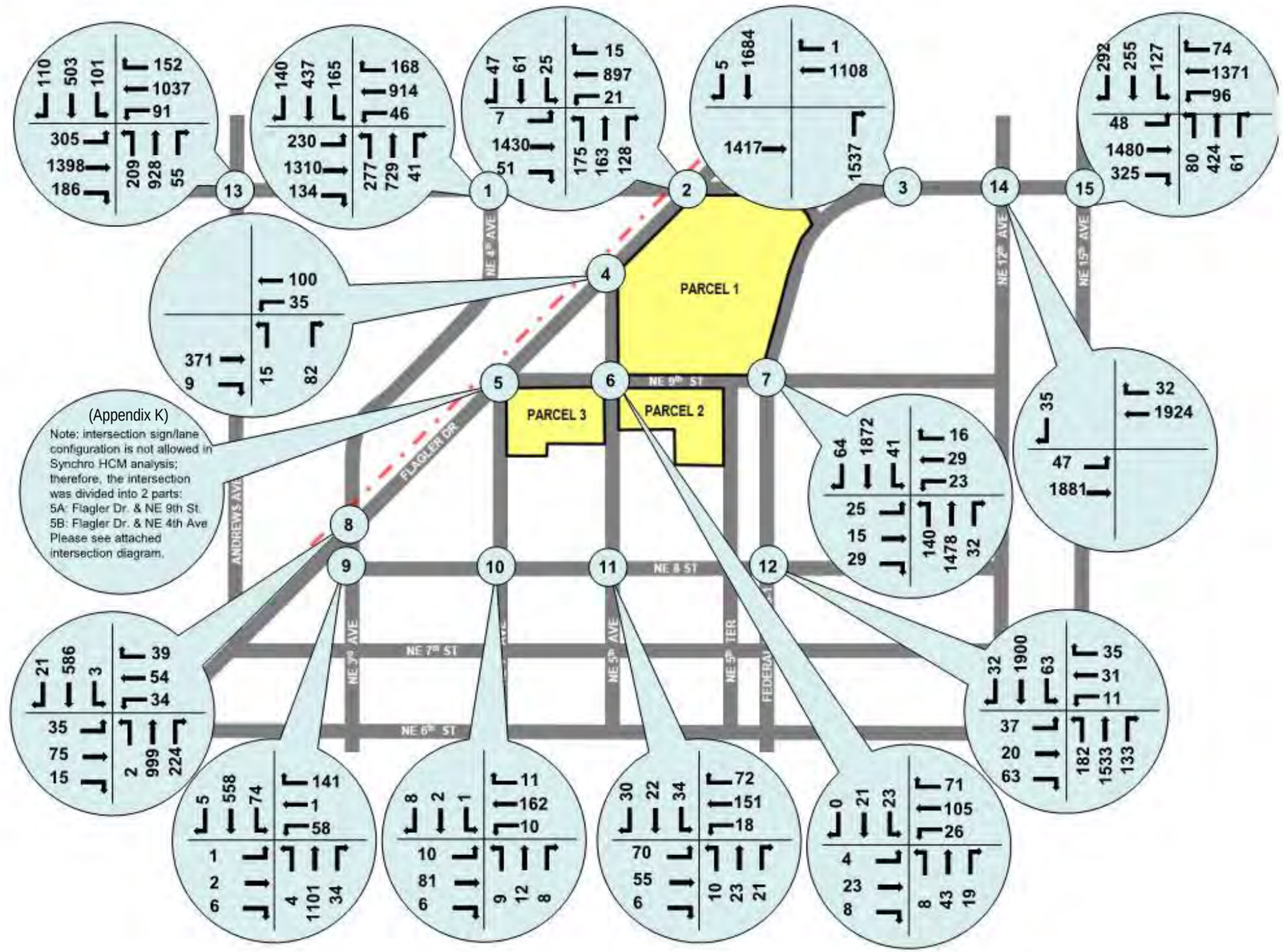


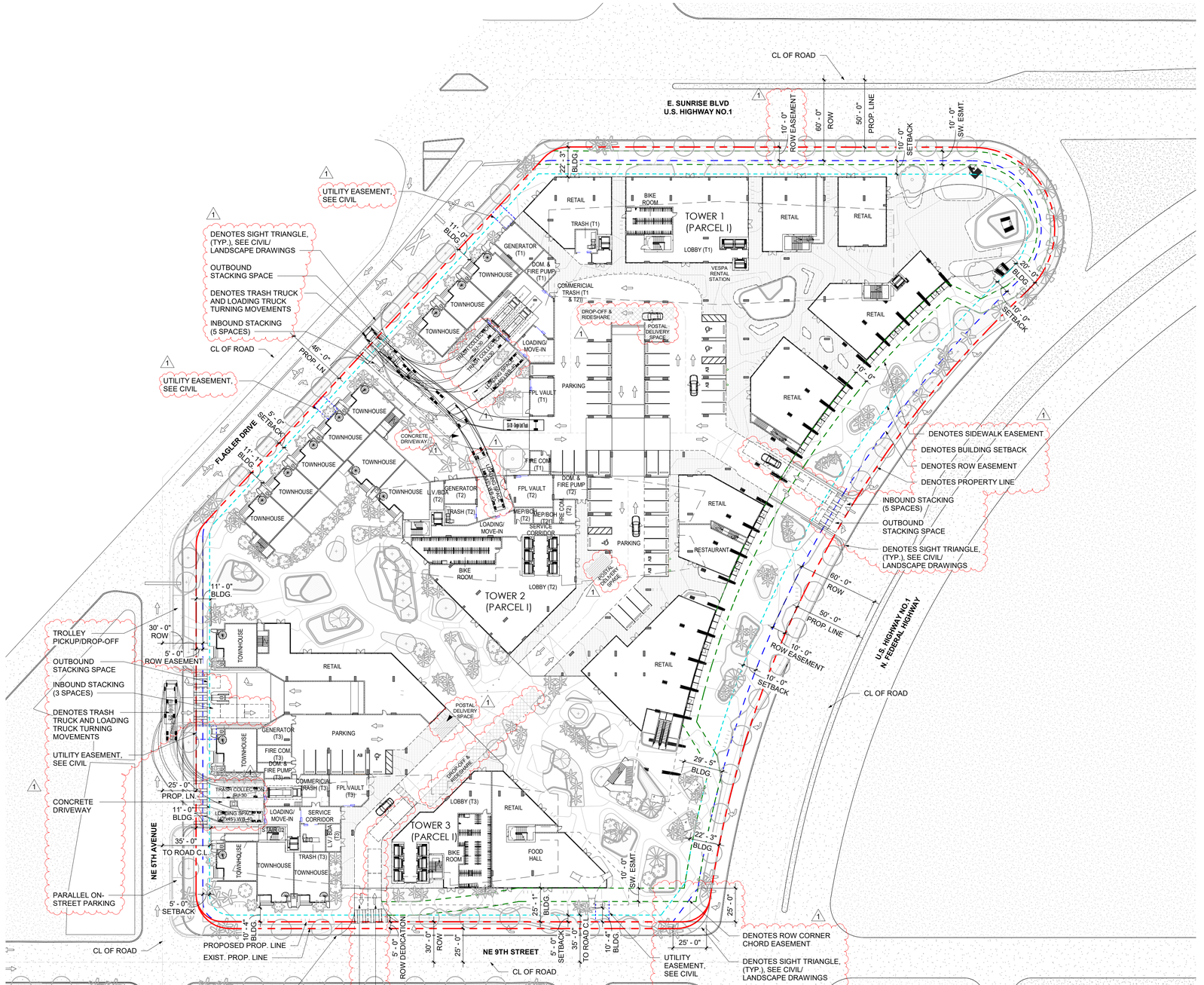
Figure 16: Total Traffic Volumes – P.M. Peak Hour

CONCLUSION

KEITH was retained by RK Centers to complete a Traffic Impact Study for the proposed redevelopment located at 901 North Federal Highway in Fort Lauderdale, Florida. The proposed development program includes two 15-story and two 30-story residential towers, a 17-story hotel, retail, office, and restaurant spaces distributed into three (3) different parcels. The project access locations are expected to operate with an acceptable LOS under all conditions. Based on the findings in this report, the traffic analysis for the project indicates that the new trips anticipated to be generated by the proposed development will not have a significant impact on the surrounding roadways.

APPENDIX A

SITE PLAN



1 AS-101 **SITE PLAN**

1" = 40'-0"

LEGEND

- PROPERTY LINE
- EASEMENT (R.O.W.)
- EASEMENT (UTILITY)
- SETBACK
- SIDEWALK EASEMENT
- TOWER STEPBACK

FIRE PROTECTION

PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA AND THE FLORIDA BUILDING CODE

PER FBC 903.2.11.3, BUILDING WILL HAVE FIRE SPRINKLERS.

NOISE CONTROL

PROJECT SHALL COMPLY WITH CHAPTER 17 - NOISE CONTROL ORDINANCES OF THE CITY OF FORT LAUDERDALE, WITH SPECIFIC REGARD TO MECHANICAL NOISE BAFFLING.

POLICE

ALL EXTERIOR WINDOWS, DOORS, AND STOREFRONT TO BE IMPACT RATED

EXTERIOR SLIDING GLASS DOORS SHALL BE EQUIPPED WITH BUGLERY DETERRENT FEATURES SUCH AS TRACK BLOCKS, DOOR PINS, OR SIMILAR.

STAIRWELLS SHALL BE EGRESS-ONLY ON THE FIRST LEVEL

BUILDING TO BE FITTED WITH INTERCOM/VIDEO ACCESS CONTROL SYSTEM AT ENTRY/EXIT POINTS, ELEVATORS, PARKING GARAGE AND COMMON AREAS TO SECURE RESIDENT ONLY AREAS FROM PUBLIC ACCESS AREAS.

EACH UNIT AND COMMERCIAL UNIT WILL BE PRE WIRED FOR A MONITORED SECURITY SYSTEM AND THE POOL DECK WILL INCORPORATE SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN FROM ACCESSING THE POOL .

UNIT ENTRY DOORS SHALL BE SOLID, IMPACT RESISTANT WITH A DEADBOLT AND SHALL BE FITTED WITH 180 DEGREE PEEPHOLE DOOR VIEWERS

ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL AND MAINTENANCE ROOMS WHERE APPLICABLE.

THE INTERIOR OF THE GARAGE SHALL USE LIGHT REFLECTING PAINT WHERE NEEDED FOR VISIBILITY AND SECURITY.

EMERGENCY COMMUNICATION DEVICES SHALL BE PLACED IN THE PARKING GARAGE, POOL AND COMMON AREAS.

PARKING GARAGE WILL PROVIDE ACCESS CONTROL FOR RESIDENTS.

VALET SHALL HAVE SECURE KEY MANAGEMENT SYSTEM FOR VEHICLES ON SITE.

EXTERIOR LANDSCAPING AND LIGHTING SHALL FOLLOW CPTED GUIDELINES.

OFFICE, COMMERCIAL STOREFRONT , AND COMMON AREA DOORS SHALL BE LOCKABLE FROM INSIDE AND PROVIDE SAFE SHELTER IN THE CASE OF AN ACTIVE THREAT.

LEGAL DESCRIPTION

PARCEL I:
ALL OF BLOCK A OF GREEN STAR PARK, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 33, PAGE 11 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SITE PLAN DATA

A. LAND USE DESIGNATION	REGIONAL ACTIVITY CENTER
B. ZONING DESIGNATION	RAC-UV
C. SITE AREA - GROSS	245,755 S.F. (5.642 ACRES)
D. WATER/WASTE WATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE

E. RESIDENTIAL DEVELOPMENT

DWELLING UNIT BREAK DOWN AND TYPE	
TOWER 1 (64 STUDIO + 64 1BR + 40 2BR)	168 UNITS
TOWER 2 (115 STUDIO + 92 1BR + 92 2BR)	299 UNITS
TOWER 3 (115 STUDIO + 92 1BR +92 2BR)	299 UNITS
TOWNHOMES	19 UNITS
LINER UNITS	12 UNITS
TOTAL	**797 UNITS**

F. NON-RESIDENTIAL FLOOR AREA

- RETAIL/OFFICE	78,631 S.F.
- RESTAURANT (320)	3,996 S.F.
- RESTAURANT (106)	1,241 S.F.
- FOOD HALL	2,837 S.F.

G. PARKING DATA

REQUIRED

RETAIL: 46,072 S.F./250 =	184.3 PARKING SPACES
OFFICE: 32,559 S.F./250 =	130.2 PARKING SPACES
RESTAURANT (106): 1,241 /100 =	12.4 PARKING SPACES
RESTAURANT (320): 3,997 /100 =	40 PARKING SPACES
FOOD HALL: 2,837 /100 =	28.4 PARKING SPACES
SUBTOTAL 395.3 PARKING SPACES	
SHOPPING CENTER 10% REDUCTION (-39.5):	*355.8 PARKING SPACES*
RESIDENTIAL UNITS 797 UNITS X 1.2 =	+ *956.4 PARKING SPACES*
TOTAL PARKING REQUIRED	**1,312 PARKING SPACES REQUIRED**

PROVIDED

LEVEL 01	48 PARKING SPACES
LEVEL 02	216 PARKING SPACES
LEVEL 03	216 PARKING SPACES
LEVEL 04	208 PARKING SPACES
LEVEL 05	208 PARKING SPACES
LEVEL 06	208 PARKING SPACES
LEVEL 07	208 PARKING SPACES
TOTAL PARKING PROVIDED	**1,312 PARKING SPACES PROVIDED (INCLUDES 28 HANDICAPPED SPACES, 5 OF WHICH ARE VAN ACCESSIBLE (1 PER 6 HDCP))**

LONG-TERM BICYCLE STORAGE

TOWER 1: 168 RESIDENTIAL UNITS X 0.5 =	84 BICYCLES
TOWER 2: 299 RESIDENTIAL UNITS X 0.5 =	150 BICYCLES
TOWER 1: 299 RESIDENTIAL UNITS X 0.5 =	150 BICYCLES
TOTAL LONG TERM	**384 BICYCLES**

SHORT-TERM BICYCLE STORAGE: SEE LANDSCAPE DRAWINGS

H. BUILDING FOOTPRINT COVERAGE:
ALLOWED: 90% OF 245,755 S.F. **PROVIDED:** 142,174 S.F./ 58%

I. BUILDING HEIGHT

TOWER 1	160'-0
TOWER 2	306'-0"
TOWER 3	306'-0"

J. TOWER FLOORPLATES

	PREFERRED	PROVIDED
TOWER 1	18,000 S.F.	18,000 S.F.
TOWER 2	12,500 S.F.	12,500 S.F.
TOWER 3	12,500 S.F.	12,500 S.F.

K. STRUCTURE LENGTH 495'-0"

L. NUMBER OF STORIES

	ALLOWED	PROVIDED
TOWER 1	30 STORIES	15 STORIES
TOWER 2	30 STORIES	30 STORIES
TOWER 3	30 STORIES	30 STORIES

M. SETBACKS FROM STREET CENTERLINE (MASTERPLAN DESIGN GUIDELINES)

	REQUIRED	PROVIDED
EAST (U.S.1)	10'-0"	22'-7"
WEST (NE. 5TH AVE)	10'-0"	20'-0"
WEST (FLAGLER)	5'-0"	15'-7"
SOUTH (NE 9TH ST)	5'-0"	25'-1"
NORTH (U.S.1)	10'-0"	22'-7"

N. OPEN SPACE

LEVEL 01 (GRADE)	90,922 SF
LEVEL 08 (AMENITY LEVEL)	52,230 SF
TOTAL	**143,152 S.F.**

O. VEHICULAR USE AREA **SEE LANDSCAPE DRAWINGS**

P. LANDSCAPE AREA **SEE LANDSCAPE DRAWINGS**

Q. LOADING ZONES

REQUIRED (RAC-UV)	
MULTIFAMILY RESIDENTIAL:	N/A
MULTI-TENANT COMMERICAL (86,705 SF)	2 (TYPE II)
PROVIDED:	
TYPE II (12'x45') LOADING ZONE:	3 (TYPE II)

FSMY
ARCHITECTS • PLANNERS
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LARRY MARTINEAU, JIRO YATES

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/CK	JY/CK	JY

1 DRC Comments 03.23.20

R E V I S I O N S

DATE: 12.13.19
COMM: 19023

RK CENTER
MIXED-USE
(PARCEL I)

901 NORTH FEDERAL HIGHWAY
FORT LAUDERDALE, FL 33304

SITE PLAN

DRC

AS-101

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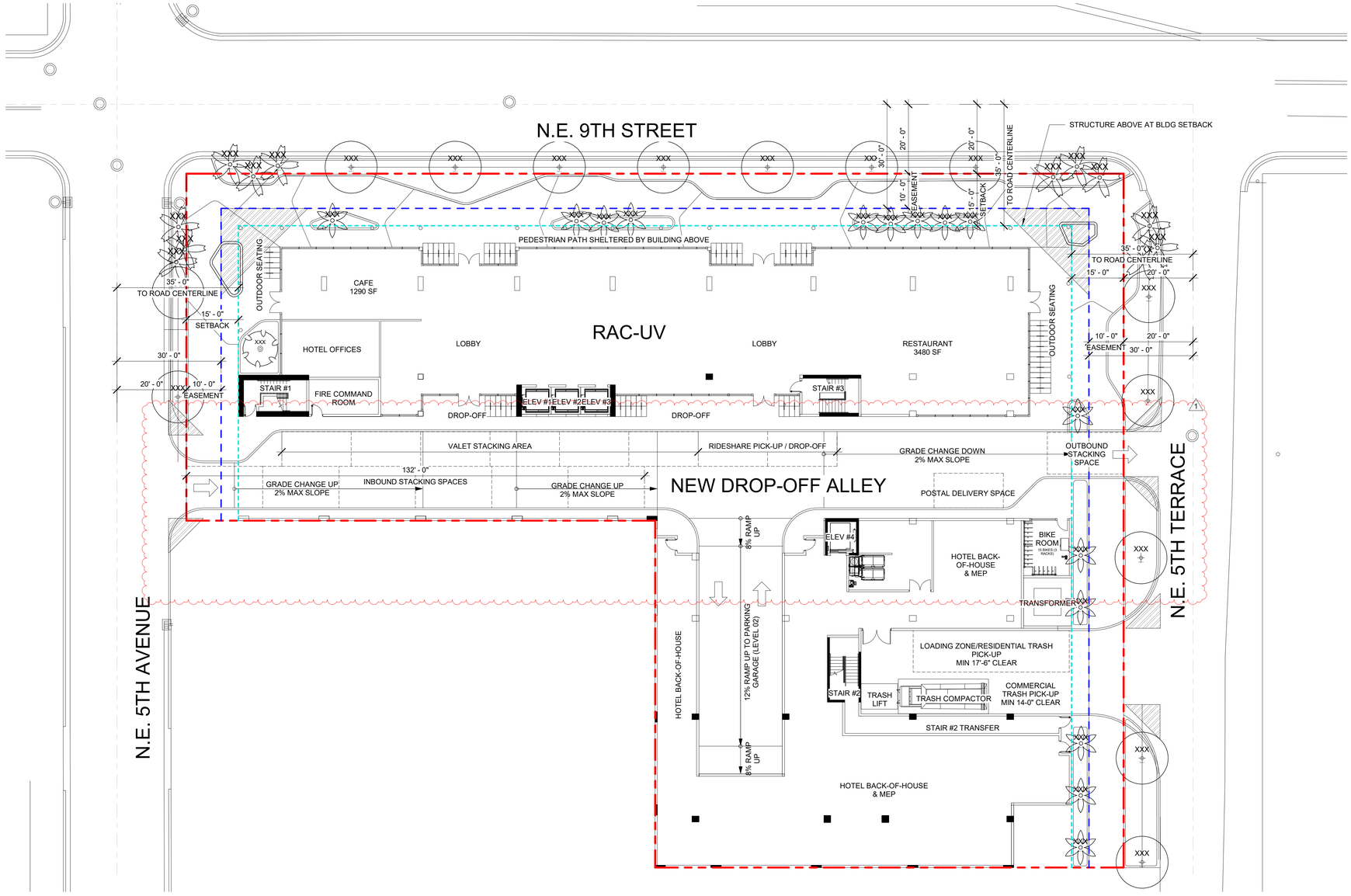
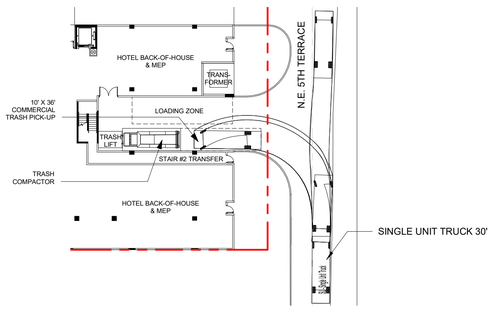
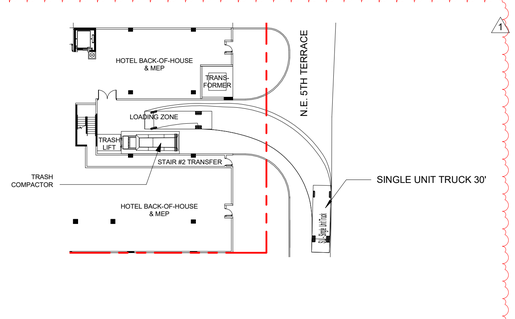


1 AS-101 SITE PLAN
1/16" = 1'-0"



2 AS-101 TRASH MANEUVERING CLEARANCE
1/32" = 1'-0"



3 AS-101 LOADING MANEUVERING CLEARANCE
1/32" = 1'-0"

LEGAL DESCRIPTION

Lots 1, 2, 3, 4, 5, 6, 7 and 8 and Lots 45, 46, 47 and 48, in Block 253 of PROGRESSO, a subdivision according to the plat thereof recorded in Plat Book 2, Page 18 of the Public Records of Dade County, Florida, said lands lying and being in Broward County, Florida.

SITE PLAN DATA

A. LAND USE DESIGNATION	REGIONAL ACTIVITY CENTER
B.ZONING DESIGNATION	RAC-UV
C. SITE AREA - GROSS	40,515 S.F. (.93 ACRES)
D. WATER/WASTE WATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE
E. HOTEL DEVELOPMENT	**192 TOTAL HOTEL ROOMS**

F . RESIDENTIAL DEVELOPMENT

DWELLING UNIT BREAK DOWN AND TYPE

2 BEDROOMS	6 UNITS
1 BEDROOM	16 UNITS
TOTAL	**22 RESIDENTIAL UNITS**

G. NON-RESIDENTIAL FLOOR AREA

- RESTAURANT/OUTDOOR DINING	3,480 S.F.
- CAFE/OUTDOOR SEATING	1,290 S.F

H. PARKING DATA

REQUIRED

RESTAURANT/OUTDOOR DINING:	
3,480 S.F./100 =	34.8 PARKING SPACES
CAFE/OUTDOOR SEATING:	
1,290 /100 =	12.9 PARKING SPACES
HOTEL ROOMS:	
192 x 1 =	192 PARKING SPACES
RESIDENTIAL UNITS:	
22 X 1.2 =	26.4 PARKING SPACES
TOTAL PARKING REQUIRED	**266 PARKING SPACES REQUIRED**

PROVIDED

LEVEL 01	0 PARKING SPACES
LEVEL 02	44 PARKING SPACES
LEVEL 03	72 PARKING SPACES
LEVEL 04	72 PARKING SPACES
LEVEL 05	66 PARKING SPACES
LEVEL 05.5	26 PARKING SPACES
TOTAL PARKING PROVIDED	**279 PARKING SPACES PROVIDED (INCLUDES 7 HANDICAPPED SPACES)**

LONG-TERM BICYCLE STORAGE

22 RESIDENTIAL UNITS X 0.5 =	11 BICYCLES
RESTAURANT/CAFE (4,770 SF) = 1 SPACE PER 10,000 SF (MIN 2)	2 BICYCLES
HOTEL OFFICE (<10,000SF) = 1 SPACE PER 10,000 SF (MIN 2)	2 BICYCLES
	15 BICYCLES

SHORT-TERM BICYCLE STORAGE: SEE LANDSCAPE DRAWINGS

I. BUILDING FOOTPRINT COVERAGE:
ALLOWED: 90% OF 40,515 S.F. **PROVIDED:** 33,615 S.F./ 83%

J. BUILDING HEIGHT 168'-6"

K. TOWER FLOORPLATE

	PREFERRED	PROVIDED
	12,500 S.F.	12,500 S.F.

L. STRUCTURE LENGTH 240'-1"

M. NUMBER OF STORIES

ALLOWED	PROVIDED
30 STORIES	16.5 STORIES

N. SETBACKS FROM STREET CENTERLINE
(MASTERPLAN DESIGN GUIDELINES)

	REQUIRED	PROVIDED
NORTH (NE 9TH ST)	15'-0"	15'-0"
EAST (NE 6TH AVE)	15'-0"	15'-0"
SOUTH	0'-0"	0'-0"
WEST (NE 5TH AVE)	15'-0"	15'-0"

O. OPEN SPACE

LEVEL 01 (GRADE)	6,900 SF
LEVEL 06 (AMENITY LEVEL)	18,510 SF
TOTAL	**25,410 S.F.**

P. VEHICULAR USE AREA **SEE LANDSCAPE DRAWINGS**

Q. LANDSCAPE AREA **SEE LANDSCAPE DRAWINGS**

R. LOADING DATA

REQUIRED

RESTAURANT <4000 SF:	N/A
MULTIFAMILY RESIDENTIAL:	N/A
HOTEL:	N/A

PROVIDED

TYPE I LOADING ZONE	1

NOISE CONTROL

PROJECT SHALL COMPLY WITH CHAPTER 17 - NOISE CONTROL ORDINANCES OF THE CITY OF FORT LAUDERDALE, WITH SPECIFIC REGARD TO MECHANICAL NOISE BAFFLING.

FIRE PROTECTION

PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA AND THE FLORIDA BUILDING CODE

PER FBC 903.2.11.3, BUILDING WILL HAVE FIRE SPRINKLERS.

POLICE

ALL EXTERIOR WINDOWS AND DOORS TO BE IMPACT RATED. ENTRY DOORS SHALL BE SOLID, IMPACT-RESISTANT, OR METAL.

RESIDENTIAL UNIT ENTRY DOORS SHALL BE EQUIPPED WITH A QUALITY SECONDARY DEADBOLT LOCKING SYSTEM AND HAVE 180-DEGREE PEEPHOLE OR VIEWPORT FOR SECURITY.

GARAGE DOORS SHALL BE IMPACT RESISTANT.

GLAZING SHALL BE IMPACT RESISTANT.

RESIDENTIAL UNITS SHALL BE PRE-WIRED FOR AN ALARM SYSTEM.

SLIDING GLASS DOORS SHALL BE EQUIPPED WITH BURGLARY DETERRENT FEATURES SUCH AS TRACK BLOCKS, DOOR PINS, OR DEADBOLTS. THE DOORS SHALL ALSO PROVIDE FEATURES TO PREVENT THE DOORS FROM BEING LIFTED OFF THE TRACK.

THERE SHALL BE CHILD PROOF SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN ACCESS TO THE POOL.

THERE SHALL BE EASILY IDENTIFIABLE EMERGENCY COMMUNICATION DEVICES AVAILABLE AT THE POOL AREAS, COMMON AREAS, AND GARAGE.

ALL PROPERTY-ENCLOSING FENCES SHALL BE ACCESS CONTROLLED.

LIGHTING AND LANDSCAPING SHALL FOLLOW C.P.T.E.D. GUIDELINES.

STAIRWELLS EGRESS ONLY ON FIRST LEVEL

ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL AND MAINTENANCE ROOMS WHERE APPLICABLE.

THE INTERIOR OF THE GARAGE WILL BE PAINTED A LIGHT COLOR.

ELEVATORS WILL BE ACCESS CONTROLLED.

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY	JY/LH	JY

1 Revision 1 Date 1

REVISIONS

DATE: 12.13.19
COMM: 19023

RK CENTER HOTEL
(PARCEL II)

550 NE 9TH STREET
FORT LAUDERDALE, FL 33304

SITE PLAN

PERMIT

AS-101

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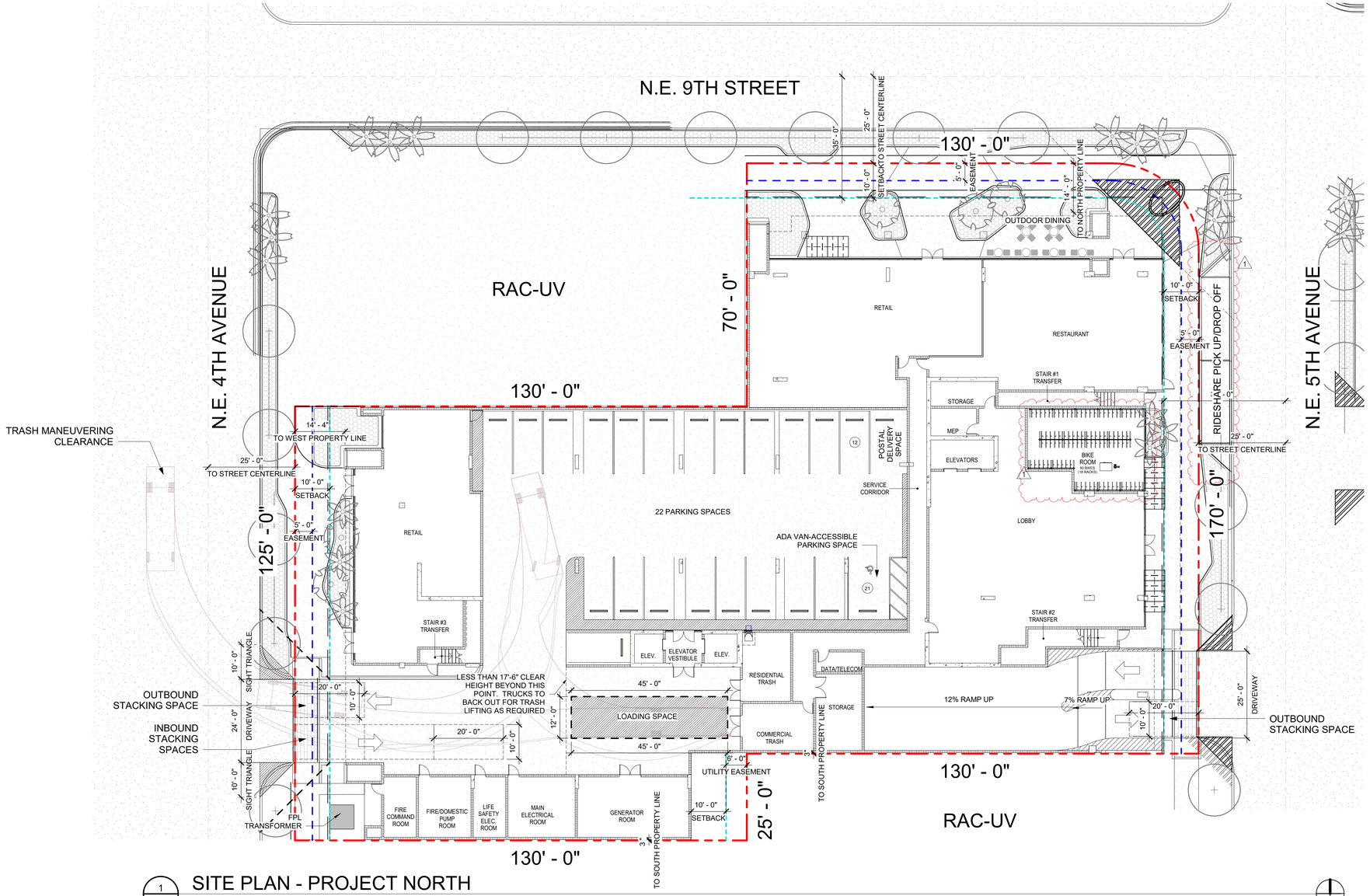

1 AS-101 SITE PLAN - PROJECT NORTH

1/16" = 1'-0"

LEGAL DESCRIPTION

Lots 1, 2, 3, 4, 5, 6 and 7 and Lots 41, 42, 43, 44 and 45, in Block 254 of the Resubdivision of Block 254, PROGRESSO, according to plat thereof recorded in Plat Book 72, Page 2 of the Public Records of Broward County, Florida.

SITE PLAN DATA

A. LAND USE DESIGNATION	REGIONAL ACTIVITY CENTER
B.ZONING DESIGNATION	RAC-UV
C. SITE AREA - GROSS	38,247SF (.87 ACRES)
D. WATER/WASTE WATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE

E. **RESIDENTIAL DEVELOPMENT**

DWELLING UNIT BREAK DOWN AND TYPE	
2 BEDROOMS	27 UNITS
1 BEDROOM	45 UNITS
STUDIO	63 UNITS
TOTAL	**135 UNITS**

F. NON-RESIDENTIAL FLOOR AREA

- RETAIL	4,718 S.F.
- RESTAURANT/OUTDOOR DINING	2,295 S.F.
- ART STUDIO/GALLERY	10,883 S.F.

G. PARKING DATA

RETAIL/OFFICE: 4,718 S.F./250 =	18.9 PARKING SPACES
RESTAURANT: 2,295 /100 =	23 PARKING SPACES
ART STUDIO/GALLERY: 10,883 /400 =	27.2 PARKING SPACES
RESIDENTIAL UNITS 135 UNITS X 1.2 =	162 PARKING SPACES
TOTAL PARKING REQUIRED	**231 PARKING SPACES REQUIRED**
LEVEL 01	22 PARKING SPACES
LEVEL 02	50 PARKING SPACES
LEVEL 03	53 PARKING SPACES
LEVEL 04	53 PARKING SPACES
LEVEL 05	53 PARKING SPACES
TOTAL PARKING PROVIDED	**232 PARKING SPACES PROVIDED (INCLUDES 7 HANDICAPPED SPACES)**

LONG-TERM BICYCLE STORAGE

135 RESIDENTIAL UNITS X 0.5 =	77 BICYCLES
RETAIL (4,718 SF) 1 SPACE PER 12,000 SF (MIN 2)	2 BICYCLES
RESTAURANT& GALLERY (13,178 SF) 1 SPACE PER 10,000 SF (MIN 2)	2 BICYCLES
	81 BICYCLES

SHORT-TERM BICYCLE STORAGE: SEE LANDSCAPE DRAWINGS

H. BUILDING FOOTPRINT COVERAGE:
ALLOWED: 90% OF 38,247 S.F. **PROVIDED:** 29,989 S.F. / 78%

I. BUILDING HEIGHT: 162' - 2"

J. TOWER FLOORPLATE

PREFERRED	PROVIDED
18,000 S.F.	14,897 S.F.

K. STRUCTURE LENGTH 236'-0"

L. NUMBER OF STORIES

ALLOWED	PROVIDED
30 STORIES	15 STORIES

M. SETBACKS FROM STREET CENTERLINE (MASTERPLAN DESIGN GUIDELINES)

	REQUIRED	PROVIDED
FRONT - EAST (NE 5TH AVE.)	10'-0"	10' - 0"
REAR - WEST (NE. 4TH AVE)	10'-0"	14' - 4"
SIDE - NORTH (NE. 9TH ST.)	NONE	0' - 3"
SIDE - SOUTH (NE. 9TH ST.)	10'-0"	14' - 0"

N. OPEN SPACE

LEVEL 01 (GRADE)	6,700 SF
LEVEL 06 (AMENITY LEVEL)	19,775 SF
TOTAL	**26,475 S.F. PROVIDED**

O. VEHICULAR USE AREA **SEE LANDSCAPE DRAWINGS**

P. LANDSCAPE AREA **SEE LANDSCAPE DRAWINGS**

Q. LOADING DATA

REQUIRED	
RESTAURANT <4000 SF:	N/A
MULTIFAMILY RESIDENTIAL:	N/A
RETAIL:	N/A
PROVIDED	
TYPE I LOADING ZONE	1

NOISE CONTROL

PROJECT SHALL COMPLY WITH CHAPTER 17 - NOISE CONTROL ORDINANCES OF THE CITY OF FORT LAUDERDALE, WITH SPECIFIC REGARD TO MECHANICAL NOISE BAFFLING.

FIRE PROTECTION

PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA AND THE FLORIDA BUILDING CODE

PER FBC 903.2.11.3, BUILDING WILL HAVE FIRE SPRINKLERS.

POLICE

ALL EXTERIOR WINDOWS AND DOORS TO BE IMPACT RATED. ENTRY DOORS SHALL BE SOLID, IMPACT-RESISTANT, OR METAL.

RESIDENTIAL UNIT ENTRY DOORS SHALL BE EQUIPPED WITH A QUALITY SECONDARY DEADBOLT LOCKING SYSTEM AND HAVE 180-DEGREE PEEPHOLE OR VIEWPORT FOR SECURITY.

GARAGE DOORS SHALL BE IMPACT RESISTANT.

GLAZING SHALL BE IMPACT RESISTANT.

RESIDENTIAL UNITS SHALL BE PRE-WIRED FOR AN ALARM SYSTEM.

SLIDING GLASS DOORS SHALL BE EQUIPPED WITH BURGLARY DETERRENT FEATURES SUCH AS TRACK BLOCKS, DOOR PINS, OR DEADBOLTS. THE DOORS SHALL ALSO PROVIDE FEATURES TO PREVENT THE DOORS FROM BEING LIFTED OFF THE TRACK.

THERE SHALL BE CHILD PROOF SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN ACCESS TO THE POOL.

THERE SHALL BE EASILY IDENTIFIABLE EMERGENCY COMMUNICATION DEVICES AVAILABLE AT THE POOL AREAS, COMMON AREAS, AND GARAGE.

ALL PROPERTY-ENCLOSING FENCES SHALL BE ACCESS CONTROLLED.

LIGHTING AND LANDSCAPING SHALL FOLLOW C.P.T.E.D. GUIDELINES.

STAIRWELLS EGRESS ONLY ON FIRST LEVEL

ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL AND MAINTENANCE ROOMS WHERE APPLICABLE.

THE INTERIOR OF THE GARAGE WILL BE PAINTED A LIGHT COLOR.

ELEVATORS WILL BE ACCESS CONTROLLED.

FSMY ARCHITECTS ▪ PLANNERS
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888 SOUTH ANDREWS AVE. SUITE 300
FORT LAUDERDALE, FLORIDA 33316
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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/CK/BL	BL	JY

1 REVISIONS

DATE:	COMM:
12.13.19	19023

RK CENTER - RESIDENCES (PARCEL III)

450 N.E. 9TH STREET, FORT LAUDERDALE, FL

SITE PLAN

DRC

AS-101

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APPENDIX B

TRIP GENERATION

Multifamily Housing (Mid-Rise)
(221)

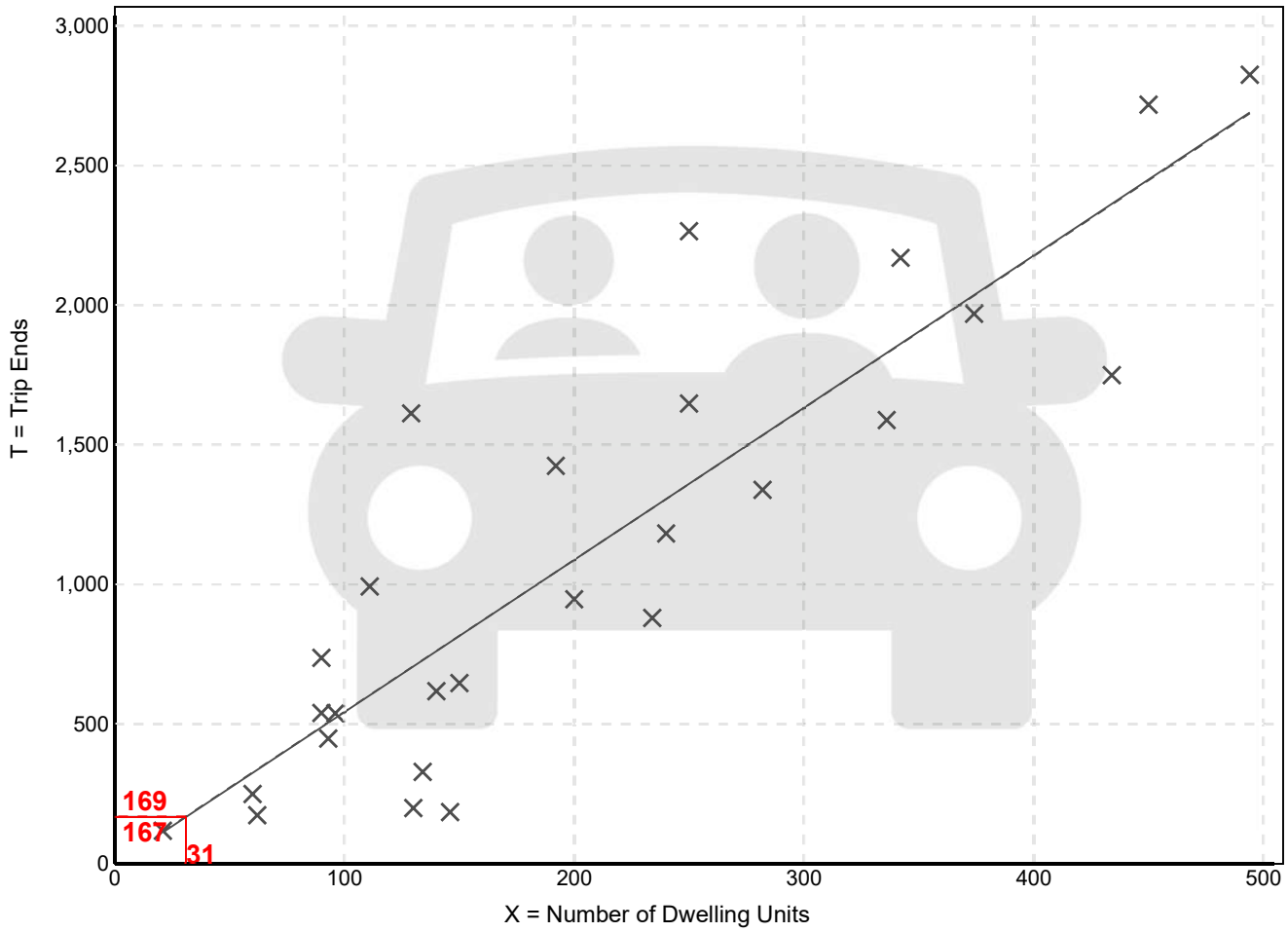
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Fitted Curve Equation: T = 5.45(X) - 1.75

R^2= 0.77

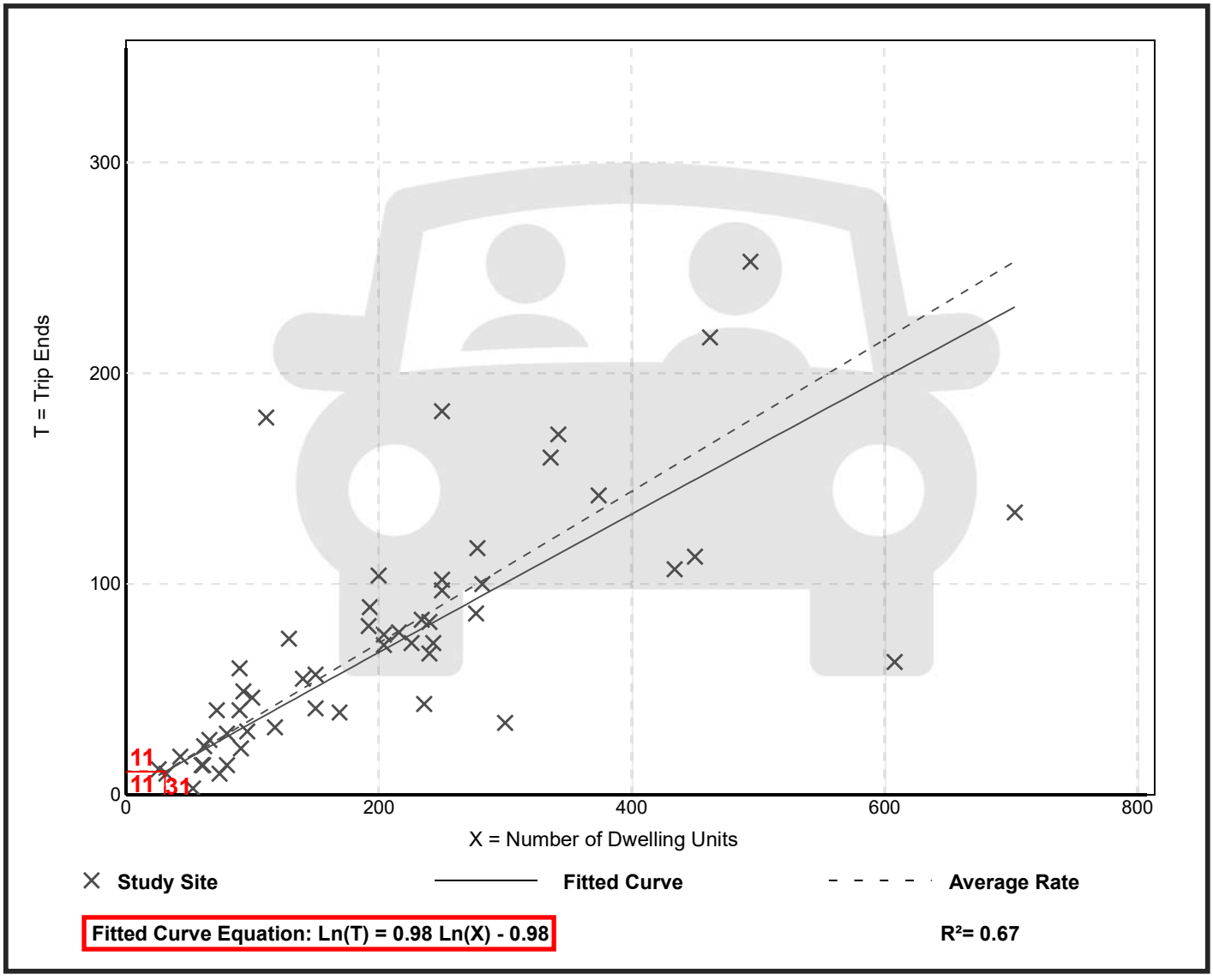
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



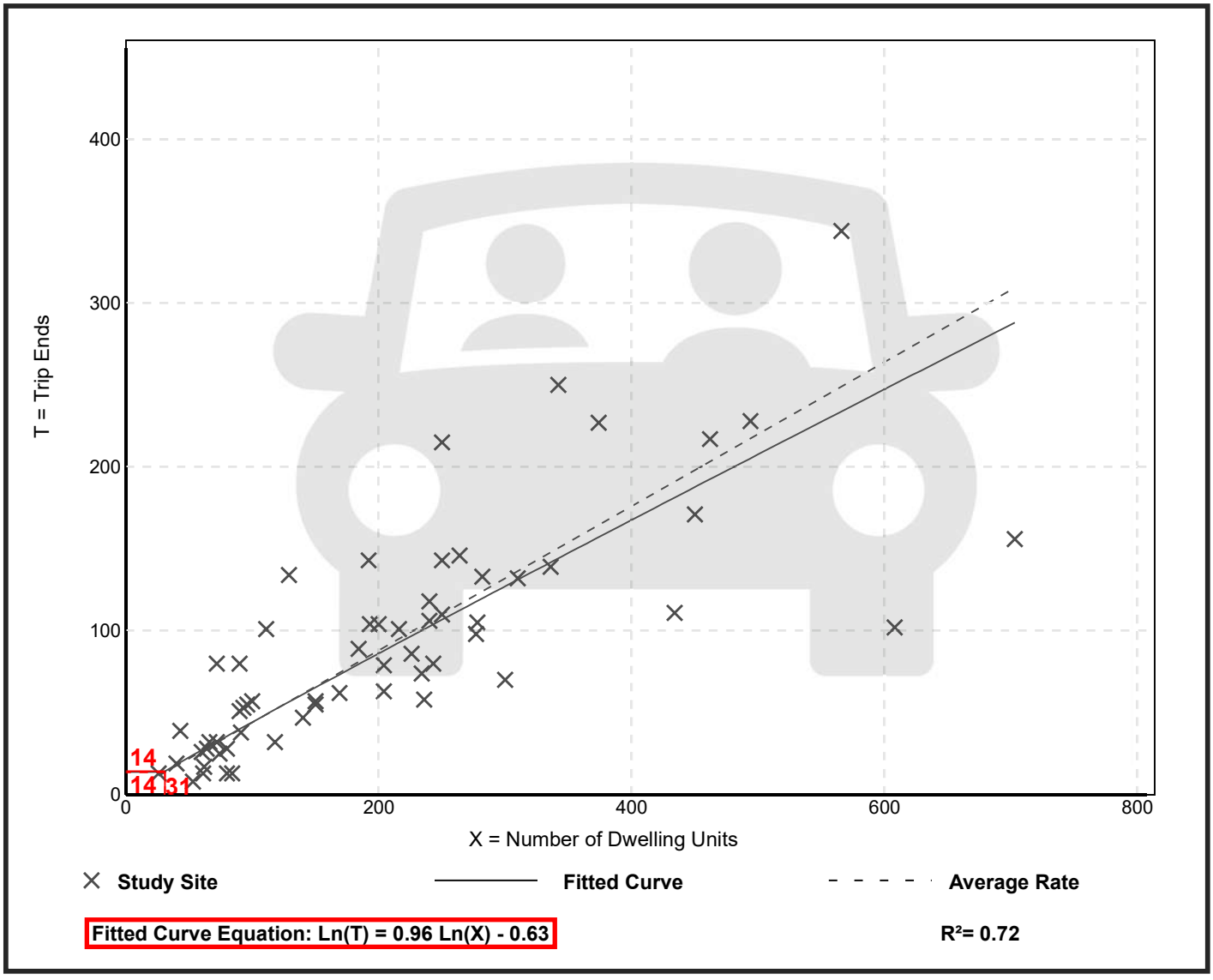
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (High-Rise)
(222)

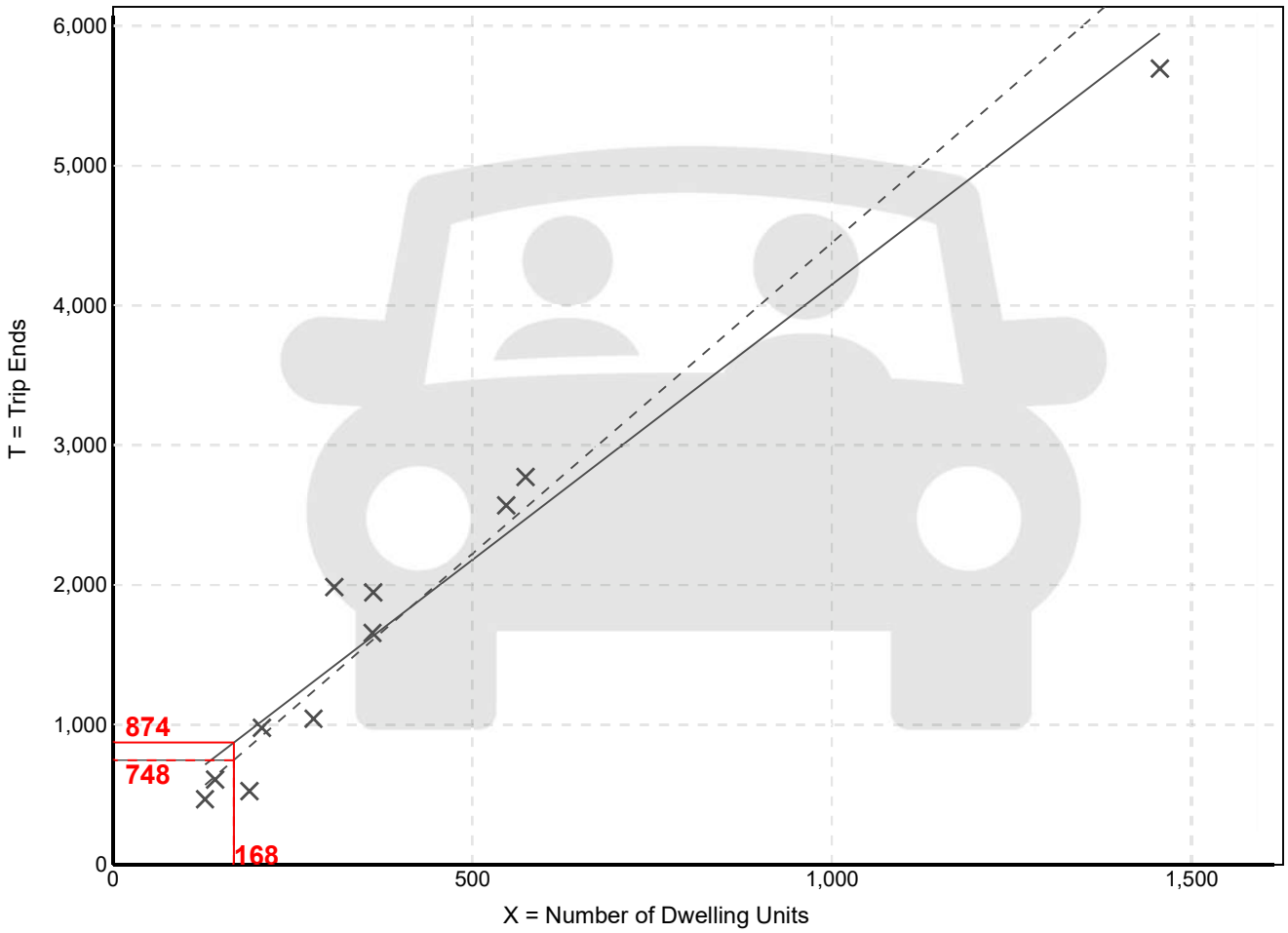
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 414
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.45	2.77 - 6.45	0.83

Data Plot and Equation



Fitted Curve Equation: T = 3.94(X) + 211.81

R^2= 0.96

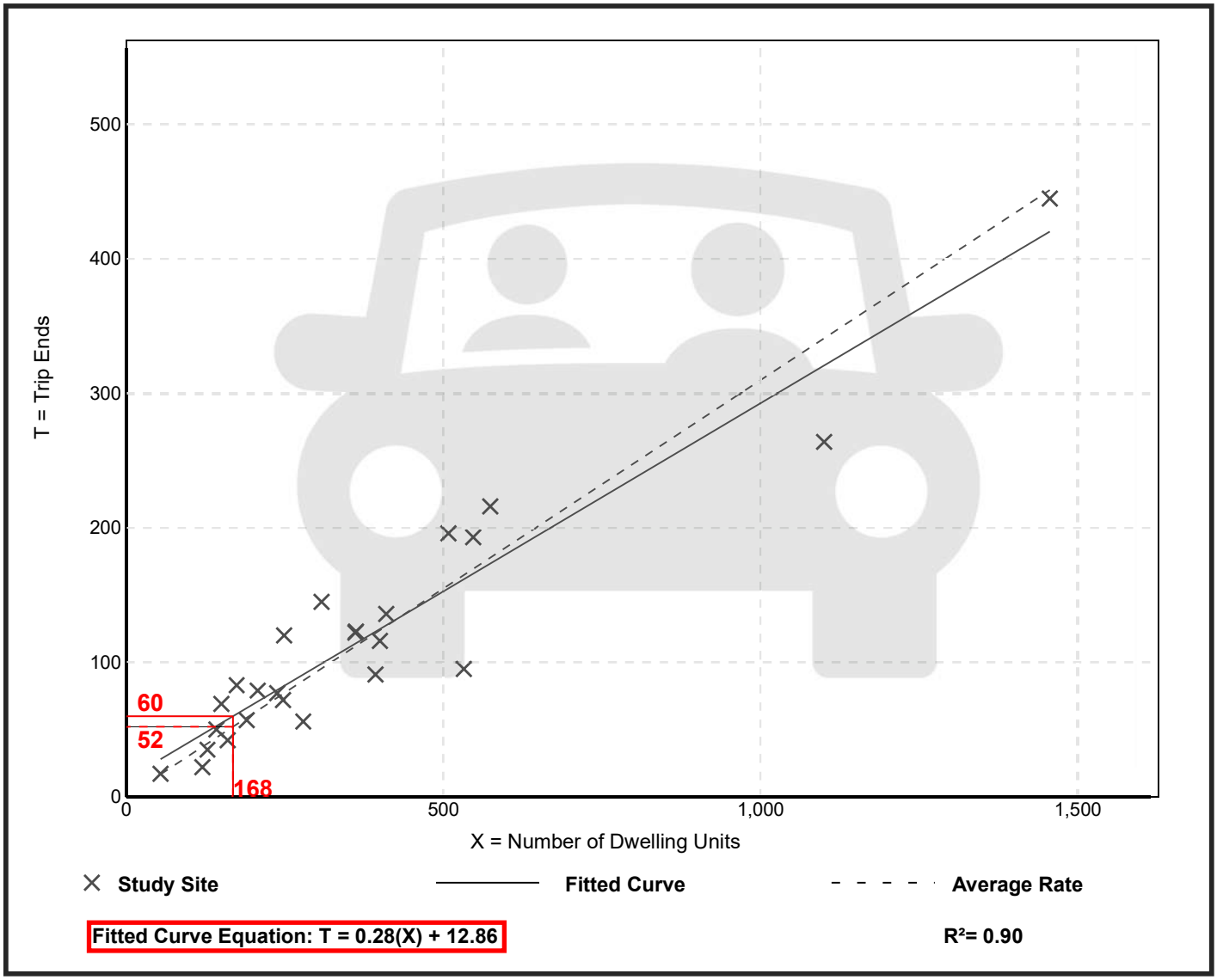
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Dwelling Units:	372
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.18 - 0.48	0.08

Data Plot and Equation



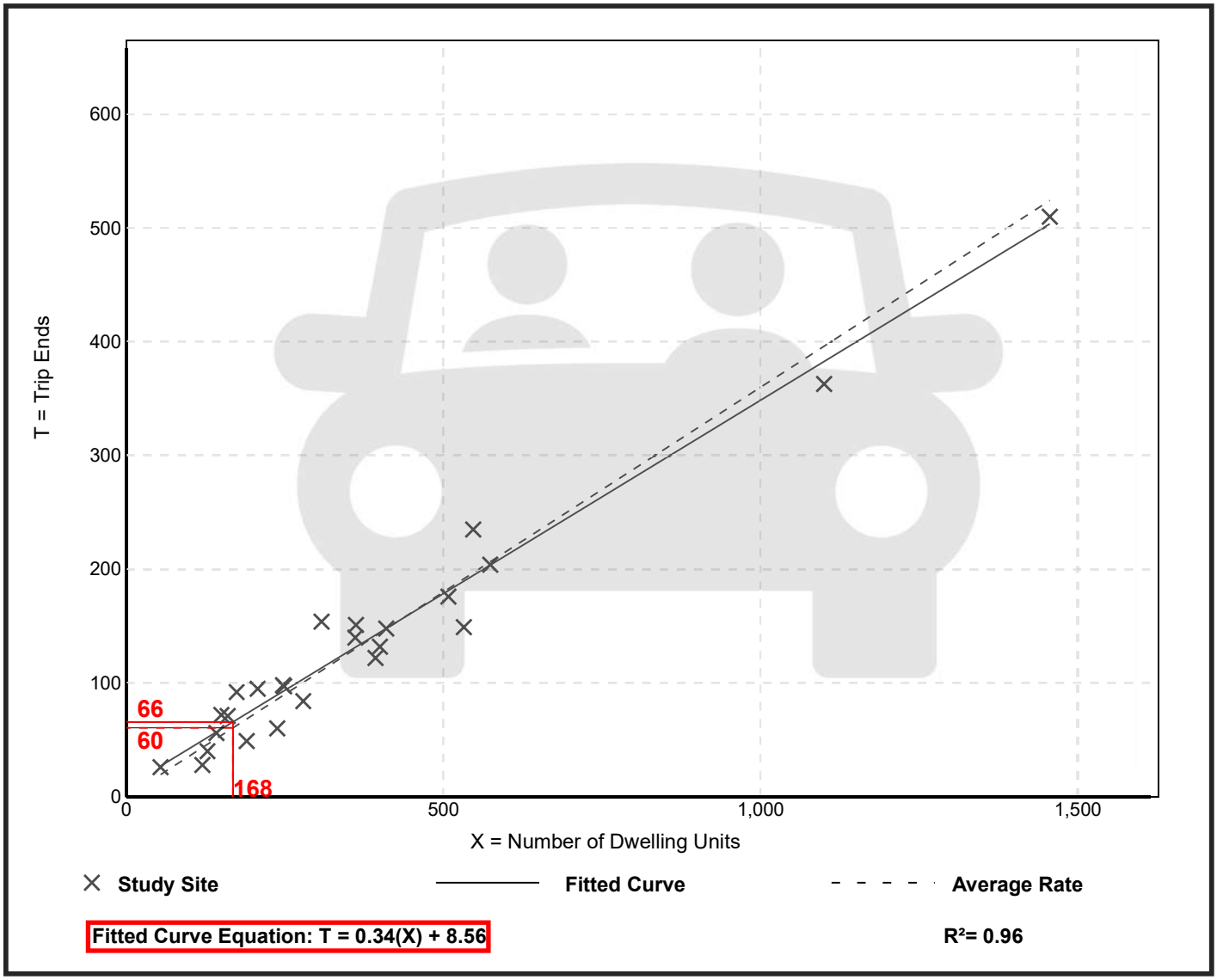
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Dwelling Units:	372
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.23 - 0.53	0.06

Data Plot and Equation



Hotel
(310)

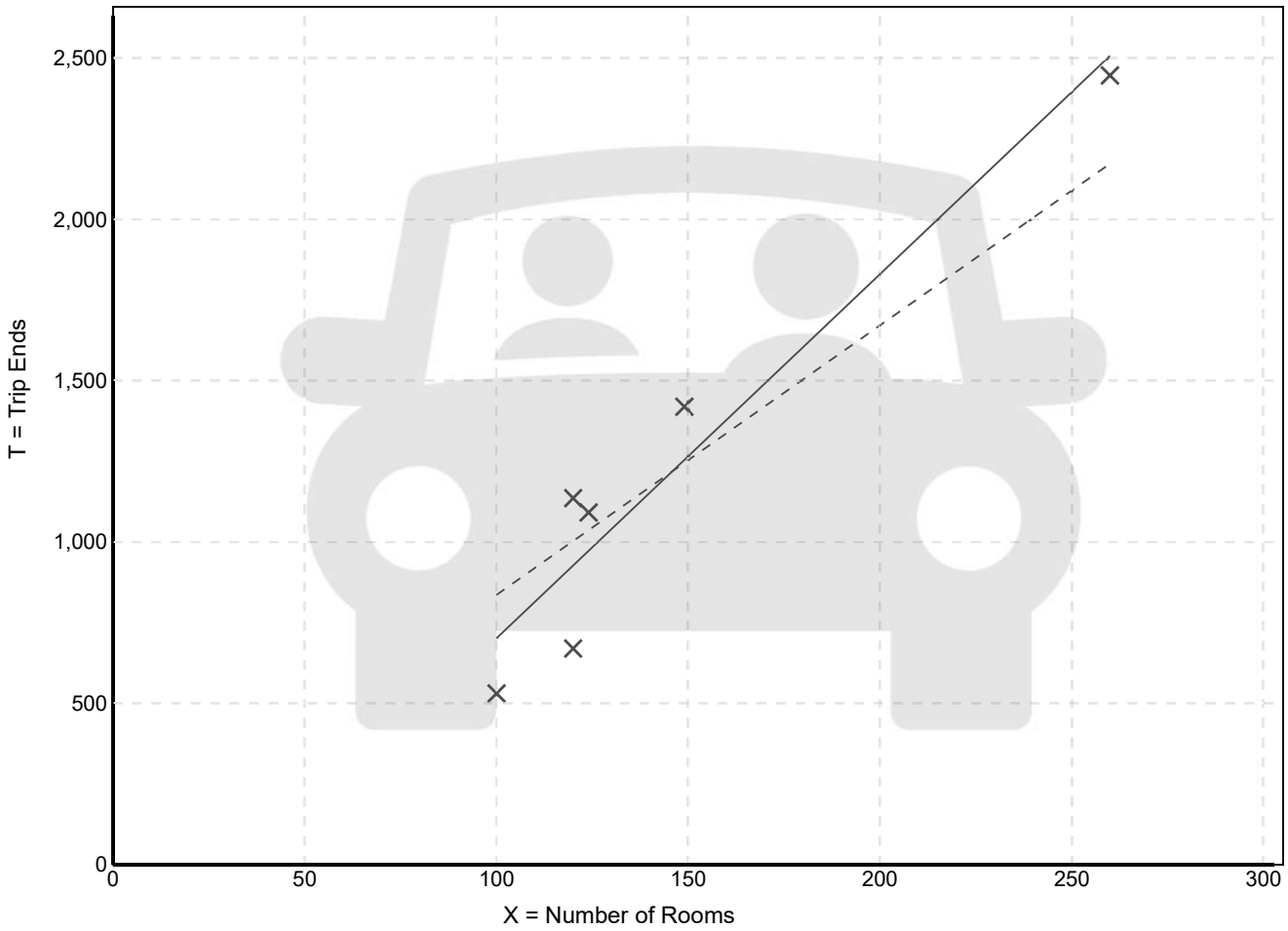
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



Fitted Curve Equation: T = 11.29(X) - 426.97

R^2= 0.92

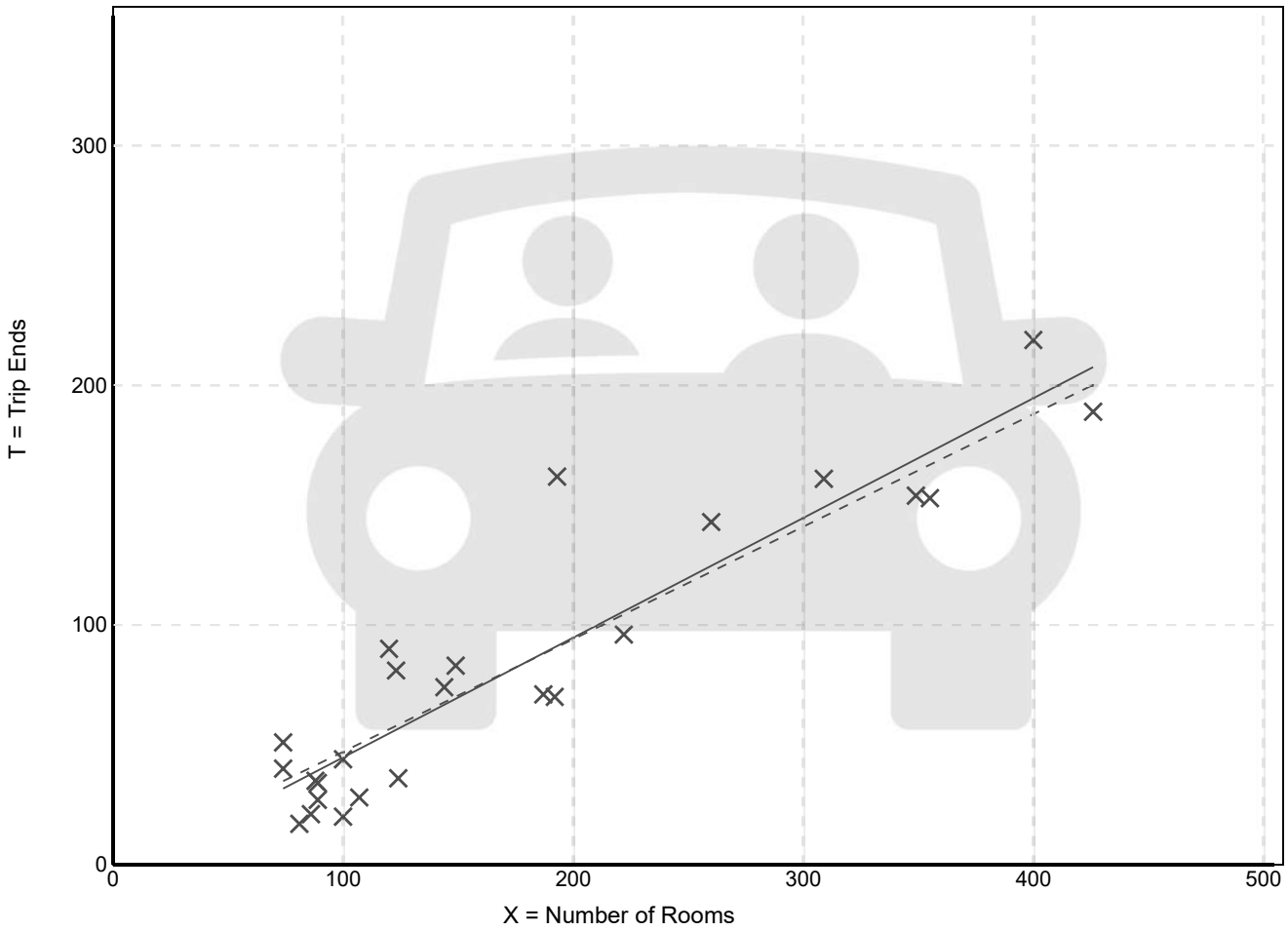
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Rooms:	178
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.50(X) - 5.34

R^2= 0.85

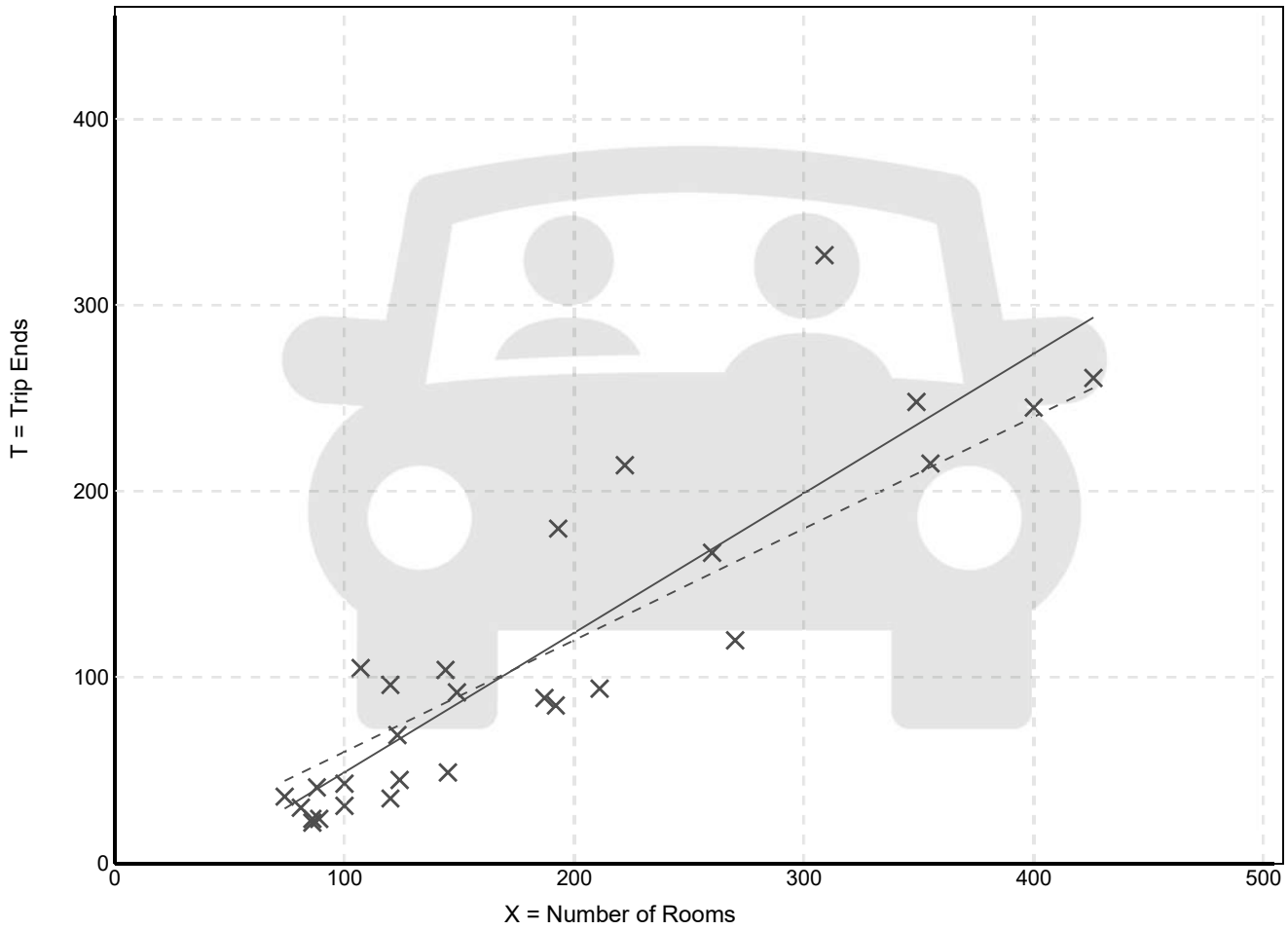
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	28
Avg. Num. of Rooms:	183
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



Fitted Curve Equation: T = 0.75(X) - 26.02

R^2= 0.80

Museum
(580)

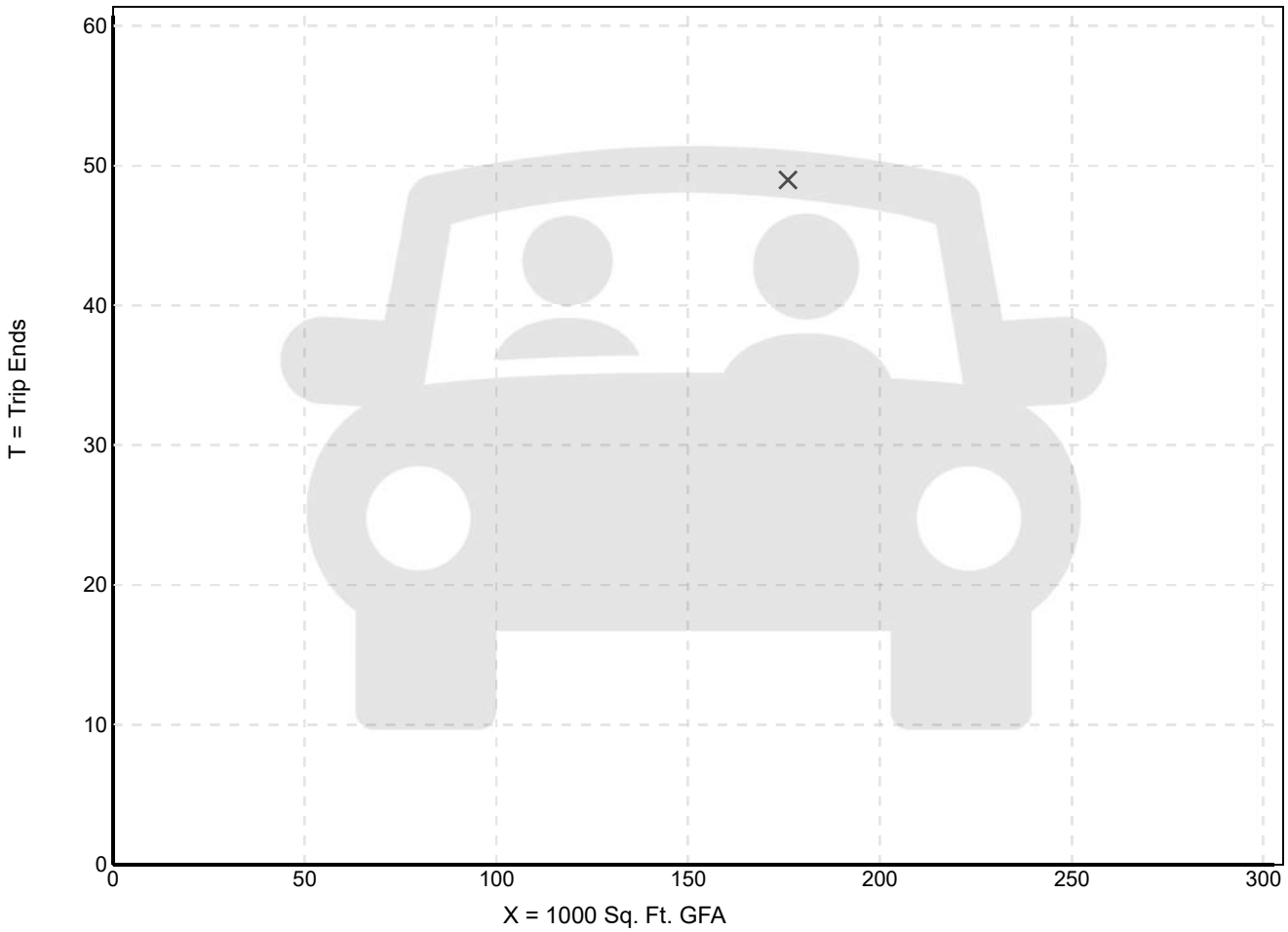
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 176
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.28	0.28 - 0.28	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Museum
(580)

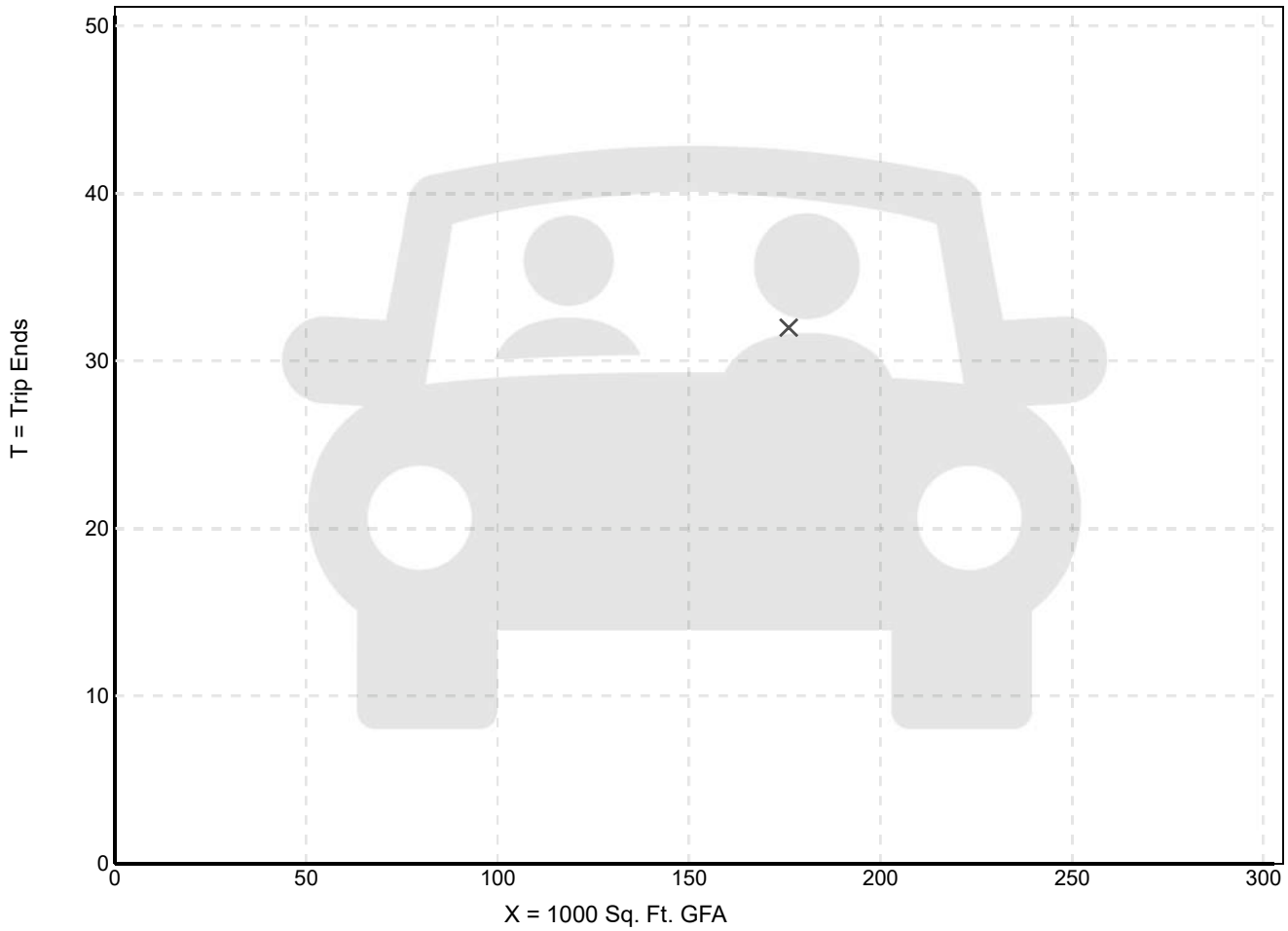
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 176
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.18 - 0.18	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

General Office Building
(710)

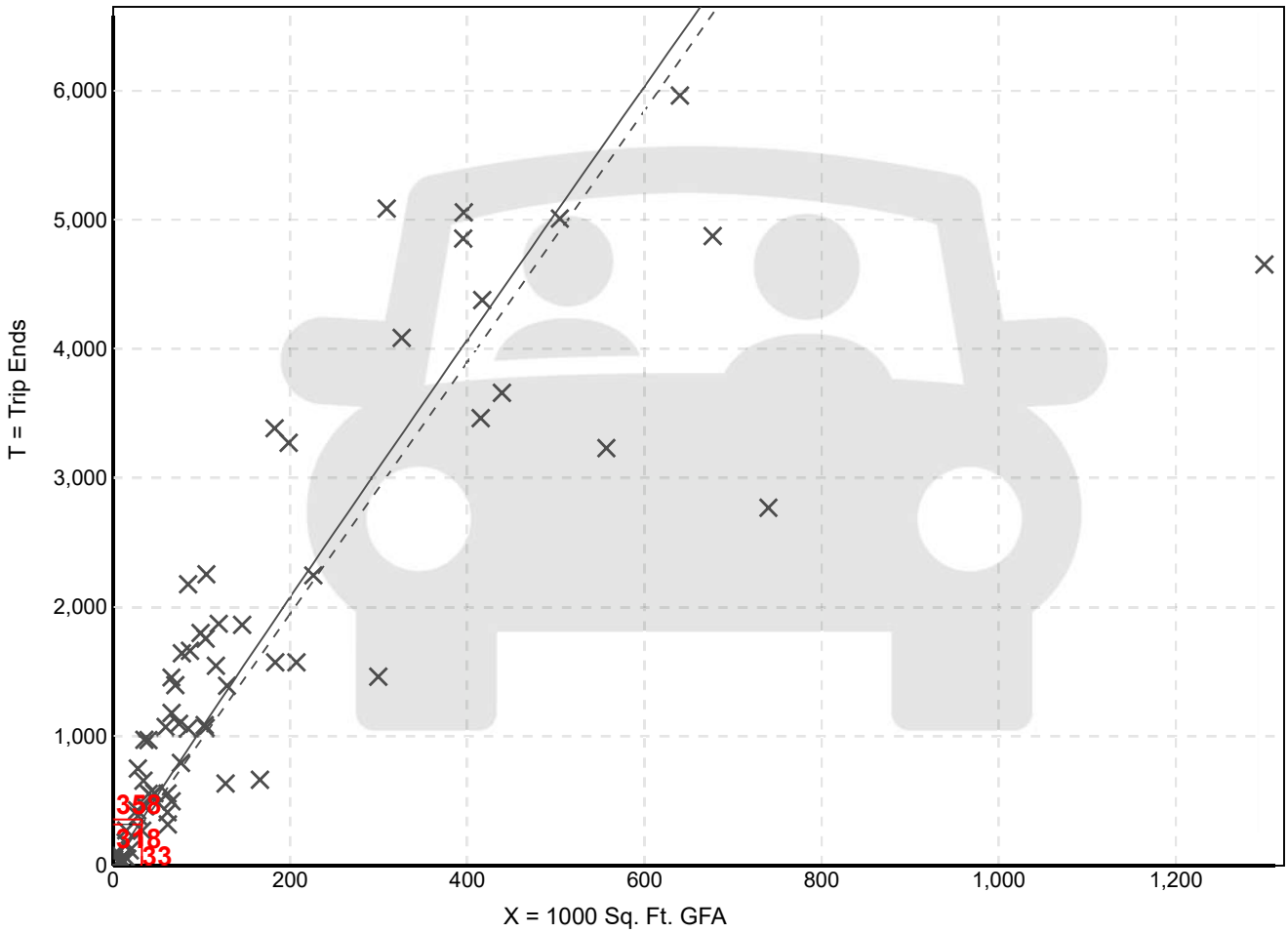
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.50

R^2= 0.83

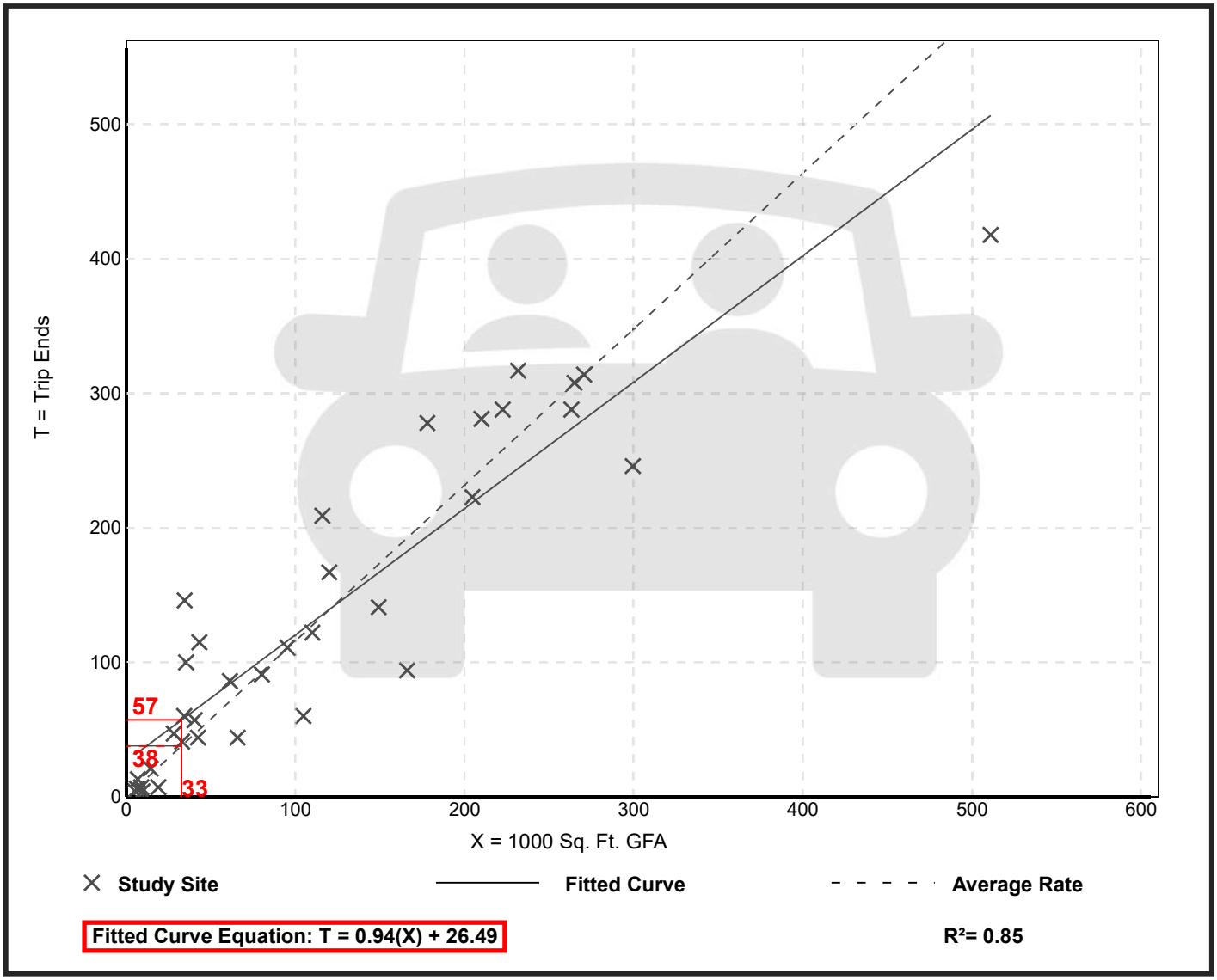
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	35
Avg. 1000 Sq. Ft. GFA:	117
Directional Distribution:	86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



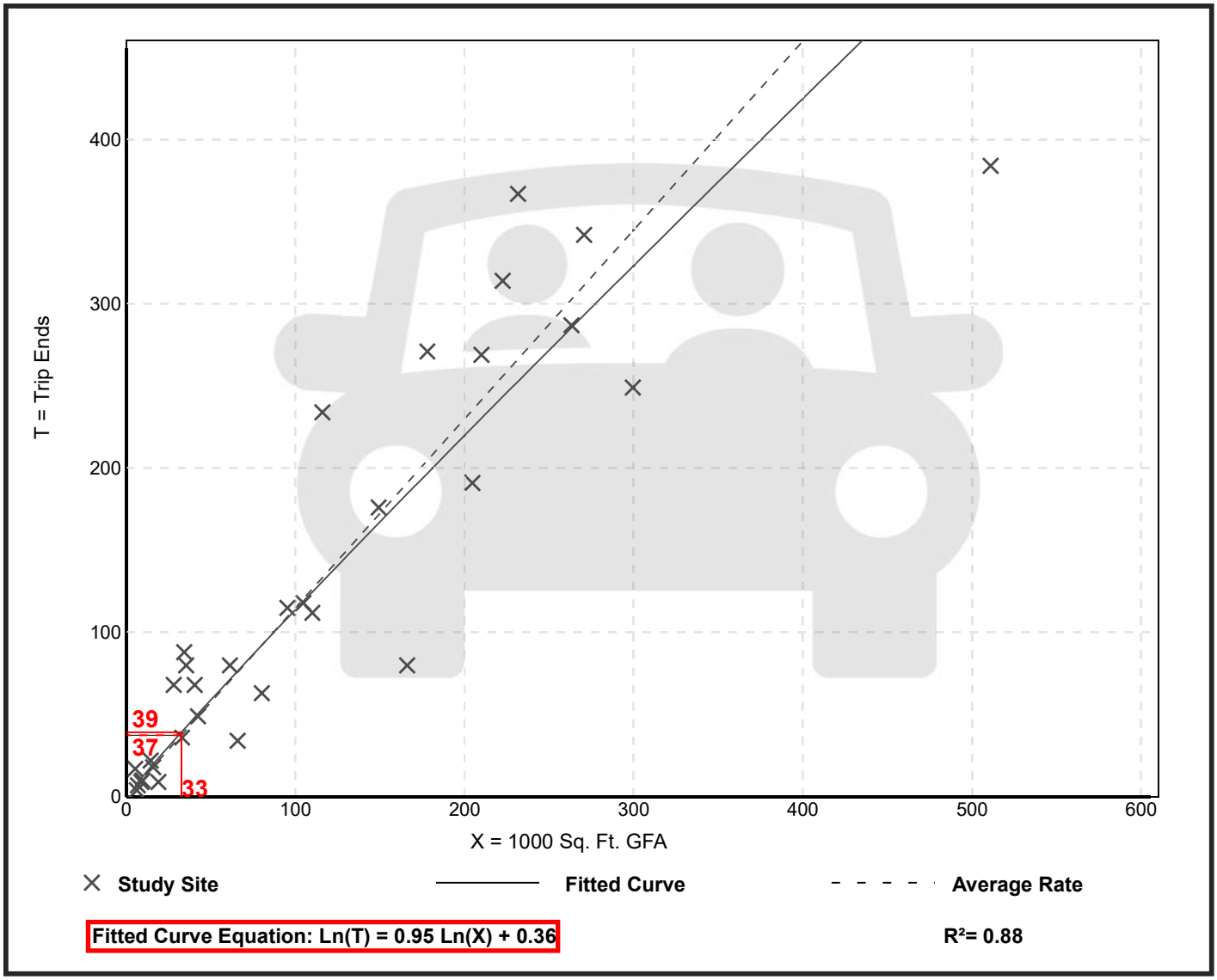
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 32
Avg. 1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Variety Store
(814)

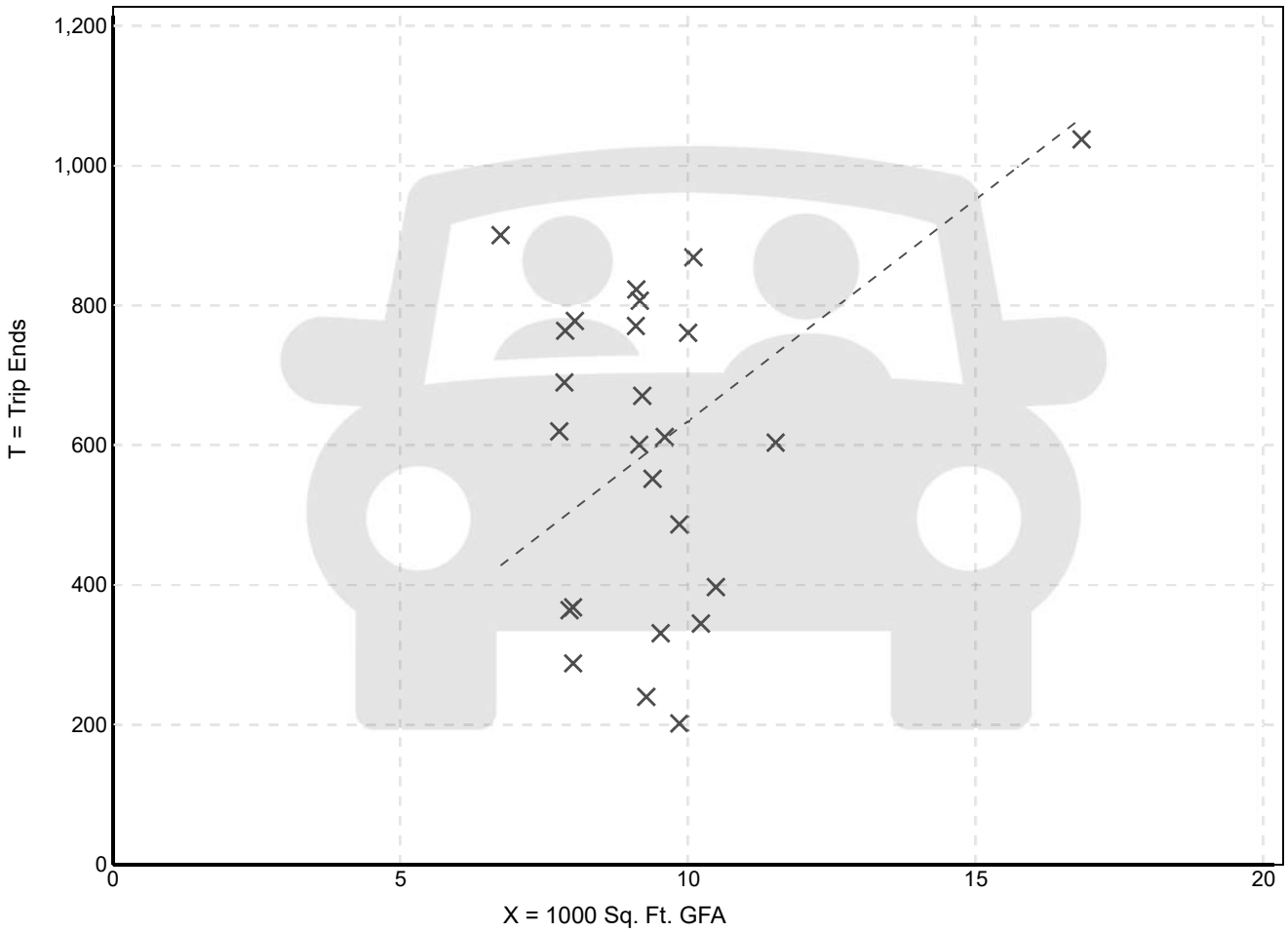
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
63.47	20.51 - 133.68	25.93

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

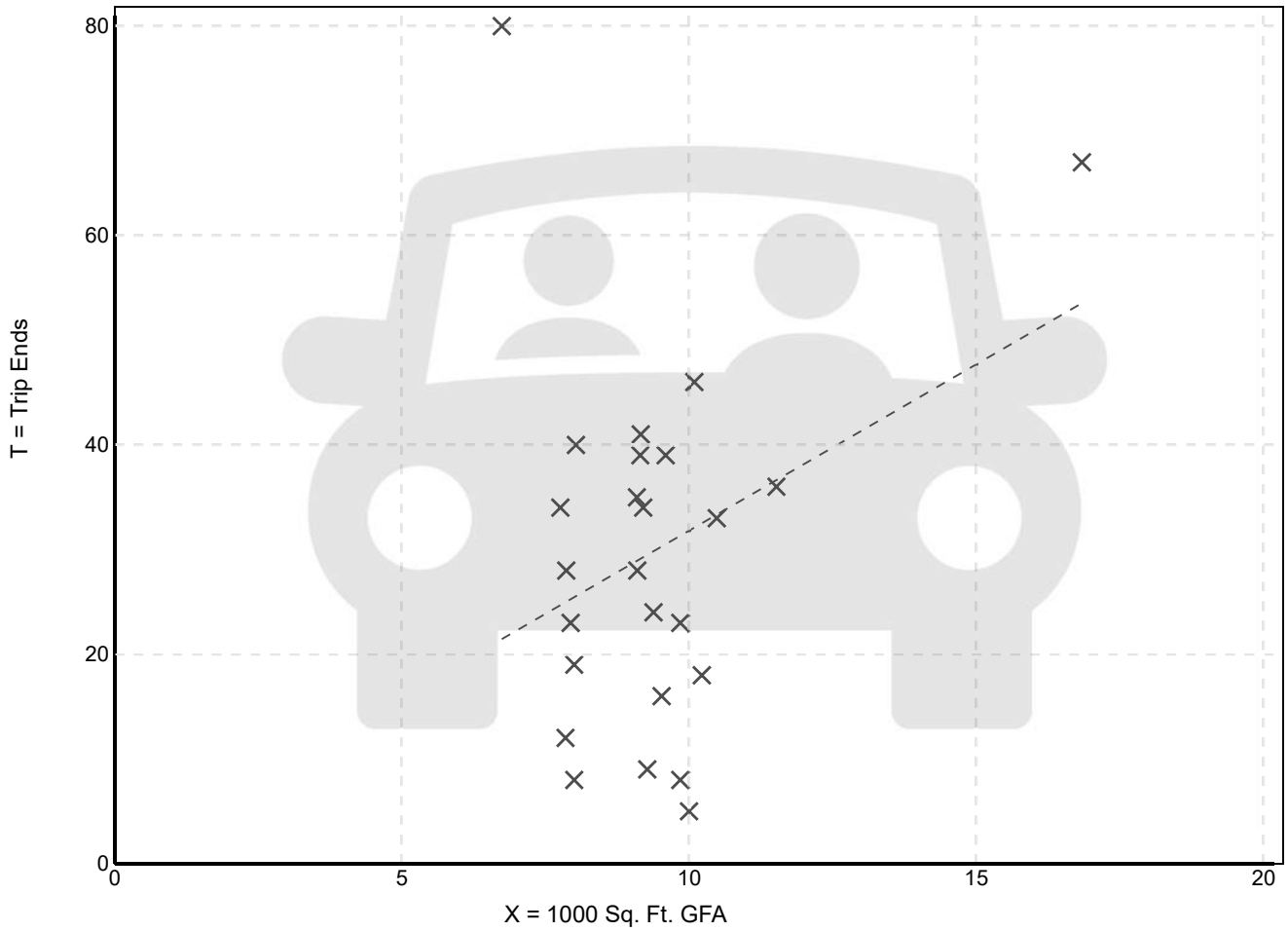
Variety Store
(814)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.18	0.50 - 11.87	2.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

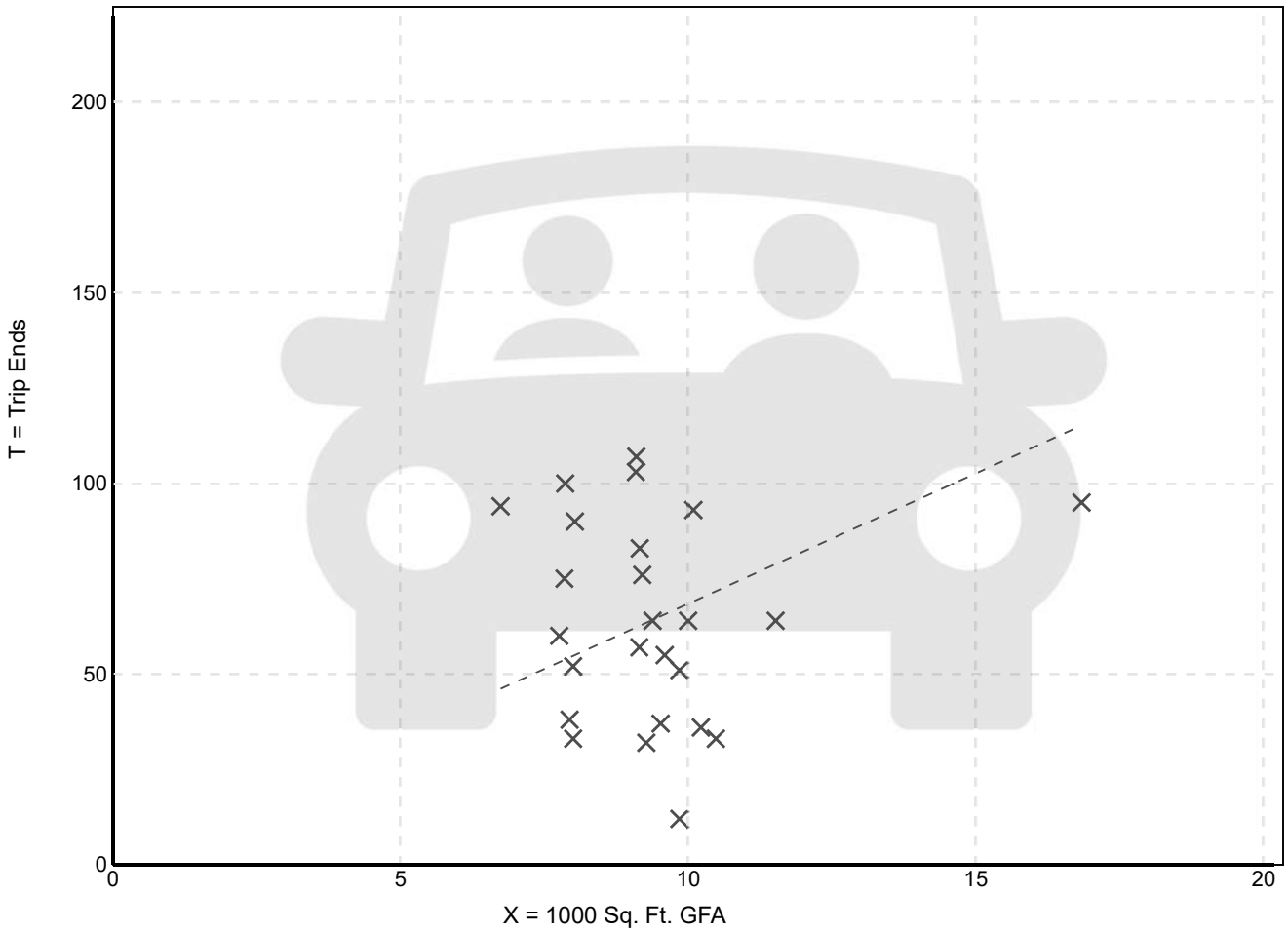
Variety Store
(814)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.84	1.22 - 13.95	3.19

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Shopping Center
(820)

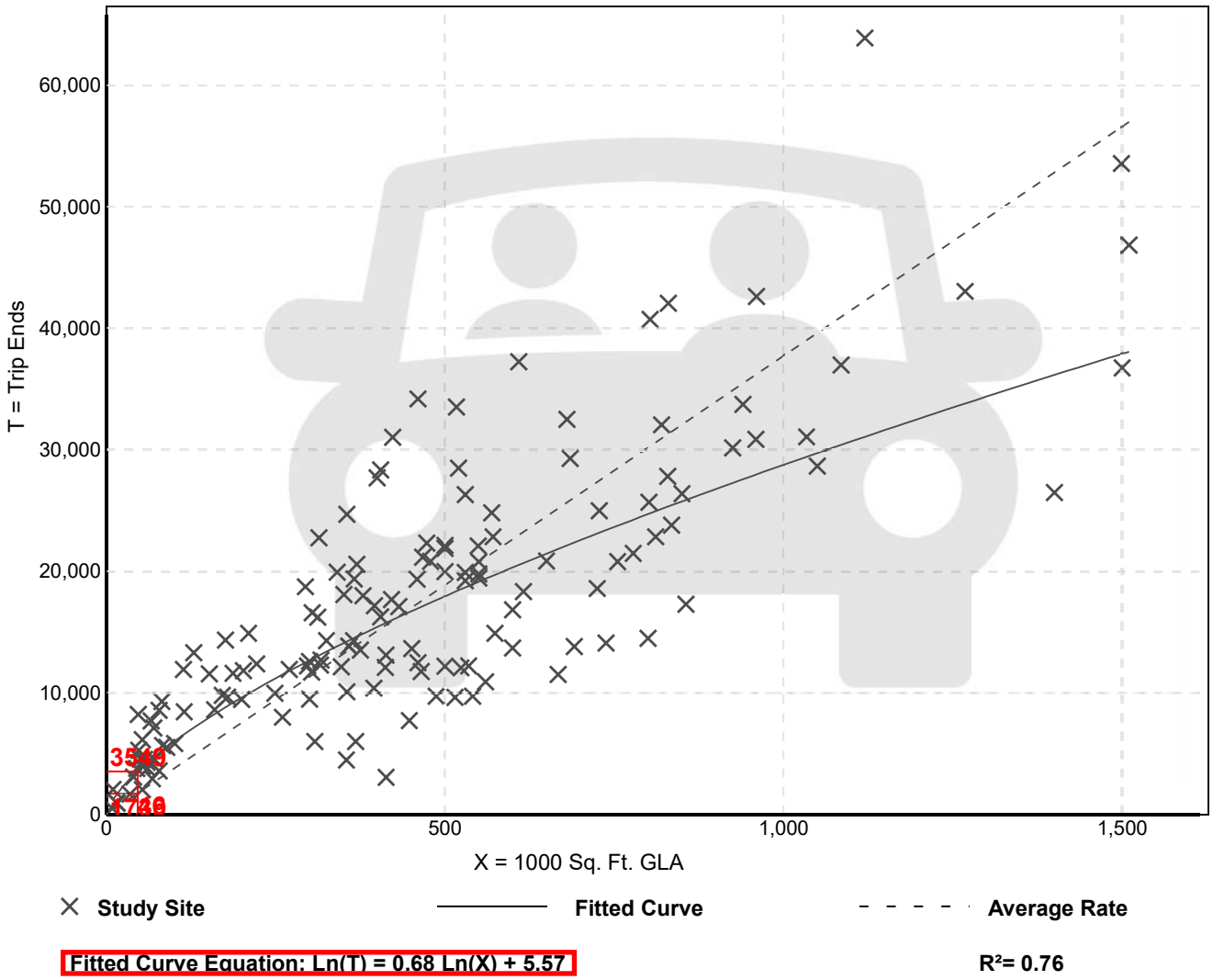
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



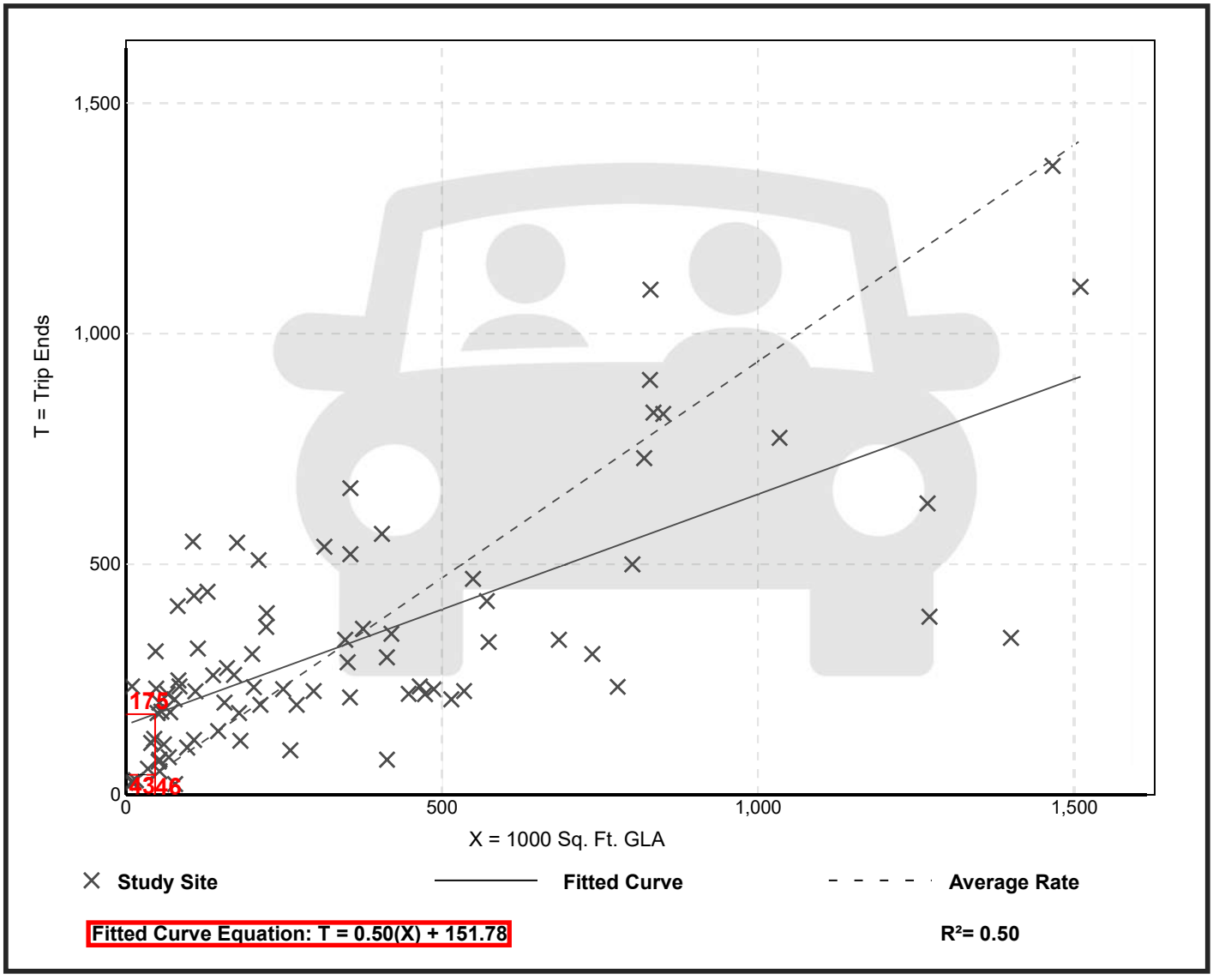
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
Avg. 1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



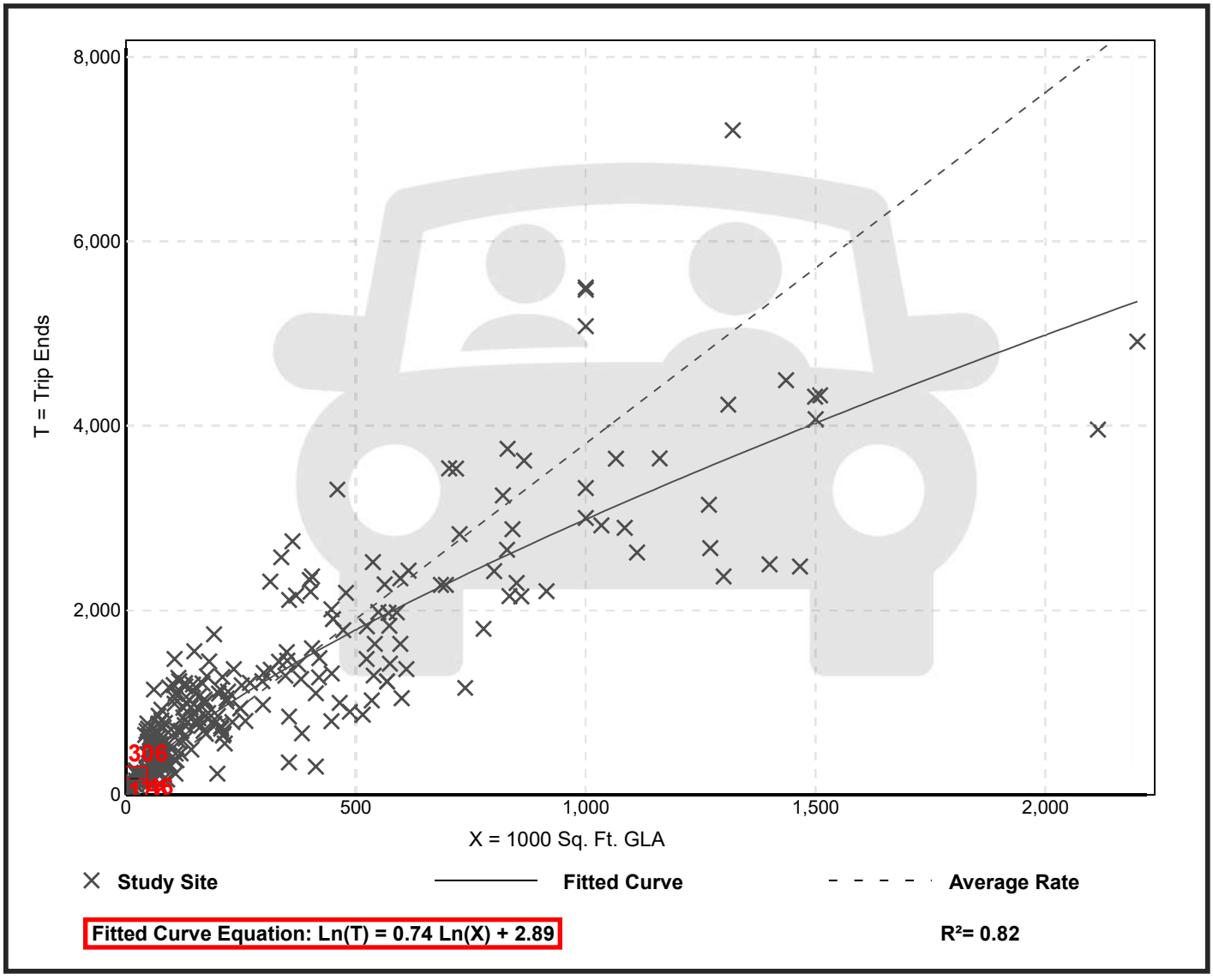
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	261
Avg. 1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

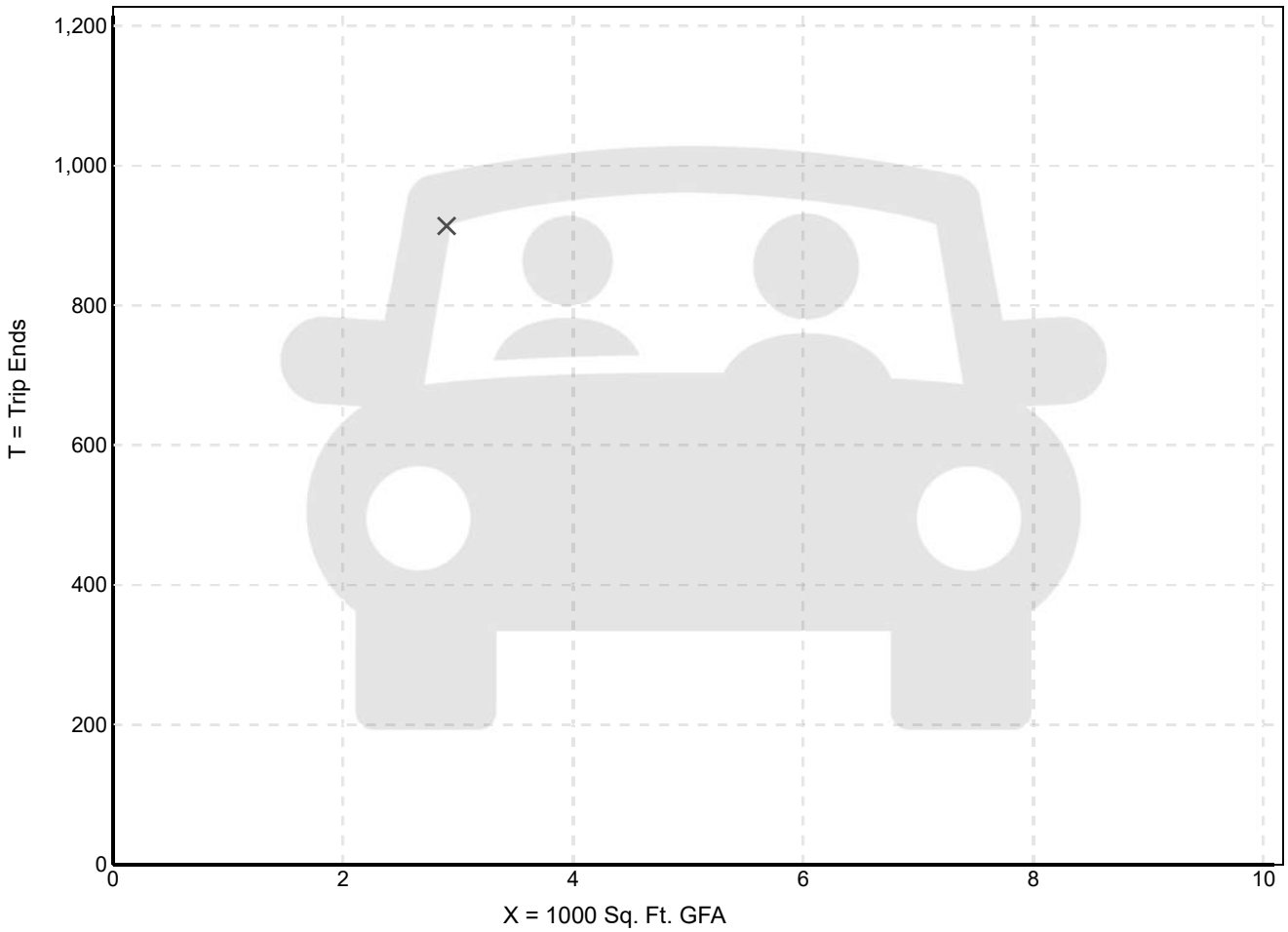
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
315.17	315.17 - 315.17	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Fast Casual Restaurant
(930)

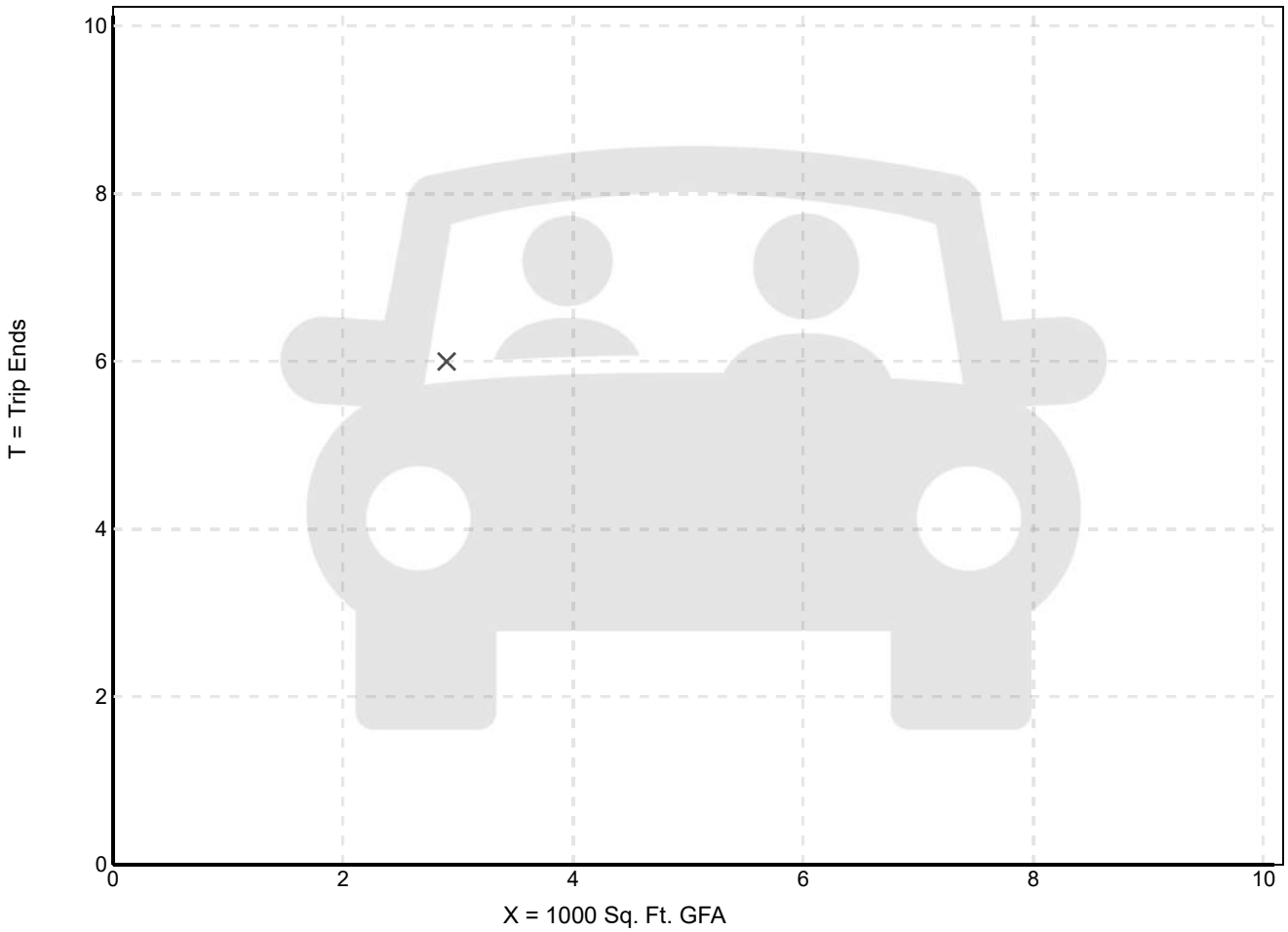
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.07	2.07 - 2.07	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

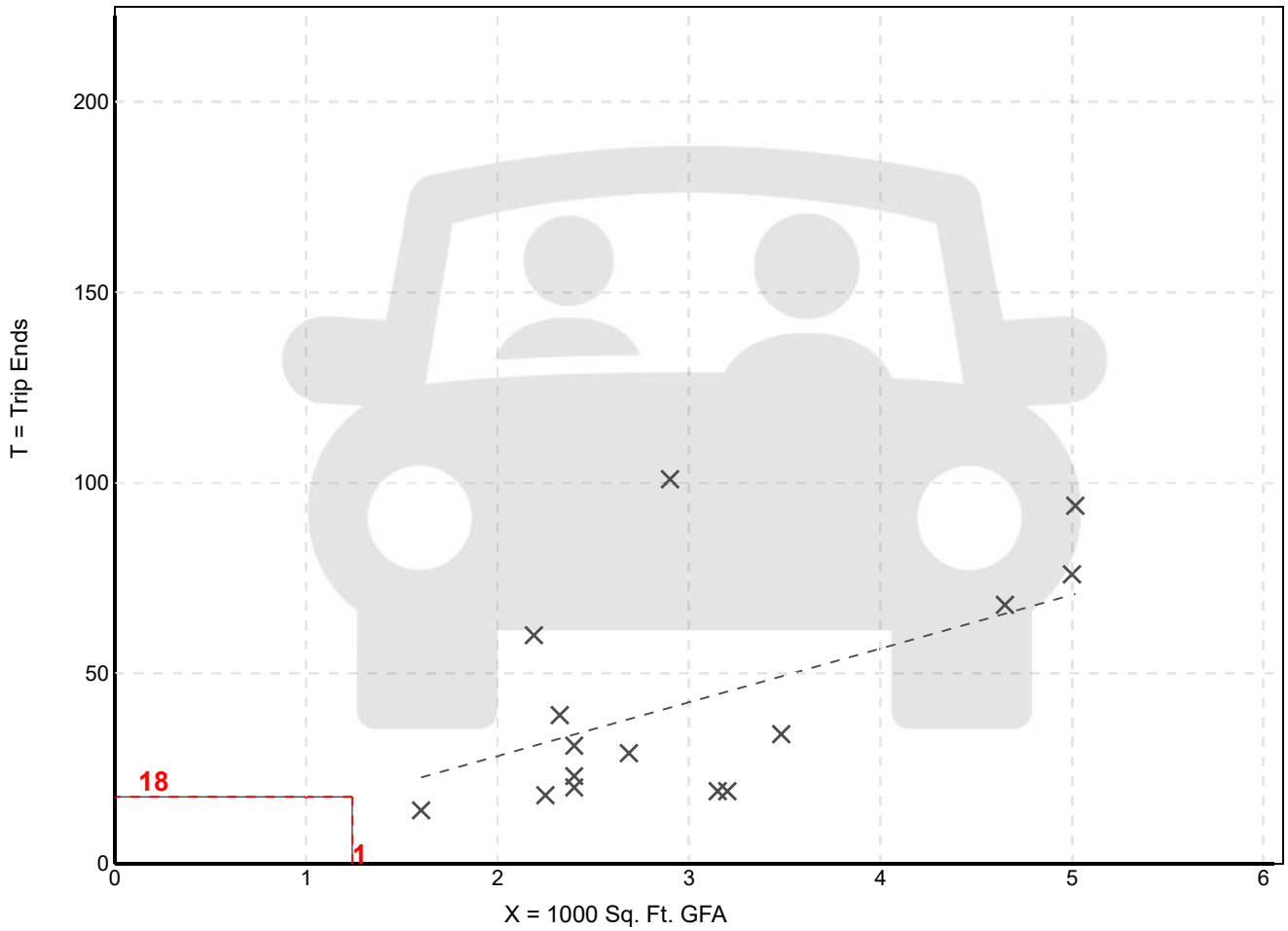
Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.13	5.94 - 34.83	7.72

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Quality Restaurant
(931)

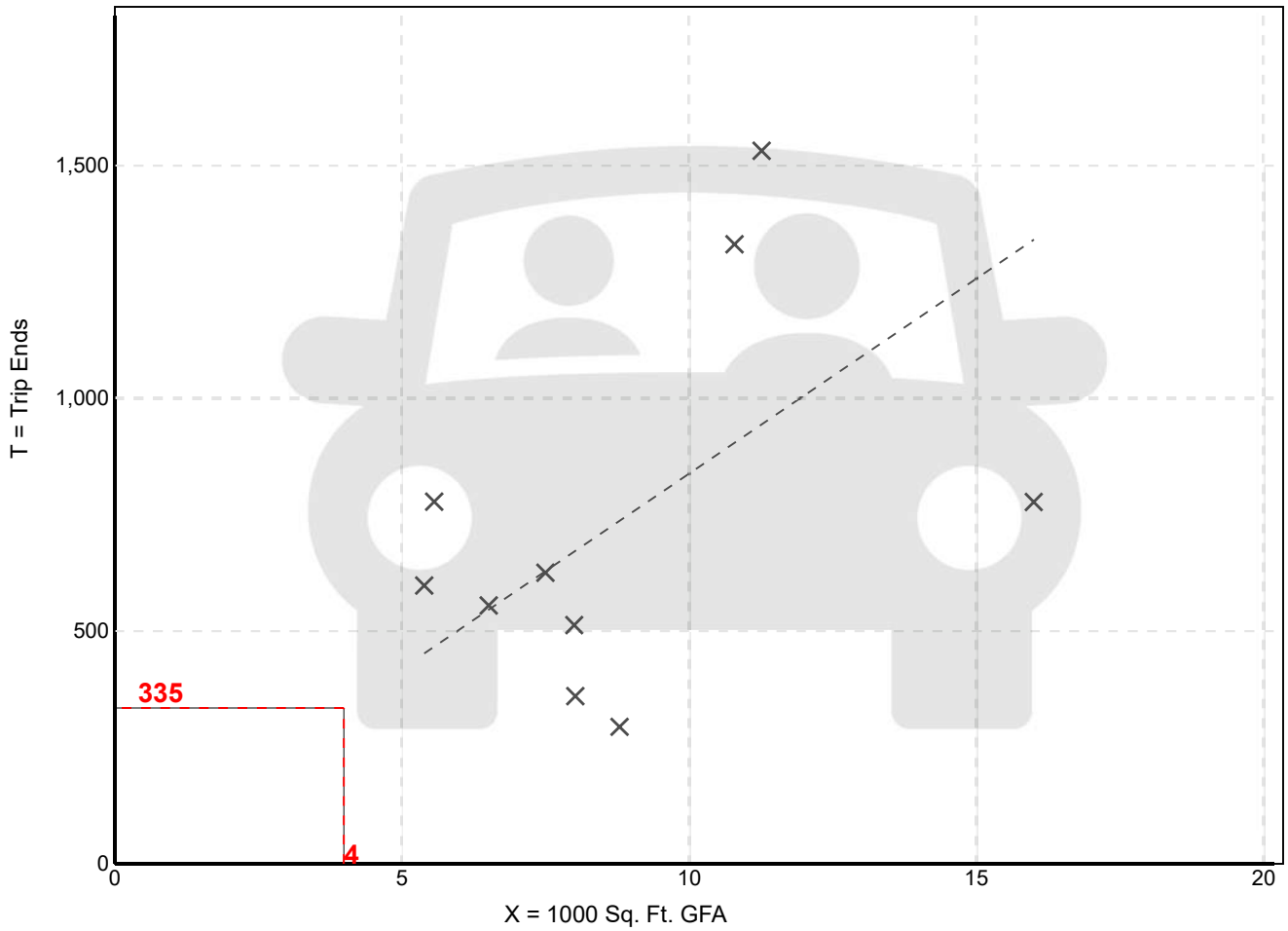
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.84	33.45 - 139.93	40.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

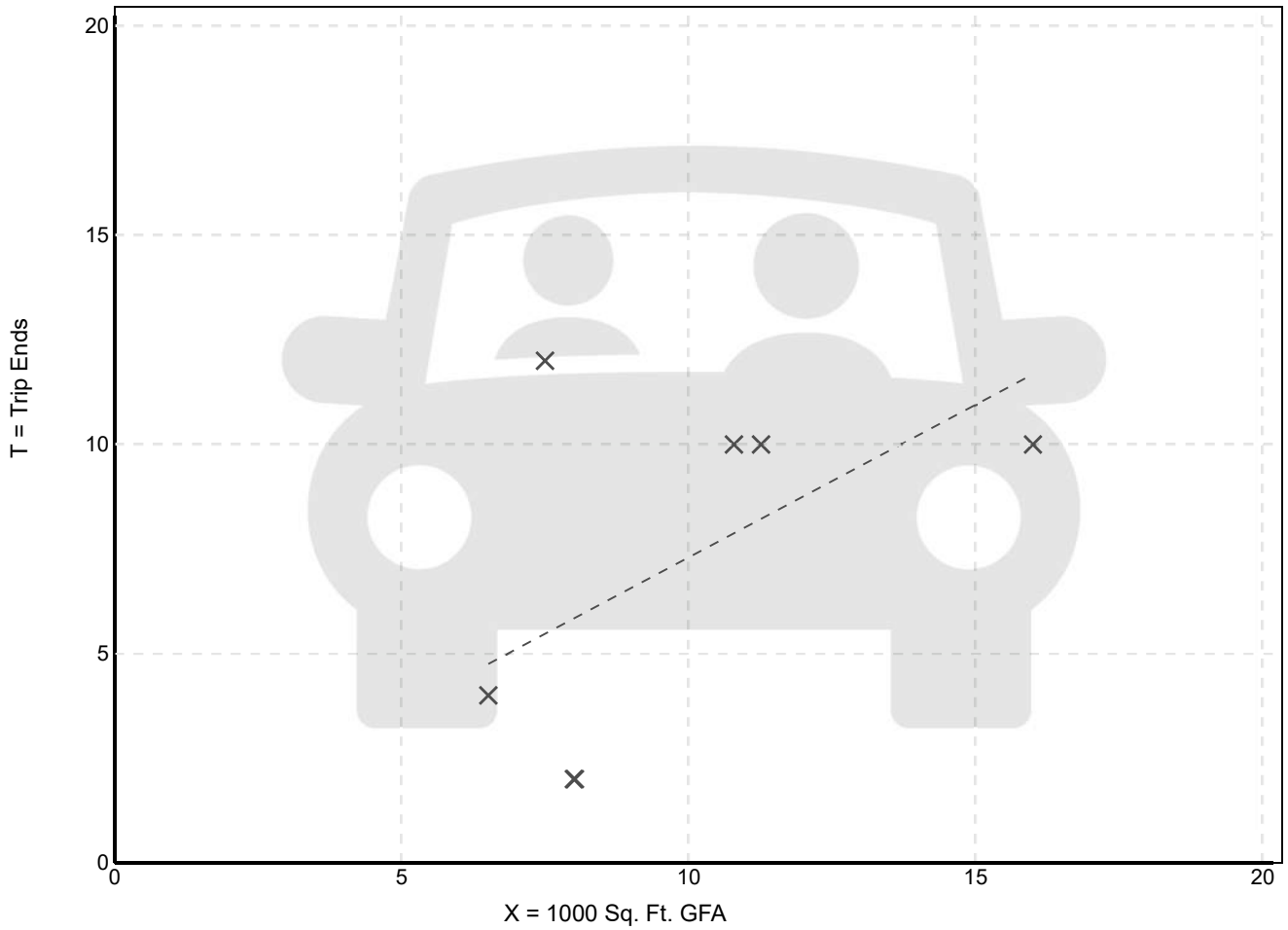
Quality Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. 1000 Sq. Ft. GFA:	10
Directional Distribution:	Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

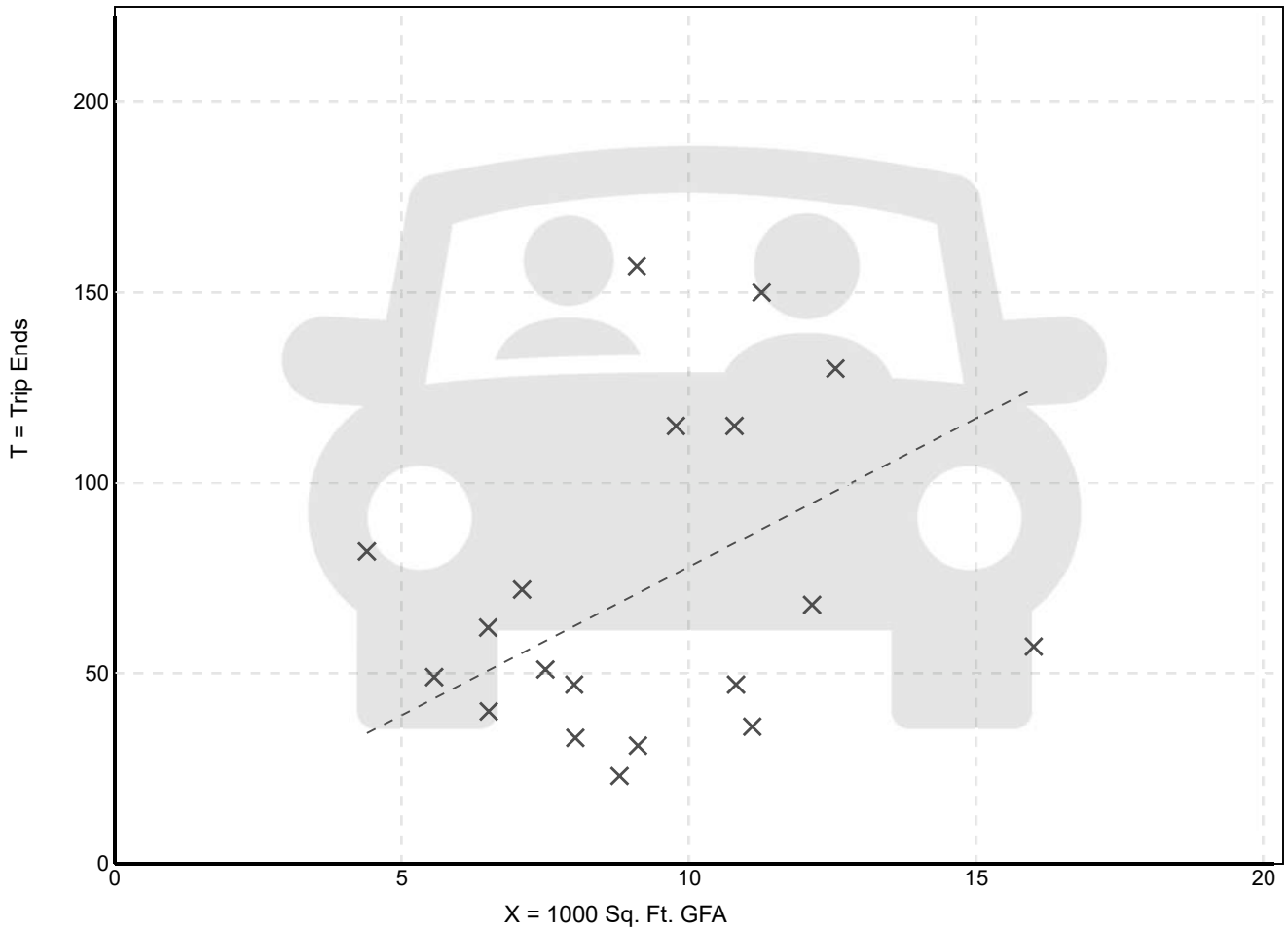
Quality Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	19
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

High-Turnover (Sit-Down) Restaurant
(932)

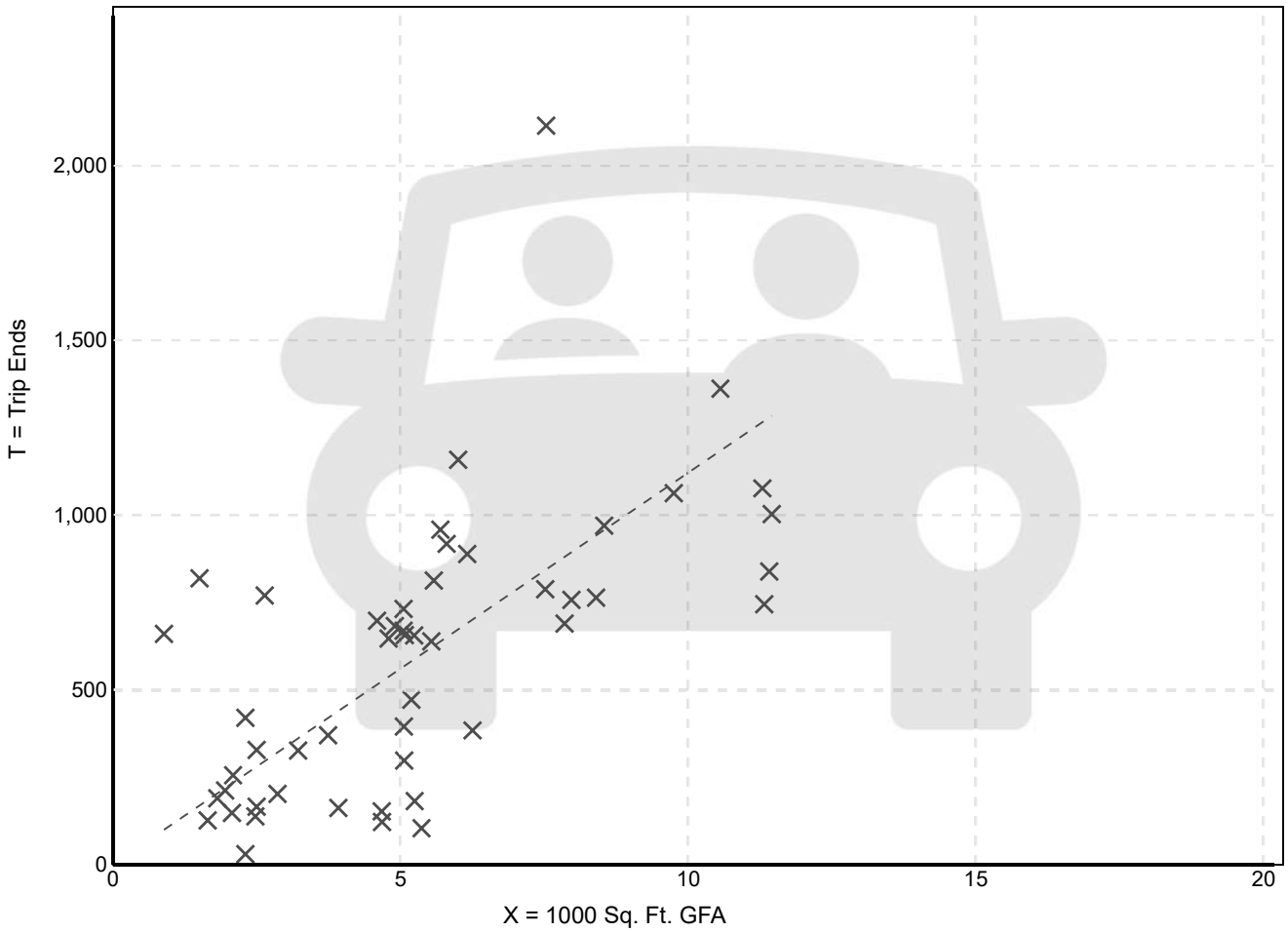
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

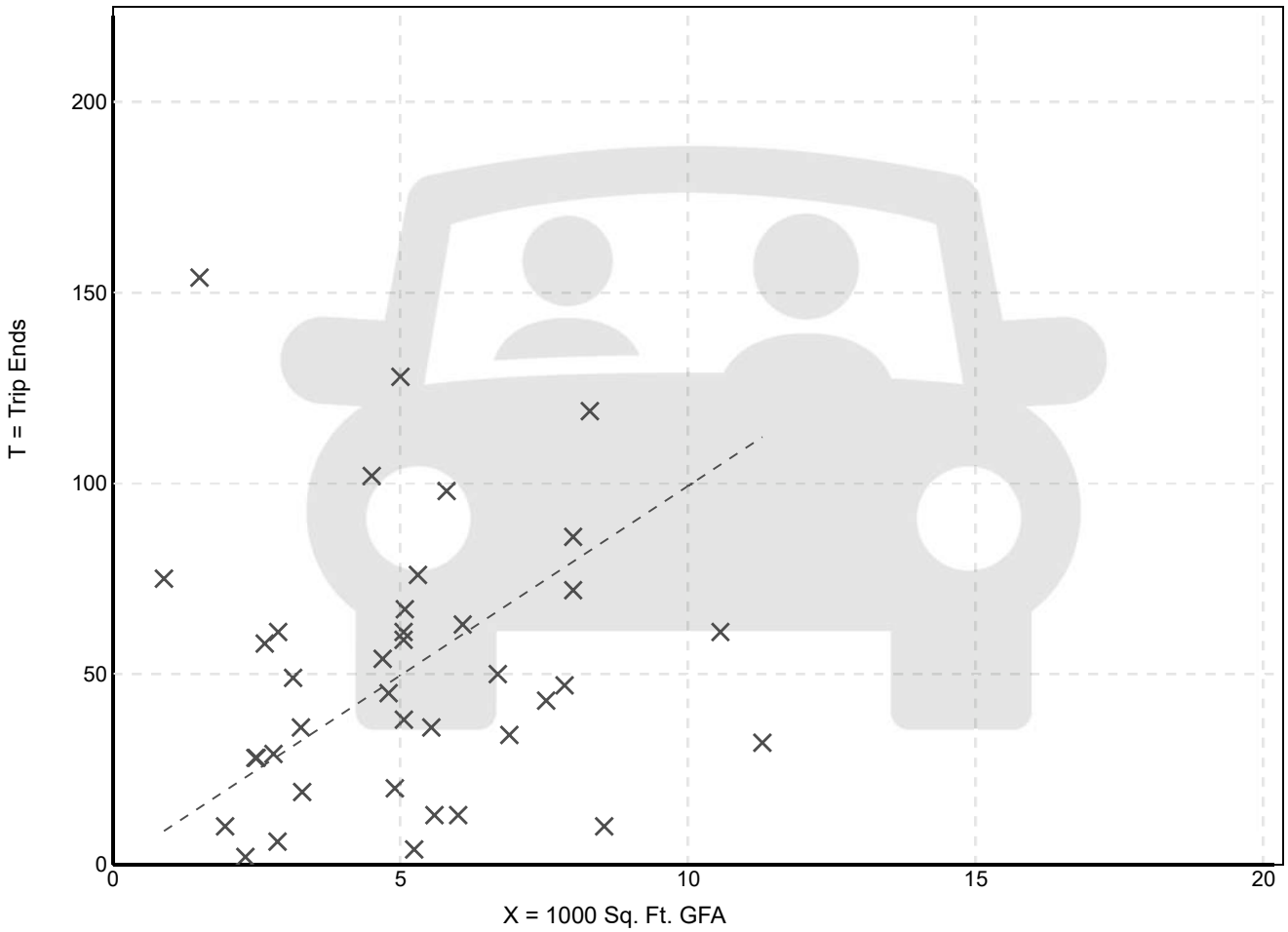
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	39
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

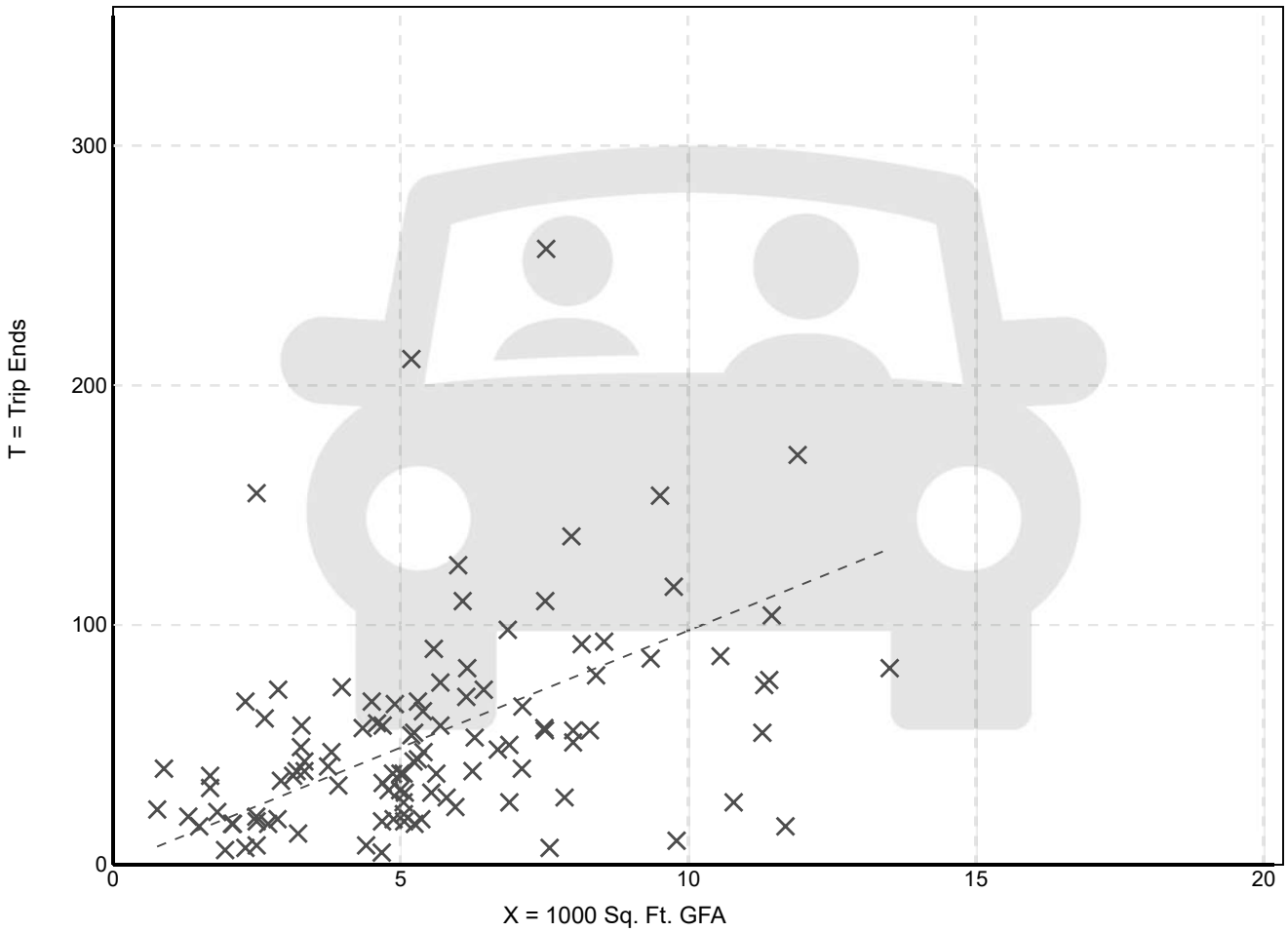
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	107
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

APPENDIX C

FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0002 - SR 811/NE 4 AVE - N OF SUNRISE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	19200 C	N 9700	S 9500	9.00	54.50	2.50
2017	18500 C	N 9400	S 9100	9.00	51.90	8.30
2016	20000 C	N 10000	S 10000	9.00	54.10	8.30
2015	16400 C	N 7600	S 8800	9.00	54.00	8.30
2014	17900 C	N 8900	S 9000	9.00	54.20	2.80
2013	17900 C	N 9000	S 8900	9.00	53.60	2.80
2012	17600 C	N 8900	S 8700	9.00	52.20	2.80
2011	17500 C	N 8800	S 8700	9.00	52.50	2.50
2010	17900 C	N 8800	S 9100	8.35	52.69	2.50
2009	19100 C	N 9400	S 9700	8.53	53.89	2.50
2008	17300 C	N 8600	S 8700	8.81	54.16	4.40
2007	18400 C	N 9100	S 9300	8.63	55.75	2.20
2006	20500 C	N 10000	S 10500	8.40	55.34	1.40
2005	19900 C	N 9900	S 10000	8.20	51.70	2.40
2004	19800 C	N 10000	S 9800	9.10	55.30	2.40
2003	19700 C	N 10000	S 9700	8.60	57.50	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0209 - SR 5/US 1/SR 838/SUNRISE BLVD - E OF NE 15 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	46000 F	E 23000	W 23000	9.00	54.10	4.00
2017	45000 C	E 22500	W 22500	9.00	53.80	4.00
2016	42000 C	E 21000	W 21000	9.00	55.20	3.60
2015	52000 C	E 25000	W 27000	9.00	54.90	3.60
2014	52000 C	E 24500	W 27500	9.00	54.50	4.40
2013	55500 C	E 28500	W 27000	9.00	54.60	4.80
2012	47500 C	E 24000	W 23500	9.00	55.00	4.40
2011	55500 C	E 28500	W 27000	9.00	54.50	4.40
2010	59500 C	E 30500	W 29000	9.37	54.06	4.40
2009	55000 C	E 28000	W 27000	9.31	53.74	4.60
2008	60000 C	E 30500	W 29500	9.70	54.48	4.60
2007	57500 C	E 29000	W 28500	9.10	53.47	2.00
2006	60000 C	E 30500	W 29500	9.48	53.59	4.20
2005	59500 C	E 30500	W 29000	10.60	58.90	2.90
2004	59000 C	E 29500	W 29500	10.40	56.30	2.90
2003	57000 C	E 29000	W 28000	9.20	55.90	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5157 - SR 5 - S OF NE 9 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	42500 C	N 19500	S 23000	9.00	54.10	3.60
2017	38000 C	N 17500	S 20500	9.00	53.80	2.80
2016	38500 C	N 18500	S 20000	9.00	55.20	2.80
2015	37000 C	N 17000	S 20000	9.00	54.90	2.80
2014	40500 C	N 19500	S 21000	9.00	54.50	4.00
2013	40000 C	N 20000	S 20000	9.00	54.60	3.80
2012	38500 C	N 20500	S 18000	9.00	55.00	3.80
2011	33500 C	N 15500	S 18000	9.00	54.50	3.10
2010	35500 C	N 17000	S 18500	9.37	54.06	3.10
2009	40500 C	N 20500	S 20000	9.31	53.74	3.10
2008	43000 C	N 20500	S 22500	9.70	54.48	4.60
2007	41000 C	N 19000	S 22000	9.10	53.47	4.60
2006	40000 C	N 19000	S 21000	9.48	53.59	3.00
2005	41000 C	N 19500	S 21500	10.60	58.90	2.20
2004	42000 C	N 20500	S 21500	10.40	56.30	2.20
2003	44000 C	N 22500	S 21500	9.20	55.90	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5162 - SR 838 / SUNRISE BLVD - E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	44000 C	E 21000	W 23000	9.00	54.50	8.00
2017	46500 C	E 23500	W 23000	9.00	51.90	8.00
2016	43500 C	E 22500	W 21000	9.00	54.10	4.40
2015	42500 C	E 24500	W 18000	9.00	54.00	4.40
2014	41500 C	E 21500	W 20000	9.00	54.20	6.20
2013	42500 C	E 23000	W 19500	9.00	53.60	6.50
2012	42500 C	E 23000	W 19500	9.00	52.20	5.80
2011	37000 C	E 19500	W 17500	9.00	52.50	5.50
2010	40000 C	E 21000	W 19000	8.35	52.69	4.50
2009	41000 C	E 21500	W 19500	8.53	53.89	4.50
2008	50500 C	E 25000	W 25500	8.81	54.16	2.80
2007	44500 C	E 23000	W 21500	8.63	55.75	2.80
2006	42500 C	E 22000	W 20500	8.40	55.34	2.80
2005	42500 C	E 21000	W 21500	8.20	51.70	3.80
2004	43000 C	E 21500	W 21500	9.10	55.30	3.80
2003	41500 C	E 21500	W 20000	8.60	57.50	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7357 - NE 15 AVE, S OF SUNRISE BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	11600	T	N	6200	S	5400	9.00	54.10	6.00
2017	11400	S	N	6100	S	5300	9.00	53.80	6.20
2016	11200	F	N	6000	S	5200	9.00	55.20	2.90
2015	11000	C	N	5900	S	5100	9.00	54.90	3.40
2014	10000	X					9.00	54.50	7.40
2013	9900	X		0		0	9.00	54.60	7.60
2012	9800	T		0		0	9.00	55.00	5.90
2011	9600	S		0		0	9.00	54.50	6.30
2010	9500	F		0		0	9.37	54.06	9.30
2009	9600	C	N	0	S	0	9.31	53.74	5.30
2008	8900	C	N	0	S	0	9.70	54.48	6.50
2007	10000	C	N	0	S	0	9.10	53.47	4.80
2006	11500	C	N	0	S	0	9.48	53.59	2.90
2005	10500	C	N		S		10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7365 - NE 6 ST, E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	10100 T	E 4100	W 6000	9.00	54.50	6.00
2017	10100 S	E 4100	W 6000	9.00	51.90	6.20
2016	10100 F	E 4100	W 6000	9.00	54.10	2.90
2015	10000 C	E 4100	W 5900	9.00	54.00	3.40
2014	4700 X			9.00	54.20	7.40
2013	4700 X	0	0	9.00	53.60	7.60
2012	4700 T	0	0	9.00	52.20	5.90
2011	4700 S	0	0	9.00	52.50	6.30
2010	4700 F	0	0	8.35	52.69	9.30
2009	4700 C	E 0	W 0	8.53	53.89	5.30
2008	5400 C	E 0	W 0	8.81	54.16	6.50
2007	6600 C	E 0	W 0	8.63	55.75	4.80
2006	6000 C	E 0	W 0	8.40	55.34	2.90
2005	5200 C	E	W	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40
2006	35000 C	N 20000	S 15000	9.48	53.59	4.20
2005	43500 C	N 21000	S 22500	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	13900 C	N	7500	S	6400	9.00	54.50	4.60
2017	11400 S	N	5200	S	6200	9.00	51.90	12.60
2016	11400 F	N	5200	S	6200	9.00	54.10	12.60
2015	11200 C	N	5100	S	6100	9.00	54.00	12.60
2014	12000 S	N	7000	S	5000	9.00	54.20	1.70
2013	11900 F	N	6900	S	5000	9.00	53.60	1.70
2012	11900 C	N	6900	S	5000	9.00	52.20	1.70
2011	12300 S		0		0	9.00	52.50	6.30
2010	12300 F	N	6100	S	6200	8.35	52.69	3.60
2009	12300 C	N	6100	S	6200	8.53	53.89	3.60
2008	11400 C	N	6100	S	5300	8.81	54.16	3.60
2007	13000 C	N	6600	S	6400	8.63	55.75	4.80
2006	14900 C	N	7600	S	7300	8.40	55.34	2.90
2005	15500 C	N	7300	S	8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9235 - NE 6 STREET, E OF US 1

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	6800 S	E	2900	W	3900	9.00	54.10	6.00
2017	6700 F	E	2900	W	3800	9.00	53.80	6.20
2016	6700 C	E	2900	W	3800	9.00	55.20	2.90
2015	4300 V		0		0	9.00	54.90	3.40
2014	4300 R					9.00	54.50	7.40
2013	4300 T		0		0	9.00	54.60	7.60
2012	4300 S		0		0	9.00	55.00	5.90
2011	4200 F		0		0	9.00	54.50	6.30
2010	4100 C	E	0	W	0	9.37	54.06	9.30
2009	3700 F		0		0	9.31	53.74	5.30
2008	3800 C	E	0	W	0	9.70	54.48	6.50
2007	4500 C	E	0	W	0	9.10	53.47	4.80
2006	4200 C	E	0	W	0	9.48	53.59	2.90
2005	4900 C	E		W		10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9319 - NE 15 AVENUE, N OF SUNRISE BLVD.

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	20500	S	N 8500		S 12000		9.00	54.50	6.00
2017	20500	F	N 8500		S 12000		9.00	51.90	6.20
2016	20500	C	N 8500		S 12000		9.00	54.10	2.90
2015	13000	V	0		0		9.00	54.00	3.40
2014	13000	R					9.00	54.20	7.40
2013	13000	T	0		0		9.00	53.60	7.60
2012	13000	S	0		0		9.00	52.20	5.90
2011	13100	F	0		0		9.00	52.50	6.30
2010	13100	C	N 6600		S 6500		8.35	52.69	9.30
2009	17900	F	N 8200		S 9700		8.53	53.89	5.30
2008	18400	C	N 8400		S 10000		8.81	54.16	6.50
2007	20000	C	N 9000		S 11000		8.63	55.75	4.80
2006	17800	C	N 8900		S 8900		8.40	55.34	2.90
2005	19400	C	N 8900		S 10500		8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX D

FDOT PSCF

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.02	1.13
2	01/07/2018 - 01/13/2018	1.02	1.13
3	01/14/2018 - 01/20/2018	1.02	1.13
4	01/21/2018 - 01/27/2018	0.99	1.10
* 5	01/28/2018 - 02/03/2018	0.96	1.07
* 6	02/04/2018 - 02/10/2018	0.92	1.02
* 7	02/11/2018 - 02/17/2018	0.89	0.99
* 8	02/18/2018 - 02/24/2018	0.88	0.98
* 9	02/25/2018 - 03/03/2018	0.88	0.98
*10	03/04/2018 - 03/10/2018	0.87	0.97
*11	03/11/2018 - 03/17/2018	0.87	0.97
*12	03/18/2018 - 03/24/2018	0.88	0.98
*13	03/25/2018 - 03/31/2018	0.89	0.99
*14	04/01/2018 - 04/07/2018	0.89	0.99
*15	04/08/2018 - 04/14/2018	0.90	1.00
*16	04/15/2018 - 04/21/2018	0.91	1.01
*17	04/22/2018 - 04/28/2018	0.95	1.06
18	04/29/2018 - 05/05/2018	0.98	1.09
19	05/06/2018 - 05/12/2018	1.02	1.13
20	05/13/2018 - 05/19/2018	1.05	1.17
21	05/20/2018 - 05/26/2018	1.05	1.17
22	05/27/2018 - 06/02/2018	1.04	1.16
23	06/03/2018 - 06/09/2018	1.04	1.16
24	06/10/2018 - 06/16/2018	1.03	1.14
25	06/17/2018 - 06/23/2018	1.03	1.14
26	06/24/2018 - 06/30/2018	1.02	1.13
27	07/01/2018 - 07/07/2018	1.02	1.13
28	07/08/2018 - 07/14/2018	1.01	1.12
29	07/15/2018 - 07/21/2018	1.01	1.12
30	07/22/2018 - 07/28/2018	1.02	1.13
31	07/29/2018 - 08/04/2018	1.03	1.14
32	08/05/2018 - 08/11/2018	1.04	1.16
33	08/12/2018 - 08/18/2018	1.05	1.17
34	08/19/2018 - 08/25/2018	1.07	1.19
35	08/26/2018 - 09/01/2018	1.09	1.21
36	09/02/2018 - 09/08/2018	1.10	1.22
37	09/09/2018 - 09/15/2018	1.12	1.24
38	09/16/2018 - 09/22/2018	1.12	1.24
39	09/23/2018 - 09/29/2018	1.12	1.24
40	09/30/2018 - 10/06/2018	1.12	1.24
41	10/07/2018 - 10/13/2018	1.12	1.24
42	10/14/2018 - 10/20/2018	1.12	1.24
43	10/21/2018 - 10/27/2018	1.10	1.22
44	10/28/2018 - 11/03/2018	1.09	1.21
45	11/04/2018 - 11/10/2018	1.08	1.20
46	11/11/2018 - 11/17/2018	1.07	1.19
47	11/18/2018 - 11/24/2018	1.05	1.17
48	11/25/2018 - 12/01/2018	1.04	1.16
49	12/02/2018 - 12/08/2018	1.03	1.14
50	12/09/2018 - 12/15/2018	1.02	1.13
51	12/16/2018 - 12/22/2018	1.02	1.13
52	12/23/2018 - 12/29/2018	1.02	1.13
53	12/30/2018 - 12/31/2018	1.02	1.13

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.02
2	01/07/2018 - 01/13/2018	1.01	1.03
3	01/14/2018 - 01/20/2018	1.01	1.03
4	01/21/2018 - 01/27/2018	1.00	1.02
* 5	01/28/2018 - 02/03/2018	0.99	1.01
* 6	02/04/2018 - 02/10/2018	0.97	0.99
* 7	02/11/2018 - 02/17/2018	0.96	0.98
* 8	02/18/2018 - 02/24/2018	0.96	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.98
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.98	1.00
*14	04/01/2018 - 04/07/2018	0.98	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.00
*16	04/15/2018 - 04/21/2018	0.99	1.01
*17	04/22/2018 - 04/28/2018	1.00	1.02
18	04/29/2018 - 05/05/2018	1.01	1.03
19	05/06/2018 - 05/12/2018	1.02	1.04
20	05/13/2018 - 05/19/2018	1.03	1.05
21	05/20/2018 - 05/26/2018	1.03	1.05
22	05/27/2018 - 06/02/2018	1.03	1.05
23	06/03/2018 - 06/09/2018	1.02	1.04
24	06/10/2018 - 06/16/2018	1.02	1.04
25	06/17/2018 - 06/23/2018	1.02	1.04
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.03	1.05
29	07/15/2018 - 07/21/2018	1.03	1.05
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.02	1.04
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.01	1.03
34	08/19/2018 - 08/25/2018	1.01	1.03
35	08/26/2018 - 09/01/2018	1.02	1.04
36	09/02/2018 - 09/08/2018	1.02	1.04
37	09/09/2018 - 09/15/2018	1.03	1.05
38	09/16/2018 - 09/22/2018	1.02	1.04
39	09/23/2018 - 09/29/2018	1.01	1.03
40	09/30/2018 - 10/06/2018	1.01	1.03
41	10/07/2018 - 10/13/2018	1.00	1.02
42	10/14/2018 - 10/20/2018	1.00	1.02
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.01	1.03
48	11/25/2018 - 12/01/2018	1.01	1.03
49	12/02/2018 - 12/08/2018	1.00	1.02
50	12/09/2018 - 12/15/2018	1.00	1.02
51	12/16/2018 - 12/22/2018	1.01	1.03
52	12/23/2018 - 12/29/2018	1.01	1.03
53	12/30/2018 - 12/31/2018	1.01	1.03

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.02	1.05
2	01/07/2018 - 01/13/2018	1.02	1.05
3	01/14/2018 - 01/20/2018	1.01	1.04
4	01/21/2018 - 01/27/2018	1.00	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.01
* 6	02/04/2018 - 02/10/2018	0.97	1.00
* 7	02/11/2018 - 02/17/2018	0.95	0.98
* 8	02/18/2018 - 02/24/2018	0.95	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.96	0.99
*11	03/11/2018 - 03/17/2018	0.96	0.99
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.02
18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.02	1.05
20	05/13/2018 - 05/19/2018	1.03	1.06
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.04	1.07
23	06/03/2018 - 06/09/2018	1.04	1.07
24	06/10/2018 - 06/16/2018	1.04	1.07
25	06/17/2018 - 06/23/2018	1.04	1.07
26	06/24/2018 - 06/30/2018	1.05	1.08
27	07/01/2018 - 07/07/2018	1.05	1.08
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.01	1.04
36	09/02/2018 - 09/08/2018	1.01	1.04
37	09/09/2018 - 09/15/2018	1.01	1.04
38	09/16/2018 - 09/22/2018	1.01	1.04
39	09/23/2018 - 09/29/2018	1.00	1.03
40	09/30/2018 - 10/06/2018	1.00	1.03
41	10/07/2018 - 10/13/2018	0.99	1.02
42	10/14/2018 - 10/20/2018	0.99	1.02
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.00	1.03
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.02	1.05
50	12/09/2018 - 12/15/2018	1.02	1.05
51	12/16/2018 - 12/22/2018	1.02	1.05
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.01	1.04

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.03
2	01/07/2018 - 01/13/2018	1.01	1.04
3	01/14/2018 - 01/20/2018	1.02	1.05
4	01/21/2018 - 01/27/2018	1.01	1.04
5	01/28/2018 - 02/03/2018	1.00	1.03
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.97	1.00
* 9	02/25/2018 - 03/03/2018	0.97	1.00
*10	03/04/2018 - 03/10/2018	0.97	1.00
*11	03/11/2018 - 03/17/2018	0.97	1.00
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.01
*18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.02	1.05
23	06/03/2018 - 06/09/2018	1.01	1.04
24	06/10/2018 - 06/16/2018	1.01	1.04
25	06/17/2018 - 06/23/2018	1.02	1.05
26	06/24/2018 - 06/30/2018	1.02	1.05
27	07/01/2018 - 07/07/2018	1.03	1.06
28	07/08/2018 - 07/14/2018	1.03	1.06
29	07/15/2018 - 07/21/2018	1.04	1.07
30	07/22/2018 - 07/28/2018	1.03	1.06
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.02	1.05
35	08/26/2018 - 09/01/2018	1.02	1.05
36	09/02/2018 - 09/08/2018	1.03	1.06
37	09/09/2018 - 09/15/2018	1.03	1.06
38	09/16/2018 - 09/22/2018	1.02	1.05
39	09/23/2018 - 09/29/2018	1.02	1.05
40	09/30/2018 - 10/06/2018	1.01	1.04
41	10/07/2018 - 10/13/2018	1.01	1.04
42	10/14/2018 - 10/20/2018	1.00	1.03
43	10/21/2018 - 10/27/2018	1.00	1.03
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	0.99	1.02
46	11/11/2018 - 11/17/2018	0.99	1.02
47	11/18/2018 - 11/24/2018	0.99	1.02
48	11/25/2018 - 12/01/2018	1.00	1.03
49	12/02/2018 - 12/08/2018	1.00	1.03
50	12/09/2018 - 12/15/2018	1.00	1.03
51	12/16/2018 - 12/22/2018	1.01	1.04
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.02	1.05

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.01	1.06
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.98	1.03
* 4	01/21/2018 - 01/27/2018	0.97	1.02
* 5	01/28/2018 - 02/03/2018	0.96	1.01
* 6	02/04/2018 - 02/10/2018	0.94	0.99
* 7	02/11/2018 - 02/17/2018	0.93	0.98
* 8	02/18/2018 - 02/24/2018	0.93	0.98
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.94	0.99
*11	03/11/2018 - 03/17/2018	0.94	0.99
*12	03/18/2018 - 03/24/2018	0.95	1.00
*13	03/25/2018 - 03/31/2018	0.96	1.01
*14	04/01/2018 - 04/07/2018	0.96	1.01
*15	04/08/2018 - 04/14/2018	0.97	1.02
*16	04/15/2018 - 04/21/2018	0.98	1.03
17	04/22/2018 - 04/28/2018	1.00	1.05
18	04/29/2018 - 05/05/2018	1.01	1.06
19	05/06/2018 - 05/12/2018	1.03	1.08
20	05/13/2018 - 05/19/2018	1.04	1.09
21	05/20/2018 - 05/26/2018	1.04	1.09
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.03	1.08
24	06/10/2018 - 06/16/2018	1.02	1.07
25	06/17/2018 - 06/23/2018	1.03	1.08
26	06/24/2018 - 06/30/2018	1.03	1.08
27	07/01/2018 - 07/07/2018	1.04	1.09
28	07/08/2018 - 07/14/2018	1.04	1.09
29	07/15/2018 - 07/21/2018	1.05	1.11
30	07/22/2018 - 07/28/2018	1.04	1.09
31	07/29/2018 - 08/04/2018	1.04	1.09
32	08/05/2018 - 08/11/2018	1.03	1.08
33	08/12/2018 - 08/18/2018	1.02	1.07
34	08/19/2018 - 08/25/2018	1.02	1.07
35	08/26/2018 - 09/01/2018	1.03	1.08
36	09/02/2018 - 09/08/2018	1.03	1.08
37	09/09/2018 - 09/15/2018	1.03	1.08
38	09/16/2018 - 09/22/2018	1.03	1.08
39	09/23/2018 - 09/29/2018	1.02	1.07
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.01	1.06
43	10/21/2018 - 10/27/2018	1.02	1.07
44	10/28/2018 - 11/03/2018	1.02	1.07
45	11/04/2018 - 11/10/2018	1.03	1.08
46	11/11/2018 - 11/17/2018	1.03	1.08
47	11/18/2018 - 11/24/2018	1.03	1.08
48	11/25/2018 - 12/01/2018	1.02	1.07
49	12/02/2018 - 12/08/2018	1.02	1.07
50	12/09/2018 - 12/15/2018	1.01	1.06
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.98	1.03

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.95	0.99
2	01/07/2018 - 01/13/2018	0.99	1.03
3	01/14/2018 - 01/20/2018	1.02	1.06
4	01/21/2018 - 01/27/2018	1.01	1.05
* 5	01/28/2018 - 02/03/2018	0.99	1.03
* 6	02/04/2018 - 02/10/2018	0.98	1.02
* 7	02/11/2018 - 02/17/2018	0.96	1.00
* 8	02/18/2018 - 02/24/2018	0.95	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.98
*10	03/04/2018 - 03/10/2018	0.92	0.96
*11	03/11/2018 - 03/17/2018	0.91	0.95
*12	03/18/2018 - 03/24/2018	0.93	0.97
*13	03/25/2018 - 03/31/2018	0.94	0.98
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.01
*16	04/15/2018 - 04/21/2018	0.99	1.03
*17	04/22/2018 - 04/28/2018	1.00	1.04
18	04/29/2018 - 05/05/2018	1.02	1.06
19	05/06/2018 - 05/12/2018	1.03	1.07
20	05/13/2018 - 05/19/2018	1.04	1.08
21	05/20/2018 - 05/26/2018	1.04	1.08
22	05/27/2018 - 06/02/2018	1.04	1.08
23	06/03/2018 - 06/09/2018	1.03	1.07
24	06/10/2018 - 06/16/2018	1.03	1.07
25	06/17/2018 - 06/23/2018	1.02	1.06
26	06/24/2018 - 06/30/2018	1.01	1.05
27	07/01/2018 - 07/07/2018	1.00	1.04
28	07/08/2018 - 07/14/2018	0.99	1.03
29	07/15/2018 - 07/21/2018	0.98	1.02
30	07/22/2018 - 07/28/2018	1.00	1.04
31	07/29/2018 - 08/04/2018	1.01	1.05
32	08/05/2018 - 08/11/2018	1.03	1.07
33	08/12/2018 - 08/18/2018	1.04	1.08
34	08/19/2018 - 08/25/2018	1.06	1.10
35	08/26/2018 - 09/01/2018	1.09	1.14
36	09/02/2018 - 09/08/2018	1.11	1.16
37	09/09/2018 - 09/15/2018	1.13	1.18
38	09/16/2018 - 09/22/2018	1.12	1.17
39	09/23/2018 - 09/29/2018	1.11	1.16
40	09/30/2018 - 10/06/2018	1.09	1.14
41	10/07/2018 - 10/13/2018	1.08	1.13
42	10/14/2018 - 10/20/2018	1.07	1.11
43	10/21/2018 - 10/27/2018	1.04	1.08
44	10/28/2018 - 11/03/2018	1.01	1.05
45	11/04/2018 - 11/10/2018	0.98	1.02
46	11/11/2018 - 11/17/2018	0.95	0.99
47	11/18/2018 - 11/24/2018	0.95	0.99
48	11/25/2018 - 12/01/2018	0.95	0.99
49	12/02/2018 - 12/08/2018	0.95	0.99
50	12/09/2018 - 12/15/2018	0.95	0.99
51	12/16/2018 - 12/22/2018	0.97	1.01
52	12/23/2018 - 12/29/2018	1.00	1.04
53	12/30/2018 - 12/31/2018	1.02	1.06

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.03
2	01/07/2018 - 01/13/2018	1.00	1.03
3	01/14/2018 - 01/20/2018	1.00	1.03
* 4	01/21/2018 - 01/27/2018	0.99	1.02
* 5	01/28/2018 - 02/03/2018	0.99	1.02
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.96	0.99
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.95	0.98
*11	03/11/2018 - 03/17/2018	0.94	0.97
*12	03/18/2018 - 03/24/2018	0.95	0.98
*13	03/25/2018 - 03/31/2018	0.96	0.99
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.01
*16	04/15/2018 - 04/21/2018	0.99	1.02
17	04/22/2018 - 04/28/2018	1.00	1.03
18	04/29/2018 - 05/05/2018	1.01	1.04
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.03	1.06
23	06/03/2018 - 06/09/2018	1.03	1.06
24	06/10/2018 - 06/16/2018	1.03	1.06
25	06/17/2018 - 06/23/2018	1.03	1.06
26	06/24/2018 - 06/30/2018	1.03	1.06
27	07/01/2018 - 07/07/2018	1.02	1.05
28	07/08/2018 - 07/14/2018	1.02	1.05
29	07/15/2018 - 07/21/2018	1.02	1.05
30	07/22/2018 - 07/28/2018	1.02	1.05
31	07/29/2018 - 08/04/2018	1.01	1.04
32	08/05/2018 - 08/11/2018	1.01	1.04
33	08/12/2018 - 08/18/2018	1.00	1.03
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.02	1.05
36	09/02/2018 - 09/08/2018	1.03	1.06
37	09/09/2018 - 09/15/2018	1.04	1.07
38	09/16/2018 - 09/22/2018	1.03	1.06
39	09/23/2018 - 09/29/2018	1.03	1.06
40	09/30/2018 - 10/06/2018	1.02	1.05
41	10/07/2018 - 10/13/2018	1.02	1.05
42	10/14/2018 - 10/20/2018	1.01	1.04
43	10/21/2018 - 10/27/2018	1.01	1.04
44	10/28/2018 - 11/03/2018	1.01	1.04
45	11/04/2018 - 11/10/2018	1.01	1.04
46	11/11/2018 - 11/17/2018	1.01	1.04
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.00	1.03
50	12/09/2018 - 12/15/2018	1.00	1.03
51	12/16/2018 - 12/22/2018	1.00	1.03
52	12/23/2018 - 12/29/2018	1.00	1.03
53	12/30/2018 - 12/31/2018	1.00	1.03

* PEAK SEASON

APPENDIX E

TRAFFIC DATA COLLECTION

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 8TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st__us1
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	N FEDERAL HIGHWAY/US1 From North				NE 8TH STREET From East				N FEDERAL HIGHWAY/US1 From South				NE 8TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	3	283	0	2	3	0	0	0	9	154	6	0	1	1	8	470
07:15 AM	0	1	326	5	5	2	1	0	0	20	183	6	0	0	2	3	554
07:30 AM	0	2	509	2	2	6	2	5	0	18	265	2	0	3	3	5	824
07:45 AM	1	4	428	4	1	0	1	1	1	8	221	4	0	6	2	6	688
Total	1	10	1546	11	10	11	4	6	1	55	823	18	0	10	8	22	2536
08:00 AM	0	4	409	1	0	1	0	0	1	12	218	6	0	3	4	0	659
08:15 AM	0	5	444	3	1	5	2	3	0	16	221	11	0	2	2	8	723
08:30 AM	0	8	411	3	1	3	4	3	0	9	214	3	0	5	1	6	671
08:45 AM	0	6	390	3	6	4	3	1	1	20	232	4	0	6	1	4	681
Total	0	23	1654	10	8	13	9	7	2	57	885	24	0	16	8	18	2734
04:00 PM	1	4	322	7	6	25	8	5	3	32	311	4	0	2	5	8	743
04:15 PM	1	4	391	5	7	8	5	9	1	31	287	8	0	1	4	3	765
04:30 PM	0	6	331	4	5	2	4	3	3	28	290	10	0	0	6	5	697
04:45 PM	1	5	356	5	6	12	5	6	0	34	298	22	0	4	4	6	764
Total	3	19	1400	21	24	47	22	23	7	125	1186	44	0	7	19	22	2969
05:00 PM	0	8	366	10	2	16	8	8	3	23	274	20	0	2	2	9	751
05:15 PM	0	10	337	3	5	11	7	4	6	31	305	24	0	8	3	5	759
05:30 PM	0	11	409	6	6	13	5	8	0	27	312	23	0	5	7	15	847
05:45 PM	2	18	361	6	9	25	4	7	4	24	281	37	0	4	4	6	792
Total	2	47	1473	25	22	65	24	27	13	105	1172	104	0	19	16	35	3149
Grand Total	6	99	6073	67	64	136	59	63	23	342	4066	190	0	52	51	97	11388
Apprch %	0.1	1.6	97.2	1.1	19.9	42.2	18.3	19.6	0.5	7.4	88	4.1	0	26	25.5	48.5	
Total %	0.1	0.9	53.3	0.6	0.6	1.2	0.5	0.6	0.2	3	35.7	1.7	0	0.5	0.4	0.9	

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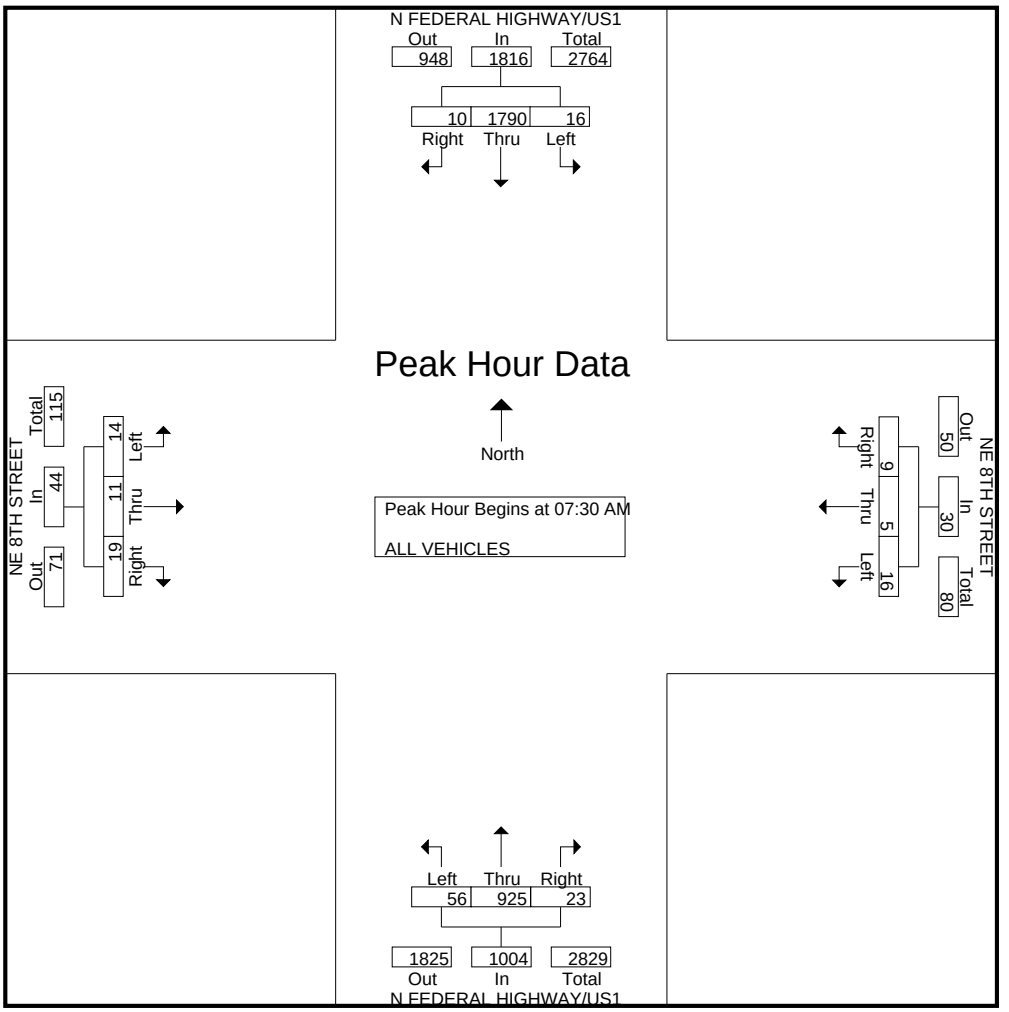
NE 8TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st__us1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	N FEDERAL HIGHWAY/US1 From North					NE 8TH STREET From East					N FEDERAL HIGHWAY/US1 From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	**509**	2	**513**	**2**	**6**	**2**	**5**	**15**	0	**18**	**265**	2	**285**	0	3	3	5	11	**824**
07:45 AM	**1**	4	428	**4**	437	1	0	1	1	3	**1**	8	221	4	234	0	**6**	2	6	**14**	688
08:00 AM	0	4	409	1	414	0	1	0	0	1	1	12	218	6	237	0	3	**4**	0	7	659
08:15 AM	0	**5**	444	3	452	1	5	2	3	11	0	16	221	**11**	248	0	2	2	**8**	12	723
Total Volume	1	15	1790	10	1816	4	12	5	9	30	2	54	925	23	1004	0	14	11	19	44	2894
% App. Total	0.1	0.8	98.6	0.6		13.3	40	16.7	30		0.2	5.4	92.1	2.3		0	31.8	25	43.2		
PHF	.250	.750	.879	.625	.885	.500	.500	.625	.450	.500	.500	.750	.873	.523	.881	.000	.583	.688	.594	.786	.878

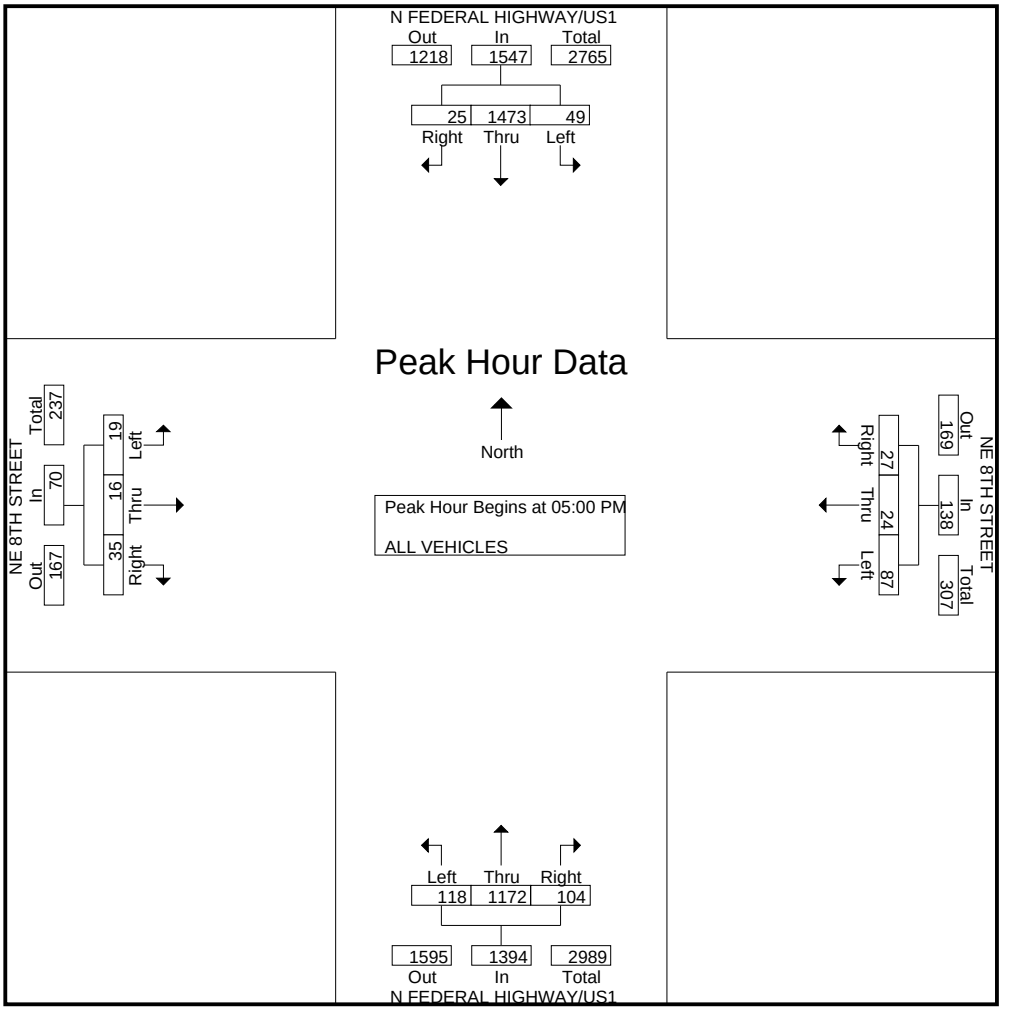


Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 8TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st__us1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	N FEDERAL HIGHWAY/US1 From North					NE 8TH STREET From East					N FEDERAL HIGHWAY/US1 From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	8	366	**10**	384	2	16	**8**	**8**	34	3	23	274	20	320	0	2	2	9	13	751
05:15 PM	0	10	337	3	350	5	11	7	4	27	**6**	**31**	305	24	**366**	0	**8**	3	5	16	759
05:30 PM	0	11	**409**	6	**426**	6	13	5	8	32	0	27	**312**	23	362	0	5	**7**	**15**	**27**	**847**
05:45 PM	**2**	**18**	361	6	387	**9**	**25**	4	7	**45**	4	24	281	**37**	346	0	4	4	6	14	792
Total Volume	2	47	1473	25	1547	22	65	24	27	138	13	105	1172	104	1394	0	19	16	35	70	3149
% App. Total	0.1	3	95.2	1.6		15.9	47.1	17.4	19.6		0.9	7.5	84.1	7.5		0	27.1	22.9	50		
PHF	.250	.653	.900	.625	.908	.611	.650	.750	.844	.767	.542	.847	.939	.703	.952	.000	.594	.571	.583	.648	.929



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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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NE 8TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8ST__US1
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	N FEDERAL HIGHWAY/US1 From North				NE 8TH STREET From East				N FEDERAL HIGHWAY/US1 From South				NE 8TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	2	0	1	0	3	0	2	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
08:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:45 AM	1	0	2	0	5	0	1	0	1	0	0	0	1	0	1	0	12
Total	2	0	3	0	7	0	1	0	2	0	0	0	2	0	2	0	19
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	0	2	0	3	0	0	0	0	0	2	0	0	0	8
04:45 PM	1	0	1	0	1	0	1	0	3	0	1	0	4	0	2	0	14
Total	3	0	1	0	5	0	5	0	3	0	1	0	6	0	2	0	26
05:00 PM	1	0	0	0	0	0	1	0	0	0	1	0	1	0	2	0	6
05:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	4
05:30 PM	2	0	1	0	1	0	0	0	2	0	0	0	2	0	0	0	8
05:45 PM	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	4
Total	3	0	1	0	6	0	1	0	3	0	1	0	5	0	2	0	22
Grand Total	10	0	6	0	21	0	9	0	8	0	2	0	13	0	6	0	75
Apprch %	62.5	0	37.5	0	70	0	30	0	80	0	20	0	68.4	0	31.6	0	
Total %	13.3	0	8	0	28	0	12	0	10.7	0	2.7	0	17.3	0	8	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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NE 9TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ (V)
NOT SIGNALIZED

File Name : 9ST__US1
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	N FEDERAL HIGHWAY/US1 From North				NE 9TH STREET From East				N FEDERAL HIGHWAY/US1 From South				NE 9TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	4	286	3	0	3	2	0	0	3	149	1	0	0	1	2	454
07:15 AM	0	4	320	0	0	1	1	0	0	10	178	3	0	1	1	1	520
07:30 AM	0	5	470	2	0	2	1	1	0	7	262	6	0	2	0	2	760
07:45 AM	0	6	422	2	0	2	2	0	0	11	221	5	0	1	2	2	676
Total	0	19	1498	7	0	8	6	1	0	31	810	15	0	4	4	7	2410
08:00 AM	1	9	422	6	0	4	3	1	0	4	216	7	0	3	2	4	682
08:15 AM	3	9	408	10	0	2	1	1	0	7	204	7	0	2	3	4	661
08:30 AM	2	5	405	5	0	3	0	2	0	9	214	7	0	3	1	3	659
08:45 AM	0	8	334	3	0	3	3	0	0	12	221	3	0	2	0	3	592
Total	6	31	1569	24	0	12	7	4	0	32	855	24	0	10	6	14	2594
04:00 PM	1	8	319	6	0	4	6	3	0	20	307	4	0	1	3	5	687
04:15 PM	3	5	348	8	0	4	4	4	0	17	271	9	0	5	2	8	688
04:30 PM	0	4	321	6	0	7	5	0	0	17	278	6	0	0	1	5	650
04:45 PM	1	5	356	5	0	4	4	3	0	23	292	5	0	2	1	4	705
Total	5	22	1344	25	0	19	19	10	0	77	1148	24	0	8	7	22	2730
05:00 PM	4	2	359	6	0	6	11	4	1	15	250	4	0	4	2	3	671
05:15 PM	4	4	378	14	0	3	5	6	0	17	302	8	0	1	5	4	751
05:30 PM	2	10	364	8	0	5	3	0	0	28	301	8	0	1	4	6	740
05:45 PM	1	8	349	8	0	9	6	2	0	17	283	5	0	5	0	7	700
Total	11	24	1450	36	0	23	25	12	1	77	1136	25	0	11	11	20	2862
Grand Total	22	96	5861	92	0	62	57	27	1	217	3949	88	0	33	28	63	10596
Apprch %	0.4	1.6	96.5	1.5	0	42.5	39	18.5	0	5.1	92.8	2.1	0	26.6	22.6	50.8	
Total %	0.2	0.9	55.3	0.9	0	0.6	0.5	0.3	0	2	37.3	0.8	0	0.3	0.3	0.6	

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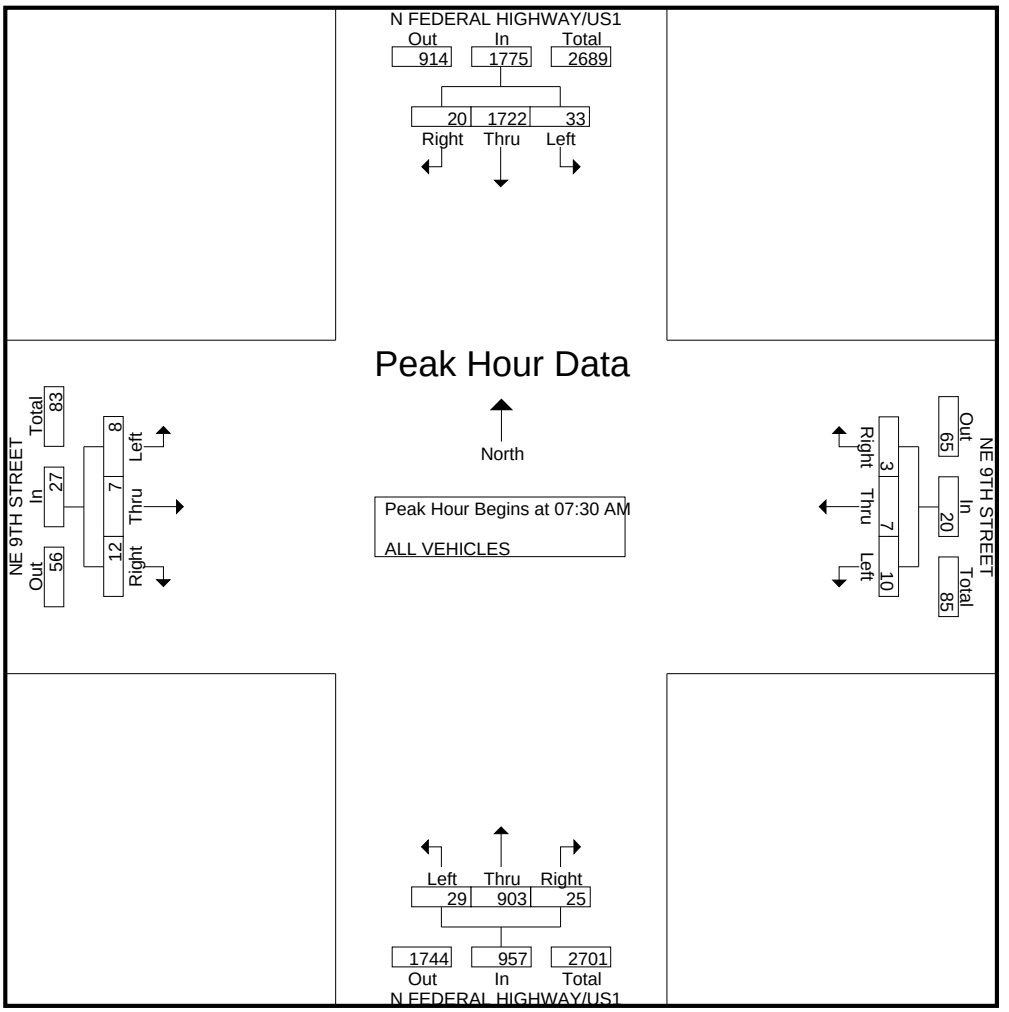
NE 9TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ (V)
NOT SIGNALIZED

File Name : 9ST__US1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	N FEDERAL HIGHWAY/US1 From North					NE 9TH STREET From East					N FEDERAL HIGHWAY/US1 From South					NE 9TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	5	**470**	2	**477**	0	2	1	**1**	4	0	7	**262**	6	**275**	0	2	0	2	4	**760**
07:45 AM	0	6	422	2	430	0	2	2	0	4	0	**11**	221	5	237	0	1	2	2	5	676
08:00 AM	1	**9**	422	6	438	0	**4**	**3**	1	**8**	0	4	216	**7**	227	0	**3**	2	**4**	**9**	682
08:15 AM	**3**	9	408	**10**	430	0	2	1	1	4	0	7	204	7	218	0	2	**3**	4	9	661
Total Volume	4	29	1722	20	1775	0	10	7	3	20	0	29	903	25	957	0	8	7	12	27	2779
% App. Total	0.2	1.6	97	1.1		0	50	35	15		0	3	94.4	2.6		0	29.6	25.9	44.4		
PHF	.333	.806	.916	.500	.930	.000	.625	.583	.750	.625	.000	.659	.862	.893	.870	.000	.667	.583	.750	.750	.914



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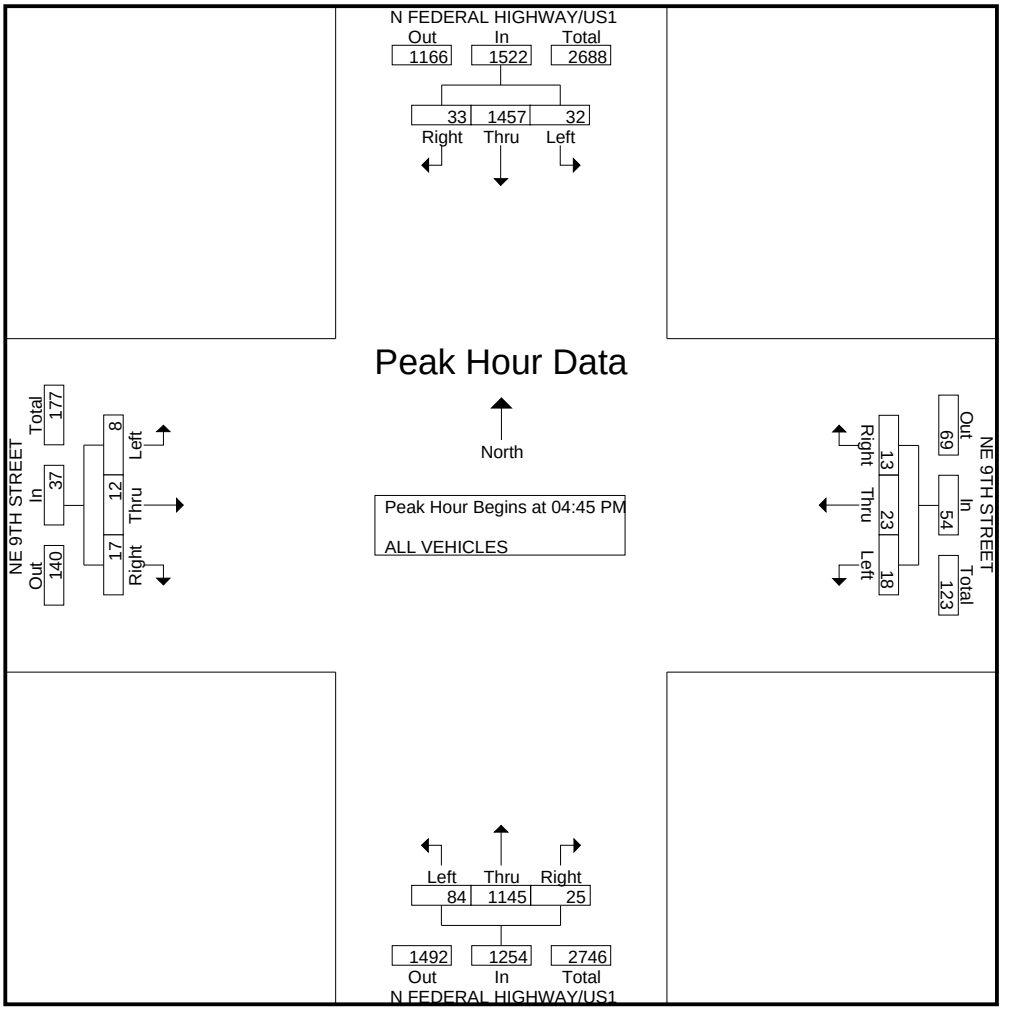
NE 9TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ (V)
NOT SIGNALIZED

File Name : 9ST__US1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	N FEDERAL HIGHWAY/US1 From North					NE 9TH STREET From East					N FEDERAL HIGHWAY/US1 From South					NE 9TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	5	356	5	367	0	4	4	3	11	0	23	292	5	320	0	2	1	4	7	705
05:00 PM	**4**	2	359	6	371	0	**6**	**11**	4	**21**	**1**	15	250	4	270	0	**4**	2	3	9	671
05:15 PM	4	4	**378**	**14**	**400**	0	3	5	**6**	14	0	17	**302**	**8**	327	0	1	**5**	4	10	**751**
05:30 PM	2	**10**	364	8	384	0	5	3	0	8	0	**28**	301	8	**337**	0	1	4	**6**	**11**	740
Total Volume	11	21	1457	33	1522	0	18	23	13	54	1	83	1145	25	1254	0	8	12	17	37	2867
% App. Total	0.7	1.4	95.7	2.2		0	33.3	42.6	24.1		0.1	6.6	91.3	2		0	21.6	32.4	45.9		
PHF	.688	.525	.964	.589	.951	.000	.750	.523	.542	.643	.250	.741	.948	.781	.930	.000	.500	.600	.708	.841	.954



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 9TH STREET & N FEDERAL HIGHWAY/US1
FT LAUDERDALE, FLORIDA
COUNTED BY: ROLANDO MARTINEZ (V)
NOT SIGNALIZED

File Name : 9ST__US1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	N FEDERAL HIGHWAY/US1 From North				NE 9TH STREET From East				N FEDERAL HIGHWAY/US1 From South				NE 9TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	4
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
Total	1	0	0	0	3	0	2	0	1	0	0	0	1	0	0	0	8
04:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
Total	5	0	1	0	3	0	5	0	0	0	0	0	0	0	2	0	16
05:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	4
Total	6	0	0	0	4	0	1	0	0	0	1	0	2	0	1	0	15
Grand Total	12	0	1	0	10	0	9	0	1	0	1	0	5	0	4	0	43
Apprch %	92.3	0	7.7	0	52.6	0	47.4	0	50	0	50	0	55.6	0	44.4	0	
Total %	27.9	0	2.3	0	23.3	0	20.9	0	2.3	0	2.3	0	11.6	0	9.3	0	

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SUNRISE BOULEVARD & US 1/NE 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

File Name : SUNR_US1
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	NE 7TH AVENUE From North				SUNRISE BOULEVARD From East				US 1 From South				SUNRISE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	261	137	0	0	0	0	160	0	0	180	0	738
07:15 AM	0	0	0	0	0	260	159	1	0	0	0	180	0	0	184	0	784
07:30 AM	0	0	0	0	0	397	153	0	0	0	0	242	0	0	208	0	1000
07:45 AM	0	0	0	0	0	359	162	0	0	0	0	245	0	0	251	0	1017
Total	0	0	0	0	0	1277	611	1	0	0	0	827	0	0	823	0	3539
08:00 AM	0	0	0	0	0	395	219	0	0	0	0	233	0	0	248	0	1095
08:15 AM	0	0	0	0	0	384	213	0	0	0	0	199	0	0	232	0	1028
08:30 AM	0	0	0	0	0	357	200	1	0	0	0	218	0	0	303	0	1079
08:45 AM	0	0	0	0	0	387	173	0	0	0	0	231	0	0	159	0	950
Total	0	0	0	0	0	1523	805	1	0	0	0	881	0	0	942	0	4152
04:00 PM	0	0	0	1	0	294	225	1	0	0	0	265	0	0	266	0	1052
04:15 PM	0	0	0	0	0	311	244	0	0	0	0	294	0	0	235	0	1084
04:30 PM	0	0	0	0	0	264	252	6	0	0	0	270	0	0	277	0	1069
04:45 PM	0	0	0	2	0	318	213	0	0	0	0	304	0	0	291	0	1128
Total	0	0	0	3	0	1187	934	7	0	0	0	1133	0	0	1069	0	4333
05:00 PM	0	0	0	2	0	308	255	1	0	0	0	285	0	0	263	0	1114
05:15 PM	0	0	0	0	0	319	220	0	0	0	0	325	0	0	260	0	1124
05:30 PM	0	0	0	0	0	339	178	0	0	0	0	276	0	0	290	0	1083
05:45 PM	0	0	0	0	0	300	178	3	0	0	0	308	0	0	262	0	1051
Total	0	0	0	2	0	1266	831	4	0	0	0	1194	0	0	1075	0	4372
Grand Total	0	0	0	5	0	5253	3181	13	0	0	0	4035	0	0	3909	0	16396
Apprch %	0	0	0	100	0	62.2	37.7	0.2	0	0	0	100	0	0	100	0	
Total %	0	0	0	0	0	32	19.4	0.1	0	0	0	24.6	0	0	23.8	0	

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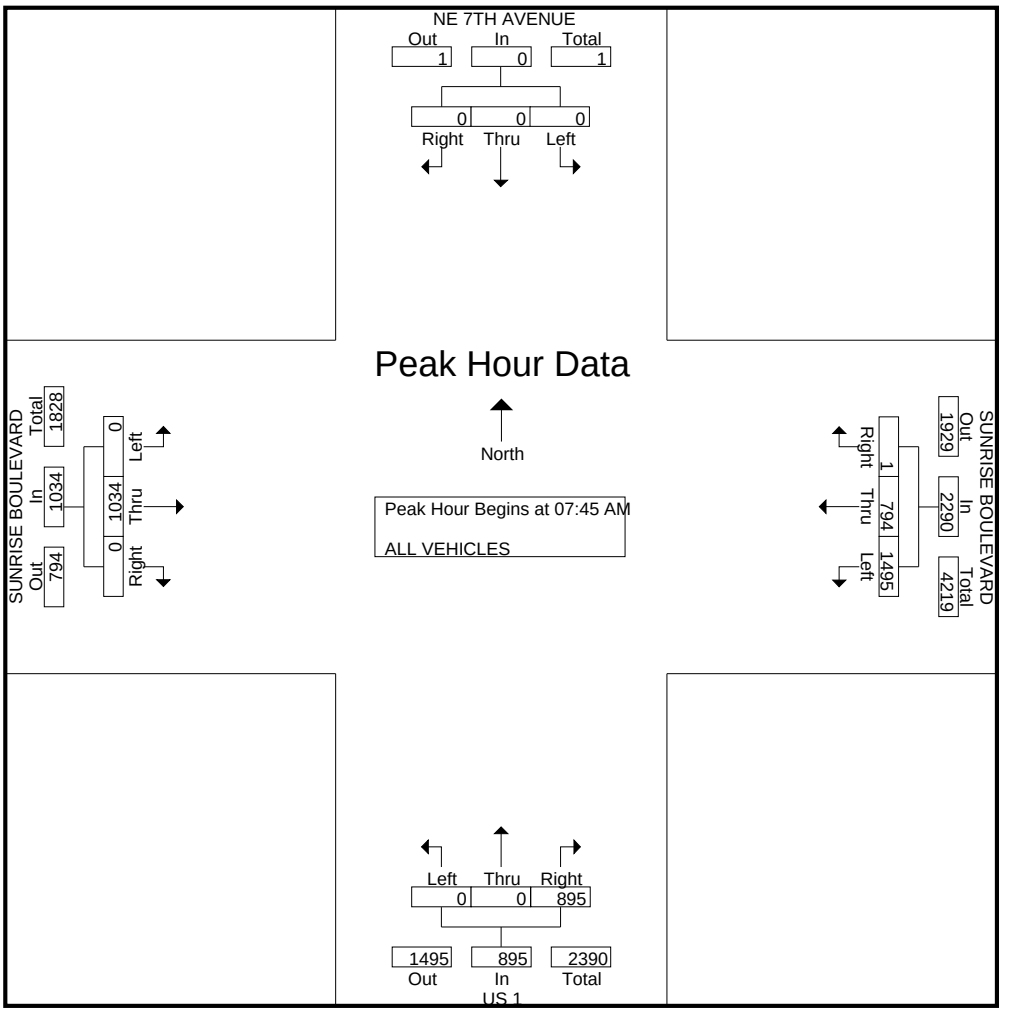
SUNRISE BOULEVARD & US 1/NE 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

File Name : SUNR_US1
Site Code : 00190190
Start Date : 11/19/2019

	NE 7TH AVENUE From North					SUNRISE BOULEVARD From East					US 1 From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	359	162	0	521	0	0	0	**245**	**245**	0	0	251	0	251	1017
08:00 AM	0	0	0	0	0	0	**395**	**219**	0	**614**	0	0	0	233	233	0	0	248	0	248	**1095**
08:15 AM	0	0	0	0	0	0	384	213	0	597	0	0	0	199	199	0	0	232	0	232	1028
08:30 AM	0	0	0	0	0	0	357	200	**1**	558	0	0	0	218	218	0	0	**303**	0	**303**	1079
Total Volume	0	0	0	0	0	0	1495	794	1	2290	0	0	0	895	895	0	0	1034	0	1034	4219
% App. Total	0	0	0	0		0	65.3	34.7	0		0	0	0	100		0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.946	.906	.250	.932	.000	.000	.000	.913	.913	.000	.000	.853	.000	.853	.963



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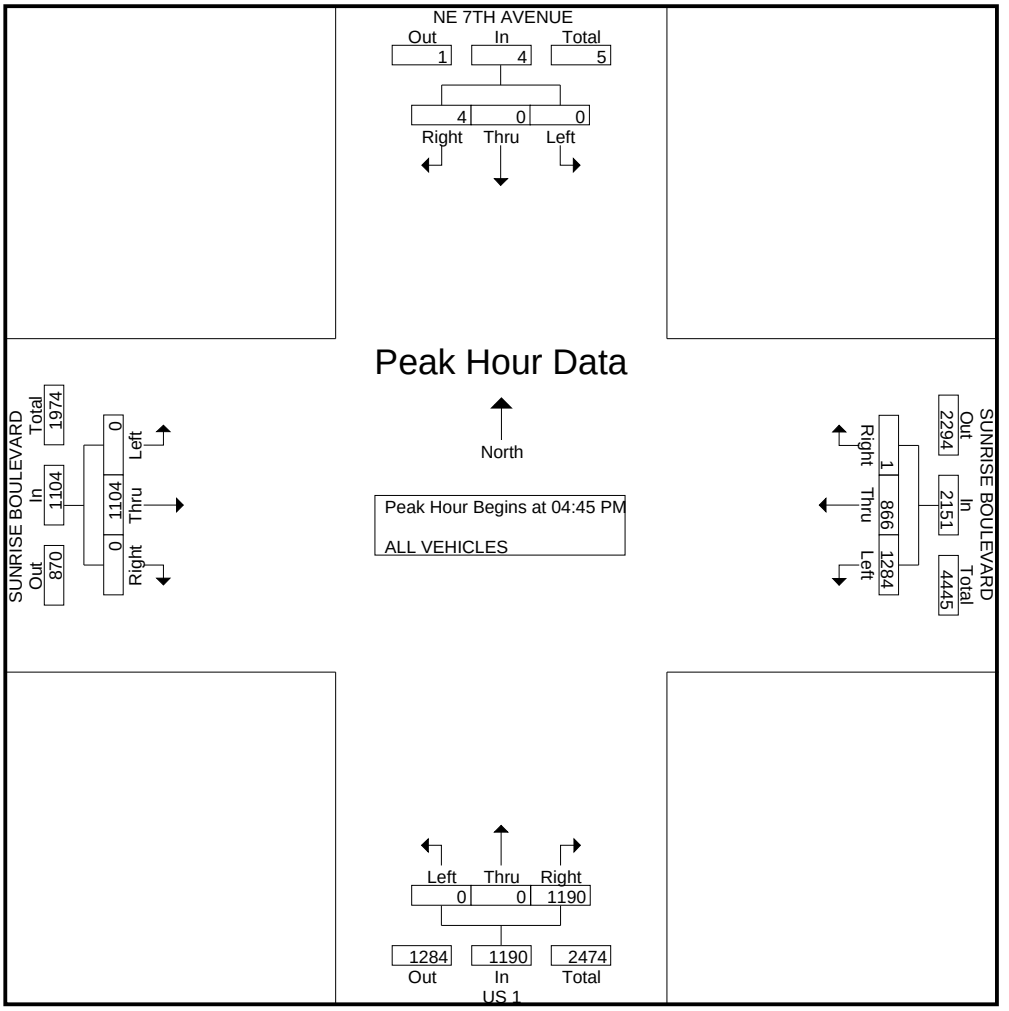
SUNRISE BOULEVARD & US 1/NE 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

File Name : SUNR_US1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 7TH AVENUE From North					SUNRISE BOULEVARD From East					US 1 From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	**2**	**2**	0	318	213	0	531	0	0	0	304	304	0	0	**291**	0	**291**	**1128**
05:00 PM	0	0	0	2	2	0	308	**255**	**1**	**564**	0	0	0	285	285	0	0	263	0	263	1114
05:15 PM	0	0	0	0	0	0	319	220	0	539	0	0	0	**325**	**325**	0	0	260	0	260	1124
05:30 PM	0	0	0	0	0	0	**339**	178	0	517	0	0	0	276	276	0	0	290	0	290	1083
Total Volume	0	0	0	4	4	0	1284	866	1	2151	0	0	0	1190	1190	0	0	1104	0	1104	4449
% App. Total	0	0	0	100		0	59.7	40.3	0		0	0	0	100		0	0	100	0		
PHF	.000	.000	.000	.500	.500	.000	.947	.849	.250	.953	.000	.000	.000	.915	.915	.000	.000	.948	.000	.948	.986



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SUNRISE BOULEVARD & US 1/NE 7TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: L. PALOMINO & M. CRUZ
SIGNALIZED

File Name : SUNR_US1
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 7TH AVENUE From North				SUNRISE BOULEVARD From East				US 1 From South				SUNRISE BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	3	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	7
Total	5	0	1	0	2	0	0	0	1	0	2	0	1	0	0	0	12
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
04:00 PM	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	5
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	13
05:00 PM	1	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	5
05:15 PM	2	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	7
05:30 PM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	0	8	0	0	0	0	0	2	0	2	0	0	0	0	0	18
Grand Total	21	0	16	0	2	0	0	0	3	0	6	0	1	0	0	0	49
Apprch %	56.8	0	43.2	0	100	0	0	0	33.3	0	66.7	0	100	0	0	0	
Total %	42.9	0	32.7	0	4.1	0	0	0	6.1	0	12.2	0	2	0	0	0	

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SUNRISE BOULEVARD & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: R. MARTINEZ & J. FLOOD
SIGNALIZED

File Name : SUNR4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- ALL VEHICLES

	NE 4TH AVENUE From North				SUNRISE BOULEVARD From East				NE 4TH AVENUE From South				SUNRISE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	22	61	24	1	3	139	14	0	20	52	6	0	31	213	23	609
07:15 AM	0	21	69	33	2	10	162	20	0	30	86	5	0	50	216	26	730
07:30 AM	1	45	97	30	0	6	146	11	0	31	47	6	0	48	259	35	762
07:45 AM	0	37	115	41	0	5	167	12	0	41	50	4	0	48	288	38	846
Total	1	125	342	128	3	24	614	57	0	122	235	21	0	177	976	122	2947
08:00 AM	1	29	122	24	3	11	187	11	0	49	52	4	1	32	285	40	851
08:15 AM	1	25	92	32	0	12	210	27	0	37	74	11	0	49	288	44	902
08:30 AM	1	33	115	38	1	4	206	23	0	36	57	5	1	42	311	45	918
08:45 AM	0	21	111	27	0	3	165	19	0	19	61	6	0	30	194	25	681
Total	3	108	440	121	4	30	768	80	0	141	244	26	2	153	1078	154	3352
04:00 PM	3	24	56	38	0	7	232	45	0	45	131	8	4	49	283	21	946
04:15 PM	0	33	99	32	0	8	223	29	0	45	127	8	0	38	239	25	906
04:30 PM	0	28	85	29	1	12	194	39	0	50	153	4	3	48	292	18	956
04:45 PM	0	32	95	24	1	6	208	39	0	50	152	9	1	49	295	16	977
Total	3	117	335	123	2	33	857	152	0	190	563	29	8	184	1109	80	3785
05:00 PM	1	35	87	28	0	10	205	39	0	55	162	8	6	40	295	29	1000
05:15 PM	0	35	93	34	1	10	209	31	0	69	166	6	4	55	261	22	996
05:30 PM	0	37	103	38	5	8	180	37	0	63	164	13	0	49	287	37	1021
05:45 PM	0	35	82	37	2	10	175	25	0	49	163	10	0	34	285	32	939
Total	1	142	365	137	8	38	769	132	0	236	655	37	10	178	1128	120	3956
Grand Total	8	492	1482	509	17	125	3008	421	0	689	1697	113	20	692	4291	476	14040
Apprch %	0.3	19.8	59.5	20.4	0.5	3.5	84.2	11.8	0	27.6	67.9	4.5	0.4	12.6	78.3	8.7	
Total %	0.1	3.5	10.6	3.6	0.1	0.9	21.4	3	0	4.9	12.1	0.8	0.1	4.9	30.6	3.4	

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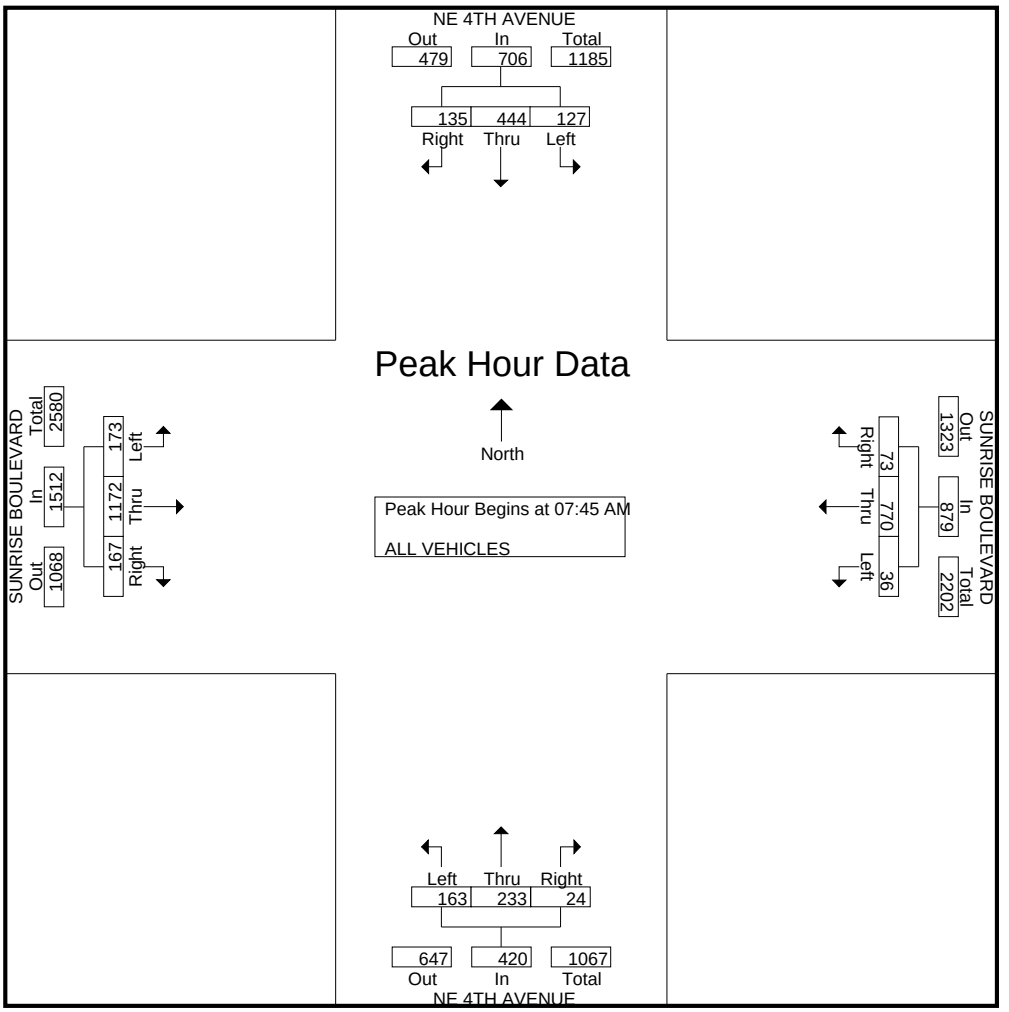
SUNRISE BOULEVARD & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: R. MARTINEZ & J. FLOOD
SIGNALIZED

File Name : SUNR4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	NE 4TH AVENUE From North					SUNRISE BOULEVARD From East					NE 4TH AVENUE From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**37**	115	**41**	**193**	0	5	167	12	184	0	41	50	4	95	0	48	288	38	374	846
08:00 AM	**1**	29	**122**	24	176	**3**	11	187	11	212	0	**49**	52	4	105	**1**	32	285	40	358	851
08:15 AM	1	25	92	32	150	0	**12**	**210**	**27**	**249**	0	37	**74**	**11**	**122**	0	**49**	288	44	381	902
08:30 AM	1	33	115	38	187	1	4	206	23	234	0	36	57	5	98	1	42	**311**	**45**	**399**	**918**
Total Volume	3	124	444	135	706	4	32	770	73	879	0	163	233	24	420	2	171	1172	167	1512	3517
% App. Total	0.4	17.6	62.9	19.1		0.5	3.6	87.6	8.3		0	38.8	55.5	5.7		0.1	11.3	77.5	11		
PHF	.750	.838	.910	.823	.915	.333	.667	.917	.676	.883	.000	.832	.787	.545	.861	.500	.872	.942	.928	.947	.958



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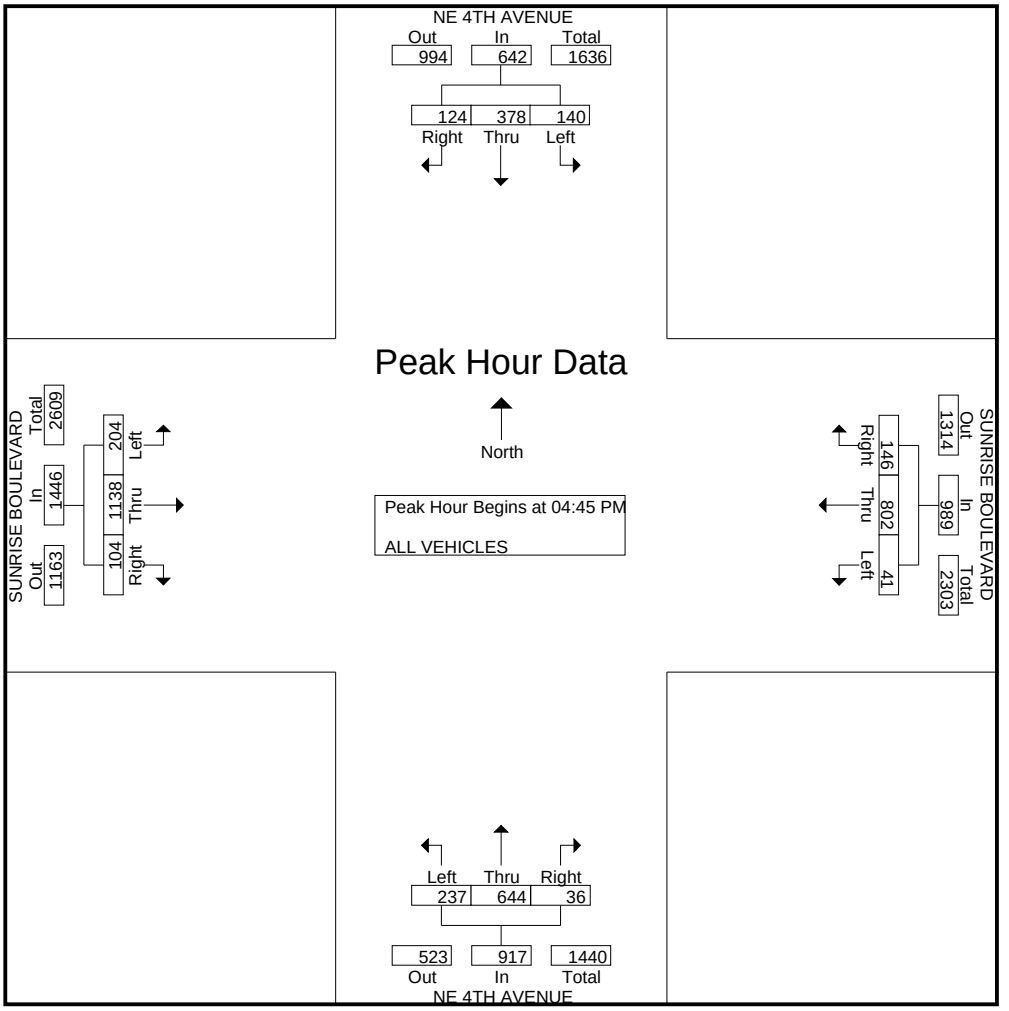
SUNRISE BOULEVARD & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: R. MARTINEZ & J. FLOOD
SIGNALIZED

File Name : SUNR4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 4TH AVENUE From North					SUNRISE BOULEVARD From East					NE 4TH AVENUE From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	32	95	24	151	1	6	208	**39**	**254**	0	50	152	9	211	1	49	**295**	16	361	977
05:00 PM	**1**	35	87	28	151	0	**10**	205	39	254	0	55	162	8	225	**6**	40	295	29	370	1000
05:15 PM	0	35	93	34	162	1	10	**209**	31	251	0	**69**	**166**	6	**241**	4	**55**	261	22	342	996
05:30 PM	0	**37**	**103**	**38**	**178**	**5**	8	180	37	230	0	63	164	**13**	240	0	49	287	**37**	**373**	**1021**
Total Volume	1	139	378	124	642	7	34	802	146	989	0	237	644	36	917	11	193	1138	104	1446	3994
% App. Total	0.2	21.7	58.9	19.3		0.7	3.4	81.1	14.8		0	25.8	70.2	3.9		0.8	13.3	78.7	7.2		
PHF	.250	.939	.917	.816	.902	.350	.850	.959	.936	.973	.000	.859	.970	.692	.951	.458	.877	.964	.703	.969	.978



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

SUNRISE BOULEVARD & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: R. MARTINEZ & J. FLOOD
SIGNALIZED

File Name : SUNR4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 4TH AVENUE From North				SUNRISE BOULEVARD From East				NE 4TH AVENUE From South				SUNRISE BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	4
07:45 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
Total	3	0	1	0	0	0	3	0	2	0	5	0	0	0	0	0	14
08:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
08:15 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	8
Total	4	0	2	0	4	0	1	0	5	0	0	0	1	0	1	0	18
04:00 PM	3	0	2	0	0	0	1	0	0	0	3	0	9	0	1	0	19
04:15 PM	3	0	0	0	1	0	0	0	6	0	1	0	0	0	2	0	13
04:30 PM	1	0	2	0	1	0	2	0	4	0	3	0	4	0	0	0	17
04:45 PM	0	0	0	0	1	0	0	0	2	0	1	0	1	0	0	0	5
Total	7	0	4	0	3	0	3	0	12	0	8	0	14	0	3	0	54
05:00 PM	4	0	1	0	1	0	0	0	4	0	0	0	2	0	1	0	13
05:15 PM	1	0	2	0	1	0	1	0	4	0	1	0	1	0	1	0	12
05:30 PM	0	0	1	0	1	0	0	0	4	0	0	0	0	0	1	0	7
05:45 PM	2	0	0	0	4	0	1	0	3	0	0	0	0	0	1	0	11
Total	7	0	4	0	7	0	2	0	15	0	1	0	3	0	4	0	43
Grand Total	21	0	11	0	14	0	9	0	34	0	14	0	18	0	8	0	129
Apprch %	65.6	0	34.4	0	60.9	0	39.1	0	70.8	0	29.2	0	69.2	0	30.8	0	
Total %	16.3	0	8.5	0	10.9	0	7	0	26.4	0	10.9	0	14	0	6.2	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNRISE BOULEVARD & FLAGLER DRIVE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

File Name : SUN_FLAG
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	FLAGLER DRIVE From North				SUNRISE BOULEVARD From East				FLAGLER DRIVE From South				SUNRISE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	1	13	15	0	5	124	2	0	3	11	11	0	2	220	3	410
07:15 AM	0	2	10	14	1	2	151	2	0	13	8	11	0	0	244	1	459
07:30 AM	0	4	15	6	0	4	127	3	0	9	13	16	0	0	287	9	493
07:45 AM	0	0	13	7	1	11	141	3	0	15	17	17	0	0	332	6	563
Total	0	7	51	42	2	22	543	10	0	40	49	55	0	2	1083	19	1925
08:00 AM	0	2	18	10	0	10	187	4	0	8	13	21	0	1	304	7	585
08:15 AM	0	2	17	16	0	3	221	5	0	11	17	22	0	2	302	3	621
08:30 AM	0	3	8	12	1	6	178	2	0	12	21	33	0	1	353	1	631
08:45 AM	0	1	20	15	0	3	168	4	0	8	10	27	0	0	221	11	488
Total	0	8	63	53	1	22	754	15	0	39	61	103	0	4	1180	22	2325
04:00 PM	0	4	18	12	0	3	245	2	0	27	29	25	0	1	330	3	699
04:15 PM	0	5	11	12	3	6	220	5	0	27	35	28	0	2	260	7	621
04:30 PM	0	4	8	9	1	4	210	4	0	23	32	26	0	1	318	6	646
04:45 PM	0	3	12	10	1	6	199	4	0	41	26	24	0	1	327	2	656
Total	0	16	49	43	5	19	874	15	0	118	122	103	0	5	1235	18	2622
05:00 PM	0	7	14	12	2	5	231	4	0	27	30	20	0	3	310	9	674
05:15 PM	0	6	16	7	0	4	201	4	0	26	52	42	0	2	282	9	651
05:30 PM	0	6	12	13	1	0	165	1	0	48	37	24	0	0	334	11	652
05:45 PM	0	5	18	12	1	6	158	6	0	23	26	23	0	0	324	5	607
Total	0	24	60	44	4	15	755	15	0	124	145	109	0	5	1250	34	2584
Grand Total	0	55	223	182	12	78	2926	55	0	321	377	370	0	16	4748	93	9456
Apprch %	0	12	48.5	39.6	0.4	2.5	95.3	1.8	0	30.1	35.3	34.6	0	0.3	97.8	1.9	
Total %	0	0.6	2.4	1.9	0.1	0.8	30.9	0.6	0	3.4	4	3.9	0	0.2	50.2	1	

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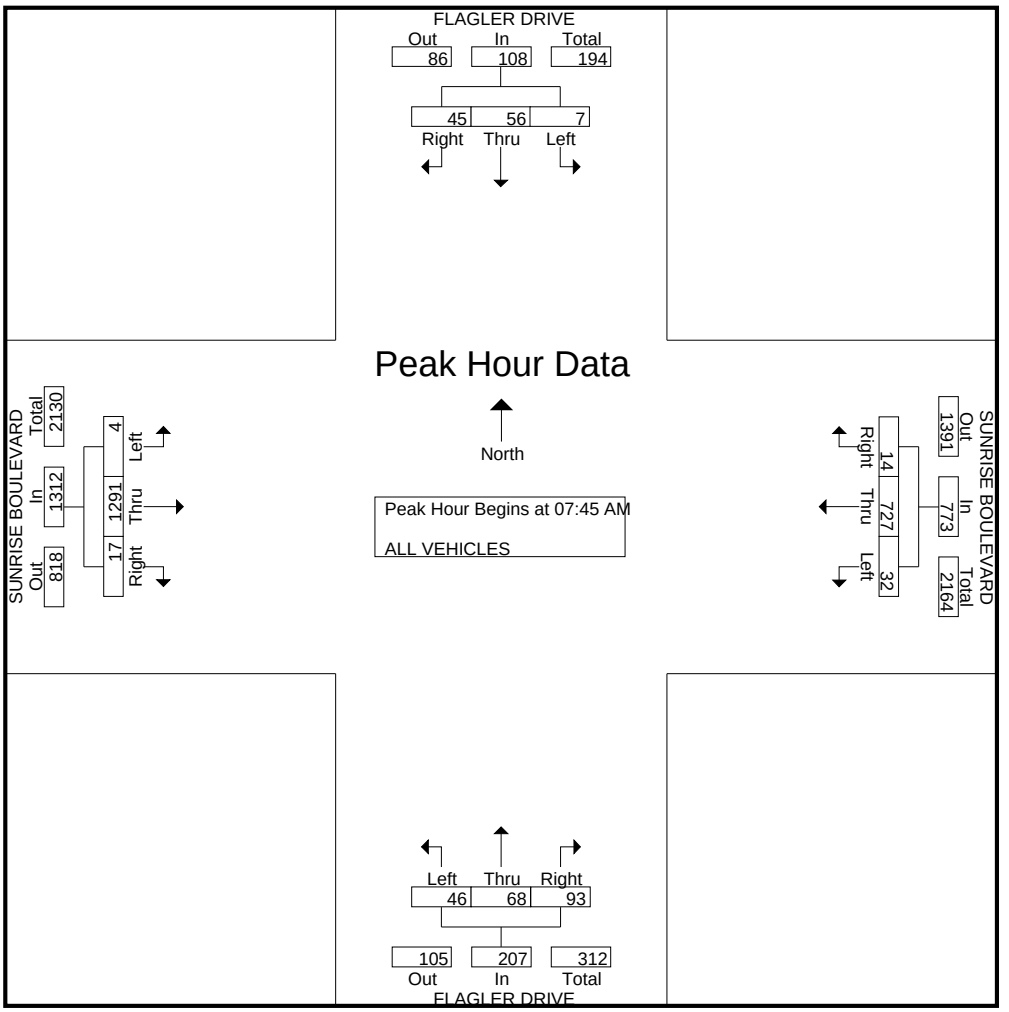
SUNRISE BOULEVARD & FLAGLER DRIVE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

File Name : SUN_FLAG
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	FLAGLER DRIVE From North					SUNRISE BOULEVARD From East					FLAGLER DRIVE From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	13	7	20	**1**	**11**	141	3	156	0	**15**	17	17	49	0	0	332	6	338	563
08:00 AM	0	2	**18**	10	30	0	10	187	4	201	0	8	13	21	42	0	1	304	**7**	312	585
08:15 AM	0	2	17	**16**	**35**	0	3	**221**	**5**	**229**	0	11	17	22	50	0	**2**	302	3	307	621
08:30 AM	0	**3**	8	12	23	1	6	178	2	187	0	12	**21**	**33**	**66**	0	1	**353**	1	**355**	**631**
Total Volume	0	7	56	45	108	2	30	727	14	773	0	46	68	93	207	0	4	1291	17	1312	2400
% App. Total	0	6.5	51.9	41.7		0.3	3.9	94	1.8		0	22.2	32.9	44.9		0	0.3	98.4	1.3		
PHF	.000	.583	.778	.703	.771	.500	.682	.822	.700	.844	.000	.767	.810	.705	.784	.000	.500	.914	.607	.924	.951



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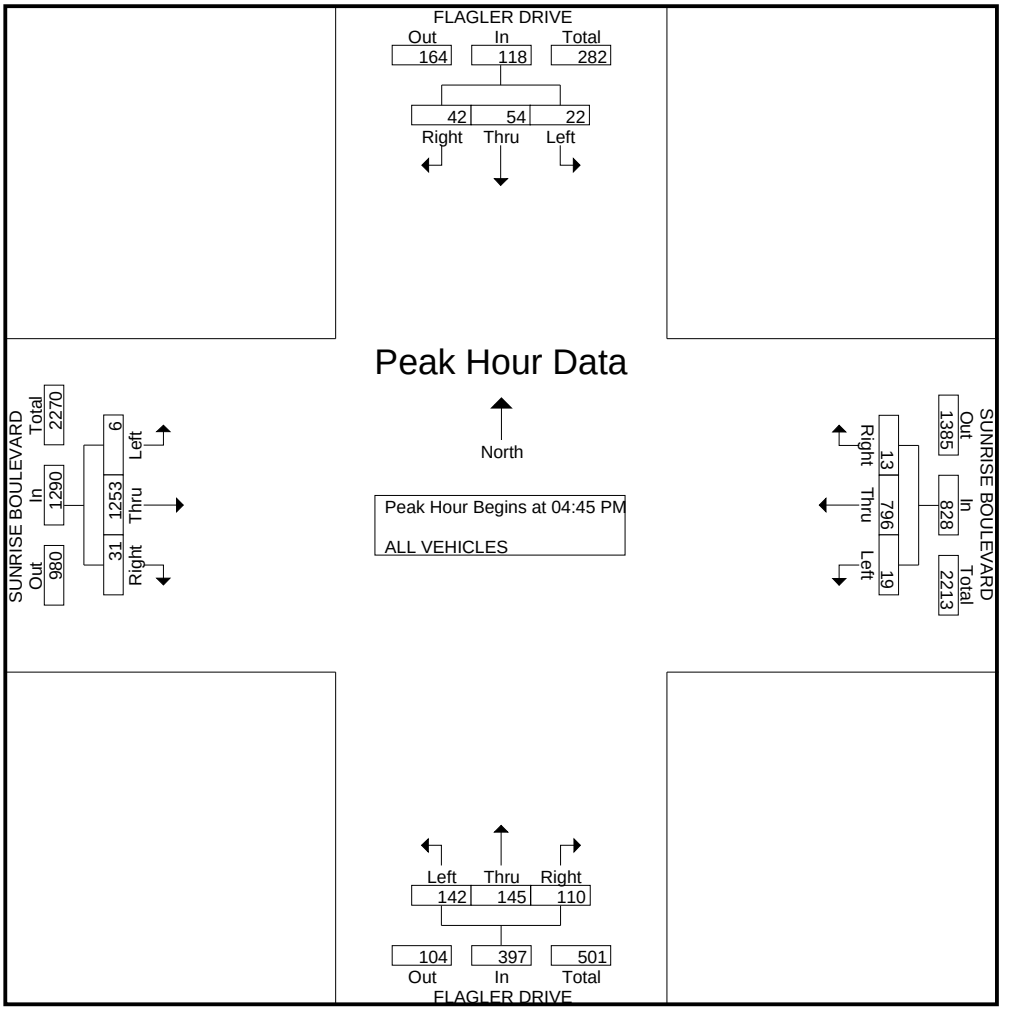
SUNRISE BOULEVARD & FLAGLER DRIVE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

File Name : SUN_FLAG
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	FLAGLER DRIVE From North					SUNRISE BOULEVARD From East					FLAGLER DRIVE From South					SUNRISE BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	3	12	10	25	1	**6**	199	**4**	210	0	41	26	24	91	0	1	327	2	330	656
05:00 PM	0	**7**	14	12	**33**	**2**	5	**231**	4	**242**	0	27	30	20	77	0	**3**	310	9	322	**674**
05:15 PM	0	6	**16**	7	29	0	4	201	4	209	0	26	**52**	**42**	**120**	0	2	282	9	293	651
05:30 PM	0	6	12	**13**	31	1	0	165	1	167	0	**48**	37	24	109	0	0	**334**	**11**	**345**	652
Total Volume	0	22	54	42	118	4	15	796	13	828	0	142	145	110	397	0	6	1253	31	1290	2633
% App. Total	0	18.6	45.8	35.6		0.5	1.8	96.1	1.6		0	35.8	36.5	27.7		0	0.5	97.1	2.4		
PHF	.000	.786	.844	.808	.894	.500	.625	.861	.813	.855	.000	.740	.697	.655	.827	.000	.500	.938	.705	.935	.977



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SUNRISE BOULEVARD & FLAGLER DRIVE
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

File Name : SUN_FLAG
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	FLAGLER DRIVE From North				SUNRISE BOULEVARD From East				FLAGLER DRIVE From South				SUNRISE BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	4
07:15 AM	1	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	5
07:30 AM	3	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	7
07:45 AM	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
Total	8	0	2	0	2	0	0	0	2	0	3	0	1	0	3	0	21
08:00 AM	2	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	6
08:15 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	2	0	1	0	0	0	2	0	0	0	1	0	0	0	2	0	8
08:45 AM	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Total	11	0	2	0	0	0	3	0	2	0	2	0	0	0	3	0	23
04:00 PM	3	0	1	0	0	0	0	0	1	0	2	0	1	0	0	0	8
04:15 PM	1	0	1	0	0	0	0	0	3	0	1	0	0	0	1	0	7
04:30 PM	3	0	2	0	0	0	1	0	2	0	1	0	0	0	0	0	9
04:45 PM	2	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	6
Total	9	0	7	0	0	0	2	0	6	0	4	0	1	0	1	0	30
05:00 PM	1	0	1	0	1	0	2	0	2	0	0	0	1	0	0	0	8
05:15 PM	0	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	5
05:30 PM	0	0	3	0	1	0	0	0	1	0	1	0	0	0	0	0	6
05:45 PM	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	6
Total	4	0	7	0	3	0	4	0	5	0	1	0	1	0	0	0	25
Grand Total	32	0	18	0	5	0	9	0	15	0	10	0	3	0	7	0	99
Apprch %	64	0	36	0	35.7	0	64.3	0	60	0	40	0	30	0	70	0	
Total %	32.3	0	18.2	0	5.1	0	9.1	0	15.2	0	10.1	0	3	0	7.1	0	

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FLAGLER DRIVE & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
NOT SIGNALIZED

File Name : FLAG5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- ALL VEHICLES

	----- From North				FLAGLER DRIVE From East				NE 5TH AVENUE From South				FLAGLER DRIVE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	2	17	0	0	0	0	4	0	0	22	0	45
07:15 AM	0	0	0	0	0	2	12	0	0	0	0	11	0	0	22	0	47
07:30 AM	0	0	0	0	0	6	18	0	0	1	0	6	0	0	29	0	60
07:45 AM	0	0	0	0	0	7	24	0	0	0	0	10	0	0	39	1	81
Total	0	0	0	0	0	17	71	0	0	1	0	31	0	0	112	1	233
08:00 AM	0	0	0	0	0	10	24	0	0	0	0	4	0	0	40	1	79
08:15 AM	0	0	0	0	0	7	16	0	0	0	0	8	0	0	40	0	71
08:30 AM	0	0	0	0	0	1	15	0	0	0	0	7	0	0	64	2	89
08:45 AM	0	0	0	0	1	7	22	0	0	2	0	9	0	0	50	3	94
Total	0	0	0	0	1	25	77	0	0	2	0	28	0	0	194	6	333
04:00 PM	0	0	0	0	0	7	18	0	0	0	0	21	0	0	61	2	109
04:15 PM	0	0	0	0	0	8	17	0	0	0	0	10	0	0	74	2	111
04:30 PM	0	0	0	0	0	6	12	0	0	0	0	19	0	0	65	0	102
04:45 PM	0	0	0	0	0	3	20	0	0	0	0	15	0	0	74	2	114
Total	0	0	0	0	0	24	67	0	0	0	0	65	0	0	274	6	436
05:00 PM	0	0	0	0	0	10	17	0	0	1	0	15	0	0	67	2	112
05:15 PM	0	0	0	0	0	6	24	0	0	2	0	17	0	0	101	2	152
05:30 PM	0	0	0	0	0	12	13	0	0	1	0	21	0	0	82	2	131
05:45 PM	0	0	0	0	0	6	24	0	0	0	0	22	0	0	56	2	110
Total	0	0	0	0	0	34	78	0	0	4	0	75	0	0	306	8	505
Grand Total	0	0	0	0	1	100	293	0	0	7	0	199	0	0	886	21	1507
Apprch %	0	0	0	0	0.3	25.4	74.4	0	0	3.4	0	96.6	0	0	97.7	2.3	
Total %	0	0	0	0	0.1	6.6	19.4	0	0	0.5	0	13.2	0	0	58.8	1.4	

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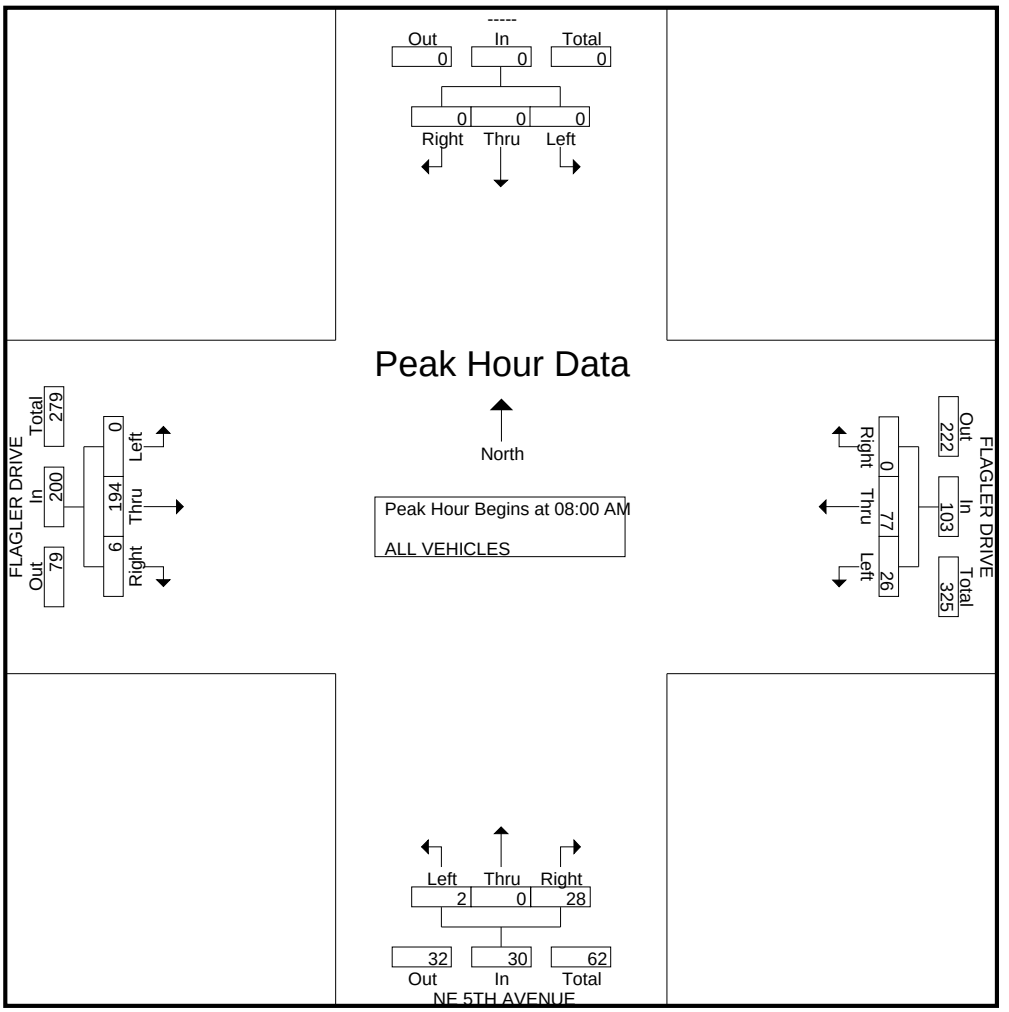
FLAGLER DRIVE & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
NOT SIGNALIZED

File Name : FLAG5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	----- From North					FLAGLER DRIVE From East					NE 5TH AVENUE From South					FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	**10**	**24**	0	**34**	0	0	0	4	4	0	0	40	1	41	79
08:15 AM	0	0	0	0	0	0	7	16	0	23	0	0	0	8	8	0	0	40	0	40	71
08:30 AM	0	0	0	0	0	0	1	15	0	16	0	0	0	7	7	0	0	**64**	2	**66**	89
08:45 AM	0	0	0	0	0	**1**	7	22	0	30	0	**2**	0	**9**	**11**	0	0	50	**3**	53	**94**
Total Volume	0	0	0	0	0	1	25	77	0	103	0	2	0	28	30	0	0	194	6	200	333
% App. Total	0	0	0	0		1	24.3	74.8	0		0	6.7	0	93.3		0	0	97	3		
PHF	.000	.000	.000	.000	.000	.250	.625	.802	.000	.757	.000	.250	.000	.778	.682	.000	.000	.758	.500	.758	.886



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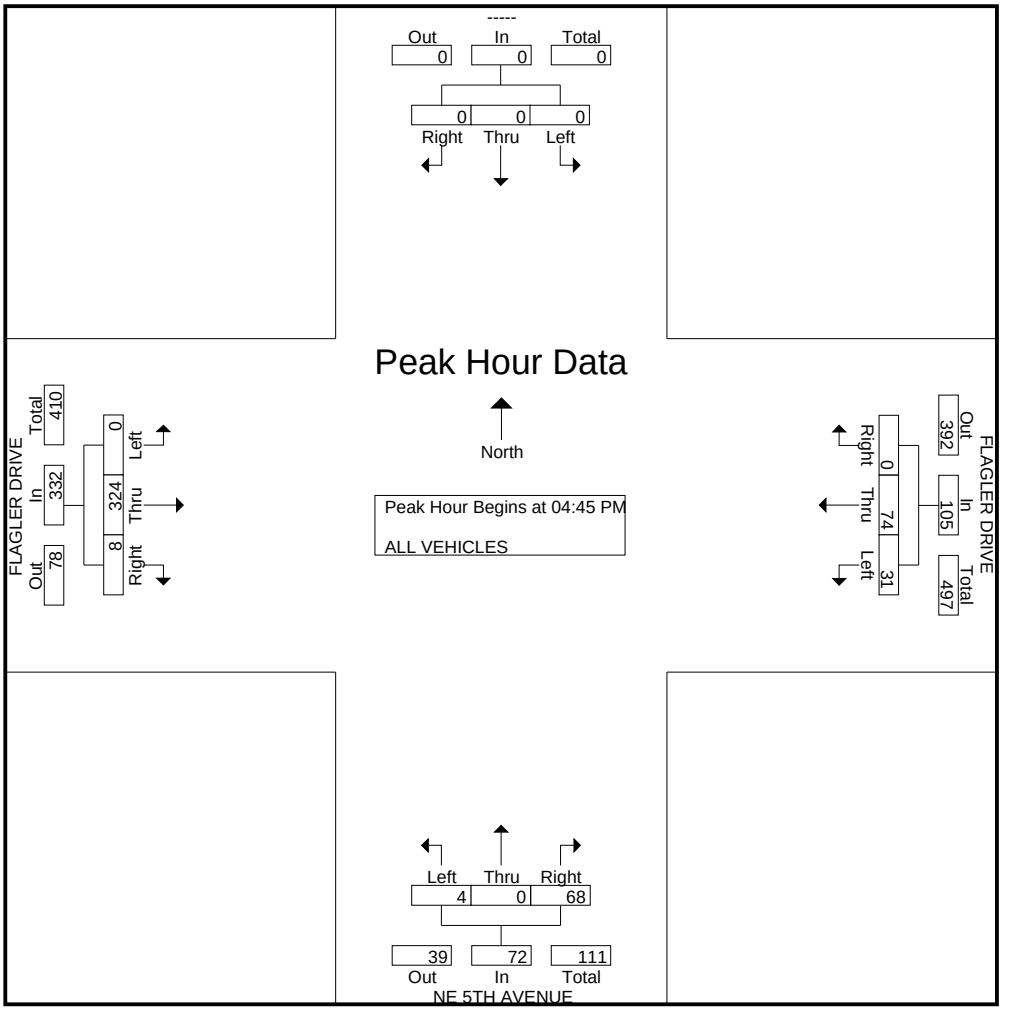
FLAGLER DRIVE & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
NOT SIGNALIZED

File Name : FLAG5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	----- From North					FLAGLER DRIVE From East					NE 5TH AVENUE From South					FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	3	20	0	23	0	0	0	15	15	0	0	74	**2**	76	114
05:00 PM	0	0	0	0	0	0	10	17	0	27	0	1	0	15	16	0	0	67	2	69	112
05:15 PM	0	0	0	0	0	0	6	**24**	0	**30**	0	**2**	0	17	19	0	0	**101**	2	**103**	**152**
05:30 PM	0	0	0	0	0	0	**12**	13	0	25	0	1	0	**21**	**22**	0	0	82	2	84	131
Total Volume	0	0	0	0	0	0	31	74	0	105	0	4	0	68	72	0	0	324	8	332	509
% App. Total	0	0	0	0		0	29.5	70.5	0		0	5.6	0	94.4		0	0	97.6	2.4		
PHF	.000	.000	.000	.000	.000	.000	.646	.771	.000	.875	.000	.500	.000	.810	.818	.000	.000	.802	1.00	.806	.837



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

FLAGLER DRIVE & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MELISSA INOJOSA
NOT SIGNALIZED

File Name : FLAG5AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	----- From North				FLAGLER DRIVE From East				NE 5TH AVENUE From South				FLAGLER DRIVE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4
04:45 PM	1	0	0	0	1	0	0	0	3	0	0	0	0	0	1	0	6
Total	1	0	0	0	1	0	0	0	3	0	0	0	0	0	1	0	6
05:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Grand Total	1	0	0	0	1	0	0	0	11	0	3	0	1	0	1	0	18
Apprch %	100	0	0	0	100	0	0	0	78.6	0	21.4	0	50	0	50	0	
Total %	5.6	0	0	0	5.6	0	0	0	61.1	0	16.7	0	5.6	0	5.6	0	

Traffic Survey Specialists, Inc.
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FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- ALL VEHICLES

	FLAGLER DRIVE From North				NE 9TH STREET From East				NE 4TH AVENUE From South				FLAGLER DRIVE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	16	0	0	0	1	0	0	0	1	0	19	1	0	38
07:15 AM	0	0	1	11	0	0	1	5	0	0	0	0	0	17	2	0	37
07:30 AM	0	0	1	17	0	0	2	5	0	0	2	1	0	23	1	1	53
07:45 AM	0	0	4	20	0	0	3	8	0	0	1	0	0	35	1	0	72
Total	0	0	6	64	0	0	6	19	0	0	3	2	0	94	5	1	200
08:00 AM	0	0	1	21	0	0	6	5	0	0	3	0	0	33	4	0	73
08:15 AM	0	1	1	13	0	0	7	5	0	0	1	2	0	33	1	0	64
08:30 AM	0	0	0	14	0	1	1	5	0	0	7	0	0	53	5	0	86
08:45 AM	0	0	0	23	0	0	2	6	0	0	3	0	0	44	3	0	81
Total	0	1	2	71	0	1	16	21	0	0	14	2	0	163	13	0	304
04:00 PM	0	0	1	18	0	1	5	16	0	0	8	1	0	40	1	0	91
04:15 PM	0	0	1	17	0	2	3	12	0	1	2	2	0	60	4	0	104
04:30 PM	0	0	1	11	0	1	5	11	0	1	3	1	0	48	3	0	85
04:45 PM	0	0	0	21	0	0	10	22	0	1	6	1	0	47	4	0	112
Total	0	0	3	67	0	4	23	61	0	3	19	5	0	195	12	0	392
05:00 PM	0	0	0	16	0	0	8	12	0	1	2	1	0	55	2	0	97
05:15 PM	1	2	3	20	0	0	15	11	0	0	3	0	0	84	3	0	142
05:30 PM	0	1	3	10	0	1	13	15	0	2	2	0	0	66	2	1	116
05:45 PM	0	0	5	17	0	1	6	12	0	1	1	0	0	46	6	0	95
Total	1	3	11	63	0	2	42	50	0	4	8	1	0	251	13	1	450
Grand Total	1	4	22	265	0	7	87	151	0	7	44	10	0	703	43	2	1346
Apprch %	0.3	1.4	7.5	90.8	0	2.9	35.5	61.6	0	11.5	72.1	16.4	0	94	5.7	0.3	
Total %	0.1	0.3	1.6	19.7	0	0.5	6.5	11.2	0	0.5	3.3	0.7	0	52.2	3.2	0.1	

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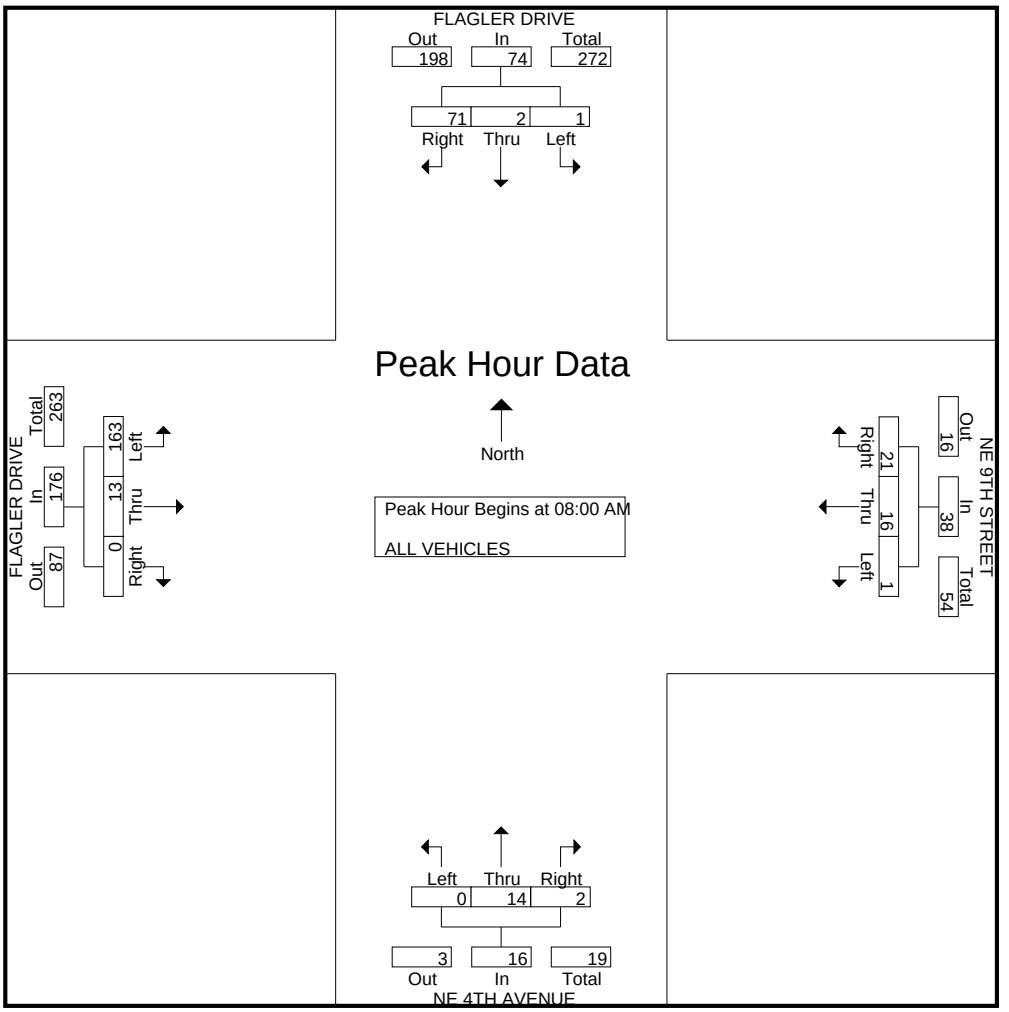
FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	FLAGLER DRIVE From North					NE 9TH STREET From East					NE 4TH AVENUE From South					FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**1**	21	22	0	0	6	5	11	0	0	3	0	3	0	33	4	0	37	73
08:15 AM	0	**1**	1	13	15	0	0	**7**	5	**12**	0	0	1	**2**	3	0	33	1	0	34	64
08:30 AM	0	0	0	14	14	0	**1**	1	5	7	0	0	**7**	0	**7**	0	**53**	**5**	0	**58**	**86**
08:45 AM	0	0	0	**23**	**23**	0	0	2	**6**	8	0	0	3	0	3	0	44	3	0	47	81
Total Volume	0	1	2	71	74	0	1	16	21	38	0	0	14	2	16	0	163	13	0	176	304
% App. Total	0	1.4	2.7	95.9		0	2.6	42.1	55.3		0	0	87.5	12.5		0	92.6	7.4	0		
PHF	.000	.250	.500	.772	.804	.000	.250	.571	.875	.792	.000	.000	.500	.250	.571	.000	.769	.650	.000	.759	.884



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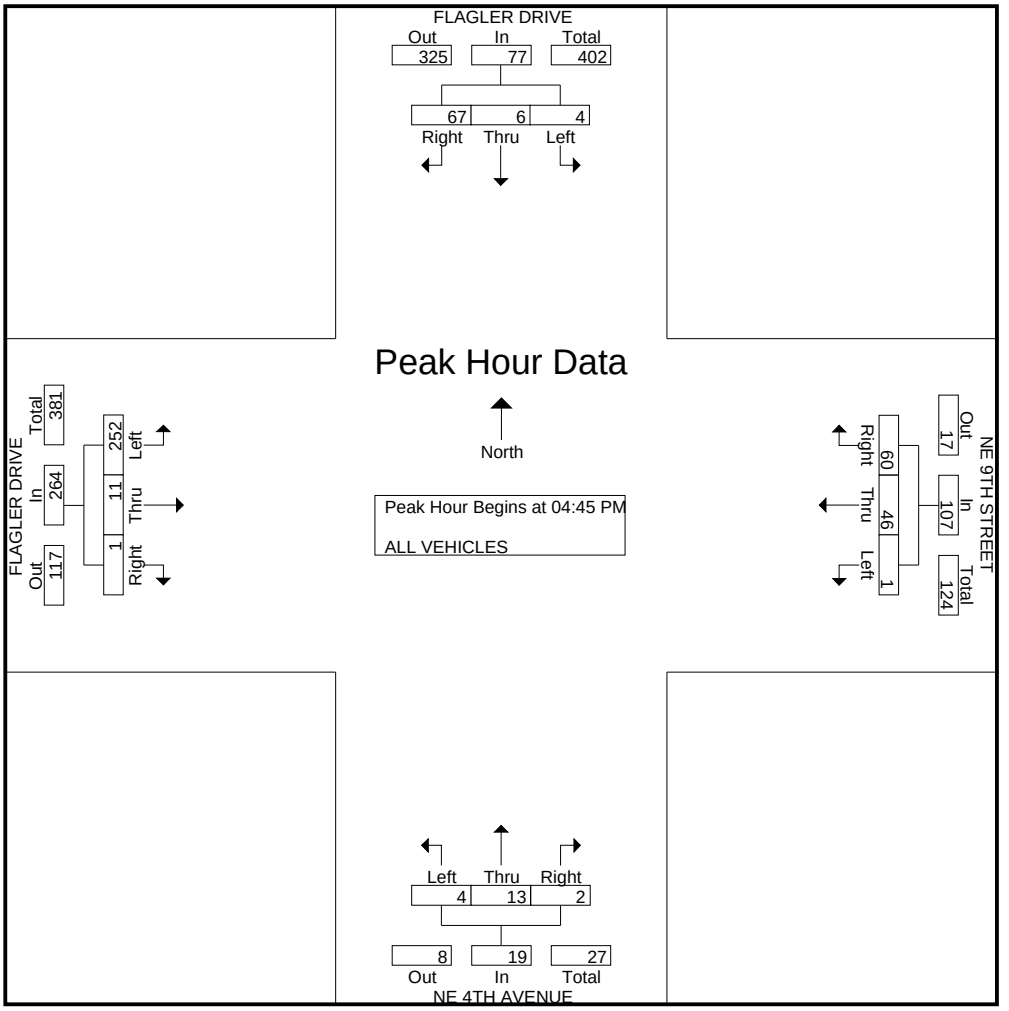
FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	FLAGLER DRIVE From North					NE 9TH STREET From East					NE 4TH AVENUE From South					FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	**21**	21	0	0	10	**22**	**32**	0	1	**6**	**1**	**8**	0	47	**4**	0	51	112
05:00 PM	0	0	0	16	16	0	0	8	12	20	0	1	2	1	4	0	55	2	0	57	97
05:15 PM	**1**	**2**	**3**	20	**26**	0	0	**15**	11	26	0	0	3	0	3	0	**84**	3	0	**87**	**142**
05:30 PM	0	1	3	10	14	0	**1**	13	15	29	0	**2**	2	0	4	0	66	2	**1**	69	116
Total Volume	1	3	6	67	77	0	1	46	60	107	0	4	13	2	19	0	252	11	1	264	467
% App. Total	1.3	3.9	7.8	87		0	0.9	43	56.1		0	21.1	68.4	10.5		0	95.5	4.2	0.4		
PHF	.250	.375	.500	.798	.740	.000	.250	.767	.682	.836	.000	.500	.542	.500	.594	.000	.750	.688	.250	.759	.822



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FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	FLAGLER DRIVE From North				NE 9TH STREET From East				NE 4TH AVENUE From South				FLAGLER DRIVE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5
Total	0	0	0	0	0	0	0	0	3	0	2	0	3	0	0	0	8
Grand Total	1	0	0	0	0	0	0	0	12	0	4	0	5	0	0	0	22
Apprch %	100	0	0	0	0	0	0	0	75	0	25	0	100	0	0	0	
Total %	4.5	0	0	0	0	0	0	0	54.5	0	18.2	0	22.7	0	0	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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N FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : FLAG3AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	NE 3RD AVENUE From North				N FLAGLER DRIVE From East				NE 3RD AVENUE From South				N FLAGLER DRIVE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	77	3	0	4	8	1	0	0	71	12	0	7	7	2	192
07:15 AM	0	0	98	0	0	7	7	0	0	0	94	11	0	8	8	2	235
07:30 AM	0	0	143	1	0	11	5	0	0	0	84	12	0	4	13	2	275
07:45 AM	0	0	164	5	0	13	8	2	0	0	76	21	0	5	13	4	311
Total	0	0	482	9	0	35	28	3	0	0	325	56	0	24	41	10	1013
08:00 AM	0	0	162	5	0	11	11	3	0	0	99	20	0	6	17	0	334
08:15 AM	0	0	174	2	0	10	11	3	0	0	123	14	0	2	20	2	361
08:30 AM	0	2	161	4	0	10	4	2	0	0	123	27	0	7	29	5	374
08:45 AM	0	0	139	6	0	17	9	0	0	1	100	26	0	4	22	3	327
Total	0	2	636	17	0	48	35	8	0	1	445	87	0	19	88	10	1396
04:00 PM	0	0	72	5	0	10	8	4	0	1	170	27	0	8	12	4	321
04:15 PM	0	0	124	6	0	5	11	5	1	0	176	47	0	10	16	0	401
04:30 PM	0	0	121	3	0	10	5	3	0	1	161	42	0	6	8	5	365
04:45 PM	0	1	109	4	0	12	15	4	0	0	198	33	0	7	19	3	405
Total	0	1	426	18	0	37	39	16	1	2	705	149	0	31	55	12	1492
05:00 PM	0	1	114	4	0	8	9	9	0	1	227	49	0	6	9	3	440
05:15 PM	0	0	117	3	0	11	16	6	0	1	223	59	0	11	24	4	475
05:30 PM	1	1	136	6	0	4	11	9	0	0	208	53	0	9	16	4	458
05:45 PM	0	0	119	6	0	7	12	5	0	0	216	32	0	5	18	2	422
Total	1	2	486	19	0	30	48	29	0	2	874	193	0	31	67	13	1795
Grand Total	1	5	2030	63	0	150	150	56	1	5	2349	485	0	105	251	45	5696
Apprch %	0	0.2	96.7	3	0	42.1	42.1	15.7	0	0.2	82.7	17.1	0	26.2	62.6	11.2	
Total %	0	0.1	35.6	1.1	0	2.6	2.6	1	0	0.1	41.2	8.5	0	1.8	4.4	0.8	

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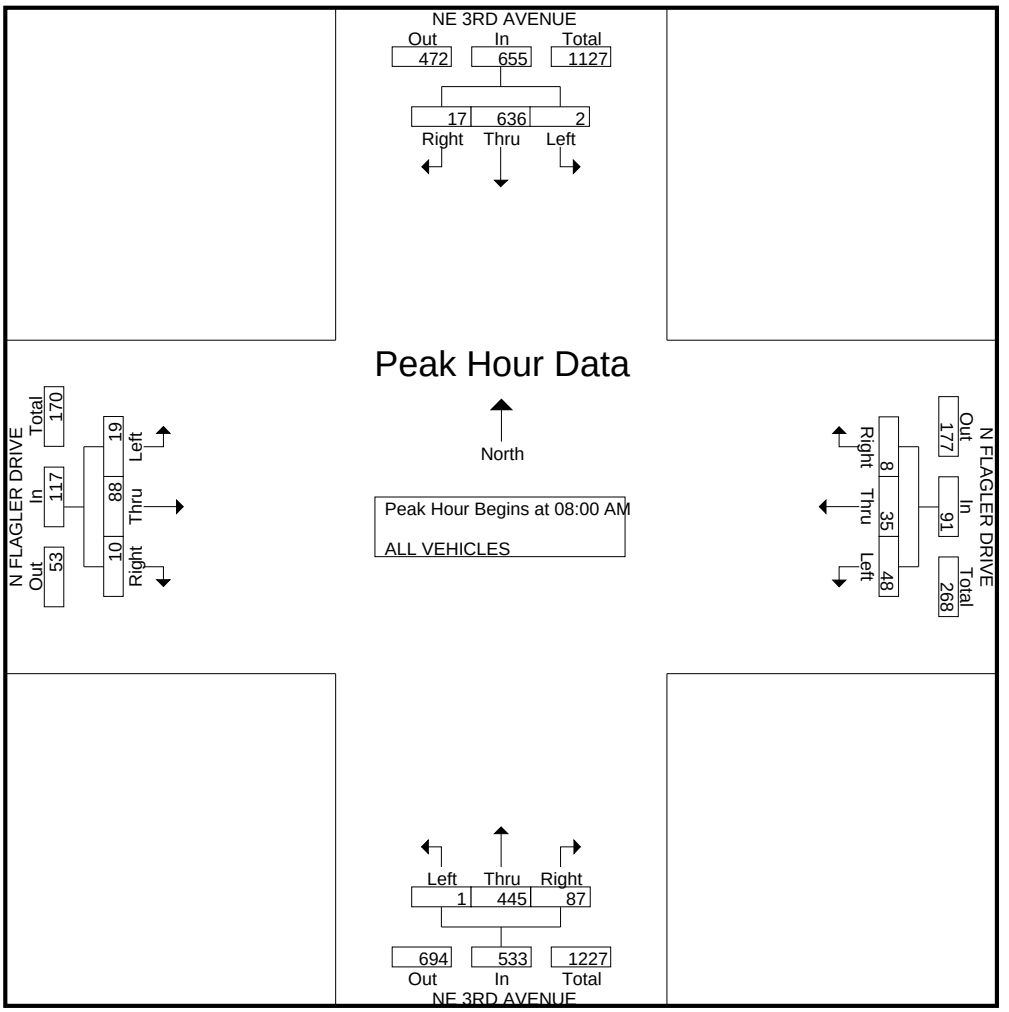
N FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : FLAG3AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	NE 3RD AVENUE From North					N FLAGLER DRIVE From East					NE 3RD AVENUE From South					N FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	162	5	167	0	11	**11**	**3**	25	0	0	99	20	119	0	6	17	0	23	334
08:15 AM	0	0	**174**	2	**176**	0	10	11	3	24	0	0	**123**	14	137	0	2	20	2	24	361
08:30 AM	0	**2**	161	4	167	0	10	4	2	16	0	0	123	**27**	**150**	0	**7**	**29**	**5**	**41**	**374**
08:45 AM	0	0	139	**6**	145	0	**17**	9	0	**26**	0	**1**	100	26	127	0	4	22	3	29	327
Total Volume	0	2	636	17	655	0	48	35	8	91	0	1	445	87	533	0	19	88	10	117	1396
% App. Total	0	0.3	97.1	2.6		0	52.7	38.5	8.8		0	0.2	83.5	16.3		0	16.2	75.2	8.5		
PHF	.000	.250	.914	.708	.930	.000	.706	.795	.667	.875	.000	.250	.904	.806	.888	.000	.679	.759	.500	.713	.933



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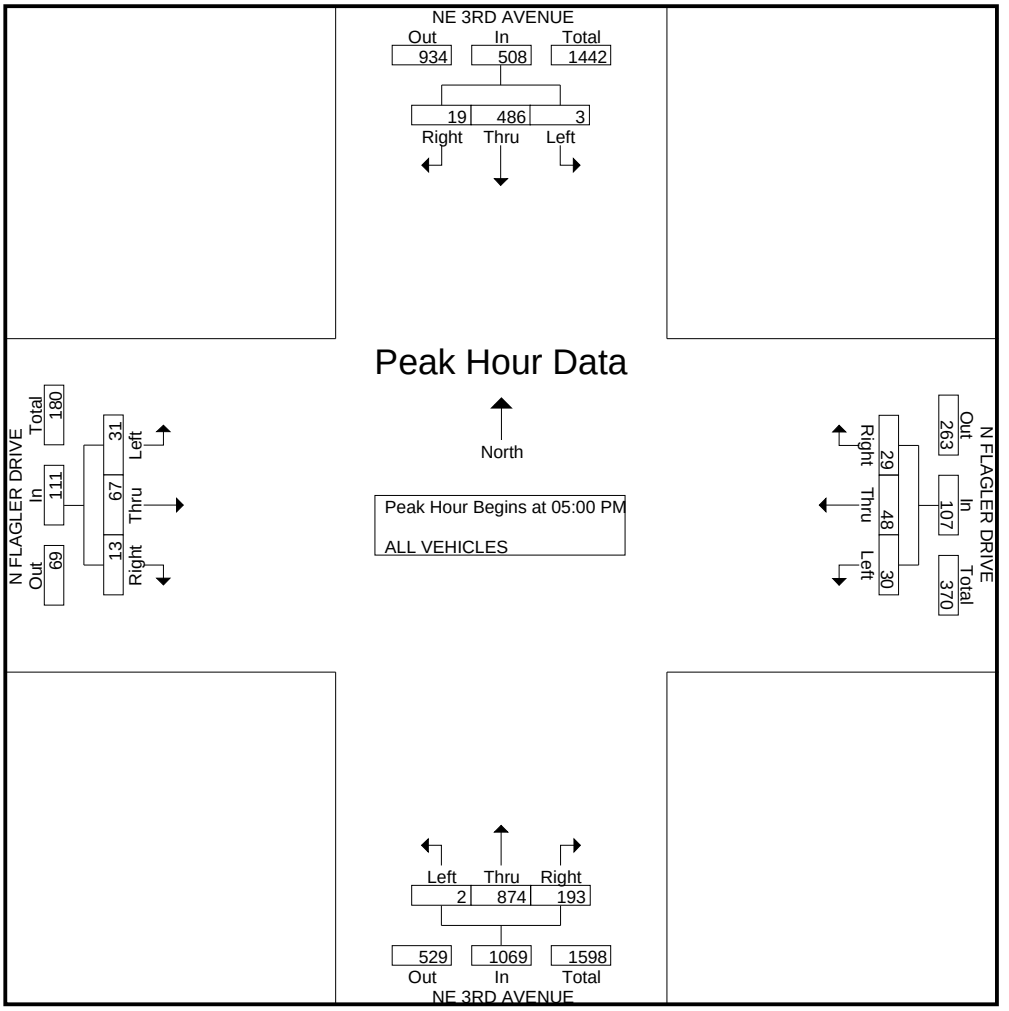
N FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : FLAG3AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 3RD AVENUE From North					N FLAGLER DRIVE From East					NE 3RD AVENUE From South					N FLAGLER DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**1**	114	4	119	0	8	9	**9**	26	0	**1**	**227**	49	277	0	6	9	3	18	440
05:15 PM	0	0	117	3	120	0	**11**	**16**	6	**33**	0	1	223	**59**	**283**	0	**11**	**24**	**4**	**39**	**475**
05:30 PM	**1**	1	**136**	**6**	**144**	0	4	11	9	24	0	0	208	53	261	0	9	16	4	29	458
05:45 PM	0	0	119	6	125	0	7	12	5	24	0	0	216	32	248	0	5	18	2	25	422
Total Volume	1	2	486	19	508	0	30	48	29	107	0	2	874	193	1069	0	31	67	13	111	1795
% App. Total	0.2	0.4	95.7	3.7		0	28	44.9	27.1		0	0.2	81.8	18.1		0	27.9	60.4	11.7		
PHF	.250	.500	.893	.792	.882	.000	.682	.750	.806	.811	.000	.500	.963	.818	.944	.000	.705	.698	.813	.712	.945



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N FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : FLAG3AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				N FLAGLER DRIVE From East				NE 3RD AVENUE From South				N FLAGLER DRIVE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
07:45 AM	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Total	0	0	3	0	0	0	1	0	1	0	0	0	2	0	2	0	9
08:00 AM	0	0	1	0	2	0	0	0	0	0	1	0	3	0	0	0	7
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:30 AM	1	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	6
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	2	0	1	0	5	0	1	0	2	0	1	0	5	0	0	0	17
04:00 PM	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	6
04:30 PM	2	0	0	0	0	0	1	0	3	0	0	0	4	0	1	0	11
04:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5
Total	6	0	0	0	4	0	1	0	9	0	0	0	8	0	1	0	29
05:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	5
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	2	0	2	0	1	0	1	0	3	0	0	0	11
Grand Total	9	0	5	0	11	0	5	0	13	0	2	0	18	0	3	0	66
Apprch %	64.3	0	35.7	0	68.8	0	31.2	0	86.7	0	13.3	0	85.7	0	14.3	0	
Total %	13.6	0	7.6	0	16.7	0	7.6	0	19.7	0	3	0	27.3	0	4.5	0	

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 9TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 9ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	NE 5TH AVENUE From North				NE 9TH STREET From East				NE 5TH AVENUE From South				NE 9TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	2	1	0	0	1	3	3	0	0	2	0	0	0	1	0	13
07:15 AM	0	1	1	0	0	0	5	6	0	0	5	0	0	0	2	0	20
07:30 AM	0	3	2	0	0	0	7	3	0	0	3	2	0	0	1	0	21
07:45 AM	0	3	5	0	0	2	11	5	0	0	6	1	0	0	1	0	34
Total	0	9	9	0	0	3	26	17	0	0	16	3	0	0	5	0	88
08:00 AM	0	7	4	0	0	2	12	0	0	0	3	1	0	0	4	0	33
08:15 AM	0	4	3	0	0	0	12	3	0	0	4	1	0	1	4	0	32
08:30 AM	0	1	2	0	0	1	7	5	0	0	3	1	0	1	3	1	25
08:45 AM	0	3	6	0	0	0	7	6	0	0	3	2	0	0	1	0	28
Total	0	15	15	0	0	3	38	14	0	0	13	5	0	2	12	1	118
04:00 PM	0	2	6	0	0	3	20	16	0	1	6	1	0	0	2	1	58
04:15 PM	0	8	4	1	0	5	14	9	0	5	2	2	0	0	2	3	55
04:30 PM	0	2	4	0	0	1	17	9	0	0	8	0	0	0	3	1	45
04:45 PM	0	3	2	1	0	1	26	7	0	4	8	1	0	0	3	0	56
Total	0	15	16	2	0	10	77	41	0	10	24	4	0	0	10	5	214
05:00 PM	0	7	5	0	0	3	21	11	0	0	6	2	0	0	2	1	58
05:15 PM	0	4	3	0	0	0	25	11	0	1	8	2	0	0	3	0	57
05:30 PM	0	5	9	0	0	1	25	14	0	3	10	1	0	0	3	1	72
05:45 PM	0	4	2	0	0	4	18	14	0	2	7	0	0	1	4	1	57
Total	0	20	19	0	0	8	89	50	0	6	31	5	0	1	12	3	244
Grand Total	0	59	59	2	0	24	230	122	0	16	84	17	0	3	39	9	664
Apprch %	0	49.2	49.2	1.7	0	6.4	61.2	32.4	0	13.7	71.8	14.5	0	5.9	76.5	17.6	
Total %	0	8.9	8.9	0.3	0	3.6	34.6	18.4	0	2.4	12.7	2.6	0	0.5	5.9	1.4	

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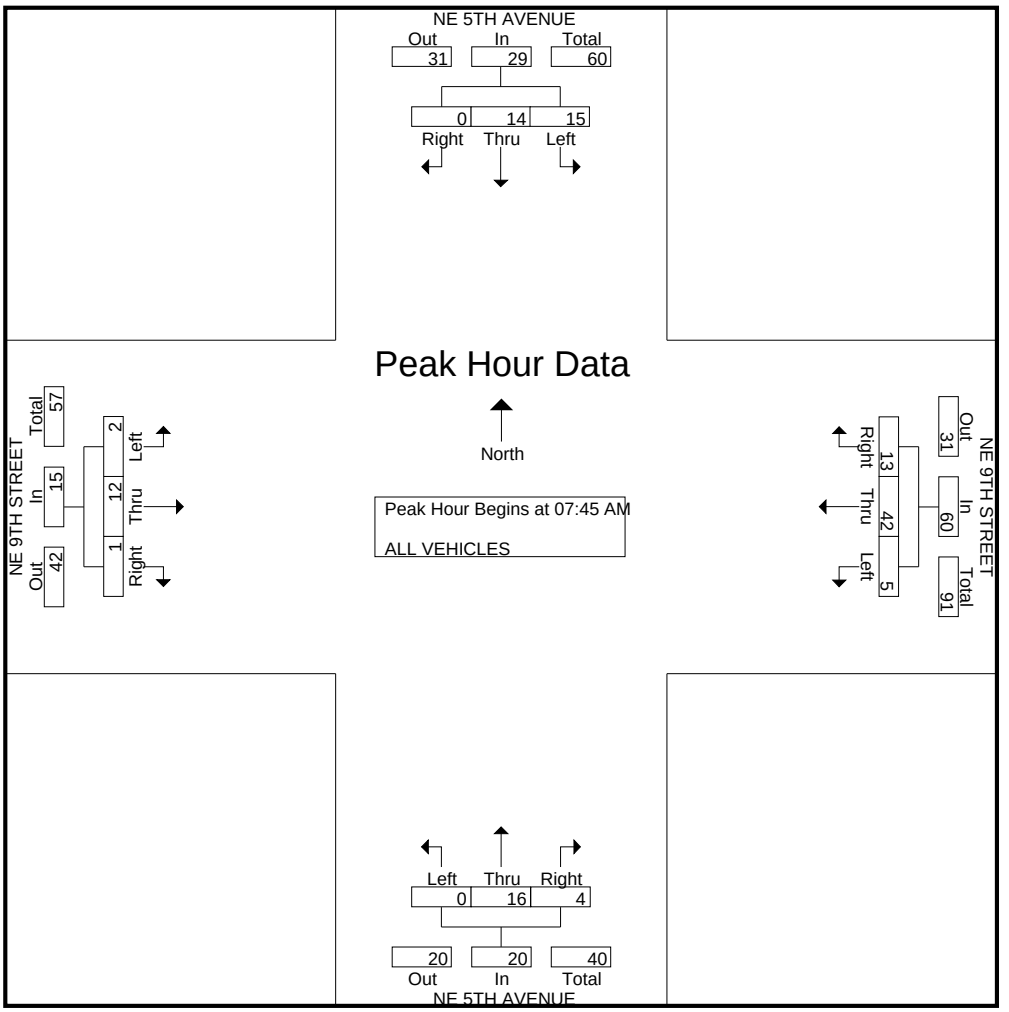
NE 9TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 9ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	NE 5TH AVENUE From North					NE 9TH STREET From East					NE 5TH AVENUE From South					NE 9TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	3	**5**	0	8	0	**2**	11	**5**	**18**	0	0	**6**	**1**	**7**	0	0	1	0	1	**34**
08:00 AM	0	**7**	4	0	**11**	0	2	**12**	0	14	0	0	3	1	4	0	0	**4**	0	4	33
08:15 AM	0	4	3	0	7	0	0	12	3	15	0	0	4	1	5	0	**1**	4	0	**5**	32
08:30 AM	0	1	2	0	3	0	1	7	5	13	0	0	3	1	4	0	1	3	**1**	5	25
Total Volume	0	15	14	0	29	0	5	42	13	60	0	0	16	4	20	0	2	12	1	15	124
% App. Total	0	51.7	48.3	0		0	8.3	70	21.7		0	0	80	20		0	13.3	80	6.7		
PHF	.000	.536	.700	.000	.659	.000	.625	.875	.650	.833	.000	.000	.667	1.00	.714	.000	.500	.750	.250	.750	.912



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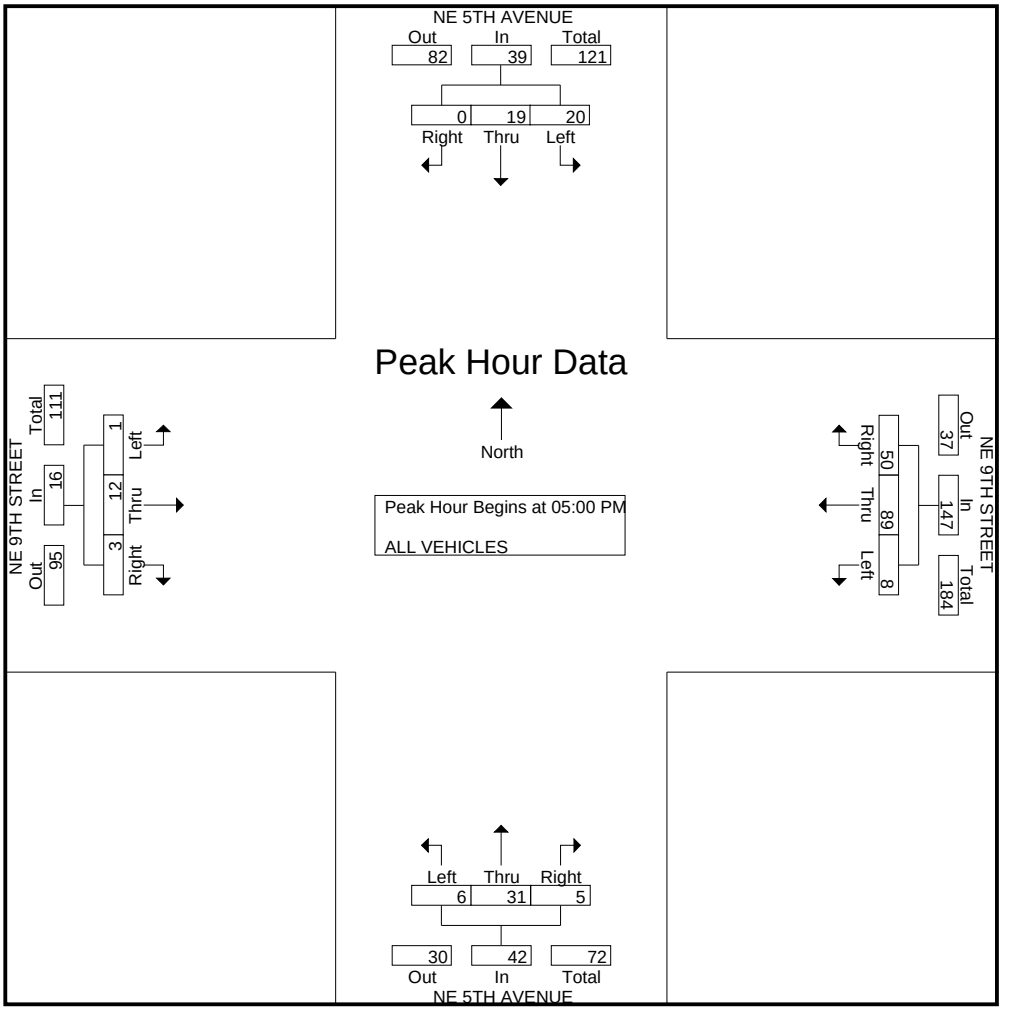
NE 9TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 9ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 5TH AVENUE From North					NE 9TH STREET From East					NE 5TH AVENUE From South					NE 9TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**7**	5	0	12	0	3	21	11	35	0	0	6	**2**	8	0	0	2	**1**	3	58
05:15 PM	0	4	3	0	7	0	0	**25**	11	36	0	1	8	2	11	0	0	3	0	3	57
05:30 PM	0	5	**9**	0	**14**	0	1	25	**14**	**40**	0	**3**	**10**	1	**14**	0	0	3	1	4	**72**
05:45 PM	0	4	2	0	6	0	**4**	18	14	36	0	2	7	0	9	0	**1**	**4**	1	**6**	57
Total Volume	0	20	19	0	39	0	8	89	50	147	0	6	31	5	42	0	1	12	3	16	244
% App. Total	0	51.3	48.7	0		0	5.4	60.5	34		0	14.3	73.8	11.9		0	6.2	75	18.8		
PHF	.000	.714	.528	.000	.696	.000	.500	.890	.893	.919	.000	.500	.775	.625	.750	.000	.250	.750	.750	.667	.847



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NE 9TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 9ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 9TH STREET From East				NE 5TH AVENUE From South				NE 9TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	2	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0	8
04:15 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4
Grand Total	3	0	0	0	5	0	1	0	7	0	0	0	2	0	4	0	22
Apprch %	100	0	0	0	83.3	0	16.7	0	100	0	0	0	33.3	0	66.7	0	
Total %	13.6	0	0	0	22.7	0	4.5	0	31.8	0	0	0	9.1	0	18.2	0	

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NE 8TH STREET & NE 5TH AVENUE
FR LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	0	0	7	2	0	2	0	2	0	1	3	2	21
07:15 AM	0	0	1	0	0	0	21	2	0	3	2	1	0	0	4	0	34
07:30 AM	0	0	2	0	0	0	18	1	0	0	3	4	0	1	9	1	39
07:45 AM	0	2	5	0	0	0	12	3	0	0	5	3	0	0	11	1	42
Total	0	2	9	1	0	0	58	8	0	5	10	10	0	2	27	4	136
08:00 AM	0	0	4	1	0	2	13	1	0	2	3	2	0	0	4	0	32
08:15 AM	0	1	3	0	0	0	20	1	0	2	4	1	1	0	12	0	45
08:30 AM	0	2	0	4	0	1	14	2	0	0	3	2	0	1	6	0	35
08:45 AM	0	2	1	0	0	0	23	3	0	1	3	1	0	1	8	0	43
Total	0	5	8	5	0	3	70	7	0	5	13	6	1	2	30	0	155
04:00 PM	0	2	4	3	0	3	35	4	0	0	4	1	0	0	7	0	63
04:15 PM	0	0	6	8	0	2	36	2	0	2	4	2	0	1	8	0	71
04:30 PM	0	2	2	2	0	1	32	5	0	2	3	0	0	2	11	1	63
04:45 PM	0	1	1	0	0	2	31	7	0	3	4	7	0	2	10	1	69
Total	0	5	13	13	0	8	134	18	0	7	15	10	0	5	36	2	266
05:00 PM	0	0	2	4	0	2	34	3	0	1	2	2	0	0	11	2	63
05:15 PM	0	1	2	1	0	2	31	5	0	2	3	6	0	2	11	1	67
05:30 PM	0	4	5	2	0	5	31	6	0	1	3	4	0	1	16	1	79
05:45 PM	0	1	3	2	0	1	26	3	0	1	6	1	0	0	9	0	53
Total	0	6	12	9	0	10	122	17	0	5	14	13	0	3	47	4	262
Grand Total	0	18	42	28	0	21	384	50	0	22	52	39	1	12	140	10	819
Apprch %	0	20.5	47.7	31.8	0	4.6	84.4	11	0	19.5	46	34.5	0.6	7.4	85.9	6.1	
Total %	0	2.2	5.1	3.4	0	2.6	46.9	6.1	0	2.7	6.3	4.8	0.1	1.5	17.1	1.2	

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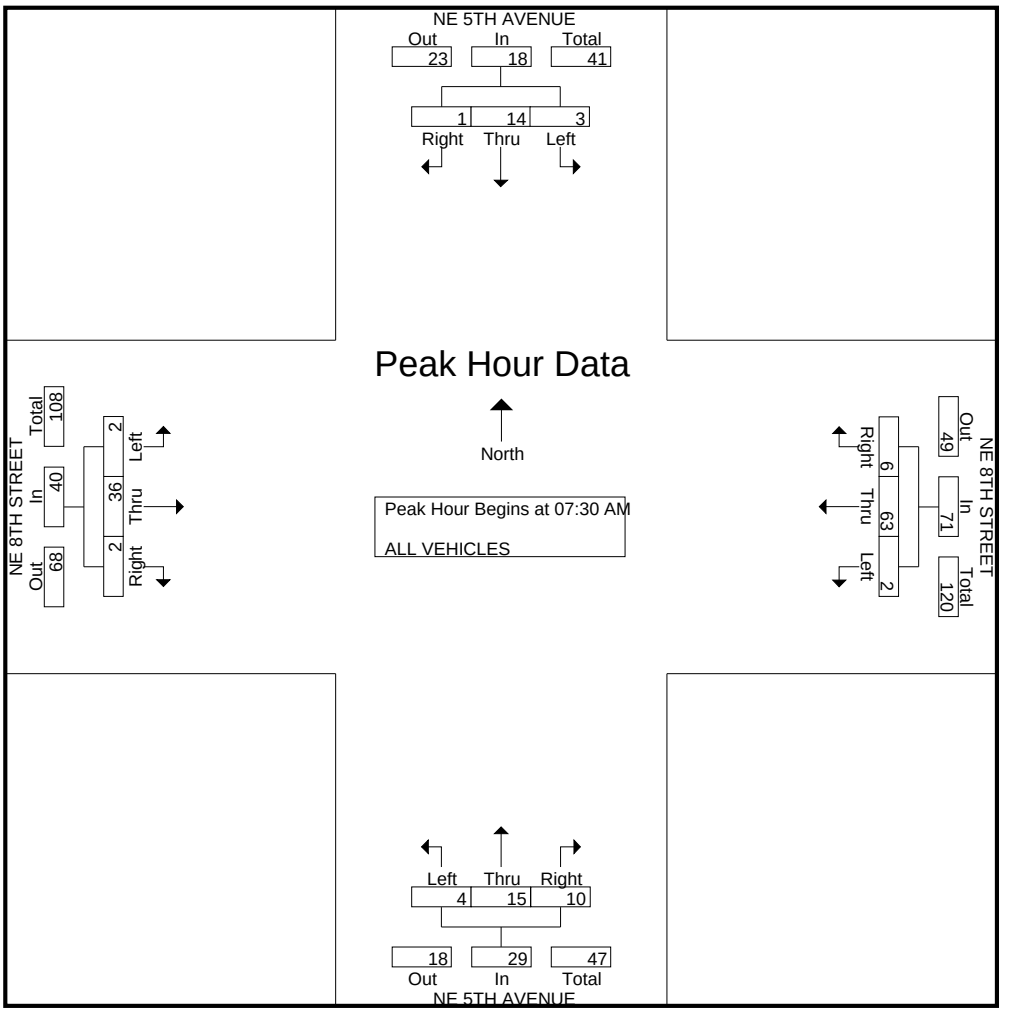
NE 8TH STREET & NE 5TH AVENUE
FR LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	NE 5TH AVENUE From North					NE 8TH STREET From East					NE 5TH AVENUE From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	2	0	2	0	0	18	1	19	0	0	3	**4**	7	0	**1**	9	**1**	11	39
07:45 AM	0	**2**	**5**	0	**7**	0	0	12	**3**	15	0	0	**5**	3	**8**	0	0	11	1	12	42
08:00 AM	0	0	4	**1**	5	0	**2**	13	1	16	0	**2**	3	2	7	0	0	4	0	4	32
08:15 AM	0	1	3	0	4	0	0	**20**	1	**21**	0	2	4	1	7	**1**	0	**12**	0	**13**	**45**
Total Volume	0	3	14	1	18	0	2	63	6	71	0	4	15	10	29	1	1	36	2	40	158
% App. Total	0	16.7	77.8	5.6		0	2.8	88.7	8.5		0	13.8	51.7	34.5		2.5	2.5	90	5		
PHF	.000	.375	.700	.250	.643	.000	.250	.788	.500	.845	.000	.500	.750	.625	.906	.250	.250	.750	.500	.769	.878



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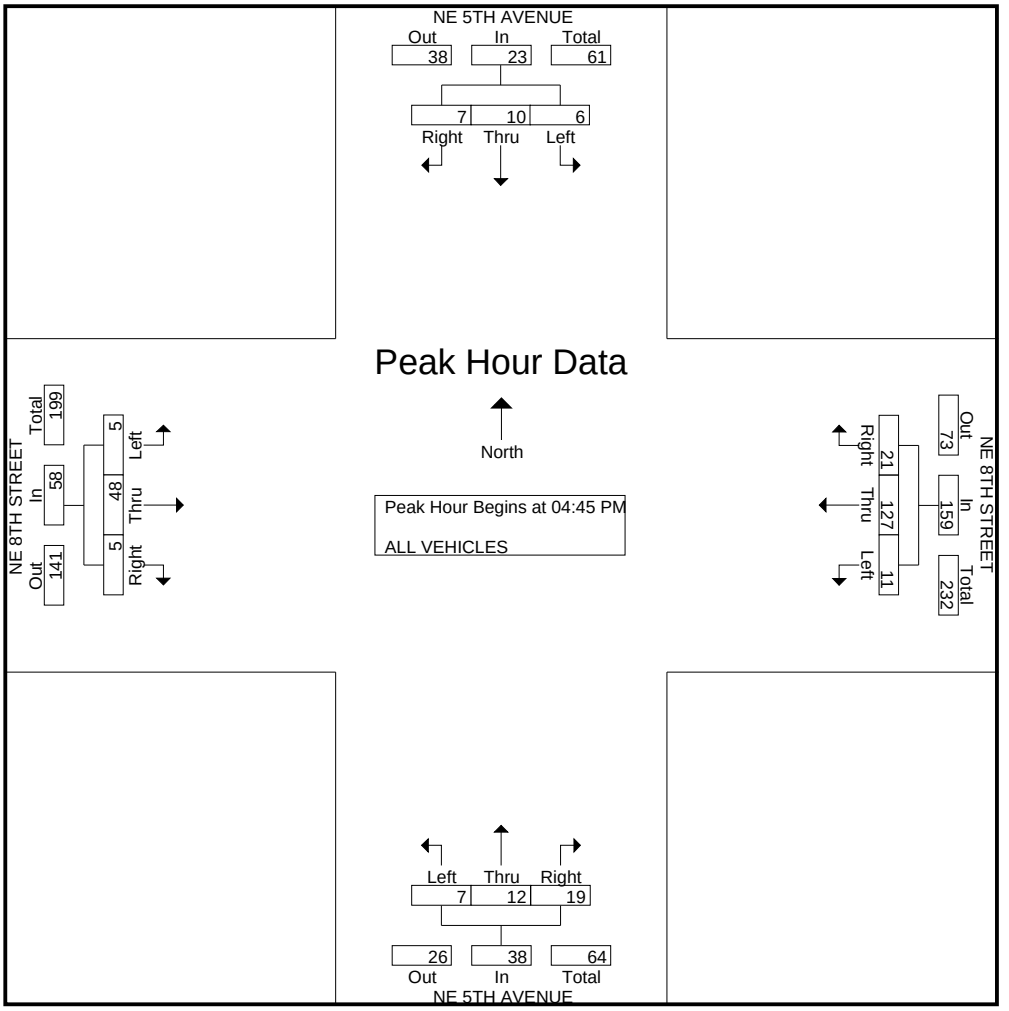
NE 8TH STREET & NE 5TH AVENUE
FR LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_5AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 5TH AVENUE From North					NE 8TH STREET From East					NE 5TH AVENUE From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	1	0	2	0	2	31	**7**	40	0	**3**	**4**	**7**	**14**	0	**2**	10	1	13	69
05:00 PM	0	0	2	**4**	6	0	2	**34**	3	39	0	1	2	2	5	0	0	11	**2**	13	63
05:15 PM	0	1	2	1	4	0	2	31	5	38	0	2	3	6	11	0	2	11	1	14	67
05:30 PM	0	**4**	**5**	2	**11**	0	**5**	31	6	**42**	0	1	3	4	8	0	1	**16**	1	**18**	**79**
Total Volume	0	6	10	7	23	0	11	127	21	159	0	7	12	19	38	0	5	48	5	58	278
% App. Total	0	26.1	43.5	30.4		0	6.9	79.9	13.2		0	18.4	31.6	50		0	8.6	82.8	8.6		
PHF	.000	.375	.500	.438	.523	.000	.550	.934	.750	.946	.000	.583	.750	.679	.679	.000	.625	.750	.625	.806	.880



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NE 8TH STREET & NE 5TH AVENUE
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File Name : 8ST_5AVE
Site Code : 00190190
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Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	2	0	1	0	1	0	0	0	1	0	1	0	1	0	0	0	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
Total	0	0	1	0	0	0	0	0	1	0	0	0	2	0	1	0	5
04:00 PM	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	5
04:30 PM	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	4
04:45 PM	1	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	6
Total	2	0	3	0	2	0	1	0	6	0	1	0	4	0	0	0	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
05:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
05:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	2	0	4	0	0	0	0	0	2	0	2	0	0	0	11
Grand Total	5	0	7	0	7	0	1	0	8	0	4	0	9	0	1	0	42
Apprch %	41.7	0	58.3	0	87.5	0	12.5	0	66.7	0	33.3	0	90	0	10	0	
Total %	11.9	0	16.7	0	16.7	0	2.4	0	19	0	9.5	0	21.4	0	2.4	0	

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

NE 8TH STREET & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 1

Groups Printed- ALL VEHICLES

	NE 4TH AVENUE From North				NE 8TH STREET From East				NE 4TH AVENUE From South				NE 8TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	9	1	0	2	1	1	0	0	6	0	21
07:15 AM	0	0	0	1	0	0	23	0	0	2	0	0	0	0	4	0	30
07:30 AM	0	0	2	0	0	0	17	1	0	1	1	2	0	1	9	0	34
07:45 AM	0	1	3	1	0	0	13	1	0	1	0	3	0	0	8	2	33
Total	0	1	5	2	0	1	62	3	0	6	2	6	0	1	27	2	118
08:00 AM	0	0	0	1	0	1	15	0	0	3	3	1	0	1	4	0	29
08:15 AM	0	1	0	0	0	1	22	0	0	0	2	2	0	1	10	1	40
08:30 AM	0	0	1	0	0	1	18	0	0	2	7	1	0	1	6	0	37
08:45 AM	0	0	0	0	0	1	23	0	0	0	2	2	0	0	8	2	38
Total	0	1	1	1	0	4	78	0	0	5	14	6	0	3	28	3	144
04:00 PM	0	0	2	0	0	1	34	4	0	0	4	1	0	3	6	1	56
04:15 PM	0	0	0	2	0	4	37	4	0	1	1	3	0	2	7	1	62
04:30 PM	0	0	1	2	0	1	32	3	0	2	4	2	0	1	12	0	60
04:45 PM	0	0	1	2	0	3	30	1	0	1	3	1	0	1	13	2	58
Total	0	0	4	6	0	9	133	12	0	4	12	7	0	7	38	4	236
05:00 PM	0	0	0	0	0	1	37	0	0	4	3	1	0	3	11	2	62
05:15 PM	0	1	1	1	0	2	29	1	0	2	2	4	0	2	11	0	56
05:30 PM	0	1	2	1	0	1	34	0	0	3	3	1	0	4	14	1	65
05:45 PM	0	0	3	2	0	3	25	1	0	2	1	2	0	0	7	3	49
Total	0	2	6	4	0	7	125	2	0	11	9	8	0	9	43	6	232
Grand Total	0	4	16	13	0	21	398	17	0	26	37	27	0	20	136	15	730
Apprch %	0	12.1	48.5	39.4	0	4.8	91.3	3.9	0	28.9	41.1	30	0	11.7	79.5	8.8	
Total %	0	0.5	2.2	1.8	0	2.9	54.5	2.3	0	3.6	5.1	3.7	0	2.7	18.6	2.1	

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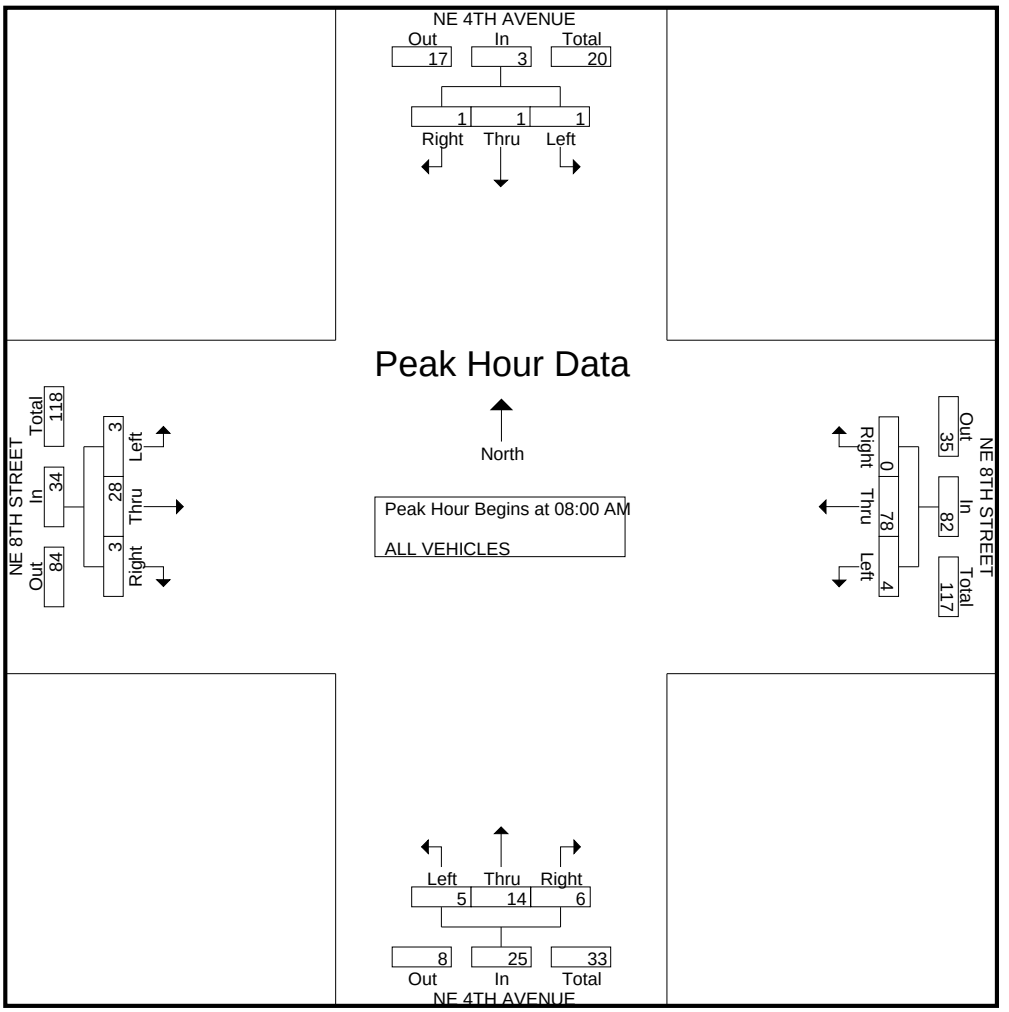
NE 8TH STREET & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

	NE 4TH AVENUE From North					NE 8TH STREET From East					NE 4TH AVENUE From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	**1**	**1**	0	**1**	15	0	16	0	**3**	3	1	7	0	**1**	4	0	5	29
08:15 AM	0	**1**	0	0	1	0	1	22	0	23	0	0	2	**2**	4	0	1	**10**	1	**12**	**40**
08:30 AM	0	0	**1**	0	1	0	1	18	0	19	0	2	**7**	1	**10**	0	1	6	0	7	37
08:45 AM	0	0	0	0	0	0	1	**23**	0	**24**	0	0	2	2	4	0	0	8	**2**	10	38
Total Volume	0	1	1	1	3	0	4	78	0	82	0	5	14	6	25	0	3	28	3	34	144
% App. Total	0	33.3	33.3	33.3		0	4.9	95.1	0		0	20	56	24		0	8.8	82.4	8.8		
PHF	.000	.250	.250	.250	.750	.000	1.00	.848	.000	.854	.000	.417	.500	.750	.625	.000	.750	.700	.375	.708	.900



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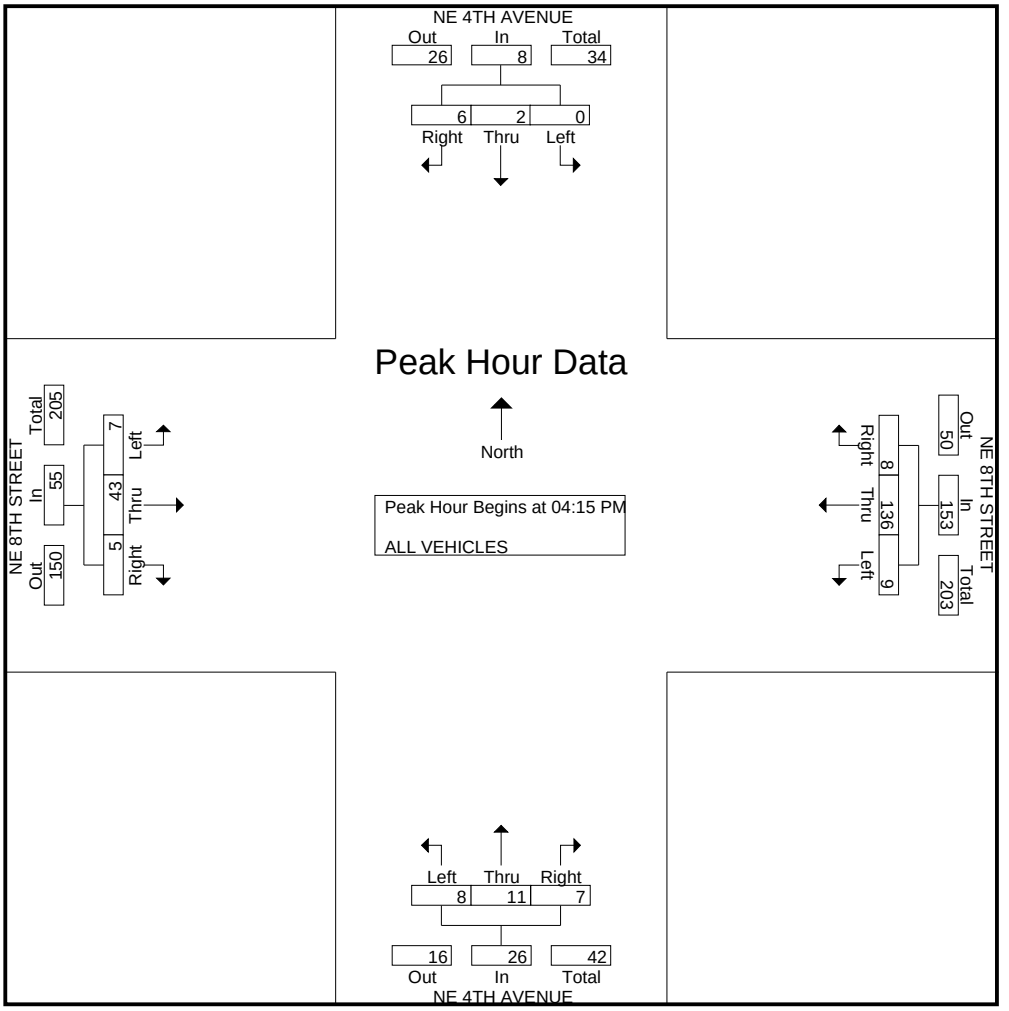
NE 8TH STREET & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

	NE 4TH AVENUE From North					NE 8TH STREET From East					NE 4TH AVENUE From South					NE 8TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	**2**	2	0	**4**	**37**	**4**	**45**	0	1	1	**3**	5	0	2	7	1	10	**62**
04:30 PM	0	0	**1**	2	**3**	0	1	32	3	36	0	2	**4**	2	**8**	0	1	12	0	13	60
04:45 PM	0	0	1	2	3	0	3	30	1	34	0	1	3	1	5	0	1	**13**	**2**	**16**	58
05:00 PM	0	0	0	0	0	0	1	37	0	38	0	**4**	3	1	8	0	**3**	11	2	16	62
Total Volume	0	0	2	6	8	0	9	136	8	153	0	8	11	7	26	0	7	43	5	55	242
% App. Total	0	0	25	75		0	5.9	88.9	5.2		0	30.8	42.3	26.9		0	12.7	78.2	9.1		
PHF	.000	.000	.500	.750	.667	.000	.563	.919	.500	.850	.000	.500	.688	.583	.813	.000	.583	.827	.625	.859	.976



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NE 8TH STREET & NE 4TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : 8ST_4AVE
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	NE 4TH AVENUE From North				NE 8TH STREET From East				NE 4TH AVENUE From South				NE 8TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	2	0	0	0	1	0	1	0	1	0	1	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4
Total	3	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	11
04:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
04:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
04:30 PM	1	0	2	0	0	0	1	0	1	0	1	0	2	0	2	0	10
04:45 PM	2	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	7
Total	5	0	2	0	1	0	2	0	5	0	2	0	3	0	3	0	23
05:00 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
05:15 PM	1	0	1	0	0	0	1	0	2	0	1	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	0	1	0	1	0	1	0	5	0	2	0	0	0	0	0	11
Grand Total	10	0	4	0	7	0	3	0	14	0	5	0	5	0	5	0	53
Apprch %	71.4	0	28.6	0	70	0	30	0	73.7	0	26.3	0	50	0	50	0	
Total %	18.9	0	7.5	0	13.2	0	5.7	0	26.4	0	9.4	0	9.4	0	9.4	0	

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NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st_3ave
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- ALL VEHICLES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	4	75	2	0	2	0	8	0	0	74	0	0	1	1	0	167
07:15 AM	0	2	103	0	0	5	1	20	0	0	87	1	0	0	0	0	219
07:30 AM	0	7	148	0	0	6	0	13	0	0	82	2	0	0	0	0	258
07:45 AM	0	6	173	0	0	5	0	10	1	0	90	5	0	0	0	0	290
Total	0	19	499	2	0	18	1	51	1	0	333	8	0	1	1	0	934
08:00 AM	0	5	163	0	0	3	0	16	0	2	97	2	0	2	0	0	290
08:15 AM	0	11	184	0	0	5	0	17	0	0	120	2	0	1	0	0	340
08:30 AM	0	4	169	1	0	11	0	10	0	2	137	3	0	0	0	1	338
08:45 AM	0	6	150	1	0	6	0	18	0	0	112	6	0	0	0	0	299
Total	0	26	666	2	0	25	0	61	0	4	466	13	0	3	0	1	1267
04:00 PM	1	8	73	1	0	5	1	30	0	1	163	2	0	0	1	3	289
04:15 PM	0	4	127	0	0	8	0	30	0	1	192	4	0	0	0	1	367
04:30 PM	0	7	125	3	0	5	0	26	0	0	184	7	0	0	0	0	357
04:45 PM	0	13	111	0	0	8	1	24	0	0	205	5	0	2	0	1	370
Total	1	32	436	4	0	26	2	110	0	2	744	18	0	2	1	5	1383
05:00 PM	0	10	115	1	0	8	1	32	0	0	245	8	0	0	0	0	420
05:15 PM	0	5	126	1	0	7	0	26	0	0	256	8	0	0	1	2	432
05:30 PM	0	11	132	1	0	10	0	30	0	0	230	6	0	1	0	2	423
05:45 PM	0	6	122	1	0	8	0	24	1	0	224	4	0	0	1	1	392
Total	0	32	495	4	0	33	1	112	1	0	955	26	0	1	2	5	1667
Grand Total	1	109	2096	12	0	102	4	334	2	6	2498	65	0	7	4	11	5251
Apprch %	0	4.9	94.5	0.5	0	23.2	0.9	75.9	0.1	0.2	97.2	2.5	0	31.8	18.2	50	
Total %	0	2.1	39.9	0.2	0	1.9	0.1	6.4	0	0.1	47.6	1.2	0	0.1	0.1	0.2	

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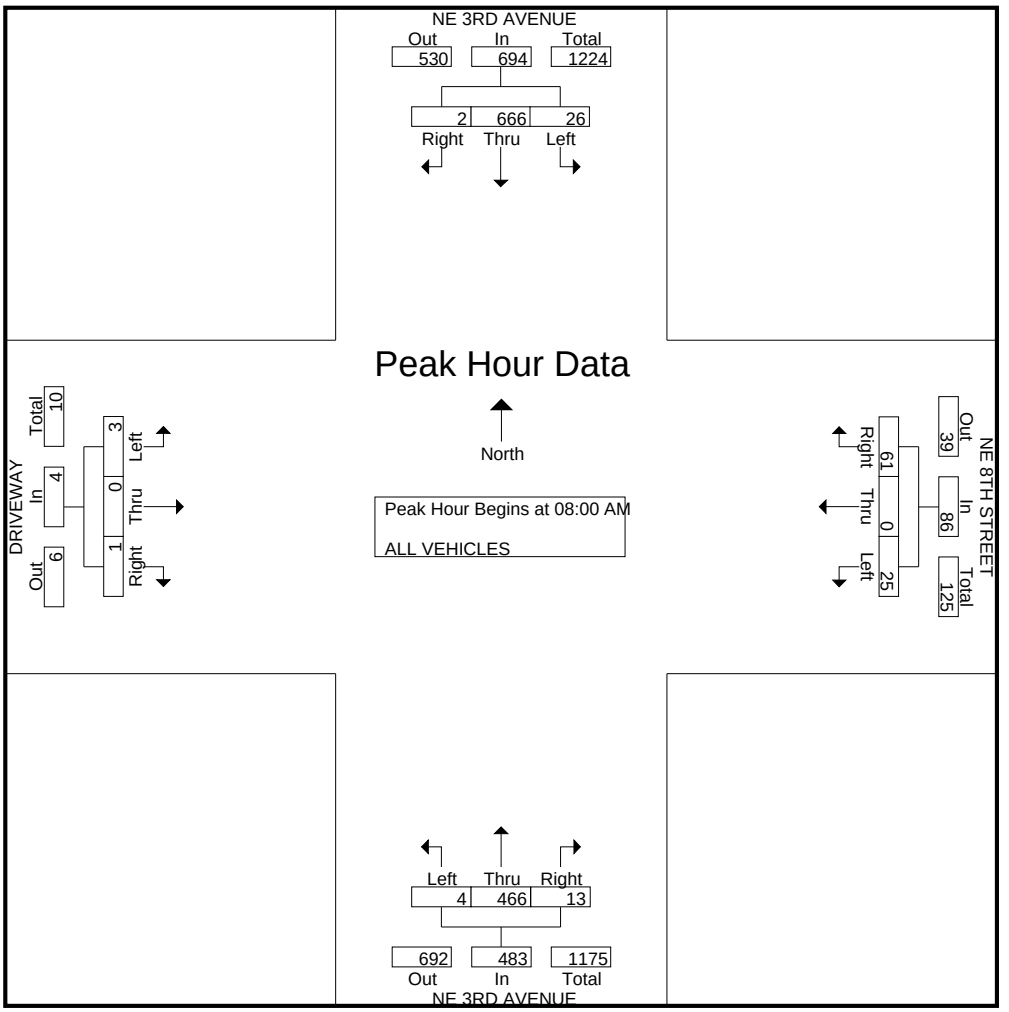
NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st_3ave
Site Code : 00190190
Start Date : 11/19/2019

	NE 3RD AVENUE From North					NE 8TH STREET From East					NE 3RD AVENUE From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	163	0	168	0	3	0	16	19	0	**2**	97	2	101	0	**2**	0	0	**2**	290
08:15 AM	0	**11**	**184**	0	**195**	0	5	0	17	22	0	0	120	2	122	0	1	0	0	1	**340**
08:30 AM	0	4	169	**1**	174	0	**11**	0	10	21	0	2	**137**	3	**142**	0	0	0	**1**	1	338
08:45 AM	0	6	150	1	157	0	6	0	**18**	**24**	0	0	112	**6**	118	0	0	0	0	0	299
Total Volume	0	26	666	2	694	0	25	0	61	86	0	4	466	13	483	0	3	0	1	4	1267
% App. Total	0	3.7	96	0.3		0	29.1	0	70.9		0	0.8	96.5	2.7		0	75	0	25		
PHF	.000	.591	.905	.500	.890	.000	.568	.000	.847	.896	.000	.500	.850	.542	.850	.000	.375	.000	.250	.500	.932



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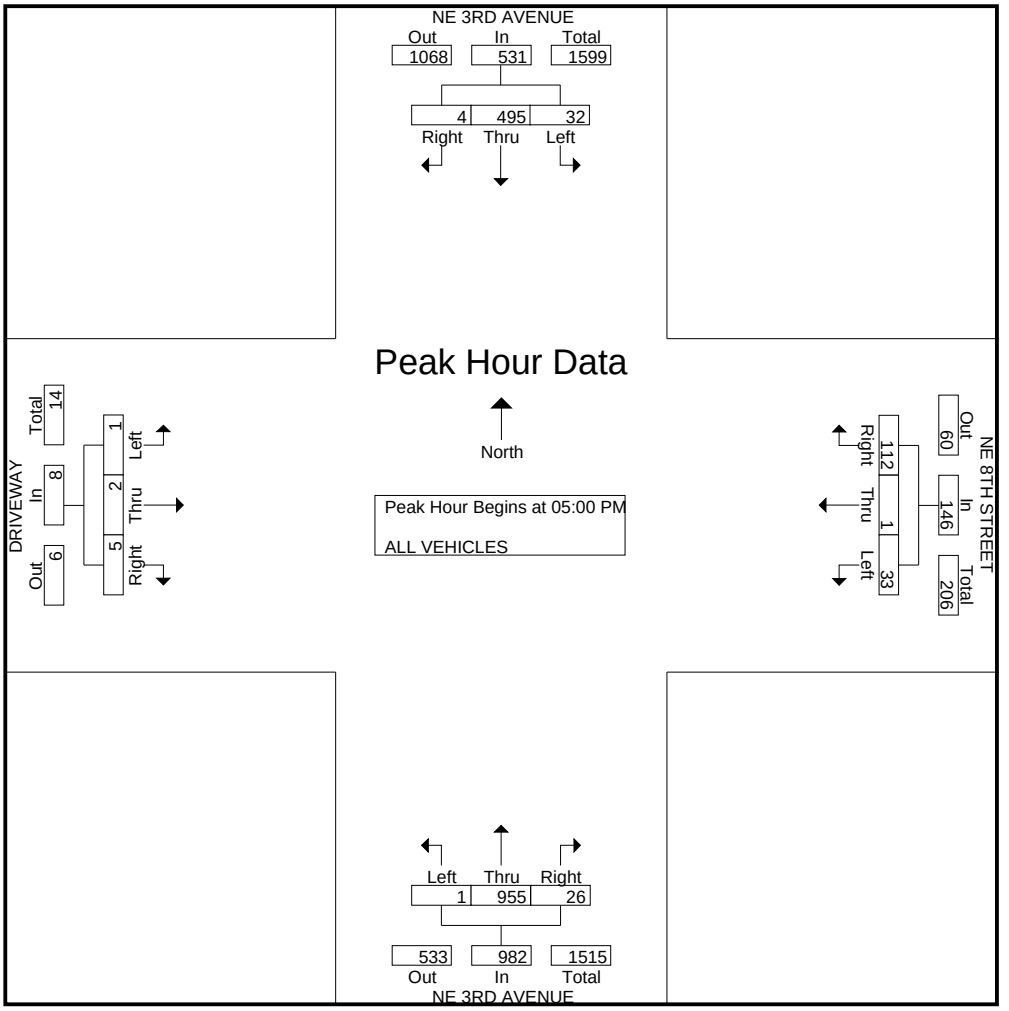
NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
NOT SIGNALIZED

File Name : 8st_3ave
Site Code : 00190190
Start Date : 11/19/2019

	NE 3RD AVENUE From North					NE 8TH STREET From East					NE 3RD AVENUE From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	10	115	**1**	126	0	8	**1**	**32**	**41**	0	0	245	**8**	253	0	0	0	0	0	420
05:15 PM	0	5	126	1	132	0	7	0	26	33	0	0	**256**	8	**264**	0	0	**1**	**2**	**3**	**432**
05:30 PM	0	**11**	**132**	1	**144**	0	**10**	0	30	40	0	0	230	6	236	0	**1**	0	2	3	423
05:45 PM	0	6	122	1	129	0	8	0	24	32	**1**	0	224	4	229	0	0	1	1	2	392
Total Volume	0	32	495	4	531	0	33	1	112	146	1	0	955	26	982	0	1	2	5	8	1667
% App. Total	0	6	93.2	0.8		0	22.6	0.7	76.7		0.1	0	97.3	2.6		0	12.5	25	62.5		
PHF	.000	.727	.938	1.00	.922	.000	.825	.250	.875	.890	.250	.000	.933	.813	.930	.000	.250	.500	.625	.667	.965



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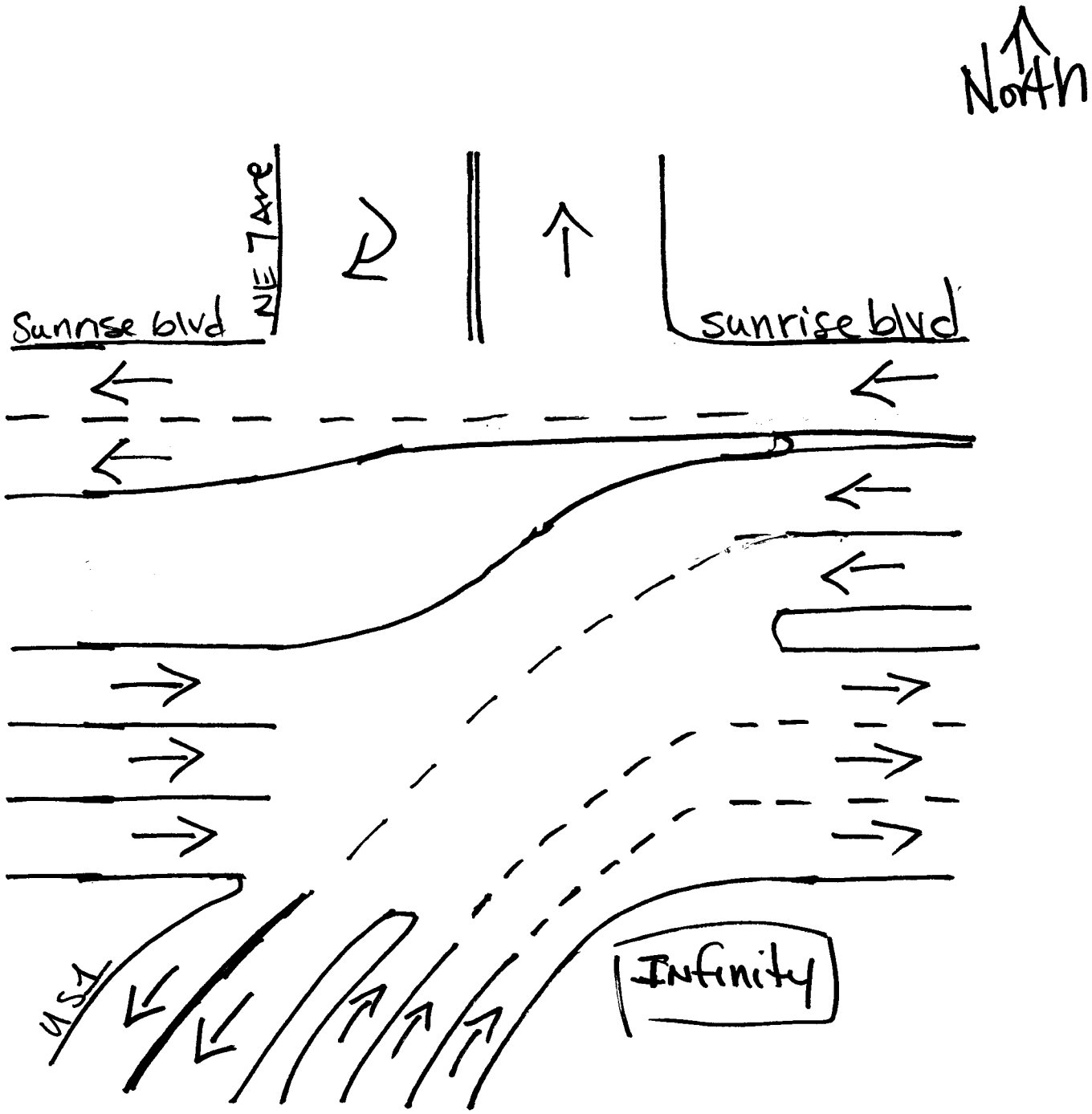
File Name : 8st_3ave
Site Code : 00190190
Start Date : 11/19/2019

Groups Printed- PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
Total	1	0	0	0	4	0	0	0	0	0	0	0	6	0	1	0	12
08:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
08:30 AM	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	5
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	4	0	3	0	1	0	0	0	2	0	0	0	10
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4
04:15 PM	1	0	0	0	0	0	1	0	1	0	0	0	2	0	1	0	6
04:30 PM	0	0	0	0	2	0	1	0	0	0	1	0	3	0	1	0	8
04:45 PM	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	6
Total	1	0	0	0	5	0	2	0	5	0	1	0	8	0	2	0	24
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	5
05:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	3
05:45 PM	0	0	0	0	1	0	1	0	1	0	0	0	4	0	0	0	7
Total	0	0	0	0	1	0	3	0	2	0	0	0	9	0	0	0	15
Grand Total	2	0	0	0	14	0	8	0	8	0	1	0	25	0	3	0	61
Apprch %	100	0	0	0	63.6	0	36.4	0	88.9	0	11.1	0	89.3	0	10.7	0	
Total %	3.3	0	0	0	23	0	13.1	0	13.1	0	1.6	0	41	0	4.9	0	



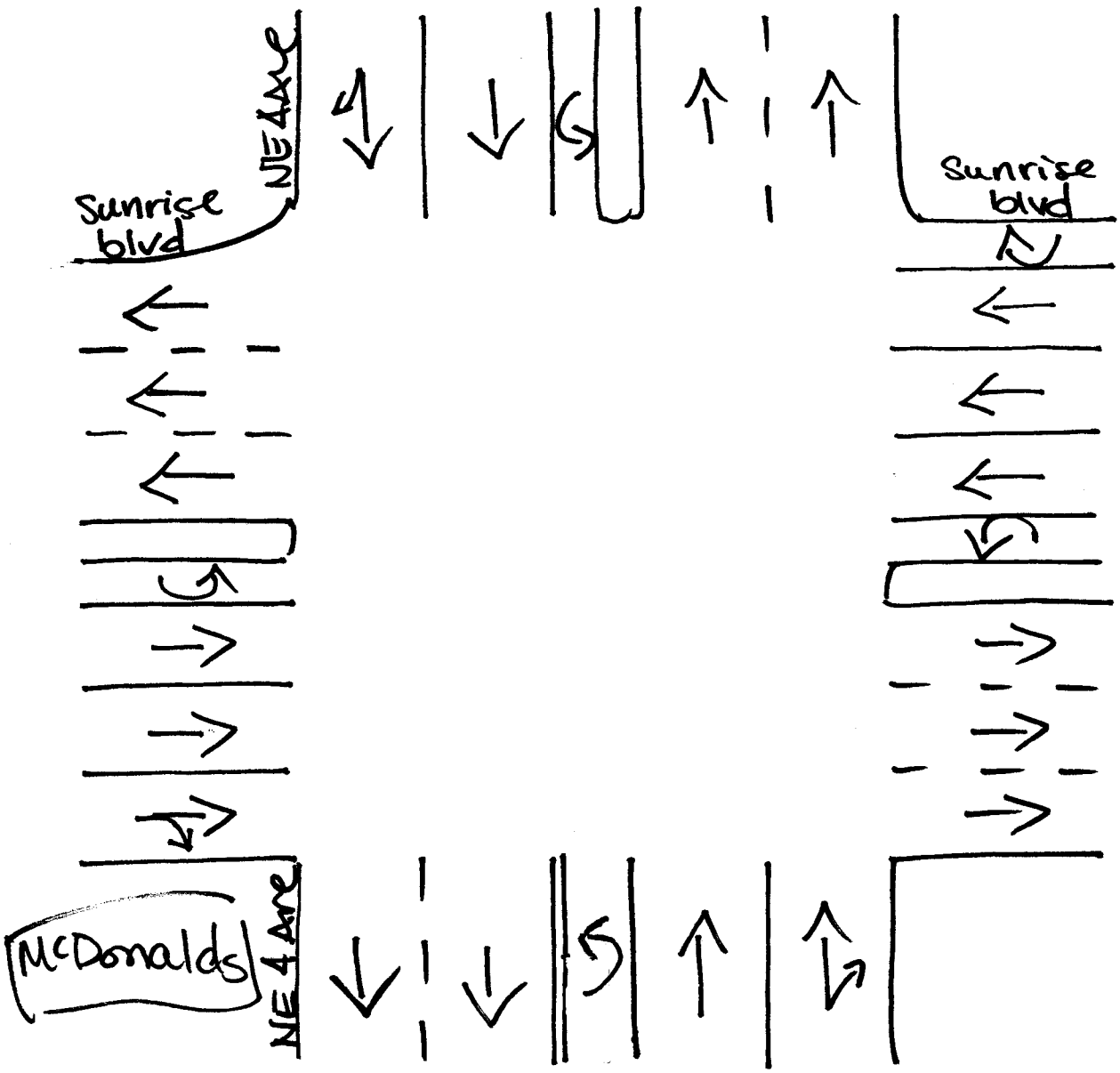
FT. Lauderdale, Florida

November 19, 2019

drawn by: Luis Palomino

Signalized

North



Ft. Lauderdale, Florida
November 19, 2019
drawn by: Luis Palomino
Signalized

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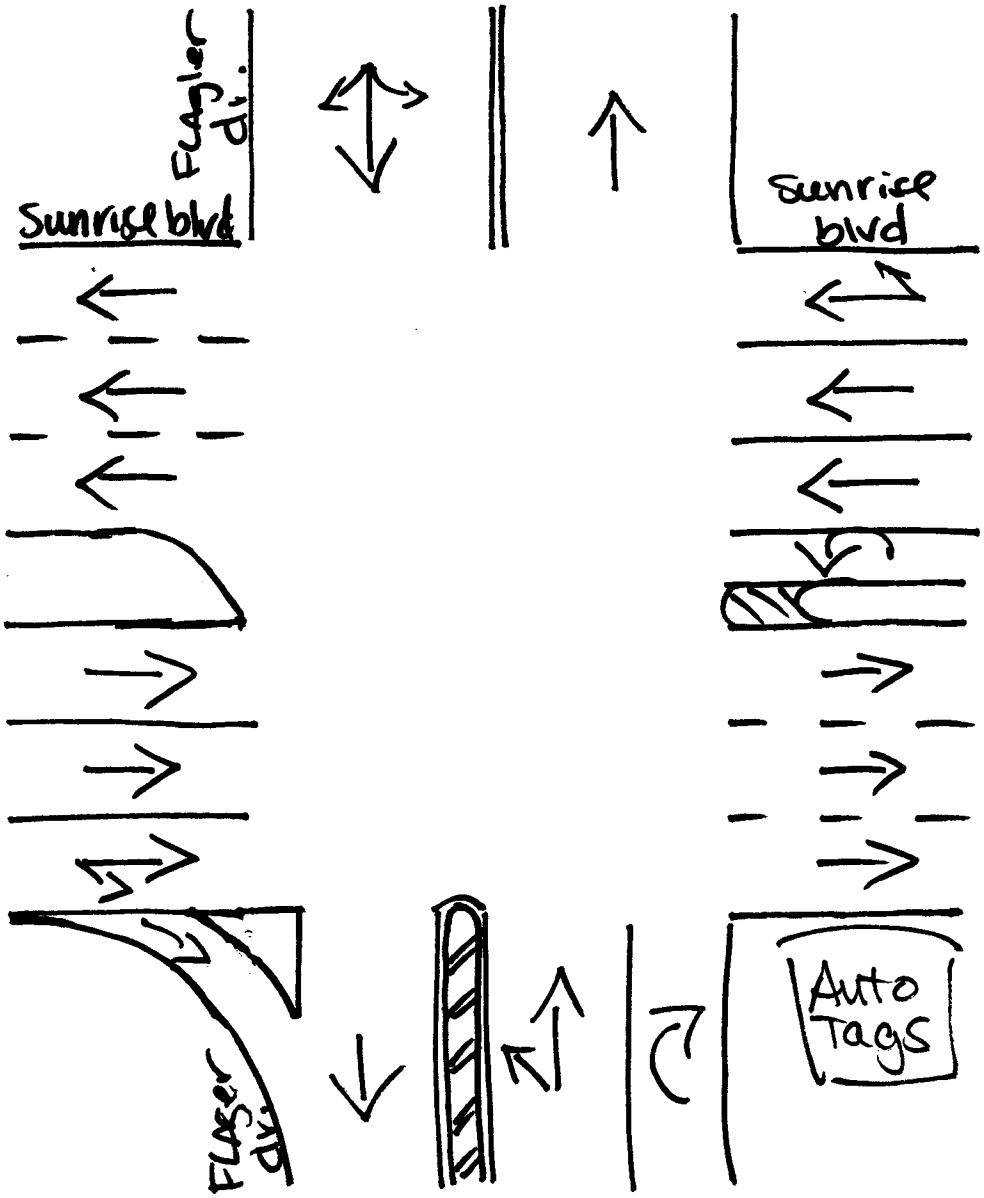

Ft. Lauderdale, Florida
November 19, 2019
drawn by: Luis Palomino
Signalized

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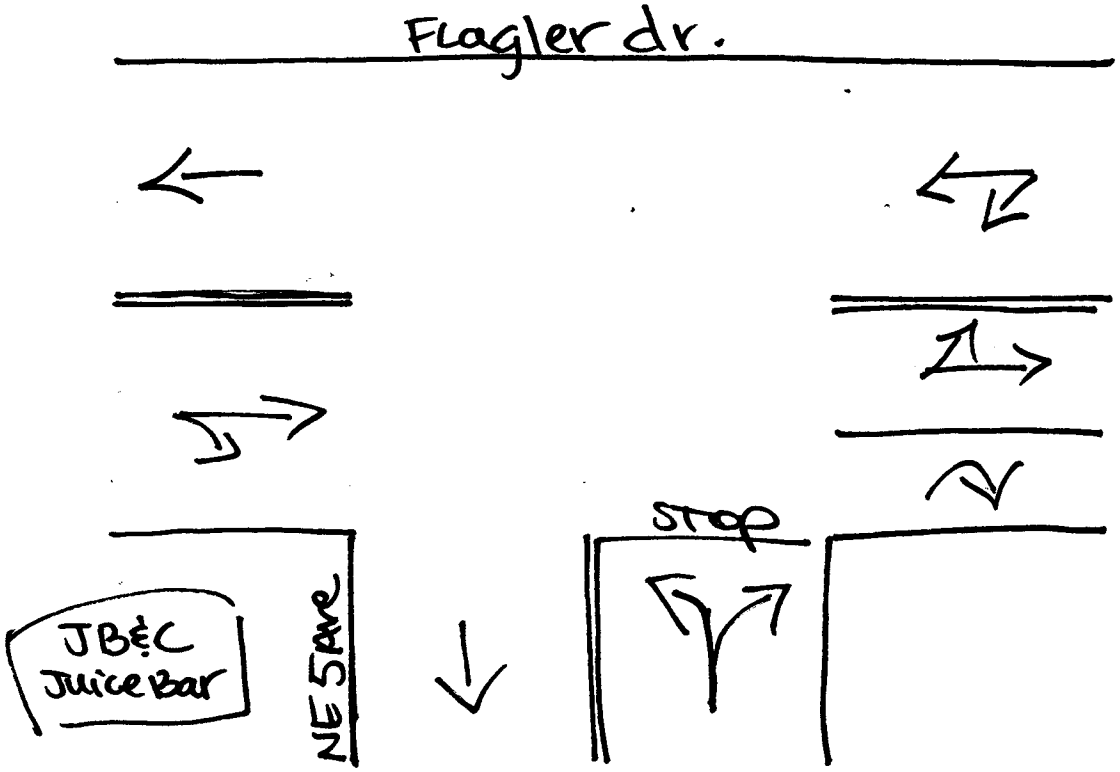
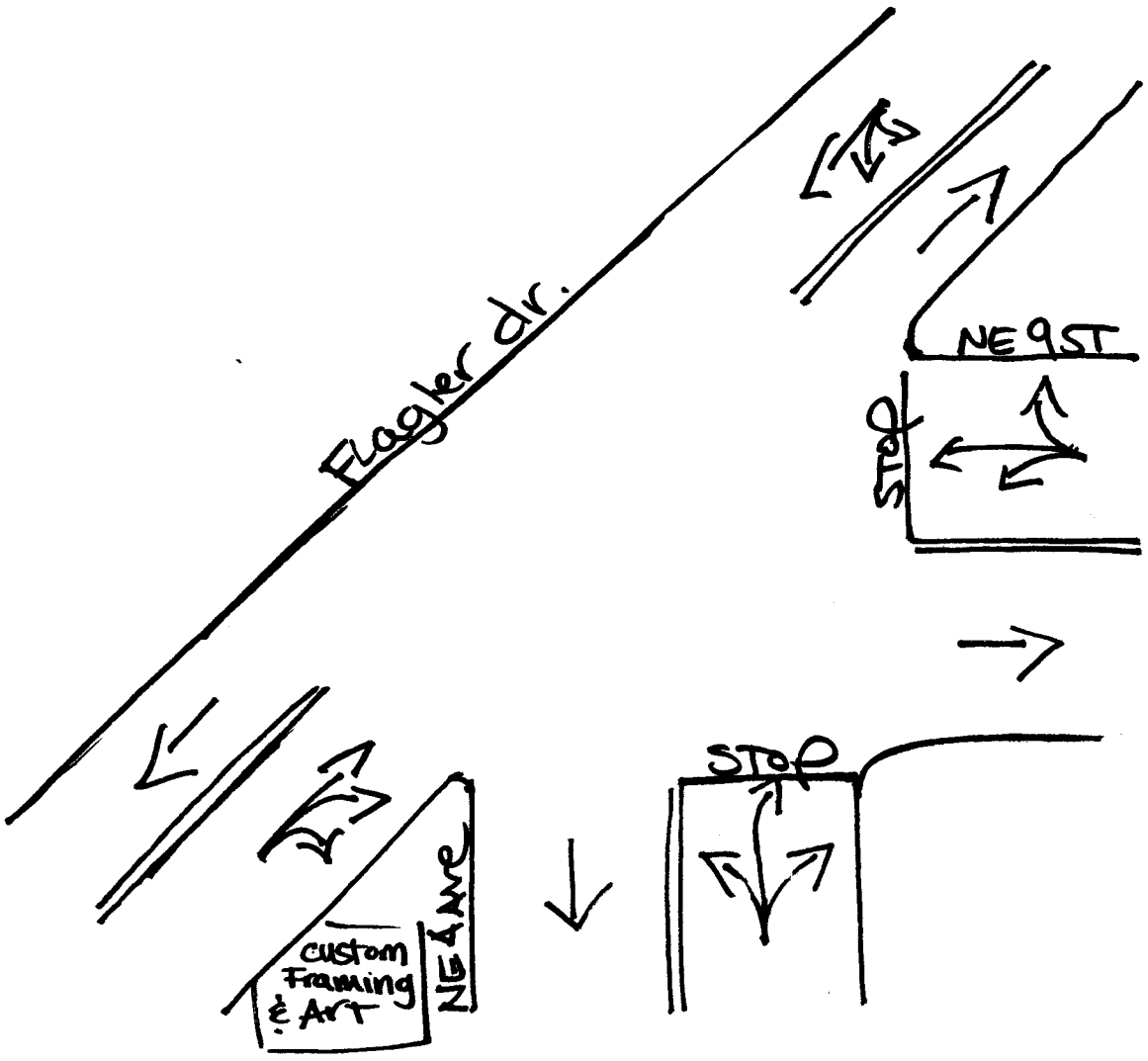
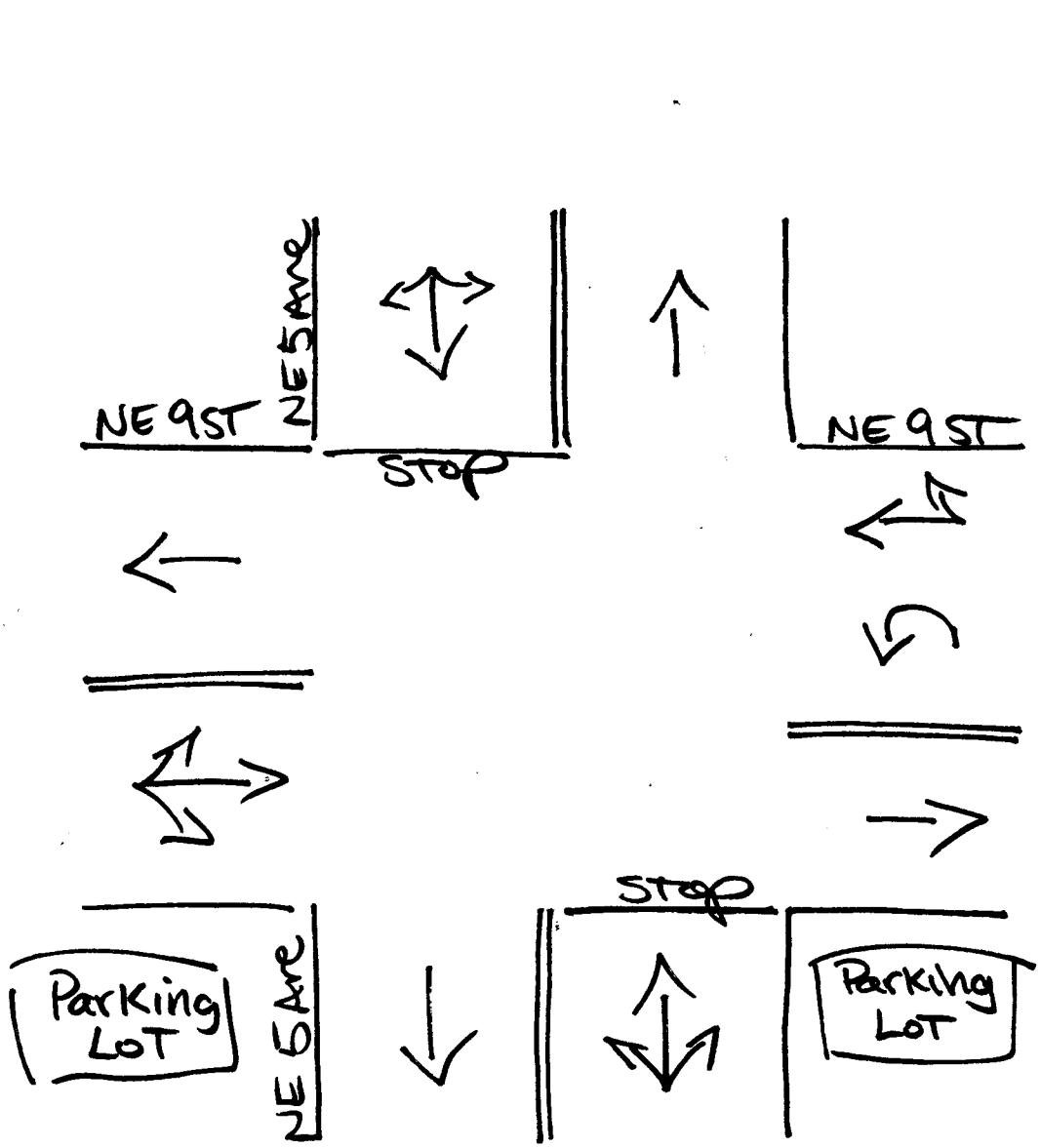


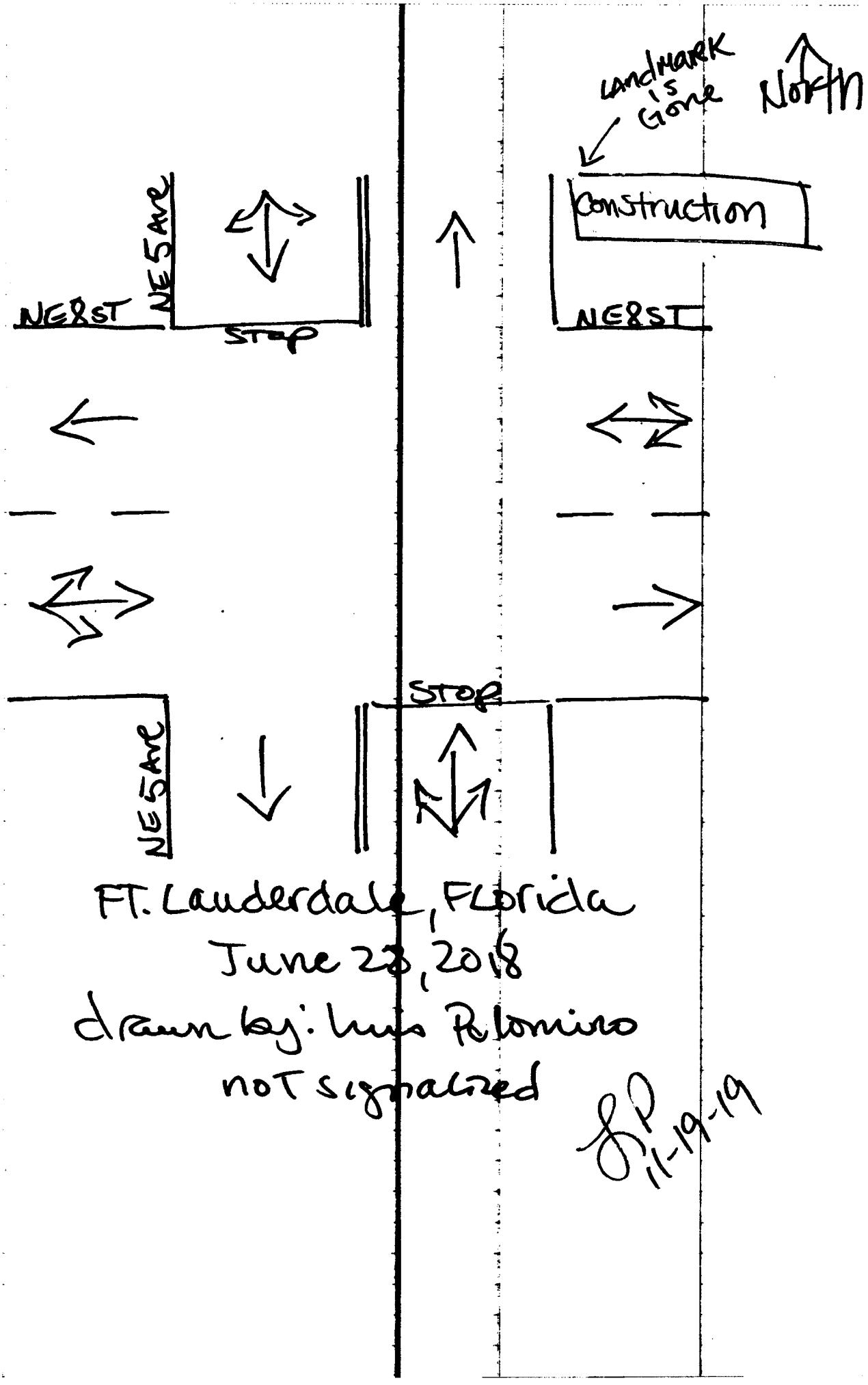
Ft. Lauderdale, Florida
November 19, 2019
drawn by: Luis Palomino
not signalized



FT. Lauderdale, Florida
November 19, 2019
drawn by: luis Palomino
not signalized



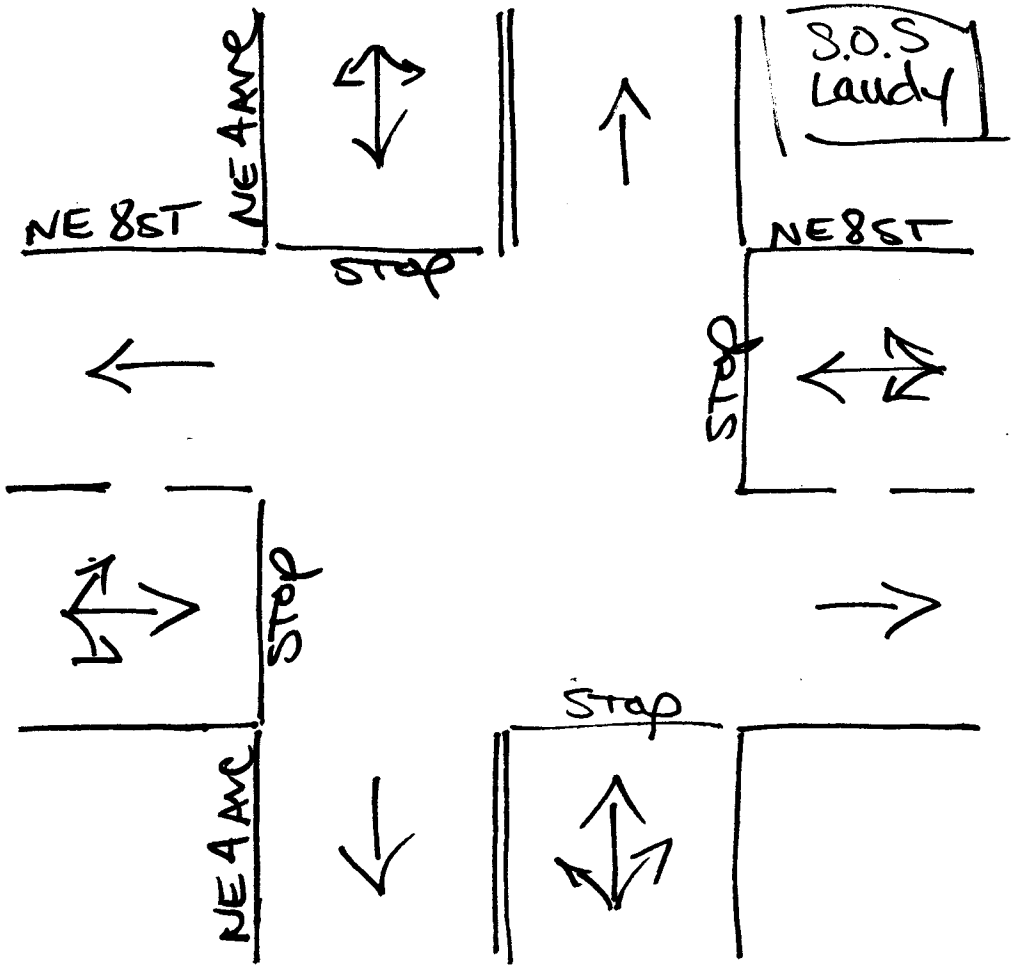
FT. Lauderdale, Florida
November 19, 2019
drawn by: Luis Palomino
not signalized



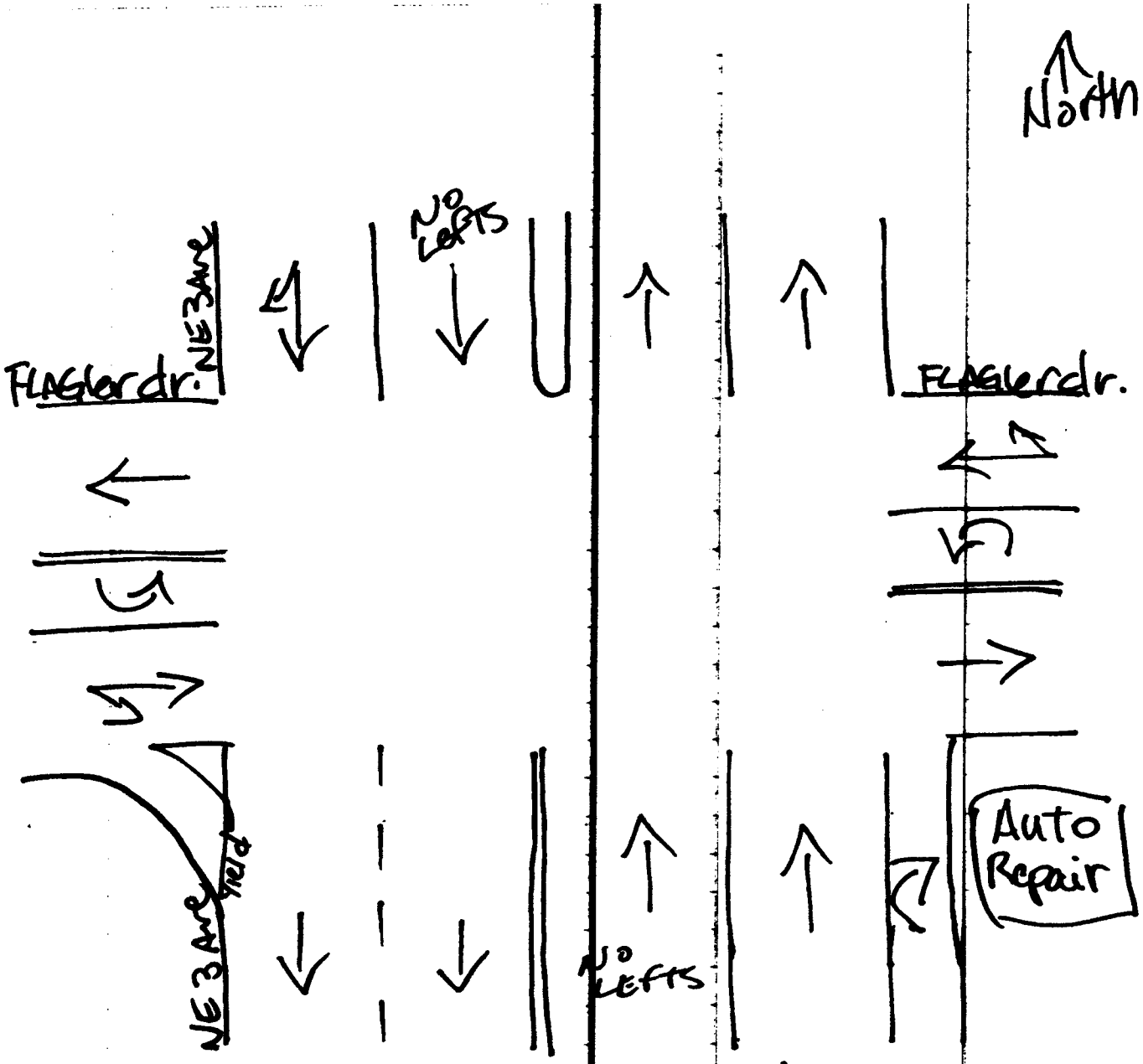
Ft. Lauderdale, Florida
June 23, 2018
drawn by: Luis Palomino
not signalized

11-19-19

North

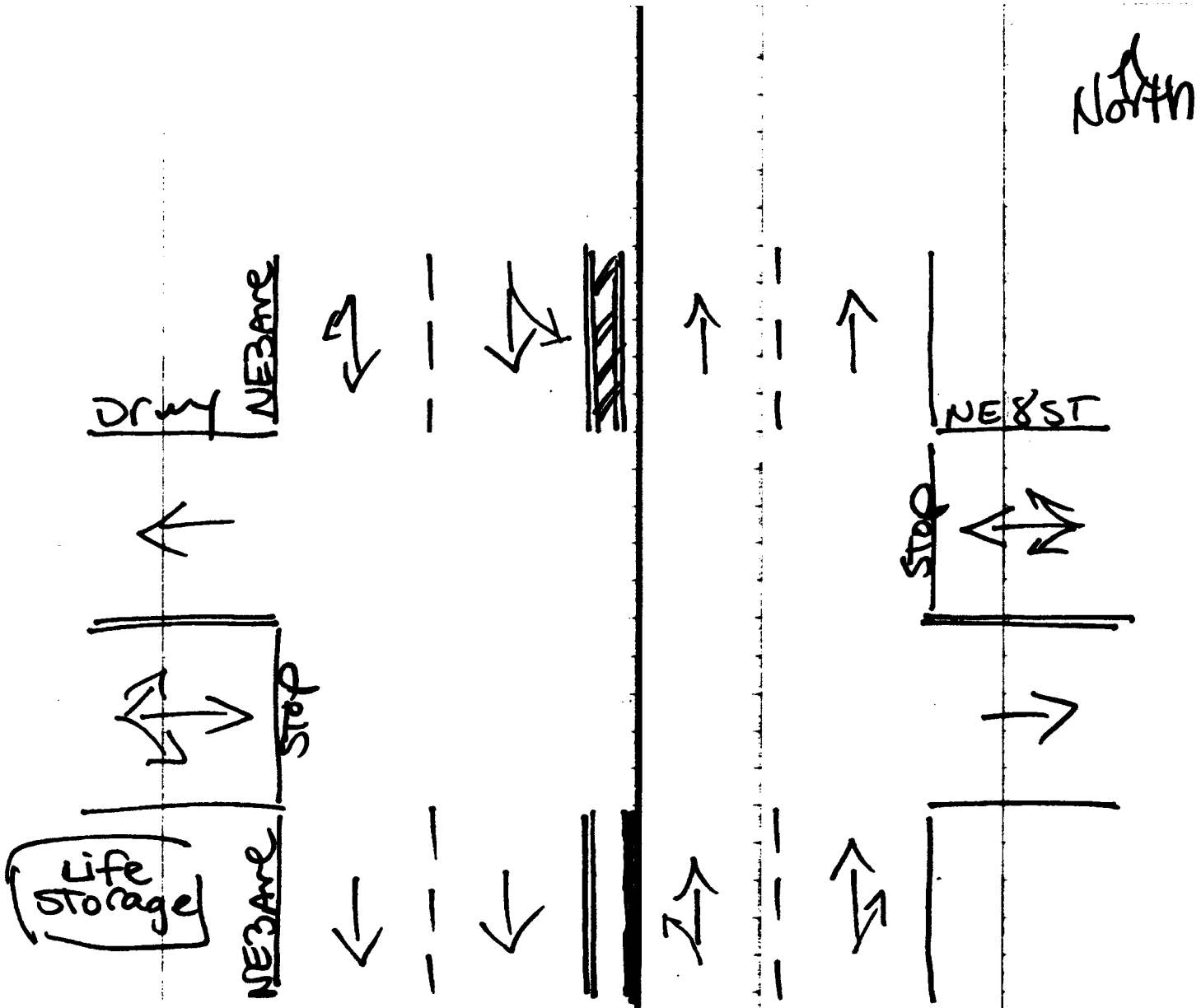


FT. Lauderdale, Florida
November 19, 2019
drawn by: luis Palomino
not signalized



FT. Lauderdale, Florida
June 28, 2018
drawn by: Luis Palomino
Signalized

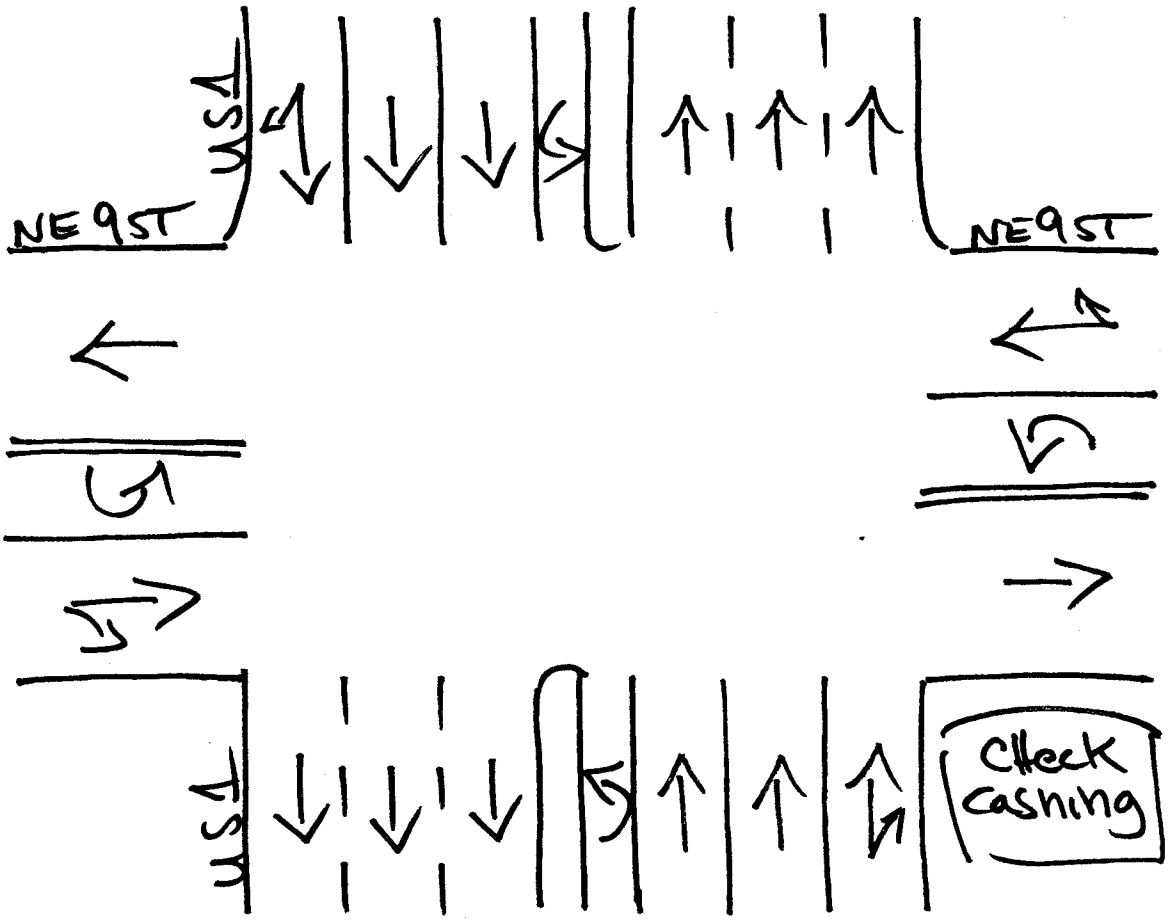
11-19-19



Ft. Lauderdale, Florida
June 28, 2018
drawn by: Luis Palomino
not signalized

LP
11-19-19

North

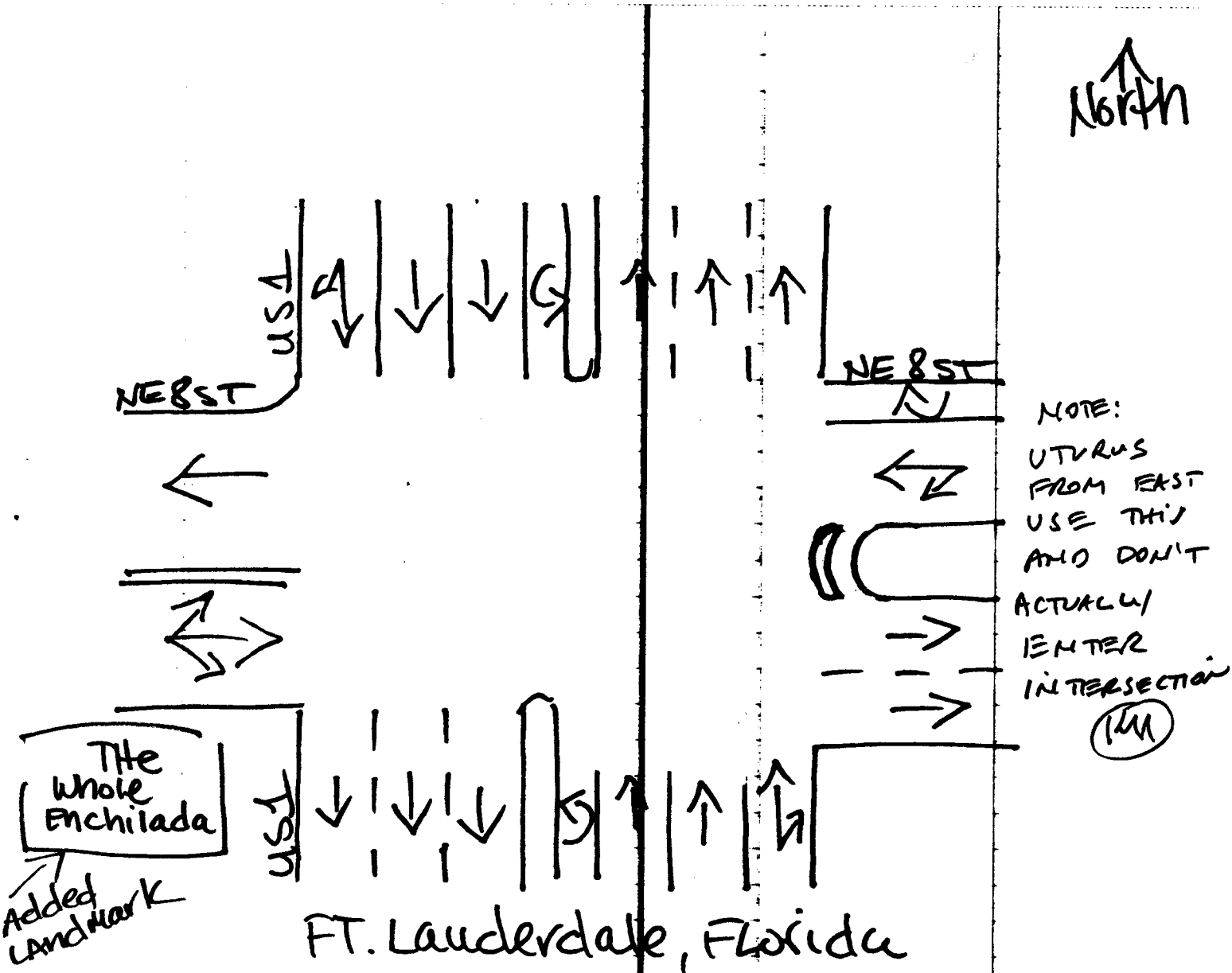


FT. Lauderdale, Florida

November 19, 2019

drawn by: Luis Palomino

Signalized



FT. Lauderdale, Florida

June 28, 2018

drawn by: Luis Palomino

signatured

11-19-19

APPENDIX F

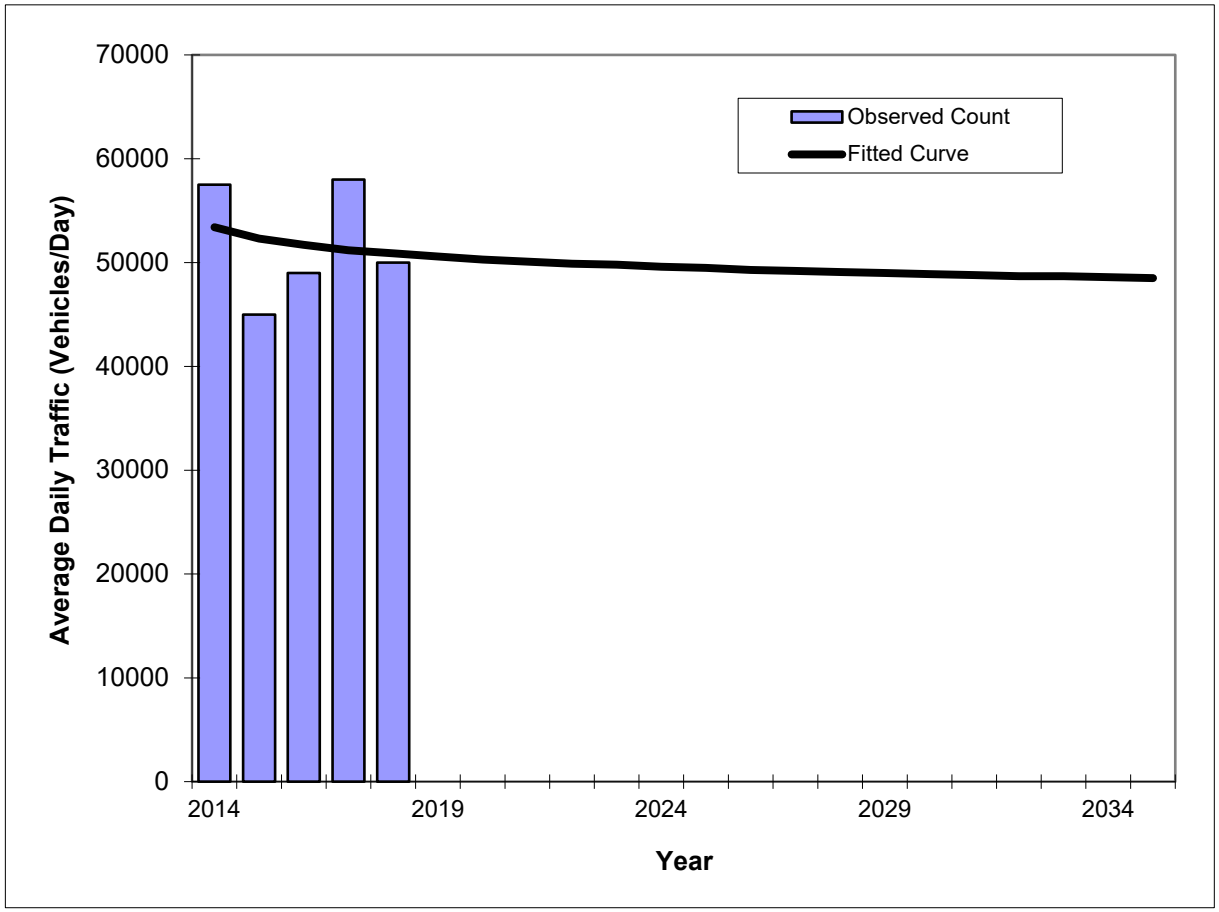
FDOT TREND ANALYSIS

Traffic Trends - V03.a

FEDERAL HIGHWAY -- E. OF NE 8 AVE

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0445
Highway:	FEDERAL HIGHWAY



Year	Traffic (ADT/AADT) Count*	Trend**
2014	57500	53400
2015	45000	52300
2016	49000	51700
2017	58000	51200
2018	50000	50900
2030 Opening Year Trend		
2030	N/A	48900
2031 Mid-Year Trend		
2031	N/A	48800
2033 Design Year Trend		
2033	N/A	48700
TRANPLAN Forecasts/Trends		

Trend R-squared:	3.19%
Compounded Annual Historic Growth Rate:	-1.19%
Compounded Growth Rate (2018 to Design Year):	-0.29%
Printed:	7-Jan-20

Decaying Exponential Growth Option

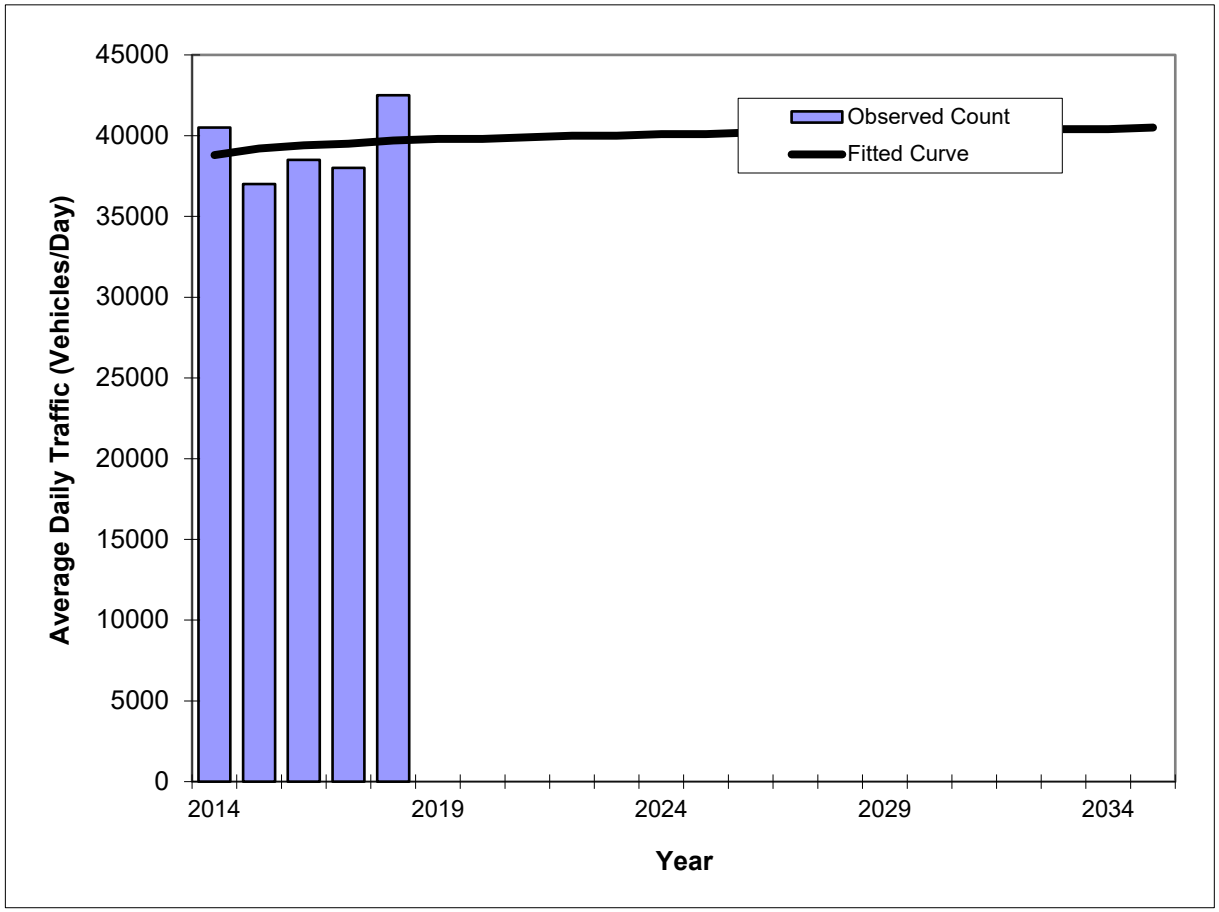
***Axle-Adjusted**

Traffic Trends - V03.a

FEDERAL HWY -- S. OF NE 9 STREET

FIN#	1234
Location	1

County:	Broward (86)
Station #:	5157
Highway:	FEDERAL HWY



Year	Traffic (ADT/AADT) Count*	Trend**
2014	40500	38800
2015	37000	39200
2016	38500	39400
2017	38000	39500
2018	42500	39700
2030 Opening Year Trend		
2030	N/A	40300
2031 Mid-Year Trend		
2031	N/A	40300
2033 Design Year Trend		
2033	N/A	40400
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.45%
Compounded Annual Historic Growth Rate:	0.57%
Compounded Growth Rate (2018 to Design Year):	0.12%
Printed:	7-Jan-20

Decaying Exponential Growth Option

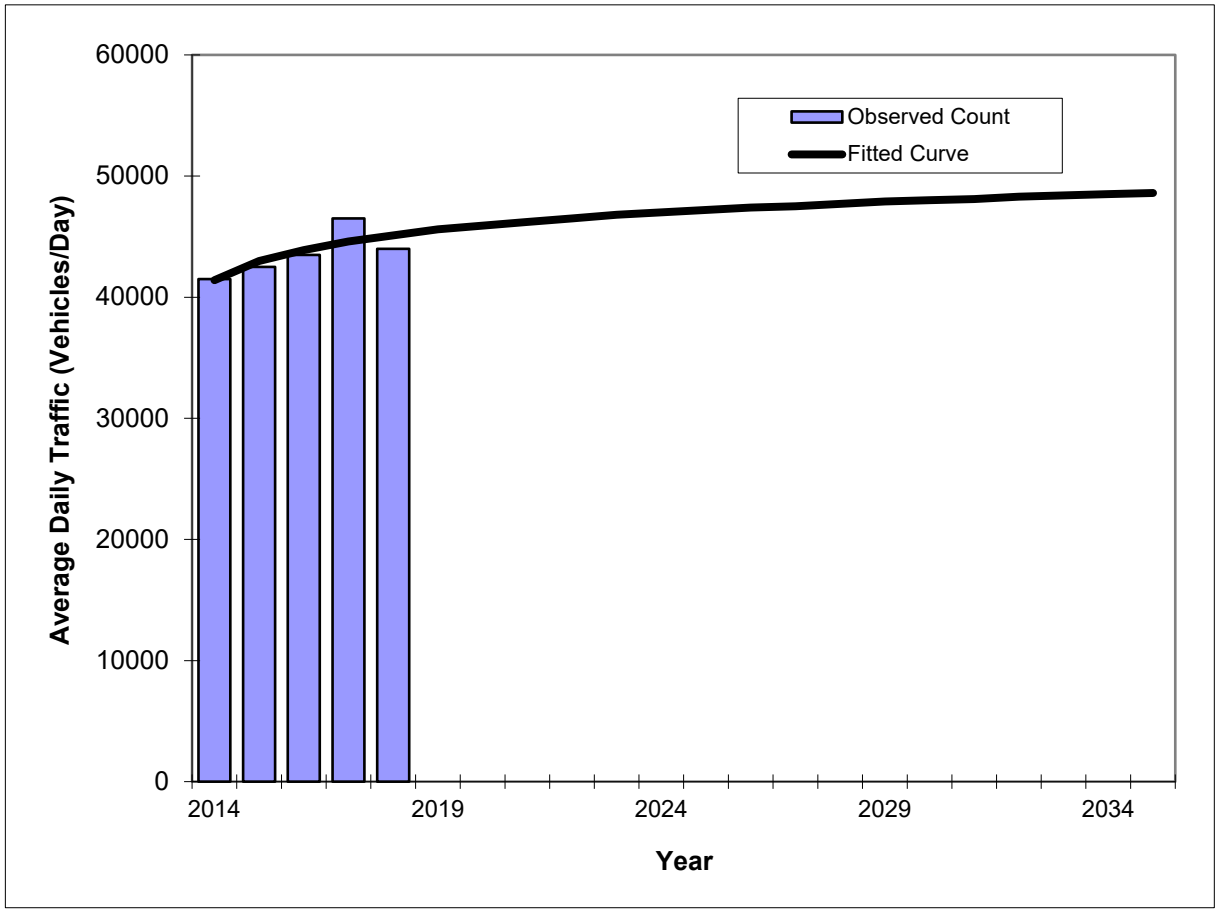
***Axle-Adjusted**

Traffic Trends - V03.a

SUNRISE BLVD -- E OF ANDREWS AVE

FIN#	1234
Location	1

County:	Broward (86)
Station #:	5162
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	41500	41400
2015	42500	43000
2016	43500	43900
2017	46500	44600
2018	44000	45100
2030 Opening Year Trend		
2030	N/A	48000
2031 Mid-Year Trend		
2031	N/A	48100
2033 Design Year Trend		
2033	N/A	48400
TRANPLAN Forecasts/Trends		

Trend R-squared:	62.67%
Compounded Annual Historic Growth Rate:	2.16%
Compounded Growth Rate (2018 to Design Year):	0.47%
Printed:	7-Jan-20

Decaying Exponential Growth Option

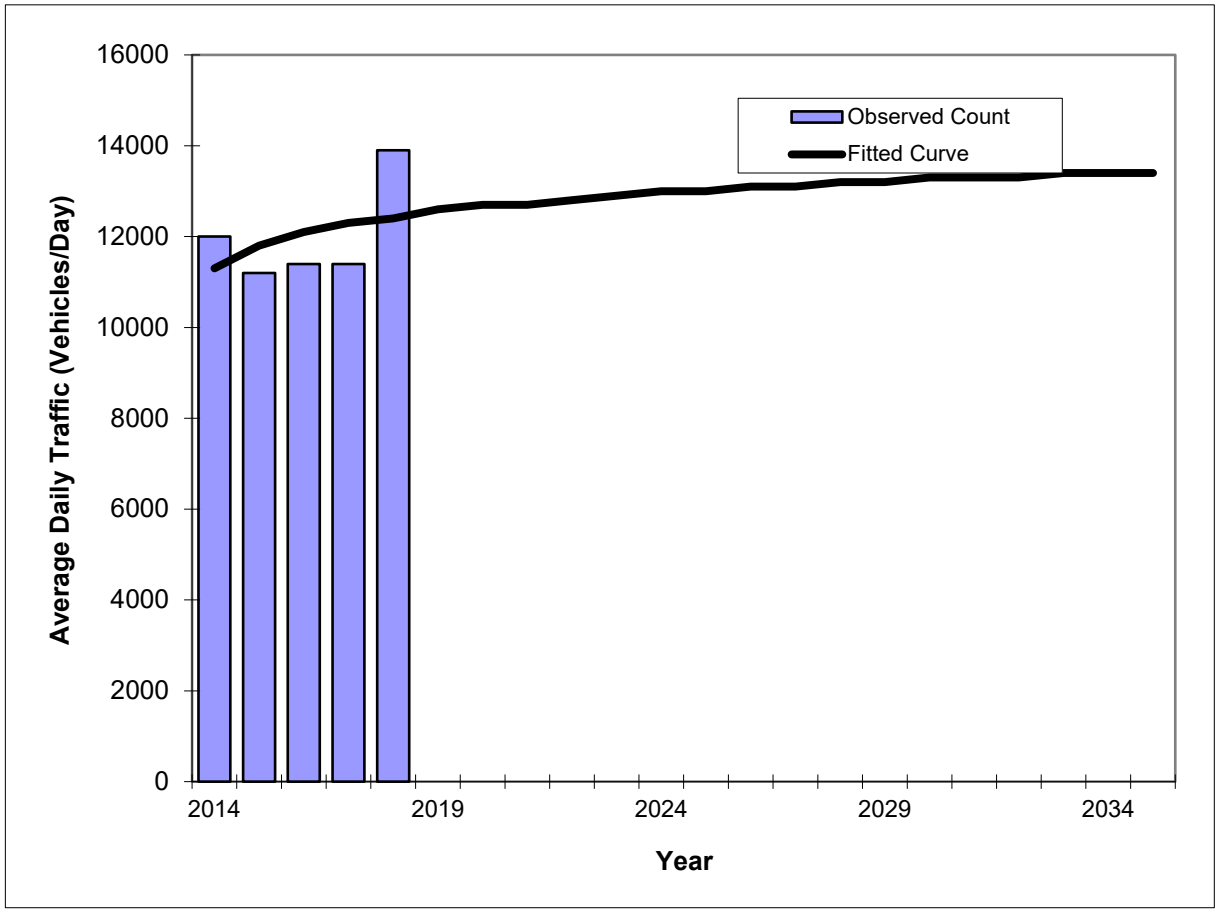
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3 AVENUE -- N. OF NE 6 STREET

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12000	11300
2015	11200	11800
2016	11400	12100
2017	11400	12300
2018	13900	12400
2030 Opening Year Trend		
2030	N/A	13300
2031 Mid-Year Trend		
2031	N/A	13300
2033 Design Year Trend		
2033	N/A	13400
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.30%
Compounded Annual Historic Growth Rate:	2.35%
Compounded Growth Rate (2018 to Design Year):	0.52%
Printed:	7-Jan-20

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0445 - SR 5/US 1-E OF NE 8 AVE, FT LAUDERDALE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	50000 C	E 25500	W 24500	9.00	54.10	7.50
2017	58000 C	E 29000	W 29000	9.00	53.80	7.50
2016	49000 C	E 24000	W 25000	9.00	55.20	7.50
2015	45000 C	E 22500	W 22500	9.00	54.90	4.80
2014	57500 C	E 27500	W 30000	9.00	54.50	4.50
2013	56000 C	E 25500	W 30500	9.00	54.60	4.40
2012	55000 C	E 27500	W 27500	9.00	55.00	4.30
2011	47500 C	E 24000	W 23500	9.00	54.50	4.30
2010	52500 C	E 27000	W 25500	9.37	54.06	4.30
2009	56500 C	E 28500	W 28000	9.31	53.74	3.50
2008	76500 C	E 38000	W 38500	9.70	54.48	3.50
2007	63500 C	E 32500	W 31000	9.10	53.47	2.20
2006	63000 C	E 30500	W 32500	9.48	53.59	4.20
2005	61500 C	E 30500	W 31000	10.60	58.90	2.80
2004	63500 C	E 32000	W 31500	10.40	56.30	2.80
2003	58500 C	E 29500	W 29000	9.20	55.90	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5157 - SR 5 - S OF NE 9 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	42500 C	N 19500	S 23000	9.00	54.10	3.60
2017	38000 C	N 17500	S 20500	9.00	53.80	2.80
2016	38500 C	N 18500	S 20000	9.00	55.20	2.80
2015	37000 C	N 17000	S 20000	9.00	54.90	2.80
2014	40500 C	N 19500	S 21000	9.00	54.50	4.00
2013	40000 C	N 20000	S 20000	9.00	54.60	3.80
2012	38500 C	N 20500	S 18000	9.00	55.00	3.80
2011	33500 C	N 15500	S 18000	9.00	54.50	3.10
2010	35500 C	N 17000	S 18500	9.37	54.06	3.10
2009	40500 C	N 20500	S 20000	9.31	53.74	3.10
2008	43000 C	N 20500	S 22500	9.70	54.48	4.60
2007	41000 C	N 19000	S 22000	9.10	53.47	4.60
2006	40000 C	N 19000	S 21000	9.48	53.59	3.00
2005	41000 C	N 19500	S 21500	10.60	58.90	2.20
2004	42000 C	N 20500	S 21500	10.40	56.30	2.20
2003	44000 C	N 22500	S 21500	9.20	55.90	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5162 - SR 838 / SUNRISE BLVD - E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	44000 C	E 21000	W 23000	9.00	54.50	8.00
2017	46500 C	E 23500	W 23000	9.00	51.90	8.00
2016	43500 C	E 22500	W 21000	9.00	54.10	4.40
2015	42500 C	E 24500	W 18000	9.00	54.00	4.40
2014	41500 C	E 21500	W 20000	9.00	54.20	6.20
2013	42500 C	E 23000	W 19500	9.00	53.60	6.50
2012	42500 C	E 23000	W 19500	9.00	52.20	5.80
2011	37000 C	E 19500	W 17500	9.00	52.50	5.50
2010	40000 C	E 21000	W 19000	8.35	52.69	4.50
2009	41000 C	E 21500	W 19500	8.53	53.89	4.50
2008	50500 C	E 25000	W 25500	8.81	54.16	2.80
2007	44500 C	E 23000	W 21500	8.63	55.75	2.80
2006	42500 C	E 22000	W 20500	8.40	55.34	2.80
2005	42500 C	E 21000	W 21500	8.20	51.70	3.80
2004	43000 C	E 21500	W 21500	9.10	55.30	3.80
2003	41500 C	E 21500	W 20000	8.60	57.50	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	13900 C	N	7500	S	6400	9.00	54.50	4.60
2017	11400 S	N	5200	S	6200	9.00	51.90	12.60
2016	11400 F	N	5200	S	6200	9.00	54.10	12.60
2015	11200 C	N	5100	S	6100	9.00	54.00	12.60
2014	12000 S	N	7000	S	5000	9.00	54.20	1.70
2013	11900 F	N	6900	S	5000	9.00	53.60	1.70
2012	11900 C	N	6900	S	5000	9.00	52.20	1.70
2011	12300 S		0		0	9.00	52.50	6.30
2010	12300 F	N	6100	S	6200	8.35	52.69	3.60
2009	12300 C	N	6100	S	6200	8.53	53.89	3.60
2008	11400 C	N	6100	S	5300	8.81	54.16	3.60
2007	13000 C	N	6600	S	6400	8.63	55.75	4.80
2006	14900 C	N	7600	S	7300	8.40	55.34	2.90
2005	15500 C	N	7300	S	8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX G

HISTORICAL TRAFFIC DATA PROVIDED BY FDOT

Traffic Data Collection and Traffic Projections

Sunrise Boulevard Transportation Improvement Plan

Contract C-9J47: Districtwide Support for Data Collection and Analysis

FM No: 429768-2-12-01

Job Cost Accounting No: 429768-2-12-01

Prepared for

Florida Department of Transportation, District 4

April 4, 2016

Prepared by CTS Engineering, Inc.

TABLE OF CONTENTS

Introduction 1
Traffic Data Collection 2
Traffic Forecast 5

APPENDICES

Appendix A – Traffic Data Collection

Appendix B – Historical Counts

Appendix C – SERPM Model output and Trends Analysis

Appendix D – TMTool Spreadsheets

LIST OF TABLES

Table 1 AADT Calculation 4

Table 2 Traffic Growth Rates Summary 6

LISTS OF FIGURES

Figure 1 Study Area 1

Figure 2 Count Locations 3

Figure 3 Estimated Link Future AADT 8

Figure 4 Estimated Future AM Peak Hour Turning Movement Volume 9

Figure 5 Estimated Future PM Peak Hour Turning Movement Volume 10

Introduction

The Florida Department of Transportation (FDOT) District IV will initiate a planning study for Sunrise Boulevard between Sawgrass Expressway to SR A1A. The study will focus on enhancing the quality of life and improving safety and mobility through short and long-term strategies. The study is anticipated to propose transportation improvements regarding land use, transit, roadway, biking and walking. Sunrise Boulevard is an east-west urban major arterial with three lanes in each direction.

This document focuses on Sunrise Boulevard from US 1 west to US 1 east. Sunrise Boulevard within the project limit is located in the jurisdiction of the City of Fort Lauderdale, Broward County. The posted speed limit along Sunrise Boulevard is 35 mph.

CTS Engineering, Inc. has been retained by the Florida Department of Transportation District IV in performing the following type of tasks:

- Perform traffic data collection
- Perform traffic projection for the selected intersections
- Perform 18-KIPs calculation

This report summarizes the development traffic data collection, traffic volume projections, and turning movement forecasting.

The study limit of the project is illustrated in **Figure 1**.

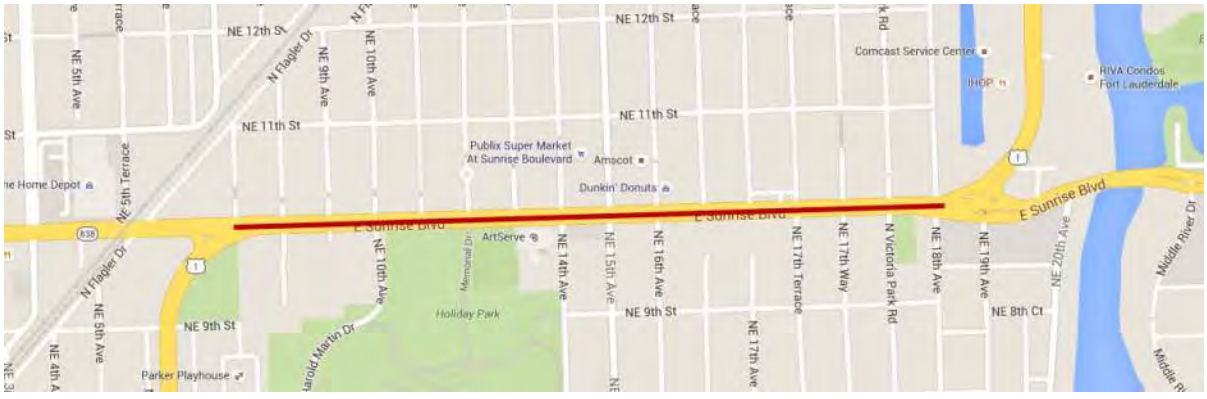


Figure 1 Study Area

Traffic Data Collection

On Tuesday, February 10, 2016, traffic count data were collected along Sunrise Boulevard for the study intersections. The traffic data includes 24-hour approach/departure traffic volume counts, the intersection turning movement volumes from 7:00 am to 9:00 AM during AM peak period and from 4:00 pm to 6:00 PM during PM peak period for the following intersections:

1. Sunrise Boulevard at US 1 West
2. Sunrise Boulevard at NE 10th Avenue
3. Sunrise Boulevard at NE 12th Avenue
4. Sunrise Boulevard at NE 15th Avenue
5. Sunrise Boulevard at NE 17th Avenue
6. Sunrise Boulevard at US 1 East

The turning movement counts of the aforementioned intersections, and the 24-hour traffic volume were included in **Appendix A**. It should be noted that it is found that the 24-hour approach/departure count on February 10, 2016 for Sunrise Boulevard west of US 1 west, and US 1 west south of Sunrise Boulevard are considerable lower than the counts from 2014 Florida Traffic Information (FTI) DVD. Therefore, one more 24-hour approach/departure count were collected on Wednesday, March 9, 2016. By comparison, the counts on March 9, 2016 of Sunrise Boulevard west of US 1 west, and US 1 west south of Sunrise Boulevard are little bit higher than those counts on February 10, 2016. The counts on March 9, 2016 with higher volumes were used.

The 2016 Average Annual Daily Traffic (AADT) for each leg of the intersections were calculated by applying the seasonal and axle factors published in the 2014 FDOT Traffic DVD to the 24-hour traffic volumes collected. Due to the construction along Sunrise Boulevard, the 2016 count on Sunrise Boulevard east of NE 15 Avenue was compared to the 2014 count published on 2014 FTI DVD. A growth factor of 0.5% was used on the 2014 FDOT count to estimate the 2016 AADT without the construction. The ratio of calculated 2016 count to the 2016 field count was then applied to the 2016 AADT along Sunrise Boulevard to estimate the adjusted 2016 AADT. This ratio does not apply to other AADT on the cross streets. **Tables 1** shows the 2016 AADT and 2016 adjusted AADT calculations for each leg of the intersections.

Figure 2 Count Locations

Table 1 AADT Calculation

Location	Date (2/10/2016)	Axle Correction Factor	Seasonal Factor	AADT	Adjusted AADT
Sunrise Boulevard west of US 1 West	29,173	0.97	0.96	27,000	33,000
Sunrise Boulevard east of US 1 West	47,676	0.98	0.90	42,000	52,000
Sunrise Boulevard east of NE 10 Ave	50,228	0.98	0.90	44,000	54,000
Sunrise Boulevard east of NE 12 Avenue	54,070	0.98	0.90	48,000	59,000
Sunrise Boulevard east of NE 15 Avenue	44,088	0.98	0.90	39,000	48,000
Sunrise Boulevard east of NE 17 Way	50,317	0.98	0.90	44,000	54,000
Sunrise Boulevard east of US 1 East	40,930	0.98	0.90	36,000	44,000
US 1 West south of Sunrise Boulevard	29,998	0.98	0.90	26,000	26,000
NE 10 Ave north of Sunrise Boulevard	194	0.98	0.90	170	170
NE 10 Ave south of Sunrise Boulevard	1,965	0.98	0.90	1,700	1,700
NE 12 Ave north of Sunrise Boulevard	1,630	0.98	0.90	1,400	1,400
NE 15 Ave north of Sunrise Boulevard	16,253	0.98	0.90	14,000	14,000
NE 15 Ave south of Sunrise Boulevard	8,832	0.98	0.90	7,800	7,800
NE 17 Way north of Sunrise Boulevard	1,688	0.98	0.90	1,500	1,500
NE 17 Way south of Sunrise Boulevard	2,290	0.98	0.90	2,000	2,000

Traffic Forecast

Various traffic forecasting methodologies have been evaluated and summarized under this document. The forecast methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet;
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.0 projections using FDOT Trend analysis spreadsheet;
- Socioeconomic growth for TAZs along Sunrise Boulevard between the base year 2010 and future year 2040.

The following count stations were used for the analysis:

- 86-5157: US 1 south of NE 9th Street,
- 86-5162: Sunrise Boulevard east of Andrews Avenue,
- 86-0445: US 1/Sunrise Boulevard east of NE 8th Avenue,
- 86-0209: US 1/Sunrise Boulevard east of NE 15th Avenue,
- 86-0446: US 1 north of NE 13th Street,
- 86-5298: Sunrise Boulevard west of Bayview Drive.

The historical AADT for all the FDOT count stations were attached in **Appendix B.** The future 2040 SERPM model output, the historical trend analysis, historical plus model trend analysis, and TAZ growth analysis are included in **Appendix C**. The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodologies were summarized and compared. The detailed information of growth rates for each approach was provided in **Table 2**. After reviewing the growth rates of different methods and considering the residential land use north and south of the study corridor, a growth rate of 0.5% was recommended for Sunrise Boulevard and the crossing streets. Considering the area-wide existing and future land use, a blend of compound growth first ten years, linear there after methodology was used for future traffic forecast.

Table 2 Traffic Growth Rates Summary

Location	METHOD 1 Historic Trend Analysis	METHOD 2 Historic+2040 SERPM 7	METHOD 3 2010 - 2040 SERPM 7 Forecasts			METHOD 4 SERPM 7 TAZ Data	Recommended Methodology	Notes
			2010	2040	Compound Growth Rate			
Sunrise Boulevard west of US 1 West	-0.83%	0.39%	46,765	50,870	0.28%	0.54%	0.50%	Considering historical, historical plus model, and TAZ growth rate, a 0.5% was recommended.
Sunrise Boulevard east of US 1 West	-2.04%	-0.18%	50,606	59,257	0.53%			
Sunrise Boulevard east of NE 10 Ave								
Sunrise Boulevard east of NE 12 Avenue			48,711	54,038	0.35%			
Sunrise Boulevard east of NE 15 Avenue	-1.58%	0.03%	53,843	59,840	0.35%			
Sunrise Boulevard east of NE 17 Way			49,860	55,534	0.36%			
Sunrise Boulevard east of US 1 East	1.49%	1.89%	54,072	61,876	0.45%			
US 1 West south of Sunrise Boulevard	-0.81%	0.01%	32,078	40,289	0.76%			
NE 10 Ave north of Sunrise Boulevard							0.50%	The Road connects to a well build out residential area. A minimum 0.5% growth rate is recommended.
NE 10 Ave south of Sunrise Boulevard							0.50%	
NE 12 Ave north of Sunrise Boulevard							0.50%	
NE 15 Ave north of Sunrise Boulevard	-4.47%	0.61%	12,120	15,265	0.77%		0.50%	
NE 15 Ave south of Sunrise Boulevard	-0.86%	0.96%	11,872	13,486	0.43%		0.50%	
NE 17 Way north of Sunrise Boulevard							0.50%	The roads connect to a well build out commercial and residential area. A minimum 0.5% growth rate is recommended.
NE 17 Way south of Sunrise Boulevard							0.50%	
US 1 East north of Sunrise Boulevard	0.49%	-0.16%	32,864	41,960	0.82%		0.50%	Same as Sunrise Blvd.
NE 19 Avenue south of Sunrise Boulevard							0.50%	The Road connects to a well build out commercial and residential area. A minimum 0.5% growth rate is recommended.

The existing peak-to-daily and D factors at the study area were calculated based on actual field data. The field peak-to-daily factor ranged from 4.4% to 6.4%. The field D factors ranged from 50.4% to 60.1%. The existing K and D factors are balanced between adjacent intersections. The future K factor for PM peak period was increased to 9.0% (standard K) for the segment along Sunrise Boulevard, where has the highest K factor in existing condition. The future design year K factors for other segments along Sunrise Boulevard and other peak periods were also adjusted, while maintaining the same differences between the field K factor and the maximum K factor at each intersection. The future D factors along Sunrise Boulevard were increased to 50.8% at those locations where the field D factors are less than the minimum acceptable value in the Project Traffic Forecast Handbook. The future D factor for US 1 as decreased to the maximum acceptable value of 67.1% during AM peak hour as the field D factor is 71.1%. The FDOT District 4 TMTOOL (Version 2.0) was used for future turning movement volume forecast. The future intersection turning movement volumes between adjacent intersections were balanced within +/-7%. The final TMTOOL spreadsheets were included in **Appendix D**. The forecast AADT along Sunrise Boulevard were graphically depicted in **Figure 3**. **Figures 4** and **5** depicted the projected future AM and PM peak hours turning movement volumes, respectively.

Figure 3 Estimated Link Future AADT

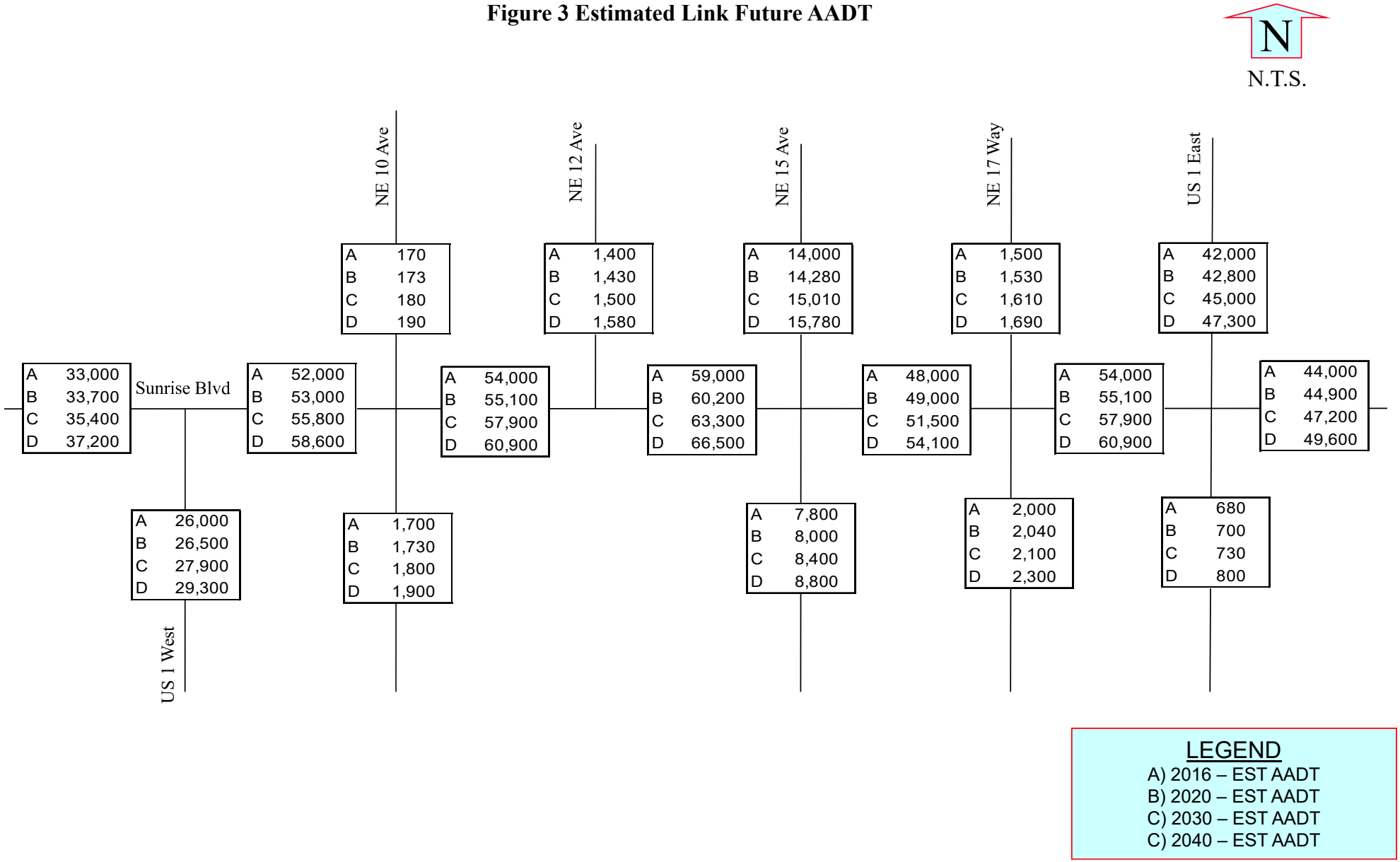


Figure 4 Estimated Future AM Peak Hour Turning Movement Volume

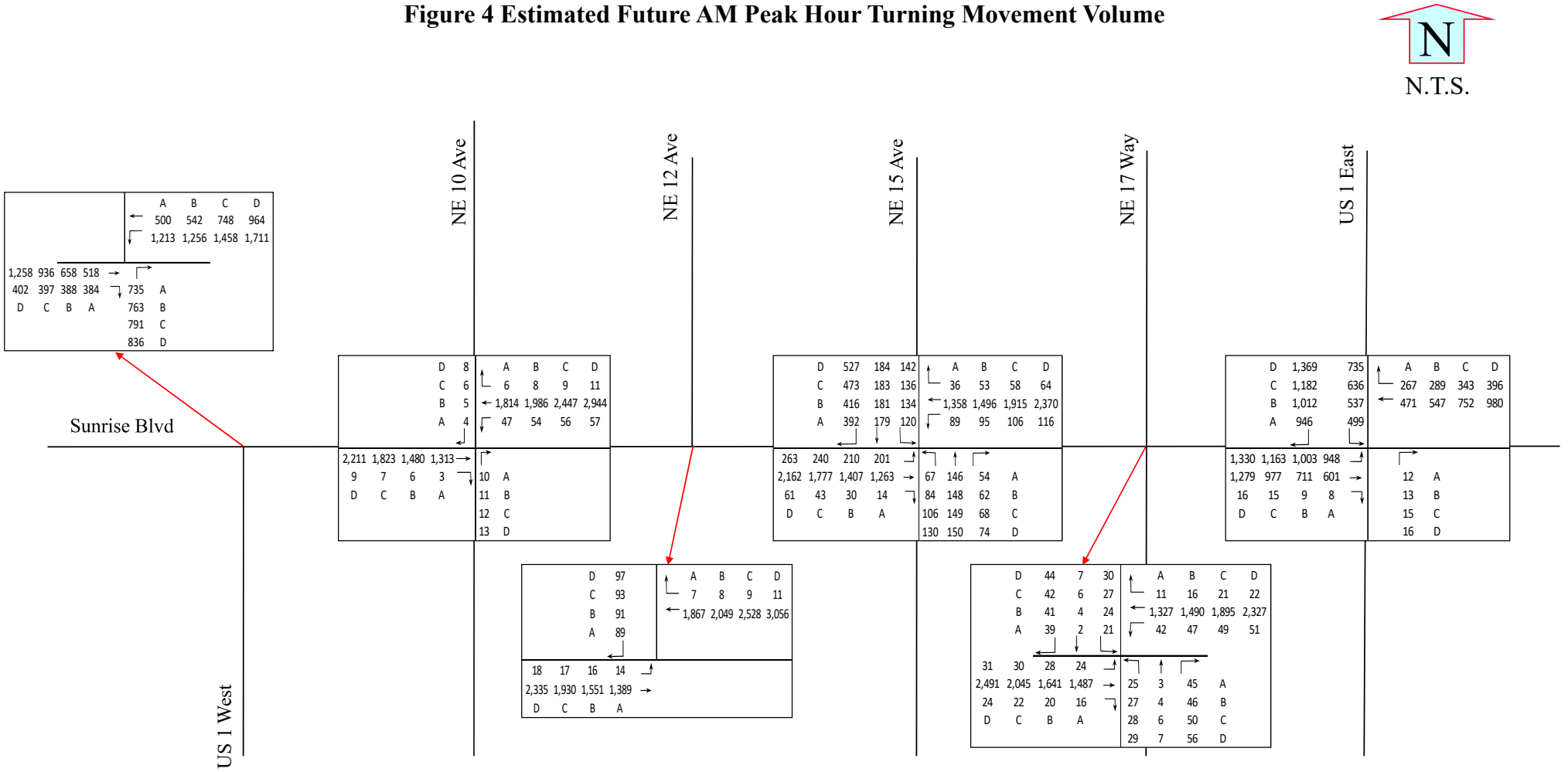
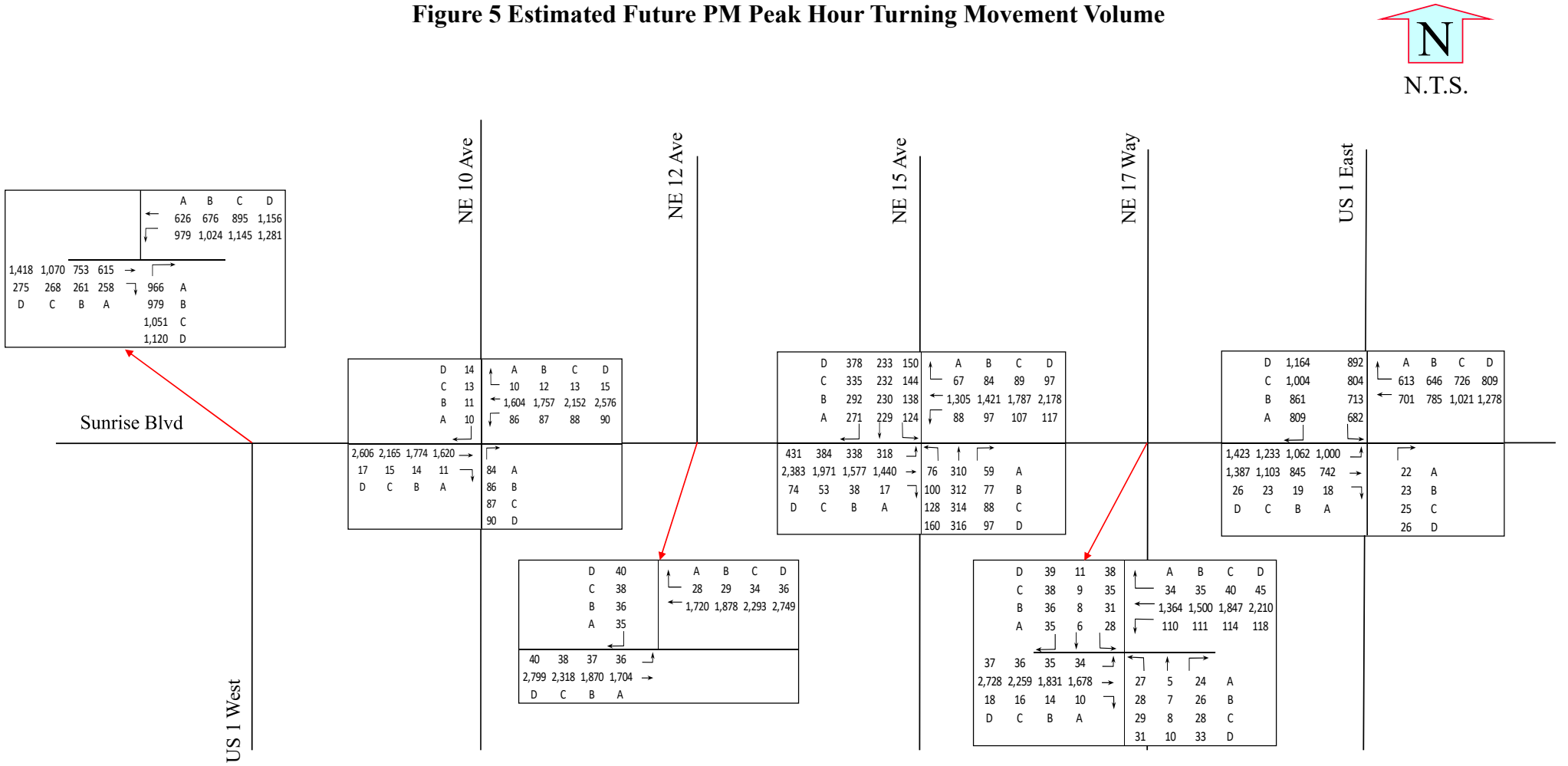


Figure 5 Estimated Future PM Peak Hour Turning Movement Volume



Appendix A

Traffic Data Collection

County: 86
Station: 0103
Description: SUNRISE BLVD E OF W US-1
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	60	44	36	223	72	54	42	39	207	430
0100	38	28	28	28	122	27	26	22	19	94	216
0200	29	20	27	14	90	24	18	19	13	74	164
0300	13	10	10	10	43	10	13	16	14	53	96
0400	9	18	23	43	93	11	16	24	29	80	173
0500	33	32	52	71	188	38	45	60	85	228	416
0600	73	109	127	205	514	101	147	182	172	602	1116
0700	200	249	301	326	1076	256	324	390	402	1372	2448
0800	330	298	330	303	1261	394	476	411	445	1726	2987
0900	310	305	346	311	1272	338	338	366	327	1369	2641
1000	304	293	333	381	1311	314	326	327	347	1314	2625
1100	365	387	387	388	1527	336	367	348	396	1447	2974
1200	377	360	381	413	1531	330	386	407	369	1492	3023
1300	380	366	376	371	1493	356	383	363	374	1476	2969
1400	370	384	385	389	1528	399	328	384	368	1479	3007
1500	401	386	367	366	1520	352	342	350	336	1380	2900
1600	367	386	398	509	1660	385	328	361	377	1451	3111
1700	364	433	453	397	1647	398	412	415	366	1591	3238
1800	480	423	420	518	1841	387	415	399	367	1568	3409
1900	360	438	376	310	1484	348	357	330	313	1348	2832
2000	270	262	233	223	988	244	255	229	214	942	1930
2100	225	212	202	178	817	278	260	192	185	915	1732
2200	221	178	145	106	650	220	163	159	115	657	1307
2300	136	127	114	97	474	111	100	84	83	378	852
24-Hour Totals:					23353					23243	46596

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1284	800	1726	800	2987
P.M.	1800	1841	1645	1602	1800	3409
Daily	1800	1841	800	1726	1800	3409

Generated by SPS 5.0.45P

County: 86
Station: 0105
Description: W US-1 S OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	45	24	19	18	106	32	27	23	19	101	207
0100	18	15	17	15	65	14	14	14	11	53	118
0200	15	10	14	6	45	16	14	14	7	51	96
0300	8	4	3	4	19	6	3	9	8	26	45
0400	3	7	10	18	38	8	9	16	23	56	94
0500	16	16	23	31	86	28	32	52	59	171	257
0600	38	41	48	92	219	76	100	129	122	427	646
0700	124	109	170	150	553	164	219	292	325	1000	1553
0800	165	144	164	138	611	365	385	357	339	1446	2057
0900	156	141	163	141	601	285	229	242	226	982	1583
1000	145	140	167	198	650	203	185	204	200	792	1442
1100	190	204	201	204	799	178	198	183	221	780	1579
1200	196	191	204	223	814	174	203	212	204	793	1607
1300	197	187	197	200	781	191	205	194	203	793	1574
1400	202	198	205	209	814	233	176	221	190	820	1634
1500	208	199	201	209	817	190	203	212	194	799	1616
1600	210	224	219	269	922	213	175	207	231	826	1748
1700	220	265	281	248	1014	269	283	290	275	1117	2131
1800	307	241	224	292	1064	268	286	255	253	1062	2126
1900	189	254	200	155	798	217	233	216	203	869	1667
2000	150	142	131	121	544	138	175	141	117	571	1115
2100	127	114	115	96	452	160	143	94	98	495	947
2200	125	101	73	51	350	110	80	85	55	330	680
2300	72	66	61	54	253	51	50	40	38	179	432
24-Hour Totals:					12415					14539	26954

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	629	800	1446	800	2057
P.M.	1715	1101	1730	1119	1715	2217
Daily	1715	1101	800	1446	1715	2217

Generated by SPS 5.0.45P

County: 86
Station: 0107
Description: SUNRISE BLVD W OF W US-1
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	38	30	20	121	34	26	21	20	101	222
0100	20	13	11	13	57	14	11	8	7	40	97
0200	19	15	16	9	59	12	6	7	6	31	90
0300	4	6	11	8	29	2	10	8	6	26	55
0400	9	11	16	27	63	4	5	8	6	23	86
0500	21	22	49	47	139	9	12	16	21	58	197
0600	55	83	108	125	371	31	42	55	49	177	548
0700	65	168	158	229	620	62	93	73	102	330	950
0800	204	220	226	197	847	102	112	113	102	429	1276
0900	182	184	196	202	764	97	95	106	103	401	1165
1000	178	155	166	156	655	112	133	110	120	475	1130
1100	141	143	148	149	581	130	132	137	134	533	1114
1200	139	122	128	145	534	123	135	146	127	531	1065
1300	153	146	146	133	578	139	143	140	135	557	1135
1400	158	154	156	145	613	148	133	135	155	571	1184
1500	150	177	178	153	658	127	130	121	116	494	1152
1600	143	143	165	206	657	132	132	119	134	517	1174
1700	170	194	191	189	744	137	143	129	114	523	1267
1800	208	187	196	207	798	127	113	132	101	473	1271
1900	170	166	179	165	680	120	109	109	102	440	1120
2000	100	139	106	89	434	92	86	89	87	354	788
2100	92	98	74	71	335	88	96	83	67	334	669
2200	80	63	65	56	264	90	67	55	54	266	530
2300	51	58	46	32	187	49	47	40	36	172	359
24-Hour Totals:					10788					7856	18644

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	879	745	429	745	1308
P.M.	1800	798	1400	571	1645	1304
Daily	745	879	1400	571	745	1308

Generated by SPS 5.0.47P

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8095 NW 12 Street, Suite 315
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CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 1- W US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	51	27	0	78	145	75	0	0	220	0	0	117	0	117	0	0	0	0	0	415
07:15 AM	0	133	62	0	195	197	106	0	0	303	0	0	129	0	129	0	0	0	0	0	627
07:30 AM	0	90	78	0	168	199	77	0	0	276	0	0	171	0	171	0	0	0	0	0	615
07:45 AM	0	157	99	0	256	305	119	0	0	424	0	0	177	0	177	0	0	0	0	0	857
Total	0	431	266	0	697	846	377	0	0	1223	0	0	594	0	594	0	0	0	0	0	2514
08:00 AM	0	134	90	0	224	329	120	0	0	449	0	0	162	0	162	0	0	0	0	0	835
08:15 AM	0	130	109	0	239	394	132	0	0	526	0	0	169	0	169	0	0	0	0	0	934
08:30 AM	0	130	109	0	239	255	130	0	0	385	0	0	179	0	179	0	0	0	0	0	803
08:45 AM	0	148	74	0	222	333	120	0	0	453	0	0	156	0	156	0	0	0	0	0	831
Total	0	542	382	0	924	1311	502	0	0	1813	0	0	666	0	666	0	0	0	0	0	3403
*** BREAK ***																					
04:00 PM	0	142	25	0	167	167	160	0	0	327	0	0	160	0	160	0	0	0	0	0	654
04:15 PM	0	143	28	0	171	189	145	0	0	334	0	0	200	0	200	0	0	0	0	0	705
04:30 PM	0	170	29	0	199	221	130	0	0	351	0	0	219	0	219	0	0	0	0	0	769
04:45 PM	0	170	59	0	229	204	159	0	0	363	0	0	257	0	257	0	0	0	0	0	849
Total	0	625	141	0	766	781	594	0	0	1375	0	0	836	0	836	0	0	0	0	0	2977
05:00 PM	0	143	68	0	211	240	157	0	0	397	0	0	235	0	235	0	0	0	0	0	843
05:15 PM	0	140	76	0	216	250	165	0	0	415	0	0	215	0	215	0	0	0	0	0	846
05:30 PM	0	154	72	0	226	265	146	0	0	411	0	0	264	0	264	0	0	0	0	0	901
05:45 PM	0	136	89	0	225	252	131	0	0	383	0	0	250	0	250	0	0	0	0	0	858
Total	0	573	305	0	878	1007	599	0	0	1606	0	0	964	0	964	0	0	0	0	0	3448
Grand Total	0	2171	1094	0	3265	3945	2072	0	0	6017	0	0	3060	0	3060	0	0	0	0	0	12342
Apprch %	0	66.5	33.5	0		65.6	34.4	0	0		0	0	100	0		0	0	0	0		
Total %	0	17.6	8.9	0	26.5	32	16.8	0	0	48.8	0	0	24.8	0	24.8	0	0	0	0	0	
Auto	0	2117	1088	0	3205	3913	2029	0	0	5942	0	0	3019	0	3019	0	0	0	0	0	12166
% Auto	0	97.5	99.5	0	98.2	99.2	97.9	0	0	98.8	0	0	98.7	0	98.7	0	0	0	0	0	98.6
Heavy Vehicles	0	54	6	0	60	32	43	0	0	75	0	0	41	0	41	0	0	0	0	0	176
% Heavy Vehicles	0	2.5	0.5	0	1.8	0.8	2.1	0	0	1.2	0	0	1.3	0	1.3	0	0	0	0	0	1.4

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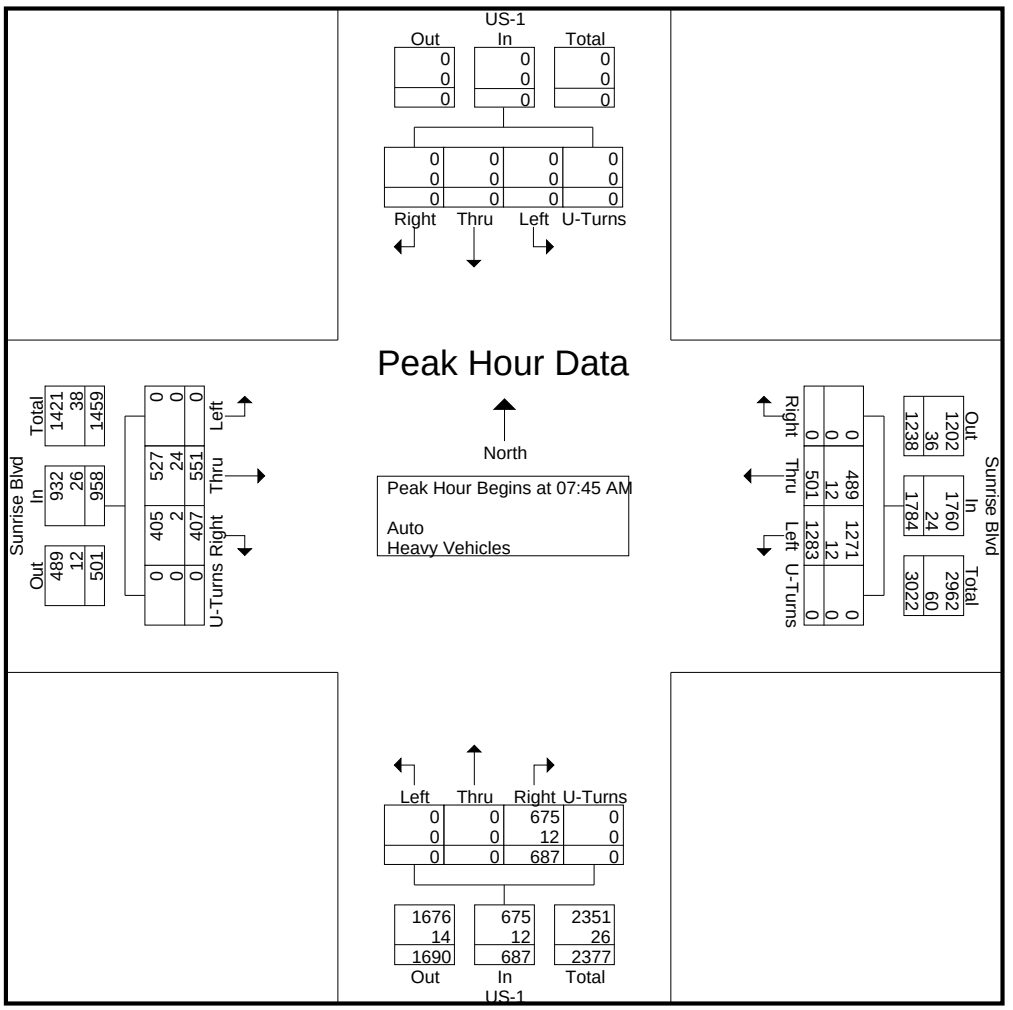
File Name : 1- W US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	157	99	0	256	305	119	0	0	424	0	0	177	0	177	0	0	0	0	0	857
08:00 AM	0	134	90	0	224	329	120	0	0	449	0	0	162	0	162	0	0	0	0	0	835
08:15 AM	0	130	109	0	239	394	132	0	0	526	0	0	169	0	169	0	0	0	0	0	934
08:30 AM	0	130	109	0	239	255	130	0	0	385	0	0	179	0	179	0	0	0	0	0	803
Total Volume	0	551	407	0	958	1283	501	0	0	1784	0	0	687	0	687	0	0	0	0	0	3429
% App. Total	0	57.5	42.5	0		71.9	28.1	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.877	.933	.000	.936	.814	.949	.000	.000	.848	.000	.000	.959	.000	.959	.000	.000	.000	.000	.000	.918
Auto	0	527	405	0	932	1271	489	0	0	1760	0	0	675	0	675	0	0	0	0	0	3367
% Auto	0	95.6	99.5	0	97.3	99.1	97.6	0	0	98.7	0	0	98.3	0	98.3	0	0	0	0	0	98.2
Heavy Vehicles	0	24	2	0	26	12	12	0	0	24	0	0	12	0	12	0	0	0	0	0	62
% Heavy Vehicles	0	4.4	0.5	0	2.7	0.9	2.4	0	0	1.3	0	0	1.7	0	1.7	0	0	0	0	0	1.8



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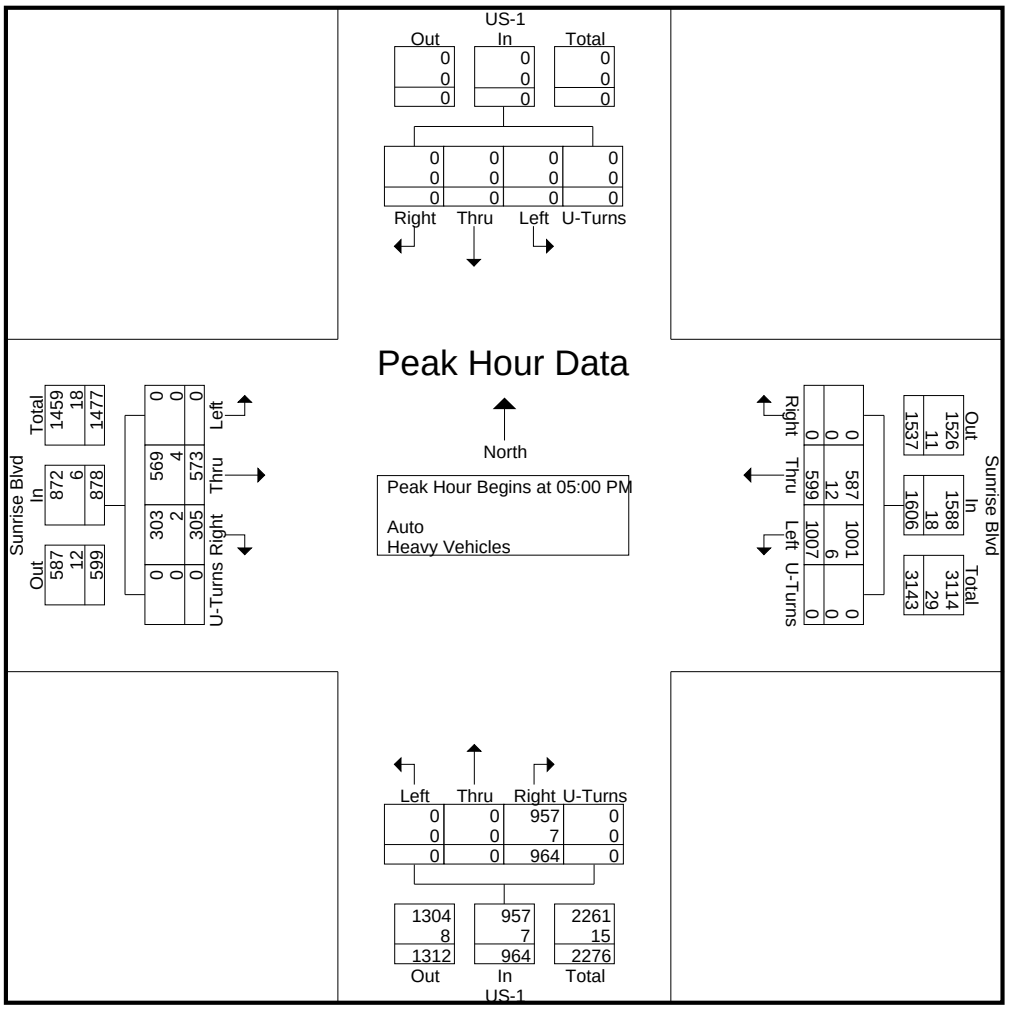
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	143	68	0	211	240	157	0	0	397	0	0	235	0	235	0	0	0	0	0	843
05:15 PM	0	140	76	0	216	250	165	0	0	415	0	0	215	0	215	0	0	0	0	0	846
05:30 PM	0	154	72	0	226	265	146	0	0	411	0	0	264	0	264	0	0	0	0	0	901
05:45 PM	0	136	89	0	225	252	131	0	0	383	0	0	250	0	250	0	0	0	0	0	858
Total Volume	0	573	305	0	878	1007	599	0	0	1606	0	0	964	0	964	0	0	0	0	0	3448
% App. Total	0	65.3	34.7	0		62.7	37.3	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.930	.857	.000	.971	.950	.908	.000	.000	.967	.000	.000	.913	.000	.913	.000	.000	.000	.000	.000	.957
Auto	0	569	303	0	872	1001	587	0	0	1588	0	0	957	0	957	0	0	0	0	0	3417
% Auto	0	99.3	99.3	0	99.3	99.4	98.0	0	0	98.9	0	0	99.3	0	99.3	0	0	0	0	0	99.1
Heavy Vehicles	0	4	2	0	6	6	12	0	0	18	0	0	7	0	7	0	0	0	0	0	31
% Heavy Vehicles	0	0.7	0.7	0	0.7	0.6	2.0	0	0	1.1	0	0	0.7	0	0.7	0	0	0	0	0	0.9



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07:00 AM	0	1	0	0	1	3	1	0	0	4	0	0	3	0	3	0	0	0	0	0	8
07:15 AM	0	9	1	0	10	1	3	0	0	4	0	0	2	0	2	0	0	0	0	0	16
07:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
07:45 AM	0	4	1	0	5	2	1	0	0	3	0	0	3	0	3	0	0	0	0	0	11
Total	0	16	2	0	18	6	6	0	0	12	0	0	9	0	9	0	0	0	0	0	39
08:00 AM	0	7	1	0	8	3	4	0	0	7	0	0	3	0	3	0	0	0	0	0	18
08:15 AM	0	5	0	0	5	2	4	0	0	6	0	0	4	0	4	0	0	0	0	0	15
08:30 AM	0	8	0	0	8	5	3	0	0	8	0	0	2	0	2	0	0	0	0	0	18
08:45 AM	0	6	0	0	6	6	6	0	0	12	0	0	4	0	4	0	0	0	0	0	22
Total	0	26	1	0	27	16	17	0	0	33	0	0	13	0	13	0	0	0	0	0	73
*** BREAK ***																					
04:00 PM	0	1	1	0	2	1	4	0	0	5	0	0	3	0	3	0	0	0	0	0	10
04:15 PM	0	3	0	0	3	2	1	0	0	3	0	0	2	0	2	0	0	0	0	0	8
04:30 PM	0	2	0	0	2	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	7
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	5	0	5	0	0	0	0	0	8
Total	0	8	1	0	9	4	8	0	0	12	0	0	12	0	12	0	0	0	0	0	33
05:00 PM	0	0	1	0	1	4	3	0	0	7	0	0	1	0	1	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	3	0	3	0	0	0	0	0	8
05:30 PM	0	2	0	0	2	2	3	0	0	5	0	0	1	0	1	0	0	0	0	0	8
05:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	6
Total	0	4	2	0	6	6	12	0	0	18	0	0	7	0	7	0	0	0	0	0	31
Grand Total	0	54	6	0	60	32	43	0	0	75	0	0	41	0	41	0	0	0	0	0	176
Apprch %	0	90	10	0		42.7	57.3	0	0		0	0	100	0		0	0	0	0		
Total %	0	30.7	3.4	0	34.1	18.2	24.4	0	0	42.6	0	0	23.3	0	23.3	0	0	0	0	0	

County: 86
Station: 0201
Description: NE 10TH AVE N OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	1	1	1
0400	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	1	1	1
0600	0	1	1	1	3	0	0	0	1	1	4
0700	0	2	1	0	3	0	1	2	0	3	6
0800	2	1	3	1	7	2	1	0	1	4	11
0900	1	2	2	1	6	0	2	5	0	7	13
1000	1	5	1	2	9	0	0	0	1	1	10
1100	3	2	2	5	12	3	2	1	2	8	20
1200	1	3	1	3	8	4	6	3	2	15	23
1300	2	3	1	5	11	2	3	2	3	10	21
1400	1	2	0	1	4	3	3	5	3	14	18
1500	3	5	6	3	17	2	2	4	1	9	26
1600	4	3	2	2	11	3	2	2	4	11	22
1700	4	1	0	0	5	3	1	2	0	6	11
1800	0	0	0	0	0	1	0	0	0	1	1
1900	0	0	0	0	0	0	0	0	0	0	0
2000	1	1	0	0	2	1	3	0	0	4	6
2100	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0
24-Hour Totals:					98					96	194

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	7	845	8	845	14
P.M.	1515	18	1200	15	1515	28
Daily	1515	18	1145	15	1515	28

Generated by SPS 5.0.45P

County: 86
Station: 0203
Description: SUNRISE BLVD E OF NE 10TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	85	70	55	41	251	87	71	58	54	270	521
0100	40	28	27	31	126	30	30	25	24	109	235
0200	33	18	27	19	97	29	23	18	17	87	184
0300	14	10	13	12	49	14	18	22	17	71	120
0400	13	24	29	50	116	14	23	25	33	95	211
0500	41	32	61	74	208	43	47	66	92	248	456
0600	81	122	169	231	603	106	163	209	197	675	1278
0700	202	285	310	365	1162	276	309	429	393	1407	2569
0800	345	344	372	336	1397	475	524	446	459	1904	3301
0900	351	357	413	369	1490	372	374	401	364	1511	3001
1000	359	336	371	351	1417	364	386	364	404	1518	2935
1100	336	337	373	355	1401	372	385	419	435	1611	3012
1200	347	347	371	370	1435	372	441	467	425	1705	3140
1300	366	354	357	325	1402	399	476	401	421	1697	3099
1400	348	372	337	344	1401	436	404	442	421	1703	3104
1500	379	361	377	378	1495	419	384	389	362	1554	3049
1600	368	359	392	534	1653	430	385	425	451	1691	3344
1700	423	423	465	439	1750	413	472	439	433	1757	3507
1800	483	399	476	490	1848	420	460	434	392	1706	3554
1900	386	387	386	386	1545	413	407	376	347	1543	3088
2000	287	269	240	230	1026	258	297	248	261	1064	2090
2100	217	220	206	194	837	327	308	237	249	1121	1958
2200	214	172	157	122	665	250	218	194	159	821	1486
2300	136	133	117	95	481	158	129	109	109	505	986
24-Hour Totals:					23855					26373	50228

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1457	800	1904	800	3301
P.M.	1800	1848	1645	1775	1645	3620
Daily	1800	1848	800	1904	1645	3620

Generated by SPS 5.0.45P

County: 86
Station: 0205
Description: NE 10TH AVE S OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	1	0	0	1	3	0	0	0	3	4
0100	0	0	0	1	1	0	2	0	0	2	3
0200	0	0	0	0	0	1	0	0	0	1	1
0300	0	0	0	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	1	1	2	0	0	1	1	2	4
0600	2	0	1	2	5	0	2	1	2	5	10
0700	1	0	3	2	6	2	17	24	10	53	59
0800	1	2	3	3	9	5	9	10	5	29	38
0900	13	7	8	8	36	14	9	12	11	46	82
1000	12	12	8	19	51	15	6	17	18	56	107
1100	20	12	10	18	60	12	7	13	20	52	112
1200	20	24	18	13	75	25	14	10	14	63	138
1300	22	16	19	10	67	7	8	14	10	39	106
1400	17	20	15	15	67	11	27	17	18	73	140
1500	14	7	19	36	76	20	17	12	11	60	136
1600	40	30	34	24	128	15	17	17	22	71	199
1700	31	16	27	33	107	11	22	31	44	108	215
1800	26	12	42	21	101	35	38	34	36	143	244
1900	30	14	44	44	132	23	30	21	17	91	223
2000	28	7	7	11	53	10	6	1	6	23	76
2100	4	7	7	14	32	6	5	3	2	16	48
2200	2	1	2	1	6	1	0	1	0	2	8
2300	1	2	1	0	4	5	1	0	1	7	11
24-Hour Totals:					1019					946	1965

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	31	715	56	845	71
P.M.	1545	140	1745	151	1745	264
Daily	1545	140	1745	151	1745	264

Generated by SPS 5.0.45P

County: 86
Station: 0207
Description: SUNRISE BLVD W OF NE 10TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	60	44	36	223	72	54	42	39	207	430
0100	38	28	28	28	122	27	26	22	19	94	216
0200	29	20	27	14	90	24	18	19	13	74	164
0300	13	10	10	10	43	10	13	16	14	53	96
0400	9	18	23	43	93	11	16	24	29	80	173
0500	33	32	52	71	188	38	45	60	85	228	416
0600	73	109	127	205	514	101	147	182	172	602	1116
0700	200	249	301	326	1076	256	324	390	402	1372	2448
0800	330	298	330	303	1261	394	476	411	445	1726	2987
0900	310	305	346	311	1272	338	338	366	327	1369	2641
1000	304	293	333	381	1311	314	326	327	347	1314	2625
1100	365	387	387	388	1527	336	367	348	396	1447	2974
1200	377	360	381	413	1531	330	386	407	369	1492	3023
1300	380	366	376	371	1493	356	383	363	374	1476	2969
1400	370	384	385	389	1528	399	328	384	368	1479	3007
1500	401	386	367	366	1520	352	342	350	336	1380	2900
1600	367	386	398	509	1660	385	328	361	377	1451	3111
1700	364	433	453	397	1647	398	412	415	366	1591	3238
1800	480	423	420	518	1841	387	415	399	367	1568	3409
1900	360	438	376	310	1484	348	357	330	313	1348	2832
2000	270	262	233	223	988	244	255	229	214	942	1930
2100	225	212	202	178	817	278	260	192	185	915	1732
2200	221	178	145	106	650	220	163	159	115	657	1307
2300	136	127	114	97	474	111	100	84	83	378	852
24-Hour Totals:					23353					23243	46596

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1284	800	1726	800	2987
P.M.	1800	1841	1645	1602	1800	3409
Daily	1800	1841	800	1726	1800	3409

Generated by SPS 5.0.45P

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 2- NE 10th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 10th Ave Northbound					NE 10th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	173	0	0	173	3	235	0	5	243	0	0	0	0	0	0	0	0	0	0	416
07:15 AM	0	268	4	0	272	7	295	0	3	305	0	0	0	0	0	0	0	0	0	0	577
07:30 AM	0	260	2	0	262	22	293	1	9	325	0	0	3	0	3	0	0	1	0	1	591
07:45 AM	0	354	2	0	356	8	438	1	1	448	0	0	3	0	3	0	0	2	0	2	809
Total	0	1055	8	0	1063	40	1261	2	18	1321	0	0	6	0	6	0	0	3	0	3	2393
08:00 AM	0	304	0	0	304	4	466	1	5	476	0	0	2	0	2	0	0	0	0	0	782
08:15 AM	0	279	1	0	280	14	541	2	5	562	0	0	2	0	2	0	0	1	0	1	845
08:30 AM	0	330	1	0	331	6	414	0	7	427	0	0	3	0	3	0	0	1	0	1	762
08:45 AM	0	309	0	0	309	2	466	4	2	474	0	0	1	0	1	0	0	2	0	2	786
Total	0	1222	2	0	1224	26	1887	7	19	1939	0	0	8	0	8	0	0	4	0	4	3175
*** BREAK ***																					
04:00 PM	0	294	1	0	295	12	366	2	3	383	0	0	29	0	29	0	0	3	0	3	710
04:15 PM	0	346	1	0	347	17	363	1	3	384	0	0	39	0	39	0	0	3	0	3	773
04:30 PM	0	395	1	0	396	15	387	5	0	407	0	0	31	0	31	0	0	1	0	1	835
04:45 PM	0	432	5	0	437	13	366	5	4	388	0	0	13	0	13	0	0	5	0	5	843
Total	0	1467	8	0	1475	57	1482	13	10	1562	0	0	112	0	112	0	0	12	0	12	3161
05:00 PM	0	387	3	0	390	5	440	3	4	452	0	0	28	0	28	0	0	1	0	1	871
05:15 PM	0	360	3	0	363	23	418	0	10	451	0	0	13	0	13	0	0	3	0	3	830
05:30 PM	0	425	2	0	427	24	404	2	2	432	0	0	29	0	29	0	0	1	0	1	889
05:45 PM	0	390	7	0	397	28	366	0	5	399	0	0	25	0	25	0	0	1	0	1	822
Total	0	1562	15	0	1577	80	1628	5	21	1734	0	0	95	0	95	0	0	6	0	6	3412
Grand Total	0	5306	33	0	5339	203	6258	27	68	6556	0	0	221	0	221	0	0	25	0	25	12141
Apprch %	0	99.4	0.6	0		3.1	95.5	0.4	1		0	0	100	0		0	0	100	0		
Total %	0	43.7	0.3	0	44	1.7	51.5	0.2	0.6	54	0	0	1.8	0	1.8	0	0	0.2	0	0.2	
Auto	0	5233	33	0	5266	203	6167	26	68	6464	0	0	221	0	221	0	0	24	0	24	11975
% Auto	0	98.6	100	0	98.6	100	98.5	96.3	100	98.6	0	0	100	0	100	0	0	96	0	96	98.6
Heavy Vehicles	0	73	0	0	73	0	91	1	0	92	0	0	0	0	0	0	0	1	0	1	166
% Heavy Vehicles	0	1.4	0	0	1.4	0	1.5	3.7	0	1.4	0	0	0	0	0	0	0	4	0	4	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
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CLIENT : FDOT D4
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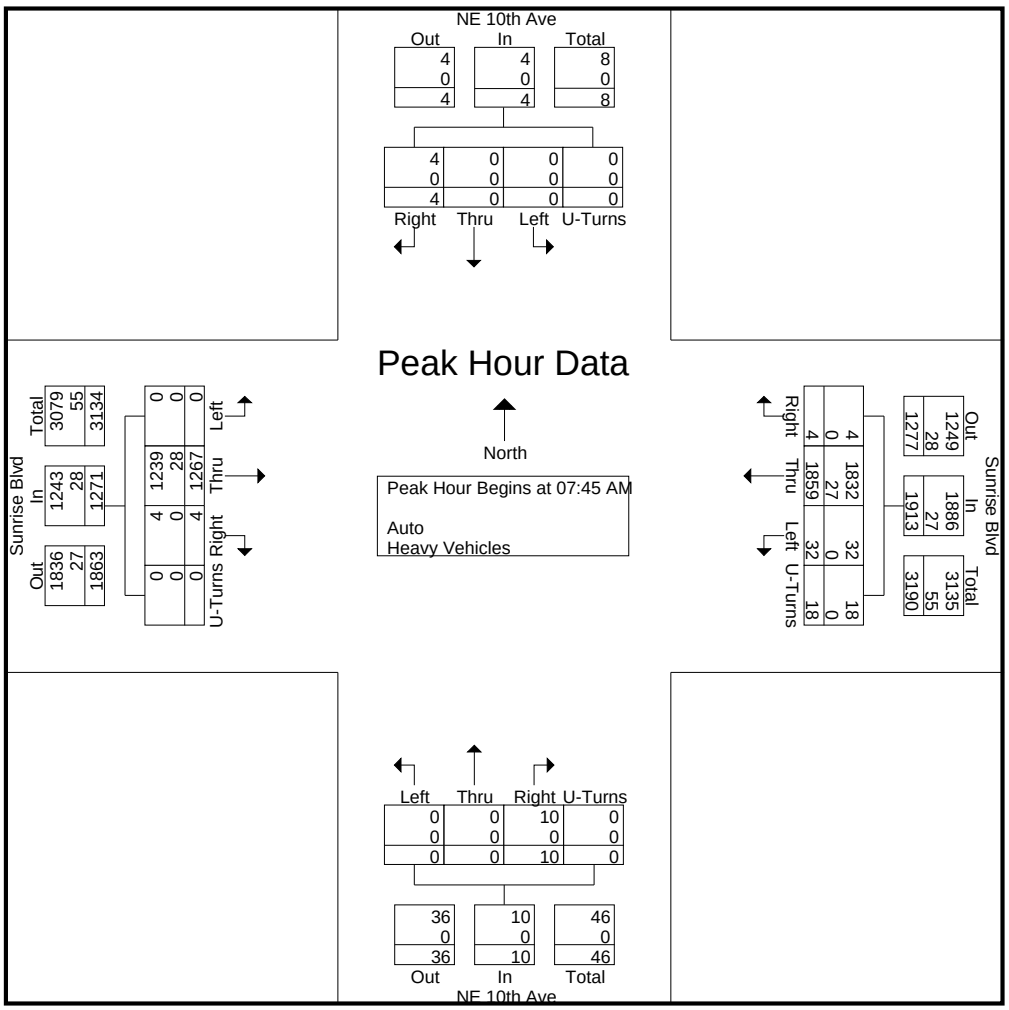
COUNTY : Broward

File Name : 2- NE 10th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 10th Ave Northbound					NE 10th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	354	2	0	356	8	438	1	1	448	0	0	3	0	3	0	0	2	0	2	809
08:00 AM	0	304	0	0	304	4	466	1	5	476	0	0	2	0	2	0	0	0	0	0	782
08:15 AM	0	279	1	0	280	14	541	2	5	562	0	0	2	0	2	0	0	1	0	1	845
08:30 AM	0	330	1	0	331	6	414	0	7	427	0	0	3	0	3	0	0	1	0	1	762
Total Volume	0	1267	4	0	1271	32	1859	4	18	1913	0	0	10	0	10	0	0	4	0	4	3198
% App. Total	0	99.7	0.3	0		1.7	97.2	0.2	0.9		0	0	100	0		0	0	100	0		
PHF	.000	.895	.500	.000	.893	.571	.859	.500	.643	.851	.000	.000	.833	.000	.833	.000	.000	.500	.000	.500	.946
Auto	0	1239	4	0	1243	32	1832	4	18	1886	0	0	10	0	10	0	0	4	0	4	3143
% Auto	0	97.8	100	0	97.8	100	98.5	100	100	98.6	0	0	100	0	100	0	0	100	0	100	98.3
Heavy Vehicles	0	28	0	0	28	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	55
% Heavy Vehicles	0	2.2	0	0	2.2	0	1.5	0	0	1.4	0	0	0	0	0	0	0	0	0	0	1.7



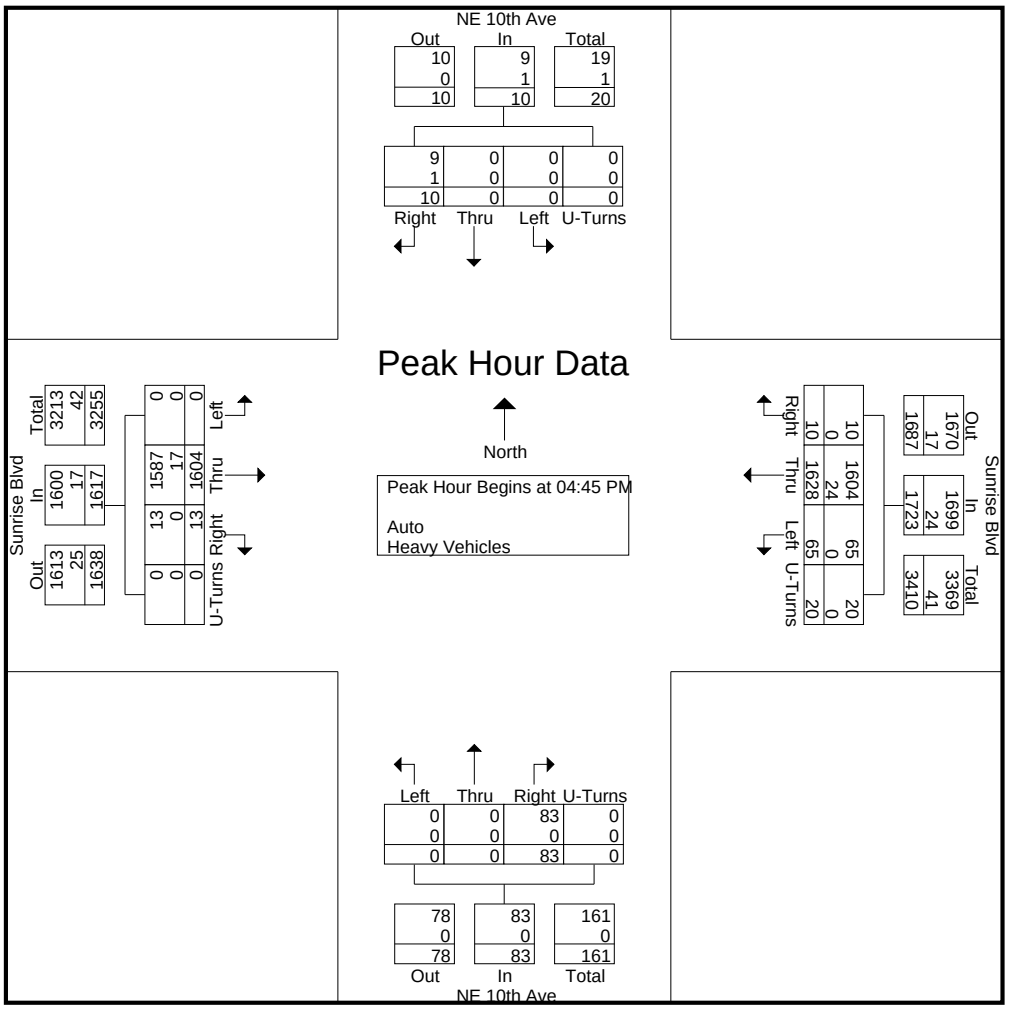
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 2- NE 10th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 10th Ave Northbound					NE 10th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	432	5	0	437	13	366	5	4	388	0	0	13	0	13	0	0	5	0	5	843
05:00 PM	0	387	3	0	390	5	440	3	4	452	0	0	28	0	28	0	0	1	0	1	871
05:15 PM	0	360	3	0	363	23	418	0	10	451	0	0	13	0	13	0	0	3	0	3	830
05:30 PM	0	425	2	0	427	24	404	2	2	432	0	0	29	0	29	0	0	1	0	1	889
Total Volume	0	1604	13	0	1617	65	1628	10	20	1723	0	0	83	0	83	0	0	10	0	10	3433
% App. Total	0	99.2	0.8	0		3.8	94.5	0.6	1.2		0	0	100	0		0	0	100	0		
PHF	.000	.928	.650	.000	.925	.677	.925	.500	.500	.953	.000	.000	.716	.000	.716	.000	.000	.500	.000	.500	.965
Auto	0	1587	13	0	1600	65	1604	10	20	1699	0	0	83	0	83	0	0	9	0	9	3391
% Auto	0	98.9	100	0	98.9	100	98.5	100	100	98.6	0	0	100	0	100	0	0	90.0	0	90.0	98.8
Heavy Vehicles	0	17	0	0	17	0	24	0	0	24	0	0	0	0	0	0	0	1	0	1	42
% Heavy Vehicles	0	1.1	0	0	1.1	0	1.5	0	0	1.4	0	0	0	0	0	0	0	10.0	0	10.0	1.2



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File Name : 2- NE 10th Ave @ Sunrise Blvd
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Groups Printed- Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 10th Ave Northbound					NE 10th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	20	0	0	20	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	32
08:00 AM	0	9	0	0	9	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	16
08:15 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
08:30 AM	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
08:45 AM	0	6	0	0	6	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	19
Total	0	28	0	0	28	0	37	1	0	38	0	0	0	0	0	0	0	0	0	0	66
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	11
Total	0	14	0	0	14	0	21	0	0	21	0	0	0	0	0	0	0	1	0	1	36
05:00 PM	0	2	0	0	2	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
05:30 PM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	11	0	0	11	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	32
Grand Total	0	73	0	0	73	0	91	1	0	92	0	0	0	0	0	0	0	1	0	1	166
Apprch %	0	100	0	0		0	98.9	1.1	0		0	0	0	0		0	0	100	0		
Total %	0	44	0	0	44	0	54.8	0.6	0	55.4	0	0	0	0	0	0	0	0.6	0	0.6	

County: 86
Station: 0301
Description: NE 12TH AVE N OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	2	1	1	8	1	0	1	1	3	11
0100	0	1	3	0	4	0	1	2	0	3	7
0200	1	1	1	1	4	0	1	1	2	4	8
0300	0	4	1	0	5	1	2	1	0	4	9
0400	0	2	2	0	4	0	1	1	2	4	8
0500	2	2	0	2	6	5	2	3	4	14	20
0600	2	3	4	3	12	5	7	8	7	27	39
0700	3	4	4	4	15	24	13	16	12	65	80
0800	7	2	6	10	25	22	20	22	21	85	110
0900	8	9	6	7	30	19	16	14	12	61	91
1000	10	11	11	11	43	10	13	11	9	43	86
1100	5	5	6	5	21	10	8	5	9	32	53
1200	9	5	6	10	30	13	6	5	13	37	67
1300	16	18	8	12	54	15	14	17	15	61	115
1400	10	9	12	19	50	10	5	7	18	40	90
1500	16	12	9	10	47	15	11	8	11	45	92
1600	10	20	19	11	60	10	13	10	9	42	102
1700	21	18	18	21	78	8	8	6	10	32	110
1800	19	20	25	28	92	8	10	19	13	50	142
1900	13	18	19	14	64	19	12	12	15	58	122
2000	14	16	12	13	55	8	17	10	12	47	102
2100	15	17	9	7	48	9	15	5	6	35	83
2200	10	14	4	13	41	0	8	3	9	20	61
2300	6	6	2	3	17	3	1	0	1	5	22
24-Hour Totals:					813					817	1630

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	33	800	85	830	111
P.M.	1800	92	1300	61	1800	142
Daily	1800	92	800	85	1815	147

Generated by SPS 5.0.45P

County: 86
Station: 0303
Description: SUNRISE BLVD E OF NE 12TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	97	78	66	45	286	96	80	66	60	302	588
0100	46	32	26	33	137	34	31	31	27	123	260
0200	37	24	30	22	113	31	22	23	17	93	206
0300	15	11	14	14	54	15	22	25	19	81	135
0400	15	25	30	59	129	16	27	27	35	105	234
0500	45	39	70	83	237	44	52	75	99	270	507
0600	99	139	186	268	692	121	172	192	180	665	1357
0700	200	315	298	385	1198	272	318	410	413	1413	2611
0800	358	346	361	319	1384	473	530	455	479	1937	3321
0900	357	360	417	429	1563	395	404	446	392	1637	3200
1000	406	397	404	401	1608	401	436	416	442	1695	3303
1100	381	369	423	391	1564	419	441	453	490	1803	3367
1200	384	378	409	419	1590	417	488	504	462	1871	3461
1300	413	387	402	360	1562	466	515	441	477	1899	3461
1400	391	410	381	386	1568	485	446	490	465	1886	3454
1500	408	401	403	376	1588	456	428	442	415	1741	3329
1600	352	365	391	521	1629	441	412	379	407	1639	3268
1700	477	407	501	448	1833	400	452	432	401	1685	3518
1800	481	470	546	557	2054	393	434	467	425	1719	3773
1900	441	440	469	445	1795	438	452	411	391	1692	3487
2000	307	305	272	266	1150	306	322	273	288	1189	2339
2100	248	250	225	224	947	369	337	269	277	1252	2199
2200	243	186	185	123	737	265	243	203	153	864	1601
2300	154	147	132	117	550	176	134	111	120	541	1091
24-Hour Totals:					25968					28102	54070

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1453	800	1937	745	3321
P.M.	1800	2054	1230	1947	1800	3773
Daily	1800	2054	1230	1947	1815	3778

Generated by SPS 5.0.45P

County: 86
Station: 0307
Description: SUNRISE BLVD W OF NE 12TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	85	70	55	41	251	87	71	58	54	270	521
0100	40	28	27	31	126	30	30	25	24	109	235
0200	33	18	27	19	97	29	23	18	17	87	184
0300	14	10	13	12	49	14	18	22	17	71	120
0400	13	24	29	50	116	14	23	25	33	95	211
0500	41	32	61	74	208	43	47	66	92	248	456
0600	81	122	169	231	603	106	163	209	197	675	1278
0700	202	285	310	365	1162	276	309	429	393	1407	2569
0800	345	344	372	336	1397	475	524	446	459	1904	3301
0900	351	357	413	369	1490	372	374	401	364	1511	3001
1000	359	336	371	351	1417	364	386	364	404	1518	2935
1100	336	337	373	355	1401	372	385	419	435	1611	3012
1200	347	347	371	370	1435	372	441	467	425	1705	3140
1300	366	354	357	325	1402	399	476	401	421	1697	3099
1400	348	372	337	344	1401	436	404	442	421	1703	3104
1500	379	361	377	378	1495	419	384	389	362	1554	3049
1600	368	359	392	534	1653	430	385	425	451	1691	3344
1700	423	423	465	439	1750	413	472	439	433	1757	3507
1800	483	399	476	490	1848	420	460	434	392	1706	3554
1900	386	387	386	386	1545	413	407	376	347	1543	3088
2000	287	269	240	230	1026	258	297	248	261	1064	2090
2100	217	220	206	194	837	327	308	237	249	1121	1958
2200	214	172	157	122	665	250	218	194	159	821	1486
2300	136	133	117	95	481	158	129	109	109	505	986
24-Hour Totals:					23855					26373	50228

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1457	800	1904	800	3301
P.M.	1800	1848	1645	1775	1645	3620
Daily	1800	1848	800	1904	1645	3620

Generated by SPS 5.0.45P

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	175	0	0	175	0	227	2	0	229	0	0	0	0	0	0	0	22	0	22	426
07:15 AM	3	272	0	0	275	0	302	0	0	302	0	0	0	0	0	0	0	13	0	13	590
07:30 AM	4	266	0	0	270	0	314	2	0	316	0	0	0	0	0	0	0	17	0	17	603
07:45 AM	4	356	0	0	360	0	440	1	0	441	0	0	0	0	0	0	0	15	0	15	816
Total	11	1069	0	0	1080	0	1283	5	0	1288	0	0	0	0	0	0	0	67	0	67	2435
08:00 AM	4	309	0	0	313	0	464	2	0	466	0	0	0	0	0	0	0	23	0	23	802
08:15 AM	0	287	0	0	287	0	550	2	0	552	0	0	0	0	0	0	0	17	0	17	856
08:30 AM	4	335	0	0	339	0	415	1	0	416	0	0	0	0	0	0	0	32	0	32	787
08:45 AM	5	308	0	0	313	0	462	4	0	466	0	0	0	0	0	0	0	24	0	24	803
Total	13	1239	0	0	1252	0	1891	9	0	1900	0	0	0	0	0	0	0	96	0	96	3248
*** BREAK ***																					
04:00 PM	3	344	0	0	347	0	381	4	0	385	0	0	0	0	0	0	0	11	0	11	743
04:15 PM	7	364	0	0	371	0	380	12	0	392	0	0	0	0	0	0	0	8	0	8	771
04:30 PM	9	387	0	0	396	0	410	6	0	416	0	0	0	0	0	0	0	6	0	6	818
04:45 PM	6	419	0	0	425	0	386	6	0	392	0	0	0	0	0	0	0	14	0	14	831
Total	25	1514	0	0	1539	0	1557	28	0	1585	0	0	0	0	0	0	0	39	0	39	3163
05:00 PM	9	424	0	0	433	0	467	10	0	477	0	0	0	0	0	0	0	8	0	8	918
05:15 PM	11	370	0	0	381	0	484	8	0	492	0	0	0	0	0	0	0	9	0	9	882
05:30 PM	8	446	0	0	454	0	380	6	0	386	0	0	0	0	0	0	0	3	0	3	843
05:45 PM	14	446	0	0	460	0	394	5	0	399	0	0	0	0	0	0	0	11	0	11	870
Total	42	1686	0	0	1728	0	1725	29	0	1754	0	0	0	0	0	0	0	31	0	31	3513
Grand Total	91	5508	0	0	5599	0	6456	71	0	6527	0	0	0	0	0	0	0	233	0	233	12359
Apprch %	1.6	98.4	0	0		0	98.9	1.1	0		0	0	0	0		0	0	100	0		
Total %	0.7	44.6	0	0	45.3	0	52.2	0.6	0	52.8	0	0	0	0	0	0	0	1.9	0	1.9	
Auto	91	5412	0	0	5503	0	6365	71	0	6436	0	0	0	0	0	0	0	233	0	233	12172
% Auto	100	98.3	0	0	98.3	0	98.6	100	0	98.6	0	0	0	0	0	0	0	100	0	100	98.5
Heavy Vehicles	0	96	0	0	96	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	187
% Heavy Vehicles	0	1.7	0	0	1.7	0	1.4	0	0	1.4	0	0	0	0	0	0	0	0	0	0	1.5

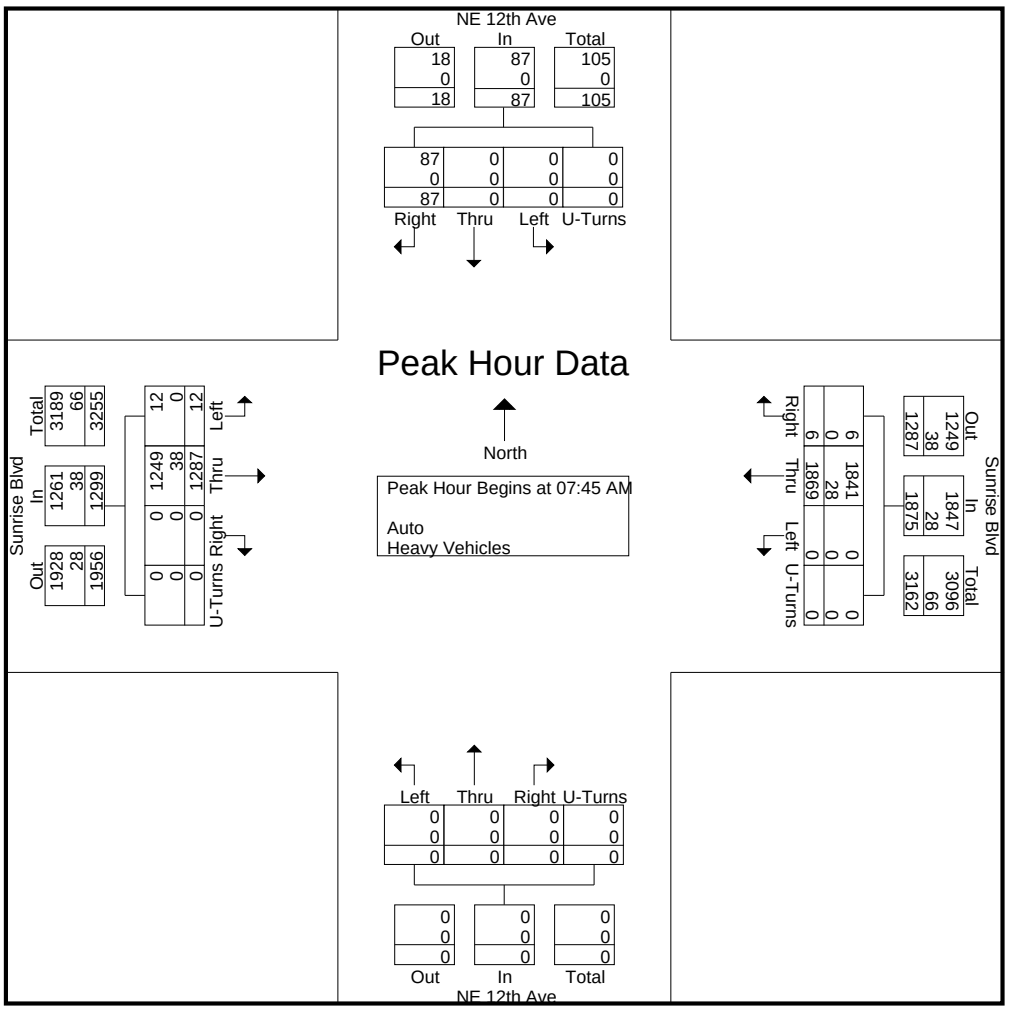
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	356	0	0	360	0	440	1	0	441	0	0	0	0	0	0	0	15	0	15	816
08:00 AM	4	309	0	0	313	0	464	2	0	466	0	0	0	0	0	0	0	23	0	23	802
08:15 AM	0	287	0	0	287	0	550	2	0	552	0	0	0	0	0	0	0	17	0	17	856
08:30 AM	4	335	0	0	339	0	415	1	0	416	0	0	0	0	0	0	0	32	0	32	787
Total Volume	12	1287	0	0	1299	0	1869	6	0	1875	0	0	0	0	0	0	0	87	0	87	3261
% App. Total	0.9	99.1	0	0		0	99.7	0.3	0		0	0	0	0		0	0	100	0		
PHF	.750	.904	.000	.000	.902	.000	.850	.750	.000	.849	.000	.000	.000	.000	.000	.000	.000	.680	.000	.680	.952
Auto	12	1249	0	0	1261	0	1841	6	0	1847	0	0	0	0	0	0	0	87	0	87	3195
% Auto	100	97.0	0	0	97.1	0	98.5	100	0	98.5	0	0	0	0	0	0	0	100	0	100	98.0
Heavy Vehicles	0	38	0	0	38	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	66
% Heavy Vehicles	0	3.0	0	0	2.9	0	1.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0	2.0



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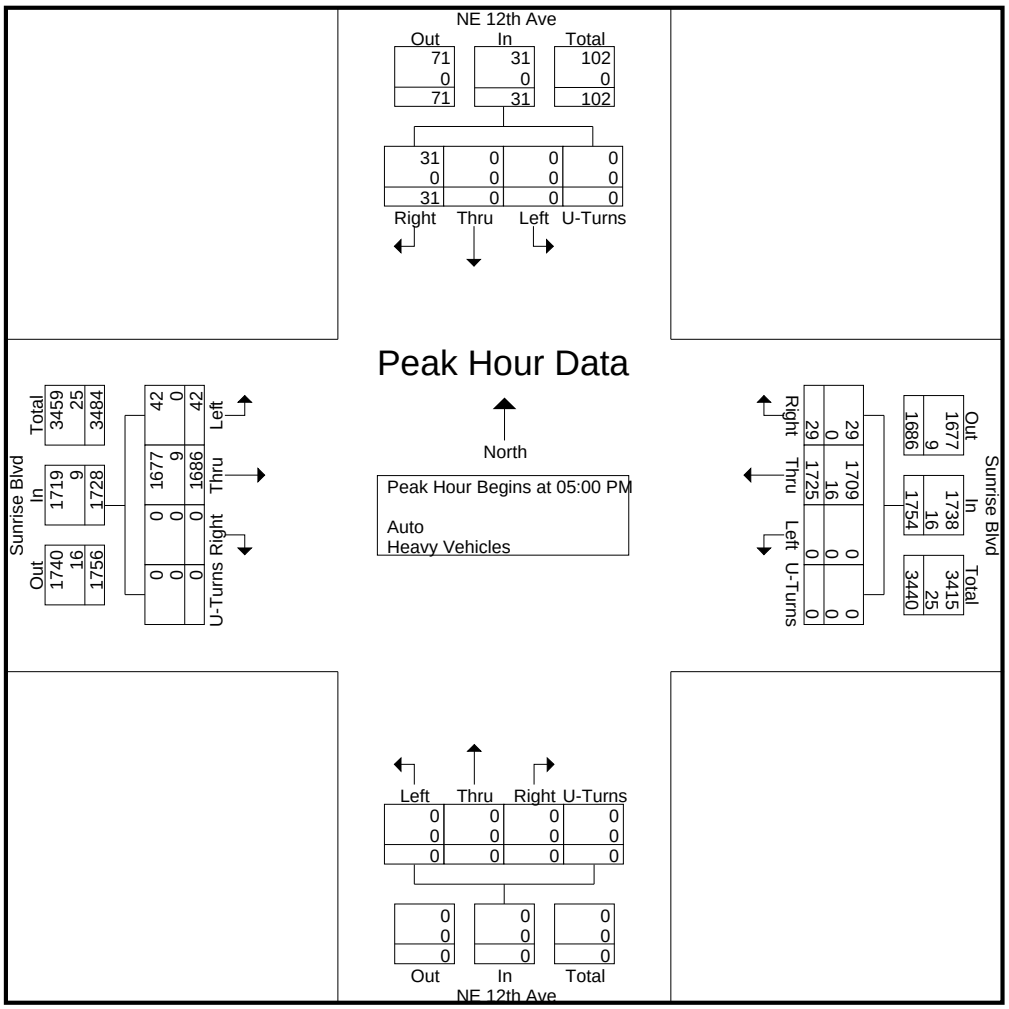
File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	424	0	0	433	0	467	10	0	477	0	0	0	0	0	0	0	8	0	8	918
05:15 PM	11	370	0	0	381	0	484	8	0	492	0	0	0	0	0	0	0	9	0	9	882
05:30 PM	8	446	0	0	454	0	380	6	0	386	0	0	0	0	0	0	0	3	0	3	843
05:45 PM	14	446	0	0	460	0	394	5	0	399	0	0	0	0	0	0	0	11	0	11	870
Total Volume	42	1686	0	0	1728	0	1725	29	0	1754	0	0	0	0	0	0	0	31	0	31	3513
% App. Total	2.4	97.6	0	0		0	98.3	1.7	0		0	0	0	0		0	0	100	0		
PHF	.750	.945	.000	.000	.939	.000	.891	.725	.000	.891	.000	.000	.000	.000	.000	.000	.000	.705	.000	.705	.957
Auto	42	1677	0	0	1719	0	1709	29	0	1738	0	0	0	0	0	0	0	31	0	31	3488
% Auto	100	99.5	0	0	99.5	0	99.1	100	0	99.1	0	0	0	0	0	0	0	100	0	100	99.3
Heavy Vehicles	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	25
% Heavy Vehicles	0	0.5	0	0	0.5	0	0.9	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
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COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	0	14	0	0	14	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	19
07:30 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	29	0	0	29	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	40
08:00 AM	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
08:30 AM	0	12	0	0	12	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	27
08:45 AM	0	11	0	0	11	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	29
Total	0	43	0	0	43	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	87
*** BREAK ***																					
04:00 PM	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
04:15 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
04:30 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	0	15	0	0	15	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	35
05:00 PM	0	1	0	0	1	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	10
05:15 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	25
Grand Total	0	96	0	0	96	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	187
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	51.3	0	0	51.3	0	48.7	0	0	48.7	0	0	0	0	0	0	0	0	0	0	

County: 86
Station: 0401
Description: NE 15TH AVE N OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	28	17	16	11	72	10	9	9	6	34	106
0100	10	12	8	5	35	8	3	3	3	17	52
0200	6	13	11	6	36	7	3	3	3	16	52
0300	5	7	2	4	18	2	3	4	3	12	30
0400	4	7	5	12	28	3	7	12	13	35	63
0500	5	12	7	19	43	14	16	16	31	77	120
0600	22	18	27	39	106	33	42	59	71	205	311
0700	52	74	91	97	314	89	117	154	179	539	853
0800	94	111	95	123	423	185	179	169	191	724	1147
0900	111	101	92	103	407	167	151	135	108	561	968
1000	97	105	79	83	364	113	110	91	129	443	807
1100	76	101	103	105	385	107	111	113	143	474	859
1200	101	99	128	134	462	125	122	133	149	529	991
1300	124	127	110	110	471	143	137	132	136	548	1019
1400	120	126	120	111	477	131	114	124	137	506	983
1500	138	166	143	146	593	140	151	155	156	602	1195
1600	130	163	172	179	644	164	162	163	160	649	1293
1700	201	167	163	173	704	160	172	163	171	666	1370
1800	182	164	171	167	684	173	166	166	131	636	1320
1900	151	128	147	101	527	127	112	93	100	432	959
2000	102	97	89	59	347	71	83	67	66	287	634
2100	69	83	45	77	274	67	62	56	47	232	506
2200	60	73	61	38	232	52	45	33	24	154	386
2300	48	44	25	29	146	26	19	17	21	83	229
24-Hour Totals:					7792					8461	16253

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	440	800	724	800	1147
P.M.	1630	719	1715	679	1630	1374
Daily	1630	719	800	724	1630	1374

Generated by SPS 5.0.45P

County: 86
Station: 0403
Description: SUNRISE BLVD E OF NE 15TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	72	65	42	36	215	84	65	55	44	248	463
0100	34	23	17	19	93	21	24	24	19	88	181
0200	25	19	19	16	79	22	19	21	10	72	151
0300	9	10	12	9	40	14	15	14	11	54	94
0400	11	18	26	43	98	9	16	17	23	65	163
0500	35	28	56	63	182	24	36	45	73	178	360
0600	73	113	164	236	586	79	99	135	146	459	1045
0700	171	298	263	372	1104	198	246	329	323	1096	2200
0800	317	313	349	319	1298	329	388	337	352	1406	2704
0900	323	317	356	358	1354	302	287	309	289	1187	2541
1000	335	328	327	333	1323	325	330	325	328	1308	2631
1100	307	305	333	342	1287	355	378	337	370	1440	2727
1200	326	337	325	357	1345	347	414	407	370	1538	2883
1300	363	349	367	345	1424	361	385	391	365	1502	2926
1400	351	345	337	325	1358	400	363	394	395	1552	2910
1500	359	332	357	379	1427	360	369	345	354	1428	2855
1600	365	352	392	407	1516	354	322	346	351	1373	2889
1700	431	379	401	422	1633	355	354	342	340	1391	3024
1800	368	370	410	386	1534	376	373	353	341	1443	2977
1900	358	321	358	330	1367	329	318	344	275	1266	2633
2000	260	240	194	213	907	253	281	247	226	1007	1914
2100	198	197	160	170	725	284	282	198	225	989	1714
2200	168	141	113	101	523	242	187	173	133	735	1258
2300	124	101	93	97	415	143	113	86	88	430	845
24-Hour Totals:					21833					22255	44088

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1351	800	1406	745	2728
P.M.	1700	1633	1215	1552	1700	3024
Daily	1700	1633	1215	1552	1700	3024

Generated by SPS 5.0.45P

County: 86
Station: 0405
Description: NE 15TH AVE S OF SUNRISE BLD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	3	6	5	16	13	9	16	4	42	58
0100	2	1	2	0	5	2	4	1	5	12	17
0200	0	1	0	0	1	6	6	2	2	16	17
0300	0	0	0	0	0	0	1	4	0	5	5
0400	1	0	2	0	3	0	1	0	3	4	7
0500	1	2	3	2	8	0	1	1	7	9	17
0600	7	3	16	19	45	8	4	10	14	36	81
0700	36	43	45	63	187	17	52	65	66	200	387
0800	59	77	63	100	299	67	69	73	122	331	630
0900	80	99	59	66	304	94	93	74	77	338	642
1000	52	52	59	47	210	77	76	74	73	300	510
1100	43	44	52	84	223	65	85	79	87	316	539
1200	65	49	58	70	242	99	78	83	119	379	621
1300	76	87	69	47	279	114	100	101	90	405	684
1400	54	59	62	58	233	96	78	97	102	373	606
1500	84	82	73	81	320	105	94	86	94	379	699
1600	119	90	67	80	356	99	86	87	88	360	716
1700	84	90	92	97	363	82	96	80	96	354	717
1800	95	58	69	60	282	94	119	107	101	421	703
1900	48	33	49	27	157	75	80	68	72	295	452
2000	21	19	14	12	66	66	67	47	56	236	302
2100	21	14	11	5	51	53	41	29	30	153	204
2200	7	8	3	5	23	42	32	26	22	122	145
2300	1	3	4	4	12	11	20	18	12	61	73
24-Hour Totals:					3685					5147	8832

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	342	845	383	830	724
P.M.	1715	374	1245	434	1715	740
Daily	1715	374	1245	434	1715	740

Generated by SPS 5.0.45P

County: 86
Station: 0407
Description: SUNRISE BLVD W OF NE 15TH AVE
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	97	78	66	45	286	96	80	66	60	302	588
0100	46	32	26	33	137	34	31	31	27	123	260
0200	37	24	30	22	113	31	22	23	17	93	206
0300	15	11	14	14	54	15	22	25	19	81	135
0400	15	25	30	59	129	16	27	27	35	105	234
0500	45	39	70	83	237	44	52	75	99	270	507
0600	99	139	186	268	692	121	172	192	180	665	1357
0700	200	315	298	385	1198	272	318	410	413	1413	2611
0800	358	346	361	319	1384	473	530	455	479	1937	3321
0900	357	360	417	429	1563	395	404	446	392	1637	3200
1000	406	397	404	401	1608	401	436	416	442	1695	3303
1100	381	369	423	391	1564	419	441	453	490	1803	3367
1200	384	378	409	419	1590	417	488	504	462	1871	3461
1300	413	387	402	360	1562	466	515	441	477	1899	3461
1400	391	410	381	386	1568	485	446	490	465	1886	3454
1500	408	401	403	376	1588	456	428	442	415	1741	3329
1600	352	365	391	521	1629	441	412	379	407	1639	3268
1700	477	407	501	448	1833	400	452	432	401	1685	3518
1800	481	470	546	557	2054	393	434	467	425	1719	3773
1900	441	440	469	445	1795	438	452	411	391	1692	3487
2000	307	305	272	266	1150	306	322	273	288	1189	2339
2100	248	250	225	224	947	369	337	269	277	1252	2199
2200	243	186	185	123	737	265	243	203	153	864	1601
2300	154	147	132	117	550	176	134	111	120	541	1091
24-Hour Totals:					25968					28102	54070

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1453	800	1937	745	3321
P.M.	1800	2054	1230	1947	1800	3773
Daily	1800	2054	1230	1947	1815	3778

Generated by SPS 5.0.45P

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 4- NE 15th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 15th Ave Northbound					NE 15th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	29	164	2	1	196	10	155	7	3	175	18	19	7	0	44	13	12	55	0	80	495
07:15 AM	35	233	2	3	273	14	221	7	2	244	17	23	7	0	47	23	26	73	0	122	686
07:30 AM	43	253	5	3	304	20	244	6	3	273	12	27	9	0	48	19	38	85	0	142	767
07:45 AM	52	319	4	1	376	17	273	6	3	299	10	34	14	0	58	28	42	94	0	164	897
Total	159	969	13	8	1149	61	893	26	11	991	57	103	37	0	197	83	118	307	0	508	2845
08:00 AM	34	296	5	1	336	17	306	9	2	334	22	20	8	0	50	30	43	102	0	175	895
08:15 AM	58	275	4	2	339	25	388	8	3	424	10	38	18	0	66	23	44	85	0	152	981
08:30 AM	56	298	2	5	361	19	295	12	2	328	20	48	7	0	75	23	49	84	0	156	920
08:45 AM	52	270	6	4	332	32	295	9	4	340	21	57	8	0	86	32	60	91	0	183	941
Total	200	1139	17	12	1368	93	1284	38	11	1426	73	163	41	0	277	108	196	362	0	666	3737
*** BREAK ***																					
04:00 PM	37	324	1	5	367	20	256	18	3	297	8	60	4	0	72	27	58	80	0	165	901
04:15 PM	83	291	3	4	381	11	265	21	1	298	20	62	19	0	101	30	66	80	0	176	956
04:30 PM	70	329	2	7	408	25	292	28	2	347	23	60	11	0	94	28	54	71	0	153	1002
04:45 PM	75	321	4	3	403	14	292	19	4	329	15	94	17	0	126	29	68	75	0	172	1030
Total	265	1265	10	19	1559	70	1105	86	10	1271	66	276	51	0	393	114	246	306	0	666	3889
05:00 PM	74	344	3	8	429	20	307	11	0	338	22	65	8	0	95	27	44	69	0	140	1002
05:15 PM	67	336	5	8	416	24	335	11	4	374	23	82	11	0	116	29	58	48	0	135	1041
05:30 PM	75	326	5	7	413	18	295	25	2	340	12	67	19	0	98	29	59	70	0	158	1009
05:45 PM	43	356	5	3	407	22	276	21	3	322	19	79	10	0	108	30	59	71	0	160	997
Total	259	1362	18	26	1665	84	1213	68	9	1374	76	293	48	0	417	115	220	258	0	593	4049
Grand Total	883	4735	58	65	5741	308	4495	218	41	5062	272	835	177	0	1284	420	780	1233	0	2433	14520
Apprch %	15.4	82.5	1	1.1		6.1	88.8	4.3	0.8		21.2	65	13.8	0		17.3	32.1	50.7	0		
Total %	6.1	32.6	0.4	0.4	39.5	2.1	31	1.5	0.3	34.9	1.9	5.8	1.2	0	8.8	2.9	5.4	8.5	0	16.8	
Auto	867	4692	57	65	5681	307	4438	215	41	5001	270	831	176	0	1277	416	767	1209	0	2392	14351
% Auto	98.2	99.1	98.3	100	99	99.7	98.7	98.6	100	98.8	99.3	99.5	99.4	0	99.5	99	98.3	98.1	0	98.3	98.8
Heavy Vehicles	16	43	1	0	60	1	57	3	0	61	2	4	1	0	7	4	13	24	0	41	169
% Heavy Vehicles	1.8	0.9	1.7	0	1	0.3	1.3	1.4	0	1.2	0.7	0.5	0.6	0	0.5	1	1.7	1.9	0	1.7	1.2

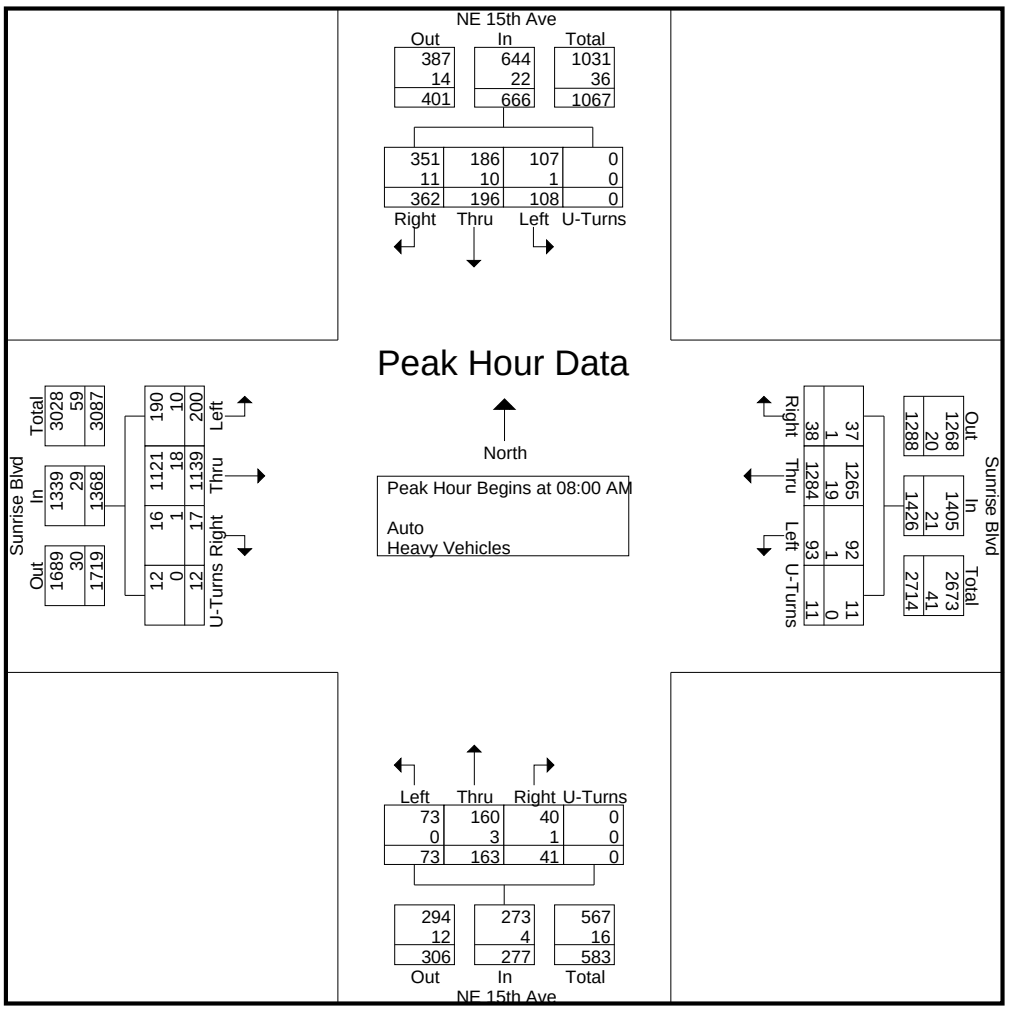
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 4- NE 15th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 15th Ave Northbound					NE 15th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	34	296	5	1	336	17	306	9	2	334	22	20	8	0	50	30	43	102	0	175	895
08:15 AM	58	275	4	2	339	25	388	8	3	424	10	38	18	0	66	23	44	85	0	152	981
08:30 AM	56	298	2	5	361	19	295	12	2	328	20	48	7	0	75	23	49	84	0	156	920
08:45 AM	52	270	6	4	332	32	295	9	4	340	21	57	8	0	86	32	60	91	0	183	941
Total Volume	200	1139	17	12	1368	93	1284	38	11	1426	73	163	41	0	277	108	196	362	0	666	3737
% App. Total	14.6	83.3	1.2	0.9		6.5	90	2.7	0.8		26.4	58.8	14.8	0		16.2	29.4	54.4	0		
PHF	.862	.956	.708	.600	.947	.727	.827	.792	.688	.841	.830	.715	.569	.000	.805	.844	.817	.887	.000	.910	.952
Auto	190	1121	16	12	1339	92	1265	37	11	1405	73	160	40	0	273	107	186	351	0	644	3661
% Auto	95.0	98.4	94.1	100	97.9	98.9	98.5	97.4	100	98.5	100	98.2	97.6	0	98.6	99.1	94.9	97.0	0	96.7	98.0
Heavy Vehicles	10	18	1	0	29	1	19	1	0	21	0	3	1	0	4	1	10	11	0	22	76
% Heavy Vehicles	5.0	1.6	5.9	0	2.1	1.1	1.5	2.6	0	1.5	0	1.8	2.4	0	1.4	0.9	5.1	3.0	0	3.3	2.0



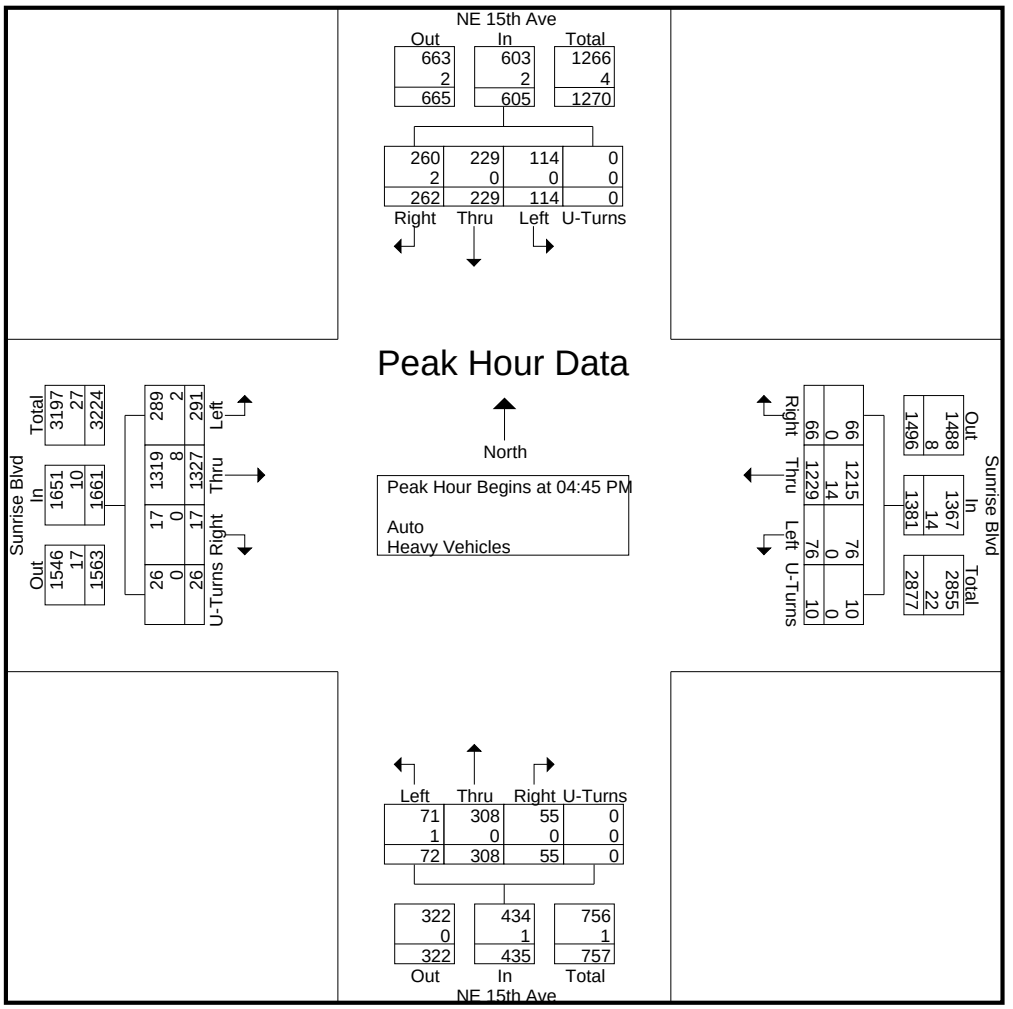
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 4- NE 15th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 15th Ave Northbound					NE 15th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	75	321	4	3	403	14	292	19	4	329	15	94	17	0	126	29	68	75	0	172	1030
05:00 PM	74	344	3	8	429	20	307	11	0	338	22	65	8	0	95	27	44	69	0	140	1002
05:15 PM	67	336	5	8	416	24	335	11	4	374	23	82	11	0	116	29	58	48	0	135	1041
05:30 PM	75	326	5	7	413	18	295	25	2	340	12	67	19	0	98	29	59	70	0	158	1009
Total Volume	291	1327	17	26	1661	76	1229	66	10	1381	72	308	55	0	435	114	229	262	0	605	4082
% App. Total	17.5	79.9	1	1.6		5.5	89	4.8	0.7		16.6	70.8	12.6	0		18.8	37.9	43.3	0		
PHF	.970	.964	.850	.813	.968	.792	.917	.660	.625	.923	.783	.819	.724	.000	.863	.983	.842	.873	.000	.879	.980
Auto	289	1319	17	26	1651	76	1215	66	10	1367	71	308	55	0	434	114	229	260	0	603	4055
% Auto	99.3	99.4	100	100	99.4	100	98.9	100	100	99.0	98.6	100	100	0	99.8	100	100	99.2	0	99.7	99.3
Heavy Vehicles	2	8	0	0	10	0	14	0	0	14	1	0	0	0	1	0	0	2	0	2	27
% Heavy Vehicles	0.7	0.6	0	0	0.6	0	1.1	0	0	1.0	1.4	0	0	0	0.2	0	0	0.8	0	0.3	0.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
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CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 4- NE 15th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 15th Ave Northbound					NE 15th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
07:15 AM	1	2	0	0	3	0	3	0	0	3	1	0	0	0	1	2	0	0	0	2	9
07:30 AM	1	4	0	0	5	0	3	1	0	4	0	0	0	0	0	1	0	1	0	2	11
07:45 AM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	6
Total	3	9	0	0	12	0	9	1	0	10	1	0	0	0	1	3	1	3	0	7	30
08:00 AM	1	6	1	0	8	0	4	0	0	4	0	0	0	0	0	1	0	2	0	3	15
08:15 AM	3	4	0	0	7	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	2	5	0	0	7	0	6	1	0	7	0	0	1	0	1	0	2	3	0	5	20
08:45 AM	4	3	0	0	7	0	6	0	0	6	0	3	0	0	3	0	8	6	0	14	30
Total	10	18	1	0	29	1	19	1	0	21	0	3	1	0	4	1	10	11	0	22	76
*** BREAK ***																					
04:00 PM	1	1	0	0	2	0	4	1	0	5	0	0	0	0	0	0	1	6	0	7	14
04:15 PM	0	4	0	0	4	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	10
04:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
04:45 PM	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	2	10	0	0	12	0	14	1	0	15	0	1	0	0	1	0	2	7	0	9	37
05:00 PM	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	0	1	0	1	9
05:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	1	4	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	9
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4
Total	1	6	0	0	7	0	15	0	0	15	1	0	0	0	1	0	0	3	0	3	26
Grand Total	16	43	1	0	60	1	57	3	0	61	2	4	1	0	7	4	13	24	0	41	169
Apprch %	26.7	71.7	1.7	0		1.6	93.4	4.9	0		28.6	57.1	14.3	0		9.8	31.7	58.5	0		
Total %	9.5	25.4	0.6	0	35.5	0.6	33.7	1.8	0	36.1	1.2	2.4	0.6	0	4.1	2.4	7.7	14.2	0	24.3	

County: 86
Station: 0501
Description: NE 17TH WAY N OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	2	0	1	5	0	1	0	1	2	7
0100	0	1	0	0	1	0	1	0	0	1	2
0200	2	0	1	1	4	0	1	1	0	2	6
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	1	1	0	0	1	1	2	3
0500	1	0	0	0	1	0	0	2	3	5	6
0600	1	2	3	6	12	2	5	6	1	14	26
0700	8	6	7	10	31	4	17	13	15	49	80
0800	7	6	7	10	30	12	14	17	13	56	86
0900	9	12	12	14	47	15	10	17	18	60	107
1000	9	16	10	10	45	10	13	18	13	54	99
1100	14	15	19	15	63	17	20	16	16	69	132
1200	15	15	15	23	68	23	13	21	16	73	141
1300	20	17	17	12	66	20	22	25	18	85	151
1400	21	18	20	11	70	14	22	18	10	64	134
1500	17	12	19	17	65	19	22	13	17	71	136
1600	8	10	16	17	51	15	12	15	16	58	109
1700	25	12	17	19	73	17	16	22	15	70	143
1800	13	10	14	11	48	13	8	12	11	44	92
1900	10	15	18	8	51	11	11	8	10	40	91
2000	7	8	9	13	37	2	5	3	7	17	54
2100	1	7	5	9	22	4	3	3	7	17	39
2200	4	8	6	2	20	4	3	2	4	13	33
2300	2	2	2	1	7	1	1	1	1	4	11
24-Hour Totals:					818					870	1688

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	43	815	59	845	98
P.M.	1245	77	1300	85	1245	160
Daily	1245	77	1300	85	1245	160

Generated by SPS 5.0.45P

County: 86
Station: 0503
Description: SUNRISE BLVD E OF NE 17TH WAY
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	73	65	47	34	219	96	77	60	49	282	501
0100	32	24	23	24	103	21	31	23	22	97	200
0200	23	21	16	21	81	25	21	23	11	80	161
0300	11	8	11	11	41	15	19	15	11	60	101
0400	17	21	36	49	123	9	18	19	21	67	190
0500	29	38	68	75	210	33	36	50	86	205	415
0600	79	131	202	246	658	89	115	142	176	522	1180
0700	245	309	365	416	1335	214	261	339	335	1149	2484
0800	387	420	418	362	1587	335	433	361	392	1521	3108
0900	381	400	403	425	1609	332	329	349	328	1338	2947
1000	385	365	402	385	1537	363	352	361	372	1448	2985
1100	346	356	413	406	1521	377	403	379	415	1574	3095
1200	405	412	423	420	1660	397	452	426	424	1699	3359
1300	448	437	420	420	1725	407	433	426	406	1672	3397
1400	405	410	417	400	1632	437	381	434	432	1684	3316
1500	426	464	439	443	1772	415	389	419	407	1630	3402
1600	443	406	479	489	1817	392	366	399	372	1529	3346
1700	507	466	474	449	1896	364	389	388	359	1500	3396
1800	462	469	470	440	1841	396	380	389	383	1548	3389
1900	419	399	368	362	1548	371	363	375	313	1422	2970
2000	300	270	253	231	1054	292	301	290	260	1143	2197
2100	211	228	184	190	813	296	319	220	242	1077	1890
2200	220	131	135	111	597	258	197	193	144	792	1389
2300	122	126	101	92	441	151	126	95	86	458	899
24-Hour Totals:					25820					24497	50317

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1641	800	1521	800	3108
P.M.	1630	1941	1215	1709	1630	3465
Daily	1630	1941	1215	1709	1630	3465

Generated by SPS 5.0.45P

County: 86
Station: 0505
Description: NE 17TH WAY S OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	0	2	1	5	2	0	2	0	4	9
0100	3	0	2	0	5	1	0	1	1	3	8
0200	2	1	0	0	3	0	0	0	0	0	3
0300	0	0	0	1	1	0	1	0	0	1	2
0400	0	1	2	3	6	0	0	1	1	2	8
0500	2	1	2	3	8	1	0	0	1	2	10
0600	2	7	5	9	23	1	0	4	3	8	31
0700	6	13	12	14	45	7	9	10	11	37	82
0800	16	21	23	20	80	14	14	17	19	64	144
0900	20	14	17	20	71	12	19	17	25	73	144
1000	19	11	23	16	69	19	11	12	13	55	124
1100	22	15	16	20	73	28	10	25	11	74	147
1200	18	27	24	25	94	26	24	25	19	94	188
1300	32	22	28	22	104	22	21	27	25	95	199
1400	24	14	24	20	82	28	18	20	23	89	171
1500	23	29	25	17	94	24	23	31	17	95	189
1600	23	17	15	17	72	17	20	36	32	105	177
1700	17	20	13	14	64	32	28	15	13	88	152
1800	25	19	12	16	72	25	22	14	15	76	148
1900	10	14	9	10	43	13	20	23	10	66	109
2000	9	12	9	16	46	17	15	12	9	53	99
2100	11	9	5	6	31	13	15	10	9	47	78
2200	8	6	3	5	22	2	6	9	1	18	40
2300	5	6	4	3	18	2	5	1	2	10	28
24-Hour Totals:					1131					1159	2290

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	84	830	67	815	146
P.M.	1215	108	1630	128	1300	199
Daily	1215	108	1630	128	1300	199

Generated by SPS 5.0.45P

County: 86
Station: 0507
Description: SUNRISE BLVD W OF NE 17TH WAY
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	72	65	42	36	215	84	65	55	44	248	463
0100	34	23	17	19	93	21	24	24	19	88	181
0200	25	19	19	16	79	22	19	21	10	72	151
0300	9	10	12	9	40	14	15	14	11	54	94
0400	11	18	26	43	98	9	16	17	23	65	163
0500	35	28	56	63	182	24	36	45	73	178	360
0600	73	113	164	236	586	79	99	135	146	459	1045
0700	171	298	263	372	1104	198	246	329	323	1096	2200
0800	317	313	349	319	1298	329	388	337	352	1406	2704
0900	323	317	356	358	1354	302	287	309	289	1187	2541
1000	335	328	327	333	1323	325	330	325	328	1308	2631
1100	307	305	333	342	1287	355	378	337	370	1440	2727
1200	326	337	325	357	1345	347	414	407	370	1538	2883
1300	363	349	367	345	1424	361	385	391	365	1502	2926
1400	351	345	337	325	1358	400	363	394	395	1552	2910
1500	359	332	357	379	1427	360	369	345	354	1428	2855
1600	365	352	392	407	1516	354	322	346	351	1373	2889
1700	431	379	401	422	1633	355	354	342	340	1391	3024
1800	368	370	410	386	1534	376	373	353	341	1443	2977
1900	358	321	358	330	1367	329	318	344	275	1266	2633
2000	260	240	194	213	907	253	281	247	226	1007	1914
2100	198	197	160	170	725	284	282	198	225	989	1714
2200	168	141	113	101	523	242	187	173	133	735	1258
2300	124	101	93	97	415	143	113	86	88	430	845
24-Hour Totals:					21833					22255	44088

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1351	800	1406	745	2728
P.M.	1700	1633	1215	1552	1700	3024
Daily	1700	1633	1215	1552	1700	3024

Generated by SPS 5.0.45P

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 5- NE 17th Way @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 17th Way Northbound					NE 17th Way Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	6	216	2	1	225	0	200	2	0	202	1	0	4	0	5	0	0	4	0	4	436
07:15 AM	4	285	2	2	293	3	230	4	1	238	9	0	3	0	12	3	0	12	0	15	558
07:30 AM	1	299	8	2	310	5	288	3	0	296	5	1	8	0	14	3	0	9	0	12	632
07:45 AM	6	373	6	3	388	6	304	3	2	315	5	1	7	0	13	4	1	11	0	16	732
Total	17	1173	18	8	1216	14	1022	12	3	1051	20	2	22	0	44	10	1	36	0	47	2358
08:00 AM	3	349	6	3	361	6	322	3	2	333	7	0	8	0	15	1	0	10	0	11	720
08:15 AM	6	349	3	1	359	7	370	1	1	379	8	2	12	0	22	4	0	13	0	17	777
08:30 AM	3	359	6	4	372	10	317	2	5	334	11	0	10	0	21	7	1	10	0	18	745
08:45 AM	3	322	9	0	334	12	331	4	0	347	3	2	11	0	16	2	1	10	0	13	710
Total	15	1379	24	8	1426	35	1340	10	8	1393	29	4	41	0	74	14	2	43	0	59	2952
*** BREAK ***																					
04:00 PM	5	396	3	4	408	8	337	4	8	357	15	2	10	0	27	8	1	10	0	19	811
04:15 PM	4	368	2	3	377	22	357	3	6	388	6	2	9	0	17	4	0	7	0	11	793
04:30 PM	9	414	4	3	430	22	269	3	10	304	5	1	1	0	7	5	2	7	0	14	755
04:45 PM	5	404	4	3	416	23	300	9	10	342	10	2	2	0	14	6	2	10	0	18	790
Total	23	1582	13	13	1631	75	1263	19	34	1391	36	7	22	0	65	23	5	34	0	62	3149
05:00 PM	11	406	3	1	421	24	392	9	6	431	6	1	12	0	19	6	1	9	0	16	887
05:15 PM	7	426	5	3	441	19	365	5	4	393	9	1	4	0	14	6	2	8	0	16	864
05:30 PM	5	372	1	4	382	11	317	6	6	340	4	2	8	0	14	4	1	8	0	13	749
05:45 PM	10	395	2	4	411	11	269	9	5	294	6	1	11	0	18	8	1	7	0	16	739
Total	33	1599	11	12	1655	65	1343	29	21	1458	25	5	35	0	65	24	5	32	0	61	3239
Grand Total	88	5733	66	41	5928	189	4968	70	66	5293	110	18	120	0	248	71	13	145	0	229	11698
Apprch %	1.5	96.7	1.1	0.7		3.6	93.9	1.3	1.2		44.4	7.3	48.4	0		31	5.7	63.3	0		
Total %	0.8	49	0.6	0.4	50.7	1.6	42.5	0.6	0.6	45.2	0.9	0.2	1	0	2.1	0.6	0.1	1.2	0	2	
Auto	86	5673	66	41	5866	187	4902	69	66	5224	105	18	119	0	242	71	13	145	0	229	11561
% Auto	97.7	99	100	100	99	98.9	98.7	98.6	100	98.7	95.5	100	99.2	0	97.6	100	100	100	0	100	98.8
Heavy Vehicles	2	60	0	0	62	2	66	1	0	69	5	0	1	0	6	0	0	0	0	0	137
% Heavy Vehicles	2.3	1	0	0	1	1.1	1.3	1.4	0	1.3	4.5	0	0.8	0	2.4	0	0	0	0	0	1.2

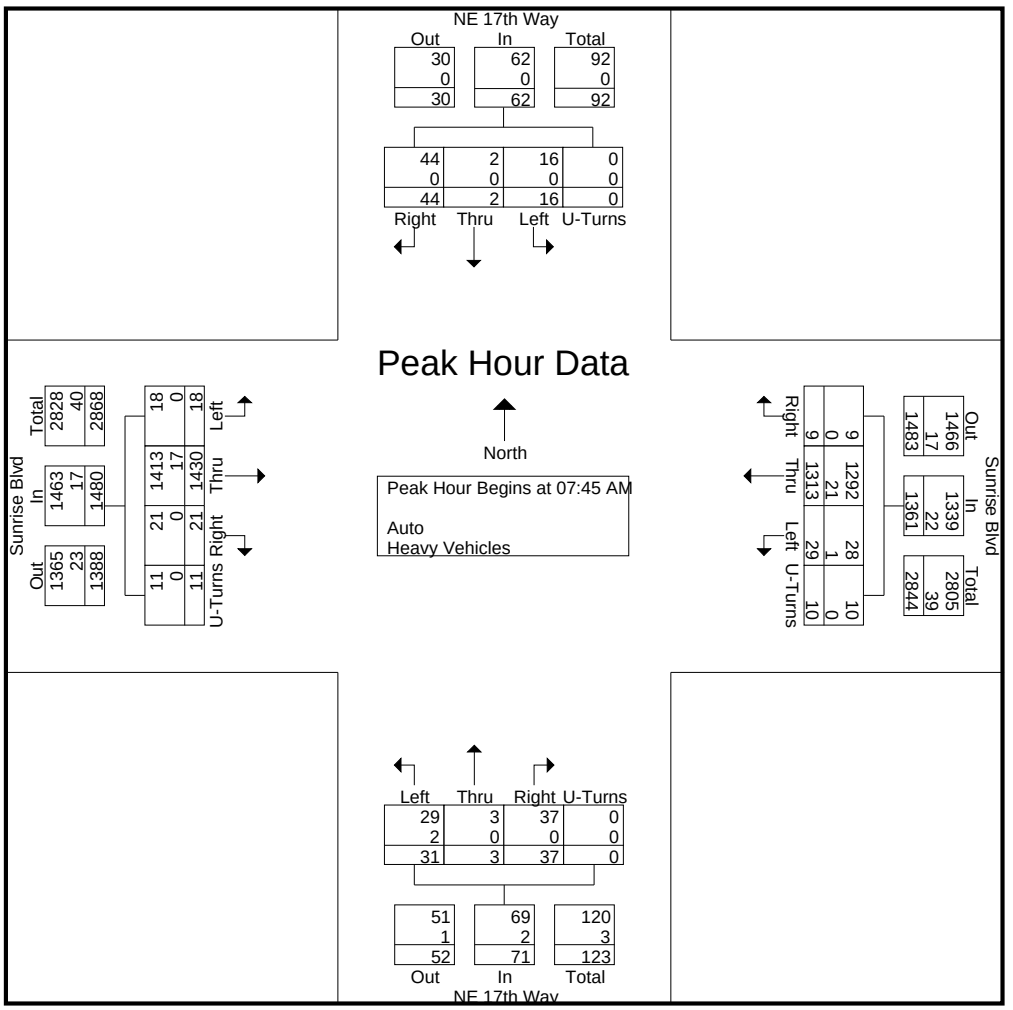
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 5- NE 17th Way @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 17th Way Northbound					NE 17th Way Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	373	6	3	388	6	304	3	2	315	5	1	7	0	13	4	1	11	0	16	732
08:00 AM	3	349	6	3	361	6	322	3	2	333	7	0	8	0	15	1	0	10	0	11	720
08:15 AM	6	349	3	1	359	7	370	1	1	379	8	2	12	0	22	4	0	13	0	17	777
08:30 AM	3	359	6	4	372	10	317	2	5	334	11	0	10	0	21	7	1	10	0	18	745
Total Volume	18	1430	21	11	1480	29	1313	9	10	1361	31	3	37	0	71	16	2	44	0	62	2974
% App. Total	1.2	96.6	1.4	0.7		2.1	96.5	0.7	0.7		43.7	4.2	52.1	0		25.8	3.2	71	0		
PHF	.750	.958	.875	.688	.954	.725	.887	.750	.500	.898	.705	.375	.771	.000	.807	.571	.500	.846	.000	.861	.957
Auto	18	1413	21	11	1463	28	1292	9	10	1339	29	3	37	0	69	16	2	44	0	62	2933
% Auto	100	98.8	100	100	98.9	96.6	98.4	100	100	98.4	93.5	100	100	0	97.2	100	100	100	0	100	98.6
Heavy Vehicles	0	17	0	0	17	1	21	0	0	22	2	0	0	0	2	0	0	0	0	0	41
% Heavy Vehicles	0	1.2	0	0	1.1	3.4	1.6	0	0	1.6	6.5	0	0	0	2.8	0	0	0	0	0	1.4



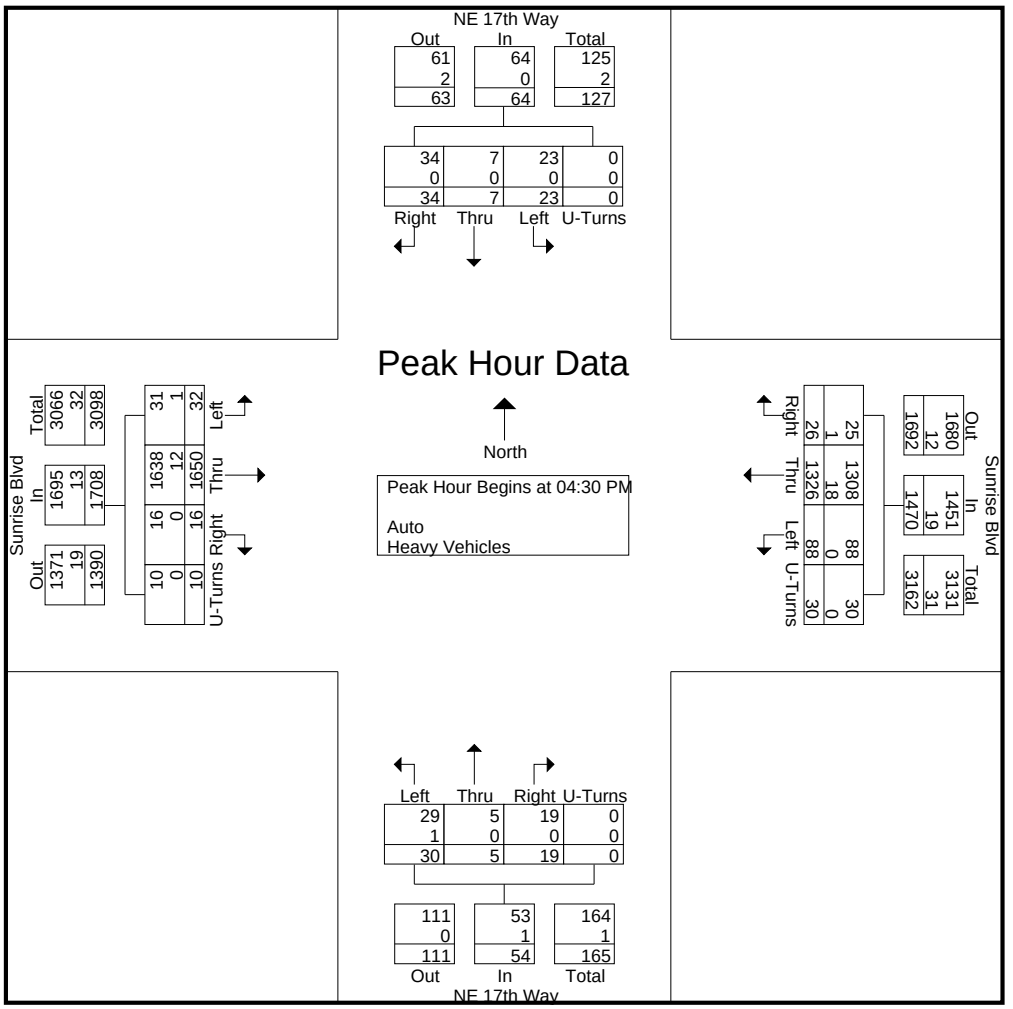
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 5- NE 17th Way @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 17th Way Northbound					NE 17th Way Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	9	414	4	3	430	22	269	3	10	304	5	1	1	0	7	5	2	7	0	14	755
04:45 PM	5	404	4	3	416	23	300	9	10	342	10	2	2	0	14	6	2	10	0	18	790
05:00 PM	11	406	3	1	421	24	392	9	6	431	6	1	12	0	19	6	1	9	0	16	887
05:15 PM	7	426	5	3	441	19	365	5	4	393	9	1	4	0	14	6	2	8	0	16	864
Total Volume	32	1650	16	10	1708	88	1326	26	30	1470	30	5	19	0	54	23	7	34	0	64	3296
% App. Total	1.9	96.6	0.9	0.6		6	90.2	1.8	2		55.6	9.3	35.2	0		35.9	10.9	53.1	0		
PHF	.727	.968	.800	.833	.968	.917	.846	.722	.750	.853	.750	.625	.396	.000	.711	.958	.875	.850	.000	.889	.929
Auto	31	1638	16	10	1695	88	1308	25	30	1451	29	5	19	0	53	23	7	34	0	64	3263
% Auto	96.9	99.3	100	100	99.2	100	98.6	96.2	100	98.7	96.7	100	100	0	98.1	100	100	100	0	100	99.0
Heavy Vehicles	1	12	0	0	13	0	18	1	0	19	1	0	0	0	1	0	0	0	0	0	33
% Heavy Vehicles	3.1	0.7	0	0	0.8	0	1.4	3.8	0	1.3	3.3	0	0	0	1.9	0	0	0	0	0	1.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
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File Name : 5- NE 17th Way @ Sunrise Blvd
Site Code : 00000000
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Page No : 1

Groups Printed- Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 17th Way Northbound					NE 17th Way Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	4	0	0	4	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	7
07:15 AM	0	7	0	0	7	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	11
07:30 AM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	19	0	0	19	1	10	0	0	11	2	0	1	0	3	0	0	0	0	0	33
08:00 AM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	3	0	0	3	1	7	0	0	8	1	0	0	0	1	0	0	0	0	0	12
08:30 AM	0	5	0	0	5	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	13
08:45 AM	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	1	16	0	0	17	1	24	0	0	25	2	0	0	0	2	0	0	0	0	0	44
*** BREAK ***																					
04:00 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	1	3	0	0	4	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	1	13	0	0	14	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	30
05:00 PM	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
05:15 PM	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
05:30 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	12	0	0	12	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	30
Grand Total	2	60	0	0	62	2	66	1	0	69	5	0	1	0	6	0	0	0	0	0	137
Apprch %	3.2	96.8	0	0		2.9	95.7	1.4	0		83.3	0	16.7	0		0	0	0	0		
Total %	1.5	43.8	0	0	45.3	1.5	48.2	0.7	0	50.4	3.6	0	0.7	0	4.4	0	0	0	0	0	

County: 86
Station: 0601
Description: E US-1 N OF SUNRISE BLVD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	53	50	31	30	164	50	46	31	15	142	306
0100	22	17	22	24	85	12	31	18	13	74	159
0200	21	16	12	10	59	15	7	16	6	44	103
0300	6	10	10	9	35	7	7	7	9	30	65
0400	13	18	24	25	80	5	20	27	25	77	157
0500	24	24	46	47	141	34	24	50	72	180	321
0600	47	78	118	184	427	88	100	146	193	527	954
0700	184	243	300	322	1049	214	273	379	418	1284	2333
0800	336	366	344	289	1335	374	448	383	417	1622	2957
0900	323	346	330	337	1336	389	350	398	392	1529	2865
1000	289	322	354	322	1287	386	354	403	367	1510	2797
1100	296	317	344	365	1322	363	391	406	422	1582	2904
1200	361	390	390	374	1515	436	456	458	472	1822	3337
1300	412	410	380	381	1583	443	433	442	448	1766	3349
1400	407	372	389	379	1547	405	438	446	433	1722	3269
1500	390	451	414	446	1701	369	370	461	418	1618	3319
1600	454	432	439	456	1781	438	365	448	430	1681	3462
1700	446	439	447	428	1760	414	385	428	428	1655	3415
1800	439	451	389	416	1695	452	410	378	372	1612	3307
1900	379	360	336	308	1383	384	362	417	336	1499	2882
2000	282	258	230	209	979	315	287	299	254	1155	2134
2100	196	196	165	163	720	287	238	187	182	894	1614
2200	159	105	101	92	457	191	178	158	115	642	1099
2300	108	123	87	75	393	96	90	83	60	329	722
24-Hour Totals:					22834					24996	47830

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1368	815	1637	745	2991
P.M.	1645	1788	1215	1829	1730	3483
Daily	1645	1788	1215	1829	1730	3483

Generated by SPS 5.0.45P

County: 86
Station: 0603
Description: SUNRISE BLVD E OF E US-1
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	59	39	25	185	86	69	49	54	258	443
0100	28	37	15	15	95	23	28	18	23	92	187
0200	20	15	13	18	66	26	22	16	10	74	140
0300	12	6	6	8	32	13	21	13	7	54	86
0400	9	17	35	44	105	8	12	12	10	42	147
0500	25	31	55	74	185	19	25	28	57	129	314
0600	78	105	186	223	592	42	55	76	102	275	867
0700	163	220	254	346	983	114	163	182	194	653	1636
0800	274	310	325	349	1258	201	224	210	238	873	2131
0900	336	318	348	407	1409	199	218	203	232	852	2261
1000	366	318	364	332	1380	224	258	256	255	993	2373
1100	322	350	405	370	1447	276	309	290	305	1180	2627
1200	386	391	407	421	1605	288	358	330	312	1288	2893
1300	403	379	377	389	1548	316	338	305	295	1254	2802
1400	332	402	379	366	1479	360	294	331	335	1320	2799
1500	328	389	426	382	1525	322	375	345	359	1401	2926
1600	379	332	427	408	1546	371	387	356	341	1455	3001
1700	429	374	382	378	1563	356	400	363	337	1456	3019
1800	391	365	396	335	1487	340	332	283	303	1258	2745
1900	357	320	344	300	1321	287	266	258	202	1013	2334
2000	266	226	240	213	945	214	218	203	189	824	1769
2100	194	207	162	167	730	181	252	174	199	806	1536
2200	173	139	133	128	573	164	130	130	129	553	1126
2300	107	81	89	74	351	143	112	82	80	417	768
24-Hour Totals:					22410					18520	40930

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1351	800	873	845	2209
P.M.	1630	1638	1545	1473	1630	3091
Daily	1630	1638	1545	1473	1630	3091

Generated by SPS 5.0.45P

County: 86
Station: 0605
Description: NE 19TH AVE S OF SUNRISE BLD
Start Date: 02/10/2016
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	3	2	1	7	3	5	0	0	8	15
0100	2	1	0	1	4	0	1	0	0	1	5
0200	1	0	0	0	1	1	0	0	0	1	2
0300	1	0	0	0	1	1	0	0	0	1	2
0400	0	0	0	1	1	0	1	0	1	2	3
0500	0	0	0	0	0	0	0	0	0	0	0
0600	0	2	4	3	9	1	2	5	6	14	23
0700	6	2	4	3	15	4	8	1	3	16	31
0800	1	7	1	2	11	3	3	3	4	13	24
0900	5	9	5	0	19	4	6	6	5	21	40
1000	4	4	4	5	17	7	1	2	5	15	32
1100	1	8	3	7	19	8	8	7	3	26	45
1200	5	3	3	5	16	6	7	6	7	26	42
1300	3	5	8	2	18	11	8	6	8	33	51
1400	6	2	2	4	14	7	6	7	6	26	40
1500	5	7	4	9	25	6	5	14	10	35	60
1600	11	9	10	2	32	8	4	8	7	27	59
1700	6	7	7	4	24	2	9	2	7	20	44
1800	5	14	7	7	33	8	7	11	11	37	70
1900	4	4	3	6	17	11	4	9	12	36	53
2000	6	7	1	5	19	8	8	5	10	31	50
2100	8	3	1	0	12	8	2	3	4	17	29
2200	7	2	1	7	17	10	2	1	0	13	30
2300	4	1	1	0	6	5	0	4	2	11	17
24-Hour Totals:					337					430	767

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	21	845	20	845	41
P.M.	1545	39	1515	37	1800	70
Daily	1545	39	1815	40	1815	72

Generated by SPS 5.0.45P

County: 86
Station: 0607
Description: SUNRISE BLVD W OF E US-1
Start Date: 02/10/2016
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	73	65	47	34	219	96	77	60	49	282	501
0100	32	24	23	24	103	21	31	23	22	97	200
0200	23	21	16	21	81	25	21	23	11	80	161
0300	11	8	11	11	41	15	19	15	11	60	101
0400	17	21	36	49	123	9	18	19	21	67	190
0500	29	38	68	75	210	33	36	50	86	205	415
0600	79	131	202	246	658	89	115	142	176	522	1180
0700	245	309	365	416	1335	214	261	339	335	1149	2484
0800	387	420	418	362	1587	335	433	361	392	1521	3108
0900	381	400	403	425	1609	332	329	349	328	1338	2947
1000	385	365	402	385	1537	363	352	361	372	1448	2985
1100	346	356	413	406	1521	377	403	379	415	1574	3095
1200	405	412	423	420	1660	397	452	426	424	1699	3359
1300	448	437	420	420	1725	407	433	426	406	1672	3397
1400	405	410	417	400	1632	437	381	434	432	1684	3316
1500	426	464	439	443	1772	415	389	419	407	1630	3402
1600	443	406	479	489	1817	392	366	399	372	1529	3346
1700	507	466	474	449	1896	364	389	388	359	1500	3396
1800	462	469	470	440	1841	396	380	389	383	1548	3389
1900	419	399	368	362	1548	371	363	375	313	1422	2970
2000	300	270	253	231	1054	292	301	290	260	1143	2197
2100	211	228	184	190	813	296	319	220	242	1077	1890
2200	220	131	135	111	597	258	197	193	144	792	1389
2300	122	126	101	92	441	151	126	95	86	458	899
24-Hour Totals:					25820					24497	50317

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1641	800	1521	800	3108
P.M.	1630	1941	1215	1709	1630	3465
Daily	1630	1941	1215	1709	1630	3465

Generated by SPS 5.0.45P

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 6- E US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	145	88	4	0	237	0	71	28	0	99	0	0	6	0	6	43	0	149	0	192	534
07:15 AM	176	132	8	0	316	0	85	53	0	138	0	0	2	0	2	67	0	170	0	237	693
07:30 AM	212	129	1	0	342	0	104	54	0	158	0	0	4	0	4	96	0	244	0	340	844
07:45 AM	245	168	3	0	416	0	114	64	0	178	0	0	3	0	3	135	0	226	0	361	958
Total	778	517	16	0	1311	0	374	199	0	573	0	0	15	0	15	341	0	789	0	1130	3029
08:00 AM	226	151	3	0	380	0	107	74	0	181	0	0	1	0	1	97	0	261	0	358	920
08:15 AM	249	137	3	0	389	0	141	53	0	194	0	0	7	0	7	134	0	255	0	389	979
08:30 AM	243	164	3	0	410	0	120	65	0	185	0	0	1	0	1	118	0	219	0	337	933
08:45 AM	193	168	4	0	365	0	140	73	0	213	0	0	2	0	2	150	0	236	0	386	966
Total	911	620	13	0	1544	0	508	265	0	773	0	0	11	0	11	499	0	971	0	1470	3798
*** BREAK ***																					
04:00 PM	268	165	8	0	441	0	181	151	0	332	0	0	11	0	11	177	0	199	0	376	1160
04:15 PM	257	138	4	0	399	0	173	163	0	336	0	0	9	0	9	148	0	190	0	338	1082
04:30 PM	255	201	8	0	464	0	191	142	0	333	0	0	10	0	10	188	0	210	0	398	1205
04:45 PM	249	200	7	0	456	0	174	143	0	317	0	0	2	0	2	171	0	226	0	397	1172
Total	1029	704	27	0	1760	0	719	599	0	1318	0	0	32	0	32	684	0	825	0	1509	4619
05:00 PM	263	208	2	0	473	0	169	142	0	311	0	0	6	0	6	172	0	188	0	360	1150
05:15 PM	269	187	9	0	465	0	199	148	0	347	0	0	7	0	7	148	0	196	0	344	1163
05:30 PM	252	182	2	0	436	0	170	148	0	318	0	0	7	0	7	160	0	206	0	366	1127
05:45 PM	275	157	7	0	439	0	171	136	0	307	0	0	4	0	4	175	0	212	0	387	1137
Total	1059	734	20	0	1813	0	709	574	0	1283	0	0	24	0	24	655	0	802	0	1457	4577
Grand Total	3777	2575	76	0	6428	0	2310	1637	0	3947	0	0	82	0	82	2179	0	3387	0	5566	16023
Apprch %	58.8	40.1	1.2	0		0	58.5	41.5	0		0	0	100	0		39.1	0	60.9	0		
Total %	23.6	16.1	0.5	0	40.1	0	14.4	10.2	0	24.6	0	0	0.5	0	0.5	13.6	0	21.1	0	34.7	
Auto	3752	2556	76	0	6384	0	2286	1624	0	3910	0	0	82	0	82	2175	0	3373	0	5548	15924
% Auto	99.3	99.3	100	0	99.3	0	99	99.2	0	99.1	0	0	100	0	100	99.8	0	99.6	0	99.7	99.4
Heavy Vehicles	25	19	0	0	44	0	24	13	0	37	0	0	0	0	0	4	0	14	0	18	99
% Heavy Vehicles	0.7	0.7	0	0	0.7	0	1	0.8	0	0.9	0	0	0	0	0	0.2	0	0.4	0	0.3	0.6

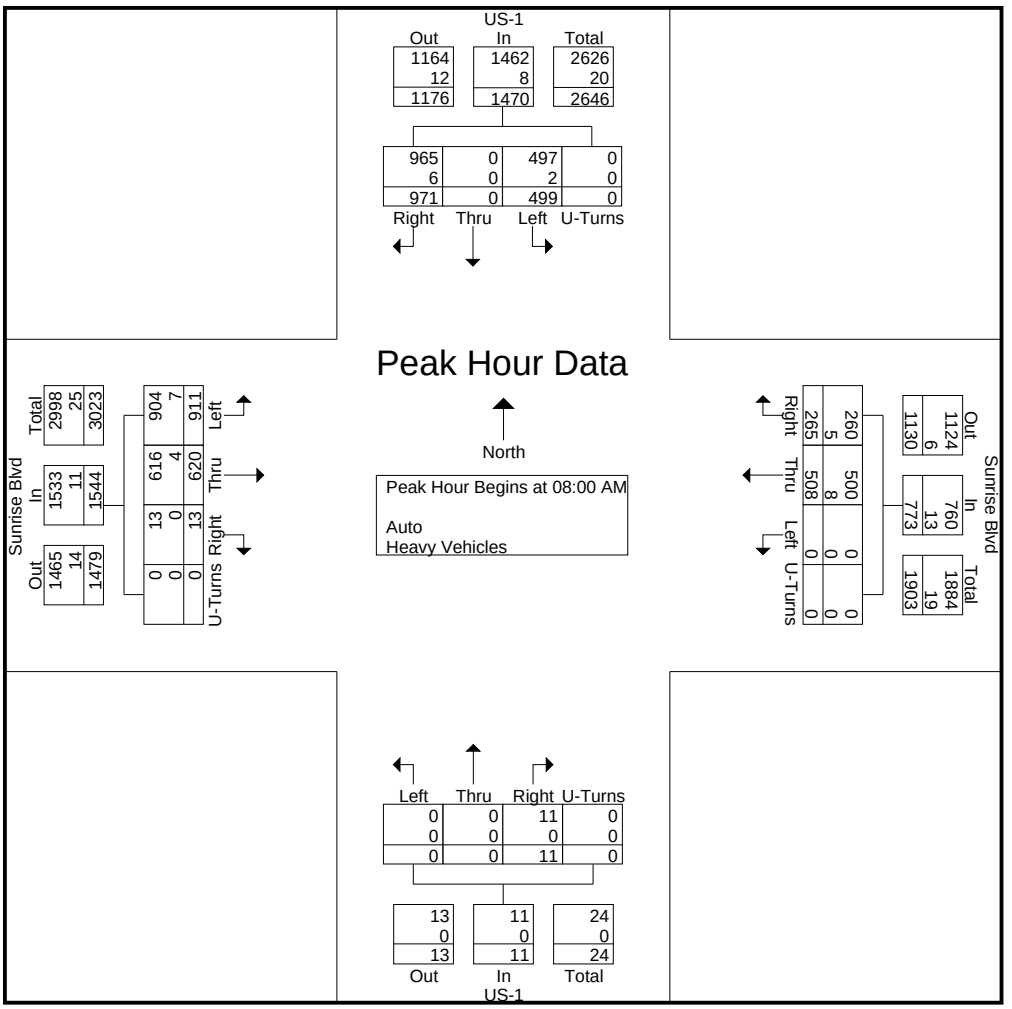
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 6- E US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	226	151	3	0	380	0	107	74	0	181	0	0	1	0	1	97	0	261	0	358	920
08:15 AM	249	137	3	0	389	0	141	53	0	194	0	0	7	0	7	134	0	255	0	389	979
08:30 AM	243	164	3	0	410	0	120	65	0	185	0	0	1	0	1	118	0	219	0	337	933
08:45 AM	193	168	4	0	365	0	140	73	0	213	0	0	2	0	2	150	0	236	0	386	966
Total Volume	911	620	13	0	1544	0	508	265	0	773	0	0	11	0	11	499	0	971	0	1470	3798
% App. Total	59	40.2	0.8	0		0	65.7	34.3	0		0	0	100	0		33.9	0	66.1	0		
PHF	.915	.923	.813	.000	.941	.000	.901	.895	.000	.907	.000	.000	.393	.000	.393	.832	.000	.930	.000	.945	.970
Auto	904	616	13	0	1533	0	500	260	0	760	0	0	11	0	11	497	0	965	0	1462	3766
% Auto	99.2	99.4	100	0	99.3	0	98.4	98.1	0	98.3	0	0	100	0	100	99.6	0	99.4	0	99.5	99.2
Heavy Vehicles	7	4	0	0	11	0	8	5	0	13	0	0	0	0	0	2	0	6	0	8	32
% Heavy Vehicles	0.8	0.6	0	0	0.7	0	1.6	1.9	0	1.7	0	0	0	0	0	0.4	0	0.6	0	0.5	0.8



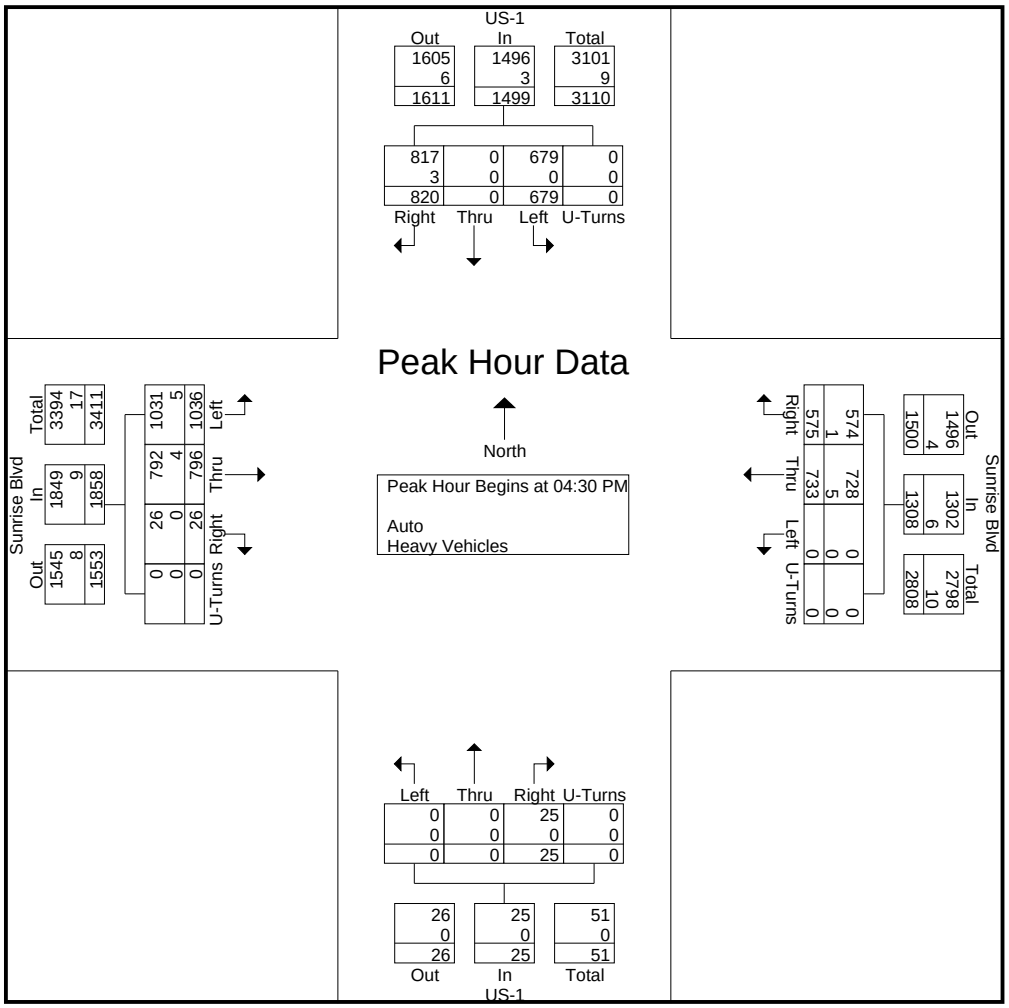
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 6- E US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	255	201	8	0	464	0	191	142	0	333	0	0	10	0	10	188	0	210	0	398	1205
04:45 PM	249	200	7	0	456	0	174	143	0	317	0	0	2	0	2	171	0	226	0	397	1172
05:00 PM	263	208	2	0	473	0	169	142	0	311	0	0	6	0	6	172	0	188	0	360	1150
05:15 PM	269	187	9	0	465	0	199	148	0	347	0	0	7	0	7	148	0	196	0	344	1163
Total Volume	1036	796	26	0	1858	0	733	575	0	1308	0	0	25	0	25	679	0	820	0	1499	4690
% App. Total	55.8	42.8	1.4	0		0	56	44	0		0	0	100	0		45.3	0	54.7	0		
PHF	.963	.957	.722	.000	.982	.000	.921	.971	.000	.942	.000	.000	.625	.000	.625	.903	.000	.907	.000	.942	.973
Auto	1031	792	26	0	1849	0	728	574	0	1302	0	0	25	0	25	679	0	817	0	1496	4672
% Auto	99.5	99.5	100	0	99.5	0	99.3	99.8	0	99.5	0	0	100	0	100	100	0	99.6	0	99.8	99.6
Heavy Vehicles	5	4	0	0	9	0	5	1	0	6	0	0	0	0	0	0	0	3	0	3	18
% Heavy Vehicles	0.5	0.5	0	0	0.5	0	0.7	0.2	0	0.5	0	0	0	0	0	0	0	0.4	0	0.2	0.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 6- E US-1 @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					US-1 Northbound					US-1 Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
07:15 AM	3	5	0	0	8	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	6
07:45 AM	1	0	0	0	1	0	2	3	0	5	0	0	0	0	0	1	0	1	0	2	8
Total	5	7	0	0	12	0	5	7	0	12	0	0	0	0	0	2	0	2	0	4	28
08:00 AM	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	1	0	2	0	3	8
08:15 AM	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	2	0	3	8
08:30 AM	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	9
08:45 AM	2	1	0	0	3	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	7	4	0	0	11	0	8	5	0	13	0	0	0	0	0	2	0	6	0	8	32
*** BREAK ***																					
04:00 PM	3	2	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	7
04:15 PM	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Total	6	5	0	0	11	0	7	0	0	7	0	0	0	0	0	0	0	4	0	4	22
05:00 PM	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	6
05:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	7	3	0	0	10	0	4	1	0	5	0	0	0	0	0	0	0	2	0	2	17
Grand Total	25	19	0	0	44	0	24	13	0	37	0	0	0	0	0	4	0	14	0	18	99
Apprch %	56.8	43.2	0	0		0	64.9	35.1	0		0	0	0	0		22.2	0	77.8	0		
Total %	25.3	19.2	0	0	44.4	0	24.2	13.1	0	37.4	0	0	0	0	0	4	0	14.1	0	18.2	

Appendix B

FDOT Traffic Data

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 0209 - SR 5 / US 1/SR 838/SUNRISE BLVD - E OF NE 15 AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	52000 C	E 24500	W 27500	9.00	54.50	4.40
2013	55500 C	E 28500	W 27000	9.00	54.60	4.80
2012	47500 C	E 24000	W 23500	9.00	55.00	4.40
2011	55500 C	E 28500	W 27000	9.00	54.50	4.40
2010	59500 C	E 30500	W 29000	9.37	54.06	4.40
2009	55000 C	E 28000	W 27000	9.31	53.74	4.60
2008	60000 C	E 30500	W 29500	9.70	54.48	4.60
2007	57500 C	E 29000	W 28500	9.10	53.47	2.00
2006	60000 C	E 30500	W 29500	9.48	53.59	4.20
2005	59500 C	E 30500	W 29000	10.60	58.90	2.90
2004	59000 C	E 29500	W 29500	10.40	56.30	2.90
2003	57000 C	E 29000	W 28000	9.20	55.90	2.90
2002	54000 C	E 27000	W 27000	9.50	55.00	3.70
2001	66000 C	E 32000	W 34000	9.70	55.60	3.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 0445 - SR 5 / US 1 - E OF NE 8 AVE,FT LAUDERDALE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	57500 C	E 27500	W 30000	9.00	54.50	4.50
2013	56000 C	E 25500	W 30500	9.00	54.60	4.40
2012	55000 C	E 27500	W 27500	9.00	55.00	4.30
2011	47500 C	E 24000	W 23500	9.00	54.50	4.30
2010	52500 C	E 27000	W 25500	9.37	54.06	4.30
2009	56500 C	E 28500	W 28000	9.31	53.74	3.50
2008	76500 C	E 38000	W 38500	9.70	54.48	3.50
2007	63500 C	E 32500	W 31000	9.10	53.47	2.20
2006	63000 C	E 30500	W 32500	9.48	53.59	4.20
2005	61500 C	E 30500	W 31000	10.60	58.90	2.80
2004	63500 C	E 32000	W 31500	10.40	56.30	2.80
2003	58500 C	E 29500	W 29000	9.20	55.90	2.80
2002	60000 C	E 30500	W 29500	9.50	55.00	3.70
2001	62000 C	E 31000	W 31000	9.70	55.60	3.10
2000	67500 C	E 33000	W 34500	9.40	56.30	3.00
1999	67000 C	E 34000	W 33000	9.40	56.40	2.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
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Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 0446 - SR 5 / US 1 - N OF NE 13 ST

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	44500 C	N 22500	S 22000	9.00	54.50	3.90
2013	42500 C	N 21500	S 21000	9.00	54.60	3.60
2012	53000 C	N 27000	S 26000	9.00	55.00	3.60
2011	45000 C	N 22000	S 23000	9.00	54.50	4.20
2010	42000 C	N 21000	S 21000	9.37	54.06	4.20
2009	44000 C	N 22000	S 22000	9.31	53.74	4.20
2008	48000 C	N 24000	S 24000	9.70	54.48	2.10
2007	43500 C	N 21500	S 22000	9.10	53.47	2.10
2006	42500 C	N 21000	S 21500	9.48	53.59	2.80
2005	44500 C	N 22500	S 22000	10.60	58.90	1.80
2004	44000 C	N 22000	S 22000	10.40	56.30	1.80
2003	44500 C	N 22000	S 22500	9.20	55.90	2.90
2002	42500 C	N 21500	S 21000	9.50	55.00	3.70
2001	44000 C	N 22000	S 22000	9.70	55.60	3.50
2000	47500 C	N 24000	S 23500	9.40	56.30	3.90
1999	43500 C	N 21500	S 22000	9.40	56.40	2.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
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Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 5157 - SR 5 - S OF NE 9 ST

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	40500 C	N 19500	S 21000	9.00	54.50	4.00
2013	40000 C	N 20000	S 20000	9.00	54.60	3.80
2012	38500 C	N 20500	S 18000	9.00	55.00	3.80
2011	33500 C	N 15500	S 18000	9.00	54.50	3.10
2010	35500 C	N 17000	S 18500	9.37	54.06	3.10
2009	40500 C	N 20500	S 20000	9.31	53.74	3.10
2008	43000 C	N 20500	S 22500	9.70	54.48	4.60
2007	41000 C	N 19000	S 22000	9.10	53.47	4.60
2006	40000 C	N 19000	S 21000	9.48	53.59	3.00
2005	41000 C	N 19500	S 21500	10.60	58.90	2.20
2004	42000 C	N 20500	S 21500	10.40	56.30	2.20
2003	44000 C	N 22500	S 21500	9.20	55.90	4.70
2002	45500 C	N 22500	S 23000	9.50	55.00	4.70
2001	44000 C	N 21000	S 23000	9.70	55.60	3.10
2000	45500 C	N 22500	S 23000	9.40	56.30	3.90
1999	48500 C	N 25500	S 23000	9.40	56.40	2.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 5162 - SR 838 / SUNRISE BLVD - E OF ANDREWS AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	41500 C	E 21500	W 20000	9.00	54.20	6.20
2013	42500 C	E 23000	W 19500	9.00	53.60	6.50
2012	42500 C	E 23000	W 19500	9.00	52.20	5.80
2011	37000 C	E 19500	W 17500	9.00	52.50	5.50
2010	40000 C	E 21000	W 19000	8.35	52.69	4.50
2009	41000 C	E 21500	W 19500	8.53	53.89	4.50
2008	50500 C	E 25000	W 25500	8.81	54.16	2.80
2007	44500 C	E 23000	W 21500	8.63	55.75	2.80
2006	42500 C	E 22000	W 20500	8.40	55.34	2.80
2005	42500 C	E 21000	W 21500	8.20	51.70	3.80
2004	43000 C	E 21500	W 21500	9.10	55.30	3.80
2003	41500 C	E 21500	W 20000	8.60	57.50	4.00
2002	48500 C	E 25000	W 23500	8.70	56.40	2.50
2001	47000 C	E 24500	W 22500	9.00	60.20	2.80
2000	47500 C	E 24500	W 23000	8.90	57.80	3.50
1999	45000 C	E 23500	W 21500	9.60	62.50	2.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 5298 - SR 838/SUNRISE BLVD - W OF BAYVIEW DR

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2014	35000 C	E 17500	W 17500	9.00	54.50	3.50
2013	38000 C	E 19000	W 19000	9.00	54.60	2.70
2012	45000 C	E 22500	W 22500	9.00	55.00	2.70
2011	38000 C	E 19000	W 19000	9.00	54.50	4.60
2010	35000 C	E 17000	W 18000	9.37	54.06	4.60
2009	42000 C	E 21500	W 20500	9.31	53.74	4.60
2008	37000 C	E 18500	W 18500	9.70	54.48	2.60
2007	36500 C	E 18000	W 18500	9.10	53.47	2.60
2006	39000 C	E 19500	W 19500	9.48	53.59	4.50
2005	29000 C	E 14500	W 14500	10.60	58.90	4.70
2004	26000 C	E 13000	W 13000	10.40	56.30	4.70
2003	23000 C	E 11500	W 11500	9.20	55.90	2.50
2002	39000 C	E 20000	W 19000	9.50	55.00	2.50
2001	32500 C	E 16000	W 16500	9.70	55.60	4.20
2000	30000 C	E 15500	W 14500	9.40	56.30	4.50
1999	30500 C	E 15000	W 15500	9.40	56.40	1.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 7357 - NE 15 AVE, S OF SUNRISE BLVD

Year	AADT		Direction 1		Direction 2		*K Factor	D Factor	T Factor
2014	10000	X					9.00	54.50	7.40
2013	9900	X	0		0		9.00	54.60	7.60
2012	9800	T	0		0		9.00	55.00	5.90
2011	9600	S	0		0		9.00	54.50	6.30
2010	9500	F	0		0		9.37	54.06	9.30
2009	9600	C	N	0	S	0	9.31	53.74	5.30
2008	8900	C	N	0	S	0	9.70	54.48	6.50
2007	10000	C	N	0	S	0	9.10	53.47	4.80
2006	11500	C	N	0	S	0	9.48	53.59	2.90
2005	10500	C	N		S		10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 9319 - NE 15 AVENUE, N OF SUNRISE BLVD.

Year	AADT		Direction 1		Direction 2		*K Factor	D Factor	T Factor
2014	13000	R					9.00	54.20	7.40
2013	13000	T	0		0		9.00	53.60	7.60
2012	13000	S	0		0		9.00	52.20	5.90
2011	13100	F	0		0		9.00	52.50	6.30
2010	13100	C	N	6600	S	6500	8.35	52.69	9.30
2009	17900	F	N	8200	S	9700	8.53	53.89	5.30
2008	18400	C	N	8400	S	10000	8.81	54.16	6.50
2007	20000	C	N	9000	S	11000	8.63	55.75	4.80
2006	17800	C	N	8900	S	8900	8.40	55.34	2.90
2005	19400	C	N	8900	S	10500	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

COUNTY: 86
STATION: 0209
DESCRIPTION: SR 5 / US 1/SR 838/SUNRISE BLVD - E OF NE 15 AVE
START DATE: 05/08/2014
START TIME: 2345

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	86	79	60	66	291	171	155	116	119	561	852
0100	48	39	49	53	189	94	70	79	56	299	488
0200	41	23	26	28	118	46	49	57	39	191	309
0300	16	16	18	33	83	32	33	30	34	129	212
0400	31	36	47	28	142	40	40	37	45	162	304
0500	47	59	72	71	249	51	52	58	64	225	474
0600	75	100	155	209	539	95	93	120	153	461	1000
0700	270	358	332	333	1293	203	209	285	308	1005	2298
0800	368	321	332	334	1355	380	370	417	415	1582	2937
0900	305	326	386	324	1341	481	443	426	364	1714	3055
1000	371	387	392	350	1500	367	390	390	377	1524	3024
1100	387	429	410	407	1633	389	407	418	389	1603	3236
1200	427	440	390	404	1661	435	443	443	456	1777	3438
1300	419	420	402	421	1662	494	427	495	465	1881	3543
1400	418	409	417	426	1670	451	440	445	363	1699	3369
1500	409	411	408	474	1702	430	472	427	397	1726	3428
1600	441	455	473	493	1862	396	428	443	436	1703	3565
1700	485	480	452	496	1913	430	441	428	438	1737	3650
1800	395	360	383	367	1505	401	396	406	404	1607	3112
1900	356	376	276	283	1291	379	362	410	381	1532	2823
2000	267	226	243	250	986	343	382	308	305	1338	2324
2100	238	232	218	201	889	308	290	255	415	1268	2157
2200	194	201	224	172	791	365	342	313	358	1378	2169
2300	143	130	122	97	492	364	304	293	200	1161	1653
24-HOUR TOTALS:					25157					28263	53420

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1391	845	1765	845	3116
P.M.	1630	1931	1300	1881	1630	3681
DAILY	1630	1931	1300	1881	1630	3681

TRUCK PERCENTAGE 4.15 4.61 4.39

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	115	21551	2447	174	375	159	80	99	87	49	1	0	20	0	0	1044	25157
W	138	23865	2957	212	479	224	74	91	120	63	0	0	40	0	0	1303	28263

GENERATED BY SPS 5.0.45P

2014 Weekly Axle Factor Category Report - Report Type: ALL

County: 86 - BROWARD

Week	Dates	8618 SR 5, I595 - SR 870	8619 SR 834, SR 817- US 1	8620 SR A1A, DADE - SR 5	8621 SR 814, SR 7 - US 1
1	01/01/2014 - 01/04/2014	0.98	0.98	0.98	0.97
2	01/05/2014 - 01/11/2014	0.98	0.98	0.98	0.97
3	01/12/2014 - 01/18/2014	0.98	0.98	0.98	0.97
4	01/19/2014 - 01/25/2014	0.98	0.98	0.98	0.97
5	01/26/2014 - 02/01/2014	0.98	0.98	0.98	0.97
6	02/02/2014 - 02/08/2014	0.98	0.98	0.98	0.97
7	02/09/2014 - 02/15/2014	0.98	0.98	0.98	0.97
8	02/16/2014 - 02/22/2014	0.98	0.98	0.98	0.97
9	02/23/2014 - 03/01/2014	0.98	0.98	0.98	0.97
10	03/02/2014 - 03/08/2014	0.98	0.98	0.98	0.97
11	03/09/2014 - 03/15/2014	0.98	0.98	0.98	0.97
12	03/16/2014 - 03/22/2014	0.98	0.98	0.98	0.97
13	03/23/2014 - 03/29/2014	0.98	0.98	0.98	0.97
14	03/30/2014 - 04/05/2014	0.98	0.97	0.98	0.97
15	04/06/2014 - 04/12/2014	0.98	0.97	0.98	0.97
16	04/13/2014 - 04/19/2014	0.98	0.97	0.98	0.97
17	04/20/2014 - 04/26/2014	0.98	0.97	0.98	0.97
18	04/27/2014 - 05/03/2014	0.98	0.98	0.98	0.97
19	05/04/2014 - 05/10/2014	0.98	0.98	0.98	0.97
20	05/11/2014 - 05/17/2014	0.98	0.98	0.98	0.97
21	05/18/2014 - 05/24/2014	0.98	0.98	0.98	0.97
22	05/25/2014 - 05/31/2014	0.98	0.98	0.98	0.97
23	06/01/2014 - 06/07/2014	0.98	0.98	0.98	0.97
24	06/08/2014 - 06/14/2014	0.98	0.98	0.98	0.97
25	06/15/2014 - 06/21/2014	0.98	0.98	0.98	0.97
26	06/22/2014 - 06/28/2014	0.98	0.98	0.98	0.97
27	06/29/2014 - 07/05/2014	0.98	0.98	0.98	0.97
28	07/06/2014 - 07/12/2014	0.98	0.98	0.98	0.97
29	07/13/2014 - 07/19/2014	0.98	0.98	0.98	0.97
30	07/20/2014 - 07/26/2014	0.98	0.98	0.98	0.97
31	07/27/2014 - 08/02/2014	0.98	0.98	0.98	0.97
32	08/03/2014 - 08/09/2014	0.98	0.98	0.98	0.97
33	08/10/2014 - 08/16/2014	0.98	0.98	0.98	0.97
34	08/17/2014 - 08/23/2014	0.98	0.98	0.98	0.97
35	08/24/2014 - 08/30/2014	0.98	0.98	0.98	0.97
36	08/31/2014 - 09/06/2014	0.98	0.98	0.98	0.97
37	09/07/2014 - 09/13/2014	0.98	0.98	0.98	0.97
38	09/14/2014 - 09/20/2014	0.98	0.98	0.98	0.97
39	09/21/2014 - 09/27/2014	0.98	0.98	0.98	0.97
40	09/28/2014 - 10/04/2014	0.98	0.98	0.98	0.97
41	10/05/2014 - 10/11/2014	0.98	0.98	0.98	0.97
42	10/12/2014 - 10/18/2014	0.98	0.98	0.98	0.97
43	10/19/2014 - 10/25/2014	0.98	0.98	0.98	0.97
44	10/26/2014 - 11/01/2014	0.98	0.98	0.98	0.97
45	11/02/2014 - 11/08/2014	0.98	0.98	0.98	0.97
46	11/09/2014 - 11/15/2014	0.98	0.98	0.98	0.97
47	11/16/2014 - 11/22/2014	0.98	0.98	0.98	0.97
48	11/23/2014 - 11/29/2014	0.98	0.98	0.98	0.97
49	11/30/2014 - 12/06/2014	0.98	0.98	0.98	0.97
50	12/07/2014 - 12/13/2014	0.98	0.98	0.98	0.97
51	12/14/2014 - 12/20/2014	0.98	0.98	0.98	0.97
52	12/21/2014 - 12/27/2014	0.98	0.98	0.98	0.97
53	12/28/2014 - 12/31/2014	0.98	0.98	0.98	0.97

2014 Weekly Axle Factor Category Report - Report Type: ALL

County: 86 - BROWARD

Week	Dates	8636 ICWW BR.XINGS N.BROW	8637 SR820,US27-160 AVE	8638 SR820,160 AVE-US 1	8639 SR 838, SR 817-US 1
1	01/01/2014 - 01/04/2014	1.00	0.99	1.00	0.97
2	01/05/2014 - 01/11/2014	1.00	0.99	1.00	0.97
3	01/12/2014 - 01/18/2014	1.00	0.99	1.00	0.97
4	01/19/2014 - 01/25/2014	1.00	0.99	1.00	0.97
5	01/26/2014 - 02/01/2014	0.99	0.99	1.00	0.97
6	02/02/2014 - 02/08/2014	0.99	0.99	0.99	0.97
7	02/09/2014 - 02/15/2014	0.99	0.99	0.99	0.97
8	02/16/2014 - 02/22/2014	0.98	0.99	0.99	0.97
9	02/23/2014 - 03/01/2014	0.98	0.99	0.99	0.97
10	03/02/2014 - 03/08/2014	0.98	0.99	0.99	0.97
11	03/09/2014 - 03/15/2014	0.98	0.99	0.99	0.97
12	03/16/2014 - 03/22/2014	0.97	0.99	0.99	0.97
13	03/23/2014 - 03/29/2014	0.97	0.99	0.99	0.97
14	03/30/2014 - 04/05/2014	0.97	0.99	1.00	0.97
15	04/06/2014 - 04/12/2014	0.96	0.99	1.00	0.97
16	04/13/2014 - 04/19/2014	0.96	0.99	1.00	0.97
17	04/20/2014 - 04/26/2014	0.96	0.99	1.00	0.97
18	04/27/2014 - 05/03/2014	0.96	0.99	1.00	0.97
19	05/04/2014 - 05/10/2014	0.96	0.99	1.00	0.97
20	05/11/2014 - 05/17/2014	0.96	0.99	1.00	0.97
21	05/18/2014 - 05/24/2014	0.97	0.99	1.00	0.97
22	05/25/2014 - 05/31/2014	0.97	0.99	1.00	0.97
23	06/01/2014 - 06/07/2014	0.97	0.99	1.00	0.97
24	06/08/2014 - 06/14/2014	0.97	0.99	1.00	0.97
25	06/15/2014 - 06/21/2014	0.97	0.99	1.00	0.97
26	06/22/2014 - 06/28/2014	0.97	0.99	1.00	0.97
27	06/29/2014 - 07/05/2014	0.97	0.99	1.00	0.97
28	07/06/2014 - 07/12/2014	0.97	0.99	1.00	0.97
29	07/13/2014 - 07/19/2014	0.97	0.99	1.00	0.97
30	07/20/2014 - 07/26/2014	0.98	0.99	1.00	0.97
31	07/27/2014 - 08/02/2014	0.98	0.99	1.00	0.97
32	08/03/2014 - 08/09/2014	0.98	0.99	1.00	0.97
33	08/10/2014 - 08/16/2014	0.98	0.99	1.00	0.97
34	08/17/2014 - 08/23/2014	0.98	0.99	1.00	0.97
35	08/24/2014 - 08/30/2014	0.98	0.99	1.00	0.97
36	08/31/2014 - 09/06/2014	0.98	0.99	1.00	0.97
37	09/07/2014 - 09/13/2014	0.98	0.99	1.00	0.97
38	09/14/2014 - 09/20/2014	0.98	0.99	1.00	0.97
39	09/21/2014 - 09/27/2014	0.98	0.99	1.00	0.97
40	09/28/2014 - 10/04/2014	0.99	0.99	1.00	0.97
41	10/05/2014 - 10/11/2014	0.99	0.99	1.00	0.97
42	10/12/2014 - 10/18/2014	0.99	0.99	1.00	0.97
43	10/19/2014 - 10/25/2014	0.99	0.99	1.00	0.97
44	10/26/2014 - 11/01/2014	0.99	0.99	1.00	0.97
45	11/02/2014 - 11/08/2014	0.99	0.99	1.00	0.97
46	11/09/2014 - 11/15/2014	0.99	0.99	1.00	0.97
47	11/16/2014 - 11/22/2014	0.99	0.99	1.00	0.97
48	11/23/2014 - 11/29/2014	0.99	0.99	1.00	0.97
49	11/30/2014 - 12/06/2014	1.00	0.99	1.00	0.97
50	12/07/2014 - 12/13/2014	1.00	0.99	1.00	0.97
51	12/14/2014 - 12/20/2014	1.00	0.99	1.00	0.97
52	12/21/2014 - 12/27/2014	1.00	0.99	1.00	0.97
53	12/28/2014 - 12/31/2014	1.00	0.99	1.00	0.97

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 8600 EAST-A1A TO US1

MOCF: 0.90

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.98	1.09
2	01/05/2014 - 01/11/2014	0.98	1.09
3	01/12/2014 - 01/18/2014	0.97	1.08
4	01/19/2014 - 01/25/2014	0.95	1.06
* 5	01/26/2014 - 02/01/2014	0.94	1.04
* 6	02/02/2014 - 02/08/2014	0.92	1.02
* 7	02/09/2014 - 02/15/2014	0.90	1.00
* 8	02/16/2014 - 02/22/2014	0.89	0.99
* 9	02/23/2014 - 03/01/2014	0.88	0.98
*10	03/02/2014 - 03/08/2014	0.88	0.98
*11	03/09/2014 - 03/15/2014	0.87	0.97
*12	03/16/2014 - 03/22/2014	0.87	0.97
*13	03/23/2014 - 03/29/2014	0.89	0.99
*14	03/30/2014 - 04/05/2014	0.90	1.00
*15	04/06/2014 - 04/12/2014	0.92	1.02
*16	04/13/2014 - 04/19/2014	0.93	1.03
*17	04/20/2014 - 04/26/2014	0.95	1.06
18	04/27/2014 - 05/03/2014	0.96	1.07
19	05/04/2014 - 05/10/2014	0.97	1.08
20	05/11/2014 - 05/17/2014	0.99	1.10
21	05/18/2014 - 05/24/2014	1.00	1.11
22	05/25/2014 - 05/31/2014	1.02	1.13
23	06/01/2014 - 06/07/2014	1.04	1.16
24	06/08/2014 - 06/14/2014	1.06	1.18
25	06/15/2014 - 06/21/2014	1.08	1.20
26	06/22/2014 - 06/28/2014	1.08	1.20
27	06/29/2014 - 07/05/2014	1.07	1.19
28	07/06/2014 - 07/12/2014	1.07	1.19
29	07/13/2014 - 07/19/2014	1.06	1.18
30	07/20/2014 - 07/26/2014	1.06	1.18
31	07/27/2014 - 08/02/2014	1.06	1.18
32	08/03/2014 - 08/09/2014	1.06	1.18
33	08/10/2014 - 08/16/2014	1.05	1.17
34	08/17/2014 - 08/23/2014	1.05	1.17
35	08/24/2014 - 08/30/2014	1.08	1.20
36	08/31/2014 - 09/06/2014	1.10	1.22
37	09/07/2014 - 09/13/2014	1.13	1.26
38	09/14/2014 - 09/20/2014	1.15	1.28
39	09/21/2014 - 09/27/2014	1.13	1.26
40	09/28/2014 - 10/04/2014	1.11	1.23
41	10/05/2014 - 10/11/2014	1.09	1.21
42	10/12/2014 - 10/18/2014	1.07	1.19
43	10/19/2014 - 10/25/2014	1.07	1.19
44	10/26/2014 - 11/01/2014	1.07	1.19
45	11/02/2014 - 11/08/2014	1.07	1.19
46	11/09/2014 - 11/15/2014	1.06	1.18
47	11/16/2014 - 11/22/2014	1.06	1.18
48	11/23/2014 - 11/29/2014	1.04	1.16
49	11/30/2014 - 12/06/2014	1.02	1.13
50	12/07/2014 - 12/13/2014	1.00	1.11
51	12/14/2014 - 12/20/2014	0.98	1.09
52	12/21/2014 - 12/27/2014	0.98	1.09
53	12/28/2014 - 12/31/2014	0.97	1.08

* Peak Season

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

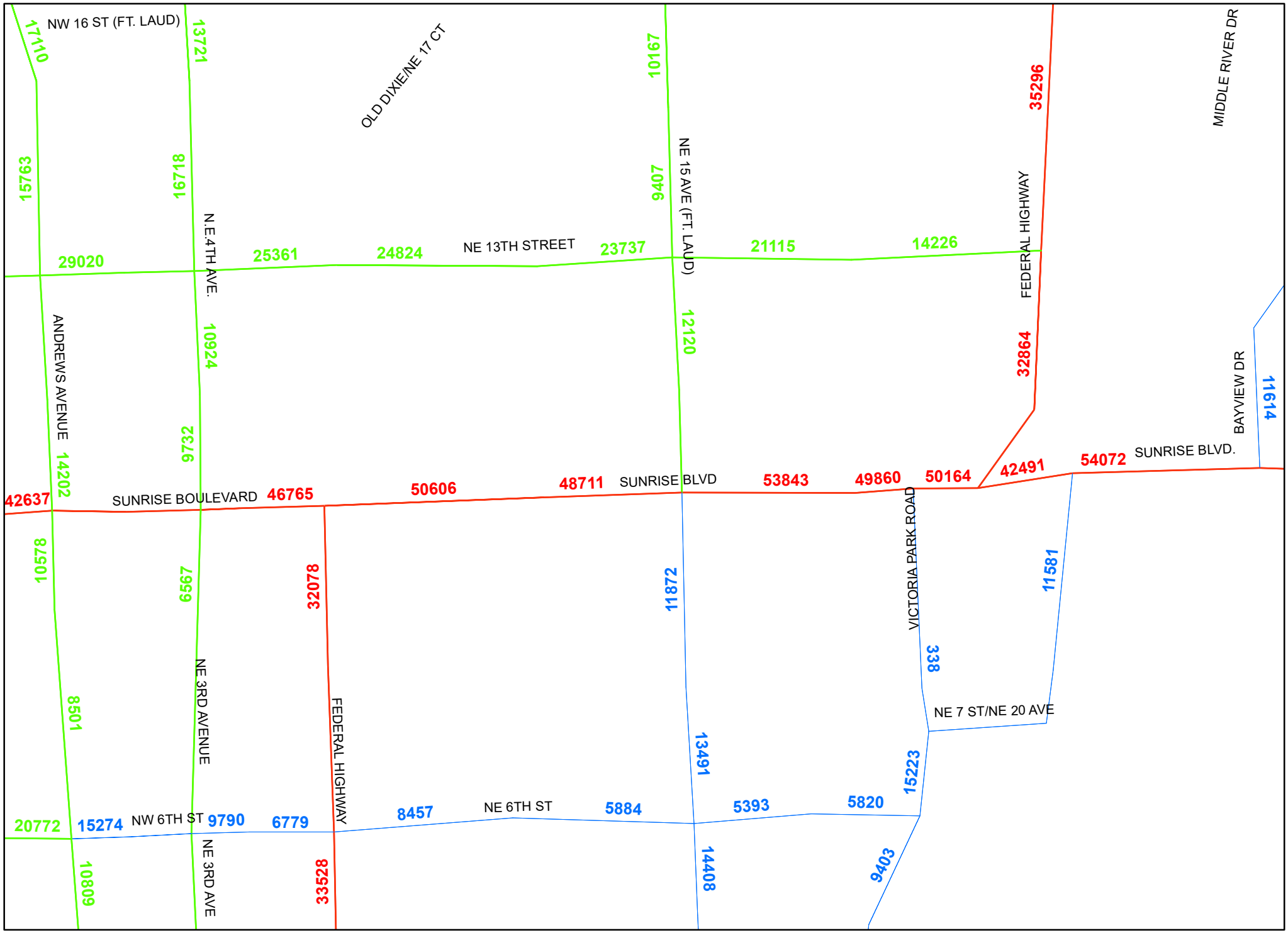
Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.00
2	01/05/2014 - 01/11/2014	0.99	1.02
3	01/12/2014 - 01/18/2014	1.01	1.04
4	01/19/2014 - 01/25/2014	1.00	1.03
* 5	01/26/2014 - 02/01/2014	0.99	1.02
* 6	02/02/2014 - 02/08/2014	0.98	1.01
* 7	02/09/2014 - 02/15/2014	0.97	1.00
* 8	02/16/2014 - 02/22/2014	0.96	0.99
* 9	02/23/2014 - 03/01/2014	0.96	0.99
*10	03/02/2014 - 03/08/2014	0.96	0.99
*11	03/09/2014 - 03/15/2014	0.96	0.99
*12	03/16/2014 - 03/22/2014	0.96	0.99
*13	03/23/2014 - 03/29/2014	0.96	0.99
*14	03/30/2014 - 04/05/2014	0.97	1.00
*15	04/06/2014 - 04/12/2014	0.98	1.01
*16	04/13/2014 - 04/19/2014	0.98	1.01
*17	04/20/2014 - 04/26/2014	0.99	1.02
18	04/27/2014 - 05/03/2014	1.00	1.03
19	05/04/2014 - 05/10/2014	1.01	1.04
20	05/11/2014 - 05/17/2014	1.01	1.04
21	05/18/2014 - 05/24/2014	1.02	1.05
22	05/25/2014 - 05/31/2014	1.03	1.06
23	06/01/2014 - 06/07/2014	1.03	1.06
24	06/08/2014 - 06/14/2014	1.04	1.07
25	06/15/2014 - 06/21/2014	1.05	1.08
26	06/22/2014 - 06/28/2014	1.05	1.08
27	06/29/2014 - 07/05/2014	1.05	1.08
28	07/06/2014 - 07/12/2014	1.05	1.08
29	07/13/2014 - 07/19/2014	1.05	1.08
30	07/20/2014 - 07/26/2014	1.05	1.08
31	07/27/2014 - 08/02/2014	1.04	1.07
32	08/03/2014 - 08/09/2014	1.04	1.07
33	08/10/2014 - 08/16/2014	1.03	1.06
34	08/17/2014 - 08/23/2014	1.03	1.06
35	08/24/2014 - 08/30/2014	1.03	1.06
36	08/31/2014 - 09/06/2014	1.03	1.06
37	09/07/2014 - 09/13/2014	1.03	1.06
38	09/14/2014 - 09/20/2014	1.04	1.07
39	09/21/2014 - 09/27/2014	1.03	1.06
40	09/28/2014 - 10/04/2014	1.02	1.05
41	10/05/2014 - 10/11/2014	1.01	1.04
42	10/12/2014 - 10/18/2014	1.00	1.03
43	10/19/2014 - 10/25/2014	1.00	1.03
44	10/26/2014 - 11/01/2014	1.00	1.03
45	11/02/2014 - 11/08/2014	1.00	1.03
46	11/09/2014 - 11/15/2014	1.00	1.03
47	11/16/2014 - 11/22/2014	1.00	1.03
48	11/23/2014 - 11/29/2014	0.99	1.02
49	11/30/2014 - 12/06/2014	0.98	1.01
50	12/07/2014 - 12/13/2014	0.98	1.01
51	12/14/2014 - 12/20/2014	0.97	1.00
52	12/21/2014 - 12/27/2014	0.99	1.02
53	12/28/2014 - 12/31/2014	1.01	1.04

* Peak Season

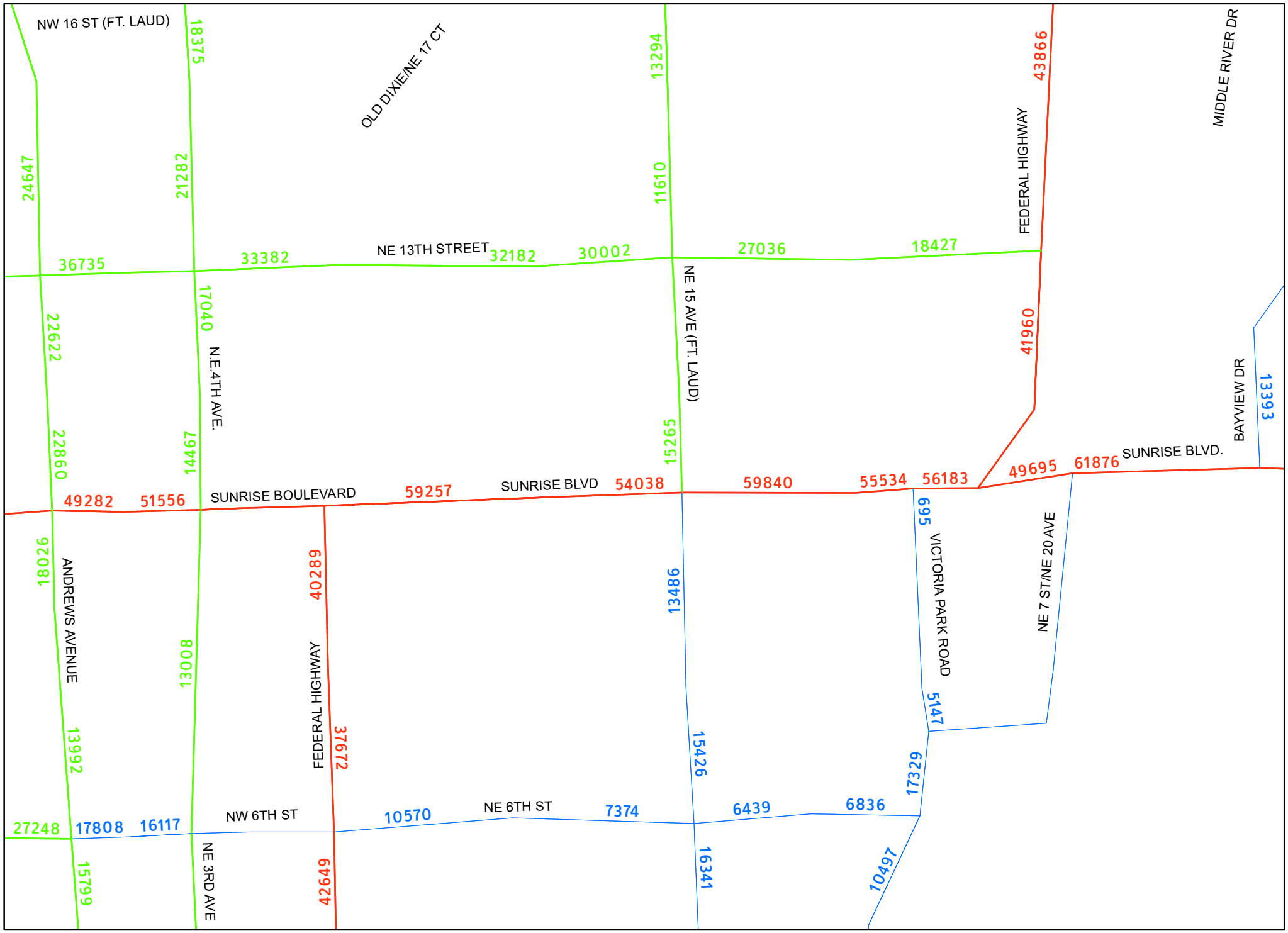
Appendix C

SERPM 7 Model Output and Trend Analysis

SERPM 7 2010 Model Volume



SERPM 7 2040 Model Volume

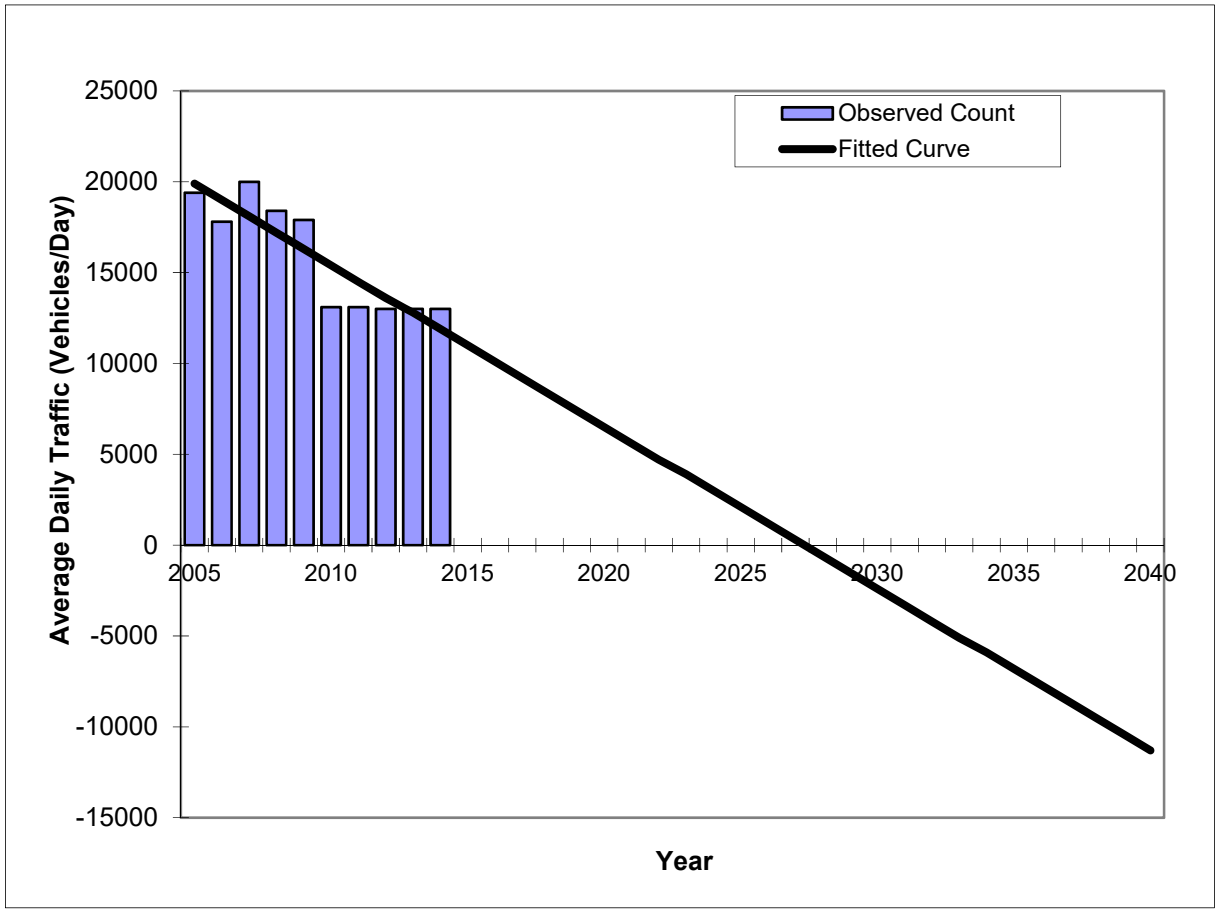


Traffic Trends - V3.0

NE 15 AVENUE -- N OF SUNRISE BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9319
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	19400	19900
2006	17800	19000
2007	20000	18100
2008	18400	17200
2009	17900	16300
2010	13100	15400
2011	13100	14500
2012	13000	13600
2013	13000	12800
2014	13000	11900
2020 Opening Year Trend		
2020	N/A	6500
2030 Mid-Year Trend		
2030	N/A	-2400
2040 Design Year Trend		
2040	N/A	-11300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	-890
Trend R-squared:	78.01%
Trend Annual Historic Growth Rate:	-4.47%
Trend Growth Rate (2014 to Design Year):	-7.50%
Printed:	17-Mar-16

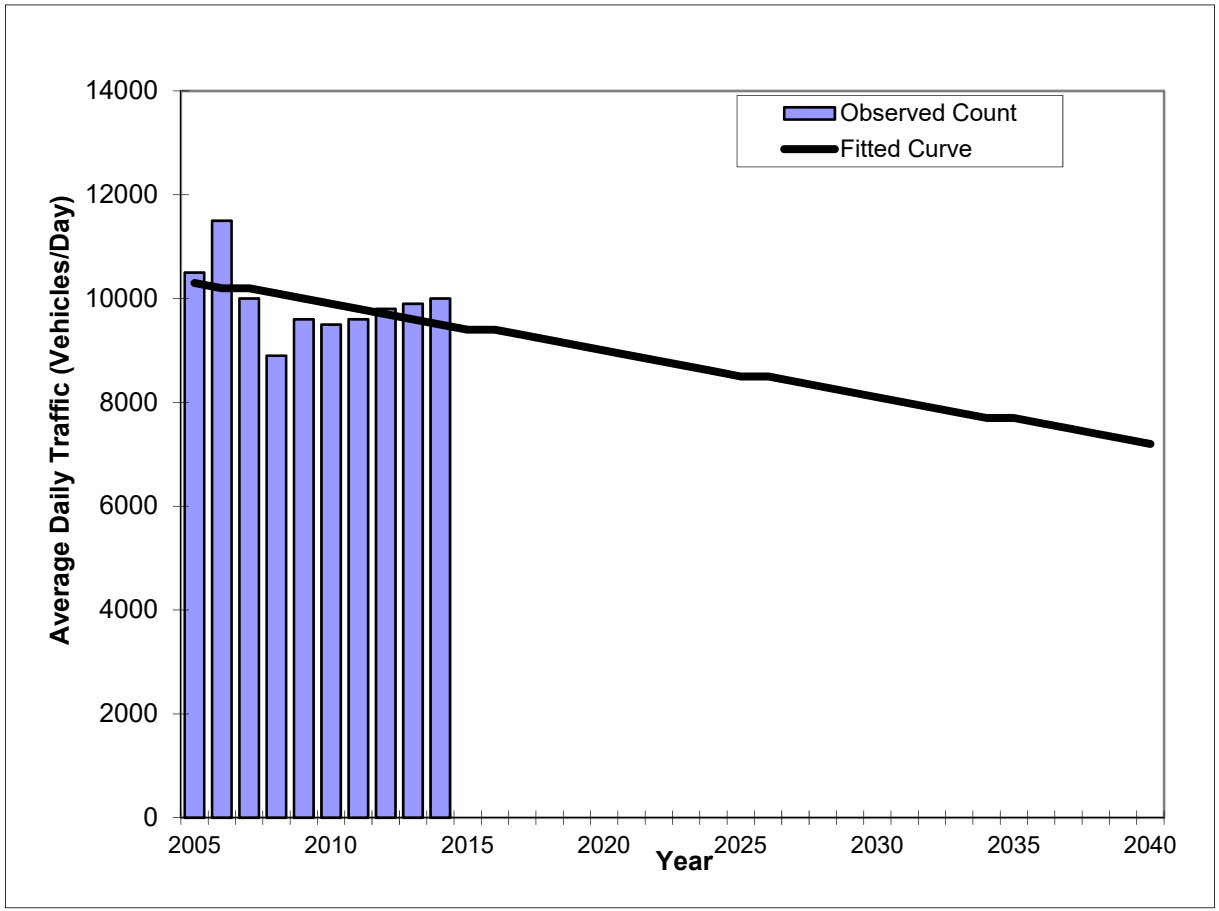
Straight Line Growth Option

Traffic Trends - V3.0

NE 15 AVENUE -- S OF SUNRISE BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	7357
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	10500	10300
2006	11500	10200
2007	10000	10200
2008	8900	10100
2009	9600	10000
2010	9500	9900
2011	9600	9800
2012	9800	9700
2013	9900	9600
2014	10000	9500
2020 Opening Year Trend		
2020	N/A	9000
2030 Mid-Year Trend		
2030	N/A	8100
2040 Design Year Trend		
2040	N/A	7200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-89
Trend R-squared:	15.30%
Trend Annual Historic Growth Rate:	-0.86%
Trend Growth Rate (2014 to Design Year):	-0.93%
Printed:	17-Mar-16

Straight Line Growth Option

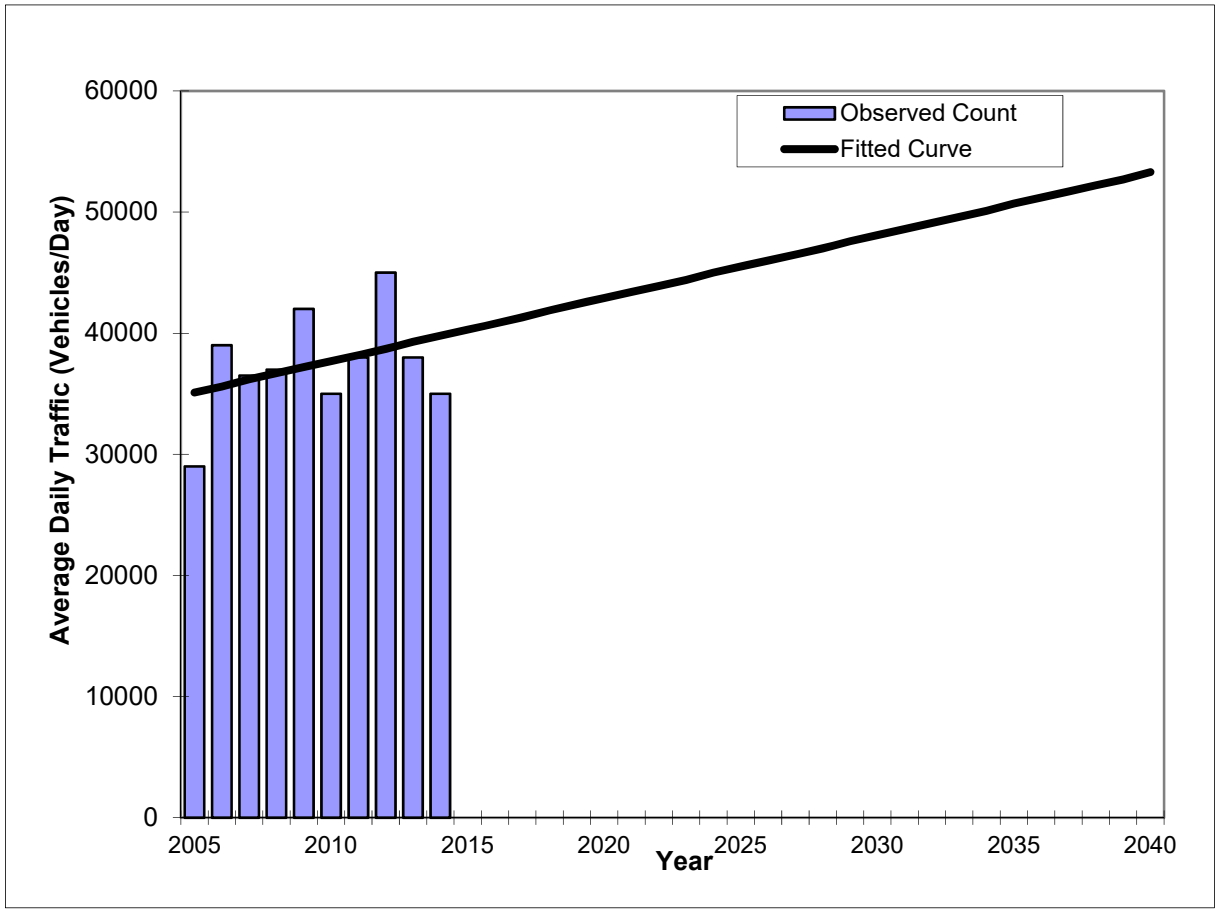
***Axle-Adjusted**

Traffic Trends - V3.0

SUNRISE BLVD -- W OF BAYVIEW DR

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5298
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	29000	35100
2006	39000	35600
2007	36500	36200
2008	37000	36700
2009	42000	37200
2010	35000	37700
2011	38000	38200
2012	45000	38700
2013	38000	39300
2014	35000	39800
2020 Opening Year Trend		
2020	N/A	42900
2030 Mid-Year Trend		
2030	N/A	48100
2040 Design Year Trend		
2040	N/A	53300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	518
Trend R-squared:	13.41%
Trend Annual Historic Growth Rate:	1.49%
Trend Growth Rate (2014 to Design Year):	1.30%
Printed:	17-Mar-16

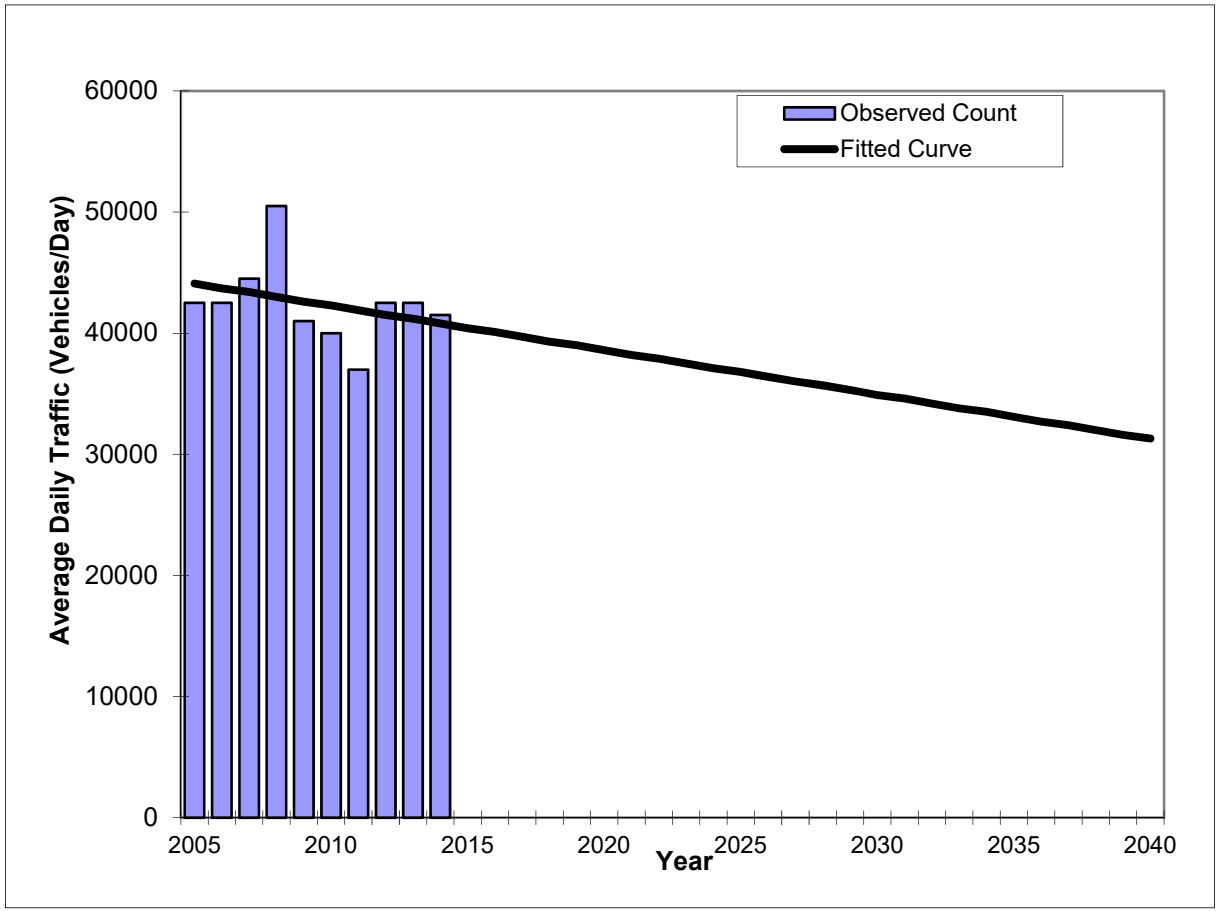
Straight Line Growth Option

Traffic Trends - V3.0

SUNRISE BLVD -- SUNRISE BLVD - E OF ANDREWS AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5162
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	42500	44100
2006	42500	43700
2007	44500	43400
2008	50500	43000
2009	41000	42600
2010	40000	42300
2011	37000	41900
2012	42500	41500
2013	42500	41200
2014	41500	40800
2020 Opening Year Trend		
2020	N/A	38600
2030 Mid-Year Trend		
2030	N/A	34900
2040 Design Year Trend		
2040	N/A	31300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-367
Trend R-squared:	10.30%
Trend Annual Historic Growth Rate:	-0.83%
Trend Growth Rate (2014 to Design Year):	-0.90%
Printed:	17-Mar-16

Straight Line Growth Option

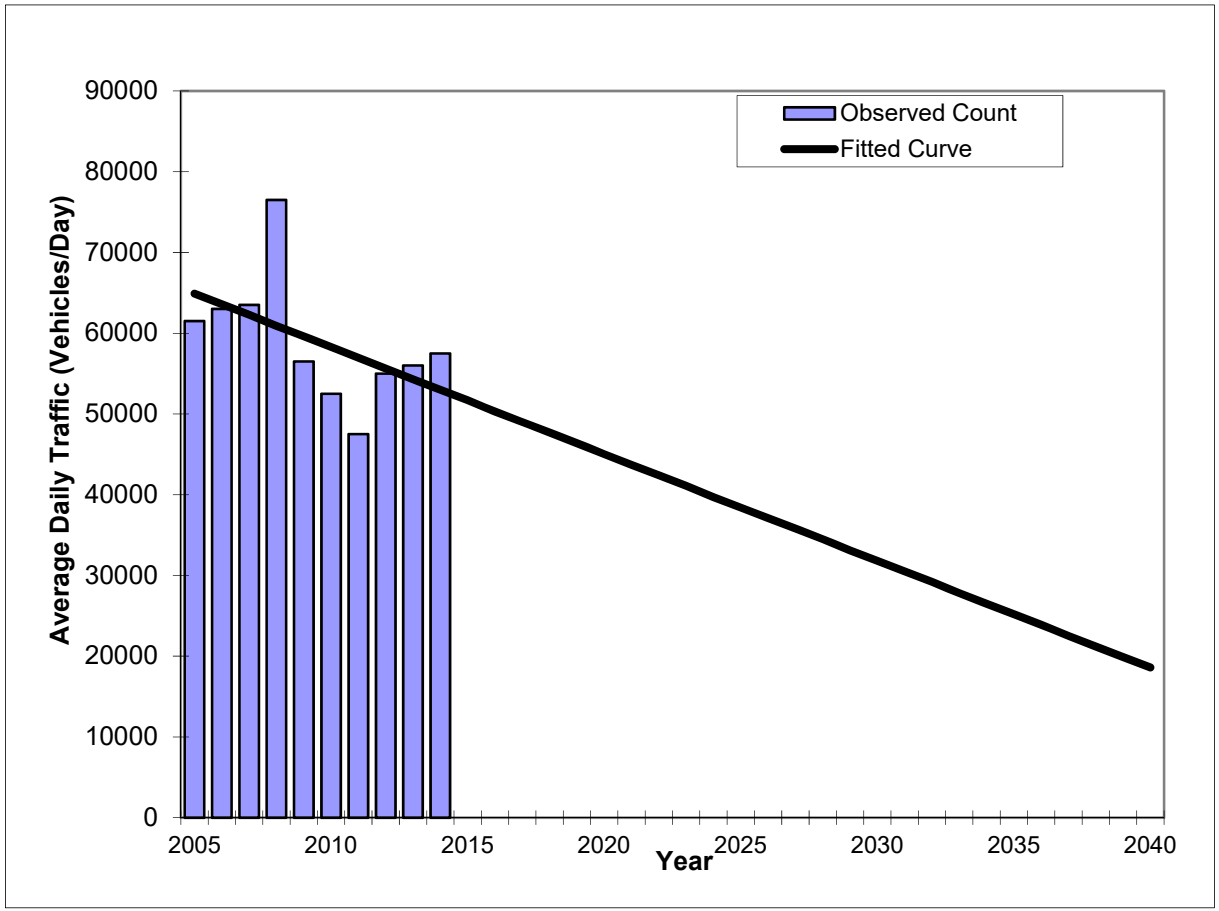
***Axle-Adjusted**

Traffic Trends - V3.0

US 1 -- E OF NE 8 AVE,FT LAUDERDALE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0445
Highway:	US 1



** Annual Trend Increase:	-1,324
Trend R-squared:	25.99%
Trend Annual Historic Growth Rate:	-2.04%
Trend Growth Rate (2014 to Design Year):	-2.50%
Printed:	17-Mar-16

Straight Line Growth Option

Year	Traffic (ADT/AADT) Count*	Trend**
2005	61500	64900
2006	63000	63600
2007	63500	62300
2008	76500	60900
2009	56500	59600
2010	52500	58300
2011	47500	57000
2012	55000	55600
2013	56000	54300
2014	57500	53000
2020 Opening Year Trend		
2020	N/A	45000
2030 Mid-Year Trend		
2030	N/A	31800
2040 Design Year Trend		
2040	N/A	18600
TRANPLAN Forecasts/Trends		

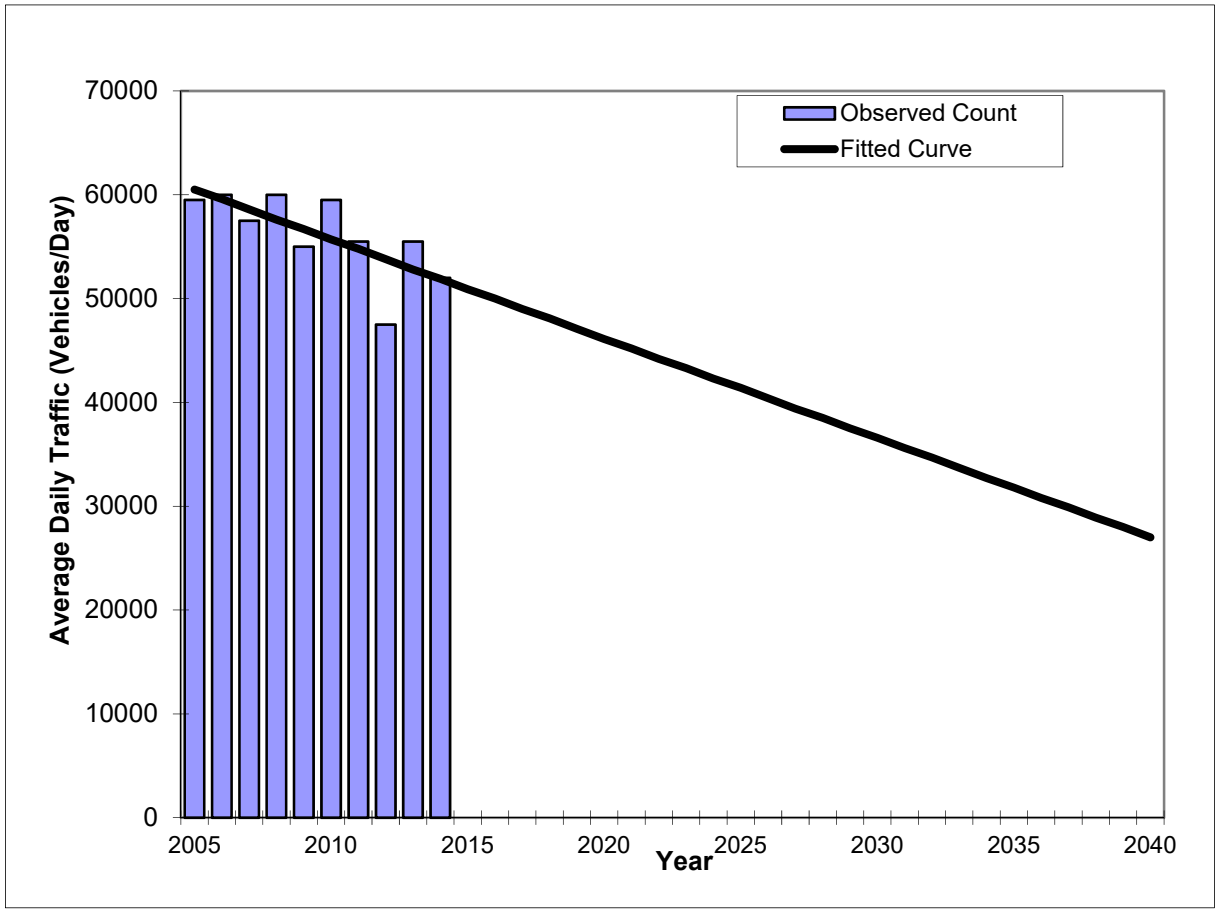
***Axle-Adjusted**

Traffic Trends - V3.0

US 1/Sunrise Blvd -- E OF NE 15 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0209
Highway:	US 1/Sunrise Blvd



Year	Traffic (ADT/AADT) Count*	Trend**
2005	59500	60500
2006	60000	59600
2007	57500	58600
2008	60000	57600
2009	55000	56700
2010	59500	55700
2011	55500	54800
2012	47500	53800
2013	55500	52800
2014	52000	51900
2020 Opening Year Trend		
2020	N/A	46100
2030 Mid-Year Trend		
2030	N/A	36600
2040 Design Year Trend		
2040	N/A	27000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-958
Trend R-squared:	51.08%
Trend Annual Historic Growth Rate:	-1.58%
Trend Growth Rate (2014 to Design Year):	-1.85%
Printed:	17-Mar-16

Straight Line Growth Option

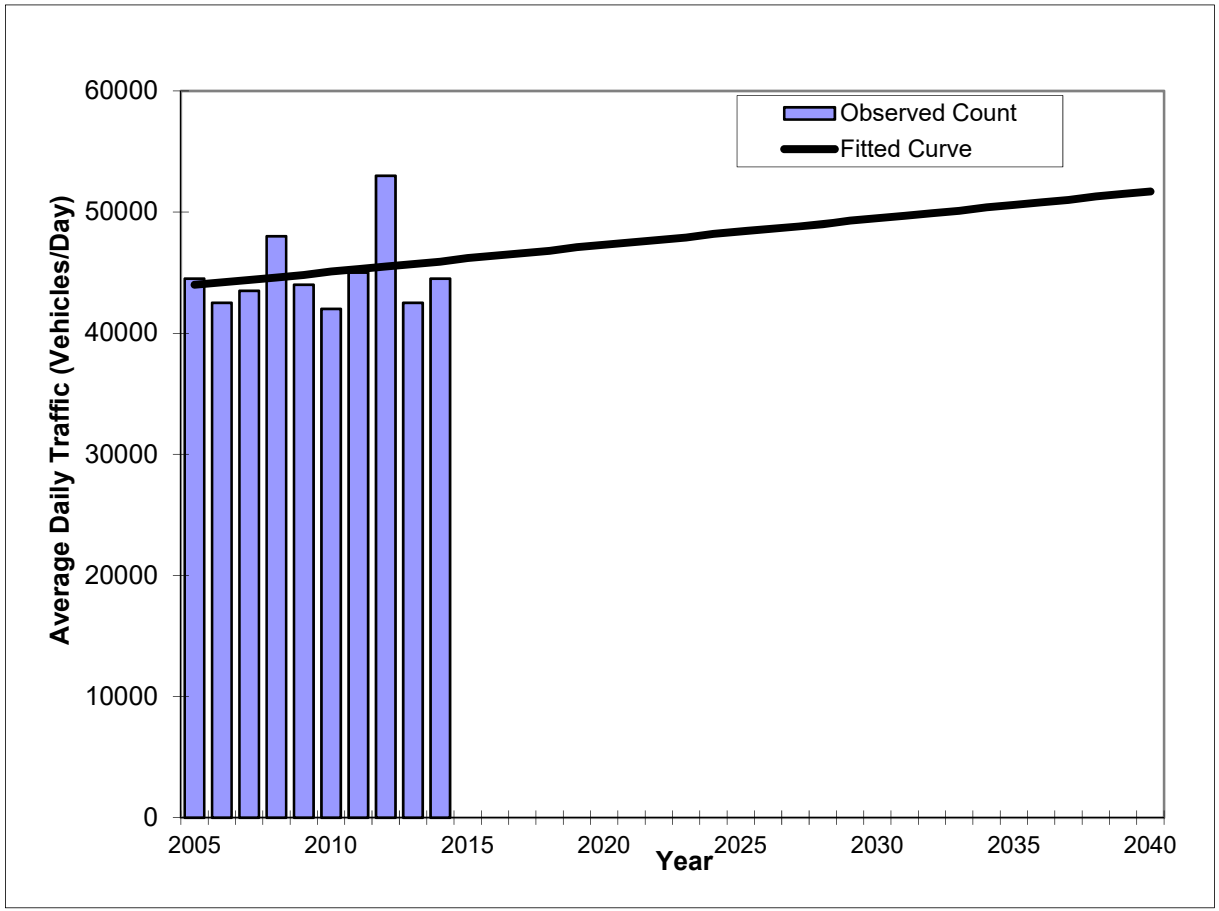
***Axle-Adjusted**

Traffic Trends - V3.0

US 1 -- N OF NE 13 ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0446
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2005	44500	44000
2006	42500	44200
2007	43500	44400
2008	48000	44600
2009	44000	44800
2010	42000	45100
2011	45000	45300
2012	53000	45500
2013	42500	45700
2014	44500	45900
2020 Opening Year Trend		
2020	N/A	47300
2030 Mid-Year Trend		
2030	N/A	49500
2040 Design Year Trend		
2040	N/A	51700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	221
Trend R-squared:	4.11%
Trend Annual Historic Growth Rate:	0.48%
Trend Growth Rate (2014 to Design Year):	0.49%
Printed:	17-Mar-16

Straight Line Growth Option

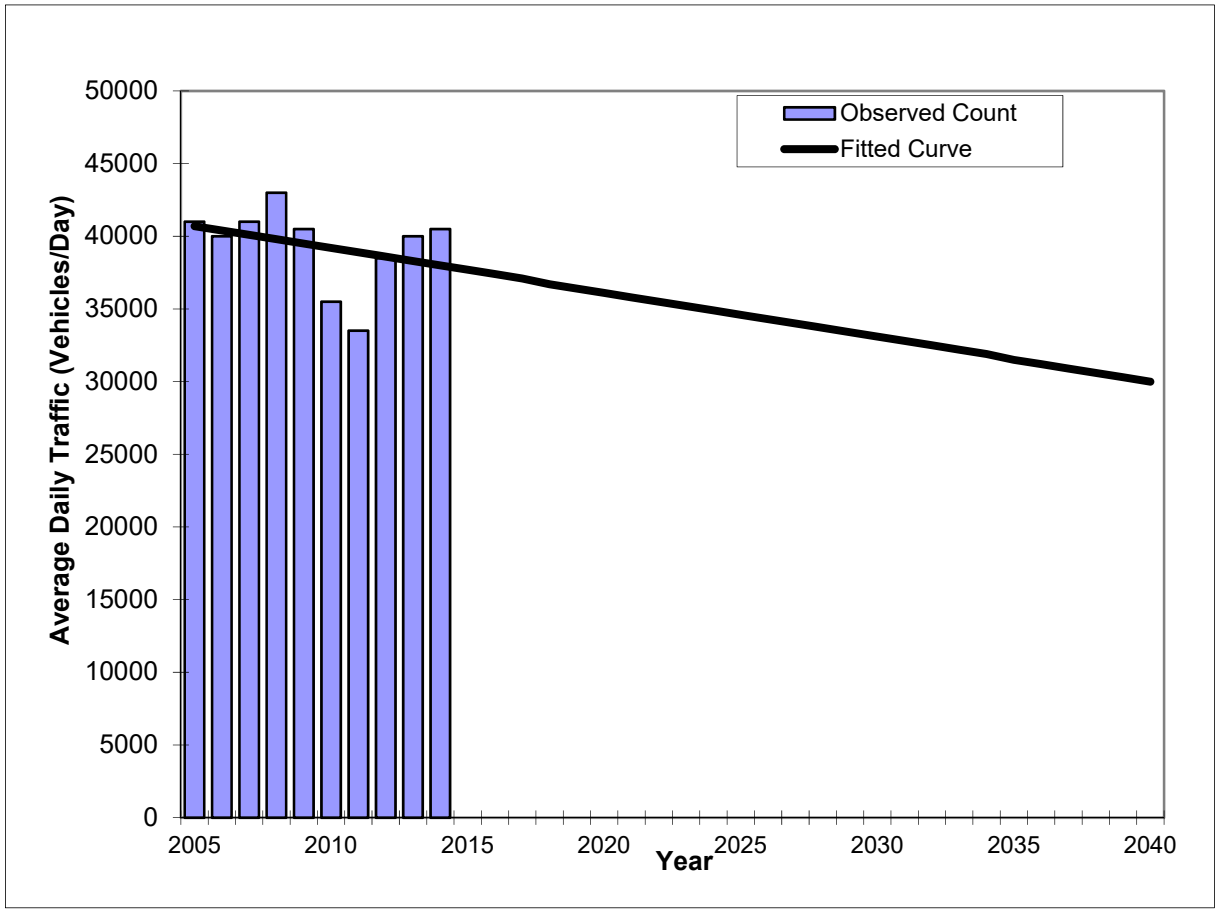
***Axle-Adjusted**

Traffic Trends - V3.0

US 1 -- S OF NE 9 ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5157
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2005	41000	40700
2006	40000	40400
2007	41000	40100
2008	43000	39800
2009	40500	39500
2010	35500	39200
2011	33500	38900
2012	38500	38600
2013	40000	38300
2014	40500	38000
2020 Opening Year Trend		
2020	N/A	36100
2030 Mid-Year Trend		
2030	N/A	33100
2040 Design Year Trend		
2040	N/A	30000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-306
Trend R-squared:	10.73%
Trend Annual Historic Growth Rate:	-0.74%
Trend Growth Rate (2014 to Design Year):	-0.81%
Printed:	17-Mar-16

Straight Line Growth Option

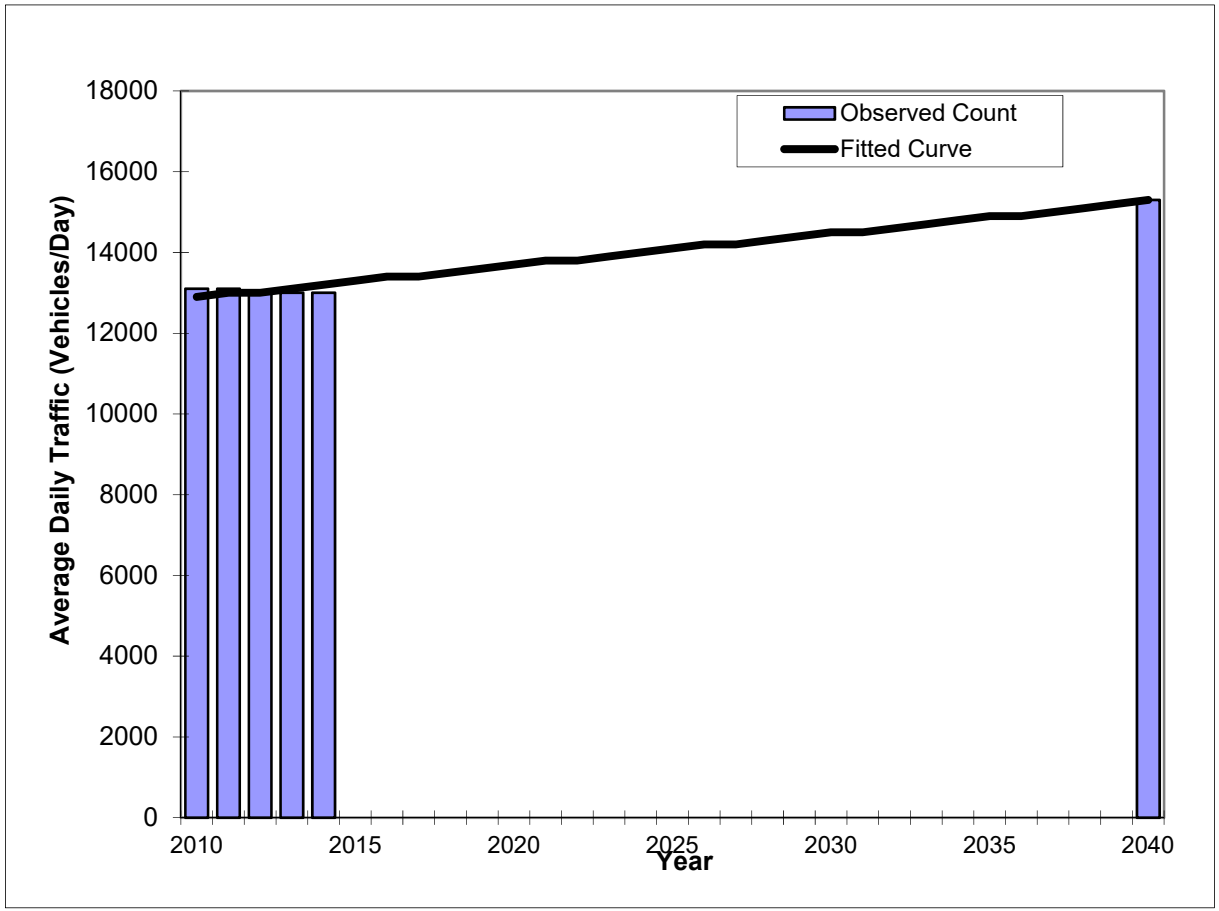
***Axle-Adjusted**

Traffic Trends - V3.0

NE 15 AVENUE -- N OF SUNRISE BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9319
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	13100	12900
2011	13100	13000
2012	13000	13000
2013	13000	13100
2014	13000	13200
2020 Opening Year Trend		
2020	N/A	13700
2030 Mid-Year Trend		
2030	N/A	14500
2040 Design Year Trend		
2040	N/A	15300
TRANPLAN Forecasts/Trends		
2040	15265	15300

*Axle-Adjusted

**** Annual Trend Increase:**	79
Trend R-squared:	97.10%
Trend Annual Historic Growth Rate:	0.58%
Trend Growth Rate (2014 to Design Year):	0.61%
Printed:	17-Mar-16

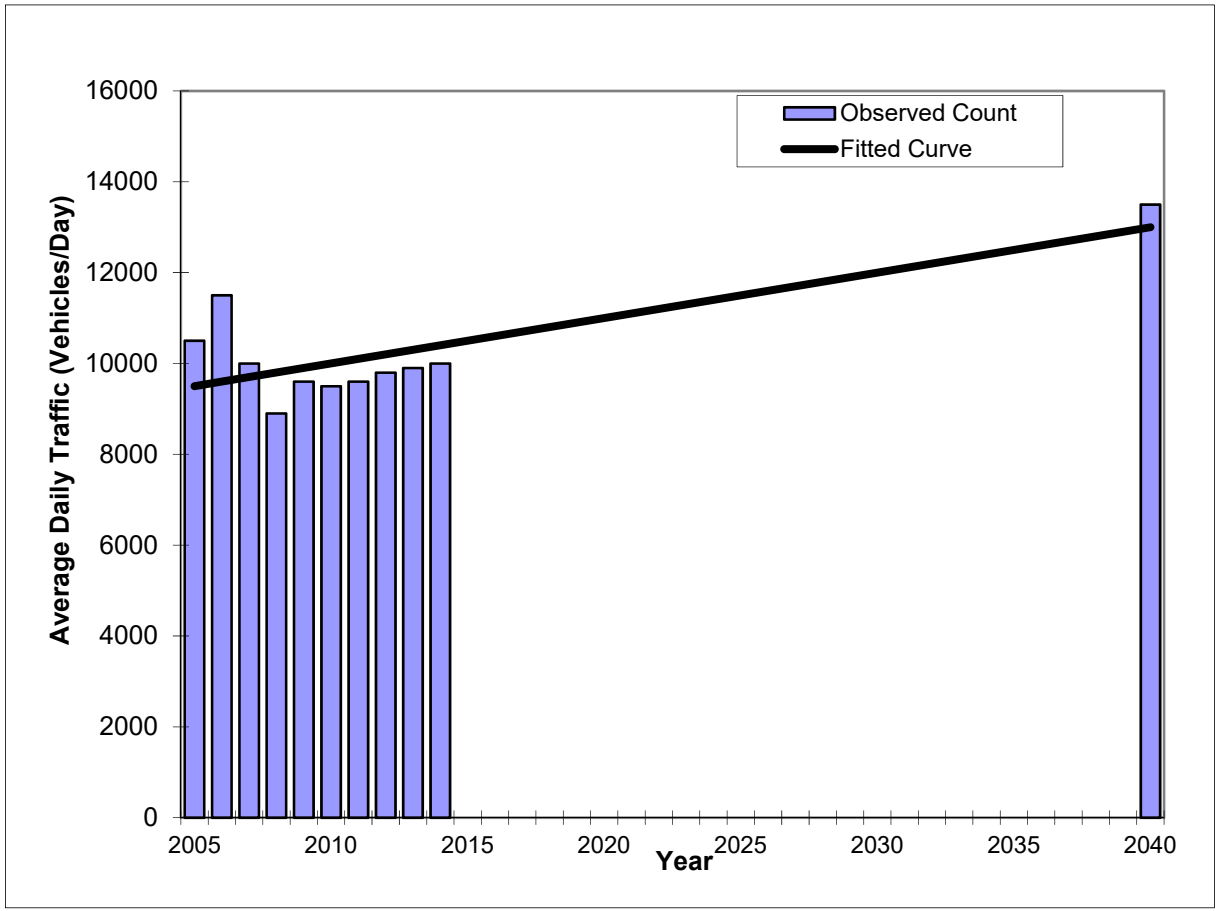
Straight Line Growth Option

Traffic Trends - V3.0

NE 15 AVENUE -- S OF SUNRISE BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	7357
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	10500	9500
2006	11500	9600
2007	10000	9700
2008	8900	9800
2009	9600	9900
2010	9500	10000
2011	9600	10100
2012	9800	10200
2013	9900	10300
2014	10000	10400
2020 Opening Year Trend		
2020	N/A	11000
2030 Mid-Year Trend		
2030	N/A	12000
2040 Design Year Trend		
2040	N/A	13000
TRANPLAN Forecasts/Trends		
2040	13486	13000

**** Annual Trend Increase:**	99
Trend R-squared:	57.02%
Trend Annual Historic Growth Rate:	1.05%
Trend Growth Rate (2014 to Design Year):	0.96%
Printed:	17-Mar-16

Straight Line Growth Option

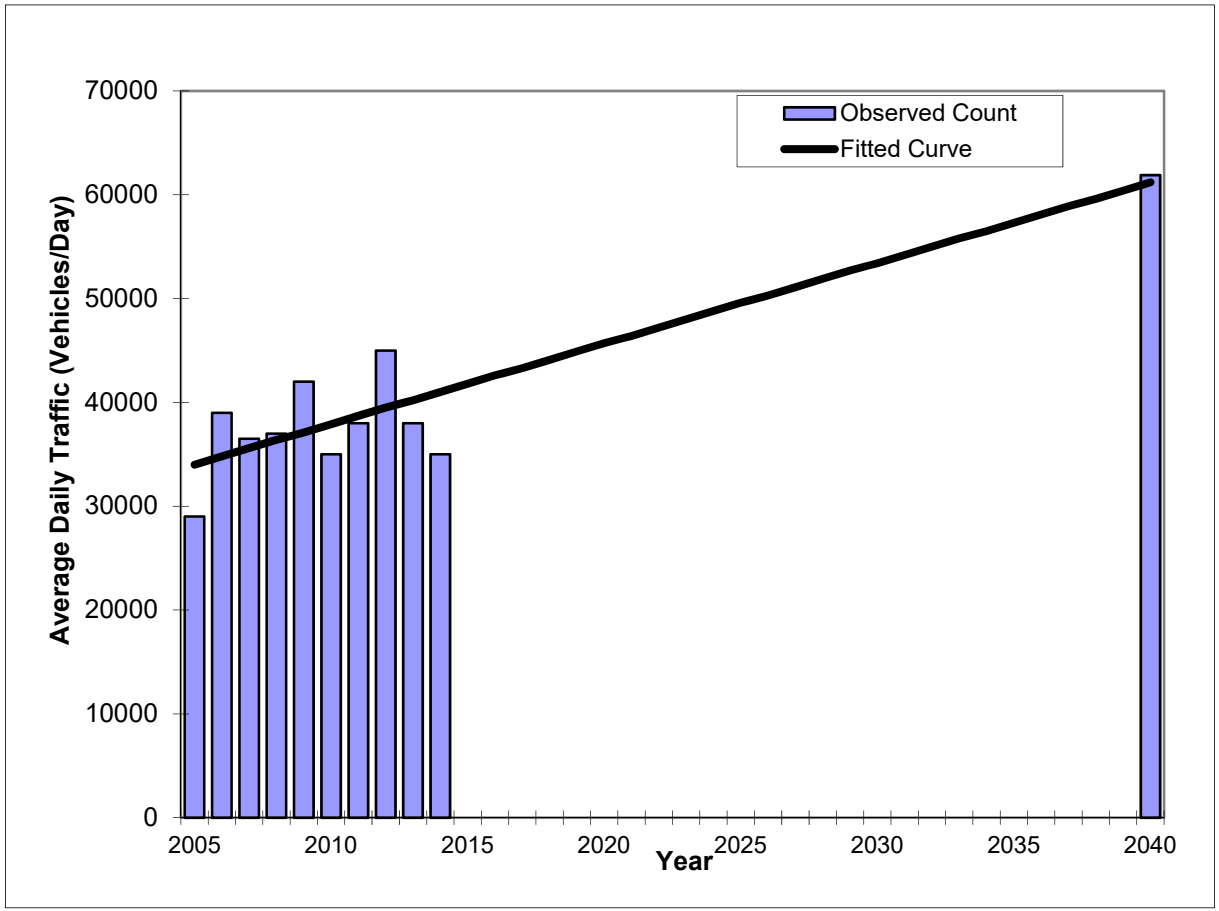
***Axle-Adjusted**

Traffic Trends - V3.0

SUNRISE BLVD -- W OF BAYVIEW DR

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5298
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	29000	34000
2006	39000	34800
2007	36500	35600
2008	37000	36400
2009	42000	37100
2010	35000	37900
2011	38000	38700
2012	45000	39500
2013	38000	40200
2014	35000	41000
2020 Opening Year Trend		
2020	N/A	45700
2030 Mid-Year Trend		
2030	N/A	53400
2040 Design Year Trend		
2040	N/A	61200
TRANPLAN Forecasts/Trends		
2040	61876	61200

*Axle-Adjusted

**** Annual Trend Increase:**	776
Trend R-squared:	78.96%
Trend Annual Historic Growth Rate:	2.29%
Trend Growth Rate (2014 to Design Year):	1.89%
Printed:	17-Mar-16

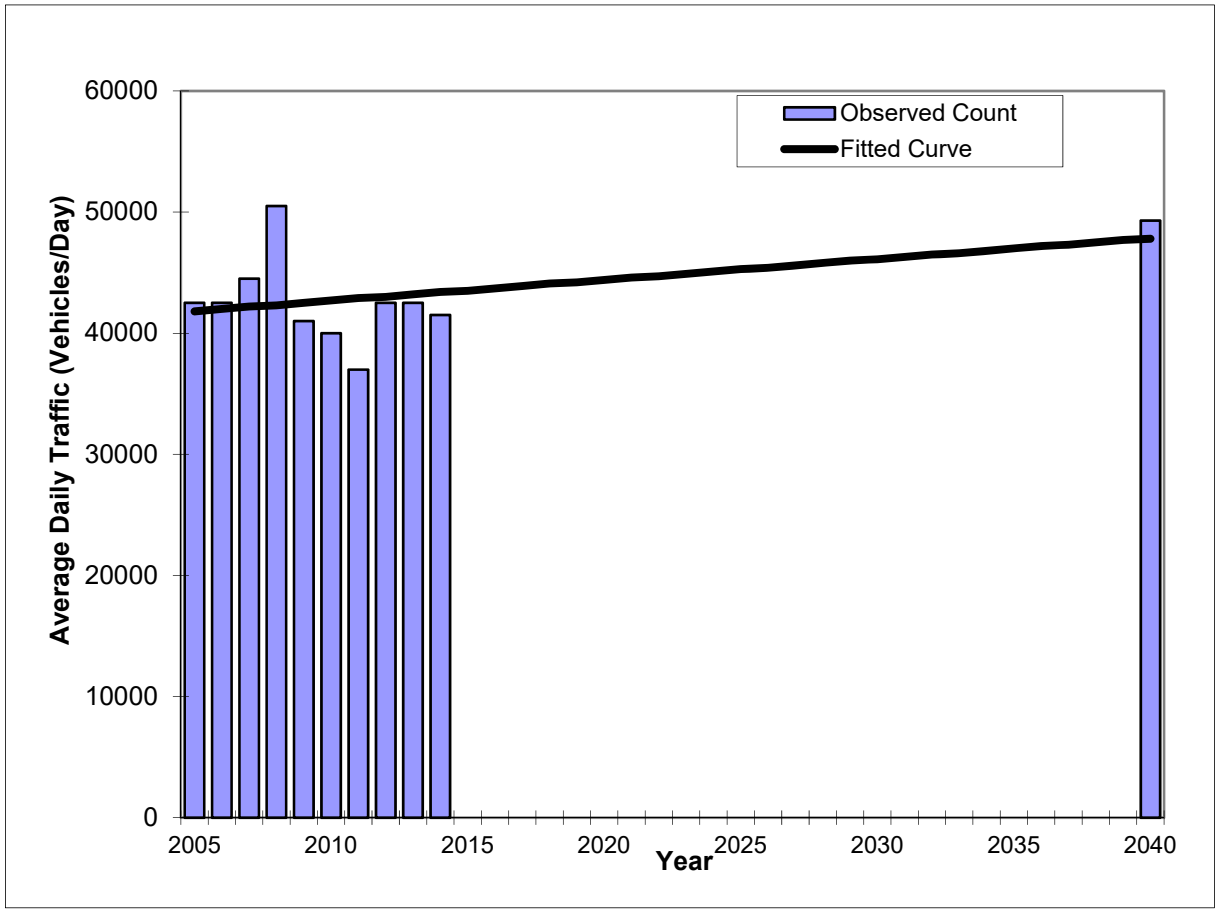
Straight Line Growth Option

Traffic Trends - V3.0

SUNRISE BLVD -- SUNRISE BLVD - E OF ANDREWS AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5162
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	42500	41800
2006	42500	42000
2007	44500	42200
2008	50500	42300
2009	41000	42500
2010	40000	42700
2011	37000	42900
2012	42500	43000
2013	42500	43200
2014	41500	43400
2020 Opening Year Trend		
2020	N/A	44400
2030 Mid-Year Trend		
2030	N/A	46100
2040 Design Year Trend		
2040	N/A	47800
TRANPLAN Forecasts/Trends		
2040	49282	47800

**** Annual Trend Increase:**	172
Trend R-squared:	18.27%
Trend Annual Historic Growth Rate:	0.43%
Trend Growth Rate (2014 to Design Year):	0.39%
Printed:	17-Mar-16

Straight Line Growth Option

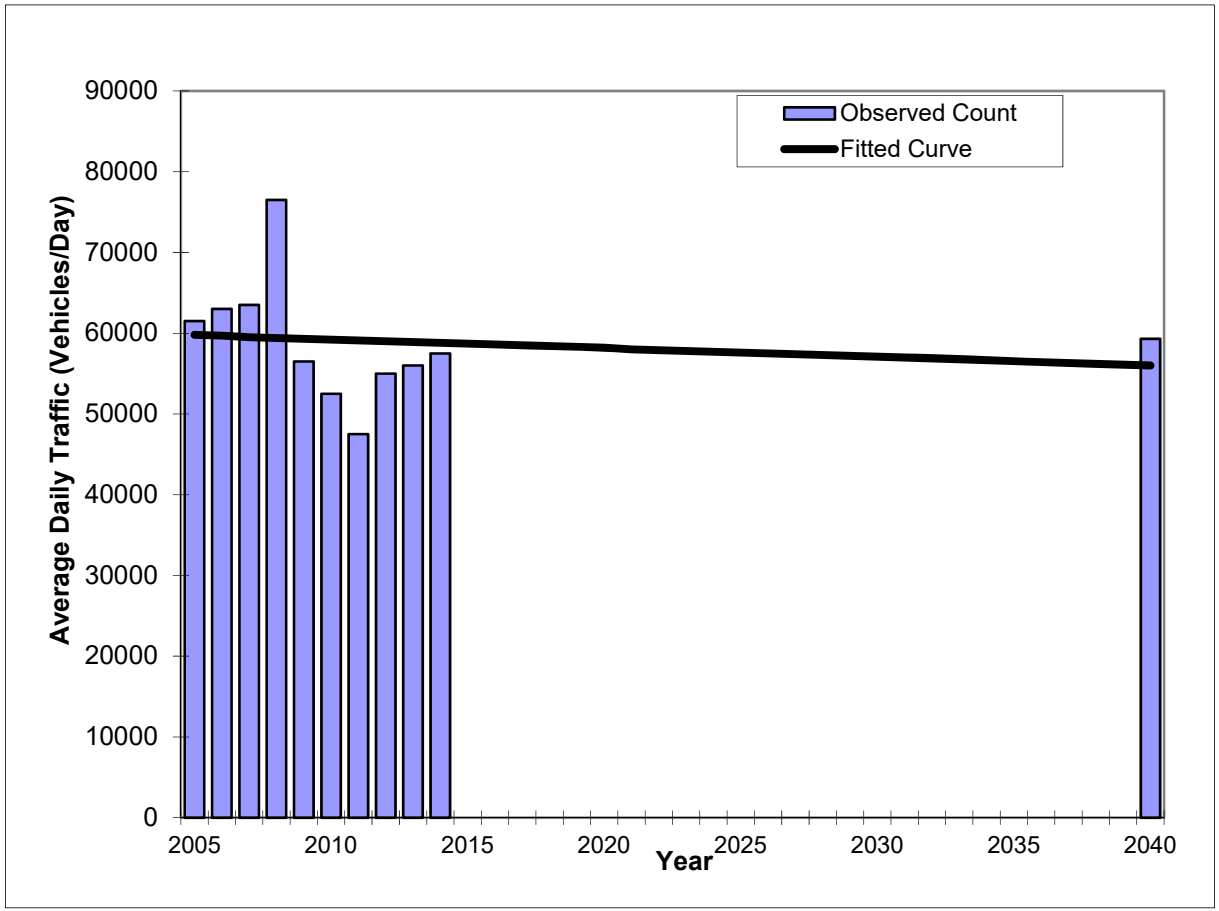
***Axle-Adjusted**

Traffic Trends - V3.0

US 1 -- E OF NE 8 AVE,FT LAUDERDALE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0445
Highway:	US 1



** Annual Trend Increase:	-107
Trend R-squared:	1.92%
Trend Annual Historic Growth Rate:	-0.19%
Trend Growth Rate (2014 to Design Year):	-0.18%
Printed:	17-Mar-16

Straight Line Growth Option

Year	Traffic (ADT/AADT) Count*	Trend**
2005	61500	59800
2006	63000	59700
2007	63500	59500
2008	76500	59400
2009	56500	59300
2010	52500	59200
2011	47500	59100
2012	55000	59000
2013	56000	58900
2014	57500	58800
2020 Opening Year Trend		
2020	N/A	58200
2030 Mid-Year Trend		
2030	N/A	57100
2040 Design Year Trend		
2040	N/A	56000
TRANPLAN Forecasts/Trends		
2040	59257	56000

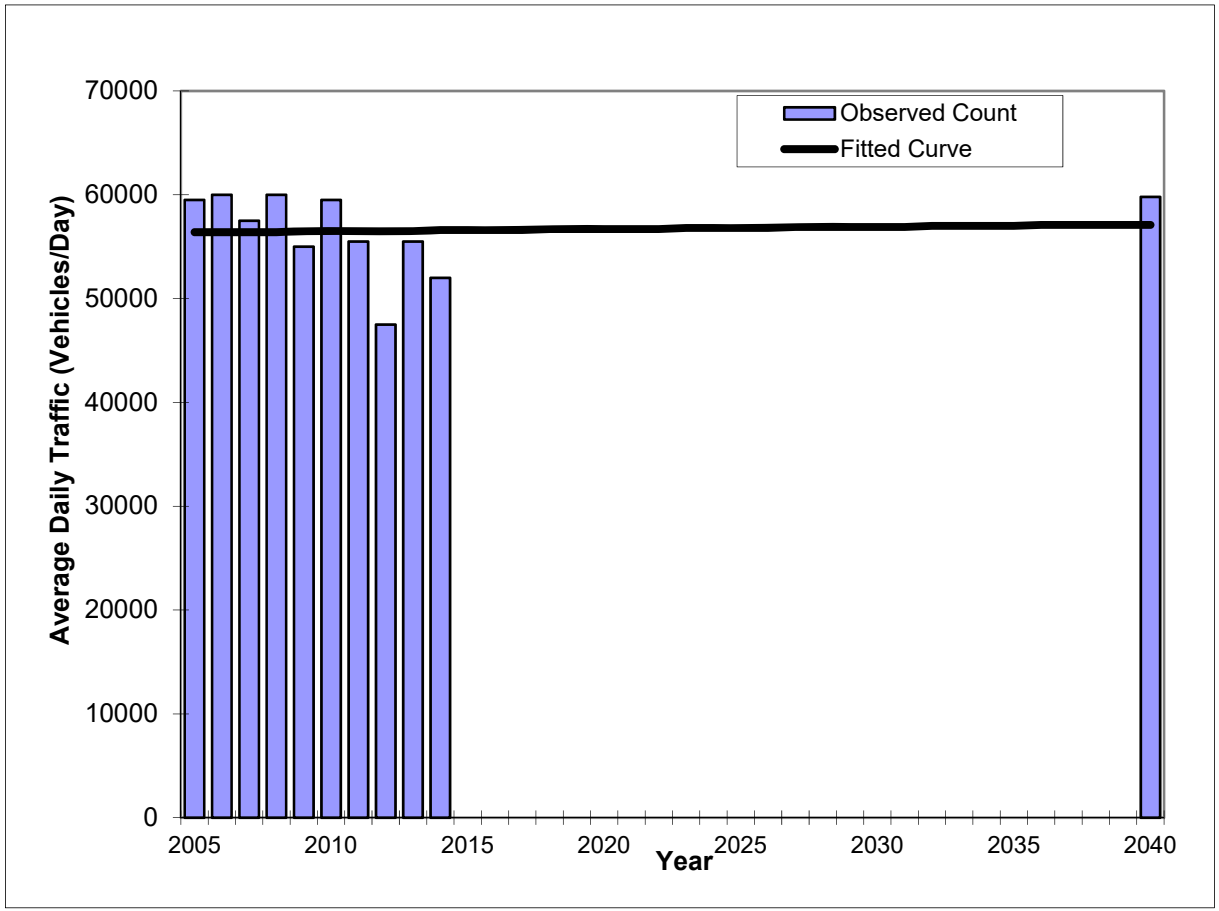
*Axle-Adjusted

Traffic Trends - V3.0

US 1/Sunrise Blvd -- E OF NE 15 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0209
Highway:	US 1/Sunrise Blvd



Year	Traffic (ADT/AADT) Count*	Trend**
2005	59500	56400
2006	60000	56400
2007	57500	56400
2008	60000	56400
2009	55000	56500
2010	59500	56500
2011	55500	56500
2012	47500	56500
2013	55500	56500
2014	52000	56600
2020 Opening Year Trend		
2020	N/A	56700
2030 Mid-Year Trend		
2030	N/A	56900
2040 Design Year Trend		
2040	N/A	57100
TRANPLAN Forecasts/Trends		
2040	59840	57100

*Axle-Adjusted

**** Annual Trend Increase:**	22
Trend R-squared:	0.29%
Trend Annual Historic Growth Rate:	0.04%
Trend Growth Rate (2014 to Design Year):	0.03%
Printed:	17-Mar-16

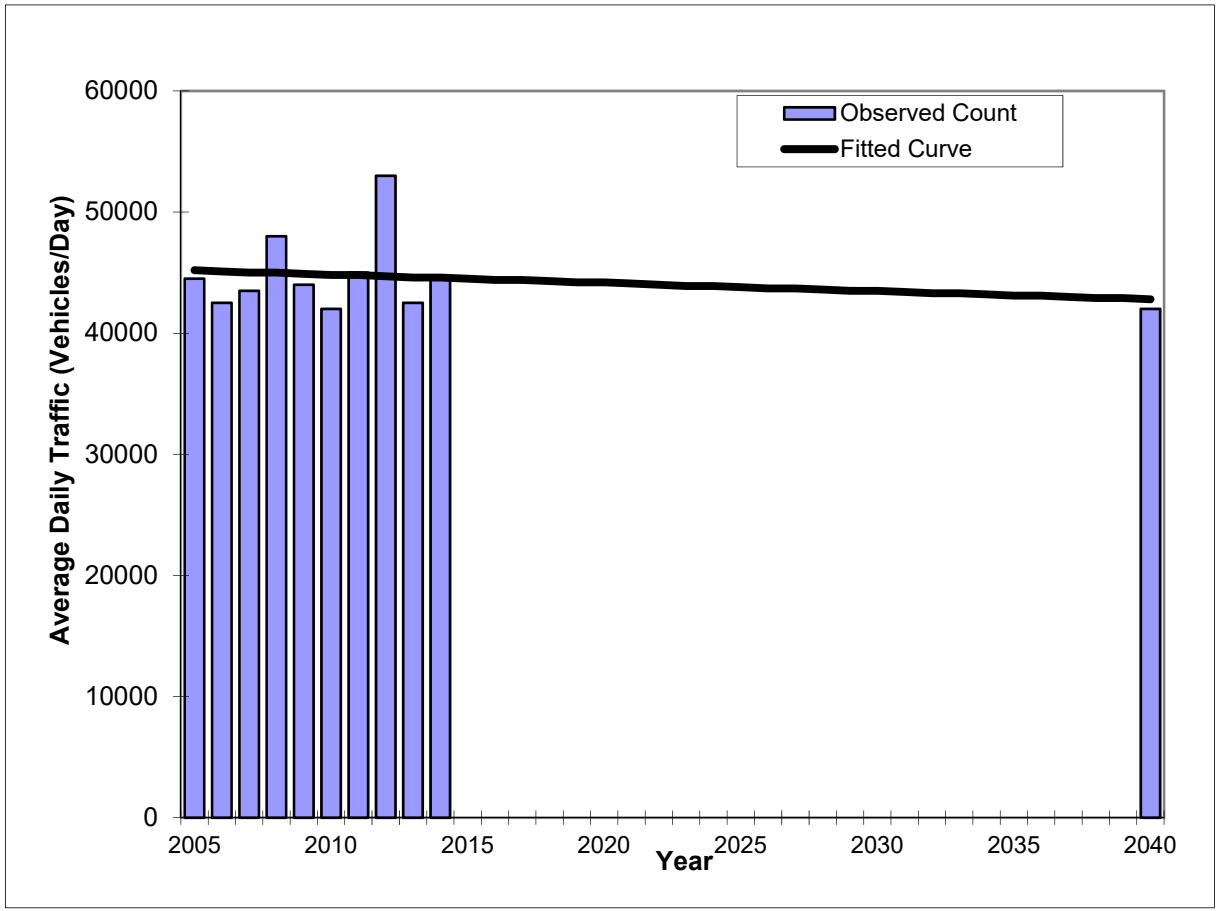
Straight Line Growth Option

Traffic Trends - V3.0

US 1 -- N OF NE 13 ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0446
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2005	44500	45200
2006	42500	45100
2007	43500	45000
2008	48000	45000
2009	44000	44900
2010	42000	44800
2011	45000	44800
2012	53000	44700
2013	42500	44600
2014	44500	44600
2020 Opening Year Trend		
2020	N/A	44200
2030 Mid-Year Trend		
2030	N/A	43500
2040 Design Year Trend		
2040	N/A	42800
TRANPLAN Forecasts/Trends		
2040	41960	42800

**** Annual Trend Increase:**	-68
Trend R-squared:	4.10%
Trend Annual Historic Growth Rate:	-0.15%
Trend Growth Rate (2014 to Design Year):	-0.16%
Printed:	17-Mar-16

Straight Line Growth Option

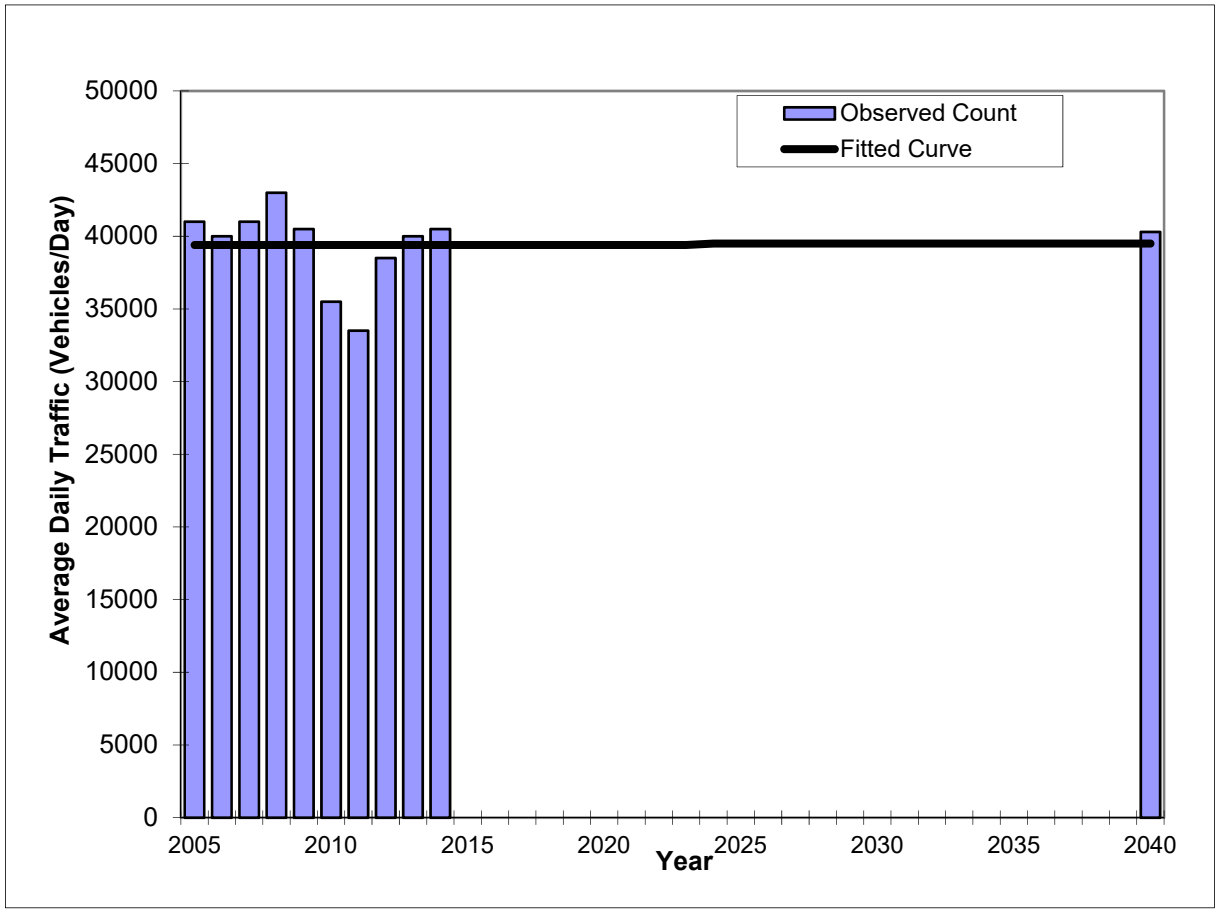
***Axle-Adjusted**

Traffic Trends - V3.0

US 1 -- S OF NE 9 ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5157
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2005	41000	39400
2006	40000	39400
2007	41000	39400
2008	43000	39400
2009	40500	39400
2010	35500	39400
2011	33500	39400
2012	38500	39400
2013	40000	39400
2014	40500	39400
2020 Opening Year Trend		
2020	N/A	39400
2030 Mid-Year Trend		
2030	N/A	39500
2040 Design Year Trend		
2040	N/A	39500
TRANPLAN Forecasts/Trends		
2040	40289	39500

*Axle-Adjusted

**** Annual Trend Increase:**	1
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2014 to Design Year):	0.01%
Printed:	17-Mar-16

Straight Line Growth Option

Appendix D

TMTOOL

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Sunrise Blvd at US 1 West	MISSING Leg:	North Leg

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013	-			
	2014	-			
	2015	-			
	2016	-			
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	-	CGR	-2.04%	CGR	-0.81%	CGR	-0.83%	CGR
Historic + Model Trend GR =	-	CGR	-0.18%	CGR	0.01%	CGR	0.39%	CGR
Base Year Model to Future Year Model GR =	-	CGR	0.53%	CGR	0.76%	CGR	0.28%	CGR
Recommended Growth Rate:	**-**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		-		52,000		26,000		33,000
NO. YEARS	4	2020	-	-	1.020	53,000	1.020	26,500	1.020	33,700
NO. YEARS	14	2030	-	-	1.072	55,800	1.072	27,900	1.072	35,400
NO. YEARS	24	2040	-	-	1.127	58,600	1.127	29,300	1.127	37,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	-				3,024			2,379			1,461		
2/10/2016		-	-	-	-	501	1,283	687	-	0	407	551	-	3,435
% TURNS:		-	-	-	-	28%	72%	100%	-	0%	42%	57%	-	
P.M.	2-Way Pk Hr Vol:	-				3,166			2,207			1,511		
2/10/2016		-	-	-	-	627	959	971	-	0	275	607	-	3,445
% TURNS:		-	-	-	-	40%	60%	100%	-	0%	31%	69%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2016	-	-	-	-	28%	72%	100%	-	0%	42%	57%	-
2020	-	-	-	-	31%	69%	96%	-	4%	42%	58%	-
2030	-	-	-	-	32%	68%	95%	-	5%	41%	59%	-
2040	-	-	-	-	33%	67%	93%	-	6%	41%	59%	-
P.M.												
2016	-	-	-	-	40%	60%	100%	-	0%	31%	69%	-
2020	-	-	-	-	41%	59%	96%	-	4%	31%	69%	-
2030	-	-	-	-	42%	58%	95%	-	5%	31%	68%	-
2040	-	-	-	-	42%	58%	93%	-	6%	32%	68%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	-	-	5.8%	6.1%	9.2%	8.5%	4.4%	4.6%
2020	-	-	5.8%	6.1%	9.2%	8.5%	4.4%	4.6%
2030	-	-	5.8%	6.1%	9.2%	8.5%	4.4%	4.6%
2040	-	-	5.8%	6.1%	9.2%	8.5%	4.4%	4.6%
D FACTOR								
2016	-	-	59.0%	50.1%	28.9%	44.0%	65.6%	58.4%
2020	-	-	59.0%	50.1%	28.9%	44.0%	65.6%	58.4%
2030	-	-	59.0%	50.1%	28.9%	44.0%	65.6%	58.4%
2040	-	-	59.0%	50.1%	28.9%	44.0%	65.6%	58.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at US 1 West
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	-	52,000	26,000	33,000
24 HR EST. AADT	2020	-	53,000	26,500	33,700
24 HR EST. AADT	2030	-	55,800	27,900	35,400
24 HR EST. AADT	2040	-	58,600	29,300	37,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT	-			52,000			26,000			33,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	33,000	26,000	52,000	-	33,000	26,000	52,000	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2020 2-WAY ADT	-			53,000			26,500			33,700		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	33,700	26,500	53,000	-	33,700	26,500	53,000	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2030 2-WAY ADT	-			55,800			27,900			35,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	35,400	27,900	55,800	-	35,400	27,900	55,800	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2040 2-WAY ADT	-			58,600			29,300			37,200		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	37,200	29,300	58,600	-	37,200	29,300	58,600	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	500	1,283	685	-	0	408	549	-
2020	EST. TURNS	-	-	-	-	488	1,318	681	-	22	399	579	-
2030	EST. TURNS	-	-	-	-	512	1,392	713	-	28	419	611	-
2040	EST. TURNS	-	-	-	-	531	1,470	745	-	37	434	651	-
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	626	962	973	-	0	275	609	-
2020	EST. TURNS	-	-	-	-	606	992	970	-	31	266	640	-
2030	EST. TURNS	-	-	-	-	633	1,049	1,019	-	39	277	677	-
2040	EST. TURNS	-	-	-	-	653	1,108	1,063	-	51	286	718	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,785	1,235	3,020	688	1,692	2,380	959	501	1,460
2016	TURN SUMMARY	-	-	-	1,785	1,235	3,020	688	1,692	2,380	959	501	1,460
CONTROL LINK VOLUMES		-	-	-	1,819	1,261	3,080	701	1,719	2,420	979	511	1,490
2020	TURN SUMMARY	-	-	-	1,809	1,261	3,070	705	1,719	2,424	981	511	1,492
CONTROL LINK VOLUMES		-	-	-	1,915	1,325	3,240	738	1,812	2,550	1,029	541	1,570
2030	TURN SUMMARY	-	-	-	1,906	1,325	3,231	743	1,812	2,555	1,032	541	1,573
CONTROL LINK VOLUMES		-	-	-	2,012	1,398	3,410	775	1,905	2,680	1,081	569	1,650
2040	TURN SUMMARY	-	-	-	2,004	1,398	3,402	784	1,905	2,689	1,088	569	1,657
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,587	1,583	3,170	972	1,238	2,210	883	627	1,510
2016	TURN SUMMARY	-	-	-	1,591	1,583	3,174	975	1,238	2,213	886	627	1,513
CONTROL LINK VOLUMES		-	-	-	1,618	1,612	3,230	991	1,259	2,250	902	638	1,540
2020	TURN SUMMARY	-	-	-	1,601	1,612	3,213	1,004	1,259	2,263	908	638	1,546
CONTROL LINK VOLUMES		-	-	-	1,703	1,697	3,400	1,043	1,327	2,370	947	673	1,620
2030	TURN SUMMARY	-	-	-	1,685	1,697	3,382	1,060	1,327	2,387	956	673	1,629
CONTROL LINK VOLUMES		-	-	-	1,788	1,782	3,570	1,095	1,395	2,490	995	705	1,700
2040	TURN SUMMARY	-	-	-	1,764	1,782	3,546	1,116	1,395	2,511	1,006	705	1,711

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 10 Ave		

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	170	44,000	1,700	41,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR	-2.04%	CGR
Historic + Model Trend GR =		CGR	0.54%	TAZ		CGR	-0.18%	TAZ
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR		CGR	0.53%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		170		54,000		1,700		52,000
NO. YEARS	4	2020	1.020	170	1.020	55,100	1.020	1,700	1.020	53,000
NO. YEARS	14	2030	1.072	180	1.072	57,900	1.072	1,800	1.072	55,800
NO. YEARS	24	2040	1.127	190	1.127	60,900	1.127	1,900	1.127	58,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	8				3,190			64			3,134		
2/10/2016		4	0	0	4	1,859	50	10	0	0	4	1,267	0	3,198
% TURNS:		100%	0%	0%	0%	97%	3%	100%	0%	0%	0%	100%	0%	
P.M.	2-Way Pk Hr Vol:	20				3,410			181			3,255		
2/10/2016		10	0	0	10	1,628	85	83	0	0	13	1,604	0	3,433
% TURNS:		100%	0%	0%	1%	94%	5%	100%	0%	0%	1%	99%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2016	100%	0%	0%	0%	97%	3%	100%	0%	0%	0%	100%	0%
2020	95%	0%	5%	0%	97%	3%	95%	0%	5%	1%	99%	0%
2030	94%	0%	6%	0%	97%	3%	94%	0%	6%	1%	99%	0%
2040	91%	0%	8%	0%	97%	3%	92%	0%	8%	1%	99%	0%
P.M.												
2016	100%	0%	0%	1%	94%	5%	100%	0%	0%	1%	99%	0%
2020	95%	0%	5%	1%	95%	5%	95%	0%	5%	1%	99%	0%
2030	94%	0%	6%	1%	95%	5%	94%	0%	6%	1%	99%	0%
2040	91%	0%	8%	1%	95%	5%	92%	0%	8%	1%	99%	0%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	4.7%	11.8%	5.9%	6.3%	3.8%	10.6%	6.0%	6.3%
2020	4.7%	11.8%	5.9%	6.3%	3.8%	10.6%	6.0%	6.3%
2030	4.7%	11.8%	5.9%	6.3%	3.8%	10.6%	6.0%	6.3%
2040	4.7%	11.8%	5.9%	6.3%	3.8%	10.6%	6.0%	6.3%
D FACTOR								
2016	50.0%	50.0%	60.0%	50.5%	15.6%	45.9%	40.6%	49.7%
2020	50.0%	50.0%	60.0%	50.5%	15.6%	45.9%	40.6%	49.7%
2030	50.0%	50.0%	60.0%	50.5%	15.6%	45.9%	40.6%	49.7%
2040	50.0%	50.0%	60.0%	50.5%	15.6%	45.9%	40.6%	49.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 10 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Field Based K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	170	54,000	1,700	52,000
24 HR EST. AADT	2020	170	55,100	1,700	53,000
24 HR EST. AADT	2030	180	57,900	1,800	55,800
24 HR EST. AADT	2040	190	60,900	1,900	58,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2016 2-WAY ADT		170			54,000			1,700			52,000		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	52,000	1,700	54,000	170	52,000	1,700	54,000	170	52,000	1,700	54,000	170
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2020 2-WAY ADT		170			55,100			1,700			53,000		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	53,000	1,700	55,100	170	53,000	1,700	55,100	170	53,000	1,700	55,100	170
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2030 2-WAY ADT		180			57,900			1,800			55,800		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	55,800	1,800	57,900	180	55,800	1,800	57,900	180	55,800	1,800	57,900	180
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2040 2-WAY ADT		190			60,900			1,900			58,600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	58,600	1,900	60,900	190	58,600	1,900	60,900	190	58,600	1,900	60,900	190
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	4	0	0	6	1,855	46	10	0	0	4	1,267	0
2020	EST. TURNS	4	0	0	6	1,891	44	10	0	0	6	1,288	0
2030	EST. TURNS	4	0	0	5	1,992	51	10	0	1	8	1,358	1
2040	EST. TURNS	4	0	0	5	2,093	50	10	0	1	9	1,432	1
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	10	0	0	10	1,633	84	83	0	0	13	1,604	0
2020	EST. TURNS	9	0	1	10	1,659	81	80	0	4	16	1,642	0
2030	EST. TURNS	10	0	1	8	1,740	85	83	0	5	17	1,729	1
2040	EST. TURNS	10	0	1	8	1,831	87	87	0	7	20	1,819	1

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		4	6	10	1,913	1,277	3,190	10	50	60	1,271	1,859	3,130
2016	TURN SUMMARY	4	6	10	1,907	1,277	3,184	10	50	60	1,271	1,859	3,130
CONTROL LINK VOLUMES		4	6	10	1,952	1,298	3,250	10	50	60	1,295	1,895	3,190
2020	TURN SUMMARY	4	6	10	1,940	1,298	3,238	10	50	60	1,295	1,895	3,190
CONTROL LINK VOLUMES		4	6	10	2,051	1,369	3,420	11	59	70	1,364	1,996	3,360
2030	TURN SUMMARY	4	6	10	2,048	1,369	3,417	11	59	70	1,367	1,996	3,363
CONTROL LINK VOLUMES		4	6	10	2,157	1,443	3,600	11	59	70	1,432	2,098	3,530
2040	TURN SUMMARY	4	6	10	2,149	1,443	3,592	11	59	70	1,442	2,098	3,540
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		10	10	20	1,723	1,687	3,410	83	97	180	1,617	1,643	3,260
2016	TURN SUMMARY	10	10	20	1,727	1,687	3,414	83	97	180	1,617	1,643	3,260
CONTROL LINK VOLUMES		10	10	20	1,758	1,722	3,480	83	97	180	1,648	1,672	3,320
2020	TURN SUMMARY	10	10	20	1,749	1,722	3,471	83	97	180	1,658	1,672	3,330
CONTROL LINK VOLUMES		11	9	20	1,847	1,813	3,660	88	102	190	1,735	1,755	3,490
2030	TURN SUMMARY	11	9	20	1,833	1,813	3,646	89	102	191	1,747	1,755	3,502
CONTROL LINK VOLUMES		11	9	20	1,943	1,907	3,850	93	107	200	1,822	1,848	3,670
2040	TURN SUMMARY	11	9	20	1,927	1,907	3,834	94	107	201	1,840	1,848	3,688

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Sunrise Blvd at NE 12 Ave	MISSING Leg:	South Leg

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	1,400	48,000	-	44,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR	-	CGR		CGR
Historic + Model Trend GR =		CGR		CGR	-	CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR	-	CGR	0.34%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**-**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		**1**		**-**		**1**	
		2016		1,400		59,000		-		54,000
NO. YEARS	4	2020	1.020	1,430	1.020	60,200	-	-	1.020	55,100
NO. YEARS	14	2030	1.072	1,500	1.072	63,300	-	-	1.072	57,900
NO. YEARS	24	2040	1.127	1,580	1.127	66,500	-	-	1.127	60,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	107				3,164			-			3,257		
2/10/2016		87	-	0	6	1,869	-	-	-	-	-	1,287	12	3,267
% TURNS:		99%	-	0%	0%	100%	-	-	-	-	-	99%	1%	
P.M.	2-Way Pk Hr Vol:	100				3,408			-			3,446		
2/10/2016		34	-	0	30	1,717	-	-	-	-	-	1,659	34	3,480
% TURNS:		97%	-	0%	2%	98%	-	-	-	-	-	98%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	99%	-	0%	0%	100%	-	-	-	-	-	99%	1%
	2020	94%	-	5%	1%	99%	-	-	-	-	-	99%	1%
	2030	92%	-	7%	1%	99%	-	-	-	-	-	99%	1%
	2040	90%	-	9%	1%	99%	-	-	-	-	-	99%	1%
P.M.													
	2016	97%	-	0%	2%	98%	-	-	-	-	-	98%	2%
	2020	92%	-	5%	2%	98%	-	-	-	-	-	98%	2%
	2030	91%	-	7%	2%	98%	-	-	-	-	-	98%	2%
	2040	89%	-	9%	2%	98%	-	-	-	-	-	98%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	7.6%	7.1%	5.4%	5.8%	-	-	6.0%	6.4%
2020	7.6%	7.1%	5.4%	5.8%	-	-	6.0%	6.4%
2030	7.6%	7.1%	5.4%	5.8%	-	-	6.0%	6.4%
2040	7.6%	7.1%	5.4%	5.8%	-	-	6.0%	6.4%
D FACTOR								
2016	82.2%	35.0%	59.3%	51.3%	-	-	39.9%	49.2%
2020	82.2%	35.0%	59.3%	51.3%	-	-	39.9%	49.2%
2030	82.2%	35.0%	59.3%	51.3%	-	-	39.9%	49.2%
2040	82.2%	35.0%	59.3%	51.3%	-	-	39.9%	49.2%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 12 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Field Based K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	1,400	59,000	-	54,000
24 HR EST. AADT	2020	1,430	60,200	-	55,100
24 HR EST. AADT	2030	1,500	63,300	-	57,900
24 HR EST. AADT	2040	1,580	66,500	-	60,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		1,400			59,000			-			54,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	-	59,000	1,400	54,000	-	-	-	-	-	59,000	1,400
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2020 2-WAY ADT		1,430			60,200			-			55,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,100	-	60,200	1,430	55,100	-	-	-	-	-	60,200	1,430
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2030 2-WAY ADT		1,500			63,300			-			57,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,900	-	63,300	1,500	57,900	-	-	-	-	-	63,300	1,500
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2040 2-WAY ADT		1,580			66,500			-			60,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,900	-	66,500	1,580	60,900	-	-	-	-	-	66,500	1,580
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	86	-	0	7	1,873	-	-	-	-	-	1,283	14
2020	EST. TURNS	84	-	5	8	1,909	-	-	-	-	-	1,310	11
2030	EST. TURNS	86	-	6	7	2,008	-	-	-	-	-	1,370	9
2040	EST. TURNS	89	-	8	9	2,113	-	-	-	-	-	1,447	11
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	33	-	0	30	1,722	-	-	-	-	-	1,661	34
2020	EST. TURNS	32	-	2	30	1,758	-	-	-	-	-	1,693	33
2030	EST. TURNS	34	-	2	34	1,839	-	-	-	-	-	1,781	37
2040	EST. TURNS	35	-	3	33	1,944	-	-	-	-	-	1,866	36

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		88	22	110	1,876	1,284	3,160	-	-	-	1,300	1,960	3,260
2016	TURN SUMMARY	88	22	110	1,882	1,284	3,166	-	-	-	1,299	1,960	3,259
CONTROL LINK VOLUMES		90	20	110	1,914	1,316	3,230	-	-	-	1,326	1,994	3,320
2020	TURN SUMMARY	90	20	110	1,920	1,316	3,236	-	-	-	1,324	1,994	3,318
CONTROL LINK VOLUMES		94	16	110	2,013	1,377	3,390	-	-	-	1,394	2,096	3,490
2030	TURN SUMMARY	94	16	110	2,018	1,377	3,395	-	-	-	1,381	2,096	3,477
CONTROL LINK VOLUMES		99	21	120	2,114	1,456	3,570	-	-	-	1,466	2,204	3,670
2040	TURN SUMMARY	99	21	120	2,125	1,456	3,581	-	-	-	1,460	2,204	3,664
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		35	65	100	1,748	1,662	3,410	-	-	-	1,694	1,756	3,450
2016	TURN SUMMARY	35	65	100	1,754	1,662	3,416	-	-	-	1,697	1,756	3,453
CONTROL LINK VOLUMES		36	64	100	1,784	1,696	3,480	-	-	-	1,729	1,791	3,520
2020	TURN SUMMARY	35	64	99	1,790	1,696	3,486	-	-	-	1,729	1,791	3,520
CONTROL LINK VOLUMES		38	72	110	1,875	1,785	3,660	-	-	-	1,816	1,874	3,690
2030	TURN SUMMARY	38	72	110	1,876	1,785	3,661	-	-	-	1,821	1,874	3,695
CONTROL LINK VOLUMES		40	70	110	1,970	1,870	3,840	-	-	-	1,910	1,980	3,890
2040	TURN SUMMARY	40	70	110	1,979	1,870	3,849	-	-	-	1,905	1,980	3,885

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 15 Ave		

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	14,000	39,000	7,800	48,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR	-1.58%	CGR		CGR		CGR
Historic + Model Trend GR =		CGR	0.03%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR		CGR	0.35%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		14,000		48,000		7,800		59,000
NO. YEARS	4	2020	1.020	14,280	1.020	49,000	1.020	8,000	1.020	60,200
NO. YEARS	14	2030	1.072	15,010	1.072	51,500	1.072	8,400	1.072	63,300
NO. YEARS	24	2040	1.127	15,780	1.127	54,100	1.127	8,800	1.127	66,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,031			2,724			530			3,101		
2/10/2016		365	178	104	35	1,262	88	47	140	62	15	1,188	209	3,693
% TURNS:		56%	28%	16%	3%	91%	6%	19%	56%	25%	1%	84%	15%	
P.M.	2-Way Pk Hr Vol:		1,296			2,877			767			3,224		
2/10/2016		262	229	114	66	1,229	86	55	308	72	17	1,327	317	4,082
% TURNS:		43%	38%	19%	5%	89%	6%	13%	71%	17%	1%	80%	19%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	56%	28%	16%	3%	91%	6%	19%	56%	25%	1%	84%	15%
	2020	56%	25%	19%	4%	89%	7%	21%	52%	27%	2%	83%	15%
	2030	56%	25%	19%	4%	89%	7%	21%	51%	28%	2%	82%	15%
	2040	56%	24%	20%	5%	88%	7%	22%	49%	29%	3%	82%	16%
P.M.													
	2016	43%	38%	19%	5%	89%	6%	13%	71%	17%	1%	80%	19%
	2020	44%	35%	21%	6%	87%	7%	15%	65%	20%	2%	79%	19%
	2030	44%	34%	22%	6%	87%	7%	16%	63%	21%	2%	78%	19%
	2040	45%	33%	23%	7%	86%	7%	17%	61%	22%	3%	78%	19%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	7.4%	9.3%	5.7%	6.0%	6.8%	9.8%	5.3%	5.5%
2020	7.4%	9.3%	5.7%	6.0%	6.8%	9.8%	5.3%	5.5%
2030	7.4%	9.3%	5.7%	6.0%	6.8%	9.8%	5.3%	5.5%
2040	7.4%	9.3%	5.7%	6.0%	6.8%	9.8%	5.3%	5.5%
D FACTOR								
2016	62.8%	46.7%	50.8%	48.0%	47.0%	56.7%	45.5%	51.5%
2020	62.8%	46.7%	50.8%	48.0%	47.0%	56.7%	45.5%	51.5%
2030	62.8%	46.7%	50.8%	48.0%	47.0%	56.7%	45.5%	51.5%
2040	62.8%	46.7%	50.8%	48.0%	47.0%	56.7%	45.5%	51.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 15 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Field Based K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	14,000	48,000	7,800	59,000
24 HR EST. AADT	2020	14,280	49,000	8,000	60,200
24 HR EST. AADT	2030	15,010	51,500	8,400	63,300
24 HR EST. AADT	2040	15,780	54,100	8,800	66,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		14,000			48,000			7,800			59,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		59,000	7,800	48,000	14,000	59,000	7,800	48,000	14,000	59,000	7,800	48,000	14,000
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2020 2-WAY ADT		14,280			49,000			8,000			60,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,200	8,000	49,000	14,280	60,200	8,000	49,000	14,280	60,200	8,000	49,000	14,280
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2030 2-WAY ADT		15,010			51,500			8,400			63,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		63,300	8,400	51,500	15,010	63,300	8,400	51,500	15,010	63,300	8,400	51,500	15,010
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2040 2-WAY ADT		15,780			54,100			8,800			66,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		66,500	8,800	54,100	15,780	66,500	8,800	54,100	15,780	66,500	8,800	54,100	15,780
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	365	178	103	35	1,261	88	47	140	62	15	1,185	209
2020	EST. TURNS	375	164	120	52	1,271	91	54	127	73	30	1,192	211
2030	EST. TURNS	398	169	129	60	1,338	97	58	131	80	36	1,247	226
2040	EST. TURNS	420	171	142	68	1,401	103	63	129	89	45	1,304	234
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	260	231	115	67	1,228	87	55	309	71	17	1,329	319
2020	EST. TURNS	273	214	129	85	1,234	93	68	290	88	35	1,333	328
2030	EST. TURNS	289	222	140	95	1,292	99	74	298	96	41	1,395	348
2040	EST. TURNS	307	223	152	108	1,344	105	82	301	107	51	1,449	369

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		647	383	1,030	1,385	1,335	2,720	249	281	530	1,412	1,688	3,100
2016	TURN SUMMARY	646	383	1,029	1,384	1,335	2,719	249	281	530	1,409	1,688	3,097
CONTROL LINK VOLUMES		660	390	1,050	1,414	1,366	2,780	255	285	540	1,441	1,719	3,160
2020	TURN SUMMARY	659	390	1,049	1,414	1,366	2,780	254	285	539	1,432	1,719	3,151
CONTROL LINK VOLUMES		694	416	1,110	1,486	1,434	2,920	268	302	570	1,515	1,815	3,330
2030	TURN SUMMARY	696	416	1,112	1,494	1,434	2,928	268	302	570	1,509	1,815	3,324
CONTROL LINK VOLUMES		729	431	1,160	1,561	1,509	3,070	281	319	600	1,591	1,909	3,500
2040	TURN SUMMARY	732	431	1,163	1,572	1,509	3,081	281	319	600	1,583	1,909	3,492
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		605	695	1,300	1,381	1,499	2,880	435	335	770	1,661	1,559	3,220
2016	TURN SUMMARY	606	695	1,301	1,382	1,499	2,881	436	335	771	1,665	1,559	3,224
CONTROL LINK VOLUMES		617	703	1,320	1,410	1,530	2,940	446	344	790	1,695	1,595	3,290
2020	TURN SUMMARY	616	703	1,319	1,412	1,530	2,942	446	343	789	1,696	1,595	3,291
CONTROL LINK VOLUMES		649	741	1,390	1,482	1,608	3,090	468	362	830	1,782	1,678	3,460
2030	TURN SUMMARY	650	741	1,391	1,486	1,608	3,094	469	362	831	1,784	1,678	3,462
CONTROL LINK VOLUMES		682	778	1,460	1,557	1,683	3,240	491	379	870	1,872	1,758	3,630
2040	TURN SUMMARY	682	778	1,460	1,557	1,683	3,240	490	379	869	1,869	1,758	3,627

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 17 Way		

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016				
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR		CGR
Historic + Model Trend GR =		CGR		CGR		CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.36%	CGR		CGR	0.35%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		1,500		54,000		2,000		48,000
NO. YEARS	4	2020	1.020	1,530	1.020	55,100	1.020	2,000	1.020	49,000
NO. YEARS	14	2030	1.072	1,610	1.072	57,900	1.072	2,100	1.072	51,500
NO. YEARS	24	2040	1.127	1,690	1.127	60,900	1.127	2,300	1.127	54,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	103				2,844			133			2,868		
2/10/2016		44	2	16	9	1,313	39	37	3	31	21	1,430	29	2,974
% TURNS:		71%	3%	26%	1%	96%	3%	52%	4%	44%	1%	97%	2%	
P.M.	2-Way Pk Hr Vol:	140				3,155			176			3,103		
2/10/2016		39	6	22	29	1,374	103	19	5	30	13	1,608	39	3,287
% TURNS:		58%	9%	33%	2%	91%	7%	35%	9%	56%	1%	97%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	71%	3%	26%	1%	96%	3%	52%	4%	44%	1%	97%	2%
	2020	68%	3%	28%	1%	96%	3%	52%	4%	44%	2%	96%	2%
	2030	68%	3%	29%	1%	96%	3%	52%	4%	44%	2%	96%	2%
	2040	67%	3%	30%	1%	96%	3%	52%	4%	44%	2%	96%	2%
P.M.													
	2016	58%	9%	33%	2%	91%	7%	35%	9%	56%	1%	97%	2%
	2020	57%	8%	35%	2%	91%	7%	37%	8%	55%	1%	97%	2%
	2030	57%	8%	35%	2%	91%	6%	37%	8%	54%	1%	97%	2%
	2040	56%	8%	36%	2%	92%	6%	38%	8%	54%	1%	96%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	6.9%	9.3%	5.3%	5.8%	6.7%	8.8%	6.0%	6.5%
2020	6.9%	9.3%	5.3%	5.8%	6.7%	8.8%	6.0%	6.5%
2030	6.9%	9.3%	5.3%	5.8%	6.7%	8.8%	6.0%	6.5%
2040	6.9%	9.3%	5.3%	5.8%	6.7%	8.8%	6.0%	6.5%
D FACTOR								
2016	60.2%	47.9%	47.9%	47.7%	53.4%	30.7%	51.6%	53.5%
2020	60.2%	47.9%	47.9%	47.7%	53.4%	30.7%	51.6%	53.5%
2030	60.2%	47.9%	47.9%	47.7%	53.4%	30.7%	51.6%	53.5%
2040	60.2%	47.9%	47.9%	47.7%	53.4%	30.7%	51.6%	53.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 17 Way
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Field Based K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	1,500	54,000	2,000	48,000
24 HR EST. AADT	2020	1,530	55,100	2,000	49,000
24 HR EST. AADT	2030	1,610	57,900	2,100	51,500
24 HR EST. AADT	2040	1,690	60,900	2,300	54,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2016 2-WAY ADT		1,500			54,000			2,000			48,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	48,000	2,000	54,000	1,500	48,000	2,000	54,000	1,500	48,000	2,000	54,000	1,500
	46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
2020 2-WAY ADT		1,530			55,100			2,000			49,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	49,000	2,000	55,100	1,530	49,000	2,000	55,100	1,530	49,000	2,000	55,100	1,530
	46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
2030 2-WAY ADT		1,610			57,900			2,100			51,500	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	51,500	2,100	57,900	1,610	51,500	2,100	57,900	1,610	51,500	2,100	57,900	1,610
	46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
2040 2-WAY ADT		1,690			60,900			2,300			54,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	54,100	2,300	60,900	1,690	54,100	2,300	60,900	1,690	54,100	2,300	60,900	1,690
	46%	2%	52%	3%	93%	4%	52%	1%	46%	4%	94%	3%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	44	2	16	8	1,315	37	37	3	31	20	1,426	27
2020	EST. TURNS	44	2	18	13	1,344	36	37	3	31	22	1,457	32
2030	EST. TURNS	46	2	19	12	1,412	39	39	3	34	24	1,533	29
2040	EST. TURNS	47	2	21	15	1,479	41	43	3	36	26	1,611	32
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	39	6	22	29	1,371	106	19	5	30	13	1,613	39
2020	EST. TURNS	39	6	24	29	1,407	102	20	4	30	18	1,639	38
2030	EST. TURNS	41	5	26	32	1,477	99	21	5	31	19	1,718	41
2040	EST. TURNS	42	6	27	36	1,554	109	24	5	33	23	1,811	44

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		62	38	100	1,361	1,479	2,840	71	59	130	1,480	1,390	2,870
2016	TURN SUMMARY	62	38	100	1,360	1,479	2,839	71	59	130	1,474	1,390	2,864
CONTROL LINK VOLUMES		63	47	110	1,389	1,511	2,900	71	59	130	1,511	1,419	2,930
2020	TURN SUMMARY	63	47	110	1,392	1,511	2,903	71	59	130	1,510	1,419	2,929
CONTROL LINK VOLUMES		67	43	110	1,459	1,591	3,050	75	65	140	1,588	1,492	3,080
2030	TURN SUMMARY	67	43	110	1,463	1,591	3,054	75	65	140	1,585	1,492	3,077
CONTROL LINK VOLUMES		70	50	120	1,535	1,675	3,210	82	68	150	1,668	1,562	3,230
2040	TURN SUMMARY	70	50	120	1,534	1,675	3,209	82	68	150	1,669	1,562	3,231
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		67	73	140	1,506	1,654	3,160	54	126	180	1,660	1,440	3,100
2016	TURN SUMMARY	67	73	140	1,507	1,654	3,161	54	126	180	1,665	1,440	3,105
CONTROL LINK VOLUMES		68	72	140	1,537	1,683	3,220	54	126	180	1,695	1,475	3,170
2020	TURN SUMMARY	68	72	140	1,538	1,683	3,221	54	126	180	1,696	1,475	3,171
CONTROL LINK VOLUMES		72	78	150	1,615	1,765	3,380	57	123	180	1,781	1,549	3,330
2030	TURN SUMMARY	72	78	150	1,609	1,765	3,374	57	123	180	1,778	1,549	3,327
CONTROL LINK VOLUMES		75	85	160	1,698	1,862	3,560	62	138	200	1,871	1,629	3,500
2040	TURN SUMMARY	75	85	160	1,698	1,862	3,560	62	138	200	1,878	1,629	3,507

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at US 1 East		

NOTES: Field Based K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	42,000	44,000	680	54,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.49%	CGR	1.49%	CGR		CGR		CGR
Historic + Model Trend GR =	-0.16%	CGR	1.89%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =	0.82%	CGR	0.45%	CGR		CGR	0.36%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		42,000		44,000		680		54,000
NO. YEARS	4	2020	1.020	42,850	1.020	44,900	1.020	700	1.020	55,100
NO. YEARS	14	2030	1.072	45,040	1.072	47,200	1.072	700	1.072	57,900
NO. YEARS	24	2040	1.127	47,340	1.127	49,600	1.127	800	1.127	60,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,664			1,854			24			3,038			
2/10/2016		961	0	484	256	482	0	12	0	0	12	620	963	3,790
% TURNS:		67%	0%	33%	35%	65%	0%	100%	0%	0%	1%	39%	60%	
P.M.	2-Way Pk Hr Vol:	3,081			2,743			42			3,358			
2/10/2016		816	0	651	581	712	0	22	0	0	20	777	1,033	4,612
% TURNS:		56%	0%	44%	45%	55%	0%	100%	0%	0%	1%	42%	56%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	67%	0%	33%	35%	65%	0%	100%	0%	0%	1%	39%	60%
	2020	65%	0%	35%	36%	64%	0%	93%	3%	4%	1%	40%	59%
	2030	65%	0%	35%	36%	64%	0%	91%	4%	5%	1%	40%	59%
	2040	65%	0%	35%	36%	64%	0%	89%	5%	6%	1%	41%	58%
P.M.													
	2016	56%	0%	44%	45%	55%	0%	100%	0%	0%	1%	42%	56%
	2020	56%	0%	44%	45%	55%	0%	93%	3%	4%	1%	43%	56%
	2030	56%	0%	44%	45%	55%	0%	91%	4%	5%	1%	43%	55%
	2040	55%	0%	44%	45%	55%	0%	89%	5%	6%	1%	44%	55%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	6.3%	7.3%	4.2%	6.2%	3.5%	6.2%	5.6%	6.2%
2020	6.3%	7.3%	4.2%	6.2%	3.5%	6.2%	5.6%	6.2%
2030	6.3%	7.3%	4.2%	6.2%	3.5%	6.2%	5.6%	6.2%
2040	6.3%	7.3%	4.2%	6.2%	3.5%	6.2%	5.6%	6.2%
D FACTOR								
2016	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.5%	54.5%
2020	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.5%	54.5%
2030	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.5%	54.5%
2040	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.5%	54.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at US 1 East
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Field Based K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	42,000	44,000	680	54,000
24 HR EST. AADT	2020	42,850	44,900	700	55,100
24 HR EST. AADT	2030	45,040	47,200	700	57,900
24 HR EST. AADT	2040	47,340	49,600	800	60,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		42,000			44,000			680			54,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	680	44,000	42,000	54,000	680	44,000	42,000	54,000	680	44,000	42,000
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2020 2-WAY ADT		42,850			44,900			700			55,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,100	700	44,900	42,850	55,100	700	44,900	42,850	55,100	700	44,900	42,850
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2030 2-WAY ADT		45,040			47,200			700			57,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,900	700	47,200	45,040	57,900	700	47,200	45,040	57,900	700	47,200	45,040
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2040 2-WAY ADT		47,340			49,600			800			60,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,900	800	49,600	47,340	60,900	800	49,600	47,340	60,900	800	49,600	47,340
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	962	0	480	253	483	0	12	0	0	8	620	962
2020	EST. TURNS	984	1	489	264	488	0	11	0	0	7	636	981
2030	EST. TURNS	1,036	1	515	279	513	0	11	0	1	7	672	1,030
2040	EST. TURNS	1,091	2	538	293	539	1	12	1	1	13	707	1,077
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	817	0	648	579	713	0	22	0	0	18	777	1,034
2020	EST. TURNS	837	1	659	592	726	1	21	1	1	15	801	1,050
2030	EST. TURNS	877	1	691	624	759	1	21	1	1	15	841	1,102
2040	EST. TURNS	926	2	725	657	798	2	23	1	2	20	885	1,158

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,445	1,215	2,660	738	1,112	1,850	12	8	20	1,595	1,445	3,040
2016	TURN SUMMARY	1,442	1,215	2,657	736	1,112	1,848	12	8	20	1,590	1,445	3,035
CONTROL LINK VOLUMES		1,474	1,246	2,720	753	1,137	1,890	12	8	20	1,627	1,473	3,100
2020	TURN SUMMARY	1,474	1,246	2,720	753	1,137	1,890	12	8	20	1,625	1,473	3,098
CONTROL LINK VOLUMES		1,550	1,310	2,860	792	1,198	1,990	12	8	20	1,710	1,550	3,260
2030	TURN SUMMARY	1,552	1,310	2,862	793	1,198	1,991	12	8	20	1,709	1,550	3,259
CONTROL LINK VOLUMES		1,629	1,371	3,000	832	1,258	2,090	14	16	30	1,799	1,631	3,430
2040	TURN SUMMARY	1,632	1,371	3,003	833	1,258	2,091	14	16	30	1,798	1,631	3,429
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,467	1,613	3,080	1,293	1,447	2,740	22	18	40	1,830	1,530	3,360
2016	TURN SUMMARY	1,466	1,613	3,079	1,292	1,447	2,739	22	18	40	1,828	1,530	3,358
CONTROL LINK VOLUMES		1,497	1,643	3,140	1,319	1,481	2,800	23	17	40	1,867	1,563	3,430
2020	TURN SUMMARY	1,497	1,643	3,140	1,318	1,481	2,799	23	17	40	1,866	1,563	3,429
CONTROL LINK VOLUMES		1,573	1,727	3,300	1,387	1,553	2,940	23	17	40	1,962	1,638	3,600
2030	TURN SUMMARY	1,570	1,727	3,297	1,384	1,553	2,937	23	17	40	1,958	1,638	3,596
CONTROL LINK VOLUMES		1,654	1,816	3,470	1,458	1,632	3,090	26	24	50	2,064	1,726	3,790
2040	TURN SUMMARY	1,653	1,816	3,469	1,457	1,632	3,089	26	24	50	2,063	1,726	3,789

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Sunrise Blvd at US 1 West	MISSING Leg:	North Leg

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013	-			
	2014	-			
	2015	-			
	2016	-			
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	-	CGR	-2.04%	CGR	-0.81%	CGR	-0.83%	CGR
Historic + Model Trend GR =	-	CGR	-0.18%	CGR	0.01%	CGR	0.39%	CGR
Base Year Model to Future Year Model GR =	-	CGR	0.53%	CGR	0.76%	CGR	0.28%	CGR
Recommended Growth Rate:	**-**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			-		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		-		52,000		26,000		33,000
NO. YEARS	4	2020	-	-	1.020	53,000	1.020	26,500	1.020	33,700
NO. YEARS	14	2030	-	-	1.072	55,800	1.072	27,900	1.072	35,400
NO. YEARS	24	2040	-	-	1.127	58,600	1.127	29,300	1.127	37,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	-				3,024			2,379			1,461		
2/10/2016		-	-	-	-	501	1,283	687	-	0	407	551	-	3,435
% TURNS:		-	-	-	-	28%	72%	100%	-	0%	42%	57%	-	
P.M.	2-Way Pk Hr Vol:	-				3,166			2,207			1,511		
2/10/2016		-	-	-	-	627	959	971	-	0	275	607	-	3,445
% TURNS:		-	-	-	-	40%	60%	100%	-	0%	31%	69%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2016	-	-	-	-	28%	72%	100%	-	0%	42%	57%	-
2020	-	-	-	-	31%	69%	96%	-	4%	42%	58%	-
2030	-	-	-	-	32%	68%	95%	-	5%	41%	59%	-
2040	-	-	-	-	33%	67%	93%	-	6%	41%	59%	-
P.M.												
2016	-	-	-	-	40%	60%	100%	-	0%	31%	69%	-
2020	-	-	-	-	41%	59%	96%	-	4%	31%	69%	-
2030	-	-	-	-	42%	58%	95%	-	5%	31%	68%	-
2040	-	-	-	-	42%	58%	93%	-	6%	32%	68%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	-	-	**5.9%**	**6.2%**	9.2%	8.5%	4.4%	4.6%
2020	-	-	6.3%	6.6%	9.2%	8.5%	4.9%	5.0%
2030	-	-	7.2%	7.7%	9.2%	8.5%	5.9%	6.1%
2040	-	-	**8.2%**	**8.8%**	9.2%	8.5%	**7.0%**	**7.2%**
D FACTOR								
2016	-	-	**59.2%**	**50.8%**	**32.9%**	44.0%	65.6%	58.4%
2020	-	-	59.2%	50.8%	32.9%	44.0%	65.6%	58.4%
2030	-	-	59.2%	50.8%	32.9%	44.0%	65.6%	58.4%
2040	-	-	59.2%	50.8%	32.9%	44.0%	65.6%	58.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at US 1 West
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	-	52,000	26,000	33,000
24 HR EST. AADT	2020	-	53,000	26,500	33,700
24 HR EST. AADT	2030	-	55,800	27,900	35,400
24 HR EST. AADT	2040	-	58,600	29,300	37,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT	-			52,000			26,000			33,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	33,000	26,000	52,000	-	33,000	26,000	52,000	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2020 2-WAY ADT	-			53,000			26,500			33,700		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	33,700	26,500	53,000	-	33,700	26,500	53,000	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2030 2-WAY ADT	-			55,800			27,900			35,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	35,400	27,900	55,800	-	35,400	27,900	55,800	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-
	2040 2-WAY ADT	-			58,600			29,300			37,200		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	37,200	29,300	58,600	-	37,200	29,300	58,600	-
		-	-	-	-	56%	44%	61%	-	39%	33%	67%	-

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	500	1,213	735	-	0	384	518	-
2020	EST. TURNS	-	-	-	-	542	1,256	763	-	0	388	658	-
2030	EST. TURNS	-	-	-	-	748	1,458	791	-	0	397	936	-
2040	EST. TURNS	-	-	-	-	964	1,711	836	-	0	402	1,258	-
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	626	979	966	-	0	258	615	-
2020	EST. TURNS	-	-	-	-	676	1,024	979	-	0	261	753	-
2030	EST. TURNS	-	-	-	-	895	1,145	1,051	-	0	268	1,070	-
2040	EST. TURNS	-	-	-	-	1,156	1,281	1,120	-	0	275	1,418	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,816	1,254	3,070	783	1,597	2,380	959	501	1,460
2016	TURN SUMMARY	-	-	-	1,715	1,254	2,969	737	1,597	2,334	904	501	1,405
CONTROL LINK VOLUMES		-	-	-	1,971	1,359	3,330	798	1,622	2,420	1,074	566	1,640
2020	TURN SUMMARY	-	-	-	1,801	1,422	3,223	765	1,645	2,410	1,048	543	1,591
CONTROL LINK VOLUMES		-	-	-	2,392	1,648	4,040	840	1,710	2,550	1,377	723	2,100
2030	TURN SUMMARY	-	-	-	2,209	1,728	3,937	792	1,855	2,647	1,335	749	2,084
CONTROL LINK VOLUMES		-	-	-	2,845	1,965	4,810	882	1,798	2,680	1,709	891	2,600
2040	TURN SUMMARY	-	-	-	2,678	2,095	4,773	837	2,113	2,950	1,661	964	2,625
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,638	1,582	3,220	972	1,238	2,210	883	627	1,510
2016	TURN SUMMARY	-	-	-	1,607	1,582	3,189	968	1,238	2,206	876	627	1,503
CONTROL LINK VOLUMES		-	-	-	1,786	1,734	3,520	991	1,259	2,250	988	702	1,690
2020	TURN SUMMARY	-	-	-	1,702	1,734	3,436	981	1,285	2,267	1,016	677	1,693
CONTROL LINK VOLUMES		-	-	-	2,187	2,123	4,310	1,043	1,327	2,370	1,264	896	2,160
2030	TURN SUMMARY	-	-	-	2,044	2,123	4,167	1,053	1,414	2,467	1,340	896	2,236
CONTROL LINK VOLUMES		-	-	-	2,620	2,540	5,160	1,095	1,395	2,490	1,565	1,115	2,680
2040	TURN SUMMARY	-	-	-	2,441	2,540	4,981	1,121	1,556	2,677	1,695	1,157	2,852

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 10 Ave		

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	170	44,000	1,700	41,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR	-2.04%	CGR
Historic + Model Trend GR =		CGR	0.54%	TAZ		CGR	-0.18%	TAZ
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR		CGR	0.53%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		170		54,000		1,700		52,000
NO. YEARS	4	2020	1.020	173	1.020	55,100	1.020	1,730	1.020	53,000
NO. YEARS	14	2030	1.072	180	1.072	57,900	1.072	1,800	1.072	55,800
NO. YEARS	24	2040	1.127	190	1.127	60,900	1.127	1,900	1.127	58,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		8			3,190			64			3,134		
2/10/2016		4	0	0	4	1,859	50	10	0	0	4	1,267	0	3,198
% TURNS:		100%	0%	0%	0%	97%	3%	100%	0%	0%	0%	100%	0%	
P.M.	2-Way Pk Hr Vol:		20			3,410			181			3,255		
2/10/2016		10	0	0	10	1,628	85	83	0	0	13	1,604	0	3,433
% TURNS:		100%	0%	0%	1%	94%	5%	100%	0%	0%	1%	99%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	100%	0%	0%	0%	97%	3%	100%	0%	0%	0%	100%	0%
	2020	95%	0%	5%	0%	97%	3%	95%	0%	5%	1%	99%	0%
	2030	94%	0%	6%	0%	97%	3%	94%	0%	6%	1%	99%	0%
	2040	91%	0%	8%	0%	97%	3%	92%	0%	8%	1%	99%	0%
P.M.													
	2016	100%	0%	0%	1%	94%	5%	100%	0%	0%	1%	99%	0%
	2020	95%	0%	5%	1%	95%	5%	95%	0%	5%	1%	99%	0%
	2030	94%	0%	6%	1%	95%	5%	94%	0%	6%	1%	99%	0%
	2040	91%	0%	8%	1%	95%	5%	92%	0%	8%	1%	99%	0%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	4.7%	11.8%	**6.0%**	**6.4%**	3.8%	10.6%	**5.9%**	**6.2%**
2020	4.7%	11.8%	6.4%	6.8%	3.8%	10.6%	6.3%	6.6%
2030	4.7%	11.8%	7.5%	7.9%	3.8%	10.6%	7.4%	7.7%
2040	4.7%	11.8%	**8.6%**	**9.0%**	3.8%	10.6%	**8.5%**	**8.8%**
D FACTOR								
2016	50.0%	50.0%	**60.1%**	**50.8%**	15.6%	45.9%	**40.8%**	**49.8%**
2020	50.0%	50.0%	60.1%	50.8%	15.6%	45.9%	40.8%	49.8%
2030	50.0%	50.0%	60.1%	50.8%	15.6%	45.9%	40.8%	49.8%
2040	50.0%	50.0%	60.1%	50.8%	15.6%	45.9%	40.8%	49.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 10 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	170	54,000	1,700	52,000
24 HR EST. AADT	2020	173	55,100	1,730	53,000
24 HR EST. AADT	2030	180	57,900	1,800	55,800
24 HR EST. AADT	2040	190	60,900	1,900	58,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2016 2-WAY ADT		170			54,000			1,700			52,000		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	52,000	1,700	54,000	170	52,000	1,700	54,000	170	52,000	1,700	54,000	170
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2020 2-WAY ADT		173			55,100			1,730			53,000		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	53,000	1,730	55,100	173	53,000	1,730	55,100	173	53,000	1,730	55,100	173
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2030 2-WAY ADT		180			57,900			1,800			55,800		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	55,800	1,800	57,900	180	55,800	1,800	57,900	180	55,800	1,800	57,900	180
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%
2040 2-WAY ADT		190			60,900			1,900			58,600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	58,600	1,900	60,900	190	58,600	1,900	60,900	190	58,600	1,900	60,900	190
	48%	2%	50%	0%	97%	3%	51%	0%	49%	3%	97%	0%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	4	0	0	6	1,814	47	10	0	0	3	1,313	0
2020	EST. TURNS	5	0	0	8	1,986	54	11	0	0	6	1,480	0
2030	EST. TURNS	6	0	0	9	2,447	56	12	0	0	7	1,823	0
2040	EST. TURNS	8	0	0	11	2,944	57	13	0	0	9	2,211	0
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	10	0	0	10	1,604	86	84	0	0	11	1,620	0
2020	EST. TURNS	11	0	0	12	1,757	87	86	0	0	14	1,774	0
2030	EST. TURNS	13	0	0	13	2,152	88	87	0	0	15	2,165	0
2040	EST. TURNS	14	0	0	15	2,576	90	88	0	0	17	2,606	0

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		4	6	10	1,947	1,293	3,240	10	50	60	1,252	1,818	3,070
2016	TURN SUMMARY	4	6	10	1,867	1,323	3,190	10	50	60	1,316	1,818	3,134
CONTROL LINK VOLUMES		4	6	10	2,130	1,410	3,540	10	60	70	1,370	1,990	3,360
2020	TURN SUMMARY	5	8	13	2,047	1,491	3,538	11	60	71	1,487	1,991	3,478
CONTROL LINK VOLUMES		4	6	10	2,616	1,734	4,350	11	59	70	1,689	2,451	4,140
2030	TURN SUMMARY	6	9	15	2,512	1,835	4,347	11	63	74	1,830	2,452	4,282
CONTROL LINK VOLUMES		4	6	10	3,148	2,092	5,240	11	59	70	2,032	2,948	4,980
2040	TURN SUMMARY	9	11	20	3,012	2,224	5,236	12	66	78	2,220	2,952	5,172
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		10	10	20	1,756	1,704	3,460	83	97	180	1,606	1,614	3,220
2016	TURN SUMMARY	10	10	20	1,700	1,704	3,404	84	97	181	1,631	1,614	3,245
CONTROL LINK VOLUMES		10	10	20	1,913	1,857	3,770	84	96	180	1,751	1,769	3,520
2020	TURN SUMMARY	11	12	23	1,855	1,860	3,715	87	101	188	1,788	1,768	3,556
CONTROL LINK VOLUMES		11	9	20	2,329	2,251	4,580	88	102	190	2,144	2,166	4,310
2030	TURN SUMMARY	13	13	26	2,252	2,252	4,504	87	103	190	2,181	2,165	4,346
CONTROL LINK VOLUMES		11	9	20	2,784	2,696	5,480	93	107	200	2,568	2,592	5,160
2040	TURN SUMMARY	14	15	29	2,681	2,695	5,376	89	107	196	2,623	2,590	5,213

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040	T-INTERSECTION?	Yes
INTERSECTION:	Sunrise Blvd at NE 12 Ave	MISSING Leg:	South Leg

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	1,400	48,000	-	44,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR	-	CGR		CGR
Historic + Model Trend GR =		CGR		CGR	-	CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR	-	CGR	0.34%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**-**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		1,400		59,000		-		54,000
NO. YEARS	4	2020	1.020	1,430	1.020	60,200	-	-	1.020	55,100
NO. YEARS	14	2030	1.072	1,500	1.072	63,300	-	-	1.072	57,900
NO. YEARS	24	2040	1.127	1,580	1.127	66,500	-	-	1.127	60,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	107				3,164			-			3,257		
2/10/2016		87	-	0	6	1,869	-	-	-	-	-	1,287	12	3,267
% TURNS:		99%	-	0%	0%	100%	-	-	-	-	-	99%	1%	
P.M.	2-Way Pk Hr Vol:	100				3,408			-			3,446		
2/10/2016		34	-	0	30	1,717	-	-	-	-	-	1,659	34	3,480
% TURNS:		97%	-	0%	2%	98%	-	-	-	-	-	98%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	99%	-	0%	0%	100%	-	-	-	-	-	99%	1%
	2020	94%	-	5%	1%	99%	-	-	-	-	-	99%	1%
	2030	92%	-	7%	1%	99%	-	-	-	-	-	99%	1%
	2040	90%	-	9%	1%	99%	-	-	-	-	-	99%	1%
P.M.													
	2016	97%	-	0%	2%	98%	-	-	-	-	-	98%	2%
	2020	92%	-	5%	2%	98%	-	-	-	-	-	98%	2%
	2030	91%	-	7%	2%	98%	-	-	-	-	-	98%	2%
	2040	89%	-	9%	2%	98%	-	-	-	-	-	98%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	7.6%	7.1%	5.4%	**5.7%**	-	-	6.0%	6.4%
2020	7.6%	7.1%	5.8%	6.1%	-	-	6.5%	6.8%
2030	7.6%	7.1%	6.9%	7.2%	-	-	7.5%	7.9%
2040	7.6%	7.1%	8.0%	8.3%	-	-	**8.6%**	**9.0%**
D FACTOR								
2016	82.2%	35.0%	**56.9%**	**49.2%**	-	-	**40.0%**	49.2%
2020	82.2%	35.0%	56.9%	49.2%	-	-	40.0%	49.2%
2030	82.2%	35.0%	56.9%	49.2%	-	-	40.0%	49.2%
2040	82.2%	35.0%	56.9%	49.2%	-	-	40.0%	49.2%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 12 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	1,400	59,000	-	54,000
24 HR EST. AADT	2020	1,430	60,200	-	55,100
24 HR EST. AADT	2030	1,500	63,300	-	57,900
24 HR EST. AADT	2040	1,580	66,500	-	60,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		1,400			59,000			-			54,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	-	59,000	1,400	54,000	-	-	-	-	-	59,000	1,400
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2020 2-WAY ADT		1,430			60,200			-			55,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,100	-	60,200	1,430	55,100	-	-	-	-	-	60,200	1,430
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2030 2-WAY ADT		1,500			63,300			-			57,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,900	-	63,300	1,500	57,900	-	-	-	-	-	63,300	1,500
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%
	2040 2-WAY ADT		1,580			66,500			-			60,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,900	-	66,500	1,580	60,900	-	-	-	-	-	66,500	1,580
		48%	-	52%	3%	97%	-	-	-	-	-	98%	2%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	89	-	0	7	1,867	-	-	-	-	-	1,389	14
2020	EST. TURNS	91	-	0	8	2,049	-	-	-	-	-	1,551	16
2030	EST. TURNS	93	-	0	9	2,528	-	-	-	-	-	1,930	17
2040	EST. TURNS	94	-	0	11	3,056	-	-	-	-	-	2,335	18
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	35	-	0	28	1,720	-	-	-	-	-	1,704	36
2020	EST. TURNS	36	-	0	29	1,878	-	-	-	-	-	1,870	37
2030	EST. TURNS	38	-	0	34	2,293	-	-	-	-	-	2,318	38
2040	EST. TURNS	40	-	0	36	2,749	-	-	-	-	-	2,799	40

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		88	22	110	1,800	1,360	3,160	-	-	-	1,303	1,957	3,260
2016	TURN SUMMARY	92	22	114	1,876	1,390	3,266	-	-	-	1,405	1,957	3,362
CONTROL LINK VOLUMES		90	20	110	1,987	1,503	3,490	-	-	-	1,424	2,136	3,560
2020	TURN SUMMARY	93	25	118	2,060	1,553	3,613	-	-	-	1,570	2,141	3,711
CONTROL LINK VOLUMES		94	16	110	2,486	1,884	4,370	-	-	-	1,744	2,616	4,360
2030	TURN SUMMARY	94	27	121	2,540	1,931	4,471	-	-	-	1,949	2,622	4,571
CONTROL LINK VOLUMES		99	21	120	3,027	2,293	5,320	-	-	-	2,095	3,145	5,240
2040	TURN SUMMARY	95	29	124	3,070	2,336	5,406	-	-	-	2,355	3,151	5,506
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		35	65	100	1,655	1,705	3,360	-	-	-	1,694	1,756	3,450
2016	TURN SUMMARY	37	65	102	1,750	1,705	3,455	-	-	-	1,743	1,756	3,499
CONTROL LINK VOLUMES		36	64	100	1,817	1,873	3,690	-	-	-	1,847	1,913	3,760
2020	TURN SUMMARY	37	66	103	1,909	1,871	3,780	-	-	-	1,909	1,915	3,824
CONTROL LINK VOLUMES		38	72	110	2,248	2,322	4,570	-	-	-	2,251	2,329	4,580
2030	TURN SUMMARY	39	73	112	2,330	2,319	4,649	-	-	-	2,359	2,332	4,691
CONTROL LINK VOLUMES		40	70	110	2,716	2,804	5,520	-	-	-	2,694	2,786	5,480
2040	TURN SUMMARY	41	77	118	2,788	2,800	5,588	-	-	-	2,841	2,790	5,631

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 15 Ave		

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	14,000	39,000	7,800	48,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR	-1.58%	CGR		CGR		CGR
Historic + Model Trend GR =		CGR	0.03%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.35%	CGR		CGR	0.35%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		**1**		**1**		**1**	
		2016		14,000		48,000		7,800		59,000
NO. YEARS	4	2020	1.020	14,280	1.020	49,000	1.020	8,000	1.020	60,200
NO. YEARS	14	2030	1.072	15,010	1.072	51,500	1.072	8,400	1.072	63,300
NO. YEARS	24	2040	1.127	15,780	1.127	54,100	1.127	8,800	1.127	66,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,031			2,724			530			3,101		
2/10/2016		365	178	104	35	1,262	88	47	140	62	15	1,188	209	3,693
% TURNS:		56%	28%	16%	3%	91%	6%	19%	56%	25%	1%	84%	15%	
P.M.	2-Way Pk Hr Vol:		1,296			2,877			767			3,224		
2/10/2016		262	229	114	66	1,229	86	55	308	72	17	1,327	317	4,082
% TURNS:		43%	38%	19%	5%	89%	6%	13%	71%	17%	1%	80%	19%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	56%	28%	16%	3%	91%	6%	19%	56%	25%	1%	84%	15%
	2020	56%	25%	19%	4%	89%	7%	21%	52%	27%	2%	83%	15%
	2030	56%	25%	19%	4%	89%	7%	21%	51%	28%	2%	82%	15%
	2040	56%	24%	20%	5%	88%	7%	22%	49%	29%	3%	82%	16%
P.M.													
	2016	43%	38%	19%	5%	89%	6%	13%	71%	17%	1%	80%	19%
	2020	44%	35%	21%	6%	87%	7%	15%	65%	20%	2%	79%	19%
	2030	44%	34%	22%	6%	87%	7%	16%	63%	21%	2%	78%	19%
	2040	45%	33%	23%	7%	86%	7%	17%	61%	22%	3%	78%	19%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	7.4%	9.3%	**5.9%**	**6.3%**	6.8%	9.8%	**5.4%**	**5.7%**
2020	7.4%	9.3%	6.3%	6.7%	6.8%	9.8%	5.8%	6.1%
2030	7.4%	9.3%	7.4%	7.8%	6.8%	9.8%	6.9%	7.2%
2040	7.4%	9.3%	8.5%	8.9%	6.8%	9.8%	8.0%	8.3%
D FACTOR								
2016	62.8%	46.7%	**49.2%**	**47.2%**	47.0%	56.7%	**43.1%**	**50.8%**
2020	62.8%	46.7%	49.2%	47.2%	47.0%	56.7%	43.1%	50.8%
2030	62.8%	46.7%	49.2%	47.2%	47.0%	56.7%	43.1%	50.8%
2040	62.8%	46.7%	49.2%	47.2%	47.0%	56.7%	43.1%	50.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 15 Ave
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	14,000	48,000	7,800	59,000
24 HR EST. AADT	2020	14,280	49,000	8,000	60,200
24 HR EST. AADT	2030	15,010	51,500	8,400	63,300
24 HR EST. AADT	2040	15,780	54,100	8,800	66,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		14,000			48,000			7,800			59,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		59,000	7,800	48,000	14,000	59,000	7,800	48,000	14,000	59,000	7,800	48,000	14,000
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2020 2-WAY ADT		14,280			49,000			8,000			60,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,200	8,000	49,000	14,280	60,200	8,000	49,000	14,280	60,200	8,000	49,000	14,280
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2030 2-WAY ADT		15,010			51,500			8,400			63,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		63,300	8,400	51,500	15,010	63,300	8,400	51,500	15,010	63,300	8,400	51,500	15,010
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%
	2040 2-WAY ADT		15,780			54,100			8,800			66,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		66,500	8,800	54,100	15,780	66,500	8,800	54,100	15,780	66,500	8,800	54,100	15,780
		51%	7%	42%	17%	73%	10%	40%	12%	49%	11%	69%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	392	179	120	36	1,358	89	54	146	67	14	1,263	201
2020	EST. TURNS	416	181	134	53	1,496	95	62	148	84	30	1,407	210
2030	EST. TURNS	473	183	136	58	1,915	106	68	149	106	43	1,777	240
2040	EST. TURNS	527	184	142	64	2,370	116	74	150	130	61	2,162	263
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	271	229	124	67	1,305	88	59	310	76	17	1,440	318
2020	EST. TURNS	292	230	138	84	1,421	97	77	312	100	38	1,577	338
2030	EST. TURNS	335	232	144	89	1,787	107	88	314	128	53	1,971	384
2040	EST. TURNS	378	233	150	97	2,178	117	97	316	160	74	2,383	431

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		647	383	1,030	1,393	1,437	2,830	249	281	530	1,373	1,817	3,190
2016	TURN SUMMARY	690	383	1,073	1,483	1,437	2,920	267	281	548	1,477	1,817	3,294
CONTROL LINK VOLUMES		660	390	1,050	1,527	1,573	3,100	255	285	540	1,514	1,996	3,510
2020	TURN SUMMARY	730	411	1,141	1,644	1,603	3,247	294	306	600	1,647	1,996	3,643
CONTROL LINK VOLUMES		694	416	1,110	1,879	1,941	3,820	268	302	570	1,887	2,493	4,380
2030	TURN SUMMARY	792	447	1,239	2,078	1,981	4,059	322	332	654	2,060	2,493	4,553
CONTROL LINK VOLUMES		729	431	1,160	2,262	2,338	4,600	281	319	600	2,293	3,027	5,320
2040	TURN SUMMARY	854	477	1,331	2,550	2,378	4,928	354	361	715	2,485	3,027	5,512
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		605	695	1,300	1,427	1,593	3,020	435	335	770	1,708	1,652	3,360
2016	TURN SUMMARY	624	695	1,319	1,461	1,623	3,084	445	335	780	1,775	1,652	3,427
CONTROL LINK VOLUMES		617	703	1,320	1,557	1,743	3,300	446	344	790	1,876	1,814	3,690
2020	TURN SUMMARY	660	733	1,393	1,602	1,791	3,393	489	366	855	1,952	1,814	3,766
CONTROL LINK VOLUMES		649	741	1,390	1,900	2,130	4,030	468	362	830	2,321	2,249	4,570
2030	TURN SUMMARY	710	787	1,497	1,983	2,203	4,186	530	392	922	2,408	2,249	4,657
CONTROL LINK VOLUMES		682	778	1,460	2,273	2,537	4,810	491	379	870	2,804	2,716	5,520
2040	TURN SUMMARY	761	844	1,605	2,392	2,630	5,022	573	424	997	2,888	2,716	5,604

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at NE 17 Way		

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016				
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR		CGR
Historic + Model Trend GR =		CGR		CGR		CGR		CGR
Base Year Model to Future Year Model GR =		CGR	0.36%	CGR		CGR	0.35%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		1,500		54,000		2,000		48,000
NO. YEARS	4	2020	1.020	1,530	1.020	55,100	1.020	2,040	1.020	49,000
NO. YEARS	14	2030	1.072	1,610	1.072	57,900	1.072	2,100	1.072	51,500
NO. YEARS	24	2040	1.127	1,690	1.127	60,900	1.127	2,300	1.127	54,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	103				2,844			133			2,868		
2/10/2016		44	2	16	9	1,313	39	37	3	31	21	1,430	29	2,974
% TURNS:		71%	3%	26%	1%	96%	3%	52%	4%	44%	1%	97%	2%	
P.M.	2-Way Pk Hr Vol:	140				3,155			176			3,103		
2/10/2016		39	6	22	29	1,374	103	19	5	30	13	1,608	39	3,287
% TURNS:		58%	9%	33%	2%	91%	7%	35%	9%	56%	1%	97%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	71%	3%	26%	1%	96%	3%	52%	4%	44%	1%	97%	2%
	2020	68%	3%	28%	1%	96%	3%	52%	4%	44%	2%	96%	2%
	2030	68%	3%	29%	1%	96%	3%	52%	4%	44%	2%	96%	2%
	2040	67%	3%	30%	1%	96%	3%	52%	4%	44%	2%	96%	2%
P.M.													
	2016	58%	9%	33%	2%	91%	7%	35%	9%	56%	1%	97%	2%
	2020	57%	8%	35%	2%	91%	7%	37%	8%	55%	1%	97%	2%
	2030	57%	8%	35%	2%	91%	6%	37%	8%	54%	1%	97%	2%
	2040	56%	8%	36%	2%	92%	6%	38%	8%	54%	1%	96%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	6.9%	9.3%	**5.5%**	**6.0%**	6.7%	8.8%	**5.9%**	**6.3%**
2020	6.9%	9.3%	5.9%	6.4%	6.7%	8.8%	6.3%	6.7%
2030	6.9%	9.3%	7.0%	7.5%	6.7%	8.8%	7.4%	7.8%
2040	6.9%	9.3%	**8.1%**	**8.6%**	6.7%	8.8%	**8.5%**	**8.9%**
D FACTOR								
2016	60.2%	47.9%	**47.7%**	**46.6%**	53.4%	30.7%	**50.8%**	**52.7%**
2020	60.2%	47.9%	47.7%	46.6%	53.4%	30.7%	50.8%	52.7%
2030	60.2%	47.9%	47.7%	46.6%	53.4%	30.7%	50.8%	52.7%
2040	60.2%	47.9%	47.7%	46.6%	53.4%	30.7%	50.8%	52.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at NE 17 Way
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	1,500	54,000	2,000	48,000
24 HR EST. AADT	2020	1,530	55,100	2,040	49,000
24 HR EST. AADT	2030	1,610	57,900	2,100	51,500
24 HR EST. AADT	2040	1,690	60,900	2,300	54,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		1,500			54,000			2,000			48,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		48,000	2,000	54,000	1,500	48,000	2,000	54,000	1,500	48,000	2,000	54,000	1,500
		46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
	2020 2-WAY ADT		1,530			55,100			2,040			49,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		49,000	2,040	55,100	1,530	49,000	2,040	55,100	1,530	49,000	2,040	55,100	1,530
		46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
	2030 2-WAY ADT		1,610			57,900			2,100			51,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		51,500	2,100	57,900	1,610	51,500	2,100	57,900	1,610	51,500	2,100	57,900	1,610
		46%	2%	52%	3%	93%	4%	52%	1%	46%	3%	94%	3%
	2040 2-WAY ADT		1,690			60,900			2,300			54,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,100	2,300	60,900	1,690	54,100	2,300	60,900	1,690	54,100	2,300	60,900	1,690
		46%	2%	52%	3%	93%	4%	52%	1%	46%	4%	94%	3%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	39	2	21	11	1,327	42	45	3	25	16	1,487	24
2020	EST. TURNS	41	4	24	16	1,490	47	46	4	27	20	1,641	28
2030	EST. TURNS	42	6	27	21	1,895	49	50	6	28	22	2,045	30
2040	EST. TURNS	44	7	30	22	2,327	51	56	7	29	24	2,491	31
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	35	6	28	34	1,364	110	24	5	27	10	1,678	34
2020	EST. TURNS	36	8	31	35	1,500	111	26	7	28	14	1,831	35
2030	EST. TURNS	38	9	35	40	1,847	114	28	8	29	16	2,259	36
2040	EST. TURNS	39	11	38	45	2,210	118	33	10	31	18	2,728	37

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		62	38	100	1,417	1,553	2,970	71	59	130	1,439	1,391	2,830
2016	TURN SUMMARY	62	38	100	1,379	1,553	2,932	73	59	132	1,527	1,391	2,918
CONTROL LINK VOLUMES		63	47	110	1,559	1,711	3,270	72	68	140	1,576	1,524	3,100
2020	TURN SUMMARY	69	48	117	1,554	1,711	3,265	77	71	148	1,689	1,558	3,247
CONTROL LINK VOLUMES		67	43	110	1,938	2,122	4,060	75	65	140	1,940	1,880	3,820
2030	TURN SUMMARY	76	57	133	1,965	2,122	4,087	84	77	161	2,097	1,965	4,062
CONTROL LINK VOLUMES		70	50	120	2,353	2,577	4,930	82	68	150	2,336	2,264	4,600
2040	TURN SUMMARY	82	60	142	2,400	2,577	4,977	91	82	173	2,546	2,400	4,946
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		67	73	140	1,510	1,730	3,240	54	126	180	1,594	1,426	3,020
2016	TURN SUMMARY	69	73	142	1,509	1,730	3,239	56	126	182	1,721	1,426	3,147
CONTROL LINK VOLUMES		68	72	140	1,652	1,888	3,540	55	125	180	1,739	1,561	3,300
2020	TURN SUMMARY	75	77	152	1,646	1,888	3,534	62	132	194	1,879	1,565	3,444
CONTROL LINK VOLUMES		72	78	150	2,028	2,322	4,350	57	123	180	2,121	1,909	4,030
2030	TURN SUMMARY	81	84	165	2,001	2,322	4,323	65	140	205	2,312	1,913	4,225
CONTROL LINK VOLUMES		75	85	160	2,441	2,799	5,240	62	138	200	2,537	2,273	4,810
2040	TURN SUMMARY	88	92	180	2,373	2,799	5,172	73	147	220	2,783	2,280	5,063

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	86020000	PREPARED BY:	
FM NO.:	429768-2-12-01	FILE:	Version 1
PROJECT LIMITS:	From US 1 West to US 1 East	DATE:	2/29/2016
DESIGN YEAR:	2040		
INTERSECTION:	Sunrise Blvd at US 1 East		

NOTES: Forced K&D, Adjusted AADT

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2013				
	2014				
	2015				
	2016	42,000	44,000	680	54,000
Model Volume:	2040				

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.49%	CGR	1.49%	CGR		CGR		CGR
Historic + Model Trend GR =	-0.16%	CGR	1.89%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =	0.82%	CGR	0.45%	CGR		CGR	0.36%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			1		**1**		**1**		**1**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2016		42,000		44,000		680		54,000
NO. YEARS	4	2020	1.020	42,800	1.020	44,900	1.020	700	1.020	55,100
NO. YEARS	14	2030	1.072	45,000	1.072	47,200	1.072	730	1.072	57,900
NO. YEARS	24	2040	1.127	47,300	1.127	49,600	1.127	800	1.127	60,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	2,664			1,854			24			3,038			
2/10/2016		961	0	484	256	482	0	12	0	0	12	620	963	3,790
% TURNS:		67%	0%	33%	35%	65%	0%	100%	0%	0%	1%	39%	60%	
P.M.	2-Way Pk Hr Vol:	3,081			2,743			42			3,358			
2/10/2016		816	0	651	581	712	0	22	0	0	20	777	1,033	4,612
% TURNS:		56%	0%	44%	45%	55%	0%	100%	0%	0%	1%	42%	56%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2016	67%	0%	33%	35%	65%	0%	100%	0%	0%	1%	39%	60%
	2020	65%	0%	35%	36%	64%	0%	93%	3%	4%	1%	40%	59%
	2030	65%	0%	35%	36%	64%	0%	91%	4%	5%	1%	40%	59%
	2040	65%	0%	35%	36%	64%	0%	89%	5%	6%	1%	41%	58%
P.M.													
	2016	56%	0%	44%	45%	55%	0%	100%	0%	0%	1%	42%	56%
	2020	56%	0%	44%	45%	55%	0%	93%	3%	4%	1%	43%	56%
	2030	56%	0%	44%	45%	55%	0%	91%	4%	5%	1%	44%	55%
	2040	55%	0%	44%	45%	55%	0%	89%	5%	6%	1%	44%	55%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2016	6.3%	7.3%	4.2%	6.2%	3.5%	6.2%	**5.5%**	**6.0%**
2020	6.6%	7.6%	4.6%	6.7%	3.5%	6.2%	5.9%	6.4%
2030	7.3%	8.3%	5.7%	7.7%	3.5%	6.2%	7.0%	7.5%
2040	**8.0%**	**9.0%**	**6.8%**	**8.8%**	3.5%	6.2%	**8.1%**	**8.6%**
D FACTOR								
2016	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	**52.3%**	**53.4%**
2020	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.3%	53.4%
2030	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.3%	53.4%
2040	54.2%	47.6%	39.8%	47.1%	50.0%	52.4%	52.3%	53.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 86020000
FM NO.: 429768-2-12-01
PROJECT LIMITS: From US 1 West to US 1 East
DESIGN YEAR: 2040
INTERSECTION: Sunrise Blvd at US 1 East
PREPARED BY:
FILE: Version 1

DATE: 2/29/2016
NOTES: Forced K&D, Adjusted AADT

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2016	42,000	44,000	680	54,000
24 HR EST. AADT	2020	42,800	44,900	700	55,100
24 HR EST. AADT	2030	45,000	47,200	730	57,900
24 HR EST. AADT	2040	47,300	49,600	800	60,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2016 2-WAY ADT		42,000			44,000			680			54,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	680	44,000	42,000	54,000	680	44,000	42,000	54,000	680	44,000	42,000
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2020 2-WAY ADT		42,800			44,900			700			55,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,100	700	44,900	42,800	55,100	700	44,900	42,800	55,100	700	44,900	42,800
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2030 2-WAY ADT		45,000			47,200			730			57,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,900	730	47,200	45,000	57,900	730	47,200	45,000	57,900	730	47,200	45,000
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%
	2040 2-WAY ADT		47,300			49,600			800			60,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,900	800	49,600	47,300	60,900	800	49,600	47,300	60,900	800	49,600	47,300
		55%	1%	45%	43%	56%	1%	31%	30%	39%	1%	51%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2016	EST. TURNS	946	0	499	267	471	0	12	0	0	8	601	948
2020	EST. TURNS	1,012	0	537	289	547	0	[13]	0	0	[9]	711	1,003
2030	EST. TURNS	1,182	0	636	343	752	0	[15]	0	0	15	977	1,163
2040	EST. TURNS	1,369	0	735	396	980	0	[16]	0	0	[16]	1,279	1,330
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	809	0	682	613	701	0	22	0	0	18	742	1,000
2020	EST. TURNS	861	0	713	646	785	0	[23]	0	0	[19]	845	1,062
2030	EST. TURNS	1,004	0	804	726	1,021	0	[25]	0	0	23	1,103	1,233
2040	EST. TURNS	1,164	0	892	809	1,278	0	[26]	0	0	[26]	1,387	1,423

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,445	1,215	2,660	738	1,112	1,850	12	8	20	1,553	1,417	2,970
2016	TURN SUMMARY	1,445	1,215	2,660	738	1,112	1,850	12	8	20	1,557	1,417	2,974
CONTROL LINK VOLUMES		1,537	1,293	2,830	830	1,260	2,090	12	8	20	1,710	1,560	3,270
2020	TURN SUMMARY	1,549	1,293	2,842	837	1,262	2,099	14	9	23	1,724	1,560	3,284
CONTROL LINK VOLUMES		1,784	1,506	3,290	1,075	1,625	2,700	13	17	30	2,125	1,935	4,060
2030	TURN SUMMARY	1,818	1,506	3,324	1,095	1,628	2,723	15	15	30	2,155	1,934	4,089
CONTROL LINK VOLUMES		2,053	1,727	3,780	1,343	2,027	3,370	14	16	30	2,580	2,350	4,930
2040	TURN SUMMARY	2,105	1,726	3,831	1,376	2,030	3,406	15	16	31	2,625	2,349	4,974
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,467	1,613	3,080	1,293	1,447	2,740	22	18	40	1,730	1,510	3,240
2016	TURN SUMMARY	1,491	1,613	3,104	1,315	1,447	2,762	22	18	40	1,760	1,510	3,270
CONTROL LINK VOLUMES		1,551	1,709	3,260	1,410	1,580	2,990	23	17	40	1,893	1,647	3,540
2020	TURN SUMMARY	1,574	1,708	3,282	1,431	1,581	3,012	22	19	42	1,927	1,646	3,573
CONTROL LINK VOLUMES		1,780	1,960	3,740	1,720	1,930	3,650	24	26	50	2,324	2,026	4,350
2030	TURN SUMMARY	1,809	1,959	3,768	1,747	1,933	3,680	25	24	49	2,360	2,025	4,385
CONTROL LINK VOLUMES		2,027	2,233	4,260	2,057	2,303	4,360	26	24	50	2,797	2,443	5,240
2040	TURN SUMMARY	2,056	2,232	4,288	2,086	2,306	4,392	26	25	51	2,836	2,441	5,277

Note: Boxed number indicates manual adjustment.

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Data

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	28	269	39	2	336	0	1	181	6	0	188	0	23	47	7	3	77	0	26	67	8	0	101	702
7:15	3	48	285	45	5	381	1	10	214	11	2	236	0	31	74	9	1	114	0	33	122	18	2	173	904
7:30	0	53	314	60	1	427	2	10	206	17	1	235	0	27	76	5	2	108	0	42	153	16	2	211	981
7:45	1	56	337	79	2	473	1	18	189	13	4	221	0	35	79	10	1	124	0	41	163	23	3	227	1045
Hourly Total	4	185	1205	223	10	1617	4	39	790	47	7	880	0	116	276	31	7	423	0	142	505	65	7	712	3632
8:00	2	47	308	82	3	439	0	13	279	15	2	307	0	36	80	10	0	126	0	47	163	30	1	240	1112
8:15	1	44	363	76	1	484	1	13	201	12	1	227	0	31	66	13	2	110	0	29	147	24	3	200	1021
8:30	1	49	384	73	0	507	0	15	217	12	2	244	0	52	77	7	1	136	0	32	159	30	5	221	1108
8:45	5	57	340	92	0	494	2	20	258	8	2	288	0	27	86	10	1	123	0	53	151	28	4	232	1137
Hourly Total	9	197	1395	323	4	1924	3	61	955	47	7	1066	0	146	309	40	4	495	0	161	620	112	13	893	4378
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	3	44	326	31	2	404	0	21	262	17	1	300	0	38	66	15	0	119	0	22	67	26	2	115	938
11:15	2	39	308	43	1	392	2	8	282	18	3	310	0	34	79	13	4	126	0	28	74	21	4	123	951
11:30	1	35	334	45	0	415	3	16	286	12	2	317	0	36	79	21	1	136	0	36	79	28	4	143	1011
11:45	2	39	320	47	2	408	3	16	255	16	6	290	0	39	68	15	6	122	0	21	63	32	1	116	936
Hourly Total	8	157	1288	166	5	1619	8	61	1085	63	12	1217	0	147	292	64	11	503	0	107	283	107	11	497	3836
12:00	4	53	319	48	0	424	1	21	268	18	1	308	0	40	74	23	3	137	0	26	84	32	1	142	1011
12:15	4	51	321	52	3	428	2	14	299	11	0	326	0	45	81	18	2	144	0	28	73	35	5	136	1034
12:30	4	37	304	41	2	386	0	8	285	15	0	308	0	37	99	9	1	145	0	21	73	39	3	133	972
12:45	3	46	325	56	1	430	2	16	299	16	2	333	0	28	91	17	3	136	0	24	88	23	4	135	1034
Hourly Total	15	187	1269	197	6	1668	5	59	1151	60	3	1275	0	150	345	67	9	562	0	99	318	129	13	546	4051
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	1	54	284	43	0	382	0	15	337	21	0	373	0	32	88	9	0	129	0	29	83	36	4	148	1032
14:15	2	46	292	32	2	372	1	10	305	20	4	336	0	49	92	14	0	155	0	25	93	24	9	142	1005
14:30	1	45	255	36	1	337	0	23	301	18	1	342	0	49	126	15	4	190	0	18	87	28	1	133	1002
14:45	2	67	339	33	0	441	2	13	290	19	2	324	0	43	128	10	0	181	0	24	81	35	11	140	1086
Hourly Total	6	212	1170	144	3	1532	3	61	1233	78	7	1375	0	173	434	48	4	655	0	96	344	123	25	563	4125
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	5	67	348	51	1	471	1	21	283	43	1	348	0	60	216	15	2	291	0	21	87	31	1	139	1249
17:15	3	74	314	42	5	433	0	27	236	35	2	298	0	46	233	17	2	296	0	21	131	15	4	167	1194
17:30	4	64	325	29	9	422	1	19	212	34	4	266	0	50	203	10	2	263	0	23	131	29	3	183	1134
17:45	5	62	299	55	5	421	3	13	240	33	0	289	0	42	207	9	1	258	0	27	117	32	2	176	1144
Hourly Total	17	267	1286	177	20	1747	5	80	971	145	7	1201	0	198	859	51	7	1108	0	92	466	107	10	665	4721
18:00	2	64	312	56	3	434	0	20	173	46	5	239	0	34	164	9	1	207	0	26	154	27	3	207	1087
18:15	4	59	333	41	1	437	1	18	224	19	4	262	0	47	168	10	1	225	0	29	96	24	1	149	1073
18:30	3	65	315	51	6	434	2	15	247	23	9	287	0	27	104	13	6	144	0	24	120	34	5	178	1043
18:45	2	56	298	29	0	385	0	20	234	19	9	273	0	32	103	22	1	157	0	26	96	29	3	151	966
Hourly Total	11	244	1258	177	10	1690	3	73	878	107	27	1061	0	140	539	54	9	733	0	105	466	114	12	685	4169
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:30	4	39	291	45	0	379	0	4	286	20	0	310	0	25	71	6	0	102	0	14	55	21	0	90	881
19:45	4	34	223	29	0	290	0	12	247	15	1	274	0	17	51	17	0	85	0	16	44	29	3	89	738
Hourly Total	8	73	514	74	0	669	0	16	533	35	1	584	0	42	122	23	0	187	0	30	99	50	3	179	1619
20:00	1	32	212	17	2	262	3	9	243	23	0	278	0	36	68	17	4	121	0	18	28	24	1	70	731
20:15	6	27	240	17	4	290	0	8	235	17	0	260	0	26	44	8	5	78	0	12	47	24	2	83	711
Lights	85	1525	9547	1466	-	12623	34	456	7790	604	-	8884	0	1119	3202	392	-	4713	0	850	3087	820	-	4757	30977
% Lights	100.0	96.5	97.1	96.8	-	97.0	100.0	97.6	96.5	97.1	-	96.6	-	95.3	97.4	97.3	-	96.9	-	98.6	97.2	95.9	-	97.2	96.9
Other Vehicles	0	56	290	49	-	395	0	11	284	18	-	313	0	55	86	11	-	152	0	12	89	35	-	136	996
% Other Vehicles	0.0	3.5	2.9	3.2	-	3.0	0.0	2.4	3.5	2.9	-	3.4	-	4.7	2.6	2.7	-	3.1	-	1.4	2.8	4.1	-	2.8	3.1
Bicycles on Crosswalk	-	-	-	-	16	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	8.5	-	-	-	-	-	16.7	-	-	-	-	-	3.1	-	-
Pedestrians	-	-	-	-	48	-	-	-	-	-	65	-	-	-	-	-	50	-	-	-	-	-	94	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	91.5	-	-	-	-	-	83.3	-	-	-	-	-	96.9	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (8:00)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	47	308	82	3	439	0	13	279	15	2	307	0	36	80	10	0	126	0	47	163	30	1	240	1112
8:15	1	44	363	76	1	484	1	13	201	12	1	227	0	31	66	13	2	110	0	29	147	24	3	200	1021
8:30	1	49	384	73	0	507	0	15	217	12	2	244	0	52	77	7	1	136	0	32	159	30	5	221	1108
8:45	5	57	340	92	0	494	2	20	258	8	2	288	0	27	86	10	1	123	0	53	151	28	4	232	1137
PHF	0.450	0.864	0.908	0.878	-	0.949	0.375	0.763	0.856	0.783	-	0.868	0.000	0.702	0.898	0.769	-	0.910	0.000	0.759	0.951	0.933	-	0.930	0.963
Lights	9	186	1333	314	-	1842	3	60	921	44	-	1028	0	143	299	39	-	481	0	161	607	108	-	876	4227
% Lights	100.0	94.4	95.6	97.2	-	95.7	100.0	98.4	96.4	93.6	-	96.4	-	97.9	96.8	97.5	-	97.2	-	100.0	97.9	96.4	-	98.1	96.6
Other Vehicles	0	11	62	9	-	82	0	1	34	3	-	38	0	3	10	1	-	14	0	0	13	4	-	17	151
% Other Vehicles	0.0	5.6	4.4	2.8	-	4.3	0.0	1.6	3.6	6.4	-	3.6	-	2.1	3.2	2.5	-	2.8	-	0.0	2.1	3.6	-	1.9	3.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (11:00)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00	3	44	326	31	2	404	0	21	262	17	1	300	0	38	66	15	0	119	0	22	67	26	2	115	938
11:15	2	39	308	43	1	392	2	8	282	18	3	310	0	34	79	13	4	126	0	28	74	21	4	123	951
11:30	1	35	334	45	0	415	3	16	286	12	2	317	0	36	79	21	1	136	0	36	79	28	4	143	1011
11:45	2	39	320	47	2	408	3	16	255	16	6	290	0	39	68	15	6	122	0	21	63	32	1	116	936
PHF	0.667	0.892	0.964	0.883	-	0.975	0.667	0.726	0.948	0.875	-	0.960	0.000	0.942	0.924	0.762	-	0.925	0.000	0.743	0.896	0.836	-	0.869	0.949
Lights	8	150	1235	158	-	1551	8	58	1019	61	-	1146	0	138	284	58	-	480	0	106	274	101	-	481	3658
% Lights	100.0	95.5	95.9	95.2	-	95.8	100.0	95.1	93.9	96.8	-	94.2	-	93.9	97.3	90.6	-	95.4	-	99.1	96.8	94.4	-	96.8	95.4
Other Vehicles	0	7	53	8	-	68	0	3	66	2	-	71	0	9	8	6	-	23	0	1	9	6	-	16	178
% Other Vehicles	0.0	4.5	4.1	4.8	-	4.2	0.0	4.9	6.1	3.2	-	5.8	-	6.1	2.7	9.4	-	4.6	-	0.9	3.2	5.6	-	3.2	4.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	33.3	-	-	-	-	-	18.2	-	-	-	-	-	9.1	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	66.7	-	-	-	-	-	81.8	-	-	-	-	-	90.9	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (12:00)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00	4	53	319	48	0	424	1	21	268	18	1	308	0	40	74	23	3	137	0	26	84	32	1	142	1011
12:15	4	51	321	52	3	428	2	14	299	11	0	326	0	45	81	18	2	144	0	28	73	35	5	136	1034
12:30	4	37	304	41	2	386	0	8	285	15	0	308	0	37	99	9	1	145	0	21	73	39	3	133	972
12:45	3	46	325	56	1	430	2	16	299	16	2	333	0	28	91	17	3	136	0	24	88	23	4	135	1034
PHF	0.938	0.882	0.976	0.879	-	0.970	0.625	0.702	0.962	0.833	-	0.957	0.000	0.833	0.871	0.728	-	0.969	0.000	0.884	0.903	0.827	-	0.961	0.979
Lights	15	180	1220	186	-	1601	5	59	1093	60	-	1217	0	135	327	66	-	528	0	98	306	122	-	526	3872
% Lights	100.0	96.3	96.1	94.4	-	96.0	100.0	100.0	95.0	100.0	-	95.5	-	90.0	94.8	98.5	-	94.0	-	99.0	96.2	94.6	-	96.3	95.6
Other Vehicles	0	7	49	11	-	67	0	0	58	0	-	58	0	15	18	1	-	34	0	1	12	7	-	20	179
% Other Vehicles	0.0	3.7	3.9	5.6	-	4.0	0.0	0.0	5.0	0.0	-	4.5	-	10.0	5.2	1.5	-	6.0	-	1.0	3.8	5.4	-	3.7	4.4
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (14:00)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	1	54	284	43	0	382	0	15	337	21	0	373	0	32	88	9	0	129	0	29	83	36	4	148	1032
14:15	2	46	292	32	2	372	1	10	305	20	4	336	0	49	92	14	0	155	0	25	93	24	9	142	1005
14:30	1	45	255	36	1	337	0	23	301	18	1	342	0	49	126	15	4	190	0	18	87	28	1	133	1002
14:45	2	67	339	33	0	441	2	13	290	19	2	324	0	43	128	10	0	181	0	24	81	35	11	140	1086
PHF	0.750	0.791	0.863	0.837	-	0.868	0.375	0.663	0.915	0.929	-	0.922	0.000	0.883	0.848	0.800	-	0.862	0.000	0.828	0.925	0.854	-	0.951	0.950
Lights	6	198	1121	139	-	1464	3	60	1184	74	-	1321	0	159	417	48	-	624	0	93	331	119	-	543	3952
% Lights	100.0	93.4	95.8	96.5	-	95.6	100.0	98.4	96.0	94.9	-	96.1	-	91.9	96.1	100.0	-	95.3	-	96.9	96.2	96.7	-	96.4	95.8
Other Vehicles	0	14	49	5	-	68	0	1	49	4	-	54	0	14	17	0	-	31	0	3	13	4	-	20	173
% Other Vehicles	0.0	6.6	4.2	3.5	-	4.4	0.0	1.6	4.0	5.1	-	3.9	-	8.1	3.9	0.0	-	4.7	-	3.1	3.8	3.3	-	3.6	4.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (17:00)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	5	67	348	51	1	471	1	21	283	43	1	348	0	60	216	15	2	291	0	21	87	31	1	139	1249
17:15	3	74	314	42	5	433	0	27	236	35	2	298	0	46	233	17	2	296	0	21	131	15	4	167	1194
17:30	4	64	325	29	9	422	1	19	212	34	4	266	0	50	203	10	2	263	0	23	131	29	3	183	1134
17:45	5	62	299	55	5	421	3	13	240	33	0	289	0	42	207	9	1	258	0	27	117	32	2	176	1144
PHF	0.850	0.902	0.924	0.805	-	0.927	0.417	0.741	0.858	0.843	-	0.863	0.000	0.825	0.922	0.750	-	0.936	0.000	0.852	0.889	0.836	-	0.908	0.945
Lights	17	262	1278	170	-	1727	5	78	948	139	-	1170	0	191	849	50	-	1090	0	92	460	101	-	653	4640
% Lights	100.0	98.1	99.4	96.0	-	98.9	100.0	97.5	97.6	95.9	-	97.4	-	96.5	98.8	98.0	-	98.4	-	100.0	98.7	94.4	-	98.2	98.3
Other Vehicles	0	5	8	7	-	20	0	2	23	6	-	31	0	7	10	1	-	18	0	0	6	6	-	12	81
% Other Vehicles	0.0	1.9	0.6	4.0	-	1.1	0.0	2.5	2.4	4.1	-	2.6	-	3.5	1.2	2.0	-	1.6	-	0.0	1.3	5.6	-	1.8	1.7
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-	-	-	-	100.0	-	-

FDOT D4 TWO 05 Sunrise Blvd
Sunrise Blvd & N Andrews Ave
Weekday TMC

Albeck Gerken, Inc.
1907 N US Hwy 301
Suite 120
Tampa, Florida, United States 33619
(813) 319-3790

Count Name: 2050_Sunrise Blvd & N Andrews Ave_WD
Site Code: 2050
Start Date: 03/08/2018

Turning Movement Peak Hour Data (19:30)

Start Time	Sunrise Blvd Eastbound						Sunrise Blvd Westbound						N Andrews Ave Northbound						N Andrews Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:30	4	39	291	45	0	379	0	4	286	20	0	310	0	25	71	6	0	102	0	14	55	21	0	90	881
19:45	4	34	223	29	0	290	0	12	247	15	1	274	0	17	51	17	0	85	0	16	44	29	3	89	738
20:00	1	32	212	17	2	262	3	9	243	23	0	278	0	36	68	17	4	121	0	18	28	24	1	70	731
20:15	6	27	240	17	4	290	0	8	235	17	0	260	0	26	44	8	5	78	0	12	47	24	2	83	711
PHF	0.625	0.846	0.830	0.600	-	0.805	0.250	0.688	0.884	0.815	-	0.905	0.000	0.722	0.824	0.706	-	0.798	0.000	0.833	0.791	0.845	-	0.922	0.869
Lights	15	130	957	107	-	1209	3	32	1000	75	-	1110	0	103	232	48	-	383	0	59	172	97	-	328	3030
% Lights	100.0	98.5	99.1	99.1	-	99.0	100.0	97.0	98.9	100.0	-	98.9	-	99.0	99.1	100.0	-	99.2	-	98.3	98.9	99.0	-	98.8	99.0
Other Vehicles	0	2	9	1	-	12	0	1	11	0	-	12	0	1	2	0	-	3	0	1	2	1	-	4	31
% Other Vehicles	0.0	1.5	0.9	0.9	-	1.0	0.0	3.0	1.1	0.0	-	1.1	-	1.0	0.9	0.0	-	0.8	-	1.7	1.1	1.0	-	1.2	1.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-

C T S Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	175	0	0	175	0	227	2	0	229	0	0	0	0	0	0	0	22	0	22	426
07:15 AM	3	272	0	0	275	0	302	0	0	302	0	0	0	0	0	0	0	13	0	13	590
07:30 AM	4	266	0	0	270	0	314	2	0	316	0	0	0	0	0	0	0	17	0	17	603
07:45 AM	4	356	0	0	360	0	440	1	0	441	0	0	0	0	0	0	0	15	0	15	816
Total	11	1069	0	0	1080	0	1283	5	0	1288	0	0	0	0	0	0	0	67	0	67	2435
08:00 AM	4	309	0	0	313	0	464	2	0	466	0	0	0	0	0	0	0	23	0	23	802
08:15 AM	0	287	0	0	287	0	550	2	0	552	0	0	0	0	0	0	0	17	0	17	856
08:30 AM	4	335	0	0	339	0	415	1	0	416	0	0	0	0	0	0	0	32	0	32	787
08:45 AM	5	308	0	0	313	0	462	4	0	466	0	0	0	0	0	0	0	24	0	24	803
Total	13	1239	0	0	1252	0	1891	9	0	1900	0	0	0	0	0	0	0	96	0	96	3248
*** BREAK ***																					
04:00 PM	3	344	0	0	347	0	381	4	0	385	0	0	0	0	0	0	0	11	0	11	743
04:15 PM	7	364	0	0	371	0	380	12	0	392	0	0	0	0	0	0	0	8	0	8	771
04:30 PM	9	387	0	0	396	0	410	6	0	416	0	0	0	0	0	0	0	6	0	6	818
04:45 PM	6	419	0	0	425	0	386	6	0	392	0	0	0	0	0	0	0	14	0	14	831
Total	25	1514	0	0	1539	0	1557	28	0	1585	0	0	0	0	0	0	0	39	0	39	3163
05:00 PM	9	424	0	0	433	0	467	10	0	477	0	0	0	0	0	0	0	8	0	8	918
05:15 PM	11	370	0	0	381	0	484	8	0	492	0	0	0	0	0	0	0	9	0	9	882
05:30 PM	8	446	0	0	454	0	380	6	0	386	0	0	0	0	0	0	0	3	0	3	843
05:45 PM	14	446	0	0	460	0	394	5	0	399	0	0	0	0	0	0	0	11	0	11	870
Total	42	1686	0	0	1728	0	1725	29	0	1754	0	0	0	0	0	0	0	31	0	31	3513
Grand Total	91	5508	0	0	5599	0	6456	71	0	6527	0	0	0	0	0	0	0	233	0	233	12359
Apprch %	1.6	98.4	0	0		0	98.9	1.1	0		0	0	0	0		0	0	100	0		
Total %	0.7	44.6	0	0	45.3	0	52.2	0.6	0	52.8	0	0	0	0	0	0	0	1.9	0	1.9	
Auto	91	5412	0	0	5503	0	6365	71	0	6436	0	0	0	0	0	0	0	233	0	233	12172
% Auto	100	98.3	0	0	98.3	0	98.6	100	0	98.6	0	0	0	0	0	0	0	100	0	100	98.5
Heavy Vehicles	0	96	0	0	96	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	187
% Heavy Vehicles	0	1.7	0	0	1.7	0	1.4	0	0	1.4	0	0	0	0	0	0	0	0	0	0	1.5

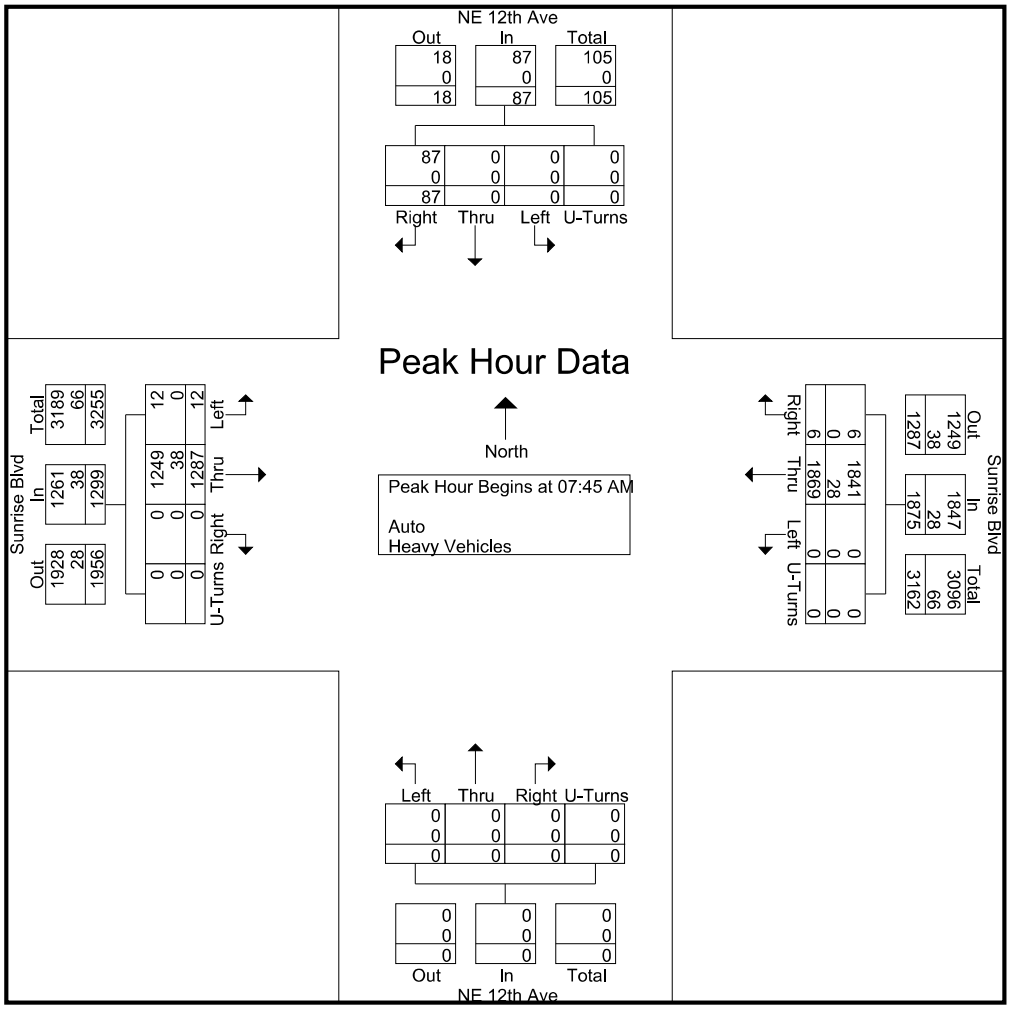
C T S Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 2

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	356	0	0	360	0	440	1	0	441	0	0	0	0	0	0	0	15	0	15	816
08:00 AM	4	309	0	0	313	0	464	2	0	466	0	0	0	0	0	0	0	23	0	23	802
08:15 AM	0	287	0	0	287	0	550	2	0	552	0	0	0	0	0	0	0	17	0	17	856
08:30 AM	4	335	0	0	339	0	415	1	0	416	0	0	0	0	0	0	0	32	0	32	787
Total Volume	12	1287	0	0	1299	0	1869	6	0	1875	0	0	0	0	0	0	0	87	0	87	3261
% App. Total	0.9	99.1	0	0		0	99.7	0.3	0		0	0	0	0		0	0	100	0		
PHF	.750	.904	.000	.000	.902	.000	.850	.750	.000	.849	.000	.000	.000	.000	.000	.000	.000	.680	.000	.680	.952
Auto	12	1249	0	0	1261	0	1841	6	0	1847	0	0	0	0	0	0	0	87	0	87	3195
% Auto	100	97.0	0	0	97.1	0	98.5	100	0	98.5	0	0	0	0	0	0	0	100	0	100	98.0
Heavy Vehicles	0	38	0	0	38	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	66
% Heavy Vehicles	0	3.0	0	0	2.9	0	1.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0	2.0



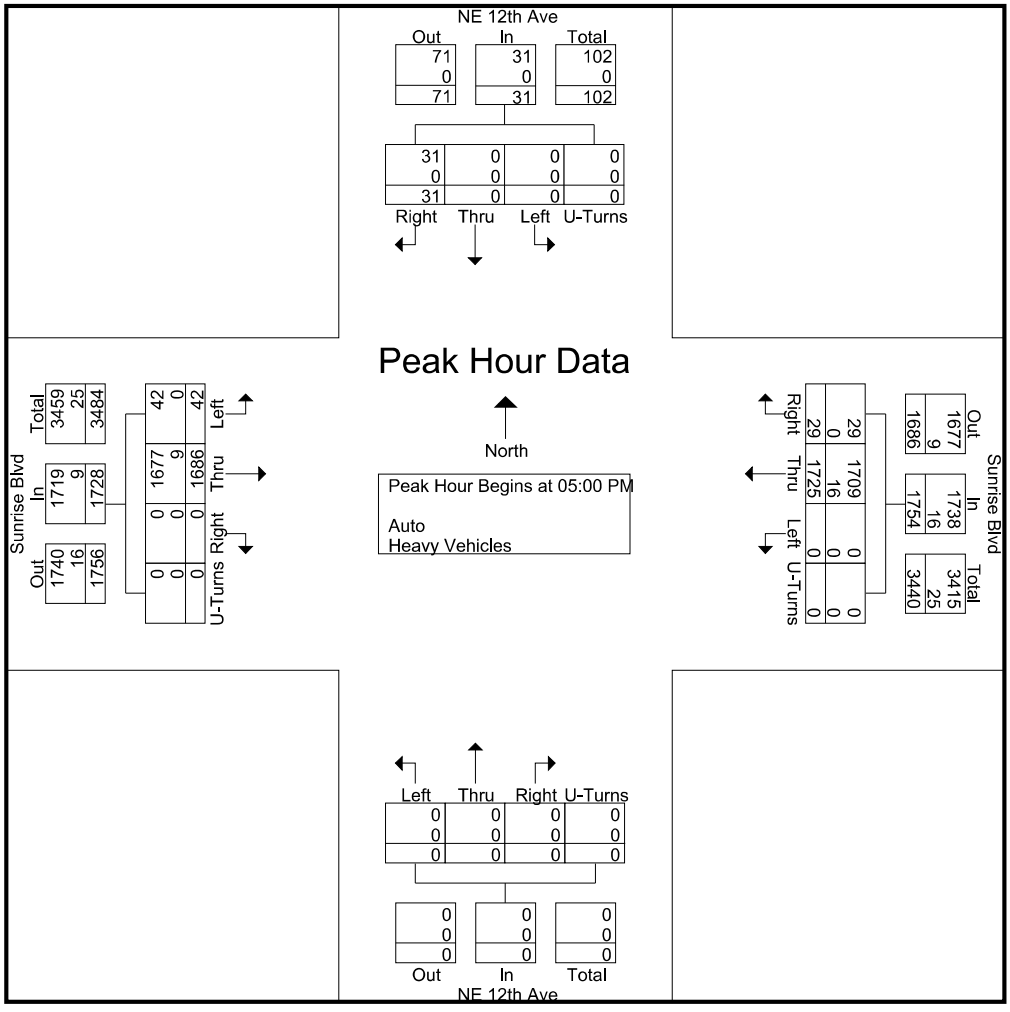
C T S Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D4
JOB NO : 2015012.004
PROJECT: D4 Transit Corridor Planning-Sunrise
COUNTY : Broward

File Name : 3- NE 12th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 3

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 12th Ave Northbound					NE 12th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	424	0	0	433	0	467	10	0	477	0	0	0	0	0	0	0	8	0	8	918
05:15 PM	11	370	0	0	381	0	484	8	0	492	0	0	0	0	0	0	0	9	0	9	882
05:30 PM	8	446	0	0	454	0	380	6	0	386	0	0	0	0	0	0	0	3	0	3	843
05:45 PM	14	446	0	0	460	0	394	5	0	399	0	0	0	0	0	0	0	11	0	11	870
Total Volume	42	1686	0	0	1728	0	1725	29	0	1754	0	0	0	0	0	0	0	31	0	31	3513
% App. Total	2.4	97.6	0	0		0	98.3	1.7	0		0	0	0	0		0	0	100	0		
PHF	.750	.945	.000	.000	.939	.000	.891	.725	.000	.891	.000	.000	.000	.000	.000	.000	.000	.705	.000	.705	.957
Auto	42	1677	0	0	1719	0	1709	29	0	1738	0	0	0	0	0	0	0	31	0	31	3488
% Auto	100	99.5	0	0	99.5	0	99.1	100	0	99.1	0	0	0	0	0	0	0	100	0	100	99.3
Heavy Vehicles	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	25
% Heavy Vehicles	0	0.5	0	0	0.5	0	0.9	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.7



C T S Engineering, Inc.

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CLIENT : FDOT D4
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COUNTY : Broward

File Name : 4- NE 15th Ave @ Sunrise Blvd
Site Code : 00000000
Start Date : 2/10/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	Sunrise Blvd Eastbound					Sunrise Blvd Westbound					NE 15th Ave Northbound					NE 15th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	29	164	2	1	196	10	155	7	3	175	18	19	7	0	44	13	12	55	0	80	495
07:15 AM	35	233	2	3	273	14	221	7	2	244	17	23	7	0	47	23	26	73	0	122	686
07:30 AM	43	253	5	3	304	20	244	6	3	273	12	27	9	0	48	19	38	85	0	142	767
07:45 AM	52	319	4	1	376	17	273	6	3	299	10	34	14	0	58	28	42	94	0	164	897
Total	159	969	13	8	1149	61	893	26	11	991	57	103	37	0	197	83	118	307	0	508	2845
08:00 AM	34	296	5	1	336	17	306	9	2	334	22	20	8	0	50	30	43	102	0	175	895
08:15 AM	58	275	4	2	339	25	388	8	3	424	10	38	18	0	66	23	44	85	0	152	981
08:30 AM	56	298	2	5	361	19	295	12	2	328	20	48	7	0	75	23	49	84	0	156	920
08:45 AM	52	270	6	4	332	32	295	9	4	340	21	57	8	0	86	32	60	91	0	183	941
Total	200	1139	17	12	1368	93	1284	38	11	1426	73	163	41	0	277	108	196	362	0	666	3737
*** BREAK ***																					
04:00 PM	37	324	1	5	367	20	256	18	3	297	8	60	4	0	72	27	58	80	0	165	901
04:15 PM	83	291	3	4	381	11	265	21	1	298	20	62	19	0	101	30	66	80	0	176	956
04:30 PM	70	329	2	7	408	25	292	28	2	347	23	60	11	0	94	28	54	71	0	153	1002
04:45 PM	75	321	4	3	403	14	292	19	4	329	15	94	17	0	126	29	68	75	0	172	1030
Total	265	1265	10	19	1559	70	1105	86	10	1271	66	276	51	0	393	114	246	306	0	666	3889
05:00 PM	74	344	3	8	429	20	307	11	0	338	22	65	8	0	95	27	44	69	0	140	1002
05:15 PM	67	336	5	8	416	24	335	11	4	374	23	82	11	0	116	29	58	48	0	135	1041
05:30 PM	75	326	5	7	413	18	295	25	2	340	12	67	19	0	98	29	59	70	0	158	1009
05:45 PM	43	356	5	3	407	22	276	21	3	322	19	79	10	0	108	30	59	71	0	160	997
Total	259	1362	18	26	1665	84	1213	68	9	1374	76	293	48	0	417	115	220	258	0	593	4049
Grand Total	883	4735	58	65	5741	308	4495	218	41	5062	272	835	177	0	1284	420	780	1233	0	2433	14520
Apprch %	15.4	82.5	1	1.1		6.1	88.8	4.3	0.8		21.2	65	13.8	0		17.3	32.1	50.7	0		
Total %	6.1	32.6	0.4	0.4	39.5	2.1	31	1.5	0.3	34.9	1.9	5.8	1.2	0	8.8	2.9	5.4	8.5	0	16.8	
Auto	867	4692	57	65	5681	307	4438	215	41	5001	270	831	176	0	1277	416	767	1209	0	2392	14351
% Auto	98.2	99.1	98.3	100	99	99.7	98.7	98.6	100	98.8	99.3	99.5	99.4	0	99.5	99	98.3	98.1	0	98.3	98.8
Heavy Vehicles	16	43	1	0	60	1	57	3	0	61	2	4	1	0	7	4	13	24	0	41	169
% Heavy Vehicles	1.8	0.9	1.7	0	1	0.3	1.3	1.4	0	1.2	0.7	0.5	0.6	0	0.5	1	1.7	1.9	0	1.7	1.2

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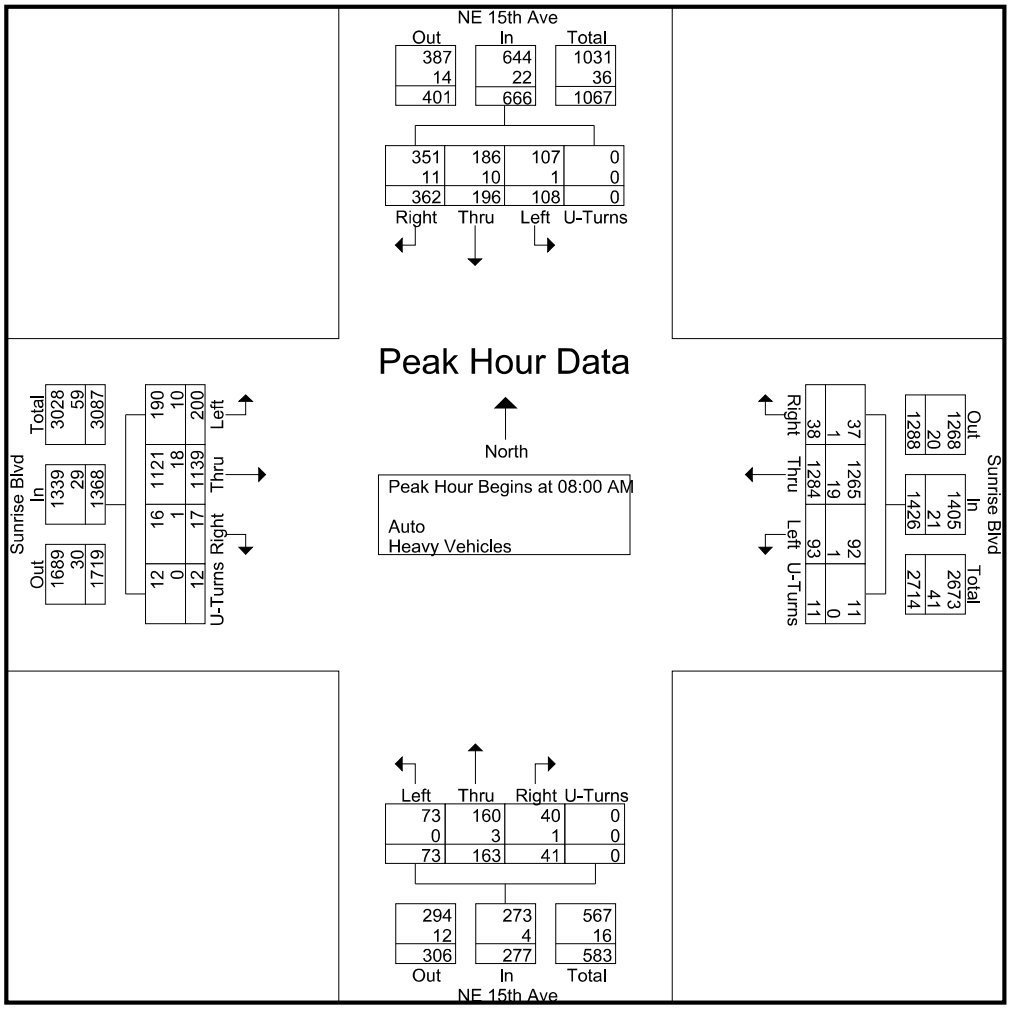
08:15 AM	58	275	4	2	339	25	388	8	3	424	10	38	18	0	66	23	44	85	0	152	981
08:30 AM	56	298	2	5	361	19	295	12	2	328	20	48	7	0	75	23	49	84	0	156	920
08:45 AM	52	270	6	4	332	32	295	9	4	340	21	57	8	0	86	32	60	91	0	183	941
Total Volume	200	1139	17	12	1368	93	1284	38	11	1426	73	163	41	0	277	108	196	362	0	666	3737
% App. Total	14.6	83.3	1.2	0.9		6.5	90	2.7	0.8		26.4	58.8	14.8	0		16.2	29.4	54.4	0		
PHF	.862	.956	.708	.600	.947	.727	.827	.792	.688	.841	.830	.715	.569	.000	.805	.844	.817	.887	.000	.910	.952
Auto	190	1121	16	12	1339	92	1265	37	11	1405	73	160	40	0	273	107	186	351	0	644	3661
% Auto	95.0	98.4	94.1	100	97.9	98.9	98.5	97.4	100	98.5	100	98.2	97.6	0	98.6	99.1	94.9	97.0	0	96.7	98.0
Heavy Vehicles	10	18	1	0	29	1	19	1	0	21	0	3	1	0	4	1	10	11	0	22	76
% Heavy Vehicles	5.0	1.6	5.9	0	2.1	1.1	1.5	2.6	0	1.5	0	1.8	2.4	0	1.4	0.9	5.1	3.0	0	3.3	2.0



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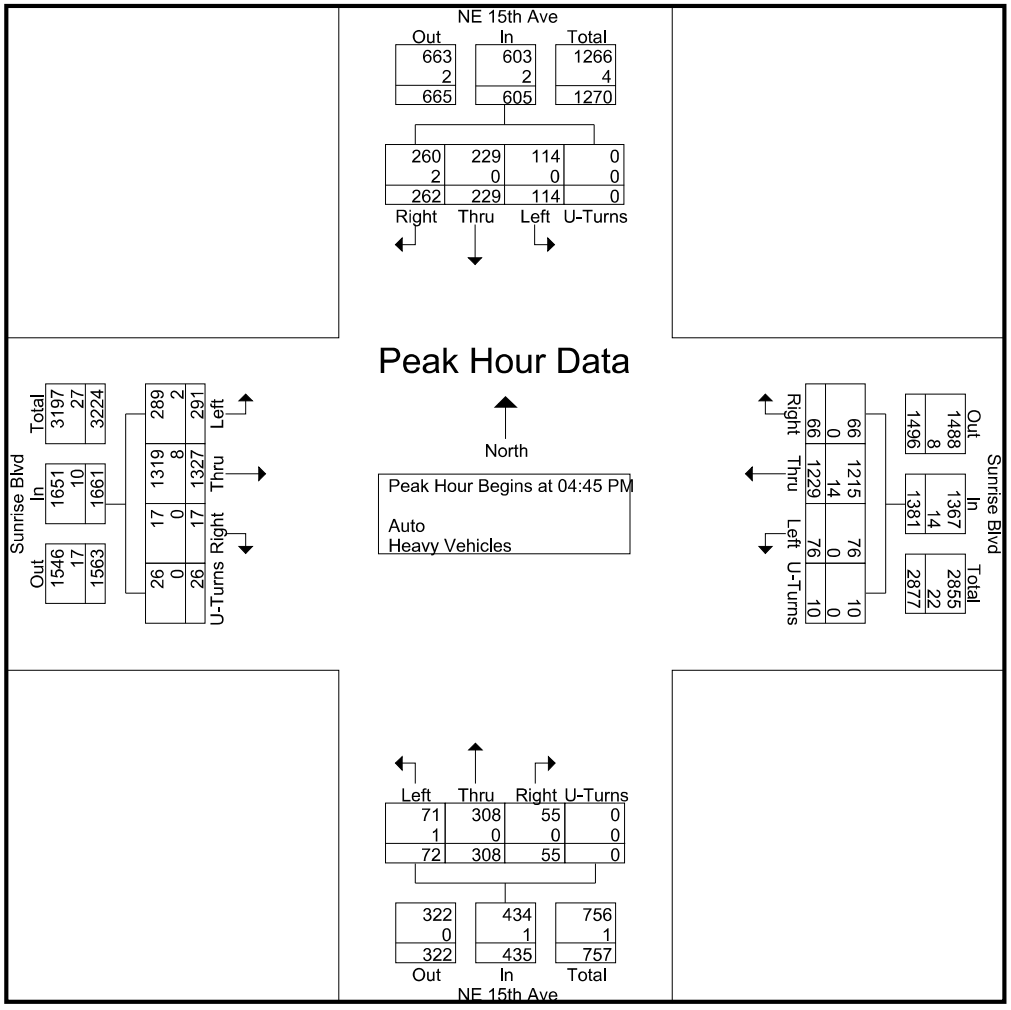
05:00 PM	74	344	3	8	429	20	307	11	0	338	22	65	8	0	95	27	44	69	0	140	1002
05:15 PM	67	336	5	8	416	24	335	11	4	374	23	82	11	0	116	29	58	48	0	135	1041
05:30 PM	75	326	5	7	413	18	295	25	2	340	12	67	19	0	98	29	59	70	0	158	1009
Total Volume	291	1327	17	26	1661	76	1229	66	10	1381	72	308	55	0	435	114	229	262	0	605	4082
% App. Total	17.5	79.9	1	1.6		5.5	89	4.8	0.7		16.6	70.8	12.6	0		18.8	37.9	43.3	0		
PHF	.970	.964	.850	.813	.968	.792	.917	.660	.625	.923	.783	.819	.724	.000	.863	.983	.842	.873	.000	.879	.980
Auto	289	1319	17	26	1651	76	1215	66	10	1367	71	308	55	0	434	114	229	260	0	603	4055
% Auto	99.3	99.4	100	100	99.4	100	98.9	100	100	99.0	98.6	100	100	0	99.8	100	100	99.2	0	99.7	99.3
Heavy Vehicles	2	8	0	0	10	0	14	0	0	14	1	0	0	0	1	0	0	2	0	2	27
% Heavy Vehicles	0.7	0.6	0	0	0.6	0	1.1	0	0	1.0	1.4	0	0	0	0.2	0	0	0.8	0	0.3	0.7



APPENDIX H

MODERA FLAGLER VILLAGE (COMMITTED TRIPS)

Modera 555

555 NE 8 Street

Fort Lauderdale, Florida 33304

Traffic Impact Study

July 29, 2018

Prepared By:
Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060
Project No: 10274.00

Modera 555

555 NE 8 Street

Fort Lauderdale, Florida 33304

Traffic Impact Study

July 2018

Prepared For:

Mill Creek Residential

2255 Glades Road

Boca Raton, Florida 33431

Prepared By:

Keith and Associates, Inc.

301 East Atlantic Boulevard

Pompano Beach, Florida 33060

7/29/18

Lisa S. Bernstein, PE

Florida Registration Number 54770

Table of Contents

Introduction.....1

Existing Conditions.....1

Proposed Conditions.....1

Trip Generation.....3

Trip Distribution.....3

Intersection Analyses.....5

Conclusions.....11

List of Figures

Figure 1 – Project Location.....2

Figure 2 – Project Distribution.....4

Figure 3 – Existing Traffic.....6

Figure 4 – Future Background Traffic.....7

Figure 5 – Project Traffic.....8

Figure 6 – Total Traffic.....9

List of Tables

Table 1 –Trip Generation.....3

Table 2 – Intersection Level of Service.....10

TRAFFIC IMPACT STUDY

Modera 555

555 NE 8 Street

Fort Lauderdale, Florida 33304

Introduction

Mill Creek Residential is proposing to develop Modera 555, an apartment community located at 555 NE 8 Street in Fort Lauderdale, Florida. The developer is proposing to construct 350 apartment units on the north side of NE 8 Street between NE 5 Terrace and NE 5 Avenue. The site is currently occupied by both residential and non-residential uses.

Existing Conditions

The property is located at 555 NE 8 Street just west of the signalized intersection of Federal Highway and NE 8 Street. The surrounding roadways are as follows:

- North Federal Highway (US 1) – A six-lane, north-south roadway. The speed limit is 35 mph.
- NE 8 Street – A two-lane, east-west roadway. The speed limit is 30 MPH.
- NE 7 Street – A two-lane, east-west roadway. The speed limit is 30 MPH.
- NE 5 Avenue – A two-lane, north-south, roadway. The speed limit is not posted.
- NE 3 Avenue – A four-lane, north-south, roadway. The speed limit is 30 MPH.
- North Flagler Drive – A two-lane, east-west roadway. The speed limit is not posted.

The project site currently has a multiple access points on NE 5 Terrace, NE 5 Avenue and NE 8 Street. The property is currently occupied by a propane supplier, a customized youth education facility, a single-family home and a parking lot.

Figure 1 shows the project location.

Proposed Conditions

The redevelopment of the site will result in the demolition of the existing buildings and the construction of a new 24-story apartment building with 350 units. The proposed access to the property will be a driveway connection on NE 5 Avenue. The buildout year is 2022. The proposed site plan is included in Appendix A.

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Project Location

Figure 1
Modera 555
Fort Lauderdale, Florida

Trip Generation

Trip generation calculations for the existing and proposed conditions are based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual,* 10th Edition. The existing uses are low generators and the trips would be minimal, therefore they have not been deducted from the proposed project traffic. Trip generation calculations for the proposed apartments are based on ITE Land Use Code (LUC) 222, Multifamily (High-Rise). The results are summarized in Table 1 for Daily, AM Peak Hour and PM Peak Hour.

Table 1
Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
DAILY								
Multifamily Housing (High-Rise)	222	350 DU	T=3.94(X)+211.81	50%	50%	795	795	1,590
AM PEAK HOUR								
Multifamily Housing (High-Rise)	222	350 DU	T=0.28(X)+12.86	24%	76%	27	84	111
PM PEAK HOUR								
Multifamily Housing High-Rise)	222	350 DU	T=0.34(X)+8.56	61%	39%	77	51	128

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

Using the ITE trip generation rates, the proposed apartment community will generate 1,590 Daily trips, 111 AM Peak Hour trips and 128 PM Peak Hour trips. Appendix B includes the trip generation worksheets.

Trip Distribution

The trip distribution is based on the data from existing traffic counts, FDOT count stations and general knowledge of the area. Trips to the west and south are split using both North Federal Highway and NE 3 Avenue as they provide connectivity to other main roadways. Figure 2 illustrates the trip distribution for the proposed development.

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Project Distribution

Figure 2
Modera 555
Fort Lauderdale, Florida

Intersection Analyses

The following intersections are analyzed for existing, future without the project and future with the project conditions for both the AM and PM Peak Hours:

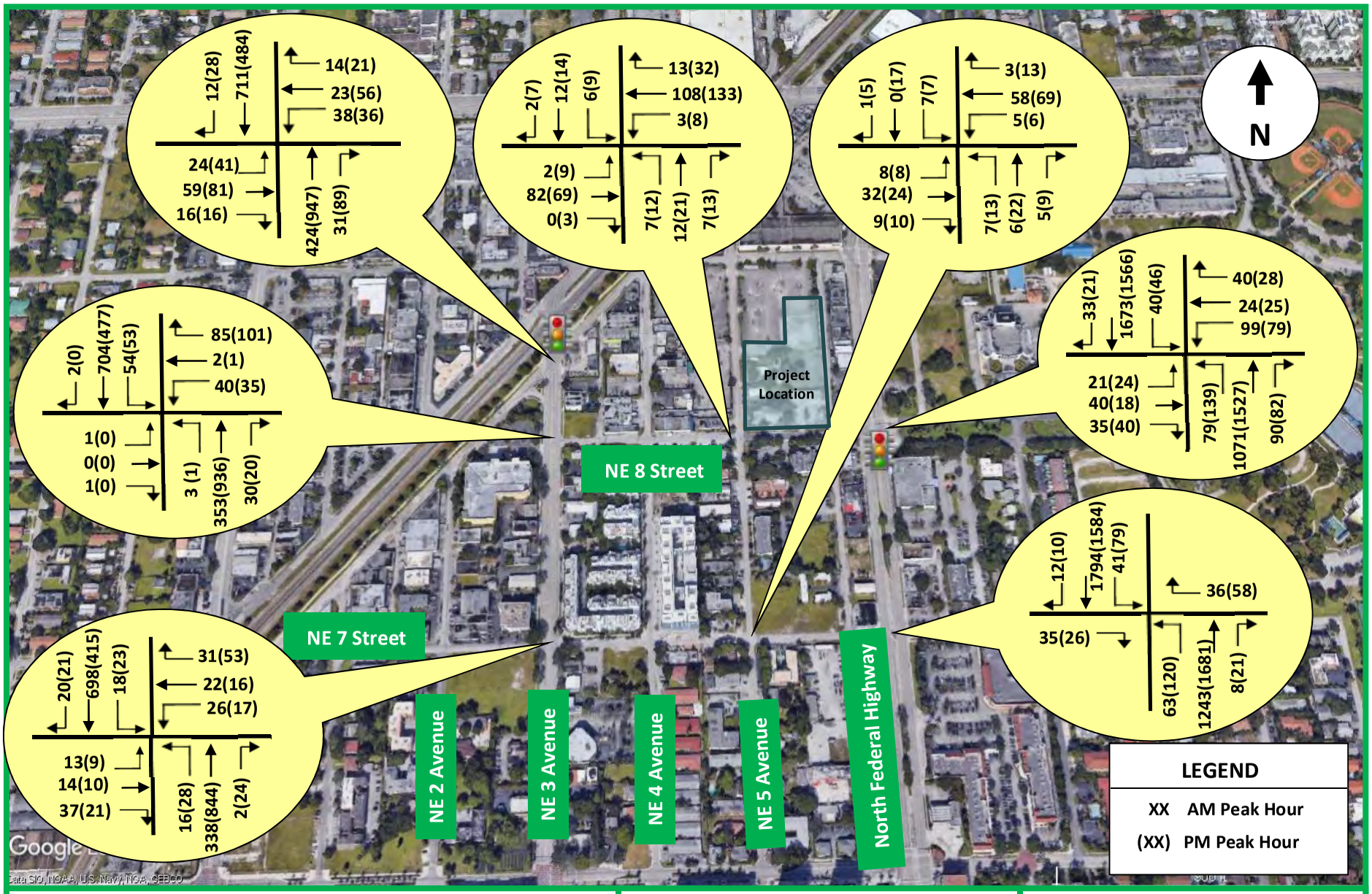
- North Federal Highway and NE 8 Street
- North Flagler Drive and NE 3 Avenue
- NE 8 Street and NE 3 Avenue
- NE 8 Street and NE 5 Avenue
- NE 7 Street and NE 3 Avenue
- NE 7 Street and NE 5 Avenue
- North Federal Highway and NE 7 Street

Figure 3 details the existing traffic at the subject intersections. Figure 4 is the 2022 Background Traffic, Figure 5 shows the Project Traffic and Figure 6 shows the 2022 Total Traffic.

The growth rate of 1% is documented through four (4) FDOT count stations around the project the FDOT Traffic Trends Analysis Tool. The four (4) sites yielded growth rate of -1.49%, 1.94%, -1.59% and -1.72%. The average of these rates is less than 1.00%, therefore, to be conservative a 1% growth rate is applied for the 2022 background traffic. The FDOT Traffic Trends Analysis Tool spreadsheets and Historical AADT is included in Appendix C.

For the intersection of North Flagler Drive and NE 3 Avenue, the illegal left turns were added to the through movement.

The analyses are done using Highway Capacity Software 2010. The results of the analyses for the seven (7) intersections are summarized in Table 2.



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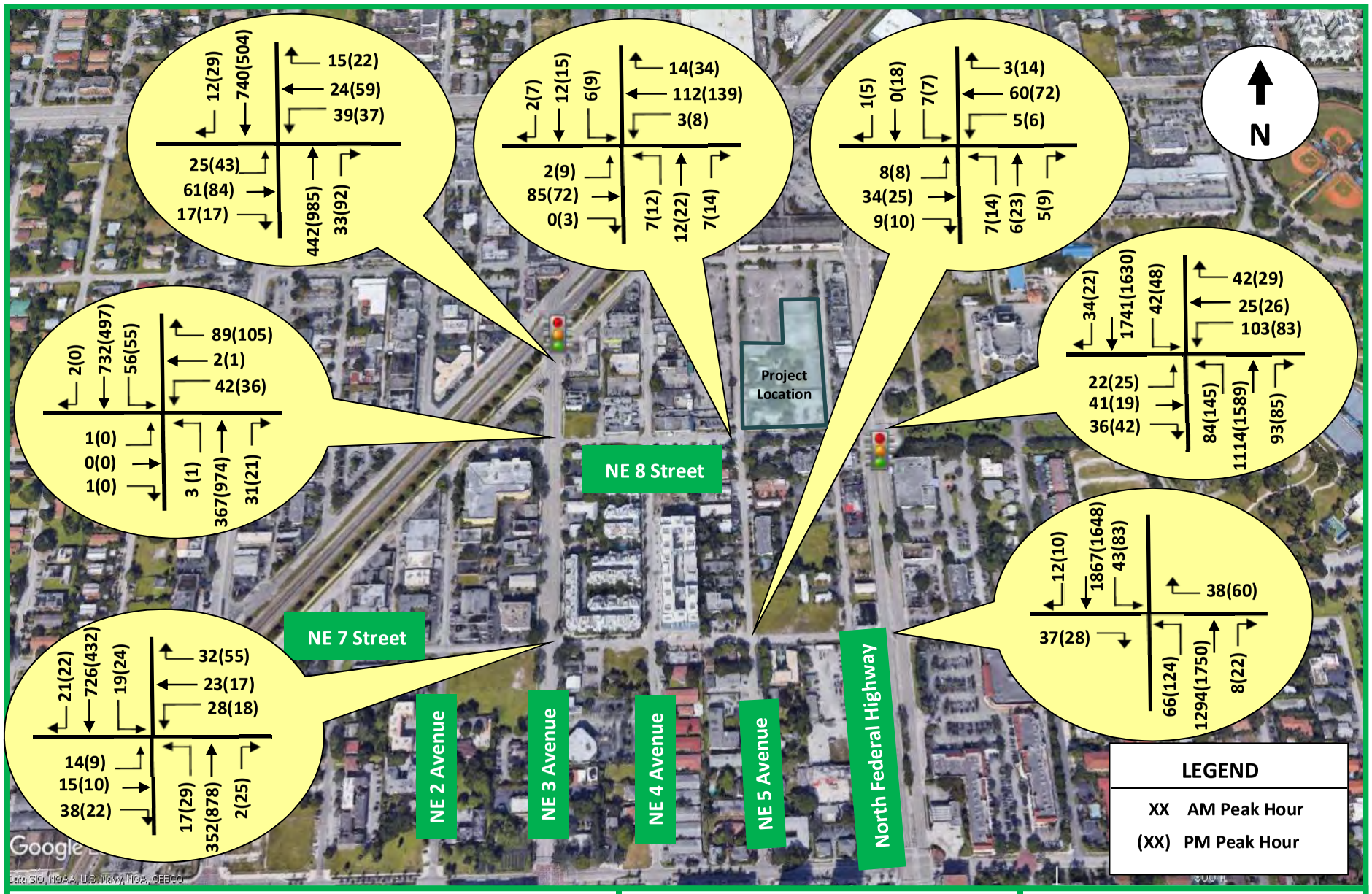
Pompano Beach, Florida 33060

Existing Traffic

Figure 3
Modera 555
Fort Lauderdale, Florida



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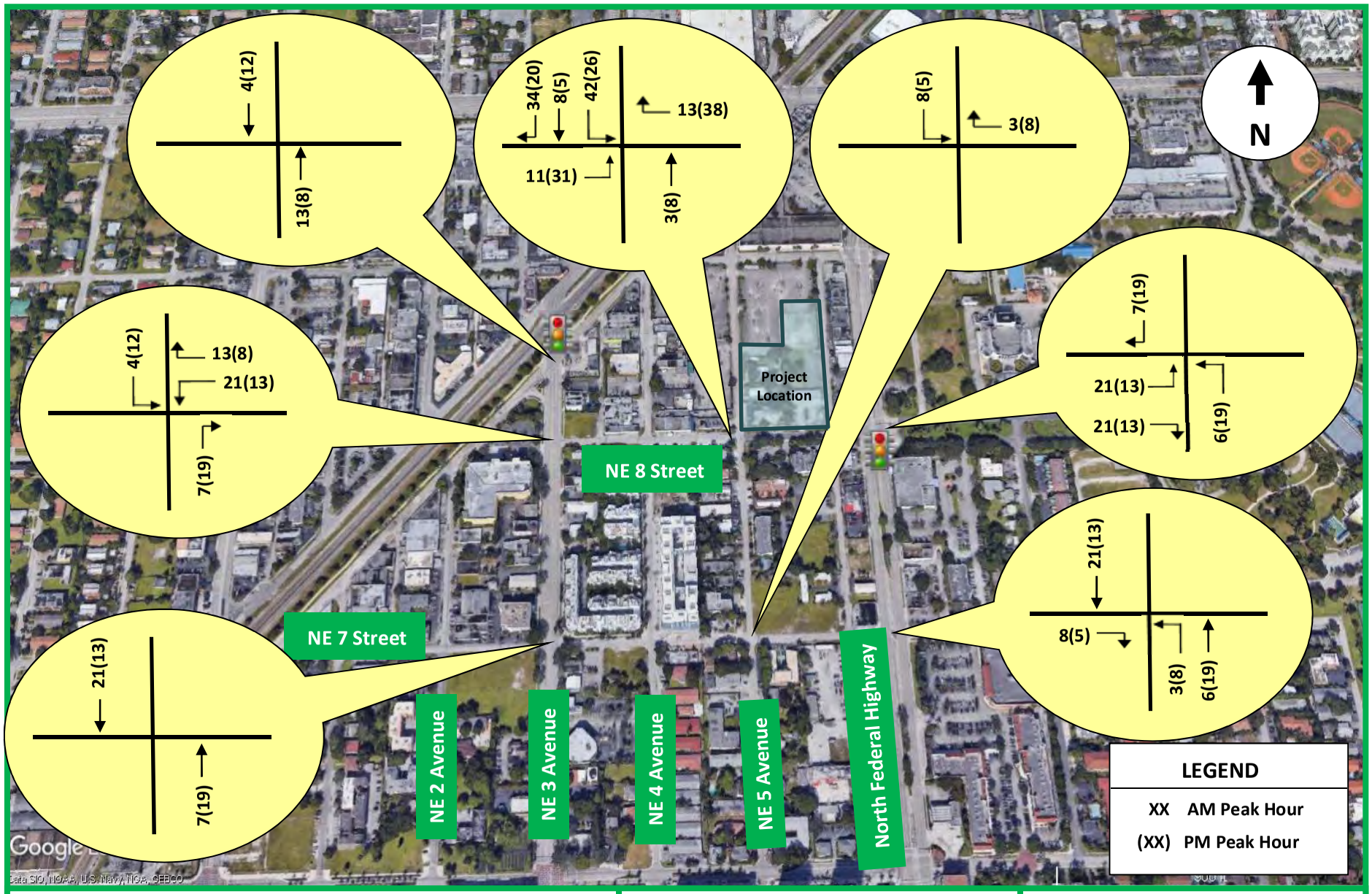
Pompano Beach, Florida 33060

2022 Background Traffic

Figure 4
Modera 555
Fort Lauderdale, Florida



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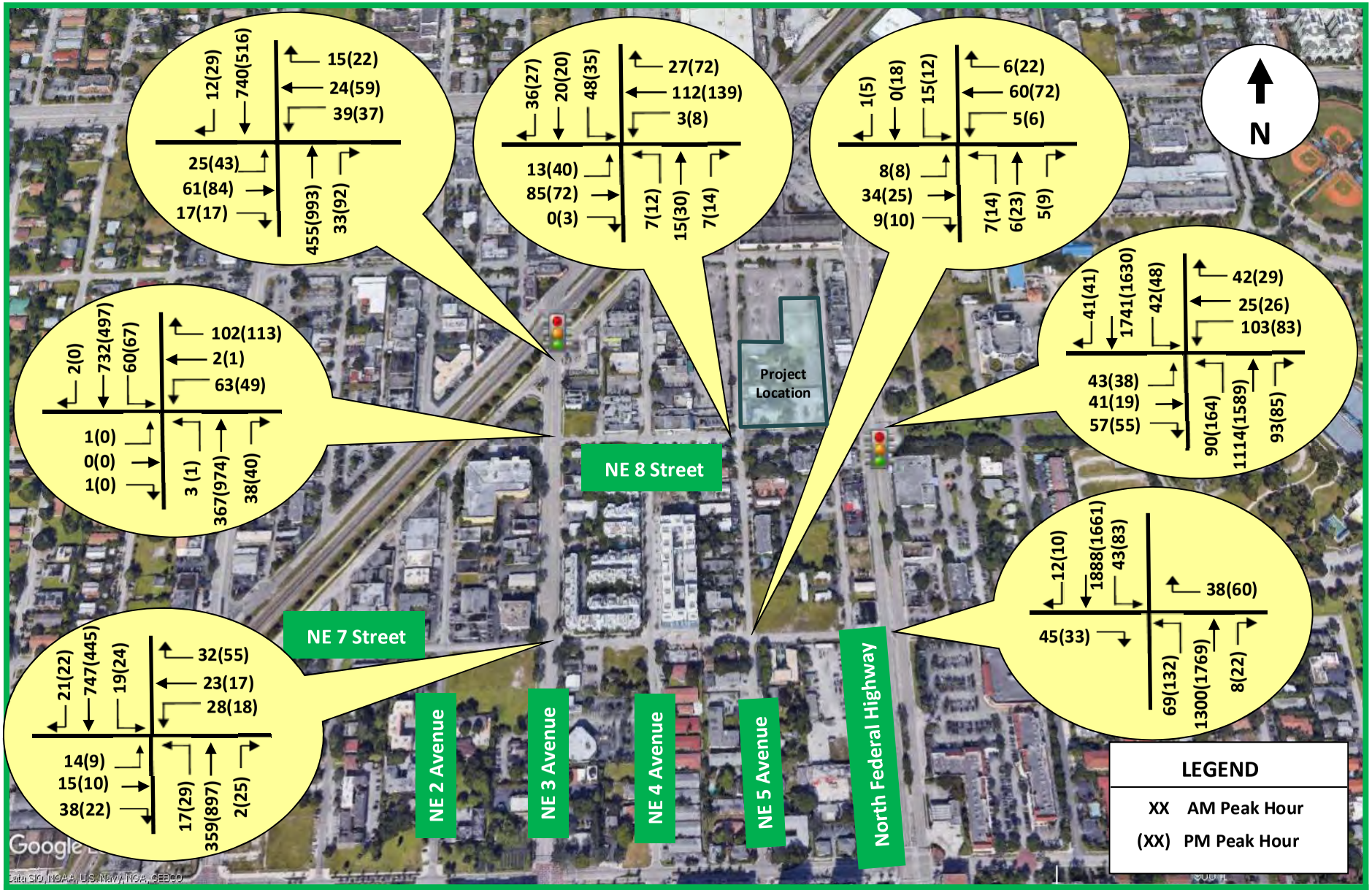
301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5
Modera 555
Fort Lauderdale, Florida



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Pompano Beach, Florida 33060

2022 Total Traffic

Figure 6
Modera 555
Fort Lauderdale, Florida

Table 2
Level of Service

Intersection	Existing 2018 (AM/PM)					Future Without Project (AM/PM)					Future With Project (AM/PM)				
	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.	EB	WB	NB	SB	Int.
N Federal Hwy/NE 8 Street	E/E	E/E	A/A	A/A	**A/A**	E/E	E/E	A/A	A/A	**A/A**	E/E	E/E	A/A	A/A	**A/A**
Delay (s/veh)	66.0/69.7	69.6/72.9	1.2/1.0	1.1/0.7	**6.5/5.1**	65.4/69.1	69.2/73.5	1.4/1.0	1.4/0.7	**6.7/5.1**	65.2/69.2	68.7/74.0	2.0/1.2	2.1/0.9	**6.7/5.7**
N Flagler Drive/NE 3 Avenue	C/C	C/C	A/A	A/A	**A/A**	C/C	C/C	A/A	A/A	**A/A**	C/C	C/C	A/A	A/A	**A/A**
Delay (s/veh)	34.3/34.4	34.9/34.3	0.4/0.9	0.4/0.8	**4.9/5.6**	34.2/21.5	34.8/22.0	0.4/7.6	0.7/6.3	**5.0/9.2**	34.2/21.5	34.8/22.0	0.4/7.6	0.7/6.4	**4.9/9.2**
NE 8 Street/NE 3 Avenue	C/A	C/E	A/A	A/A		C/A	C/D	A/A	A/B		C/A	C/F	A/A	A/B	
Delay (s/veh)	22.1/5.0	19.1/38.7	9.4/8.5	8.4/11.2		22.1/5.0	19.1/34.6	9.5/8.5	8.4/11.0		22.1/5.0	19.1/54.9	9.3/8.5	8.4/11.3	
NE 8 Street/NE 5 Avenue	A/A	A/A	B/B	B/B		A/A	A/A	B/B	B/B		A/A	A/A	B/B	B/B	
Delay (s/veh)	7.6/7.6	7.5/7.4	10.6/10.6	10.9/10.7		7.6/7.6	7.5/7.4	10.7/10.7	11.0/10.8		7.7/7.8	7.4/7.4	11.4/12.0	12.2/12.2	
NE 7 Street/NE 3 Avenue	C/D	C/E	A/A	A/B		C/D	C/E	A/A	A/B		C/D	C/E	A/A	A/B	
Delay (s/veh)	21.5/27.1	23.3/38.0	9.4/8.5	8.1/10.3		21.5/25.8	23.3/36.3	9.4/8.4	8.1/10.2		21.7/26.9	22.9/38.7	9.4/8.5	8.1/10.3	
NE 7 Street/NE 5 Avenue	A/A	A/B	A/A	A/A		A/A	A/B	A/A	A/A		A/A	A/B	A/A	A/A	
Delay (s/veh)	9.4/9.6	9.7/10.0	7.2/7.3	7.3/7.3		9.4/9.7	9.7/10.1	7.2/7.3	7.3/7.3		9.6/9.8	9.8/10.1	7.2/7.3	7.3/7.3	
N Federal Hwy/NE 7 Street	C/C	C/C	F/E	C/E		D/C	C/D	F/F	C/F		D/C	C/D	F/F	C/F	
Delay (s/veh)	24.6/19.4	16.8/23.4	51.7/49.1	20.6/42.8		26.3/20.4	17.4/25.0	61.9/59.6	22.0/50.7		27.8/20.9	17.5/25.4	68.2/67.4	22.1/52.7	

The overall Level of Service (LOS) for the intersections are acceptable for all conditions. Some of the individual movements operate at a lower level of service today and in 2022 without the project. The intersection of North Federal Highway and NE 7 Street has a LOS F for the left-turn movement, which is existing today.

Pedestrian and bicycle data was counted during the vehicle counts. There is little pedestrian and bicycle activity and they have been included in the analyses.

The turning movement count data, the actual count data, the signal timing and the HCS+ summary reports are included in Appendix D.

Conclusions

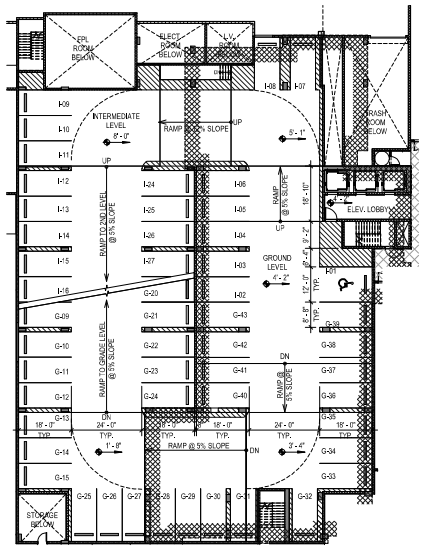
Mill Creek Residential is proposing to develop Modera 555, an apartment community located at 555 NE 8 Street in Fort Lauderdale, Florida. The developer is proposing to construct 350 apartment units on the north side of NE 8 Street between NE 5 Terrace and NE 5 Avenue. The site is currently occupied by both residential and non-residential uses.

The proposed access to the development is sufficient to accommodate the proposed trips. The trip generation for the project, without deductions, indicates that the new trips anticipated to be generated by the proposed apartments will not have a significant impact on the surrounding roadways. The intersections around the proposed development will continue to operate at acceptable Levels of Service.

Based on the findings in this report, the proposed development, Modera 555 at 555 NE 8 Street, is compatible with the surrounding neighborhood and will not have a significant impact on the surrounding roadways.

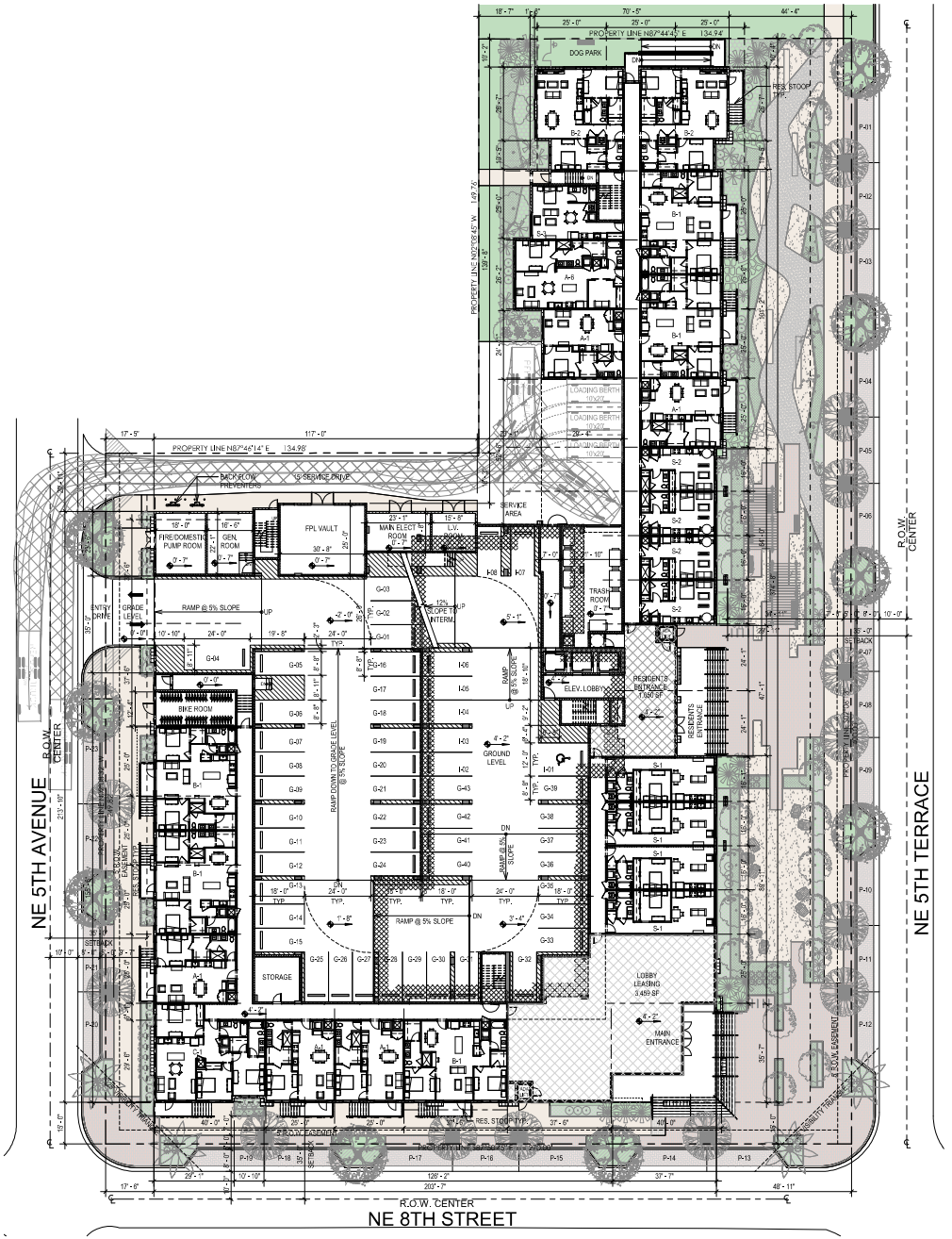
Appendix A

Site Plan



INTERM. LEVEL PARKING FLOOR PLAN

SCALE: 1" = 20'-0"



GROUND LEVEL / SITE PLAN

SCALE: 1" = 20'-0"

LEGAL DESCRIPTION:

LOTS 9 THROUGH 34, BLOCK 253, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

ZONING DISTRICT:	RAC-UV	
CHARACTER AREA:	LEVEL I - DOWNTOWN REGIONAL ACTIVITY CENTER	
LOT AREA:	2.012 ACRES (87,660.12 SF)	
RESIDENTIAL UNITS:	350 UNITS	
HEIGHT: (DOWNTOWN MASTER PLAN)	ALLOWED: 30 STORIES	PROVIDED: 24 STORIES
SETBACKS:		
	REQUIRED:	PROVIDED:
FRONT (NE 5TH TERRACE)	5'-0" 35' FROM C.L.	44'-4" 64'-4" FROM C.L.
FRONT (NE 8TH STREET)	5'-0" 35' FROM C.L.	15'-0" 35' FROM C.L.
FRONT (NE 5TH AVENUE)	5'-0" 35' FROM C.L.	17'-5" 37'-6 FROM C.L.
SIDE	0'-0"	
MAX. LOT COVERAGE:	90%	60%
OPEN SPACE AREA:		
OVERALL OPEN SPACE (100 SF/ RES. UNIT)	35,000 SF	41,094 SF
40% AT GROUND	14,000 SF	31,420 SF (80%)
50% LANDSCAPED	17,500 SF	17,650 SF (51%)

TOTAL AREA BREAKDOWN

GROSS AREAS

RESIDENTIAL AREA		341,303 SF
AMENITY AREA		13,457 SF
COMMON AREA		71,426 SF
PARKING AREA		138,462 SF
B.O.H. AREA		10,902 SF
BALCONIES AREA		20,477 SF
TOTAL BUILDING GROSS AREA		596,069 SF

UNIT MIX

LEVEL	STUD.	1 BED	1 BED /DEN	2 BED	2 BED /DEN	3 BED	TOTAL
1st	9	5	1	7		1	23
2nd	8	8	2	9		1	28
3rd	8	8	3	10		2	31
4th	8	8	3	10		2	31
5th	8	8	3	10		2	31
6th	8	8	3	10		2	31
7th	8	8	3	10		2	31
8th		2		1		1	4
9th		2		3	1	1	7
10th		3		4	1	1	9
11th		3		4	1	1	9
12th		3		4	1	1	9
13th		3		4	1	1	9
14th		3		4	1	1	9
15th		3		4	1	1	9
16th		3		4	1	1	9
17th		3		4	1	1	9
18th		3		4	1	1	9
19th		3		4	1	1	9
20th		3		4	1	1	9
21st		3		4	1	1	9
22nd		3		4	1	1	9
23rd		3		4	1	1	9
24th		2		3	1	1	7
TOTAL	57	101	18	129	16	29	350
	16%	29%	5%	37%	5%	8%	100%

PARKING BREAKDOWN

	REQUIRED	PROVIDED
350 d.u. X 1.2	420	405 + 23(Street) = 428
BIKE 428 spaces / 20	21	52
ACCESIBLE (2%)	428 X 0.02 = 9	9

AREA BREAKDOWN / PER FLOOR

GROSS AREAS (GRADE LEVEL)

PARKING AREA		15,536 SF
B.O.H. AREA		3,510 SF
TOTAL GROSS AREA @ GRADE FLOOR		19,045.70 SF

AREA BREAKDOWN / PER FLOOR

GROSS AREAS (GROUND LEVEL)

RESIDENTIAL AREA		18,991 SF
COMMON AREA		9,013 SF
PARKING AREA		17,978 SF
TOTAL GROSS AREA @ GROUND FLOOR		46,272 SF

CORWIL ARCHITECTS

PROJECT:

MODERA 555

555 NE 8TH STREET
FT. LAUDERDALE, FLORIDA

OWNER:

MILL CREEK RESIDENTIAL

2255 GLADES ROAD, STE. 423A
BOCA RATON, FL 33431

GROUND LEVEL - FLOOR PLAN

PHASE:

DEVELOPMENT REVIEW COMMITTEE (DRC) - SITE PLAN APPLICATION

SEAL:

REVISIONS		
Revision #	Revision Description	Date

THESE DRAWINGS ARE THE PROPERTY OF CORWIL ARCHITECTS INC. UNLESS OTHERWISE PROVIDED FOR BY CONTRACT, THE CONTENTS OF THESE DRAWINGS ARE CONFIDENTIAL AND SHALL NOT BE TRANSMITTED TO ANY OTHER PARTY EXCEPT AS AGREED TO BY THE ARCHITECT / ENGINEERS.

DATE: 07/23/2018
JOB No.: 2018-18
DRAWN BY: SR
APPR BY: AMC
PRINTED DATE:

SHEET NUMBER:

A-1.00

Appendix B

Trip Generation

Multifamily Housing (High-Rise)
(222)

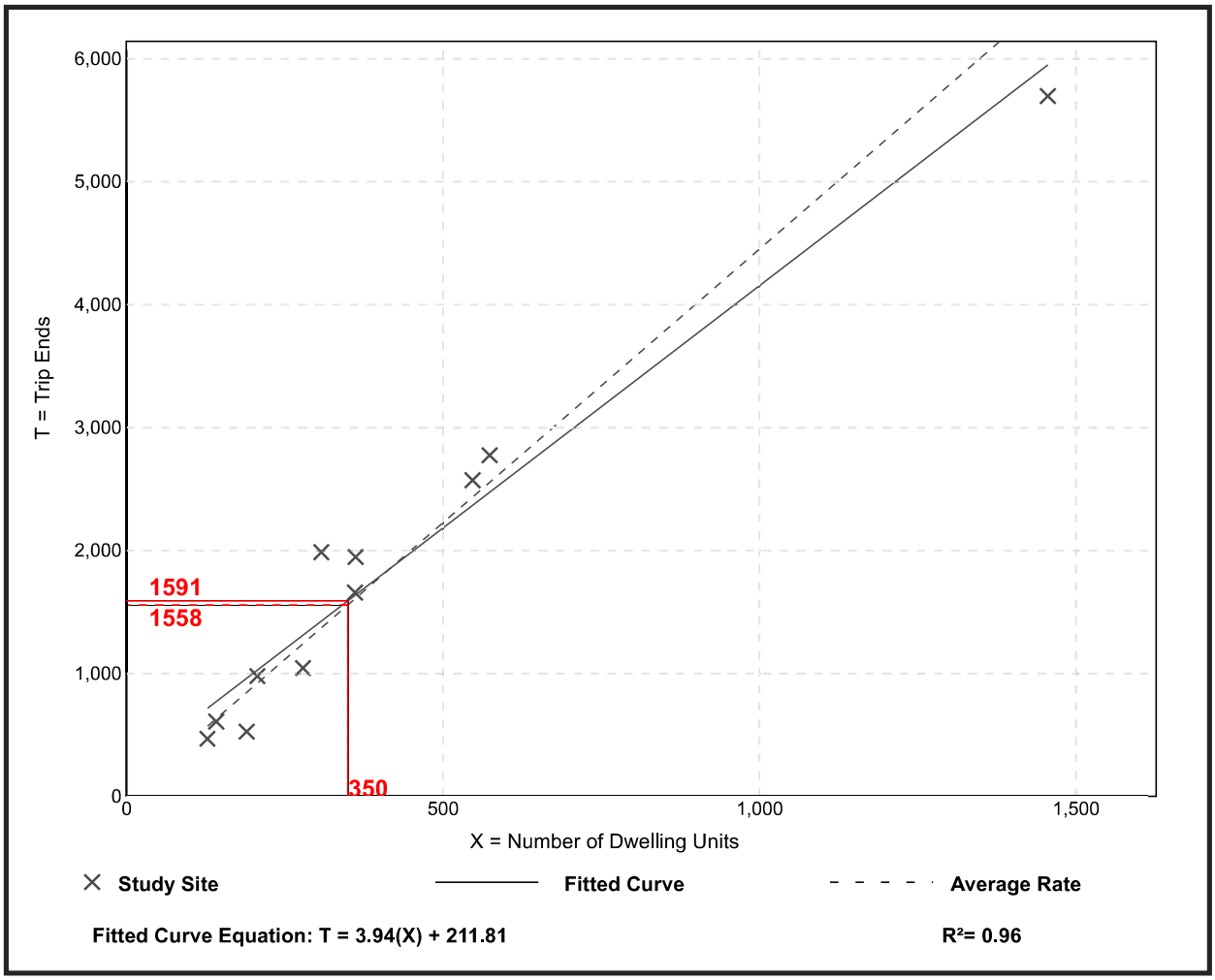
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 414
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.45	2.77 - 6.45	0.83

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

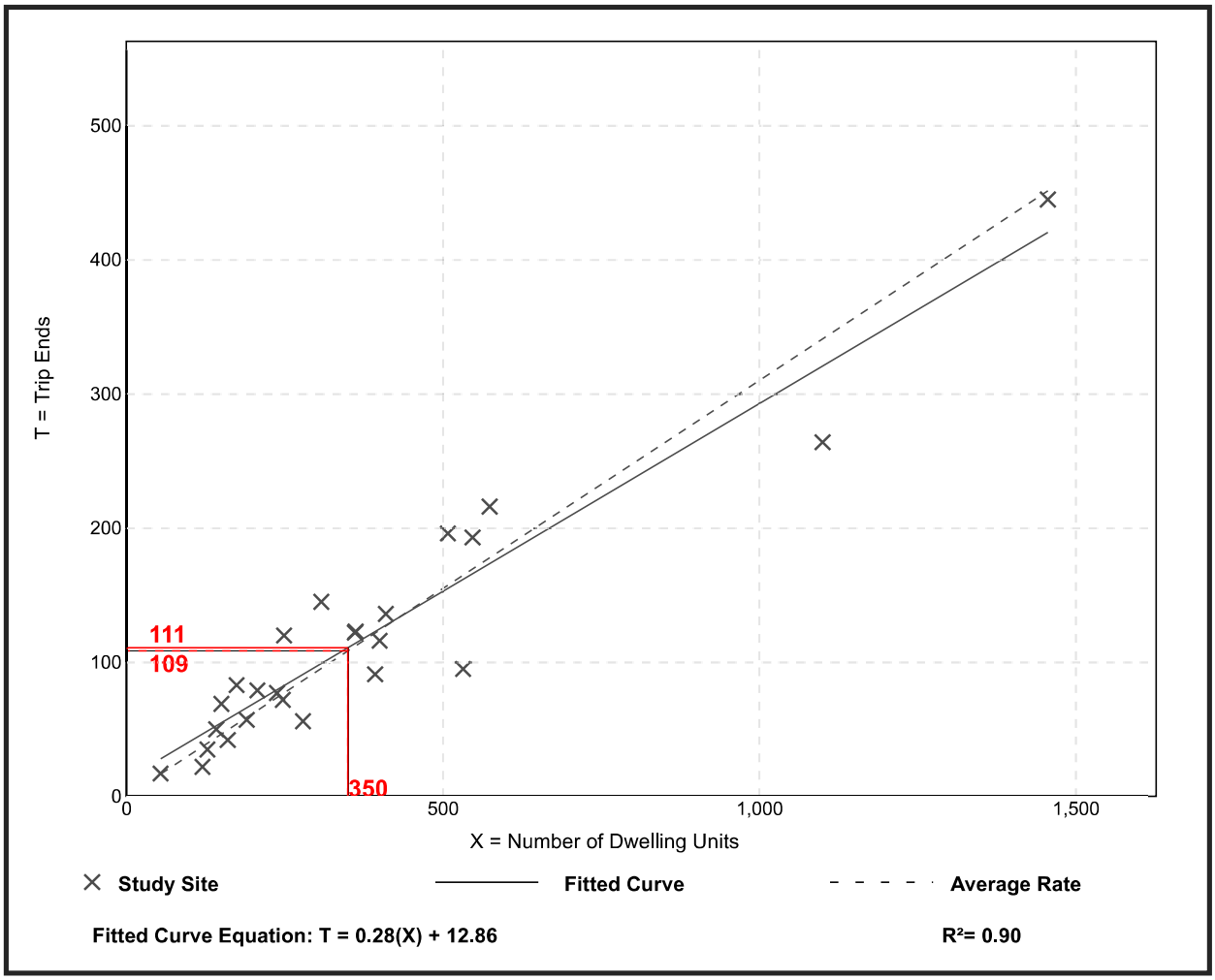
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Dwelling Units:	372
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.18 - 0.48	0.08

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

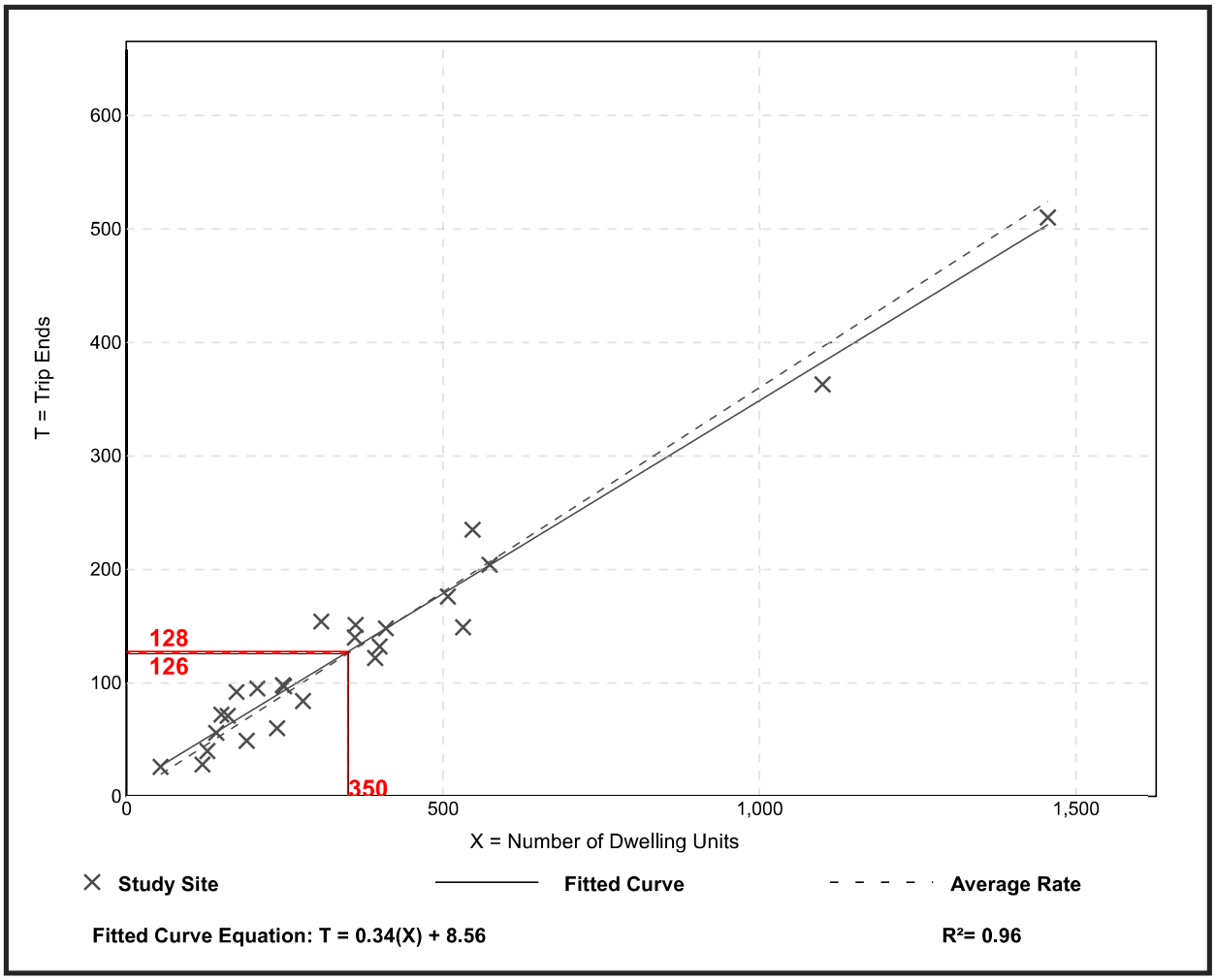
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Dwelling Units:	372
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.23 - 0.53	0.06

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

Appendix C

FDOT Historical AADT

FDOT Traffic Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5157 - SR 5 - S OF NE 9 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	38000 C	N 17500	S 20500	9.00	53.80	2.80
2016	38500 C	N 18500	S 20000	9.00	55.20	2.80
2015	37000 C	N 17000	S 20000	9.00	54.90	2.80
2014	40500 C	N 19500	S 21000	9.00	54.50	4.00
2013	40000 C	N 20000	S 20000	9.00	54.60	3.80
2012	38500 C	N 20500	S 18000	9.00	55.00	3.80
2011	33500 C	N 15500	S 18000	9.00	54.50	3.10
2010	35500 C	N 17000	S 18500	9.37	54.06	3.10
2009	40500 C	N 20500	S 20000	9.31	53.74	3.10
2008	43000 C	N 20500	S 22500	9.70	54.48	4.60
2007	41000 C	N 19000	S 22000	9.10	53.47	4.60
2006	40000 C	N 19000	S 21000	9.48	53.59	3.00
2005	41000 C	N 19500	S 21500	10.60	58.90	2.20
2004	42000 C	N 20500	S 21500	10.40	56.30	2.20
2003	44000 C	N 22500	S 21500	9.20	55.90	4.70
2002	45500 C	N 22500	S 23000	9.50	55.00	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5162 - SR 838 / SUNRISE BLVD - E OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	46500 C	E 23500	W 23000	9.00	51.90	8.00
2016	43500 C	E 22500	W 21000	9.00	54.10	4.40
2015	42500 C	E 24500	W 18000	9.00	54.00	4.40
2014	41500 C	E 21500	W 20000	9.00	54.20	6.20
2013	42500 C	E 23000	W 19500	9.00	53.60	6.50
2012	42500 C	E 23000	W 19500	9.00	52.20	5.80
2011	37000 C	E 19500	W 17500	9.00	52.50	5.50
2010	40000 C	E 21000	W 19000	8.35	52.69	4.50
2009	41000 C	E 21500	W 19500	8.53	53.89	4.50
2008	50500 C	E 25000	W 25500	8.81	54.16	2.80
2007	44500 C	E 23000	W 21500	8.63	55.75	2.80
2006	42500 C	E 22000	W 20500	8.40	55.34	2.80
2005	42500 C	E 21000	W 21500	8.20	51.70	3.80
2004	43000 C	E 21500	W 21500	9.10	55.30	3.80
2003	41500 C	E 21500	W 20000	8.60	57.50	4.00
2002	48500 C	E 25000	W 23500	8.70	56.40	2.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	11400 S	N	5200	S	6200	9.00	51.90	12.60
2016	11400 F	N	5200	S	6200	9.00	54.10	12.60
2015	11200 C	N	5100	S	6100	9.00	54.00	12.60
2014	12000 S	N	7000	S	5000	9.00	54.20	1.70
2013	11900 F	N	6900	S	5000	9.00	53.60	1.70
2012	11900 C	N	6900	S	5000	9.00	52.20	1.70
2011	12300 S		0		0	9.00	52.50	6.30
2010	12300 F	N	6100	S	6200	8.35	52.69	3.60
2009	12300 C	N	6100	S	6200	8.53	53.89	3.60
2008	11400 C	N	6100	S	5300	8.81	54.16	3.60
2007	13000 C	N	6600	S	6400	8.63	55.75	4.80
2006	14900 C	N	7600	S	7300	8.40	55.34	2.90
2005	15500 C	N	7300	S	8200	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0445 - SR 5 / US 1 - E OF NE 8 AVE,FT LAUDERDALE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	58000 C	E 29000	W 29000	9.00	53.80	7.50
2016	49000 C	E 24000	W 25000	9.00	55.20	7.50
2015	45000 C	E 22500	W 22500	9.00	54.90	4.80
2014	57500 C	E 27500	W 30000	9.00	54.50	4.50
2013	56000 C	E 25500	W 30500	9.00	54.60	4.40
2012	55000 C	E 27500	W 27500	9.00	55.00	4.30
2011	47500 C	E 24000	W 23500	9.00	54.50	4.30
2010	52500 C	E 27000	W 25500	9.37	54.06	4.30
2009	56500 C	E 28500	W 28000	9.31	53.74	3.50
2008	76500 C	E 38000	W 38500	9.70	54.48	3.50
2007	63500 C	E 32500	W 31000	9.10	53.47	2.20
2006	63000 C	E 30500	W 32500	9.48	53.59	4.20
2005	61500 C	E 30500	W 31000	10.60	58.90	2.80
2004	63500 C	E 32000	W 31500	10.40	56.30	2.80
2003	58500 C	E 29500	W 29000	9.20	55.90	2.80
2002	60000 C	E 30500	W 29500	9.50	55.00	3.70

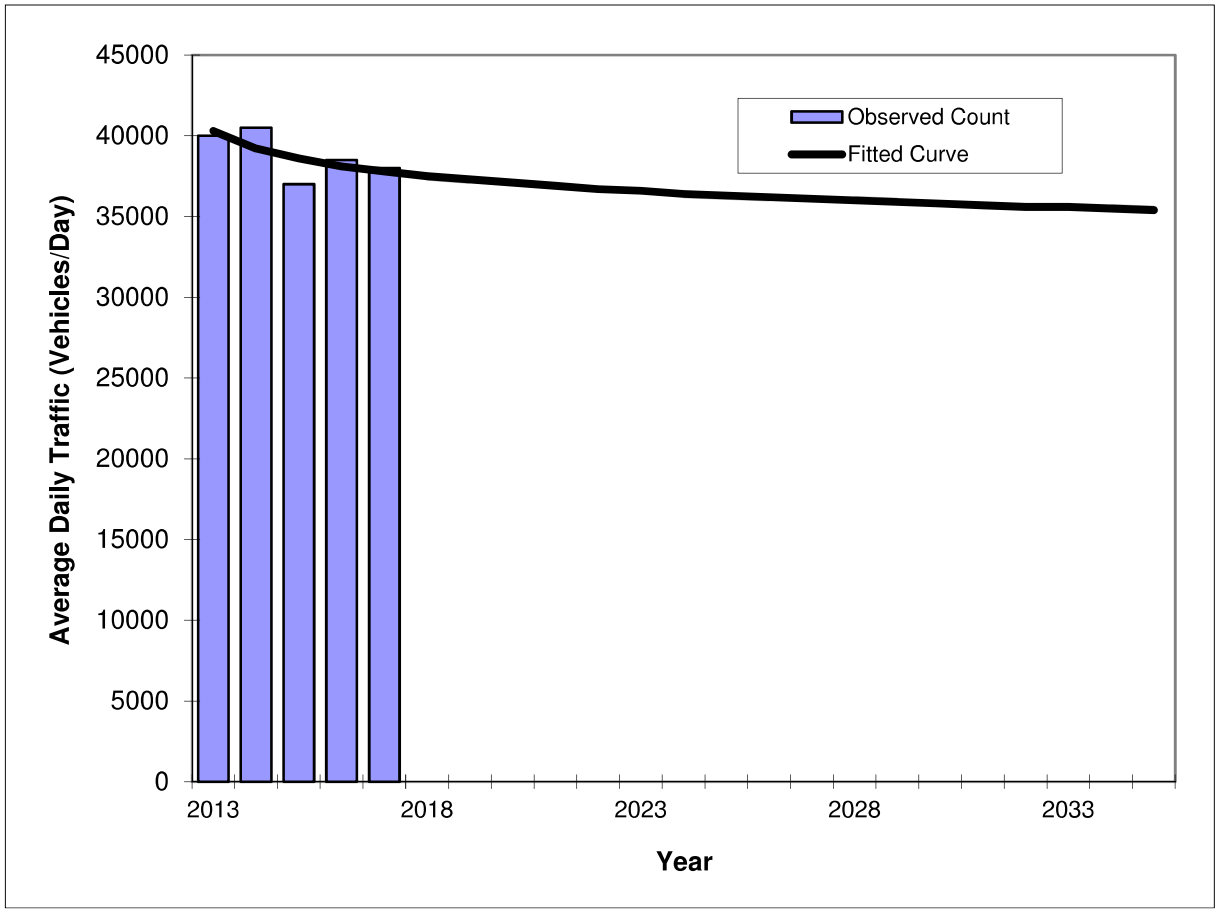
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

FEDERAL HIGHWAY --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	5157
Highway:	FEDERAL HIGHWAY



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40000	40300
2014	40500	39200
2015	37000	38600
2016	38500	38100
2017	38000	37800
2028 Opening Year Trend		
2028	N/A	36000
2029 Mid-Year Trend		
2029	N/A	35900
2033 Design Year Trend		
2033	N/A	35600
TRANPLAN Forecasts/Trends		

Trend R-squared:	46.71%
Compounded Annual Historic Growth Rate:	-1.59%
Compounded Growth Rate (2017 to Design Year):	-0.37%
Printed:	25-Jul-18

Decaying Exponential Growth Option

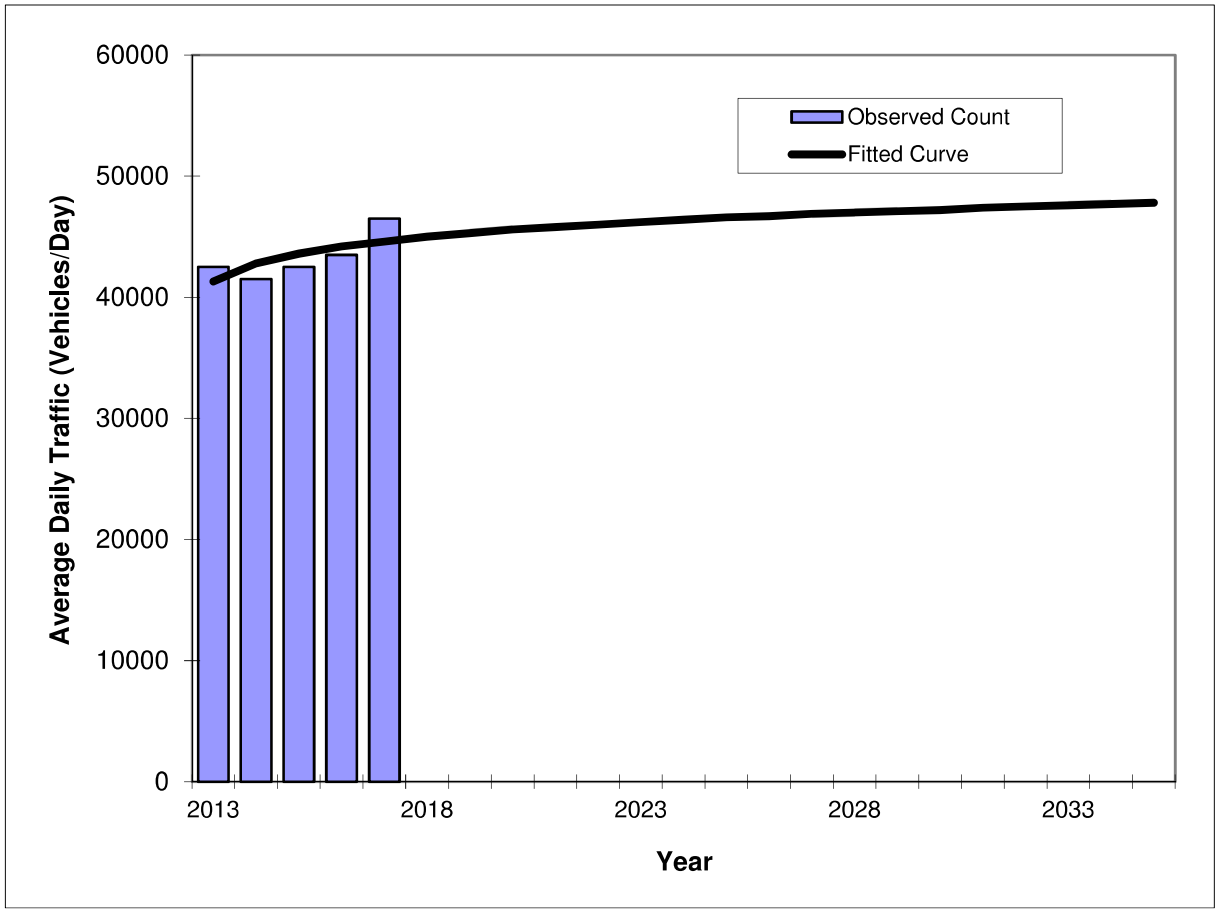
***Axle-Adjusted**

Traffic Trends - V03.a

SUNRISE BLVD --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	5162
Highway:	SUNRISE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	41300
2014	41500	42800
2015	42500	43600
2016	43500	44200
2017	46500	44600
2028 Opening Year Trend		
2028	N/A	47000
2029 Mid-Year Trend		
2029	N/A	47100
2033 Design Year Trend		
2033	N/A	47600
TRANPLAN Forecasts/Trends		

Trend R-squared:	45.57%
Compounded Annual Historic Growth Rate:	1.94%
Compounded Growth Rate (2017 to Design Year):	0.41%
Printed:	25-Jul-18

Decaying Exponential Growth Option

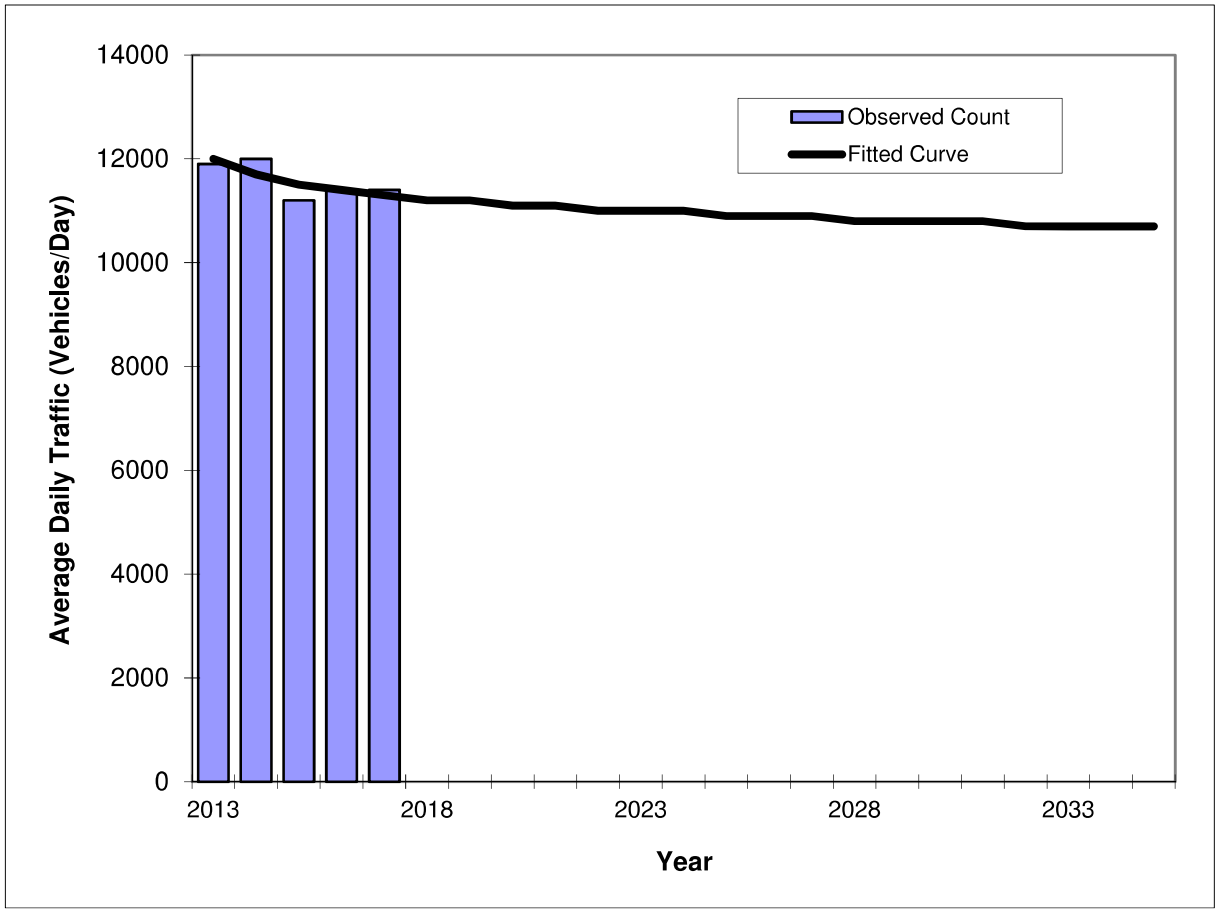
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3 AVE --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9039
Highway:	NE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11900	12000
2014	12000	11700
2015	11200	11500
2016	11400	11400
2017	11400	11300
2028 Opening Year Trend		
2028	N/A	10800
2029 Mid-Year Trend		
2029	N/A	10800
2033 Design Year Trend		
2033	N/A	10700
TRANPLAN Forecasts/Trends		

Trend R-squared:	56.19%
Compounded Annual Historic Growth Rate:	-1.49%
Compounded Growth Rate (2017 to Design Year):	-0.34%
Printed:	25-Jul-18

Decaying Exponential Growth Option

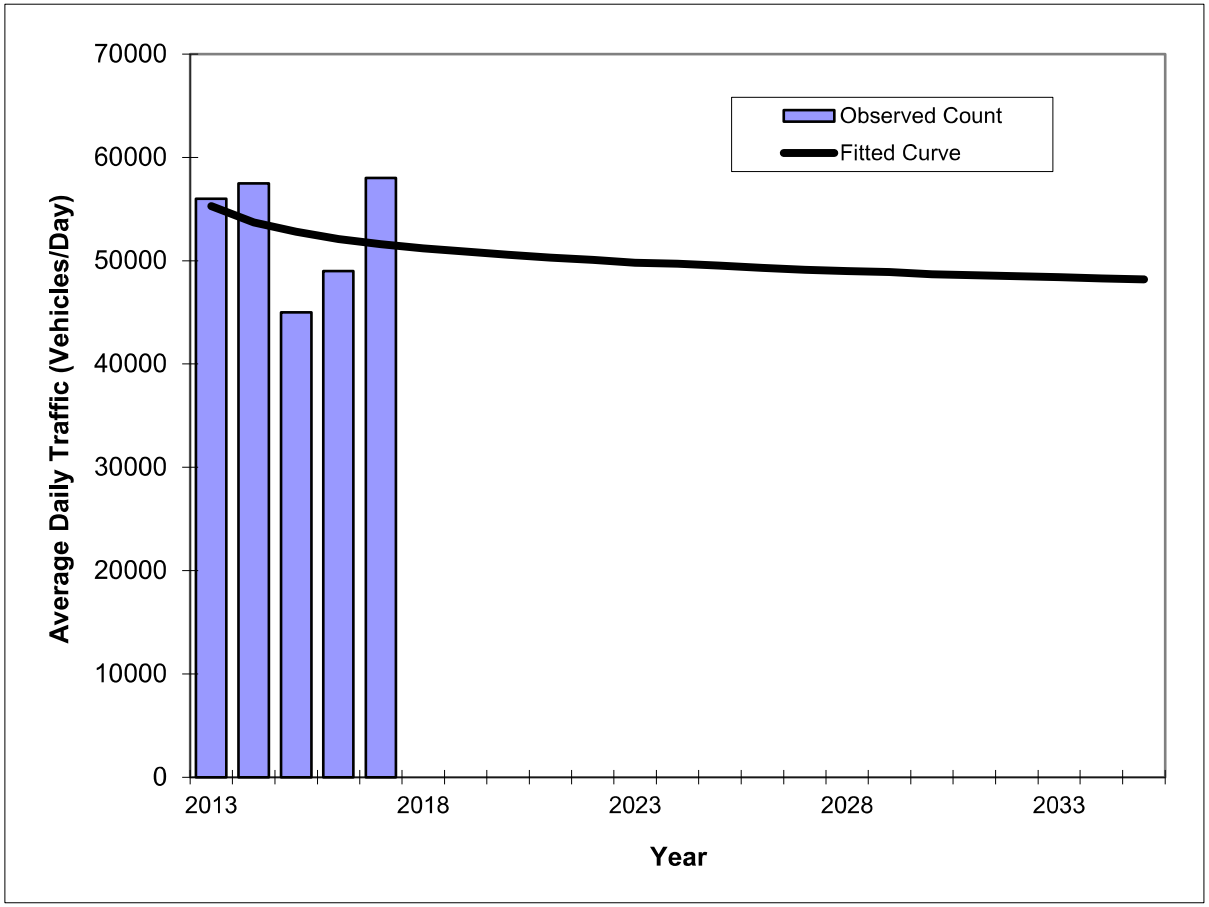
***Axle-Adjusted**

Traffic Trends - V03.a

FEDERAL HIGHWAY --

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0445
Highway:	FEDERAL HIGHWAY



Year	Traffic (ADT/AADT) Count*	Trend**
2013	56000	55300
2014	57500	53700
2015	45000	52800
2016	49000	52100
2017	58000	51600
2028 Opening Year Trend		
2028	N/A	49000
2029 Mid-Year Trend		
2029	N/A	48900
2033 Design Year Trend		
2033	N/A	48400
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.13%
Compounded Annual Historic Growth Rate:	-1.72%
Compounded Growth Rate (2017 to Design Year):	-0.40%
Printed:	23-Jul-18

Decaying Exponential Growth Option

***Axle-Adjusted**

Appendix D

FDOT Peak Season Factors

Turning Movement Counts

Field Data Counts

Signal Timing

HCS 2010 Reports

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.99	1.09
2	01/08/2017 - 01/14/2017	0.97	1.07
3	01/15/2017 - 01/21/2017	0.94	1.03
* 4	01/22/2017 - 01/28/2017	0.93	1.02
* 5	01/29/2017 - 02/04/2017	0.91	1.00
* 6	02/05/2017 - 02/11/2017	0.90	0.99
* 7	02/12/2017 - 02/18/2017	0.88	0.97
* 8	02/19/2017 - 02/25/2017	0.88	0.97
* 9	02/26/2017 - 03/04/2017	0.89	0.98
*10	03/05/2017 - 03/11/2017	0.89	0.98
*11	03/12/2017 - 03/18/2017	0.89	0.98
*12	03/19/2017 - 03/25/2017	0.90	0.99
*13	03/26/2017 - 04/01/2017	0.91	1.00
*14	04/02/2017 - 04/08/2017	0.92	1.01
*15	04/09/2017 - 04/15/2017	0.93	1.02
*16	04/16/2017 - 04/22/2017	0.94	1.03
17	04/23/2017 - 04/29/2017	0.95	1.04
18	04/30/2017 - 05/06/2017	0.95	1.04
19	05/07/2017 - 05/13/2017	0.96	1.05
20	05/14/2017 - 05/20/2017	0.97	1.07
21	05/21/2017 - 05/27/2017	1.00	1.10
22	05/28/2017 - 06/03/2017	1.02	1.12
23	06/04/2017 - 06/10/2017	1.04	1.14
24	06/11/2017 - 06/17/2017	1.06	1.16
25	06/18/2017 - 06/24/2017	1.05	1.15
26	06/25/2017 - 07/01/2017	1.04	1.14
27	07/02/2017 - 07/08/2017	1.02	1.12
28	07/09/2017 - 07/15/2017	1.01	1.11
29	07/16/2017 - 07/22/2017	1.02	1.12
30	07/23/2017 - 07/29/2017	1.03	1.13
31	07/30/2017 - 08/05/2017	1.04	1.14
32	08/06/2017 - 08/12/2017	1.05	1.15
33	08/13/2017 - 08/19/2017	1.06	1.16
34	08/20/2017 - 08/26/2017	1.12	1.23
35	08/27/2017 - 09/02/2017	1.17	1.29
36	09/03/2017 - 09/09/2017	1.23	1.35
37	09/10/2017 - 09/16/2017	1.28	1.41
38	09/17/2017 - 09/23/2017	1.25	1.37
39	09/24/2017 - 09/30/2017	1.21	1.33
40	10/01/2017 - 10/07/2017	1.18	1.30
41	10/08/2017 - 10/14/2017	1.14	1.25
42	10/15/2017 - 10/21/2017	1.10	1.21
43	10/22/2017 - 10/28/2017	1.09	1.20
44	10/29/2017 - 11/04/2017	1.07	1.18
45	11/05/2017 - 11/11/2017	1.05	1.15
46	11/12/2017 - 11/18/2017	1.04	1.14
47	11/19/2017 - 11/25/2017	1.03	1.13
48	11/26/2017 - 12/02/2017	1.02	1.12
49	12/03/2017 - 12/09/2017	1.00	1.10
50	12/10/2017 - 12/16/2017	0.99	1.09
51	12/17/2017 - 12/23/2017	0.98	1.08
52	12/24/2017 - 12/30/2017	0.96	1.05
53	12/31/2017 - 12/31/2017	0.94	1.03

* PEAK SEASON

North Federal Highway - NE 8 Street
AM Peak Hour - Turning Movement Volumes

Description	NE 8 Street Eastbound			NE 8 Street Westbound			North Federal Highway Northbound			North Federal Highway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	18	35	30	86	21	35	69	931	78	35	1,455	29
Peak Season Factor (1.14)	21	40	35	99	24	40	79	1,071	90	40	1,673	33
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	22	41	36	103	25	42	83	1,114	93	42	1,741	34
2022 Background Traffic	22	41	36	103	25	42	84	1,114	93	42	1,741	34
Modera 555	21	0	21	0	0	0	6	0	0	0	0	7
2022 Total Traffic	**43**	**41**	**57**	**103**	**25**	**42**	**90**	**1,114**	**93**	**42**	**1,741**	**41**

North Federal Highway - NE 8 Street
PM Peak Hour - Turning Movement Volumes

Description	NE 8 Street Eastbound			NE 8 Street Westbound			North Federal Highway Northbound			North Federal Highway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	21	16	35	69	22	24	121	1,328	71	40	1,362	18
Peak Season Factor (1.14)	24	18	40	79	25	28	139	1,527	82	46	1,566	21
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	25	19	42	83	26	29	145	1,589	85	48	1,630	22
2022 Background Traffic	25	19	42	83	26	29	145	1,589	85	48	1,630	22
Modera 555	13	0	13	0	0	0	19	0	0	0	0	19
2022 Total Traffic	**38**	**19**	**55**	**83**	**26**	**29**	**164**	**1,589**	**85**	**48**	**1,630**	**41**

NE 3 Avenue - North Flagler Drive
AM Peak Hour - Turning Movement Volumes

Description	N Flagler Drive Eastbound			N Flagler Drive Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	21	51	14	33	20	12	3	366	27	4	614	10
Peak Season Factor (1.14)	24	59	16	38	23	14	3	421	31	5	706	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	25	61	17	39	24	15	4	438	33	5	735	12
2022 Background Traffic	25	61	17	39	24	15	4	438	33	5	735	12
Modera 555	0	0	0	0	0	0	0	13	0	0	4	0
2022 Total Traffic	**25**	**61**	**17**	**39**	**24**	**15**	**4**	**451**	**33**	**5**	**739**	**12**

NE 3 Street - North Flagler Drive
PM Peak Hour - Turning Movement Volumes

Description	N Flagler Drive Eastbound			N Flagler Drive Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	36	70	14	31	49	18	4	819	77	1	420	24
Peak Season Factor (1.14)	41	81	16	36	56	21	5	942	89	1	483	28
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	43	84	17	37	59	22	5	980	92	1	503	29
2022 Background Traffic	43	84	17	37	59	22	5	980	92	1	503	29
Modera 555	0	0	0	0	0	0	0	8	0	0	12	0
2022 Total Traffic	**43**	**84**	**17**	**37**	**59**	**22**	**5**	**988**	**92**	**1**	**515**	**29**

NE 8 Street - NE 3 Avenue
AM Peak Hour - Turning Movement Volumes

Description	Driveway Eastbound			NE 8 Street Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	1	0	1	35	2	74	3	307	26	47	612	2
Peak Season Factor (1.14)	1	0	1	40	2	85	3	353	30	54	704	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	1	0	1	42	2	89	3	367	31	56	732	2
2022 Background Traffic	1	0	1	42	2	89	3	367	31	56	732	2
Modera 555	0	0	0	21	0	13	0	0	7	4	0	0
2022 Total Traffic	**1**	**0**	**1**	**63**	**2**	**102**	**3**	**367**	**38**	**60**	**732**	**2**

NE 8 Street - NE 3 Avenue
PM Peak Hour - Turning Movement Volumes

Description	Driveway Eastbound			NE 8 Street Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	0	0	0	30	1	88	1	814	17	46	415	0
Peak Season Factor (1.14)	0	0	0	35	1	101	1	936	20	53	477	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	0	0	0	36	1	105	1	974	21	55	497	0
2022 Background Traffic	0	0	0	36	1	105	1	974	21	55	497	0
Modera 555	0	0	0	13	0	8	0	0	19	12	0	0
2022 Total Traffic	**0**	**0**	**0**	**49**	**1**	**113**	**1**	**974**	**40**	**67**	**497**	**0**

NE 8 Street and NE 5 Avenue
AM Peak Hour - Turning Movement Volumes

Description	NE 8 Street Eastbound			NE 8 Street Westbound			NE 5 Avenue Northbound			NE 5 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	2	71	0	3	94	11	6	10	6	5	10	2
Peak Season Factor (1.14)	2	82	0	3	108	13	7	12	7	6	12	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	2	85	0	3	112	14	7	12	7	6	12	2
2022 Background Traffic	2	85	0	3	112	14	7	12	7	6	12	2
Modera 555	11	0	0	0	0	13	0	3	0	42	8	34
2022 Total Traffic	**13**	**85**	**0**	**3**	**112**	**27**	**7**	**15**	**7**	**48**	**20**	**36**

NE 8 Street and NE 5 Avenue
PM Peak Hour - Turning Movement Volumes

Description	NE 8 Street Eastbound			NE 8 Street Westbound			NE 5 Avenue Northbound			NE 5 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	8	60	3	7	116	28	10	18	11	8	12	6
Peak Season Factor (1.14)	9	69	3	8	133	32	12	21	13	9	14	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	9	72	3	8	139	34	12	22	14	9	15	7
2022 Background Traffic	9	72	3	8	139	34	12	22	14	9	15	7
Modera 555	31	0	0	0	0	38	0	8	0	26	5	20
2022 Total Traffic	**40**	**72**	**3**	**8**	**139**	**72**	**12**	**30**	**14**	**35**	**20**	**27**

NE 7 Street - NE 3 Avenue
AM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (05/2/18)	11	12	32	23	19	27	14	294	2	16	607	17
Peak Season Factor (1.14)	13	14	37	26	22	31	16	338	2	18	698	20
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	14	15	38	28	23	32	17	352	2	19	726	21
2022 Background Traffic	14	15	38	28	23	32	17	352	2	19	726	21
Modera 555	0	0	0	0	0	0	0	7	0	0	21	0
2022 Total Traffic	**14**	**15**	**38**	**28**	**23**	**32**	**17**	**359**	**2**	**19**	**747**	**21**

NE 7 Street - NE 3 Avenue
PM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			NE 3 Avenue Northbound			NE 3 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (05/2/18)	8	9	18	15	14	46	24	734	21	20	361	18
Peak Season Factor (1.14)	9	10	21	17	16	53	28	844	24	23	415	21
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	9	10	22	18	17	55	29	878	25	24	432	22
2022 Background Traffic	9	10	22	18	17	55	29	878	25	24	432	22
Modera 555	0	0	0	0	0	0	0	19	0	0	13	0
2022 Total Traffic	**9**	**10**	**22**	**18**	**17**	**55**	**29**	**897**	**25**	**24**	**445**	**22**

NE 7 Street and NE 5 Avenue
AM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			NE 5 Avenue Northbound			NE 5 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	7	28	8	4	50	3	6	5	4	6	0	1
Peak Season Factor (1.14)	8	32	9	5	58	3	7	6	5	7	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	8	34	9	5	60	3	7	6	5	7	0	1
2022 Background Traffic	8	34	9	5	60	3	7	6	5	7	0	1
Modera 555	0	0	0	0	0	3	0	0	0	8	0	0
2022 Total Traffic	**8**	**34**	**9**	**5**	**60**	**6**	**7**	**6**	**5**	**15**	**0**	**1**

NE 7 Street and NE 5 Avenue
PM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			NE 5 Avenue Northbound			NE 5 Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	7	21	9	5	60	11	11	19	8	6	15	4
Peak Season Factor (1.14)	8	24	10	6	69	13	13	22	9	7	17	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	8	25	10	6	72	14	14	23	9	7	18	5
2022 Background Traffic	8	25	10	6	72	14	14	23	9	7	18	5
Modera 555	0	0	0	0	0	8	0	0	0	5	0	0
2022 Total Traffic	**8**	**25**	**10**	**6**	**72**	**22**	**14**	**23**	**9**	**12**	**18**	**5**

North Federal Highway - NE 7 Street
AM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			North Federal Highway Northbound			North Federal Highway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	0	0	30	0	0	31	55	1,081	7	36	1,560	10
Peak Season Factor (1.14)	0	0	35	0	0	36	63	1,243	8	41	1,794	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	0	0	37	0	0	38	66	1,294	8	43	1,867	12
2022 Background Traffic	0	0	37	0	0	38	66	1,294	8	43	1,867	12
Modera 555	0	0	8	0	0	0	3	6	0	0	21	0
2022 Total Traffic	**0**	**0**	**45**	**0**	**0**	**38**	**69**	**1,300**	**8**	**43**	**1,888**	**12**

North Federal Highway - NE 7 Street
PM Peak Hour - Turning Movement Volumes

Description	NE 7 Street Eastbound			NE 7 Street Westbound			North Federal Highway Northbound			North Federal Highway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (06/28/18)	0	0	23	0	0	50	104	1,462	18	69	1,377	9
Peak Season Factor (1.14)	0	0	26	0	0	58	120	1,681	21	79	1,584	10
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2022 Growth Traffic	0	0	28	0	0	60	124	1,750	22	83	1,648	10
2022 Background Traffic	0	0	28	0	0	60	124	1,750	22	83	1,648	10
Modera 555	0	0	5	0	0	0	8	19	0	0	13	0
2022 Total Traffic	**0**	**0**	**33**	**0**	**0**	**60**	**132**	**1,769**	**22**	**83**	**1,661**	**10**

TRAFFIC SURVEY SPECIALISTS, INC.

FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : FLAG3AVE
Page : 1

ALL VEHICLES

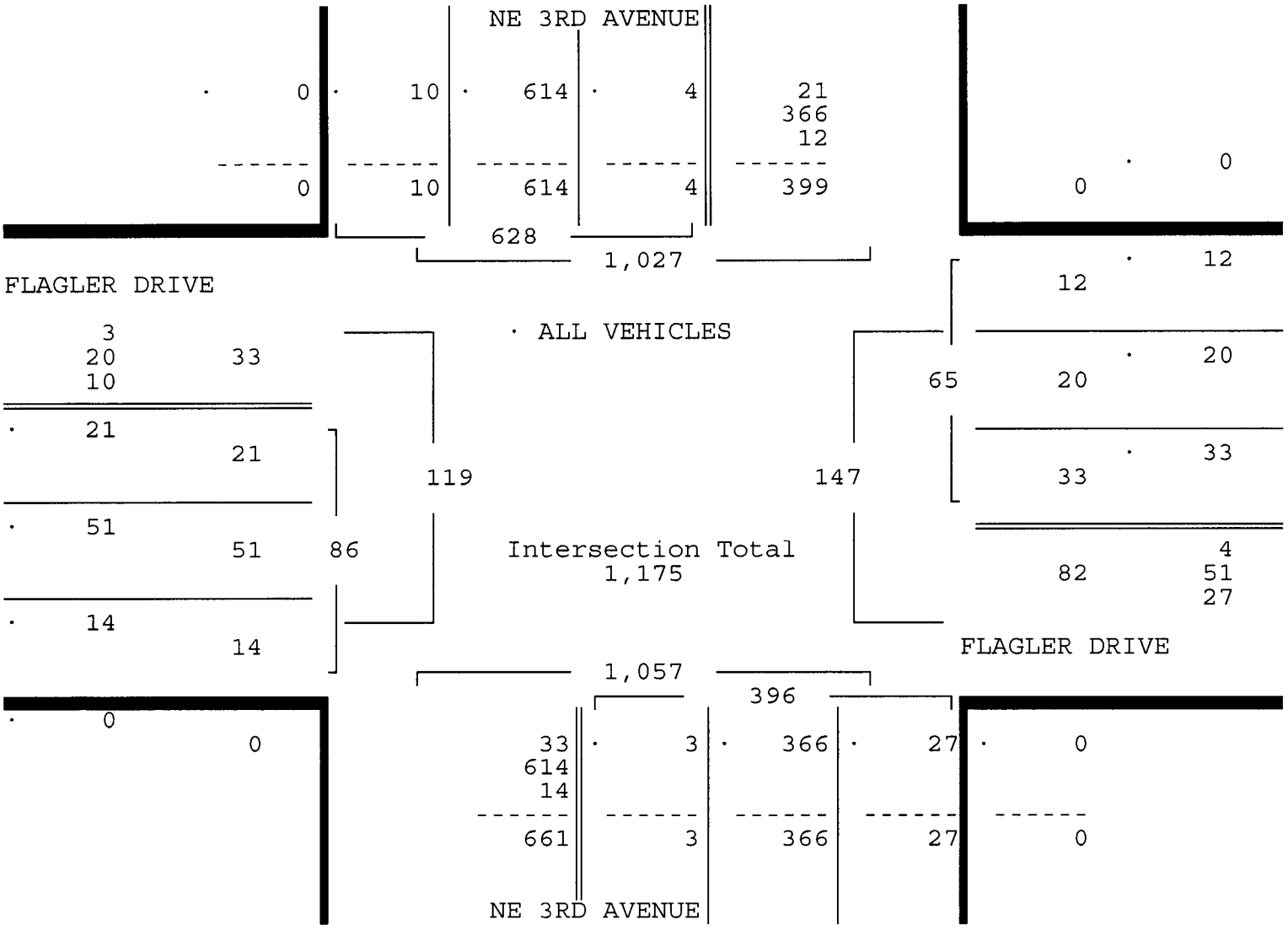
	NE 3RD AVENUE From North				FLAGLER DRIVE From East				NE 3RD AVENUE From South				FLAGLER DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	1	62	5	0	0	6	1	0	0	58	5	0	1	1	2	142
07:15	0	0	96	5	0	1	4	0	0	0	74	5	0	4	2	2	193
07:30	0	0	118	4	0	5	5	0	0	0	73	6	0	3	6	3	223
07:45	0	2	158	4	0	5	5	3	0	0	82	4	0	7	13	2	285
Hr Total	0	3	434	18	0	11	20	4	0	0	287	20	0	15	22	9	843
08:00	0	1	127	1	1	10	6	1	0	1	93	4	0	4	10	3	262
08:15	0	2	173	2	0	6	1	4	0	1	80	4	0	5	20	3	301
08:30	0	0	151	2	0	8	2	4	0	1	88	7	0	8	4	3	278
08:45	0	1	163	5	0	8	11	3	0	0	105	12	0	4	17	5	334
Hr Total	0	4	614	10	1	32	20	12	0	3	366	27	0	21	51	14	1175
* BREAK *																	
16:00	0	1	102	4	0	6	14	4	0	0	172	21	0	9	26	4	363
16:15	0	1	94	6	1	1	11	2	0	1	159	24	0	10	15	0	325
16:30	0	1	107	5	0	6	8	6	0	0	185	24	0	7	13	1	363
16:45	0	0	83	6	0	3	3	5	0	0	161	21	0	7	13	1	303
Hr Total	0	3	386	21	1	16	36	17	0	1	677	90	0	33	67	6	1354
17:00	0	1	102	3	0	7	11	1	0	0	209	11	0	7	10	1	363
17:15	0	0	107	6	0	10	14	3	1	2	218	34	0	12	21	5	433
17:30	0	0	112	6	0	9	9	6	0	1	208	16	0	10	18	3	398
17:45	0	0	99	9	0	5	15	8	0	0	184	16	0	7	21	5	369
Hr Total	0	1	420	24	0	31	49	18	1	3	819	77	0	36	70	14	1563
TOTAL	0	11	1854	73	2	90	125	51	1	7	2149	214	0	105	210	43	4935

FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : FLAG3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				FLAGLER DRIVE From East				NE 3RD AVENUE From South				FLAGLER DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	4	614	10	1	32	20	12	0	3	366	27	0	21	51	14	
Percent	0%	1%	98%	2%	2%	49%	31%	18%	0%	1%	92%	7%	0%	24%	59%	16%	
Pk total	628				65				396				86				
Highest	08:15				08:45				08:45				08:15				
Volume	0	2	173	2	0	8	11	3	0	0	105	12	0	5	20	3	
Hi total	177				22				117				28				
PHF	.89				.74				.85				.77				



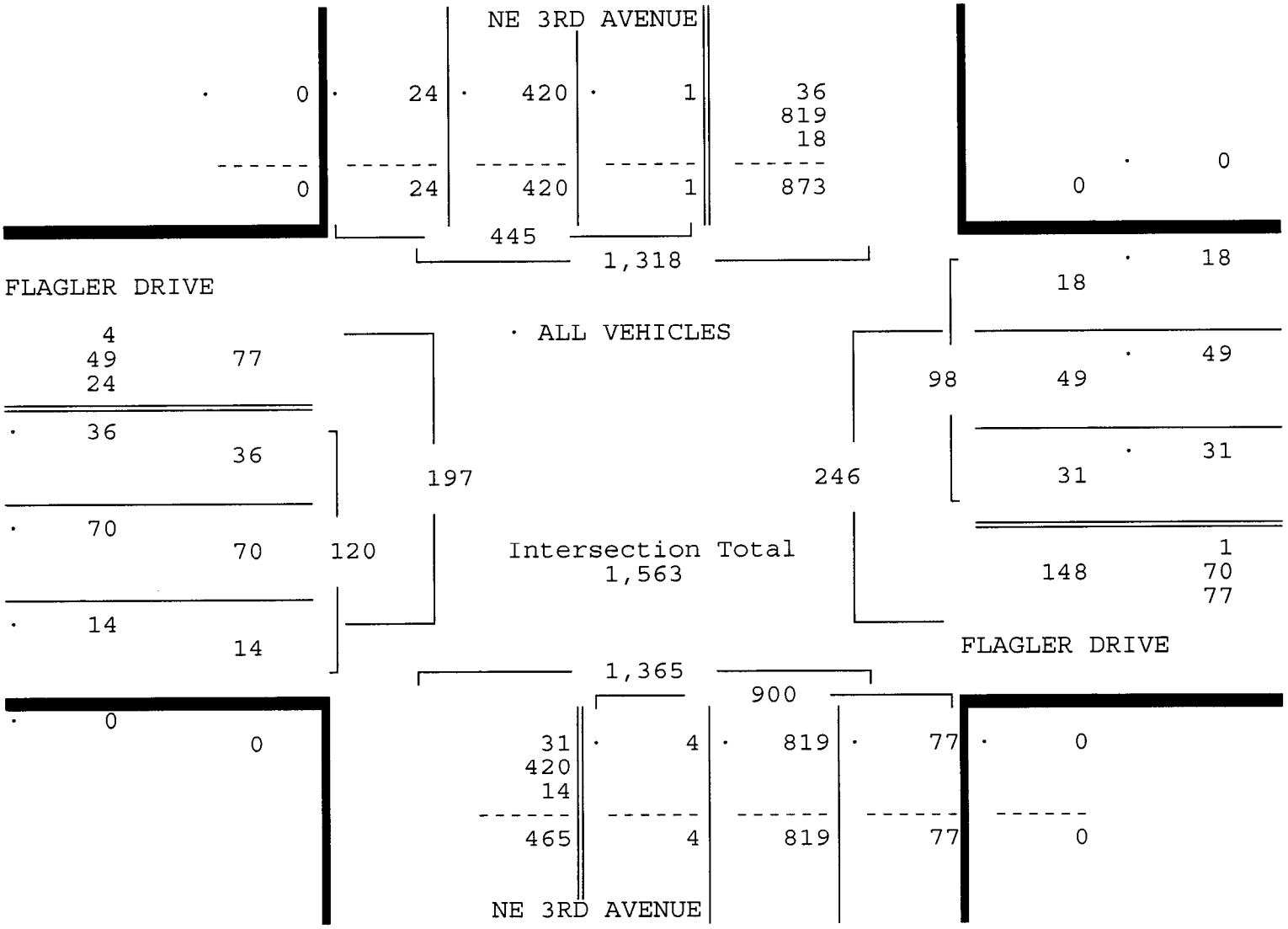
FLAGLER DRIVE & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : FLAG3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				FLAGLER DRIVE From East				NE 3RD AVENUE From South				FLAGLER DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	1	420	24	0	31	49	18	1	3	819	77	0	36	70	14	
Percent	0%	0%	94%	5%	0%	32%	50%	18%	0%	0%	91%	9%	0%	30%	58%	12%	
Pk total	445				98				900				120				
Highest	17:30				17:45				17:15				17:15				
Volume	0	0	112	6	0	5	15	8	1	2	218	34	0	12	21	5	
Hi total	118				28				255				38				
PHF	.94				.88				.88				.79				



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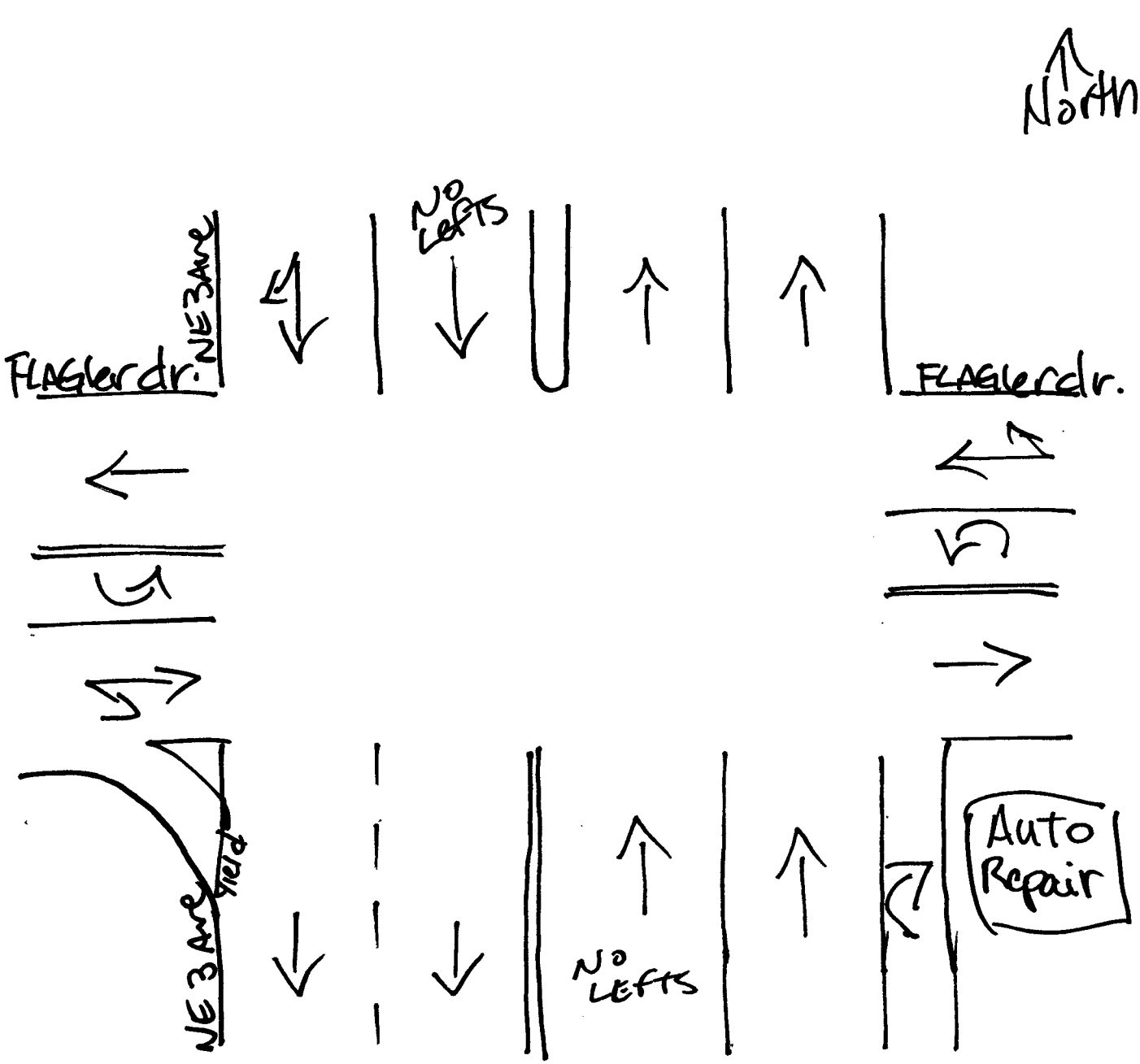
SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : FLAG3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				FLAGLER DRIVE From East				NE 3RD AVENUE From South				FLAGLER DRIVE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
Hr Total	0	1	0	0	0	1	0	0	0	0	0	2	0	1	0	1	6
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	1	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	4
Hr Total	0	0	0	1	0	2	0	0	0	3	0	1	0	1	0	2	10
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:30	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	4
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Hr Total	0	1	0	0	0	2	0	5	0	0	0	1	0	0	0	1	10
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
Hr Total	0	1	0	1	0	0	0	4	0	1	0	0	0	0	0	5	12
TOTAL	0	3	0	2	0	5	0	9	0	4	0	4	0	2	0	9	38



FT. Lauderdale, Florida
June 28, 2018
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	5	55	0	0	0	0	10	0	0	53	0	0	1	0	0	124
07:15	0	3	92	0	0	4	0	13	0	0	65	2	0	0	0	0	179
07:30	0	12	110	0	0	3	0	11	0	0	68	4	0	0	0	0	208
07:45	0	9	149	0	0	4	0	26	0	0	61	2	0	1	0	0	252
Hr Total	0	29	406	0	0	11	0	60	0	0	247	8	0	2	0	0	763
08:00	0	14	123	1	1	5	0	21	0	1	76	6	0	0	0	0	248
08:15	0	6	184	0	0	10	1	9	0	0	76	5	0	1	0	1	293
08:30	0	14	142	0	0	7	0	17	0	1	73	2	0	0	0	0	256
08:45	0	13	163	1	0	12	1	27	0	1	82	13	0	0	0	0	313
Hr Total	0	47	612	2	1	34	2	74	0	3	307	26	0	1	0	1	1110
---------- * BREAK * ----------																	
16:00	0	9	101	0	0	8	0	25	0	0	167	10	0	1	0	0	321
16:15	0	5	89	0	0	8	0	28	0	0	157	5	0	0	0	0	292
16:30	0	19	93	2	0	10	1	21	0	0	189	6	0	1	0	0	342
16:45	0	8	74	0	0	1	3	14	0	0	174	7	0	0	1	0	282
Hr Total	0	41	357	2	0	27	4	88	0	0	687	28	0	2	1	0	1237
17:00	0	12	102	0	1	6	0	25	0	0	200	0	0	0	0	0	346
17:15	0	8	116	0	0	7	0	27	0	0	231	6	0	0	0	0	395
17:30	0	12	107	0	0	9	0	12	0	1	215	5	0	0	0	0	361
17:45	0	14	90	0	0	7	1	24	0	0	168	6	0	0	0	0	310
Hr Total	0	46	415	0	1	29	1	88	0	1	814	17	0	0	0	0	1412
TOTAL	0	163	1790	4	2	101	7	310	0	4	2055	79	0	5	1	1	4522

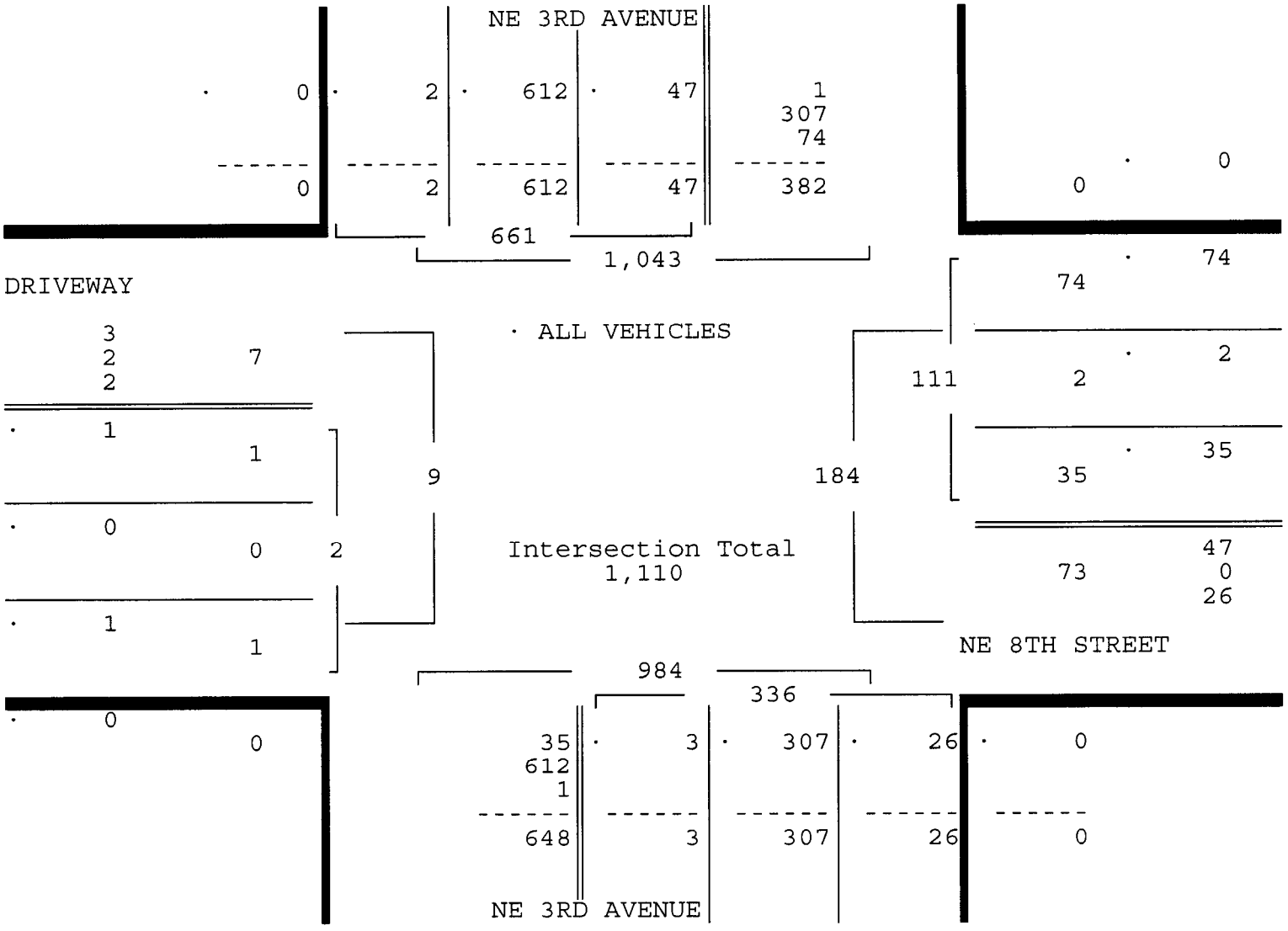
NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	47	612	2	1	34	2	74	0	3	307	26	0	1	0	1	
Percent	0%	7%	93%	0%	1%	31%	2%	67%	0%	1%	91%	8%	0%	50%	0%	50%	
Pk total	661				111				336				2				
Highest	08:15				08:45				08:45				08:15				
Volume	0	6	184	0	0	12	1	27	0	1	82	13	0	1	0	1	
Hi total	190				40				96				2				
PHF	.87				.69				.88				.25				



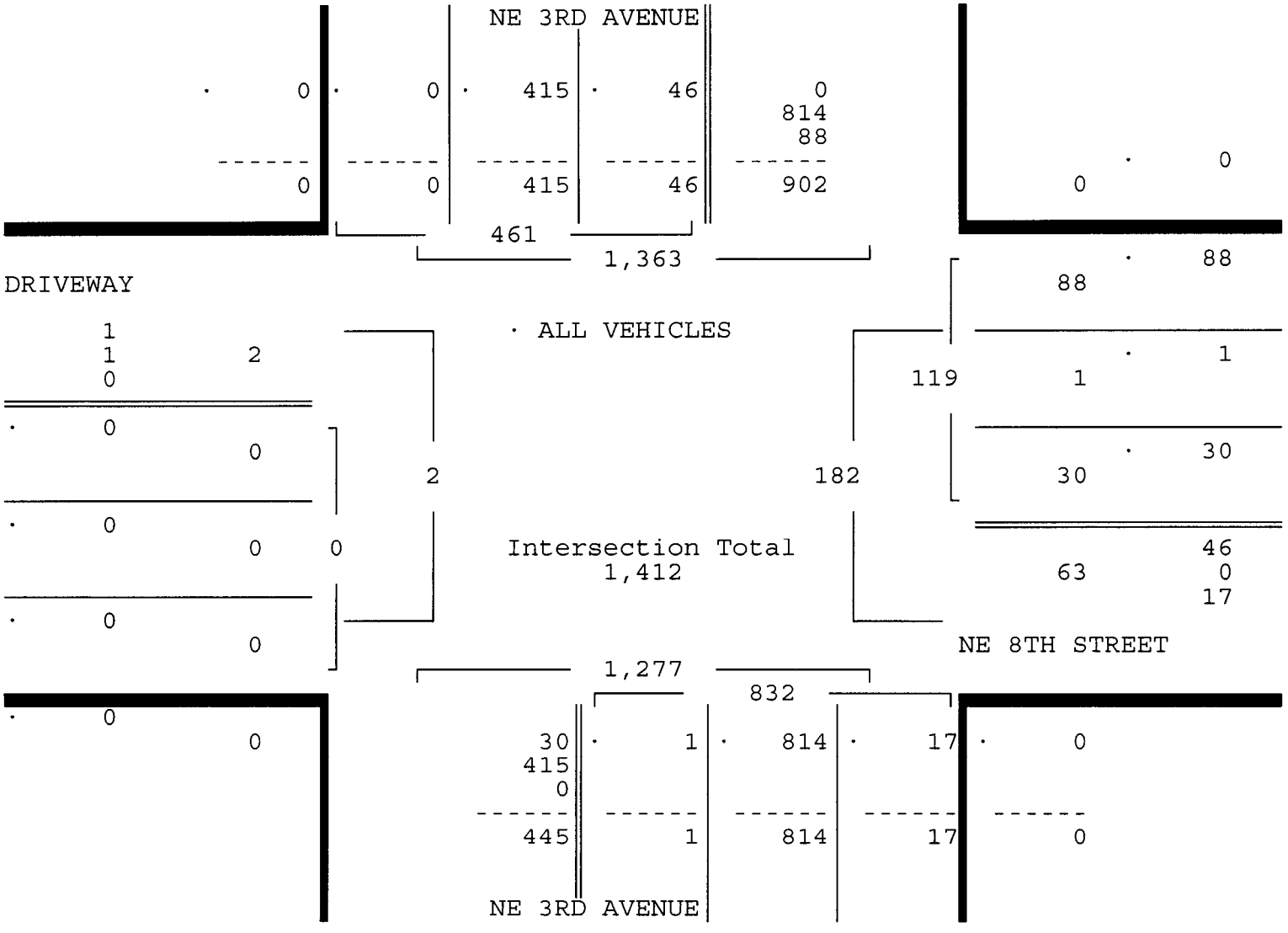
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	46	415	0	1	29	1	88	0	1	814	17	0	0	0	0	
Percent	0%	10%	90%	0%	1%	24%	1%	74%	0%	0%	98%	2%	0%	0%	0%	0%	
Pk total	461				119				832				0				
Highest	17:15				17:15				17:15				07:00				
Volume	0	8	116	0	0	7	0	27	0	0	231	6	0	1	0	0	
Hi total	124				34				237				0				
PHF	.93				.88				.88				.0				



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

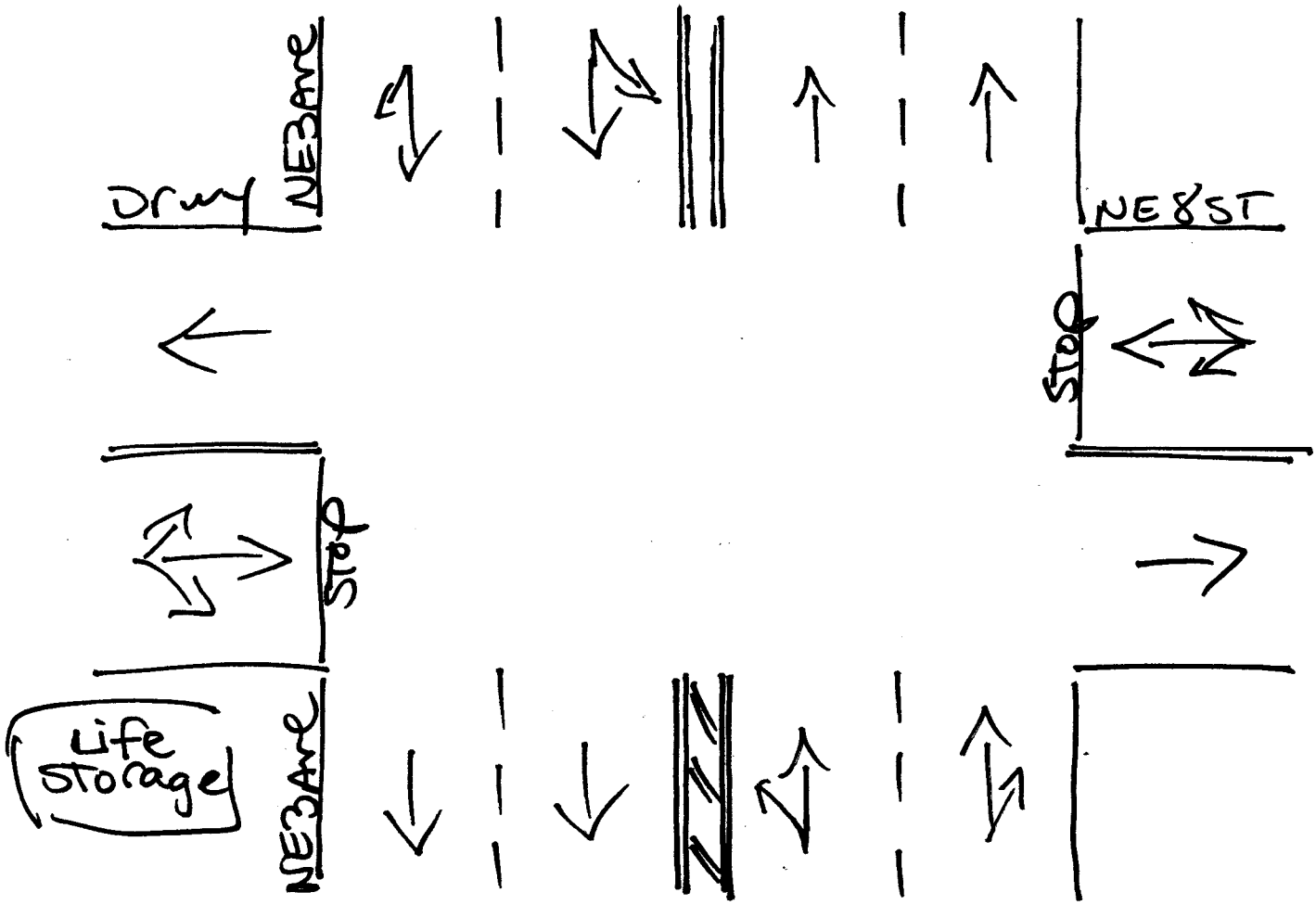
NE 8TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: GERMAIN CAMPUSANO
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 8TH STREET From East				NE 3RD AVENUE From South				DRIVEWAY From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	4
07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	1	0	3	0	0	0	2	0	1	0	1	8
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4
16:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Hr Total	0	0	0	1	0	3	0	0	0	1	0	1	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
TOTAL	0	0	0	1	0	9	0	4	0	1	0	3	0	2	0	1	21

North



Ft. Lauderdale, Florida

June 28, 2018

drawn by: Luis Palomino

NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 7TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE From North				NE 7TH STREET From East				NE 3RD AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	1	56	1	0	2	2	5	0	2	50	0	0	2	3	5	129
07:15	1	3	92	1	0	6	2	18	0	0	53	0	0	2	4	3	185
07:30	0	4	103	0	0	8	5	9	1	3	58	1	0	4	4	5	205
07:45	0	6	145	1	0	2	4	6	0	3	56	4	0	3	3	5	238
Hr Total	1	14	396	3	0	18	13	38	1	8	217	5	0	11	14	18	757
08:00	0	4	121	1	0	6	7	6	0	4	75	1	0	2	3	7	237
08:15	0	8	179	4	0	6	3	9	0	5	64	1	0	3	1	7	290
08:30	0	1	152	6	0	8	2	8	0	2	68	0	0	3	2	11	263
08:45	0	3	155	6	0	3	7	4	0	3	87	0	0	3	6	7	284
Hr Total	0	16	607	17	0	23	19	27	0	14	294	2	0	11	12	32	1074
---------- * BREAK * ----------																	
16:00	0	7	88	1	0	2	8	12	0	7	164	4	0	5	0	1	299
16:15	0	3	91	2	0	6	3	4	0	8	147	3	0	0	1	5	273
16:30	0	4	95	5	0	6	4	11	0	10	183	2	0	3	5	3	331
16:45	0	2	84	3	0	4	5	6	0	2	191	6	0	2	1	3	309
Hr Total	0	16	358	11	0	18	20	33	0	27	685	15	0	10	7	12	1212
17:00	0	5	93	6	0	3	3	12	0	7	185	7	0	2	1	9	333
17:15	0	3	82	6	0	5	5	11	0	4	167	4	0	1	4	0	292
17:30	1	9	102	3	0	3	4	17	0	11	191	4	0	3	3	6	357
17:45	0	9	86	6	0	2	10	13	0	3	165	2	0	2	0	3	301
Hr Total	1	26	363	21	0	13	22	53	0	25	708	17	0	8	8	18	1283
TOTAL	2	72	1724	52	0	72	74	151	1	74	1904	39	0	40	41	80	4326

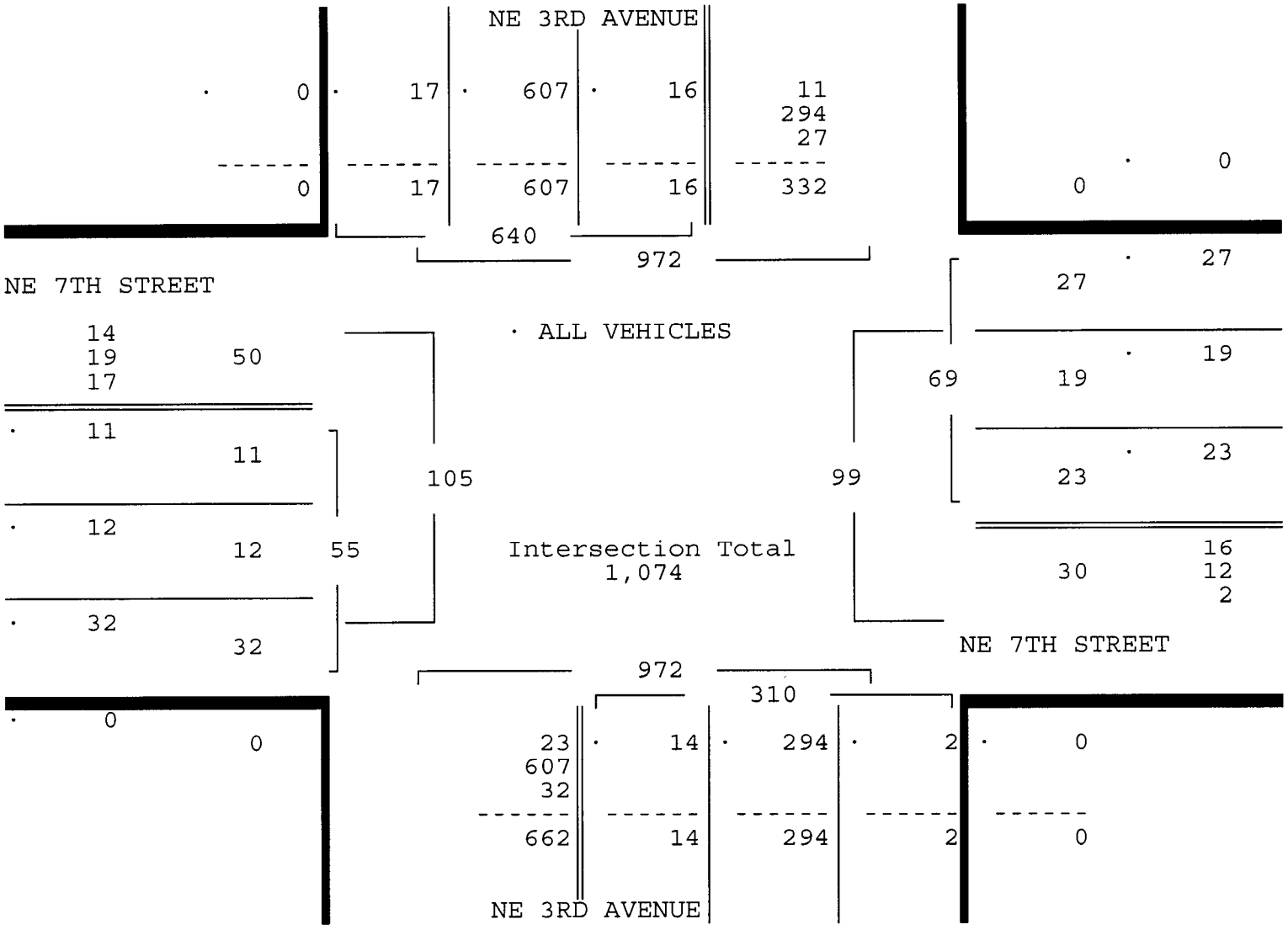
NE 7TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_3AVE
Page : 2

ALL VEHICLES

	NE 3RD AVENUE From North				NE 7TH STREET From East				NE 3RD AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	16	607	17	0	23	19	27	0	14	294	2	0	11	12	32	
Percent	0%	2%	95%	3%	0%	33%	28%	39%	0%	5%	95%	1%	0%	20%	22%	58%	
Pk total	640				69				310				55				
Highest	08:15				08:00				08:45				08:30				
Volume	0	8	179	4	0	6	7	6	0	3	87	0	0	3	2	11	
Hi total	191				19				90				16				
PHF	.84				.91				.86				.86				



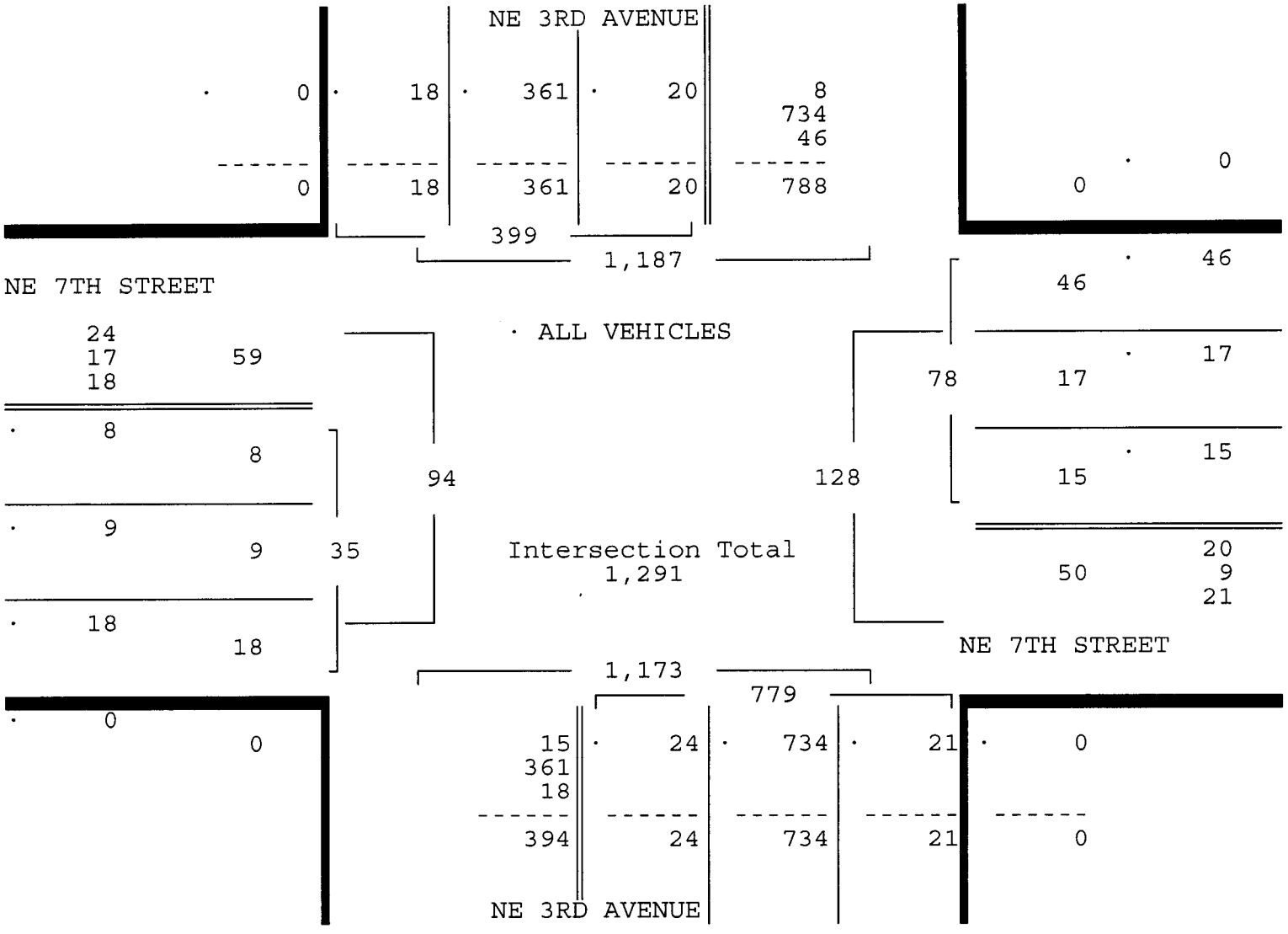
NE 7TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_3AVE

ALL VEHICLES

	NE 3RD AVENUE From North				NE 7TH STREET From East				NE 3RD AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start 16:45					16:45				16:45				16:45				
Volume	1	19	361	18	0	15	17	46	0	24	734	21	0	8	9	18	
Percent	0%	5%	90%	5%	0%	19%	22%	59%	0%	3%	94%	3%	0%	23%	26%	51%	
Pk total	399				78				779				35				
Highest	17:30				17:30				17:30				17:00				
Volume	1	9	102	3	0	3	4	17	0	11	191	4	0	2	1	9	
Hi total	115				24				206				12				
PHF	.87				.81				.95				.73				



NE 7TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ADAM JOHNSON
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
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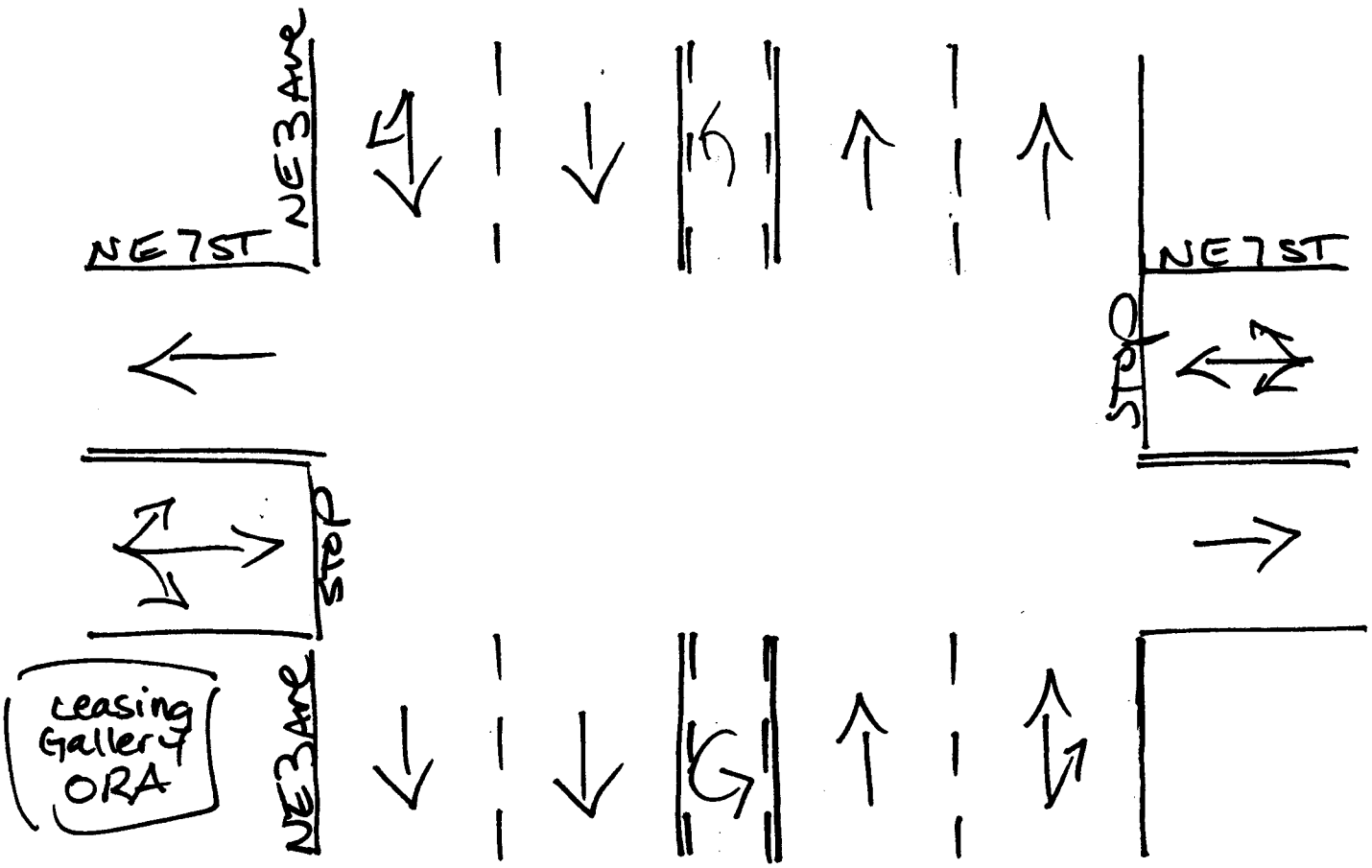
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_3AVE
Page : 1

PEDESTRIANS & BIKES

	NE 3RD AVENUE From North				NE 7TH STREET From East				NE 3RD AVENUE From South				NE 7TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
07:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	1	0	1	0	0	0	0	0	2	0	0	0	1	7
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	1	7
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	4
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	1	0	3	0	0	0	0	0	1	0	3	0	0	0	1	9
17:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	2	0	5	0	1	0	0	9
17:45	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
Hr Total	0	6	0	1	0	0	0	0	0	2	0	7	0	1	0	0	17
TOTAL	0	9	0	7	0	1	0	2	0	3	0	13	0	2	0	3	40

North



Ft. Lauderdale, Florida

June 28, 2018

drawn by: Luis Palomino

NOT Signatured

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 8TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_5AVE
Page : 1

ALL VEHICLES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	0	0	1	0	0	9	1	0	0	2	1	0	0	8	0	22
07:15	0	1	0	1	0	0	10	0	0	1	1	2	0	0	6	1	23
07:30	0	1	0	0	0	0	10	2	0	0	3	1	0	0	15	1	33
07:45	0	1	0	1	0	1	27	1	0	0	2	3	0	0	11	0	47
Hr Total	0	3	0	3	0	1	56	4	0	1	8	7	0	0	40	2	125
08:00	0	0	2	0	0	0	26	1	0	0	3	2	0	0	16	0	50
08:15	0	1	1	1	0	0	16	5	0	1	0	0	0	1	11	0	37
08:30	0	1	4	0	0	0	24	3	0	0	4	1	0	0	19	0	56
08:45	0	3	3	1	0	3	28	2	0	5	3	3	0	1	25	0	77
Hr Total	0	5	10	2	0	3	94	11	0	6	10	6	0	2	71	0	220
---------- * BREAK * ----------																	
16:00	0	0	4	0	0	2	38	1	0	1	3	0	0	0	17	2	68
16:15	0	1	4	1	0	0	27	1	0	1	2	0	0	2	7	2	48
16:30	0	3	4	1	0	1	30	6	0	4	4	1	0	2	20	1	77
16:45	0	0	3	3	0	3	23	8	0	2	1	4	0	3	14	1	65
Hr Total	0	4	15	5	0	6	118	16	0	8	10	5	0	7	58	6	258
17:00	0	3	4	0	0	1	33	5	0	3	6	2	0	1	14	1	73
17:15	0	2	1	2	0	2	30	9	0	1	7	4	0	2	12	0	72
17:30	0	0	1	2	0	3	26	2	0	1	2	3	0	0	9	2	51
17:45	0	0	0	1	0	2	26	2	0	1	4	5	0	1	15	1	58
Hr Total	0	5	6	5	0	8	115	18	0	6	19	14	0	4	50	4	254
TOTAL	0	17	31	15	0	18	383	49	0	21	47	32	0	13	219	12	857

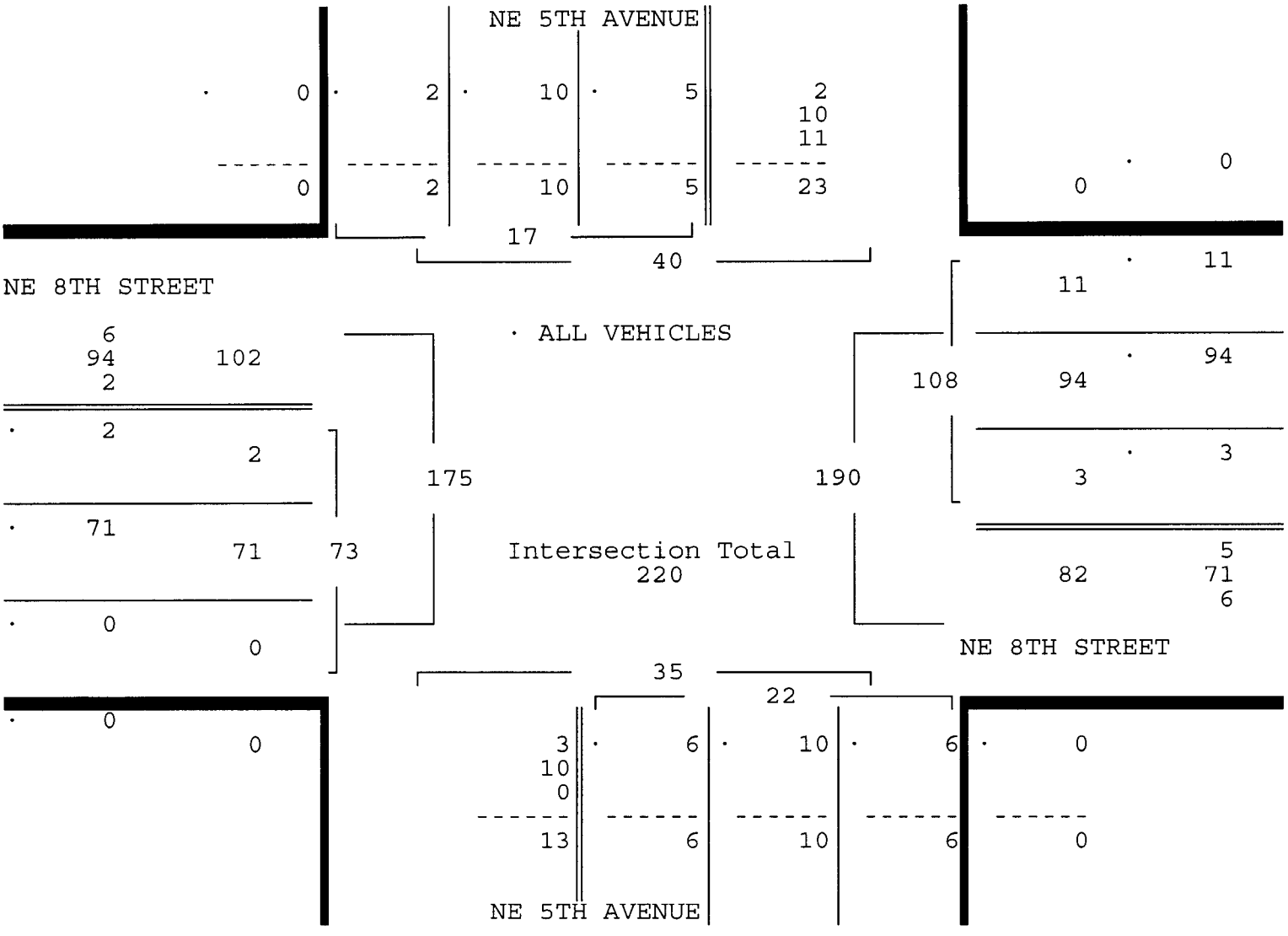
NE 8TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_5AVE

ALL VEHICLES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	5	10	2	0	3	94	11	0	6	10	6	0	2	71	0	
Percent	0%	29%	59%	12%	0%	3%	87%	10%	0%	27%	45%	27%	0%	3%	97%	0%	
Pk total	17				108				22				73				
Highest	08:45				08:45				08:45				08:45				
Volume	0	3	3	1	0	3	28	2	0	5	3	3	0	1	25	0	
Hi total	7				33				11				26				
PHF	.61				.82				.50				.70				



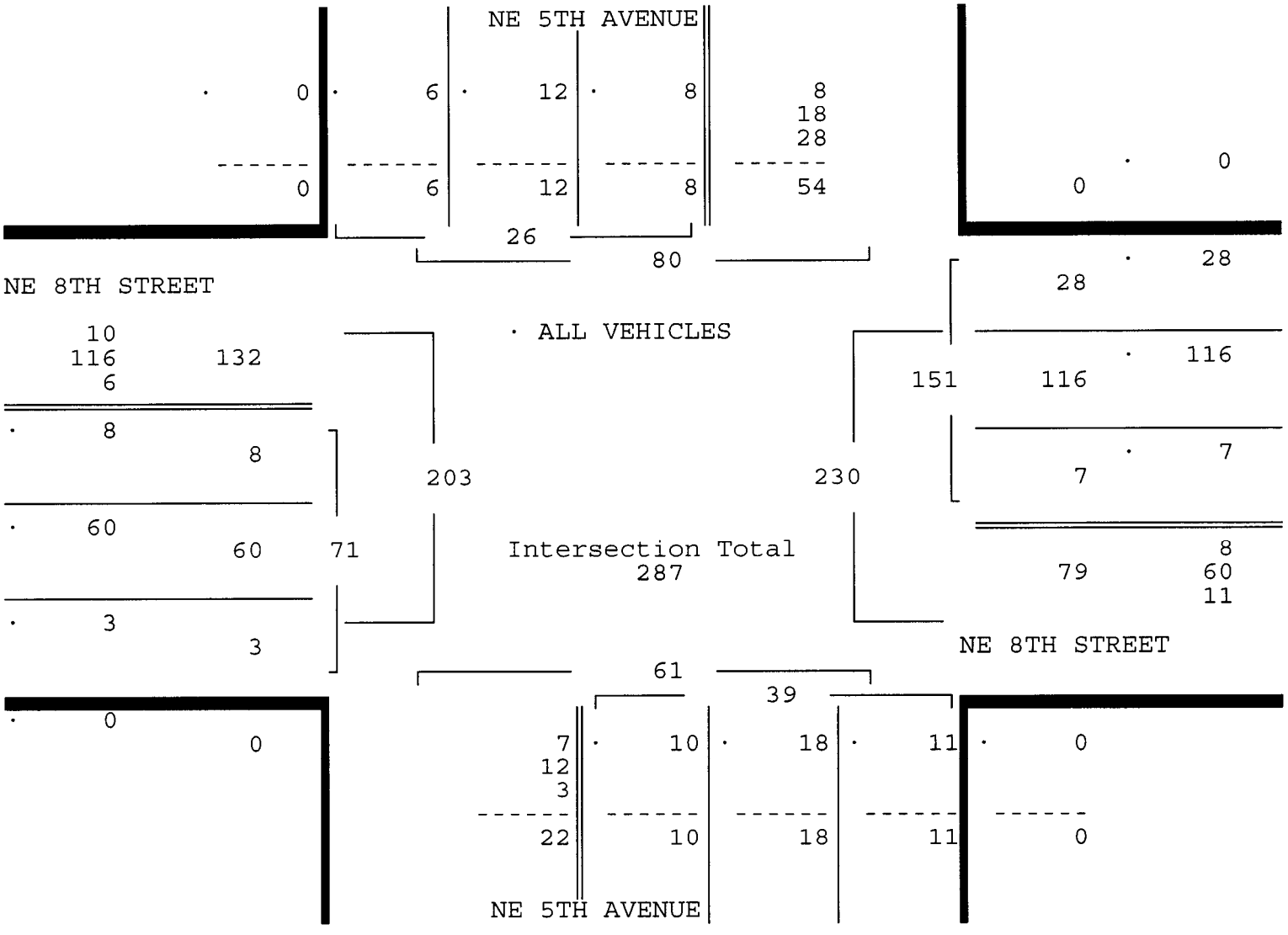
NE 8TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_5AVE

ALL VEHICLES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	8	12	6	0	7	116	28	0	10	18	11	0	8	60	3	
Percent	0%	31%	46%	23%	0%	5%	77%	19%	0%	26%	46%	28%	0%	11%	85%	4%	
Pk total	26				151				39				71				
Highest	16:30				17:15				17:15				16:30				
Volume	0	3	4	1	0	2	30	9	0	1	7	4	0	2	20	1	
Hi total	8				41				12				23				
PHF	.81				.92				.81				.77				



TRAFFIC SURVEY SPECIALISTS, INC.

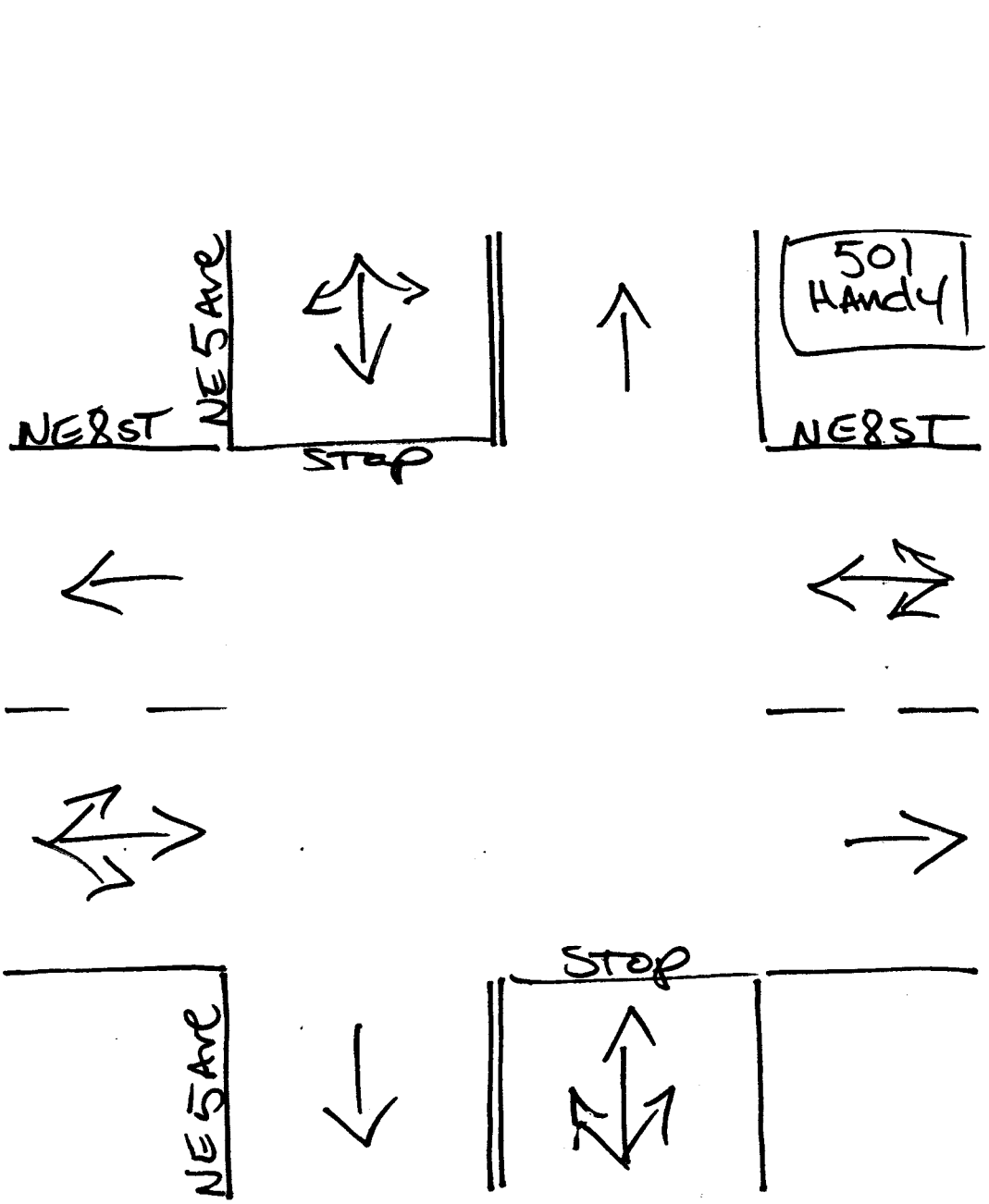
NE 8TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8ST_5AVE
Page : 1

PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 8TH STREET From East				NE 5TH AVENUE From South				NE 8TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
Hr Total	0	1	0	0	0	1	0	1	0	2	0	1	0	1	0	1	8
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	2	0	1	0	0	0	0	0	2	0	1	0	0	8
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	3
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	4
16:45	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	4
Hr Total	0	1	0	3	0	1	0	0	0	0	0	0	0	5	0	1	11
17:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
17:15	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
17:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Hr Total	0	0	0	3	0	0	0	3	0	3	0	1	0	0	0	0	10
TOTAL	0	4	0	8	0	3	0	4	0	5	0	4	0	7	0	2	37



Ft. Lauderdale, Florida
June 28, 2018
drawn by: Luis Palomino
not signalized

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 7TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_5AVE
Page : 1

ALL VEHICLES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	1	0	0	0	0	8	1	0	2	2	1	0	0	5	4	24
07:15	0	2	0	0	0	1	15	0	0	1	0	2	0	1	5	4	31
07:30	0	2	0	0	0	0	10	1	0	1	3	2	0	0	7	0	26
07:45	0	0	0	1	0	2	9	1	0	1	1	0	0	4	9	1	29
Hr Total	0	5	0	1	0	3	42	3	0	5	6	5	0	5	26	9	110
08:00	0	2	0	0	0	1	16	1	0	3	1	0	0	2	7	3	36
08:15	0	1	0	1	0	2	8	0	0	1	1	1	0	1	8	4	28
08:30	0	2	2	0	0	0	13	0	0	2	3	0	0	1	1	0	24
08:45	0	0	4	1	0	2	7	3	0	2	5	1	0	0	5	0	30
Hr Total	0	5	6	2	0	5	44	4	0	8	10	2	0	4	21	7	118
---------- * BREAK * ----------																	
16:00	0	0	2	2	0	2	26	3	0	0	1	1	0	0	4	3	44
16:15	0	0	2	1	0	0	8	2	0	0	0	1	0	1	4	2	21
16:30	0	1	5	1	0	1	16	4	0	1	2	0	0	3	6	2	42
16:45	0	3	4	2	0	2	13	2	0	0	3	5	0	3	6	1	44
Hr Total	0	4	13	6	0	5	63	11	0	1	6	7	0	7	20	8	151
17:00	0	2	2	2	0	2	12	4	0	1	6	2	0	0	4	3	40
17:15	0	1	3	0	0	1	15	4	0	8	8	1	0	1	3	3	48
17:30	0	0	6	0	0	0	20	1	0	2	2	0	0	3	8	2	44
17:45	0	0	1	1	0	0	22	7	0	0	3	0	0	2	6	0	42
Hr Total	0	3	12	3	0	3	69	16	0	11	19	3	0	6	21	8	174
TOTAL	0	17	31	12	0	16	218	34	0	25	41	17	0	22	88	32	553

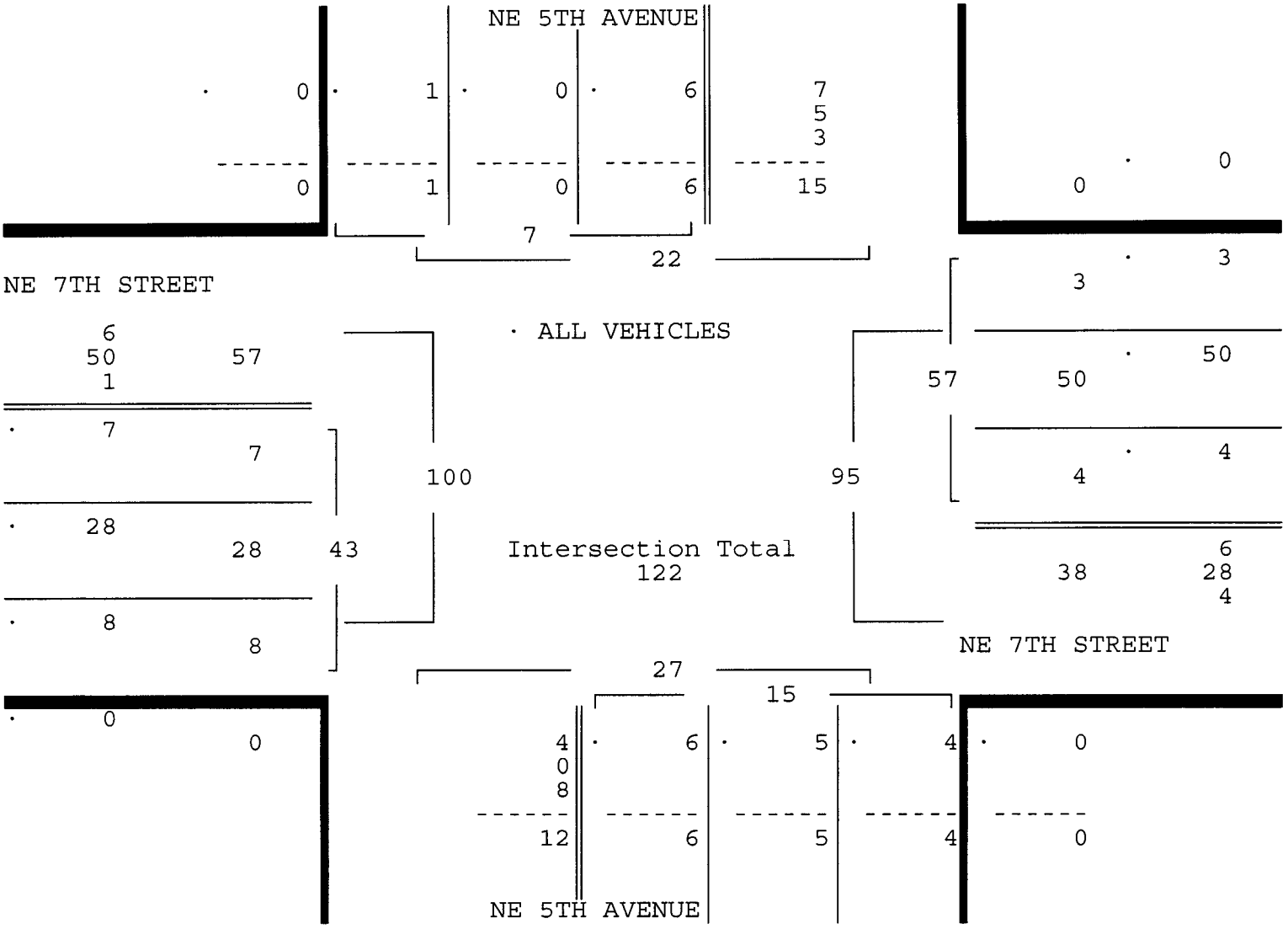
NE 7TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_5AVE

ALL VEHICLES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start	07:15				07:15				07:15				07:15				
Volume	0	6	0	1	0	4	50	3	0	6	5	4	0	7	28	8	
Percent	0%	86%	0%	14%	0%	7%	88%	5%	0%	40%	33%	27%	0%	16%	65%	19%	
Pk total	7				57				15				43				
Highest	07:15				08:00				07:30				07:45				
Volume	0	2	0	0	0	1	16	1	0	1	3	2	0	4	9	1	
Hi total	2				18				6				14				
PHF	.88				.79				.62				.77				



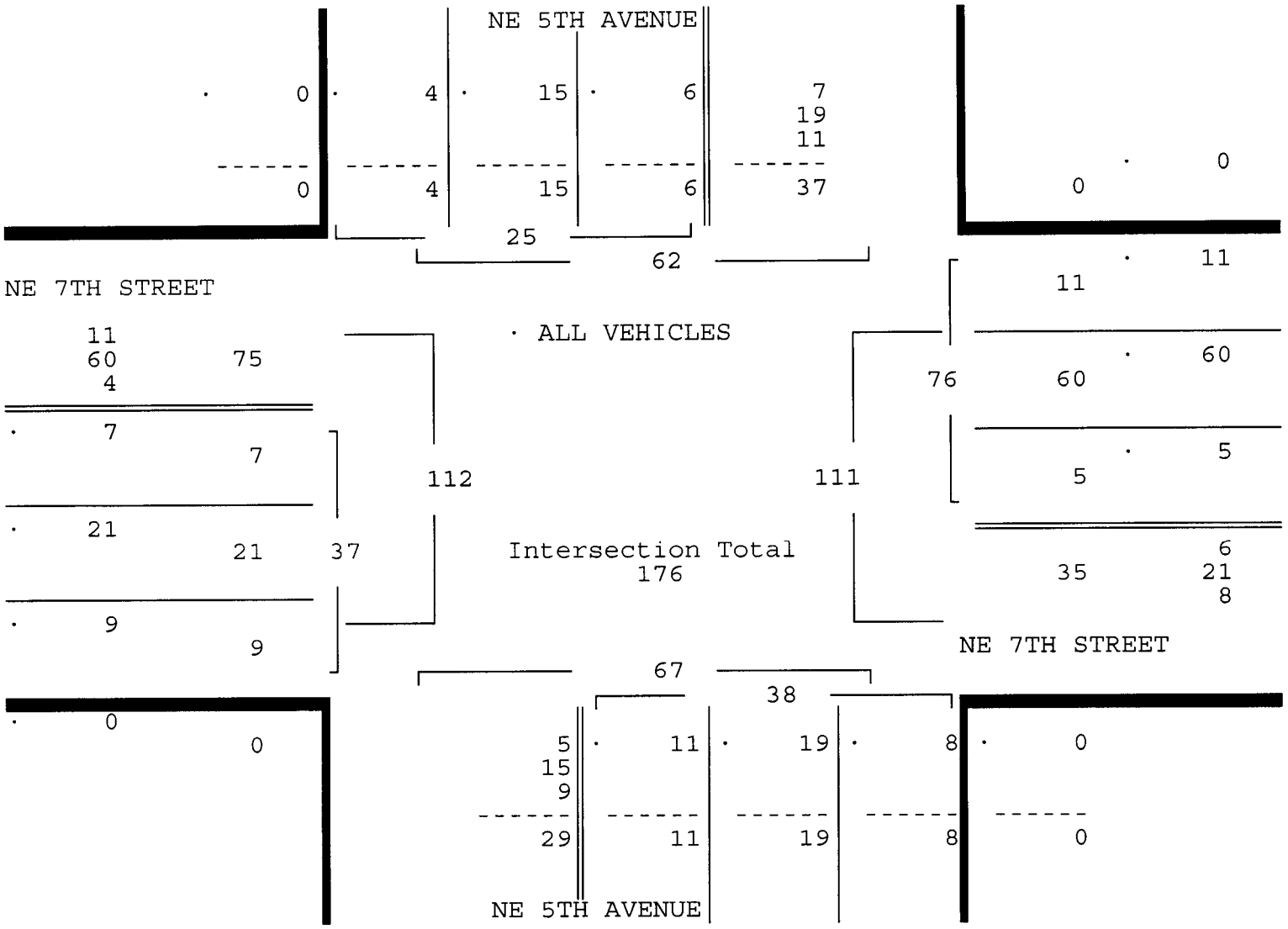
NE 7TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_5AVE

ALL VEHICLES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	6	15	4	0	5	60	11	0	11	19	8	0	7	21	9	
Percent	0%	24%	60%	16%	0%	7%	79%	14%	0%	29%	50%	21%	0%	19%	57%	24%	
Pk total	25				76				38				37				
Highest	16:45				17:30				17:15				17:30				
Volume	0	3	4	2	0	0	20	1	0	8	8	1	0	3	8	2	
Hi total	9				21				17				13				
PHF	.69				.90				.56				.71				



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

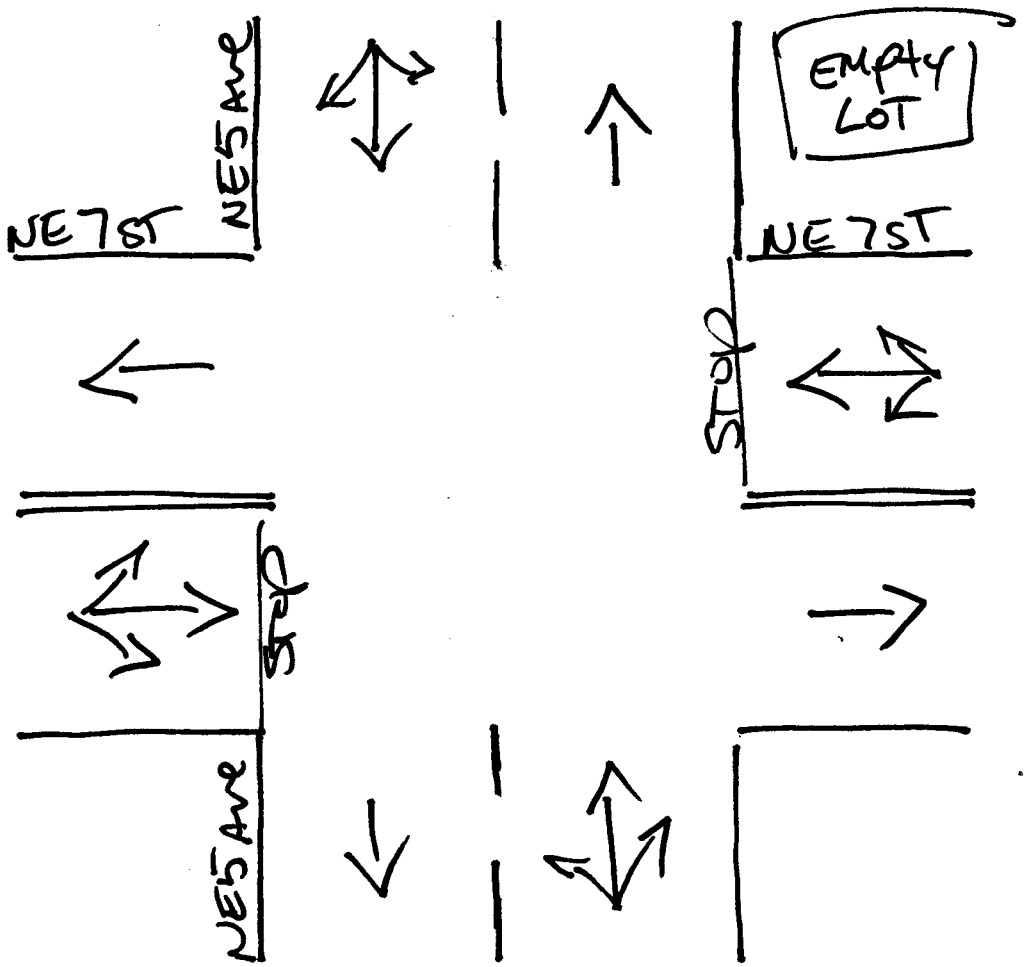
NE 7TH STREET & NE 5TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7ST_5AVE
Page : 1

PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				NE 7TH STREET From East				NE 5TH AVENUE From South				NE 7TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	1	0	0	0	2	0	0	0	1	0	2	0	1	0	1	8
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
08:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	4
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	1	5
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	1	0	1	0	3	0	1	0	1	8
17:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	7
Hr Total	0	0	0	0	0	0	0	1	0	2	0	6	0	0	0	0	9
TOTAL	0	2	0	1	0	4	0	2	0	4	0	12	0	2	0	2	29

North



FT. Lauderdale, Florida
June 28, 2018
drawing: Luis Palomino
NOT signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 8TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 8TH STREET From East				US 1 From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	1	3	203	1	3	2	0	2	0	8	113	6	0	3	2	3	350
07:15	1	5	279	1	1	3	3	1	0	8	126	10	0	2	4	3	447
07:30	1	4	358	0	4	8	2	3	0	12	205	13	0	1	4	10	625
07:45	0	7	372	9	2	10	4	1	1	20	212	17	0	2	3	7	667
Hr Total	3	19	1212	11	10	23	9	7	1	48	656	46	0	8	13	23	2089
08:00	0	6	349	4	4	9	9	8	2	14	199	14	0	2	10	5	635
08:15	0	11	393	3	8	12	3	11	0	16	228	21	0	2	8	4	720
08:30	0	12	367	13	13	20	6	6	0	17	254	18	0	3	5	11	745
08:45	1	5	346	9	1	19	3	10	0	20	250	25	1	10	12	10	722
Hr Total	1	34	1455	29	26	60	21	35	2	67	931	78	1	17	35	30	2822
---------- * BREAK * ----------																	
16:00	2	5	299	6	3	13	6	8	0	28	367	13	0	6	7	2	765
16:15	0	7	308	3	5	10	3	8	4	23	286	6	0	4	1	6	674
16:30	0	2	311	3	0	7	7	4	2	20	316	8	1	8	4	8	701
16:45	0	6	324	3	2	10	11	5	0	22	343	14	0	6	4	7	757
Hr Total	2	20	1242	15	10	40	27	25	6	93	1312	41	1	24	16	23	2897
17:00	0	10	367	5	3	15	3	6	0	27	317	15	0	3	5	10	786
17:15	1	11	294	3	4	16	4	5	3	33	383	15	0	7	1	10	790
17:30	1	6	331	6	5	10	5	10	6	26	321	23	0	5	4	7	766
17:45	1	10	370	4	6	10	10	3	1	25	307	18	0	6	6	8	785
Hr Total	3	37	1362	18	18	51	22	24	10	111	1328	71	0	21	16	35	3127
TOTAL	9	110	5271	73	64	174	79	91	19	319	4227	236	2	70	80	111	10935

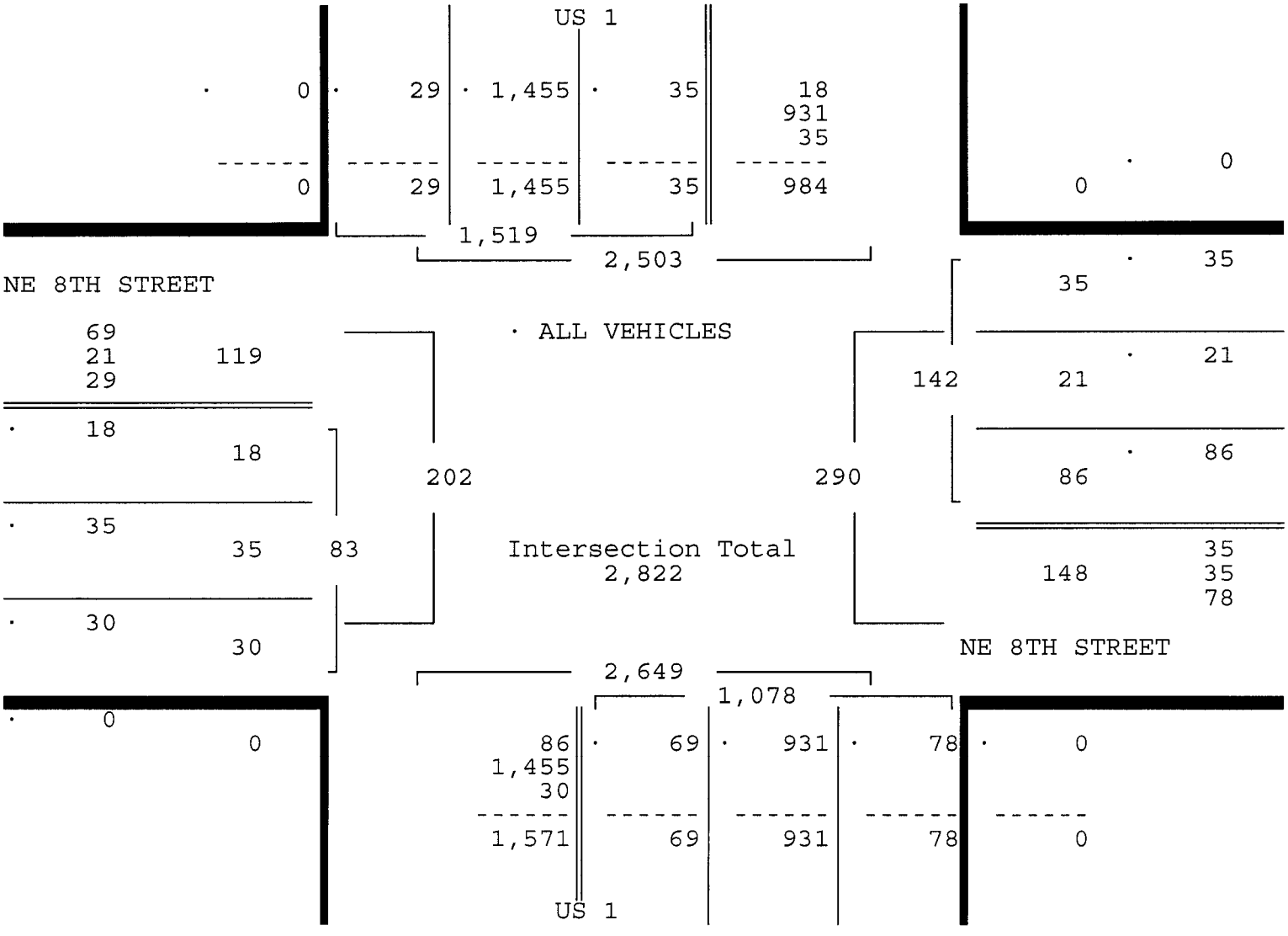
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

NE 8TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8STR_US1

ALL VEHICLES

	US 1 From North				NE 8TH STREET From East				US 1 From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	34	1455	29	26	60	21	35	2	67	931	78	1	17	35	30	
Percent	0%	2%	96%	2%	18%	42%	15%	25%	0%	6%	86%	7%	1%	20%	42%	36%	
Pk total	1519				142				1078				83				
Highest	08:15				08:30				08:45				08:45				
Volume	0	11	393	3	13	20	6	6	0	20	250	25	1	10	12	10	
Hi total	407				45				295				33				
PHF	.93				.79				.91				.63				



TRAFFIC SURVEY SPECIALISTS, INC.

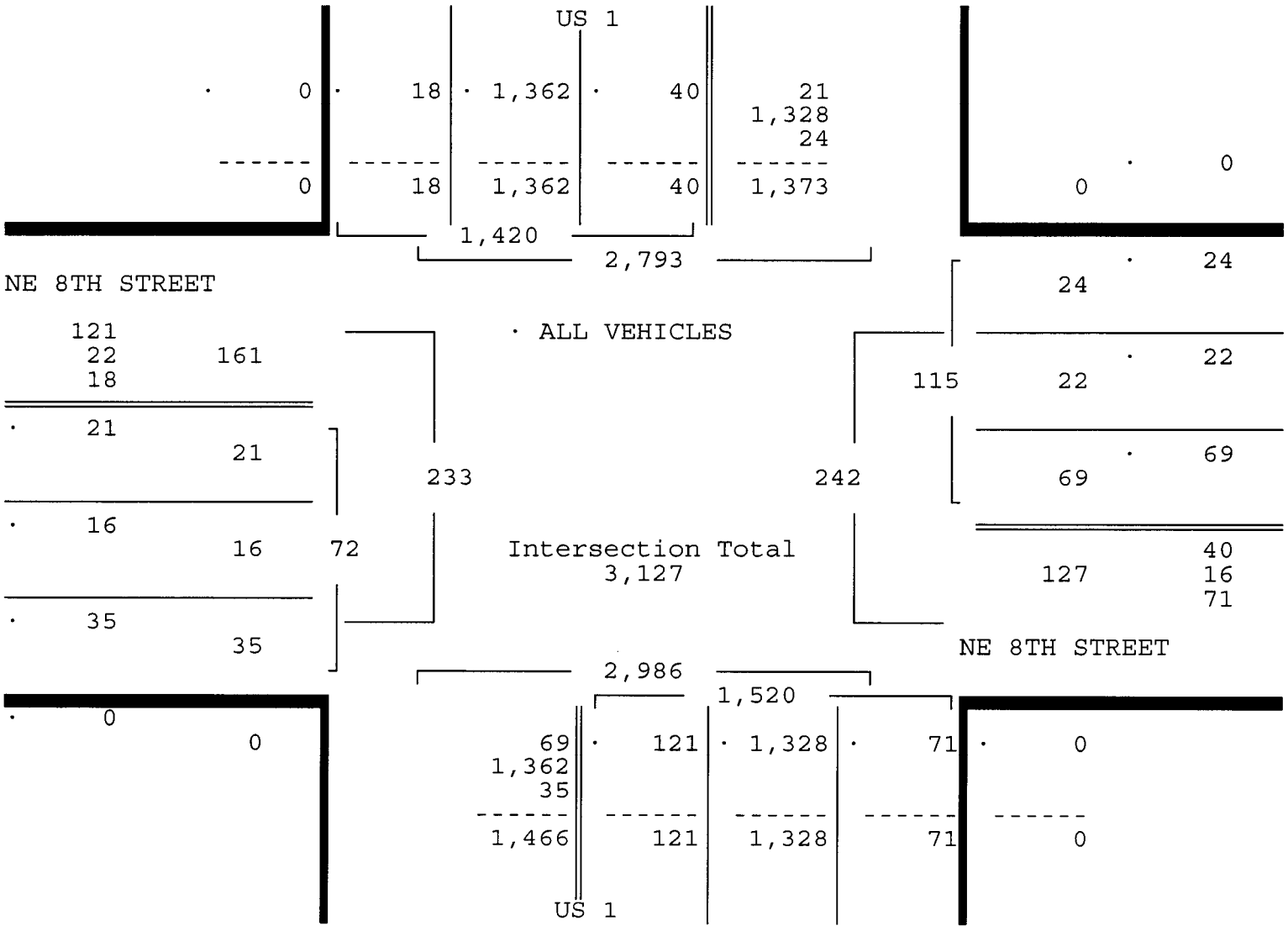
NE 8TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8STR_US1
Page : 3

ALL VEHICLES

	US 1 From North				NE 8TH STREET From East				US 1 From South				NE 8TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	17:00				17:00				17:00				17:00				
Volume	3	37	1362	18	18	51	22	24	10	111	1328	71	0	21	16	35	
Percent	0%	3%	96%	1%	16%	44%	19%	21%	1%	7%	87%	5%	0%	29%	22%	49%	
Pk total	1420				115				1520				72				
Highest	17:45				17:30				17:15				17:45				
Volume	1	10	370	4	5	10	5	10	3	33	383	15	0	6	6	8	
Hi total	385				30				434				20				
PHF	.92				.96				.88				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 8TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

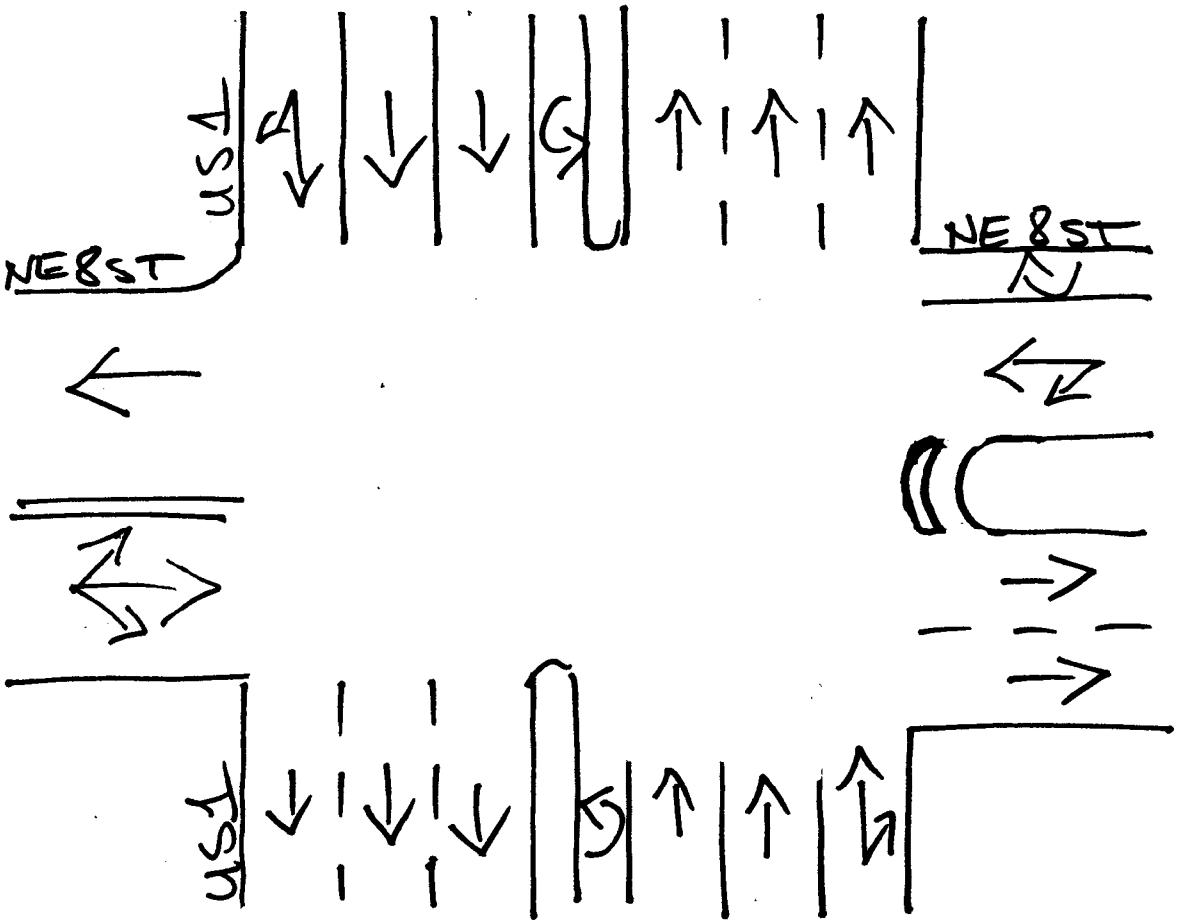
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 8STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				NE 8TH STREET From East				US 1 From South				NE 8TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	4
07:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
07:45	0	0	0	0	0	1	0	3	0	0	0	0	0	3	0	0	7
Hr Total	0	1	0	1	0	2	0	6	0	1	0	0	0	6	0	1	18
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	1	0	0	0	0	0	0	0	2	0	1	0	0	6
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	5
16:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:30	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
16:45	0	1	0	1	0	0	0	3	0	0	0	0	0	0	0	1	6
Hr Total	0	1	0	2	0	2	0	8	0	0	0	1	0	0	0	3	17
17:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
17:15	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	6
17:30	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	4
17:45	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5
Hr Total	0	3	0	3	0	5	0	3	0	0	0	2	0	1	0	1	18
TOTAL	0	7	0	7	0	9	0	17	0	1	0	5	0	8	0	5	59

North



FT. Lauderdale, Florida

June 28, 2018

drawn by: Luis Palomino

signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NE 7TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPH MARTINEZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7STR_US1
Page : 1

ALL VEHICLES

	US 1 From North				NE 7TH STREET From East				US 1 From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
07:00	0	5	201	1	0	0	0	4	3	8	139	1	0	0	0	8	370
07:15	0	9	283	0	0	0	0	4	1	15	142	2	0	0	0	6	462
07:30	0	5	360	0	0	0	0	5	1	11	221	4	0	0	0	9	616
07:45	0	9	376	4	0	0	0	5	1	11	250	2	0	0	0	7	665
Hr Total	0	28	1220	5	0	0	0	18	6	45	752	9	0	0	0	30	2113
08:00	0	12	352	3	0	0	0	7	1	11	224	0	0	0	0	9	619
08:15	0	8	426	1	0	0	0	6	5	9	274	2	0	0	0	12	743
08:30	0	9	399	3	0	0	0	9	3	10	282	3	0	0	0	4	722
08:45	0	7	383	3	0	0	0	9	7	9	301	2	0	0	0	5	726
Hr Total	0	36	1560	10	0	0	0	31	16	39	1081	7	0	0	0	30	2810
---------- * BREAK * ----------																	
16:00	0	8	312	2	0	0	0	11	5	25	405	3	0	0	0	6	777
16:15	0	5	337	0	0	0	0	7	7	10	336	6	0	0	0	3	711
16:30	0	14	308	2	0	0	0	7	7	19	346	5	0	0	0	6	714
16:45	0	20	330	2	0	0	0	5	7	15	367	6	0	0	0	11	763
Hr Total	0	47	1287	6	0	0	0	30	26	69	1454	20	0	0	0	26	2965
17:00	4	25	352	2	0	0	0	9	2	16	358	4	0	0	0	7	779
17:15	0	11	304	2	0	0	0	11	14	20	399	7	0	0	0	4	772
17:30	0	13	352	2	0	0	0	21	6	21	362	4	0	0	0	7	788
17:45	2	14	369	3	0	0	0	9	3	22	343	3	0	0	0	5	773
Hr Total	6	63	1377	9	0	0	0	50	25	79	1462	18	0	0	0	23	3112
TOTAL	6	174	5444	30	0	0	0	129	73	232	4749	54	0	0	0	109	11000

TRAFFIC SURVEY SPECIALISTS, INC.

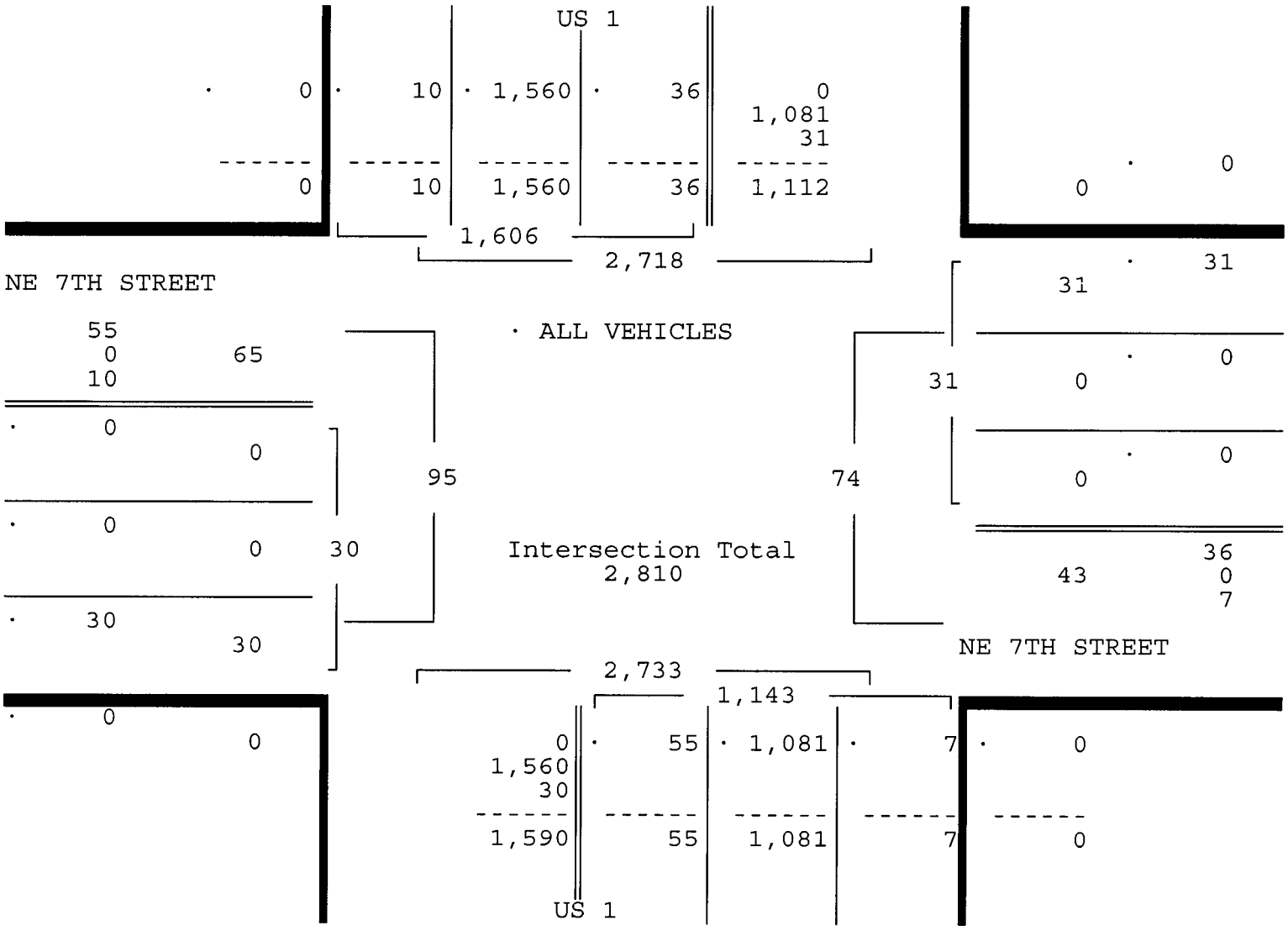
NE 7TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPH MARTINEZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7STR_US1
Page : 2

ALL VEHICLES

	US 1 From North				NE 7TH STREET From East				US 1 From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/28/18																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	36	1560	10	0	0	0	31	16	39	1081	7	0	0	0	30	
Percent	0%	2%	97%	1%	0%	0%	0%	100%	1%	3%	95%	1%	0%	0%	0%	100%	
Pk total	1606				31				1143				30				
Highest	08:15				08:30				08:45				08:15				
Volume	0	8	426	1	0	0	0	9	7	9	301	2	0	0	0	12	
Hi total	435				9				319				12				
PHF	.92				.86				.90				.62				



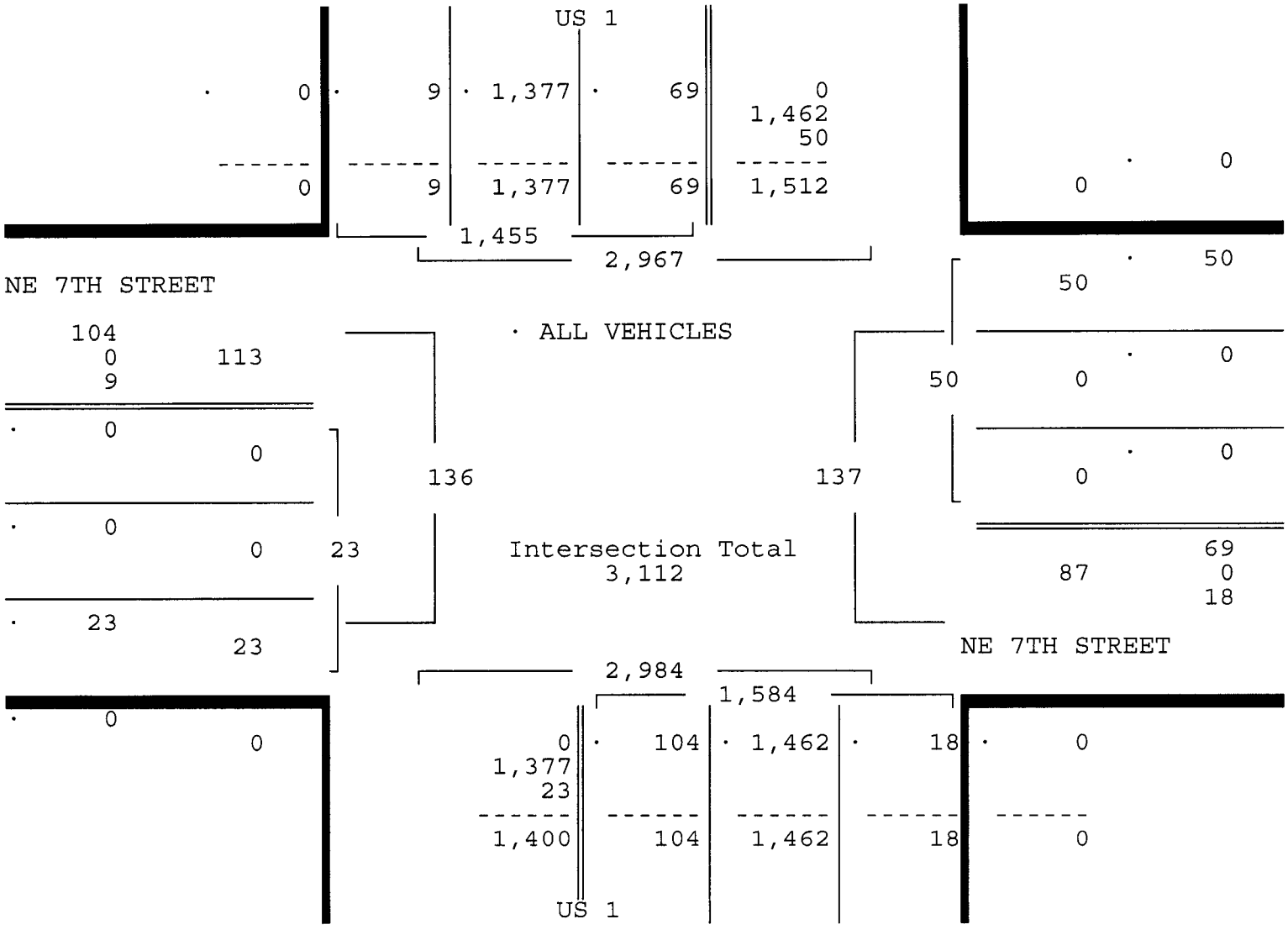
NE 7TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPH MARTINEZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7STR_US1
Page : 3

ALL VEHICLES

	US 1 From North				NE 7TH STREET From East				US 1 From South				NE 7TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/28/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/28/18																	
Peak start	17:00				17:00				17:00				17:00				
Volume	6	63	1377	9	0	0	0	50	25	79	1462	18	0	0	0	23	
Percent	0%	4%	95%	1%	0%	0%	0%	100%	2%	5%	92%	1%	0%	0%	0%	100%	
Pk total	1455				50				1584				23				
Highest	17:45				17:30				17:15				17:00				
Volume	2	14	369	3	0	0	0	21	14	20	399	7	0	0	0	7	
Hi total	388				21				440				7				
PHF	.94				.60				.90				.82				



TRAFFIC SURVEY SPECIALISTS, INC.

NE 7TH STREET & US 1
FT LAUDERDALE, FLORIDA
COUNTED BY: RALPH MARTINEZ
NOT SIGNALIZED

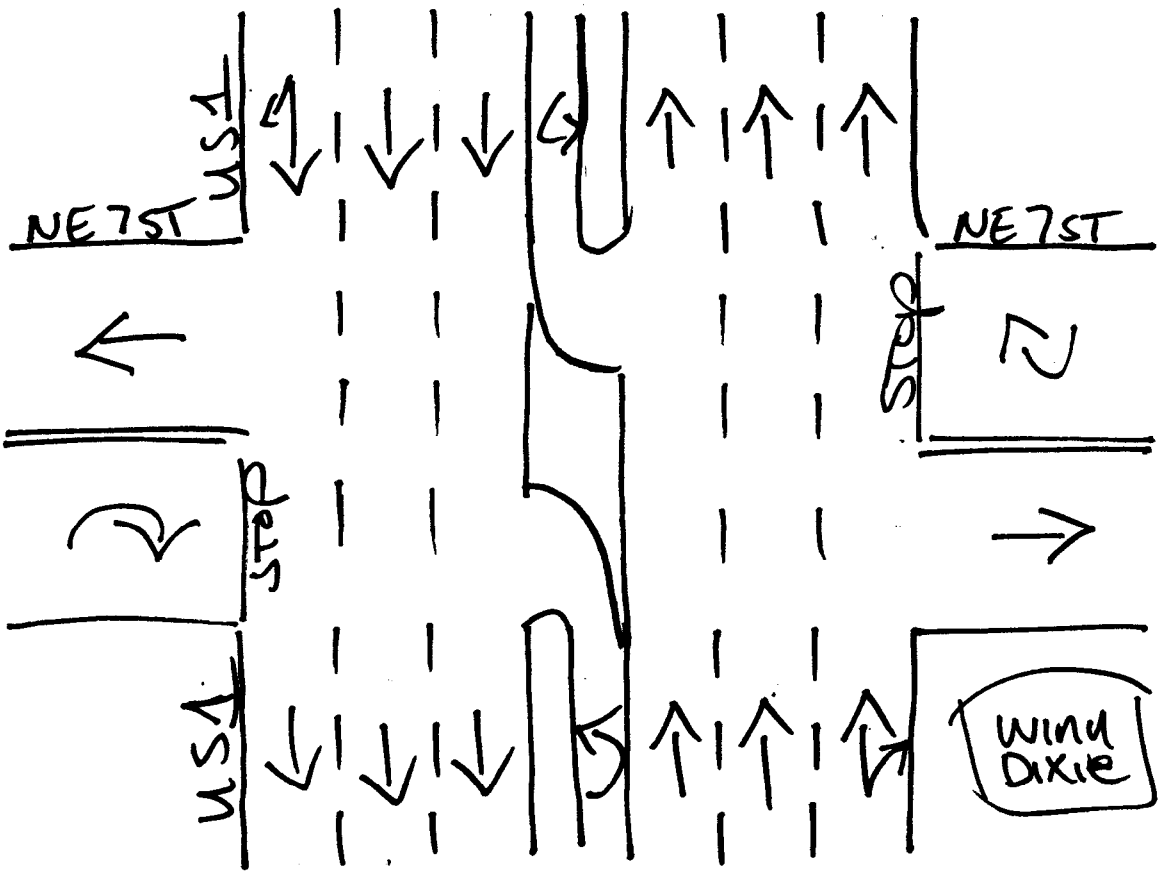
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180123
Start Date: 06/28/18
File I.D. : 7STR_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				NE 7TH STREET From East				US 1 From South				NE 7TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 06/28/18																	
07:00	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
07:30	0	0	0	3	0	0	0	0	0	1	0	3	0	1	0	1	9
07:45	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3
Hr Total	0	0	0	4	0	0	0	2	0	2	0	4	0	4	0	3	19
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
08:15	0	0	0	0	0	1	0	1	0	2	0	3	0	1	0	0	8
08:30	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	0	6
08:45	0	0	0	2	0	1	0	2	0	0	0	2	0	1	0	0	8
Hr Total	0	0	0	3	0	2	0	4	0	3	0	8	0	4	0	1	25
* BREAK *																	
16:00	0	0	0	0	0	1	0	3	0	0	0	3	0	0	0	3	10
16:15	0	1	0	1	0	0	0	0	0	1	0	7	0	0	0	1	11
16:30	0	1	0	1	0	0	0	0	0	0	0	5	0	0	0	1	8
16:45	0	0	0	1	0	1	0	5	0	0	0	3	0	0	0	0	10
Hr Total	0	2	0	3	0	2	0	8	0	1	0	18	0	0	0	5	39
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	7
17:30	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	8
17:45	0	0	0	0	0	2	0	0	0	1	0	1	0	1	0	1	6
Hr Total	0	0	0	1	0	4	0	5	0	1	0	9	0	1	0	1	22
TOTAL	0	2	0	11	0	8	0	19	0	7	0	39	0	9	0	10	105

North



Ft. Lauderdale, Florida

June 28, 2018

Drawn by: Luis Palomino

NOT Signalized

Broward County | Timing Sheet | 7/17/2018 3:18:01 PM

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Phase	1	2 (ST)	3	4 (WT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		20		25												
Min Green		10	4	6												
Gap Ext		3		2.5												
Max1		45	4	20												
Max2																
Yellow Clr		4	4	4					4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call										ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	8					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
Track Veh 1	3					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 7/17/2018 3:18:01 PM

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	80	30	2	1	10	50			38	12	30		38	12	30								
9		3	3	80	57	3	1	10	50			38	12	30		38	12	30								
16		4	4	80	32	4	1	10	50			38	12	30		38	12	30								
18	15	3	3	80	57	3	1	10	50			38	12	30		38	12	30								
Day Plan 2											**Easy**															
		3	3	80	57	3	1	10	50			38	12	30		38	12	30								
1		100	254																							
6	30	3	3	80	57	3	1	10	50			38	12	30		38	12	30								
Day Plan 3											**Easy**															
		3	3	80	57	3	1	10	50			38	12	30		38	12	30								
1		100	254																							
6	30	3	3	80	57	3	1	10	50			38	12	30		38	12	30								
23		100	254																							

Broward County Timing Sheet 7/17/2018 3:18:01 PM

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1			1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
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25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7		5								
Ped Clearance		25				25		25								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3	1	2	1.5	3	1	2								
Max1	15	50		25	15	50		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						ON
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	
Max Presence	180	180	180	180	180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	117	2	1	10	50		20	104		36	20	104		36								
9		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
16		4	4	160	153	4	1	10	50		20	115		25	20	115		25								
18	15	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
Day Plan 2											**Easy**															
		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
Day Plan 3											**Easy**															
		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
23		100	254																							

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

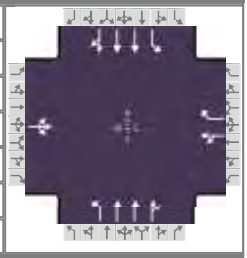
Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1						1																													2
9							1							1											1																													2
10									1					1						1	1	1	1	1	1	1	1																											2
11											1						1																																					2
12											1							1																																					2
13												1		1				1																																					2
14												1		1	1	1	1	1																																					2
15												1		1																																									2
16												1		1				1																																					2
17																		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.95
Urban Street	North Federal Highway	Analysis Year	2018	Analysis Period	1> 8:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_AMExisting.xus		
Project Description	Modera 555				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	40	35	99	24	40	79	1071	90	40	1673	33

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.4	0.5	118.7	19.4	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		25.4		25.4	9.9	125.2	9.4	124.7
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		10.7		19.0	3.8		2.9	
Green Extension Time (g_e), s		0.5		0.4	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.98		0.85	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		101			129	42	83	826	396	42	1202	594
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1719			1224	1579	1774	1863	1785	1774	1863	1841
Queue Service Time (g_s), s		0.0			8.4	3.9	1.8	0.4	3.3	0.9	1.0	2.3
Cycle Queue Clearance Time (g_c), s		8.7			17.0	3.9	1.8	0.4	3.3	0.9	1.0	2.3
Green Ratio (*g/C*)		0.12			0.12	0.12	0.77	0.74	0.74	0.76	0.74	0.74
Capacity (*c*), veh/h		237			189	192	278	2774	1329	406	2762	1365
Volume-to-Capacity Ratio (*X*)		0.427			0.683	0.219	0.299	0.298	0.298	0.104	0.435	0.435
Back of Queue (*Q*), ft/ln (50 th percentile)		99.3			135.5	40	16.5	5.1	27.8	8.2	10.6	22.4
Back of Queue (*Q*), veh/ln (50 th percentile)		3.9			5.3	1.6	0.6	0.2	1.1	0.3	0.4	0.9
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		65.5			69.9	63.4	4.6	0.1	1.5	4.7	0.2	0.6
Incremental Delay (d_2), s/veh		0.5			1.6	0.2	0.2	0.3	0.6	0.0	0.5	1.0
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		66.0			71.5	63.6	4.8	0.4	2.0	4.7	0.7	1.6
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.0	E		69.6	E		1.2	A		1.1	A	
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.7	A	0.8	A	1.2	A	1.5	A

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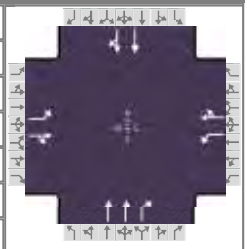
HCS 2010 Signalized Intersection Results Summary

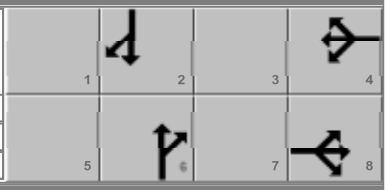
General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.88
Urban Street	North Federal Highway	Analysis Year	2018	Analysis Period	1> 8:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_AMExisting.xus		
Project Description	Modera 555				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	59	16	38	23	14		424	31		711	12

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	59.7	8.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		14.3		14.3		65.7		65.7
Change Period, (*Y+R c*), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (*g s*), s		5.6		8.1				
Green Extension Time (*g e*), s		0.3		0.3		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	27	85		43	42			482	35		412	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1386	1785		1328	1732			1773	1575		1863	1852
Queue Service Time (*g s*), s	1.5	3.6		2.5	1.8			0.1	0.5		10.2	0.4
Cycle Queue Clearance Time (*g c*), s	3.2	3.6		6.1	1.8			0.1	0.5		10.2	0.4
Green Ratio (*g/C*)	0.10	0.10		0.10	0.10			0.75	0.75		0.75	0.75
Capacity (*c*), veh/h	205	188		171	182			2642	1173		1388	1379
Volume-to-Capacity Ratio (*X*)	0.133	0.455		0.253	0.231			0.182	0.030		0.297	0.297
Back of Queue (*Q*), ft/ln (50 th percentile)	12.3	39.5		20.4	18.9			1.8	2.7		6.1	6.8
Back of Queue (*Q*), veh/ln (50 th percentile)	0.5	1.6		0.8	0.7			0.1	0.1		0.2	0.3
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (*d 1*), s/veh	34.3	33.6		36.5	32.8			0.1	2.7		0.1	0.2
Incremental Delay (*d 2*), s/veh	0.1	0.6		0.3	0.2			0.2	0.0		0.5	0.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	34.4	34.3		36.8	33.1			0.2	2.7		0.6	0.7
Level of Service (LOS)	C	C		D	C			A	A		A	A
Approach Delay, s/veh / LOS	34.3	C		34.9	C		0.4	A		0.7	A	
Intersection Delay, s/veh / LOS	4.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.7	A	0.6	A	0.9	A	1.2	A

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HCS 2010 Two-Way Stop-Control Report

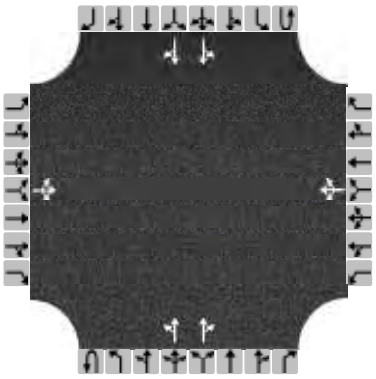
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		1	0	1		40	2	85		3	353	30		54	704	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				143			3				61		
Capacity, c (veh/h)			213				398			824				1123		
v/c Ratio			0.01				0.36			0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.0				1.6			0.0				0.2		
Control Delay (s/veh)			22.1				19.1			9.4				8.4		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)		22.1				19.1				0.1				0.9		
Approach LOS		C				C										

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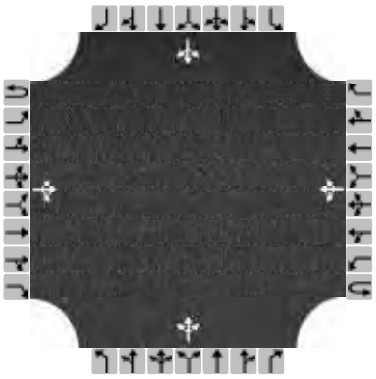
HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	LSB	Intersection	NE 5 Avenue-NE 8 Street
Agency/Co.	Keith & Associates, Inc.	Jurisdiction	Fort Lauderdale
Date Performed	7/22/2018	East/West Street	NE 8 Street
Analysis Year	2018	North/South Street	NE 5 Avenue
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Modera 555		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		2	82	0		3	108	11		7	12	7		6	12	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				4					37				28	
Capacity, c (veh/h)		1410				1473					683				642	
v/c Ratio		0.00				0.00					0.05				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.1	
Control Delay (s/veh)		7.6				7.5					10.6				10.9	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		0.2				0.2				10.6				10.9		
Approach LOS										B				B		

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HCS 2010 Two-Way Stop-Control Report

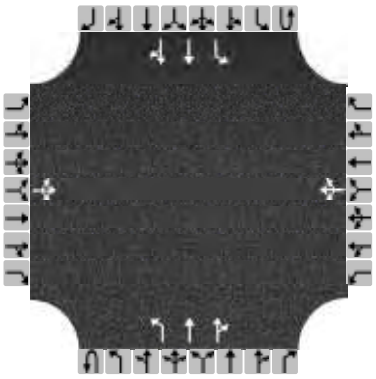
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		13	14	37		26	22	31		16	338	2		18	698	20
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			69				85			17				19		
Capacity, c (veh/h)			287				281			837				1186		
v/c Ratio			0.24				0.30			0.02				0.02		
95% Queue Length, Q_{95} (veh)			0.9				1.2			0.1				0.0		
Control Delay (s/veh)			21.5				23.3			9.4				8.1		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)	21.5				23.3				0.4				0.2			
Approach LOS	C				C											

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HCS 2010 Two-Way Stop-Control Report

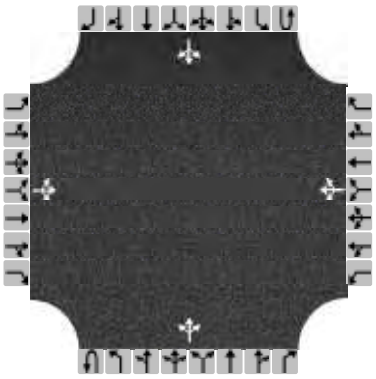
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	24	10		6	69	13		13	22	9		7	17	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				96			14				8		
Capacity, c (veh/h)			824				815			1589				1576		
v/c Ratio			0.06				0.12			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.2				0.4			0.0				0.0		
Control Delay (s/veh)			9.6				10.0			7.3				7.3		
Level of Service, LOS			A				B			A				A		
Approach Delay (s/veh)		9.6				10.0				2.2				1.9		
Approach LOS		A				B										

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Pedestrian Level of Service				
Flow (ped/hr)			1	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			66	
Average Delay (s)			0.3	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

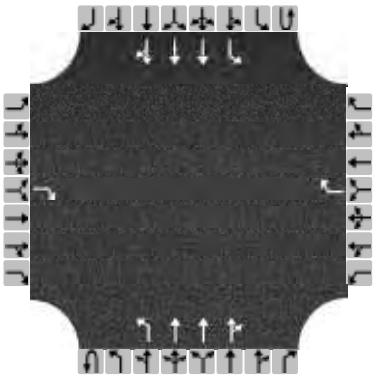
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				35				36		63	1243	8		41	1794	12
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				37				38		66				43		
Capacity, c (veh/h)				220				344		140				273		
v/c Ratio				0.17				0.11		0.47				0.16		
95% Queue Length, Q_{95} (veh)				0.6				0.4		2.2				0.6		
Control Delay (s/veh)				24.6				16.8		51.7				20.6		
Level of Service, LOS				C				C		F				C		
Approach Delay (s/veh)	24.6				16.8				2.5				0.5			
Approach LOS	C				C											

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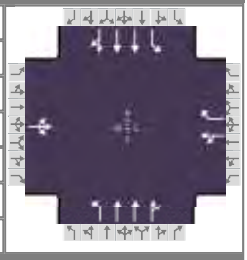
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.99
Urban Street	North Federal Highway	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_PMExisting.xus		
Project Description	Modera 555				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	18	40	79	25	28	139	1527	82	46	1566	21

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.5	1.5	122.0	15.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		21.0		21.0	11.0	129.5	9.5	128.0
Change Period, (*Y+R c*), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		9.5		14.9	4.8		2.9	
Green Extension Time (*g e*), s		0.3		0.2	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.87	
Max Out Probability		0.00		0.45	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		83			105	28	140	1093	532	46	1072	531
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1667			1310	1526	1774	1863	1812	1774	1863	1847
Queue Service Time (*g s*), s		0.0			5.4	2.7	2.8	0.0	2.6	0.9	0.0	0.7
Cycle Queue Clearance Time (*g c*), s		7.5			12.9	2.7	2.8	0.0	2.6	0.9	0.0	0.7
Green Ratio (*g/C*)		0.09			0.09	0.09	0.79	0.77	0.77	0.78	0.76	0.76
Capacity (*c*), veh/h		186			163	143	340	2875	1398	313	2840	1408
Volume-to-Capacity Ratio (*X*)		0.446			0.646	0.197	0.413	0.380	0.380	0.148	0.377	0.377
Back of Queue (*Q*), ft/ln (50 th percentile)		83.5			111.7	27.6	24	3.9	23	8	3.8	11.6
Back of Queue (*Q*), veh/ln (50 th percentile)		3.3			4.4	1.1	0.9	0.2	0.9	0.3	0.2	0.5
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		69.0			71.8	66.9	3.7	0.0	0.7	3.9	0.0	0.2
Incremental Delay (*d 2*), s/veh		0.6			2.7	0.2	0.3	0.4	0.8	0.1	0.4	0.8
Initial Queue Delay (*d 3*), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		69.7			74.5	67.2	4.0	0.4	1.5	3.9	0.4	1.0
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	69.7	E		72.9	E		1.0	A		0.7	A	
Intersection Delay, s/veh / LOS	5.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.0	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.5	A	1.4	A

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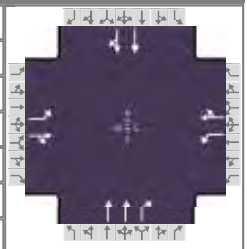
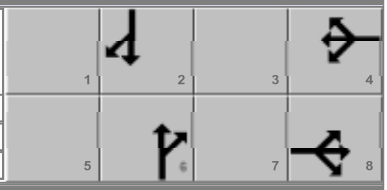
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.90
Urban Street	North Federal Highway	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_PMExisting.xus		
Project Description	Modera 555				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	81	16	36	56	21		947	89		484	28

Signal Information										
Cycle, s	80.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	58.7	9.3	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		15.3		15.3		64.7		64.7
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		8.2		8.8				
Green Extension Time (g_e), s		0.5		0.5		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	46	108		40	86			1052	99		287	282
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1333	1802		1302	1767			1773	1574		1863	1826
Queue Service Time (g_s), s	2.6	4.5		2.4	3.6			0.9	1.4		6.6	0.8
Cycle Queue Clearance Time (g_c), s	6.2	4.5		6.8	3.6			0.9	1.4		6.6	0.8
Green Ratio (*g/C*)	0.12	0.12		0.12	0.12			0.73	0.73		0.73	0.73
Capacity (*c*), veh/h	187	212		170	207			2599	1154		1365	1338
Volume-to-Capacity Ratio (*X*)	0.243	0.510		0.235	0.413			0.405	0.086		0.210	0.211
Back of Queue (*Q*), ft/ln (50 th percentile)	21.2	49.8		18.8	38.9			7.7	8.6		5.2	7.2
Back of Queue (*Q*), veh/ln (50 th percentile)	0.8	2.0		0.8	1.5			0.3	0.3		0.2	0.3
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	35.6	33.1		36.3	32.7			0.3	3.1		0.3	0.6
Incremental Delay (d_2), s/veh	0.2	0.7		0.3	0.5			0.5	0.1		0.4	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	35.8	33.9		36.6	33.2			0.7	3.2		0.6	0.9
Level of Service (LOS)	D	C		D	C			A	A		A	A
Approach Delay, s/veh / LOS	34.4	C		34.3	C		0.9	A		0.8	A	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.7	A	0.7	A	1.4	A	1.0	A

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HCS 2010 Two-Way Stop-Control Report

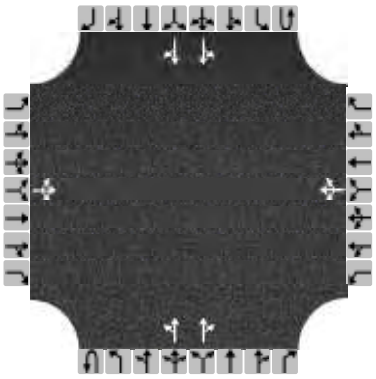
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		0	0	0		35	1	101		1	936	20		53	477	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				153			1				60		
Capacity, c (veh/h)			0				253			1028				641		
v/c Ratio							0.60			0.00				0.09		
95% Queue Length, Q_{95} (veh)							3.6			0.0				0.3		
Control Delay (s/veh)			5.0				38.7			8.5				11.2		
Level of Service, LOS			A				E			A				B		
Approach Delay (s/veh)	5.0				38.7				0.0				1.7			
Approach LOS	A				E											

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HCS 2010 Two-Way Stop-Control Report

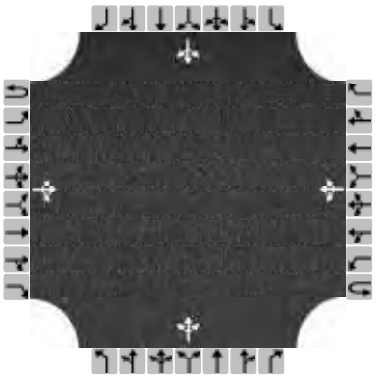
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		9	69	3		8	133	32		12	21	13		9	14	7
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				9					50				33	
Capacity, c (veh/h)		1388				1518					688				665	
v/c Ratio		0.01				0.01					0.07				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.6				7.4					10.6				10.7	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		0.9				0.4				10.6				10.7		
Approach LOS										B				B		

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HCS 2010 Two-Way Stop-Control Report

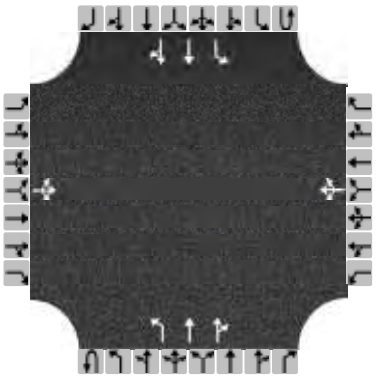
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		9	10	21		17	16	53		28	844	24		23	415	21
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			44				96			31				26		
Capacity, c (veh/h)			207				202			1073				708		
v/c Ratio			0.21				0.48			0.03				0.04		
95% Queue Length, Q_{95} (veh)			0.8				2.3			0.1				0.1		
Control Delay (s/veh)			27.1				38.0			8.5				10.3		
Level of Service, LOS			D				E			A				B		
Approach Delay (s/veh)		27.1				38.0				0.3				0.5		
Approach LOS		D				E										

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HCS 2010 Two-Way Stop-Control Report

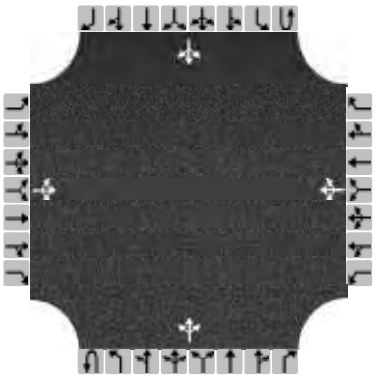
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	24	10		6	69	13		13	22	9		7	17	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				96			14				8		
Capacity, c (veh/h)			824				815			1589				1576		
v/c Ratio			0.06				0.12			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.2				0.4			0.0				0.0		
Control Delay (s/veh)			9.6				10.0			7.3				7.3		
Level of Service, LOS			A				B			A				A		
Approach Delay (s/veh)		9.6				10.0				2.2				1.9		
Approach LOS		A				B										

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Pedestrian Level of Service				
Flow (ped/hr)			1	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			66	
Average Delay (s)			0.3	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

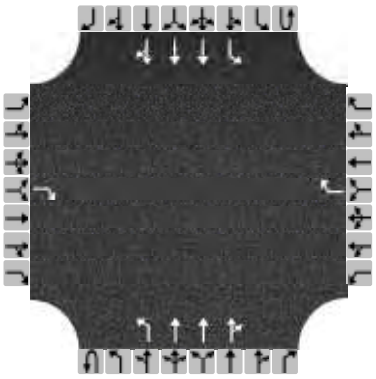
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				26				58		120	1681	21		79	1584	10
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				26				59		121				80		
Capacity, c (veh/h)				275				254		196				172		
v/c Ratio				0.09				0.23		0.62				0.46		
95% Queue Length, Q_{95} (veh)				0.3				0.9		3.5				2.2		
Control Delay (s/veh)				19.4				23.4		49.1				42.8		
Level of Service, LOS				C				C		E				E		
Approach Delay (s/veh)	19.4				23.4				3.2				2.0			
Approach LOS	C				C											

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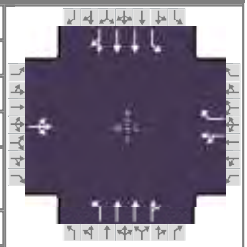
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	Jul 29, 2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.95
Urban Street	North Federal Highway	Analysis Year	2022 Without Project	Analysis Period	1> 8:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_AMFutureWithoutProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	41	36	103	25	42	84	1114	93	42	1741	34

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.4	0.6	117.7	20.2	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		26.2		26.2	10.0	124.3	9.4	123.7
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		10.9		19.8	4.0		3.0	
Green Extension Time (g_e), s		0.5		0.4	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.98		0.86	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		104			135	44	88	859	412	44	1250	618
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1718			1218	1579	1774	1863	1786	1774	1863	1841
Queue Service Time (g_s), s		0.0			8.9	4.0	2.0	0.7	3.8	1.0	1.8	3.2
Cycle Queue Clearance Time (g_c), s		8.9			17.8	4.0	2.0	0.7	3.8	1.0	1.8	3.2
Green Ratio (*g/C*)		0.13			0.13	0.13	0.76	0.74	0.74	0.76	0.74	0.74
Capacity (*c*), veh/h		245			195	200	264	2755	1321	388	2741	1354
Volume-to-Capacity Ratio (*X*)		0.426			0.692	0.221	0.335	0.312	0.312	0.114	0.456	0.457
Back of Queue (*Q*), ft/ln (50 th percentile)		101.9			141	41.8	18.2	7.9	31.5	8.9	15.4	27.9
Back of Queue (*Q*), veh/ln (50 th percentile)		4.0			5.5	1.6	0.7	0.3	1.3	0.4	0.6	1.1
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		64.9			69.5	62.8	4.9	0.3	1.6	4.9	0.4	0.8
Incremental Delay (d_2), s/veh		0.4			1.7	0.2	0.3	0.3	0.6	0.0	0.5	1.1
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		65.4			71.2	63.0	5.1	0.6	2.3	5.0	1.0	1.9
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	65.4	E		69.2	E		1.4	A		1.4	A	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.7	A	0.8	A	1.2	A	1.5	A

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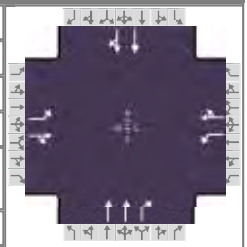
HCS 2010 Signalized Intersection Results Summary

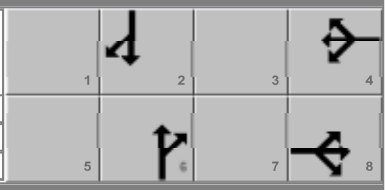
General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.88
Urban Street	North Federal Highway	Analysis Year	2022 Without Project	Analysis Period	1> 8:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_AMFutureWithoutProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	61	17	39	24	15		442	33		740	12

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	59.4	8.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		14.6		14.6		65.4		65.4
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		5.7		8.3				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	28	89		44	44			502	38		428	426
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1383	1784		1324	1730			1773	1574		1863	1852
Queue Service Time (g_s), s	1.5	3.7		2.6	1.9			0.1	0.5		10.8	0.5
Cycle Queue Clearance Time (g_c), s	3.4	3.7		6.3	1.9			0.1	0.5		10.8	0.5
Green Ratio (*g/C*)	0.11	0.11		0.11	0.11			0.74	0.74		0.74	0.74
Capacity (*c*), veh/h	208	193		172	187			2631	1168		1382	1374
Volume-to-Capacity Ratio (*X*)	0.137	0.460		0.258	0.237			0.191	0.032		0.310	0.310
Back of Queue (*Q*), ft/ln (50 th percentile)	12.8	41		20.9	19.9			2.2	2.9		6.9	7.7
Back of Queue (*Q*), veh/ln (50 th percentile)	0.5	1.6		0.8	0.8			0.1	0.1		0.3	0.3
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	34.2	33.5		36.4	32.7			0.1	2.7		0.1	0.2
Incremental Delay (d_2), s/veh	0.1	0.6		0.3	0.2			0.2	0.1		0.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	34.3	34.1		36.7	32.9			0.3	2.8		0.7	0.8
Level of Service (LOS)	C	C		D	C			A	A		A	A
Approach Delay, s/veh / LOS	34.2	C		34.8	C		0.4	A		0.7	A	
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.7	A	0.6	A	0.9	A	1.2	A

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HCS 2010 Two-Way Stop-Control Report

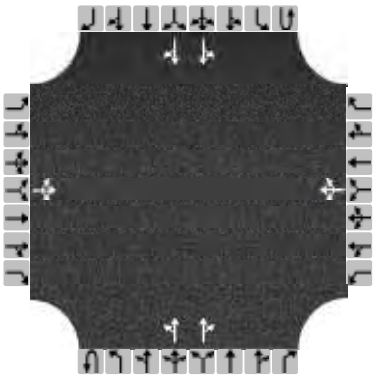
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	AM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		1	0	1		42	2	89		3	367	31		56	732	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.54	6.54	6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				149			3				63		
Capacity, c (veh/h)			197				379			802				1108		
v/c Ratio			0.01				0.39			0.00				0.06		
95% Queue Length, Q_{95} (veh)			0.0				1.8			0.0				0.2		
Control Delay (s/veh)			23.4				20.5			9.5				8.4		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)		23.4				20.5				0.1				1.0		
Approach LOS		C				C										

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HCS 2010 Two-Way Stop-Control Report

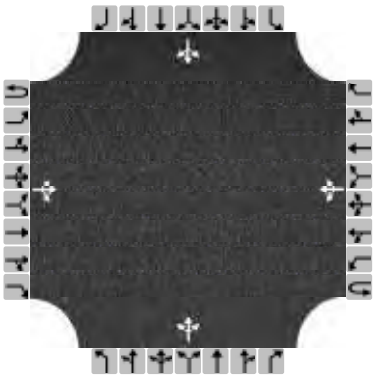
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak Without Project
Intersection Orientation	East-West
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		2	85	0		3	112	14		7	12	7		6	12	2
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				4					37				28	
Capacity, c (veh/h)		1397				1467					671				630	
v/c Ratio		0.00				0.00					0.06				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.1	
Control Delay (s/veh)		7.6				7.5					10.7				11.0	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		0.2				0.2				10.7				11.0		
Approach LOS										B				B		

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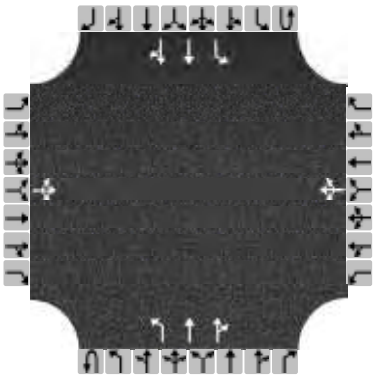
HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	LSB	Intersection	NE 3 Avenue-NE 7 Street
Agency/Co.	Keith & Associates, Inc.	Jurisdiction	Fort Lauderdale
Date Performed	7/22/2018	East/West Street	NE 7 Street
Analysis Year	2022	North/South Street	NE 3 Avenue
Time Analyzed	AM Peak Without Project	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Modera 555		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		14	15	38		28	23	32		17	352	2		19	726	21
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			71				87			18				20		
Capacity, c (veh/h)			272				273			827				1178		
v/c Ratio			0.26				0.32			0.02				0.02		
95% Queue Length, Q_{95} (veh)			1.0				1.3			0.1				0.1		
Control Delay (s/veh)			22.8				24.3			9.4				8.1		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)	22.8				24.3				0.4				0.2			
Approach LOS	C				C											

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HCS 2010 Two-Way Stop-Control Report

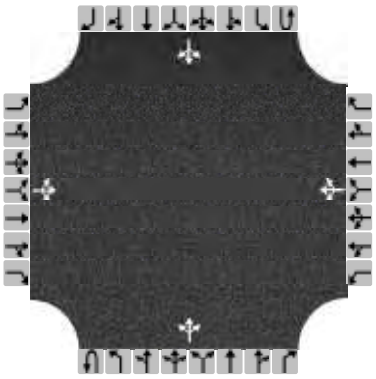
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	34	9		5	60	3		7	6	5		7	0	1
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				81			8				8		
Capacity, c (veh/h)			871				850			1618				1604		
v/c Ratio			0.07				0.10			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.3			0.0				0.0		
Control Delay (s/veh)			9.4				9.7			7.2				7.3		
Level of Service, LOS			A				A			A				A		
Approach Delay (s/veh)		9.4				9.7				2.8				6.5		
Approach LOS		A				A										

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Pedestrian Level of Service				
Flow (ped/hr)			3	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			21	
Average Delay (s)			0.1	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

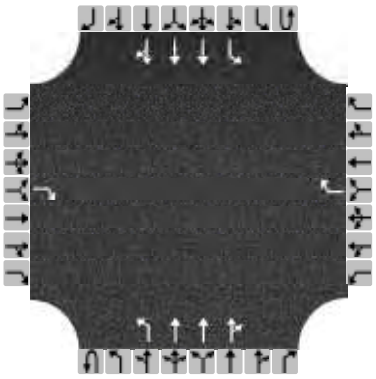
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				37				38		66	1294	8		43	1867	12
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				39				40		69				45		
Capacity, c (veh/h)				208				330		128				257		
v/c Ratio				0.19				0.12		0.54				0.18		
95% Queue Length, Q_{95} (veh)				0.7				0.4		2.6				0.6		
Control Delay (s/veh)				26.3				17.4		61.9				22.0		
Level of Service, LOS				D				C		F				C		
Approach Delay (s/veh)	26.3				17.4				3.0				0.5			
Approach LOS	D				C											

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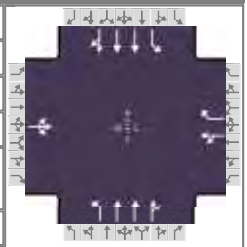
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	Jul 29, 2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.99
Urban Street	North Federal Highway	Analysis Year	2022 Without Project	Analysis Period	1> 17:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_PMFutureWithoutProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	19	42	83	26	29	145	1589	85	48	1630	22

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	1.7	121.0	15.8	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		21.8		21.8	11.2	128.6	9.5	127.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		9.8		15.7	5.0		3.0	
Green Extension Time (g_e), s		0.3		0.1	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.88	
Max Out Probability		0.00		0.95	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		87			110	29	146	1137	554	48	1115	553
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1669			1293	1528	1774	1863	1812	1774	1863	1847
Queue Service Time (g_s), s		0.0			5.9	2.8	3.0	0.0	2.9	1.0	0.0	0.8
Cycle Queue Clearance Time (g_c), s		7.8			13.7	2.8	3.0	0.0	2.9	1.0	0.0	0.8
Green Ratio (*g/C*)		0.10			0.10	0.10	0.79	0.77	0.77	0.78	0.76	0.76
Capacity (*c*), veh/h		194			167	151	325	2855	1389	298	2816	1396
Volume-to-Capacity Ratio (*X*)		0.447			0.657	0.194	0.450	0.398	0.399	0.163	0.396	0.396
Back of Queue (*Q*), ft/ln (50 th percentile)		87.2			118.4	28.4	26.2	4.2	24.7	8.7	4.2	12.5
Back of Queue (*Q*), veh/ln (50 th percentile)		3.4			4.7	1.1	1.0	0.2	1.0	0.3	0.2	0.5
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		68.5			71.5	66.2	3.9	0.0	0.7	4.1	0.0	0.2
Incremental Delay (d_2), s/veh		0.6			3.9	0.2	0.4	0.4	0.9	0.1	0.4	0.8
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		69.1			75.4	66.5	4.3	0.4	1.6	4.2	0.4	1.0
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	69.1	E		73.5	E		1.1	A		0.7	A	
Intersection Delay, s/veh / LOS	5.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.5	A	1.4	A

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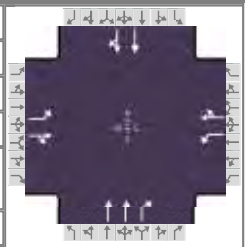
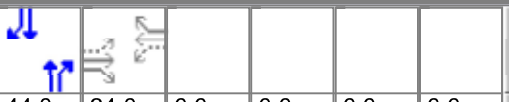
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.90
Urban Street	North Federal Highway	Analysis Year	2022 Without Project	Analysis Period	1> 17:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_PMFutureWithoutProject.xus		
Project Description	Modera Flagler Village				

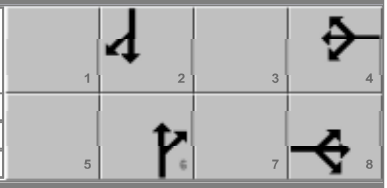


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	84	17	37	59	22		985	92		504	29

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	44.0	24.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		30.0		30.0		50.0		50.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.2		7.7				
Green Extension Time (g_e), s		0.5		0.5		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	48	112		41	90			1094	102		299	294
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1327	1803		1299	1769			1773	1573		1863	1826
Queue Service Time (g_s), s	2.2	3.7		2.0	3.0			11.2	2.5		6.9	4.7
Cycle Queue Clearance Time (g_c), s	5.2	3.7		5.7	3.0			11.2	2.5		6.9	4.7
Green Ratio (*g/C*)	0.30	0.30		0.30	0.30			0.55	0.55		0.55	0.55
Capacity (*c*), veh/h	438	541		419	531			1951	865		1025	1005
Volume-to-Capacity Ratio (*X*)	0.109	0.207		0.098	0.170			0.561	0.118		0.291	0.292
Back of Queue (*Q*), ft/ln (50 th percentile)	16.9	38.7		15.9	33.1			77.4	20.5		39.4	41
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.5		0.6	1.3			3.0	0.8		1.6	1.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	22.6	20.9		23.0	20.7			6.3	8.7		5.4	5.8
Incremental Delay (d_2), s/veh	0.0	0.1		0.5	0.7			1.2	0.3		0.7	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	22.6	21.0		23.5	21.3			7.5	8.9		6.1	6.6
Level of Service (LOS)	C	C		C	C			A	A		A	A
Approach Delay, s/veh / LOS	21.5	C		22.0	C		7.6	A		6.3	A	
Intersection Delay, s/veh / LOS	9.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.8	A	0.7	A	1.5	A	1.0	A

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HCS 2010 Two-Way Stop-Control Report

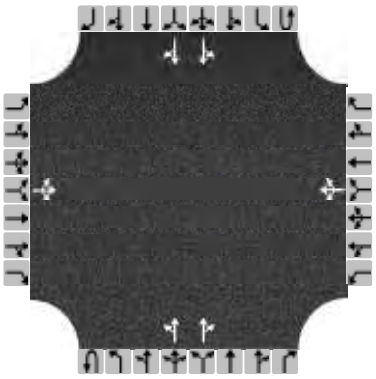
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2018
Time Analyzed	PM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		0	0	0		36	1	105		1	974	21		55	497	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		6.84	6.54	6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				150			1				58		
Capacity, c (veh/h)			0				266			1040				657		
v/c Ratio							0.56			0.00				0.09		
95% Queue Length, Q_{95} (veh)							3.2			0.0				0.3		
Control Delay (s/veh)			5.0				34.6			8.5				11.0		
Level of Service, LOS			A				D			A				B		
Approach Delay (s/veh)		5.0				34.6				0.0				1.6		
Approach LOS		A				D										

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HCS 2010 Two-Way Stop-Control Report

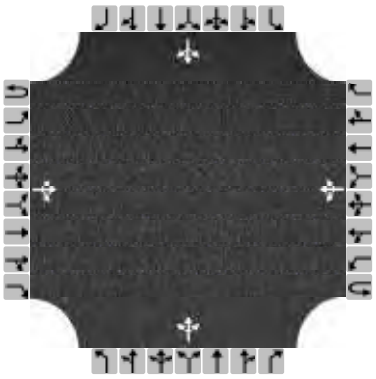
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak Without Project
Intersection Orientation	East-West
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		9	72	3		8	139	34		12	22	14		9	15	7
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				9					52				34	
Capacity, c (veh/h)		1378				1514					681				654	
v/c Ratio		0.01				0.01					0.08				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.2	
Control Delay (s/veh)		7.6				7.4					10.7				10.8	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		0.9				0.4				10.7				10.8		
Approach LOS										B				B		

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HCS 2010 Two-Way Stop-Control Report

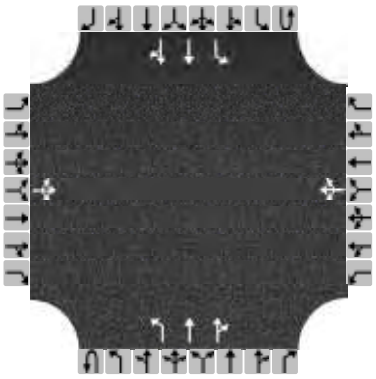
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		9	10	22		18	17	55		29	878	25		24	432	22
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				95			31				25		
Capacity, c (veh/h)			216				207			1079				717		
v/c Ratio			0.20				0.46			0.03				0.03		
95% Queue Length, Q_{95} (veh)			0.7				2.2			0.1				0.1		
Control Delay (s/veh)			25.8				36.3			8.4				10.2		
Level of Service, LOS			D				E			A				B		
Approach Delay (s/veh)	25.8				36.3				0.3				0.5			
Approach LOS	D				E											

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HCS 2010 Two-Way Stop-Control Report

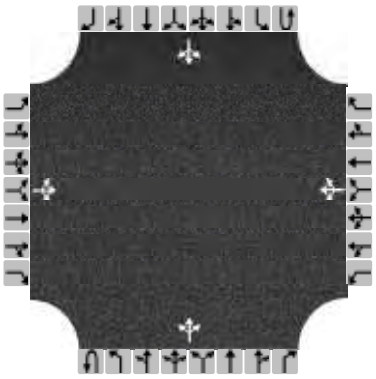
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	25	10		6	72	14		14	23	9		7	18	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47				100			15				8		
Capacity, c (veh/h)			816				810			1587				1575		
v/c Ratio			0.06				0.12			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.2				0.4			0.0				0.0		
Control Delay (s/veh)			9.7				10.1			7.3				7.3		
Level of Service, LOS			A				B			A				A		
Approach Delay (s/veh)	9.7				10.1				2.2				1.8			
Approach LOS	A				B											

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Pedestrian Level of Service				
Flow (ped/hr)			1	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			70	
Average Delay (s)			0.3	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

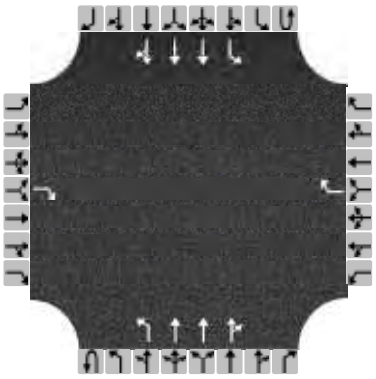
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	PM Peak Without Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				28				60		124	1750	22		83	1648	10
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				28				61		125				84		
Capacity, c (veh/h)				262				240		182				159		
v/c Ratio				0.11				0.25		0.69				0.53		
95% Queue Length, Q_{95} (veh)				0.4				1.0		4.2				2.6		
Control Delay (s/veh)				20.4				25.0		59.6				50.7		
Level of Service, LOS				C				D		F				F		
Approach Delay (s/veh)	20.4				25.0				3.9				2.4			
Approach LOS	C				D											

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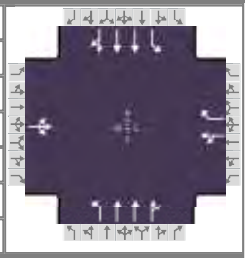
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	Jul 29, 2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.95
Urban Street	North Federal Highway	Analysis Year	2022 With Project	Analysis Period	1> 8:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_AMFutureWithProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	41	57	103	25	42	90	1114	93	42	1741	41

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.4	0.9	114.9	22.7	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		28.7		28.7	10.4	121.8	9.4	120.9
Change Period, (*Y+R c*), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		15.2		22.3	4.3		3.1	
Green Extension Time (*g e*), s		0.6		0.4	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.99		0.86	
Max Out Probability		0.00		0.04	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		148			135	44	95	859	412	44	1256	620
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1678			1082	1579	1774	1863	1786	1774	1863	1836
Queue Service Time (*g s*), s		0.0			7.1	4.0	2.3	1.9	4.8	1.1	4.2	5.7
Cycle Queue Clearance Time (*g c*), s		13.2			20.3	4.0	2.3	1.9	4.8	1.1	4.2	5.7
Green Ratio (*g/C*)		0.14			0.14	0.14	0.75	0.72	0.72	0.74	0.72	0.72
Capacity (*c*), veh/h		268			194	224	258	2697	1293	379	2676	1319
Volume-to-Capacity Ratio (*X*)		0.554			0.693	0.197	0.367	0.318	0.319	0.117	0.469	0.470
Back of Queue (*Q*), ft/ln (50 th percentile)		146.8			142.3	40.9	21.3	15.9	39.9	9.8	29.4	43.9
Back of Queue (*Q*), veh/ln (50 th percentile)		5.8			5.6	1.6	0.8	0.6	1.6	0.4	1.2	1.8
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		64.5			68.7	60.6	5.6	0.8	2.3	5.7	1.0	1.5
Incremental Delay (*d 2*), s/veh		0.7			2.6	0.2	0.3	0.3	0.6	0.1	0.6	1.2
Initial Queue Delay (*d 3*), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		65.2			71.3	60.7	6.0	1.1	2.9	5.7	1.6	2.7
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	65.2	E		68.7	E		2.0	A		2.1	A	
Intersection Delay, s/veh / LOS	7.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.7	A	0.8	A	1.2	A	1.5	A

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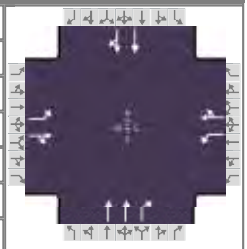
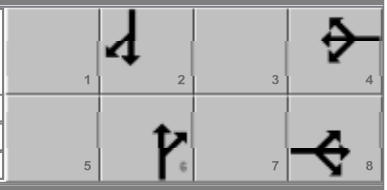
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	7/22/2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	AM Peak Hour	PHF	0.88
Urban Street	North Federal Highway	Analysis Year	2022 With Project	Analysis Period	1> 8:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_AMFutureWithProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	61	17	39	24	15		455	33		744	12

Signal Information										
Cycle, s	80.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	59.4	8.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
				Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		14.6		14.6		65.4		65.4
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		5.7		8.3				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	28	89		44	44			517	38		431	428
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1383	1784		1324	1730			1773	1574		1863	1852
Queue Service Time (g_s), s	1.5	3.7		2.6	1.9			0.2	0.5		10.8	0.5
Cycle Queue Clearance Time (g_c), s	3.4	3.7		6.3	1.9			0.2	0.5		10.8	0.5
Green Ratio (*g/C*)	0.11	0.11		0.11	0.11			0.74	0.74		0.74	0.74
Capacity (*c*), veh/h	208	193		172	187			2631	1168		1382	1374
Volume-to-Capacity Ratio (*X*)	0.137	0.460		0.258	0.237			0.196	0.032		0.312	0.312
Back of Queue (*Q*), ft/ln (50 th percentile)	12.8	41		20.9	19.9			2.3	2.9		6.9	7.7
Back of Queue (*Q*), veh/ln (50 th percentile)	0.5	1.6		0.8	0.8			0.1	0.1		0.3	0.3
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	34.2	33.5		36.4	32.7			0.1	2.7		0.1	0.2
Incremental Delay (d_2), s/veh	0.1	0.6		0.3	0.2			0.2	0.1		0.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	34.3	34.1		36.7	32.9			0.3	2.8		0.7	0.8
Level of Service (LOS)	C	C		D	C			A	A		A	A
Approach Delay, s/veh / LOS	34.2	C		34.8	C		0.4	A		0.7	A	
Intersection Delay, s/veh / LOS	4.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.7	A	0.6	A	0.9	A	1.2	A

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HCS 2010 Two-Way Stop-Control Report

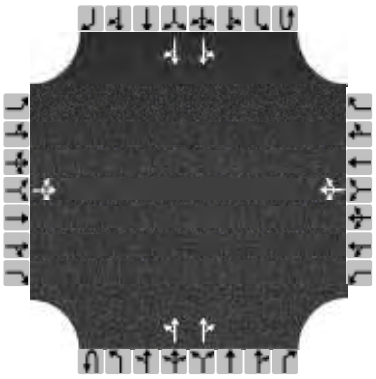
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	AM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		1	0	1		63	2	102		3	367	38		60	732	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.54	6.54	6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				175			3				63		
Capacity, c (veh/h)			217				373			838				1128		
v/c Ratio			0.01				0.47			0.00				0.06		
95% Queue Length, Q_{95} (veh)			0.0				2.4			0.0				0.2		
Control Delay (s/veh)			21.7				22.9			9.3				8.4		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)		21.7				22.9				0.1				1.0		
Approach LOS		C				C										

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HCS 2010 Two-Way Stop-Control Report

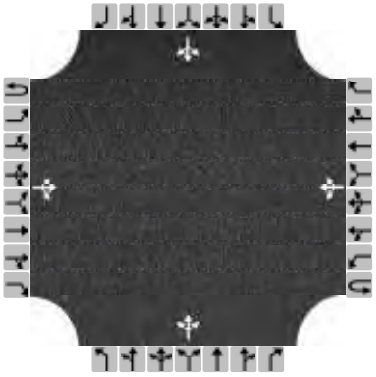
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	AM Peak With Project
Intersection Orientation	East-West
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		13	85	0		3	112	27		7	15	7		48	20	36
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				4					41				147	
Capacity, c (veh/h)		1376				1467					605				646	
v/c Ratio		0.01				0.00					0.07				0.23	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.9	
Control Delay (s/veh)		7.7				7.5					11.4				12.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		1.1				0.2				11.4				12.2		
Approach LOS										B				B		

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HCS 2010 Two-Way Stop-Control Report

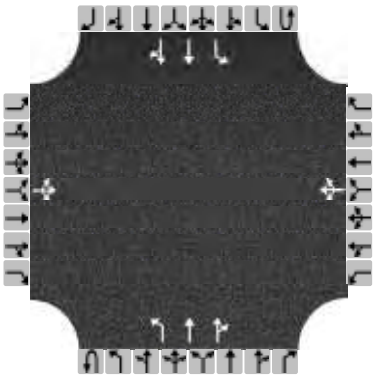
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		14	15	38		28	23	32		17	352	2		19	726	21
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			71				87			18				20		
Capacity, c (veh/h)			272				273			827				1178		
v/c Ratio			0.26				0.32			0.02				0.02		
95% Queue Length, Q_{95} (veh)			1.0				1.3			0.1				0.1		
Control Delay (s/veh)			22.8				24.3			9.4				8.1		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)	22.8				24.3				0.4				0.2			
Approach LOS	C				C											

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HCS 2010 Two-Way Stop-Control Report

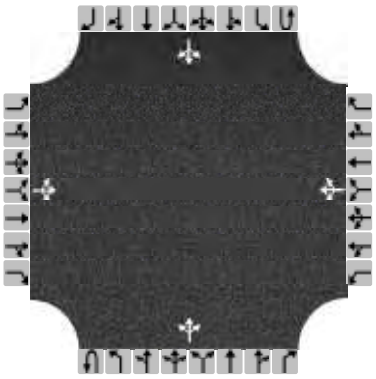
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	34	9		5	60	6		7	6	5		15	0	1
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				84			8				18		
Capacity, c (veh/h)			847				831			1618				1604		
v/c Ratio			0.07				0.10			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.2				0.3			0.0				0.0		
Control Delay (s/veh)			9.6				9.8			7.2				7.3		
Level of Service, LOS			A				A			A				A		
Approach Delay (s/veh)		9.6				9.8				2.8				6.9		
Approach LOS		A				A										

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Pedestrian Level of Service				
Flow (ped/hr)			3	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			21	
Average Delay (s)			0.1	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

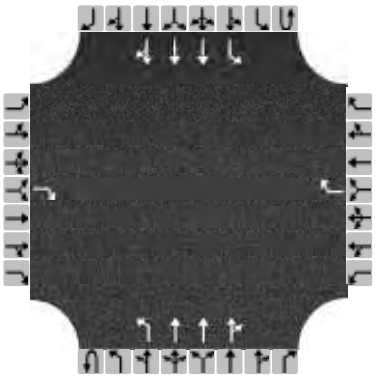
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	AM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				45				38		69	1300	8		43	1888	12
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				47				40		73				45		
Capacity, c (veh/h)				204				329		125				255		
v/c Ratio				0.23				0.12		0.58				0.18		
95% Queue Length, Q_{95} (veh)				0.9				0.4		2.9				0.6		
Control Delay (s/veh)				27.8				17.5		68.2				22.1		
Level of Service, LOS				D				C		F				C		
Approach Delay (s/veh)	27.8				17.5				3.4				0.5			
Approach LOS	D				C											

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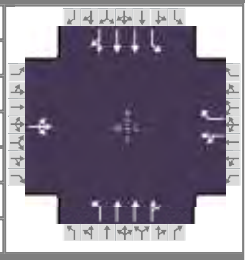
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	Jul 29, 2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.99
Urban Street	North Federal Highway	Analysis Year	2022 With Project	Analysis Period	1> 17:00
Intersection	N Federal Hwy/NE 8 Str…	File Name	NFederalHwyNE8St_PMFutureWithProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	19	55	83	26	29	164	1589	85	48	1630	22

Signal Information											
Cycle, s	160.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	3.5	2.3	119.0	17.2	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		7.0	1.1	4.0	1.1	4.0
Phase Duration, s		23.2		23.2	11.8	127.3	9.5	125.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		12.4		17.1	5.6		3.1	
Green Extension Time (g_e), s		0.3		0.1	0.2	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.88	
Max Out Probability		0.06		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		113			110	29	166	1137	554	48	1115	553
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1649			1184	1531	1774	1863	1812	1774	1863	1847
Queue Service Time (g_s), s		0.0			4.7	2.8	3.6	0.0	3.0	1.1	0.7	1.5
Cycle Queue Clearance Time (g_c), s		10.4			15.1	2.8	3.6	0.0	3.0	1.1	0.7	1.5
Green Ratio (*g/C*)		0.11			0.11	0.11	0.78	0.76	0.76	0.77	0.74	0.74
Capacity (*c*), veh/h		207			167	165	327	2823	1373	295	2770	1374
Volume-to-Capacity Ratio (*X*)		0.545			0.659	0.178	0.507	0.403	0.403	0.164	0.403	0.403
Back of Queue (*Q*), ft/ln (50 th percentile)		114.7			120.2	28.1	31.8	4.3	25.6	9.4	8.2	16.9
Back of Queue (*Q*), veh/ln (50 th percentile)		4.5			4.7	1.1	1.3	0.2	1.0	0.4	0.3	0.7
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		68.3			71.0	65.0	4.3	0.0	0.8	4.5	0.2	0.4
Incremental Delay (d_2), s/veh		0.9			5.4	0.2	0.5	0.4	0.9	0.1	0.4	0.9
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		69.2			76.4	65.2	4.7	0.4	1.7	4.6	0.6	1.3
Level of Service (LOS)		E			E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	69.2	E		74.0	E		1.2	A		0.9	A	
Intersection Delay, s/veh / LOS	5.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.2	B	2.1	B
Bicycle LOS Score / LOS	0.7	A	0.7	A	1.5	A	1.4	A

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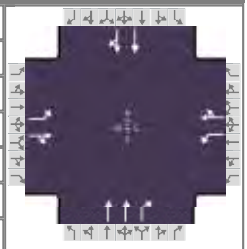
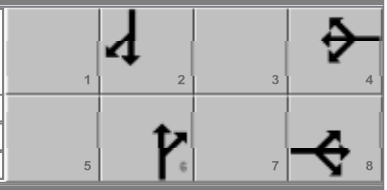
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Keith & Associates, Inc.			Duration, h	0.25
Analyst	LSB	Analysis Date	Jul 29, 2018	Area Type	Other
Jurisdiction	Fort Lauderdale	Time Period	PM Peak Hour	PHF	0.90
Urban Street	North Federal Highway	Analysis Year	2022 With Project	Analysis Period	1> 17:00
Intersection	NE 3 Avenue/N Flagler…	File Name	NFlaglerDrNE3Ave_PMFutureWithProject.xus		
Project Description	Modera Flagler Village				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	84	17	37	59	22		993	92		516	29

Signal Information											
Cycle, s	80.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	44.0	24.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		6.0		7.0		8.0
Phase Duration, s		30.0		30.0		50.0		50.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.2		7.7				
Green Extension Time (g_e), s		0.5		0.5		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14		6	16		2	12
Adjusted Flow Rate (*v*), veh/h	48	112		41	90			1103	102		305	300
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1327	1803		1299	1769			1773	1573		1863	1827
Queue Service Time (g_s), s	2.2	3.7		2.0	3.0			11.3	2.5		7.1	4.8
Cycle Queue Clearance Time (g_c), s	5.2	3.7		5.7	3.0			11.3	2.5		7.1	4.8
Green Ratio (*g/C*)	0.30	0.30		0.30	0.30			0.55	0.55		0.55	0.55
Capacity (*c*), veh/h	438	541		419	531			1951	865		1025	1005
Volume-to-Capacity Ratio (*X*)	0.109	0.207		0.098	0.170			0.566	0.118		0.298	0.299
Back of Queue (*Q*), ft/ln (50 th percentile)	16.9	38.7		15.9	33.1			78.3	20.5		40.4	41.9
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.5		0.6	1.3			3.1	0.8		1.6	1.7
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00
Uniform Delay (d_1), s/veh	22.6	20.9		23.0	20.7			6.3	8.7		5.4	5.8
Incremental Delay (d_2), s/veh	0.0	0.1		0.5	0.7			1.2	0.3		0.7	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	22.6	21.0		23.5	21.3			7.5	8.9		6.1	6.6
Level of Service (LOS)	C	C		C	C			A	A		A	A
Approach Delay, s/veh / LOS	21.5	C		22.0	C		7.6	A		6.4	A	
Intersection Delay, s/veh / LOS	9.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.7	B	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.8	A	0.7	A	1.5	A	1.0	A

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HCS 2010 Two-Way Stop-Control Report

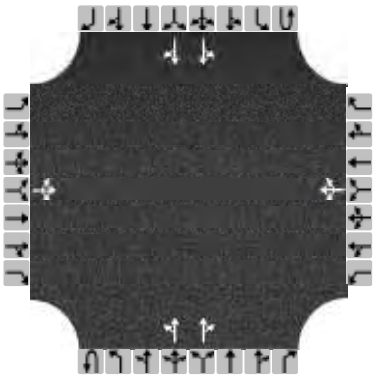
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2018
Time Analyzed	PM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume, V (veh/h)		0	0	0		49	1	113		1	974	40		67	497	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		6.84	6.54	6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				172			1				71		
Capacity, c (veh/h)			0				232			1040				645		
v/c Ratio							0.74			0.00				0.11		
95% Queue Length, Q_{95} (veh)							5.1			0.0				0.4		
Control Delay (s/veh)			5.0				54.9			8.5				11.3		
Level of Service, LOS			A				F			A				B		
Approach Delay (s/veh)		5.0				54.9				0.0				2.0		
Approach LOS		A				F										

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HCS 2010 Two-Way Stop-Control Report

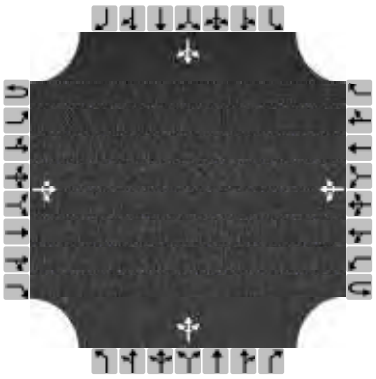
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak With Project
Intersection Orientation	East-West
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 8 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 8 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		40	72	3		8	139	72		12	30	14		35	20	27
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43				9					60				89	
Capacity, c (veh/h)		1332				1514					576				591	
v/c Ratio		0.03				0.01					0.10				0.15	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.5	
Control Delay (s/veh)		7.8				7.4					12.0				12.2	
Level of Service, LOS		A				A					B				B	
Approach Delay (s/veh)		2.9				0.3				12.0				12.2		
Approach LOS										B				B		

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HCS 2010 Two-Way Stop-Control Report

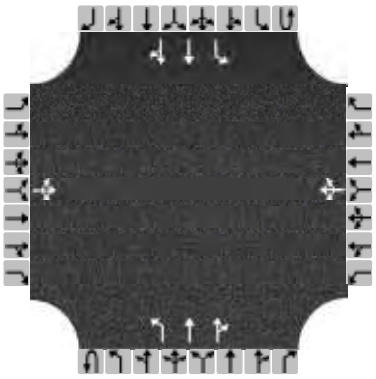
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 3 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 3 Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume, V (veh/h)		9	10	22		18	17	55		29	897	25		24	445	22
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				95			31				25		
Capacity, c (veh/h)			207				199			1067				705		
v/c Ratio			0.21				0.48			0.03				0.04		
95% Queue Length, Q_{95} (veh)			0.8				2.3			0.1				0.1		
Control Delay (s/veh)			26.9				38.7			8.5				10.3		
Level of Service, LOS			D				E			A				B		
Approach Delay (s/veh)	26.9				38.7				0.3				0.5			
Approach LOS	D				E											

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HCS 2010 Two-Way Stop-Control Report

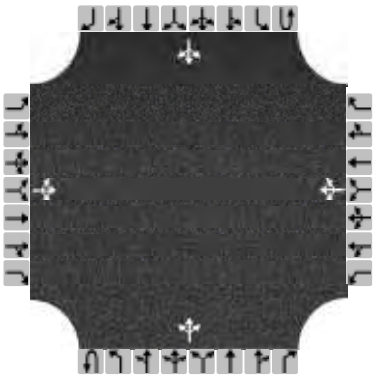
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/29/2018
Analysis Year	2022
Time Analyzed	PM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	NE 5 Avenue-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	NE 5 Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		8	25	10		6	72	22		14	23	9		12	18	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47				109			15				13		
Capacity, c (veh/h)			802				815			1587				1575		
v/c Ratio			0.06				0.13			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.2				0.5			0.0				0.0		
Control Delay (s/veh)			9.8				10.1			7.3				7.3		
Level of Service, LOS			A				B			A				A		
Approach Delay (s/veh)		9.8				10.1				2.2				2.5		
Approach LOS		A				B										

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Pedestrian Level of Service				
Flow (ped/hr)			1	0
Two-Stage Crossing			No	
Pedestrian Platooning			No	
Conflicting Vehicular Flow (veh/h)			70	
Average Delay (s)			0.3	
Level of Service, LOS			A	

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HCS 2010 Two-Way Stop-Control Report

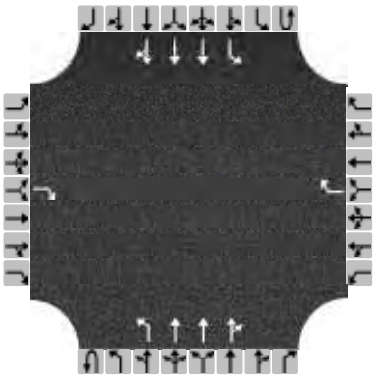
General Information

Analyst	LSB
Agency/Co.	Keith & Associates, Inc.
Date Performed	7/22/2018
Analysis Year	2022
Time Analyzed	PM Peak With Project
Intersection Orientation	North-South
Project Description	Modera 555

Site Information

Intersection	N Federal Hwy-NE 7 Street
Jurisdiction	Fort Lauderdale
East/West Street	NE 7 Street
North/South Street	North Federal Highway
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	1	3	0
Configuration				R				R		L	T	TR		L	T	TR
Volume, V (veh/h)				33				60		132	1769	22		83	1661	10
Percent Heavy Vehicles (%)				2				2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3				5.3		
Critical Headway (sec)				7.14				7.14		5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92		3.12				3.12		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				33				61		133				84		
Capacity, c (veh/h)				259				237		179				155		
v/c Ratio				0.13				0.26		0.74				0.54		
95% Queue Length, Q_{95} (veh)				0.4				1.0		4.7				2.7		
Control Delay (s/veh)				20.9				25.4		67.4				52.7		
Level of Service, LOS				C				D		F				F		
Approach Delay (s/veh)	20.9				25.4				4.6				2.5			
Approach LOS	C				D											

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APPENDIX I

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2139	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2139
Modification Number	9	**Modification Date**	07/10/2018
Drawing/Project No	2018-011-PD	**FPL Grid Number**	87680429905
Intersection	NE 3 AVENUE and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,2A,6	2A	4,8				
Direction		N/S	SBCL	E/W				
Initial Green(MIN)		10	4	6				
Vehicle Ext.(GAP)		3.0	0.0	2.5				
Maximum Green I		45	4	20				
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		20		25				
Permissive								
Flash Operation		YELLOW	YELLOW	RED				

Attachment

NOTES:

1. RAILROAD PREEMPTION (IN SECONDS):
   (A) MINIMUM BEFORE = 0
   (B) TRACK CLEAR (PHASE 3) = 8 GREEN/4.0 YELLOW
   (C) MINIMUM DWELL (PHASE 4)= 10
   (D) RETURN TO PHASE 2 (NORTH/SOUTH).
2. PHASE 4 DETECT ---> CALL PHASE 3.
3. MOD. 9 UPDATES ALL RED CLEARANCES ON PHASES 2, 3 & 4 AND WALK VALUE ON PHASE 4 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Phase	1	2 (ST)	3	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		20		25												
Min Green		10	4	6												
Gap Ext		3		2.5												
Max1		45	4	20												
Max2																
Yellow Clr		4	4	4					4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call										ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	8					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
Track Veh 1	3					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	90	71	2	1	10	50			53	12	25		53	12	25								
9		3	3	90	36	3	1	10	50			53	12	25		53	12	25								
15		4	4	90	19	4	1	5	50			53	12	25		53	12	25								
18	15	3	3	90	36	3	1	10	50			53	12	25		53	12	25								
Day Plan 2											**Easy**															
		3	3	90	36	3	1	10	50			53	12	25		53	12	25								
1		100	254																							
6	30	3	3	90	36	3	1	10	50			53	12	25		53	12	25								
Day Plan 3											**Easy**															
		3	3	90	36	3	1	10	50			53	12	25		53	12	25								
1		100	254																							
6	30	3	3	90	36	3	1	10	50			53	12	25		53	12	25								
23		100	254																							

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1					1																													2
9							1							1											1																												2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
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31																																																					1
32																																																					1

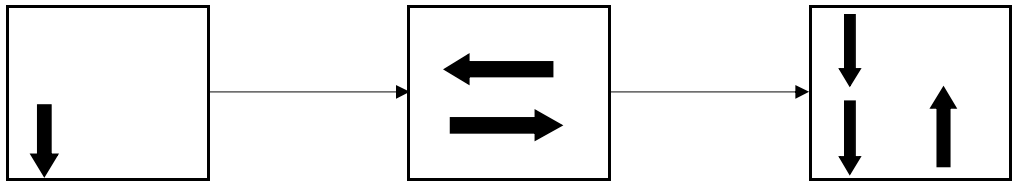
User Comments:

Sequence of Operation
NE 3 Avenue and Flagler/Progresso Drives
2139

		ϕ 2 NBSB	ϕ 3 SB CLR	ϕ 4 EW	
NORTH SIDE		↕ ↓			
SOUTH SIDE		↓ ↑ ↕	↓	← →	

Railroad Pre-emption: Minimum Before = 0
Track Clear (phase 3) = 8 Green/4.0 Yellow
Minimum Dwell (phase 4) = 10 seconds
Return to phase 2 (north/south)

Pre-emption:



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2101	**Initial Operation Date**	UNKNOWN
Controller Type	2070 SBC (BIU)	**System Number**	2101
Modification Number	31	**Modification Date**	11/01/2019
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681591803
Intersection	SUNRISE BLVD. (SR 838) and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	EBL	WB	SB	NB	WBL	EB	PEMPT	XPED
Initial Green(MIN)	5	15	6	6	5	15	NOTE 4	7
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		0.0
Maximum Green I	12	75	25	45	15	75		45
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5		4.5
All Red Clearance	0.0	*.*	*.*	*.*	0.0	*.*		0.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		24		35		17		34
Permissive	NO				NO			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		DARK

Attachment **2101-30 SOP.pdf**

NOTES:

1. WBL OVERLAPS WITH PHASE 8 PEDESTRIAN SIGNAL; PHASE 8 YELLOW PROVIDES ADDITIONAL CROSSING TIME.
2. *.* DOUBLE CLEARANCE EB,WB,NB AND SB (HEADS 2A OR 2A+6A): 7G, 4Y, 2.0 AR BEGINNING OF NEARSIDE YELLOW.
3. PHASES 1+5 ALL RED CLEAR NOT NEEDED, CONFLICTING MOVEMENT > 2 SECONDS AWAY.
4. RAILROAD PRE-EMPTION (PHASE 7):
   (A) TIME BEFORE: 0
   (B) TRACK CLEAR (HEADS 2A+6A): 12G, 4Y.
   (C) DWELL 1 (FIXED TIME): SB (HEAD 8)/EBL: 8G, 4Y, 2AR.
   (D) DWELL 2 (FIXED TIME): EWL: 8G, 4Y, 2AR.
   (E) RETURN TO PHASE 2 (E/W).
5. SIGNAL HEADS 2A (WB) AND 6A (EB) OPTICALLY PROGRAMMED; VISIBILITY BEGINS NEAR RESPECTIVE NEARSIDE STOP LINES.
6. MOD. 31 UPDATES TIMING VALUES PER FDOT RETIMING PROJECT.

Submitted By _____ **Approved By** _____

Station : 2101 - Sunrise Blvd & Flagler Dr / NE 5 Terr (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		24		35		17		34								
Min Green	5	15	6	6	5	15	5	7			8	8				
Gap Ext	1.5	3	2	2	1.5	3	1	1								
Max1	12	75	25	45	15	75	3	34								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4.5	4.5	3.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5
Red Clr									1.5	1.5	3.5	3.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON		ON								
Auto Flash Entry																
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON					ON	ON				
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6		
Min Walk						
Ped Clear						
Track Green	12					
Min Dwell	8	8	8	8		
Max Presence		180	180	180		
Track Veh 1	7					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	11					
Dwell Cyc Veh 2	12					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	2					
Exit 2	6					
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2101 - Sunrise Blvd & Flagler Dr / NE 5 Terr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	72	2	1	12	22		21	73	35	25	17	77		26								
9	30	3	3	180	14	3	1	12	22		26	64	32	32	17	73		26								
15		4	4	180	18	4	1	12	22		21	57	37	39	17	61		26								
19	30	5	5	140	14	5	1	12	22		17	48	27	22	17	48		26								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26								
9		7	7	190	79	7	1	12	22		21	83	28	32	17	87		26								
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26								
10		7	7	190	79	7	1	12	22		21	83	28	32	17	87		26								
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26								
21	30	100	254																							

Station : 2101 - Sunrise Blvd & Flagler Dr / NE 5 Terr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																										2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
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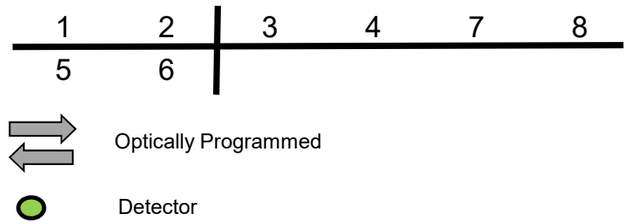
30																																																					1
31																																																					1
32																																																					1

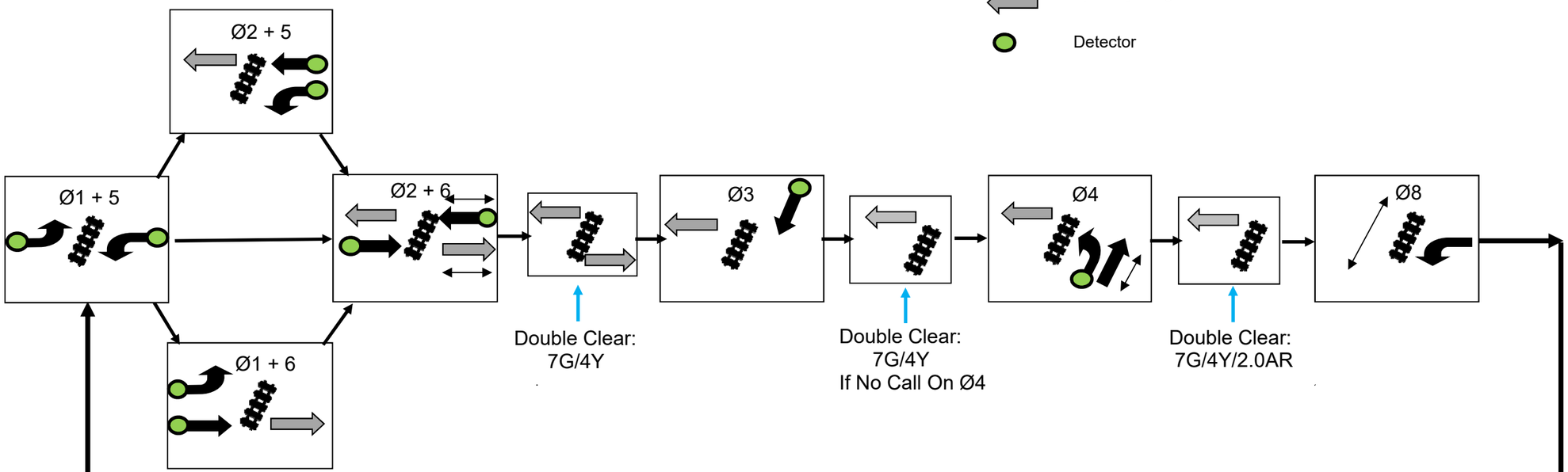
User Comments:

Sequence of Operation (2101) Sunrise Boulevard (SR 838) and Flagler/ Progresso Drive (Mod. 30 +)



Optically Programmed

Detector

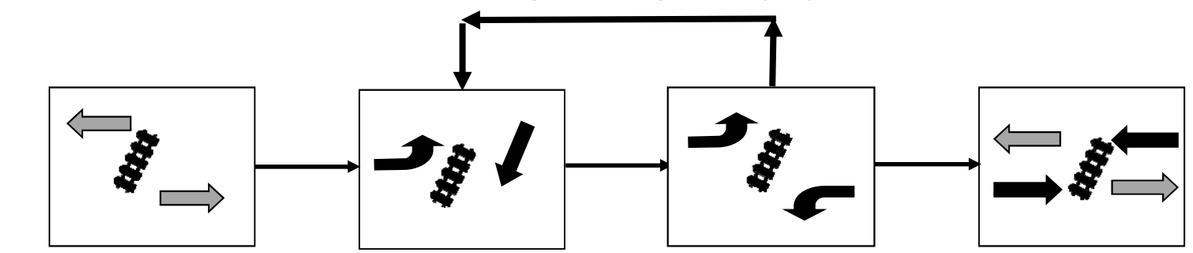


Double Clear:
7G/4Y

Double Clear:
7G/4Y
If No Call On Ø4

Double Clear:
7G/4Y/2.0AR

Pre-emption Sequence (Ø7)



Preemption Clear 12G/4Y

Dwell 1 (FIXED):
SB/EBL 8G/4Y/2AR

Dwell 2 (FIXED):
EWL 8G/4Y/2AR

Return: Ø2+6

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2138	**Initial Operation Date**	10/2/75
Controller Type	2070 LN	**System Number**	2138
Modification Number	14	**Modification Date**	11/01/2019
Drawing/Project No	22822115201	**FPL Grid Number**	87681441909
Intersection	SUNRISE BLVD. (SR 838) and NE 4 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	50	15	35	20	60	15	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.5	2.0	2.0	2.0	2.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		22		35		24		28
Permissive	NO		5 SECT		NO		5-SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 14 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		35		24		28								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	25	50	15	35	20	60	15	35								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2.5	2	2	2	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear	99	99	99	99	99	99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	6	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	63	2	1	12	22		44	52	18	66	18	78	32	52								
8	15	22	22	180	63	22	1	12	22		44	57	18	61	16	85	28	51								
9	30	3	3	180	4	3	1	12	22		44	59	28	49	24	79	24	53								
15		4	4	180	19	4	1	12	22		44	59	21	56	18	85	29	48								
19	30	5	5	140	4	5	1	12	22		32	44	15	49	15	61	18	46								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37								
9		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49								
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37								
10		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49								
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30								
21	30	100	254																							

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1										2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																									2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
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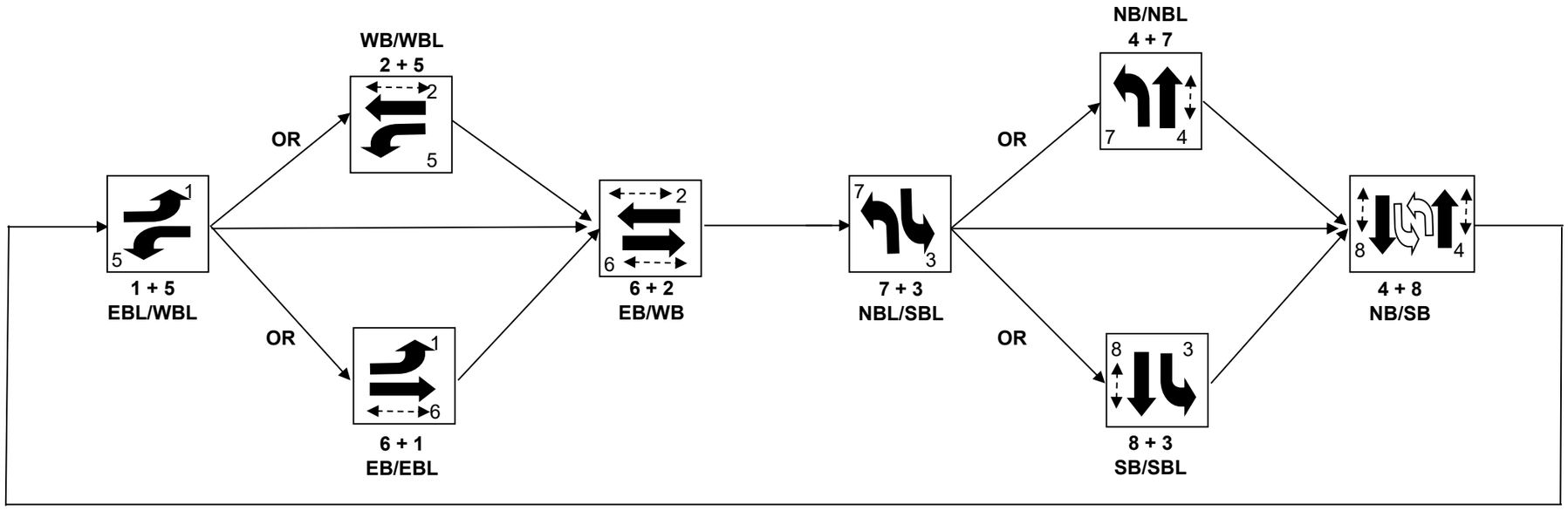
User Comments:

Sequence of Operation for Sunrise Blvd (SR 838) and NE 4 Avenue (2138)
Fort Lauderdale



Denotes pedestrian crosswalk

Denotes permissive left turn

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2396	**Initial Operation Date**	09/20/00
Controller Type	2070 LN	**System Number**	2396
Modification Number	3	**Modification Date**	05/22/2012
Drawing/Project No		**FPL Grid Number**	87680639501
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 8 STREET/NININGER DR.		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	15	50		25	15	50		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay				20-RT				
Walk		7				7		5
Pedestrian Clearance		25				25		25
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD. 3 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7				7		5								
Ped Clearance		25				25		25								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3	1	2	1.5	3	1	2								
Max1	15	50		25	15	50		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						ON
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	
Max Presence	180	180	180	180	180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	140	2	1	10	50		20	104		36	20	104		36								
9		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
16		4	4	160	153	4	1	10	50		20	115		25	20	115		25								
18	15	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
Day Plan 2											**Easy**															
		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
Day Plan 3											**Easy**															
		3	3	160	15	3	1	10	50		20	104		36	20	104		36								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	104		36	20	104		36								
23		100	254																							

Station : 2396 - US 1 & NE 8 St/Nininger Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

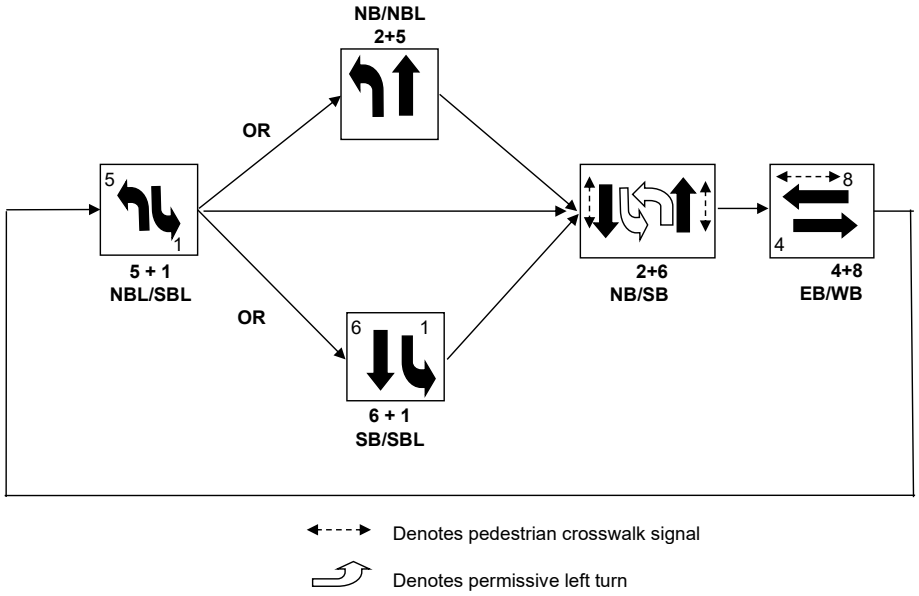
Scheduler

	Month											Day of Week							Day of Month									1										2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1	1																									2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1			2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1					2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

Sequence of Operation for Federal Hwy. (US 1/SR 5) and NE 8 St./Nininger Drive (2396)

Fort Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2119	**Initial Operation Date**	7/8/75
Controller Type	2070 LN	**System Number**	2119
Modification Number	12	**Modification Date**	05/24/2016
Drawing/Project No	86000-3576	**FPL Grid Number**	87681660201
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	5	12		6	5	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	18	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		11		23		11		23
Permissive	5-SECT				NO			
Flash Operation		YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH WITH RED REVERT OF 4.0 SECONDS.
   ACTIVE ON NBL IN THE ABSENCE OF CALLS ON EAST/WEST.
3. MOD. 12 UPDATES PHASE 2 & 6 PHASE RECALL, MIN GREEN & GAP VALUES.

Submitted By _____ **Approved By** _____

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		23		11		23								
Min Green	5	12		6	5	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	18	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						ON
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48																								
6		2	2	160	136	2	1	5	50		30	92		38	30	92		38								
9		3	3	160	24	3	1	5	50		30	92		38	30	92		38								
16		4	4	160	73	4	1	5	50		30	92		38	30	92		38								
18	15	3	3	160	24	3	1	5	50		30	92		38	30	92		38								
Day Plan 2											**Easy**															
		100	254																							
6	30	3	3	160	24	3	1	5	50		30	92		38	30	92		38								
Day Plan 3											**Easy**															
		100	254																							
6	30	3	3	160	24	3	1	5	50		30	92		38	30	92		38								
23		100	254																							

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
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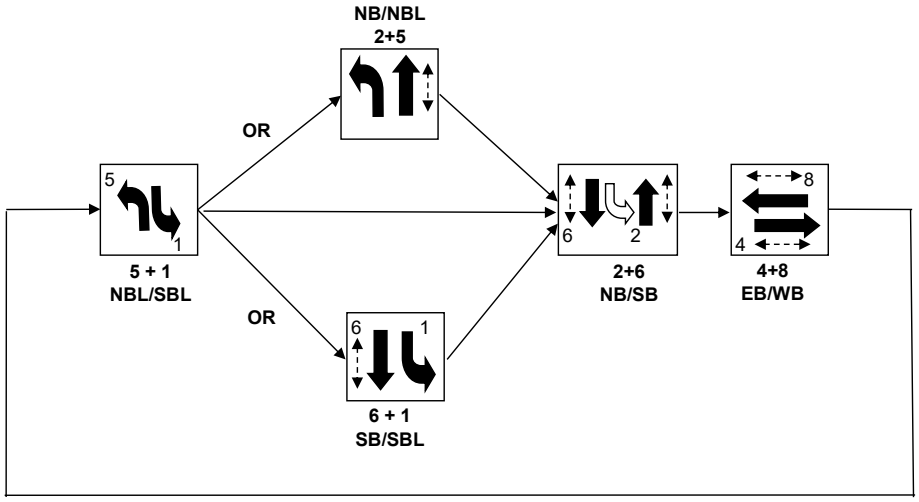
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

Sequence of Operation for Federal Hwy. (US 1/SR 5) and NE 9 Street (2119)

Fort Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2027	**Initial Operation Date**	5/15/73
Controller Type	2070 LN2 (BIU)	**System Number**	2027
Modification Number	16	**Modification Date**	11/01/2019
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681711701
Intersection	SUNRISE BLVD. (SR 838) and NE 7 AVE. (SEARSTOWN) (US1)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,4,6*	2,6		4,1,6*				
Direction	WBL	EB		NBR				
Initial Green(MIN)	10	10		10				
Vehicle Ext.(GAP)	2.0	2.0		2.0				
Maximum Green I	50	75		50				
Maximum Green II								
Yellow Clearance	4.5	4.5		4.5				
All Red Clearance	3.0	2.0		3.0				
Phase Recall	MIN	OFF		MIN				
Detector Delay								
Walk		7						
Pedestrian Clearance		36						
Permissive								
Flash Operation	RED	RED		RED				

Attachment

NOTES:

1. * WBL, NBR AND WB.
2. WBL (TWO INBOARD LANES) CONTROLLED BY PHASE 4. WB THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY CONTINUOUS GREEN THROUGH ARROW.
3. THERMAL DETECTION.
4. REFLECTS TIMING MODIFICATIONS RELATED TO INSTALLATION OF EASTBOUND PEDESTRIAN FEATURES PER FDOT PROJECT.
5. MOD 16 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Phase	1 (WL)	2 (ET)	3	4 (NR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		36														
Min Green	10	10		10		5										
Gap Ext	2	2		2												
Max1	50	75		50		25										
Max2																
Yellow Clr	4.5	4.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	2		3					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON			ON												
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	87	2	1	12	22		79	78		23	79	78		23								
9	30	3	3	180	29	3	1	12	22		70	76		34	70	76		34								
15		4	4	180	36	4	1	12	22		54	79		47	54	79		47								
19	30	5	5	140	34	5	1	12	22		45	67		28	45	67		28								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	55	6	1	12	22		48	77		25	48	77		25								
9		7	7	190	82	7	1	12	22		59	106		25	59	106		25								
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	55	6	1	12	22		48	77		25	48	77		25								
10		7	7	190	82	7	1	12	22		59	106		25	59	106		25								
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25								
21	30	100	254																							

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1					1	1	1	1																									2
9							1							1											1																												2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
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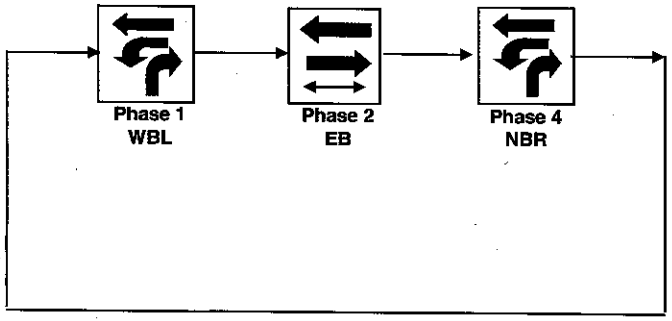
31																																																					1
32																																																					1

User Comments:

Sequence of Operation for (2027) Sunrise Blvd (SR 838) and NE 7 Ave (Searstown) (US1) Fort Lauderdale

Modification # 15



WESTBOUND THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY A CONTINUOUS GREEN THROUGH ARROW.

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2050	**Initial Operation Date**	2/8/72
Controller Type	2070 LN	**System Number**	2050
Modification Number	13	**Modification Date**	11/01/2019
Drawing/Project No	22822115201	**FPL Grid Number**	87681201703
Intersection	SUNRISE BLVD. (SR 838) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	35	60	20	50	20	75	25	45
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7+E		7		7+E
Pedestrian Clearance		24		30		23		28
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. LEAD PEDESTRIAN INTERVAL (EARLY WALK): 3 SECONDS PHASES 4 & 8.
3. MOD. 13 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		24		30		23		28								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	35	60	20	50	20	75	25	45								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall						ON		ON								
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear	99	99	99	99	99	99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	56	2	2	12	22		42	67	29	42	16	93	24	47								
8	15	22	22	180	56	22	2	12	22		42	67	29	42	16	93	21	50								
9	30	3	3	180	179	3	2	12	22		44	69	18	49	27	86	26	41								
15		4	4	180	8	4	2	12	22		44	60	15	61	24	80	29	47								
19	30	5	5	140	7	5	2	12	22		33	60	15	32	16	77	22	25								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37								
9		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41								
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37								
10		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41								
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28								
21	30	100	254																							

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																										2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
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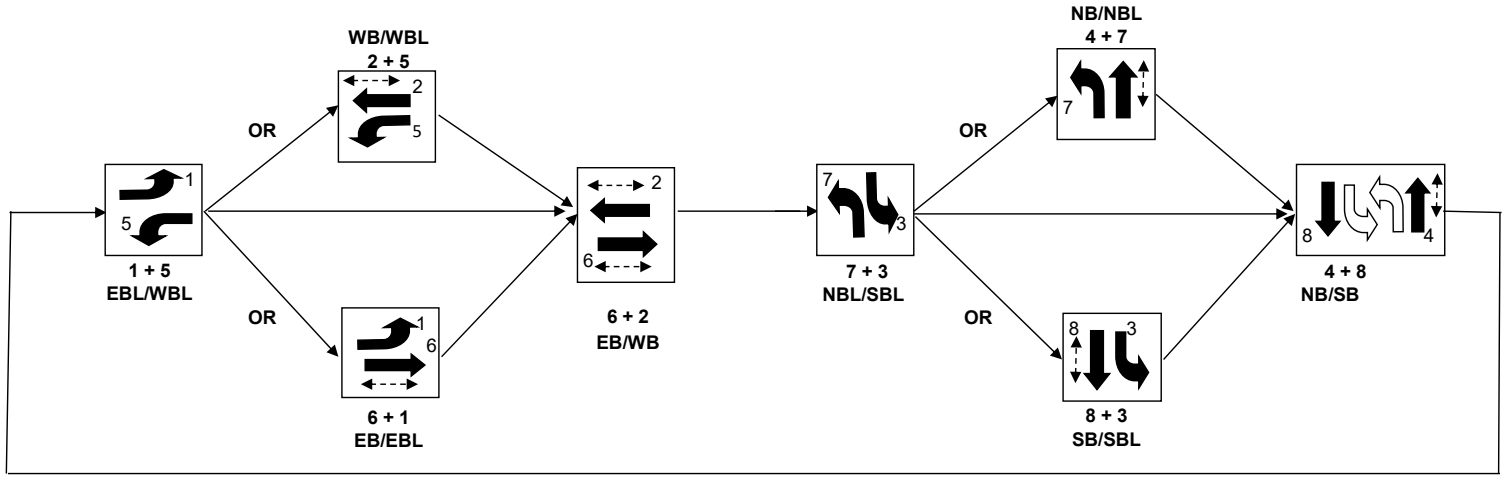
User Comments:

Sequence of Operation for Sunrise Blvd (SR 838) and Andrews Avenue (2050)



NOTE:

Weekday patterns use Sequence #2
Weekend patterns use Sequence #'s 2, 3 & 1 depending on time of day.

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2211	**Initial Operation Date**	10/12/73
Controller Type	2070 LN	**System Number**	2211
Modification Number	12	**Modification Date**	11/01/2019
Drawing/Project No	05-2050-A	**FPL Grid Number**	87781041909
Intersection	SUNRISE BLVD. (SR 838) and NE 12 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		P4		6		
Direction	EBL	WB		XPED		EB		
Initial Green(MIN)	5	10		5		10		
Vehicle Ext.(GAP)	1.5	3.0				3.0		
Maximum Green I	20	60				60		
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0		4.0		
All Red Clearance	2.0	2.0		2.0		2.0		
Phase Recall	OFF	MIN		OFF		MIN		
Detector Delay								
Walk		7		7				
Pedestrian Clearance		12		31				
Permissive	NOTE 1							
Flash Operation		YELLOW		DARK		YELLOW		

Attachment

NOTES:

1. EBL SIGNAL FLASHES RED DURING NORMAL OPERATION UNTIL ACTUATED.
2. DIODE STRAP: PHASE 4 ON---|<---PHASE 1 OMIT.
3. OVERLAP 9 = 1+4 EBLT.
4. PHASE 1 YELLOW AND ALL RED PROVIDE ADDITIONAL PEDESTRIAN CLEARANCE.
5. MOD. 12 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

Station : 2211 - Sunrise Blvd & NE 12 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		12		31												
Min Green	5	10		5		10										
Gap Ext	1.5	3				3										
Max1	20	60		38		60										
Max2																
Yellow Clr	4	4	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2		2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON			ON							
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	
Override Higher Preempt					ON	
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear		99				99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2				1
Dwell Cyc Veh 2		6				6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1		6				2
Exit 2						6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 2211 - Sunrise Blvd & NE 12 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	90	77	2	1	12	50		15	60		15		75		15								
9	30	3	3	90	34	3	1	12	50		15	31		44		46		44								
15		4	4	90	85	4	1	12	50		15	39		36		54		36								
19	30	5	5	70	34	5	1	12	50		15	31		24		46		24								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	75	46	6	1	12	50		15	45		15		60		15								
9		7	7	95	70	7	1	12	50		15	50		30		65		30								
19	30	8	8	70	20	8	1	10	50		15	28		27		43		27								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	75	46	6	1	12	50		15	45		15		60		15								
10		7	7	95	70	7	1	12	50		15	50		30		65		30								
19	30	8	8	70	20	8	1	10	50		15	28		27		43		27								
21	30	100	254																							

Station : 2211 - Sunrise Blvd & NE 12 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																									2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
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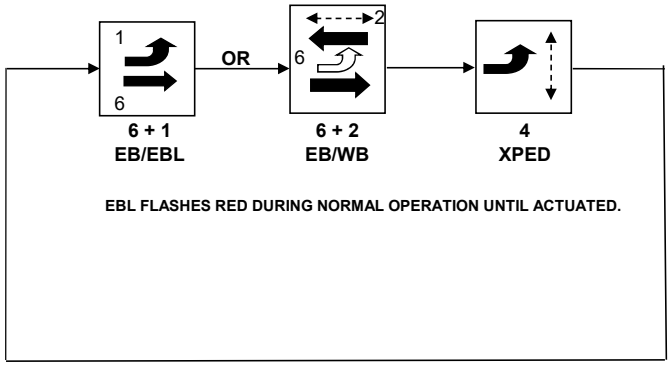
User Comments:

Sequence of Operation for Sunrise Blvd (SR 838) and NE 12 Ave (2211)

Fort Lauderdale



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2081	**Initial Operation Date**	3/28/72
Controller Type	2070 LN2 (BIU)	**System Number**	2081
Modification Number	24	**Modification Date**	11/01/2019
Drawing/Project No	DES. GRP. 2	**FPL Grid Number**	87781212002
Intersection	SUNRISE BLVD. (SR 838) and NE 15 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	60	75	20	35	30	75	15	40
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		18		28		16		26
Permissive	NO		YES		NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. THERMAL DETECTION.
3. MOD. 24 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

Station : 2081 - Sunrise Blvd & NE 15 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		28		16		26								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	60	75	20	35	30	75	15	40								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear	99	99	99	99	99	99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 2081 - Sunrise Blvd & NE 15 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	137	2	2	12	22		42	83	21	34	25	100	16	39								
9	30	3	3	180	75	3	2	12	22		43	80	15	42	24	99	15	42								
15		4	4	180	44	4	2	12	22		58	67	21	34	23	102	17	38								
19	30	5	5	140	83	5	1	12	22		36	53	15	36	18	71	15	36								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	101	6	1	12	22		40	64	15	31	24	80	15	31								
9		7	7	190	172	7	2	12	22		47	88	18	37	28	107	17	38								
19	30	8	8	140	126	8	2	12	22		39	55	15	31	22	72	15	31								
Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	101	6	1	12	22		40	64	15	31	24	80	15	31								
10		7	7	190	172	7	2	12	22		47	88	18	37	28	107	17	38								
19	30	8	8	140	126	8	2	12	22		39	55	15	31	22	72	15	31								
21	30	100	254																							

Station : 2081 - Sunrise Blvd & NE 15 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																									2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
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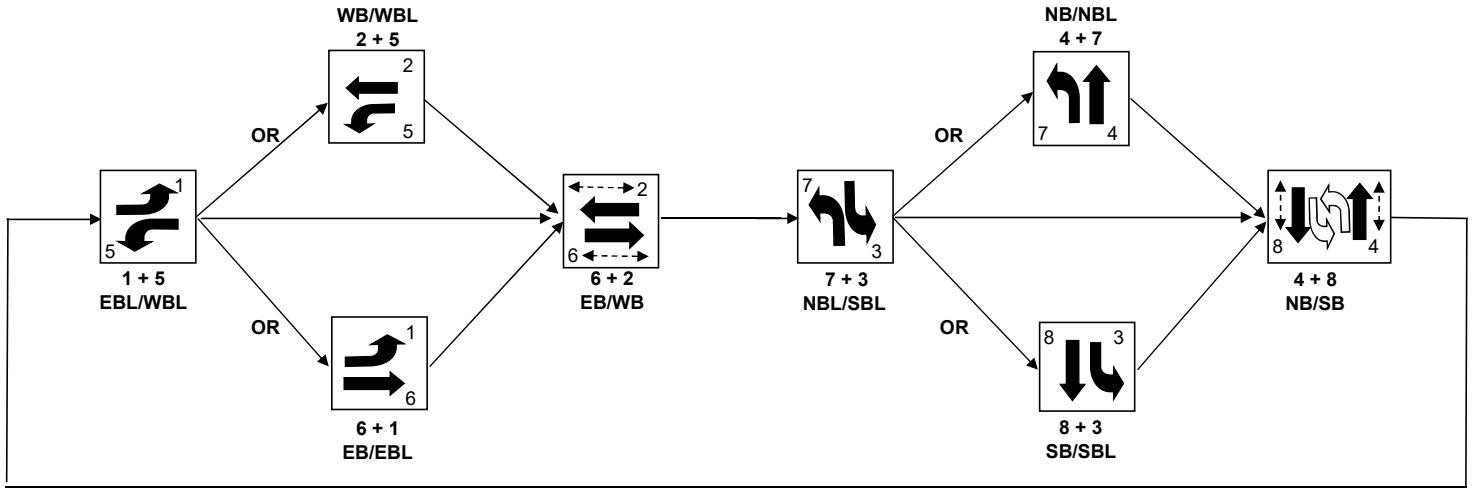
User Comments:

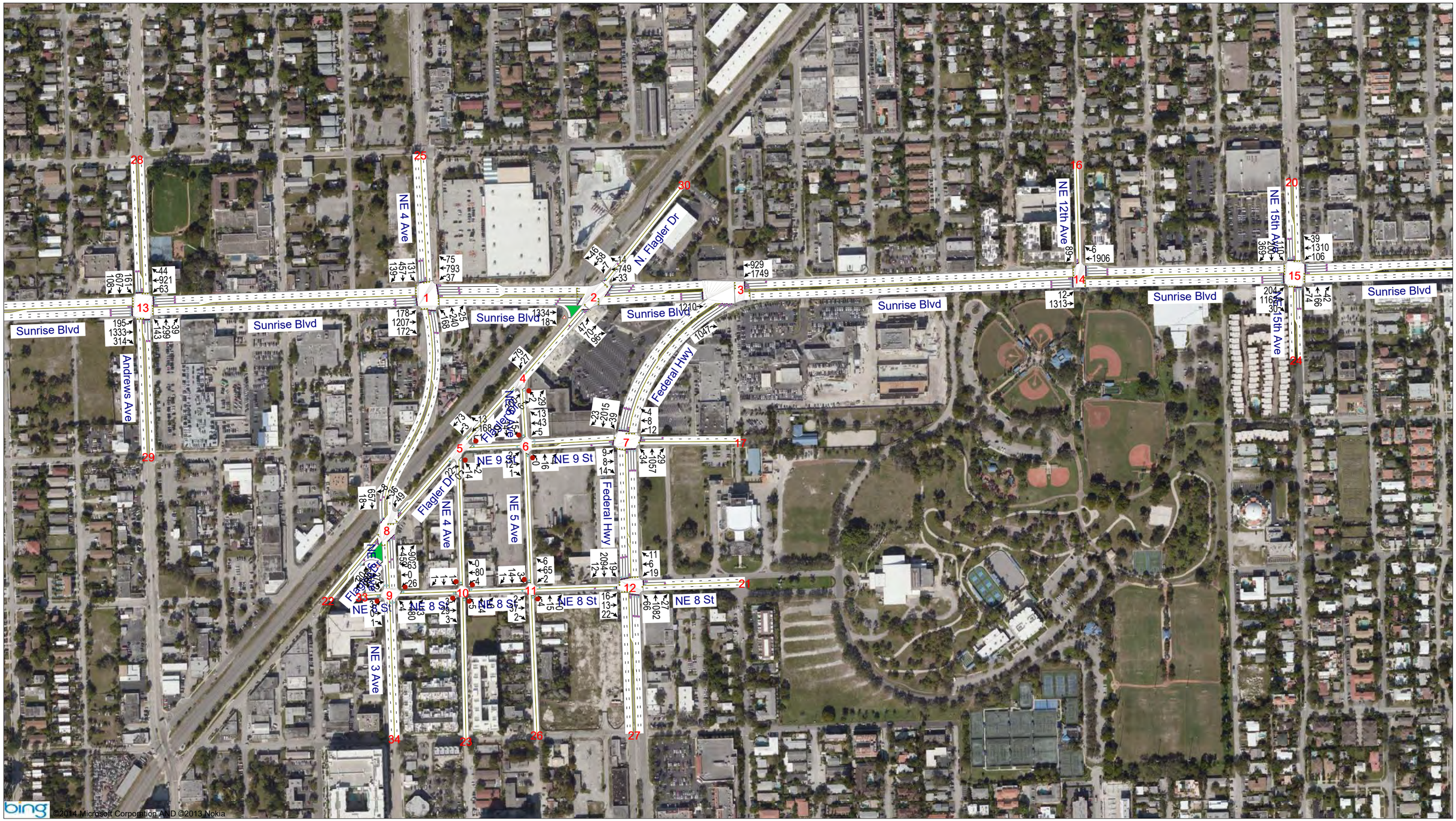
Sequence of Operation for Sunrise Blvd (SR 838)and NE 15 Avenue (2081)
Fort Lauderdale



APPENDIX J

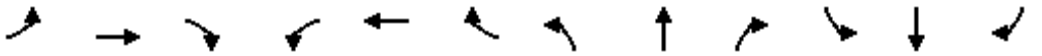
SYNCHRO REPORTS

SYNCHRO ANALYSIS - STUDY INTERSECTION LOCATIONS



KEITH
Engineering Inspired Design.

2019 EXISTING
TRAFFIC CONDITIONS
A.M. PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1207	172	37	793	75	168	240	25	131	457	139
Future Volume (vph)	178	1207	172	37	793	75	168	240	25	131	457	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.981				0.850		0.986			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4989	0	1770	5085	1583	1770	3490	0	1770	3415	0
Flt Permitted	0.258			0.132			0.111			0.582		
Satd. Flow (perm)	481	4989	0	246	5085	1583	207	3490	0	1084	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				173		7			21	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	185	1257	179	39	826	78	175	250	26	136	476	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1436	0	39	826	78	175	276	0	136	621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

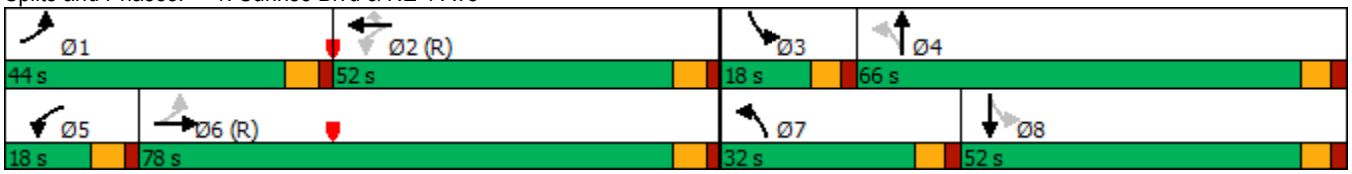
KEITH
Engineering Inspired Design.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	78.0		18.0	52.0	52.0	32.0	66.0		18.0	52.0	
Total Split (%)	24.4%	43.3%		10.0%	28.9%	28.9%	17.8%	36.7%		10.0%	28.9%	
Maximum Green (s)	37.5	71.5		11.5	45.5	45.5	26.0	59.5		12.0	45.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	104.6	94.4		89.8	83.8	83.8	62.2	43.0		50.6	36.7	
Actuated g/C Ratio	0.58	0.52		0.50	0.47	0.47	0.35	0.24		0.28	0.20	
v/c Ratio	0.48	0.55		0.23	0.35	0.09	0.72	0.33		0.38	0.87	
Control Delay	24.0	31.3		20.3	26.6	0.2	70.9	53.0		43.1	80.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	24.0	31.3		20.3	26.6	0.2	70.9	53.0		43.1	80.3	
LOS	C	C		C	C	A	E	D		D	F	
Approach Delay		30.5			24.1			59.9			73.6	
Approach LOS		C			C			E			E	
90th %ile Green (s)	19.9	75.8		7.9	63.8	63.8	26.5	53.4		17.4	44.3	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
70th %ile Green (s)	17.3	85.5		6.5	74.7	74.7	22.4	47.4		15.1	40.1	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
50th %ile Green (s)	14.5	92.0		5.7	83.2	83.2	19.7	43.3		13.5	37.1	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
30th %ile Green (s)	11.9	99.3		5.0	92.4	92.4	16.9	38.3		11.9	33.3	
30th %ile Term Code	Gap	Coord		Min	Coord	Coord	Gap	Hold		Gap	Gap	
10th %ile Green (s)	7.9	119.3		0.0	104.9	104.9	12.9	32.5		9.2	28.8	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	
Stops (vph)	85	906		15	507	0	142	300		97	549	
Fuel Used(gal)	3	29		0	13	0	5	7		2	16	
CO Emissions (g/hr)	224	2046		34	926	27	322	470		163	1097	
NOx Emissions (g/hr)	44	398		7	180	5	63	91		32	214	
VOC Emissions (g/hr)	52	474		8	215	6	75	109		38	254	
Dilemma Vehicles (#)	0	38		0	20	0	0	0		0	0	
Queue Length 50th (ft)	100	415		15	245	0	167	132		113	366	
Queue Length 95th (ft)	175	552		31	333	0	243	155		151	422	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	547	2623		227	2367	829	299	1158		361	878	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.34	0.55		0.17	0.35	0.09	0.59	0.24		0.38	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 63 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Sunrise Blvd & NE 4 Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1334	18	33	749	14	47	70	96	7	58	46
Future Volume (vph)	0	1334	18	33	749	14	47	70	96	7	58	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.997				0.850		0.944	
Flt Protected				0.950				0.980			0.997	
Satd. Flow (prot)	0	5075	0	1770	5070	0	0	1825	1583	0	1753	0
Flt Permitted				0.950				0.980			0.997	
Satd. Flow (perm)	0	5075	0	1770	5070	0	0	1825	1583	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				101		17	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1404	19	35	788	15	49	74	101	7	61	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1423	0	35	803	0	0	123	101	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		77.0		17.0	94.0		51.0	51.0	51.0	35.0	35.0	
Total Split (%)		42.8%		9.4%	52.2%		28.3%	28.3%	28.3%	19.4%	19.4%	
Maximum Green (s)		70.5		10.5	87.5		45.0	45.0	45.0	29.0	29.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		118.3		7.7	130.2			16.6	16.6		14.7	
Actuated g/C Ratio		0.66		0.04	0.72			0.09	0.09		0.08	
v/c Ratio		0.43		0.47	0.22			0.73	0.43		0.73	
Control Delay		3.4		102.9	9.0			103.3	17.5		93.8	
Queue Delay		0.1		0.0	0.0			0.0	0.0		0.0	
Total Delay		3.6		102.9	9.0			103.3	17.5		93.8	
LOS		A		F	A			F	B		F	
Approach Delay		3.6			13.0			64.6			93.8	
Approach LOS		A			B			E			F	
90th %ile Green (s)		100.0		10.9	117.4		23.0	23.0	23.0	21.1	21.1	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		109.7		8.9	125.1		19.2	19.2	19.2	17.2	17.2	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		116.2		7.5	130.2		16.6	16.6	16.6	14.7	14.7	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		122.8		6.1	135.4		14.0	14.0	14.0	12.1	12.1	
30th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		143.0		0.0	143.0		10.2	10.2	10.2	8.3	8.3	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		291		31	245			111	15		91	
Fuel Used(gal)		11		1	7			4	1		3	
CO Emissions (g/hr)		740		80	502			245	55		220	
NOx Emissions (g/hr)		144		16	98			48	11		43	
VOC Emissions (g/hr)		172		18	116			57	13		51	
Dilemma Vehicles (#)		4		0	21			0	0		0	
Queue Length 50th (ft)		31		41	106			144	2		117	
Queue Length 95th (ft)		38		84	159			219	64		187	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		3336		104	3668			456	471		296	

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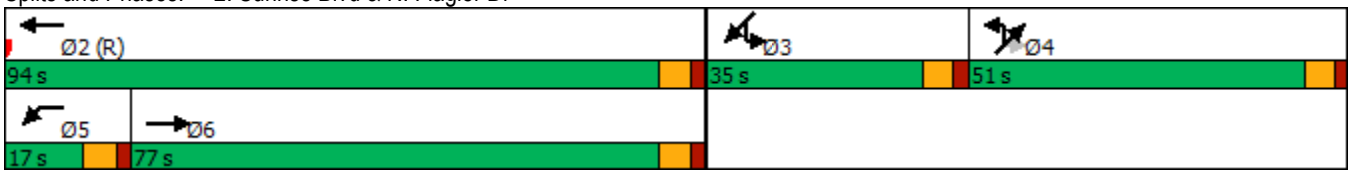
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		755		0	0			0	0		0	
Spillback Cap Reductn		103		0	0			0	2		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.55		0.34	0.22			0.27	0.22		0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 72 (40%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 15.9		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1210	0	1749	929	0	1047
Future Volume (vph)	1210	0	1749	929	0	1047
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1554
Link Speed (mph)	30			30	35	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	17.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1260	0	1822	968	0	1091
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1260	0	1822	968	0	1091
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	10.0		10.0	10.0		10.0
Minimum Split (s)	50.5		17.5	50.5		50.5
Total Split (s)	50.5		79.0	129.5		50.5
Total Split (%)	28.1%		43.9%	71.9%		28.1%
Maximum Green (s)	44.0		71.5	122.0		44.0
Yellow Time (s)	4.5		4.5	4.5		4.5
All-Red Time (s)	2.0		3.0	3.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5		7.5	7.5		6.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	Min		Min
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	36.0			36.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	64.7		84.8	156.0		10.0
Actuated g/C Ratio	0.36		0.47	0.87		0.06
v/c Ratio	0.69		1.13	0.60		0.65
Control Delay	29.4		109.0	5.1		2.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	29.4		109.0	5.1		2.0
LOS	C		F	A		A
Approach Delay	29.4			72.9	2.0	
Approach LOS	C			E	A	
90th %ile Green (s)	63.5		86.0	156.0		10.0
90th %ile Term Code	Coord		Gap	Coord		Min
70th %ile Green (s)	64.5		85.0	156.0		10.0
70th %ile Term Code	Coord		Gap	Coord		Min
50th %ile Green (s)	64.5		85.0	156.0		10.0
50th %ile Term Code	Coord		Gap	Coord		Min
30th %ile Green (s)	65.5		84.0	156.0		10.0
30th %ile Term Code	Coord		Gap	Coord		Min
10th %ile Green (s)	65.5		84.0	156.0		10.0
10th %ile Term Code	Coord		Gap	Coord		Min
Stops (vph)	908		1525	234		1
Fuel Used(gal)	18		59	8		7
CO Emissions (g/hr)	1285		4107	586		491
NOx Emissions (g/hr)	250		799	114		95
VOC Emissions (g/hr)	298		952	136		114
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	498		~1274	252		0
Queue Length 95th (ft)	82		#1388	319		0
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1827		1617	1614		2056

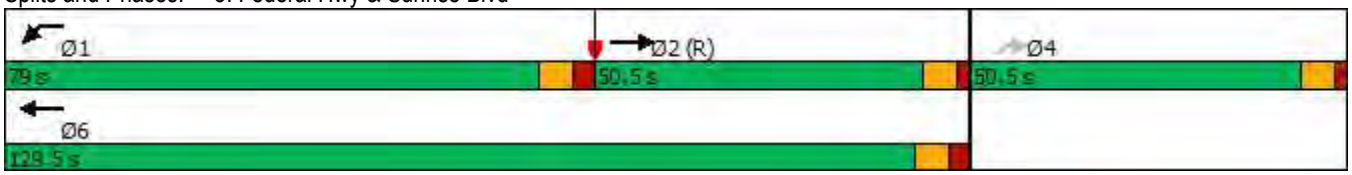
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.69		1.13	0.60		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 87 (48%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 47.2		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Federal Hwy & Sunrise Blvd



Intersection	
Int Delay, s/veh	1.5

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	29	200	6	27	79
Future Vol, veh/h	2	29	200	6	27	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	33	225	7	30	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	229	0	0	232	0
Stage 1	229	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	624	810	-	-	1336	-
Stage 1	809	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	609	810	-	-	1336	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	9.7	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	793	1336	-
HCM Lane V/C Ratio	-	-	0.044	0.023	-
HCM Control Delay (s)	-	-	9.7	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

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Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	17	21	182	15	1	75
Future Vol, veh/h	17	21	182	15	1	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	24	207	17	1	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	303	216	0	0	224	0
Stage 1	216	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	689	824	-	-	1345	-
Stage 1	820	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	688	824	-	-	1345	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	757	1345	-
HCM Lane V/C Ratio	-	-	0.057	0.001	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Intersection	
Int Delay, s/veh	0.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	16	181	0	3	88
Future Vol, veh/h	0	16	181	0	3	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	206	0	3	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	312	206	0	0	206	0
Stage 1	206	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	681	835	-	-	1365	-
Stage 1	829	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	680	835	-	-	1365	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	9.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	835	1365	-
HCM Lane V/C Ratio	-	-	0.022	0.002	-
HCM Control Delay (s)	-	-	9.4	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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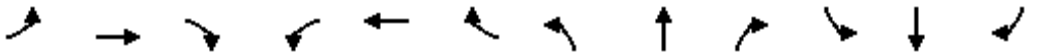
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↱			↕			↕	
Traffic Vol, veh/h	2	12	1	5	43	13	0	16	4	15	14	0
Future Vol, veh/h	2	12	1	5	43	13	0	16	4	15	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	1	5	47	14	0	18	4	16	15	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	14	0	0	90	89	14	93	82	54
Stage 1	-	-	-	-	-	-	18	18	-	64	64	-
Stage 2	-	-	-	-	-	-	72	71	-	29	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1604	-	-	895	801	1066	891	808	1013
Stage 1	-	-	-	-	-	-	1001	880	-	947	842	-
Stage 2	-	-	-	-	-	-	938	836	-	988	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1604	-	-	879	798	1066	870	805	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	798	-	870	805	-
Stage 1	-	-	-	-	-	-	1000	879	-	946	839	-
Stage 2	-	-	-	-	-	-	918	833	-	963	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	9.4	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	840	1542	-	-	1604	-	-	837
HCM Lane V/C Ratio	0.026	0.001	-	-	0.003	-	-	0.038
HCM Control Delay (s)	9.4	7.3	0	-	7.3	-	-	9.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	8	14	12	8	4	34	1057	29	39	2015	23
Future Volume (vph)	9	8	14	12	8	4	34	1057	29	39	2015	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.906			0.954			0.996			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1688	0	1770	1777	0	1770	5065	0	1770	5075	0
Flt Permitted	0.930			0.930			0.064			0.220		
Satd. Flow (perm)	1732	1688	0	1732	1777	0	119	5065	0	410	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			4			4			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	10	9	15	13	9	4	37	1162	32	43	2214	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	24	0	13	13	0	37	1194	0	43	2239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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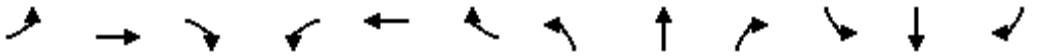

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	6.7	6.7		6.7	6.7		141.3	138.5		141.3	138.5	
Actuated g/C Ratio	0.04	0.04		0.04	0.04		0.88	0.87		0.88	0.87	
v/c Ratio	0.14	0.29		0.18	0.17		0.24	0.27		0.11	0.51	
Control Delay	77.6	48.6		79.2	62.2		6.8	2.6		1.7	4.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.2	
Total Delay	77.6	48.6		79.2	62.2		6.8	2.6		1.7	4.4	
LOS	E	D		E	E		A	A		A	A	
Approach Delay		57.1			70.7			2.7			4.3	
Approach LOS		E			E			A			A	
90th %ile Green (s)	8.5	8.5		8.5	8.5		5.0	128.5		5.0	128.5	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Coord		Min	Coord	
70th %ile Green (s)	7.0	7.0		7.0	7.0		5.0	130.0		5.0	130.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Min	Coord		Min	Coord	
50th %ile Green (s)	6.0	6.0		6.0	6.0		5.0	131.0		5.0	131.0	
50th %ile Term Code	Min	Min		Min	Min		Min	Coord		Min	Coord	
30th %ile Green (s)	0.0	0.0		0.0	0.0		5.0	143.0		5.0	143.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Min	Coord		Min	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	154.0		0.0	154.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Coord		Skip	Coord	
Stops (vph)	9	12		13	10		6	144		4	476	
Fuel Used(gal)	0	0		0	0		0	7		0	18	
CO Emissions (g/hr)	16	25		22	18		17	468		20	1266	
NOx Emissions (g/hr)	3	5		4	3		3	91		4	246	
VOC Emissions (g/hr)	4	6		5	4		4	108		5	293	
Dilemma Vehicles (#)	0	0		0	0		0	28		0	53	
Queue Length 50th (ft)	10	9		14	9		3	71		4	234	
Queue Length 95th (ft)	33	43		38	34		8	98		9	283	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	346	349		346	358		356	4385		578	4393	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	1100	
Spillback Cap Reductn	0	0		0	0		0	0		0	3	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.07		0.04	0.04		0.10	0.27		0.07	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9 St

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	459	90	0	657	18	20	91	10	49	36	8
Future Volume (vph)	0	459	90	0	657	18	20	91	10	49	36	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.985			0.972	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3525	0	1770	1835	0	1770	1811	0
Flt Permitted							0.726			0.687		
Satd. Flow (perm)	0	3539	1583	0	3525	0	1352	1835	0	1280	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97		4			7			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	494	97	0	706	19	22	98	11	53	39	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	494	97	0	725	0	22	109	0	53	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		71.6	71.6		71.6		10.0	10.0		10.0	10.0	
Actuated g/C Ratio		0.80	0.80		0.80		0.11	0.11		0.11	0.11	
v/c Ratio		0.18	0.08		0.26		0.15	0.52		0.38	0.23	
Control Delay		3.3	1.0		2.9		36.7	43.6		43.4	31.0	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.3	1.0		2.9		36.7	43.6		43.4	31.0	
LOS		A	A		A		D	D		D	C	
Approach Delay		2.9			2.9			42.4			37.5	
Approach LOS		A			A			D			D	
90th %ile Green (s)		63.9	63.9		63.9		14.1	14.1		14.1	14.1	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		66.4	66.4		66.4		11.6	11.6		11.6	11.6	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		68.1	68.1		68.1		9.9	9.9		9.9	9.9	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		69.8	69.8		69.8		8.2	8.2		8.2	8.2	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		84.0	84.0		84.0		0.0	0.0		0.0	0.0	
10th %ile Term Code		Coord	Coord		Coord		Skip	Skip		Skip	Skip	
Stops (vph)		108	6		96		20	86		45	33	
Fuel Used(gal)		2	0		7		0	2		1	1	
CO Emissions (g/hr)		135	18		457		23	118		61	45	
NOx Emissions (g/hr)		26	3		89		4	23		12	9	
VOC Emissions (g/hr)		31	4		106		5	27		14	10	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		33	0		15		12	56		30	22	
Queue Length 95th (ft)		58	12		153		33	102		54	44	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2816	1280		2806		465	636		440	629	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.18	0.08		0.26		0.05	0.17		0.12	0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 71 (79%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Flagler Dr & NE 3 Ave

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	26	0	63	4	480	13	27	686	2
Future Vol, veh/h	3	0	1	26	0	63	4	480	13	27	686	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	28	0	68	4	516	14	29	738	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1063	1335	370	958	1329	265	740	0	0	530	0	0
Stage 1	797	797	-	531	531	-	-	-	-	-	-	-
Stage 2	266	538	-	427	798	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	152	627	212	154	733	862	-	-	1033	-	-
Stage 1	346	397	-	500	524	-	-	-	-	-	-	-
Stage 2	716	521	-	576	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	144	627	203	146	733	862	-	-	1033	-	-
Mov Cap-2 Maneuver	154	144	-	203	146	-	-	-	-	-	-	-
Stage 1	344	378	-	497	520	-	-	-	-	-	-	-
Stage 2	645	517	-	547	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.4	16.2	0.1	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	190	416	1033	-	-
HCM Lane V/C Ratio	0.005	-	-	0.023	0.23	0.028	-	-
HCM Control Delay (s)	9.2	0	-	24.4	16.2	8.6	0.2	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-	-

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	29	3	4	80	0	5	14	6	1	1	1
Future Vol, veh/h	3	29	3	4	80	0	5	14	6	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	32	3	4	89	0	6	16	7	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	9%	5%	33%
Vol Thru, %	56%	83%	95%	33%
Vol Right, %	24%	9%	0%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	35	84	3
LT Vol	5	3	4	1
Through Vol	14	29	80	1
RT Vol	6	3	0	1
Lane Flow Rate	28	39	93	3
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.043	0.104	0.004
Departure Headway (Hd)	4.062	4.025	4.028	4.052
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	888	890	875
Service Time	2.118	2.056	2.049	2.113
HCM Lane V/C Ratio	0.032	0.044	0.104	0.003
HCM Control Delay	7.2	7.2	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0

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Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	37	2	2	65	6	4	15	10	3	14	1
Future Vol, veh/h	2	37	2	2	65	6	4	15	10	3	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	42	2	2	74	7	5	17	11	3	16	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	44	0	0	137	132	43	143	130	78
Stage 1	-	-	-	-	-	-	47	47	-	82	82	-
Stage 2	-	-	-	-	-	-	90	85	-	61	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1517	-	-	1564	-	-	834	759	1027	826	761	983
Stage 1	-	-	-	-	-	-	967	856	-	926	827	-
Stage 2	-	-	-	-	-	-	917	824	-	950	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1517	-	-	1564	-	-	818	757	1027	801	759	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	818	757	-	801	759	-
Stage 1	-	-	-	-	-	-	966	855	-	925	826	-
Stage 2	-	-	-	-	-	-	897	823	-	920	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	9.5	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	842	1517	-	-	1564	-	-	776
HCM Lane V/C Ratio	0.039	0.001	-	-	0.001	-	-	0.026
HCM Control Delay (s)	9.5	7.4	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	13	22	19	6	11	66	1082	27	19	2094	12
Future Volume (vph)	16	13	22	19	6	11	66	1082	27	19	2094	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.942				0.850		0.996			0.999	
Flt Protected		0.985			0.963		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1794	1583	1770	5065	0	1770	5080	0
Flt Permitted		0.885			0.715		0.049			0.209		
Satd. Flow (perm)	0	1553	0	0	1332	1583	91	5065	0	389	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				102		5			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	15	25	22	7	13	75	1230	31	22	2380	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	29	13	75	1261	0	22	2394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	18.0	111.0		11.0	104.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%	23.8%	11.3%	69.4%		6.9%	65.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0	32.0	12.0	105.0		5.0	98.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		8.6			8.6	8.6	140.2	136.7		133.7	129.4	
Actuated g/C Ratio		0.05			0.05	0.05	0.88	0.85		0.84	0.81	
v/c Ratio		0.56			0.41	0.07	0.51	0.29		0.06	0.58	
Control Delay		69.0			88.7	0.7	22.9	3.4		1.1	4.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		69.0			88.7	0.7	22.9	3.4		1.1	4.5	
LOS		E			F	A	C	A		A	A	
Approach Delay		69.0			61.5			4.5			4.5	
Approach LOS		E			E			A			A	
90th %ile Green (s)	12.8	12.8		12.8	12.8	12.8	10.4	124.5		4.7	118.8	
90th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	7.5	127.6		4.4	124.5	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
50th %ile Green (s)	8.1	8.1		8.1	8.1	8.1	5.4	129.7		4.2	128.5	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
30th %ile Green (s)	6.2	6.2		6.2	6.2	6.2	4.5	141.8		0.0	131.3	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	4.0	154.0		0.0	144.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Min	Coord		Skip	Coord	
Stops (vph)		33			26	0	15	210		2	733	
Fuel Used(gal)		1			1	0	1	8		0	17	
CO Emissions (g/hr)		75			50	3	51	530		8	1203	
NOx Emissions (g/hr)		15			10	1	10	103		1	234	
VOC Emissions (g/hr)		17			12	1	12	123		2	279	
Dilemma Vehicles (#)		0			0	0	0	29		0	20	
Queue Length 50th (ft)		38			30	0	8	103		1	10	
Queue Length 95th (ft)		85			64	0	51	137		m3	461	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		327			266	398	206	4328		370	4109	

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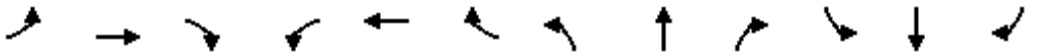
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	36	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.18			0.11	0.03	0.36	0.29		0.06	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	1333	314	63	921	44	143	299	39	161	607	108
Future Volume (vph)	195	1333	314	63	921	44	143	299	39	161	607	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.971			0.993			0.983			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4938	0	1770	5050	0	1770	3479	0	1770	3458	0
Flt Permitted	0.950			0.950			0.187			0.446		
Satd. Flow (perm)	1770	4938	0	1770	5050	0	348	3479	0	831	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			4			7			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	203	1389	327	66	959	46	149	311	41	168	632	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	1716	0	66	1005	0	149	352	0	168	745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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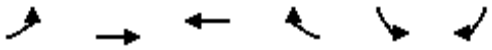
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	42.0	93.0		16.0	67.0		21.0	42.0		29.0	50.0	
Total Split (%)	23.3%	51.7%		8.9%	37.2%		11.7%	23.3%		16.1%	27.8%	
Maximum Green (s)	35.5	86.5		9.5	60.5		15.0	36.0		23.0	44.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.6	76.2		8.8	60.4		68.5	54.8		71.5	56.3	
Actuated g/C Ratio	0.14	0.42		0.05	0.34		0.38	0.30		0.40	0.31	
v/c Ratio	0.84	0.81		0.77	0.59		0.62	0.33		0.41	0.68	
Control Delay	103.4	47.6		133.6	45.7		46.7	51.0		38.3	58.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	103.4	47.6		133.6	45.7		46.7	51.0		38.3	58.7	
LOS	F	D		F	D		D	D		D	E	
Approach Delay		53.5			51.1			49.7			54.9	
Approach LOS		D			D			D			D	
90th %ile Green (s)	32.8	84.9		9.5	61.6		16.6	38.7		21.9	44.0	
90th %ile Term Code	Gap	Gap		Max	Hold		Max	Coord		Gap	Coord	
70th %ile Green (s)	27.9	80.1		9.5	61.7		16.8	47.8		17.6	48.6	
70th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
50th %ile Green (s)	24.6	76.8		9.5	61.7		14.4	53.7		15.0	54.3	
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	21.3	72.6		9.2	60.5		12.0	60.7		12.5	61.2	
30th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	16.3	66.5		6.4	56.6		8.9	73.0		9.1	73.2	
10th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	187	1379		59	832		95	257		105	605	
Fuel Used(gal)	7	42		3	27		3	7		3	16	
CO Emissions (g/hr)	520	2912		207	1900		193	493		196	1151	
NOx Emissions (g/hr)	101	567		40	370		37	96		38	224	
VOC Emissions (g/hr)	121	675		48	440		45	114		45	267	
Dilemma Vehicles (#)	0	36		0	16		0	10		0	20	
Queue Length 50th (ft)	238	633		69	393		112	168		128	409	
Queue Length 95th (ft)	322	636		m#154	445		183	245		204	529	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	349	2394		93	1719		260	1063		470	1088	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.72		0.71	0.58		0.57	0.33		0.36	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 56 (31%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 52.8		Intersection LOS: D	
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	12	1313	1906	6	0	89	
Future Volume (vph)	12	1313	1906	6	0	89	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.084						
Satd. Flow (perm)	156	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				3		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	13	1382	2006	6	0	94	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	13	1382	2006	6	0	94	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

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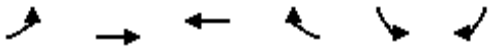
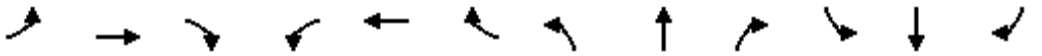


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	75.0	60.0	60.0		75.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%		83.3%	17%
Maximum Green (s)	9.0	69.0	54.0	54.0		69.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	86.6	86.6		90.0	
Actuated g/C Ratio	0.93	1.00	0.96	0.96		1.00	
v/c Ratio	0.06	0.27	0.41	0.00		0.06	
Control Delay	0.5	0.1	1.9	1.2		0.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	0.5	0.1	1.9	1.2		0.1	
LOS	A	A	A	A		A	
Approach Delay		0.1	1.9		0.1		
Approach LOS		A	A		A		
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
70th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	0	0	189	1		0	
Fuel Used(gal)	0	13	15	0		0	
CO Emissions (g/hr)	8	894	1037	4		27	
NOx Emissions (g/hr)	2	174	202	1		5	
VOC Emissions (g/hr)	2	207	240	1		6	
Dilemma Vehicles (#)	0	0	39	0		0	
Queue Length 50th (ft)	0	0	14	0		0	
Queue Length 95th (ft)	m0	0	287	m2		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	307	5085	4893	1523		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.04	0.27	0.41	0.00		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 77 (86%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 1.1		Intersection LOS: A	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	1162	30	106	1310	39	74	166	42	110	200	369
Future Volume (vph)	204	1162	30	106	1310	39	74	166	42	110	200	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.996			0.970			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5065	0	1770	3433	0	1770	3196	0
Flt Permitted	0.058			0.145			0.316			0.567		
Satd. Flow (perm)	108	5065	0	270	5065	0	589	3433	0	1056	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			15			225	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	215	1223	32	112	1379	41	78	175	44	116	211	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	1255	0	112	1420	0	78	219	0	116	599	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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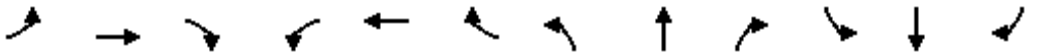
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	42.0	100.0		25.0	83.0		16.0	34.0		21.0	39.0	
Total Split (%)	23.3%	55.6%		13.9%	46.1%		8.9%	18.9%		11.7%	21.7%	
Maximum Green (s)	35.5	93.5		18.5	76.5		10.0	27.5		14.5	32.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	89.6	73.3		72.2	62.4		68.8	59.3		74.0	62.4	
Actuated g/C Ratio	0.50	0.41		0.40	0.35		0.38	0.33		0.41	0.35	
v/c Ratio	0.88	0.61		0.59	0.81		0.28	0.19		0.24	0.48	
Control Delay	62.0	49.4		37.5	57.0		36.6	44.1		35.8	31.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.0	49.4		37.5	57.0		36.6	44.1		35.8	31.2	
LOS	E	D		D	E		D	D		D	C	
Approach Delay		51.2			55.6			42.2			32.0	
Approach LOS		D			E			D			C	
90th %ile Green (s)	27.8	86.8		12.0	71.0		13.2	38.0		17.2	42.5	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	23.6	78.6		11.0	66.0		10.4	51.0		13.4	54.5	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	20.7	73.2		10.0	62.5		8.7	59.6		11.2	62.6	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	17.9	67.9		8.9	58.9		7.1	68.0		9.2	70.6	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	13.6	60.2		7.1	53.7		5.3	80.0		6.7	81.9	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	164	1070		62	1191		48	141		68	287	
Fuel Used(gal)	6	33		2	38		1	3		2	7	
CO Emissions (g/hr)	410	2282		153	2665		68	215		115	522	
NOx Emissions (g/hr)	80	444		30	518		13	42		22	102	
VOC Emissions (g/hr)	95	529		35	618		16	50		27	121	
Dilemma Vehicles (#)	0	13		0	30		0	0		0	16	
Queue Length 50th (ft)	207	511		70	558		55	90		83	181	
Queue Length 95th (ft)	288	535		90	571		108	152		152	286	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	381	2632		275	2154		300	1141		508	1255	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.48		0.41	0.66		0.26	0.19		0.23	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 137 (76%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 48.8		Intersection LOS: D	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NE 15th Ave & Sunrise Blvd

2019 EXISTING
TRAFFIC CONDITIONS
P.M. PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1172	107	42	826	150	244	663	37	144	389	128
Future Volume (vph)	210	1172	107	42	826	150	244	663	37	144	389	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987				0.850		0.992			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5019	0	1770	5085	1583	1770	3511	0	1770	3408	0
Flt Permitted	0.248			0.168			0.143			0.138		
Satd. Flow (perm)	462	5019	0	313	5085	1583	266	3511	0	257	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				173		3			23	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	214	1196	109	43	843	153	249	677	38	147	397	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	1305	0	43	843	153	249	715	0	147	528	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

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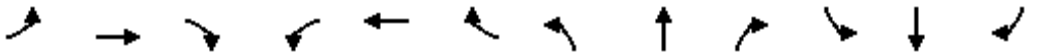

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	85.0		18.0	59.0	59.0	29.0	56.0		21.0	48.0	
Total Split (%)	24.4%	47.2%		10.0%	32.8%	32.8%	16.1%	31.1%		11.7%	26.7%	
Maximum Green (s)	37.5	78.5		11.5	52.5	52.5	23.0	49.5		15.0	41.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	105.1	94.7		87.5	81.3	81.3	62.4	41.8		47.1	32.5	
Actuated g/C Ratio	0.58	0.53		0.49	0.45	0.45	0.35	0.23		0.26	0.18	
v/c Ratio	0.54	0.49		0.21	0.37	0.19	0.87	0.88		0.79	0.83	
Control Delay	24.7	29.7		16.4	21.9	0.6	83.7	75.0		72.9	79.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	24.7	29.7		16.4	21.9	0.6	83.7	75.0		72.9	79.8	
LOS	C	C		B	C	A	F	E		E	E	
Approach Delay		28.9			18.5			77.2			78.3	
Approach LOS		C			B			E			E	
90th %ile Green (s)	23.9	78.4		8.1	62.6	62.6	28.9	49.8		18.2	39.1	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
70th %ile Green (s)	20.4	86.8		6.7	73.1	73.1	26.1	45.0		16.0	34.9	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
50th %ile Green (s)	17.6	92.5		5.8	80.7	80.7	23.7	41.9		14.3	32.5	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
30th %ile Green (s)	14.5	98.1		5.1	88.7	88.7	21.1	38.8		12.5	30.2	
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
10th %ile Green (s)	9.9	117.9		0.0	101.5	101.5	17.3	33.4		9.7	25.8	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Gap		Gap	Hold	
Stops (vph)	100	807		15	323	1	214	657		113	471	
Fuel Used(gal)	4	26		0	11	1	7	20		3	14	
CO Emissions (g/hr)	266	1845		35	769	55	515	1410		242	946	
NOx Emissions (g/hr)	52	359		7	150	11	100	274		47	184	
VOC Emissions (g/hr)	62	428		8	178	13	119	327		56	219	
Dilemma Vehicles (#)	0	35		0	19	0	0	0		0	0	
Queue Length 50th (ft)	117	362		13	147	0	254	435		124	308	
Queue Length 95th (ft)	195	475		26	169	2	346	404		179	364	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	542	2646		254	2297	810	300	968		202	803	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.49		0.17	0.37	0.19	0.83	0.74		0.73	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 45.4		Intersection LOS: D	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Sunrise Blvd & NE 4 Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1297	32	20	820	13	146	149	113	23	56	43
Future Volume (vph)	0	1297	32	20	820	13	146	149	113	23	56	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.998				0.850		0.952	
Flt Protected				0.950				0.976			0.991	
Satd. Flow (prot)	0	5065	0	1770	5075	0	0	1818	1583	0	1757	0
Flt Permitted				0.950				0.976			0.991	
Satd. Flow (perm)	0	5065	0	1770	5075	0	0	1818	1583	0	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				115		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1323	33	20	837	13	149	152	115	23	57	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1356	0	20	850	0	0	301	115	0	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

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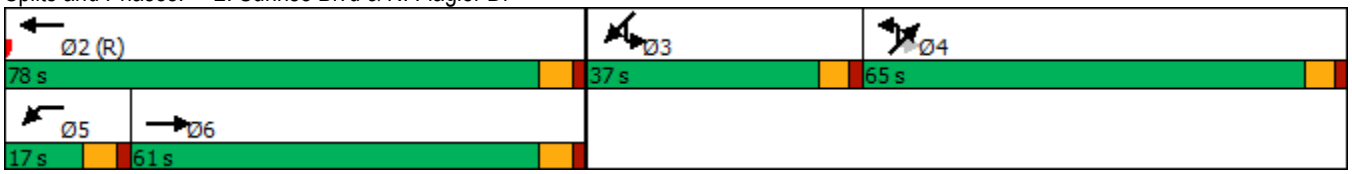
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		61.0		17.0	78.0		65.0	65.0	65.0	37.0	37.0	
Total Split (%)		33.9%		9.4%	43.3%		36.1%	36.1%	36.1%	20.6%	20.6%	
Maximum Green (s)		54.5		10.5	71.5		59.0	59.0	59.0	31.0	31.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		102.6		6.3	110.8			34.9	34.9		15.9	
Actuated g/C Ratio		0.57		0.04	0.62			0.19	0.19		0.09	
v/c Ratio		0.47		0.32	0.27			0.86	0.29		0.75	
Control Delay		12.2		97.7	17.5			92.1	9.9		96.6	
Queue Delay		0.1		0.0	0.0			0.0	0.0		0.0	
Total Delay		12.3		97.7	17.5			92.1	9.9		96.6	
LOS		B		F	B			F	A		F	
Approach Delay		12.3			19.4			69.3			96.6	
Approach LOS		B			B			E			F	
90th %ile Green (s)		79.2		8.6	94.3		44.8	44.8	44.8	22.4	22.4	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		90.4		7.0	103.9		39.1	39.1	39.1	18.5	18.5	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		98.2		6.0	110.7		34.9	34.9	34.9	15.9	15.9	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		117.6		0.0	117.6		30.7	30.7	30.7	13.2	13.2	
30th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		127.4		0.0	127.4		24.8	24.8	24.8	9.3	9.3	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		761		21	379			280	14		105	
Fuel Used(gal)		17		1	10			8	1		4	
CO Emissions (g/hr)		1220		48	725			571	51		251	
NOx Emissions (g/hr)		237		9	141			111	10		49	
VOC Emissions (g/hr)		283		11	168			132	12		58	
Dilemma Vehicles (#)		37		0	23			0	0		0	
Queue Length 50th (ft)		410		24	164			348	1		131	
Queue Length 95th (ft)		554		57	239			441	56		202	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		2886		103	3123			595	596		313	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		463		0	0			0	0		0	
Spillback Cap Reductn		90		0	0			0	2		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.56		0.19	0.27			0.51	0.19		0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 18 (10%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1292	0	1502	1013	0	1392
Future Volume (vph)	1292	0	1502	1013	0	1392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1535
Link Speed (mph)	30			30	30	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1305	0	1517	1023	0	1406
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1305	0	1517	1023	0	1406
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		22.5	26.0		26.0
Total Split (s)	59.0		92.0	151.0		29.0
Total Split (%)	32.8%		51.1%	83.9%		16.1%
Maximum Green (s)	54.5		87.5	146.5		24.5
Yellow Time (s)	3.5		3.5	4.5		4.5
All-Red Time (s)	1.0		1.0	0.0		0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		Min	C-Max		None
Walk Time (s)	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0		0	0		0
Act Effct Green (s)	69.2		87.0	160.7		10.3
Actuated g/C Ratio	0.38		0.48	0.89		0.06
v/c Ratio	0.67		0.91	0.62		0.85
Control Delay	26.2		52.3	4.4		6.6
Queue Delay	0.1		0.0	0.0		0.0
Total Delay	26.3		52.3	4.4		6.6
LOS	C		D	A		A
Approach Delay	26.3			33.0	6.6	
Approach LOS	C			C	A	
90th %ile Green (s)	54.5		94.4	153.4		17.6
90th %ile Term Code	Coord		Max	Coord		Gap
70th %ile Green (s)	68.1		88.9	161.5		9.5
70th %ile Term Code	Coord		Gap	Coord		Gap
50th %ile Green (s)	70.8		87.2	162.5		8.5
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	73.1		84.9	162.5		8.5
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	79.4		79.6	163.5		7.5
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	1117		1356	225		22
Fuel Used(gal)	20		33	9		11
CO Emissions (g/hr)	1370		2333	618		801
NOx Emissions (g/hr)	267		454	120		156
VOC Emissions (g/hr)	318		541	143		186
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	495		844	182		0
Queue Length 95th (ft)	400		878	414		0
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1954		1700	1662		1817

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	86		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.70		0.89	0.62		0.77

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 36 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Federal Hwy & Sunrise Blvd

Intersection	
Int Delay, s/veh	2.1

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	70	334	8	32	76
Future Vol, veh/h	4	70	334	8	32	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	83	398	10	38	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	569	403	0	0	408	0
Stage 1	403	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	647	-	-	1151	-
Stage 1	675	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	467	647	-	-	1151	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	11.6	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	634	1151	-
HCM Lane V/C Ratio	-	-	0.139	0.033	-
HCM Control Delay (s)	-	-	11.6	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

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Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	48	62	275	11	3	75
Future Vol, veh/h	48	62	275	11	3	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	76	335	13	4	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	441	342	0	0	348	0
Stage 1	342	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	574	701	-	-	1211	-
Stage 1	719	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	701	-	-	1211	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	12.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	638	1211	-
HCM Lane V/C Ratio	-	-	0.21	0.003	-
HCM Control Delay (s)	-	-	12.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

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Intersection	
Int Delay, s/veh	0.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	15	271	1	7	123
Future Vol, veh/h	4	15	271	1	7	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	18	330	1	9	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	499	331	0	0	331	0
Stage 1	331	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	531	711	-	-	1228	-
Stage 1	728	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	711	-	-	1228	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	10.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	662	1228	-
HCM Lane V/C Ratio	-	-	0.035	0.007	-
HCM Control Delay (s)	-	-	10.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

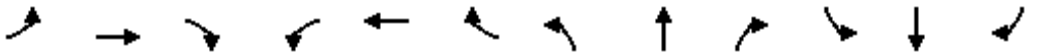
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	12	3	8	92	52	6	32	5	21	20	0
Future Vol, veh/h	1	12	3	8	92	52	6	32	5	21	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	14	4	9	108	61	7	38	6	25	24	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	18	0	0	187	205	16	197	177	139
Stage 1	-	-	-	-	-	-	18	18	-	157	157	-
Stage 2	-	-	-	-	-	-	169	187	-	40	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1409	-	-	1599	-	-	774	691	1063	762	717	909
Stage 1	-	-	-	-	-	-	1001	880	-	845	768	-
Stage 2	-	-	-	-	-	-	833	745	-	975	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1599	-	-	751	686	1063	722	712	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	686	-	722	712	-
Stage 1	-	-	-	-	-	-	1000	879	-	844	763	-
Stage 2	-	-	-	-	-	-	803	741	-	927	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	10.3	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	725	1409	-	-	1599	-	-	717
HCM Lane V/C Ratio	0.07	0.001	-	-	0.006	-	-	0.067
HCM Control Delay (s)	10.3	7.6	0	-	7.3	-	-	10.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	14	20	21	27	15	98	1340	29	37	1705	39
Future Volume (vph)	9	14	20	21	27	15	98	1340	29	37	1705	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.912			0.945			0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1699	0	1770	1760	0	1770	5070	0	1770	5070	0
Flt Permitted	0.728			0.734			0.100			0.168		
Satd. Flow (perm)	1356	1699	0	1367	1760	0	186	5070	0	313	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			16			3			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	15	21	22	28	16	103	1411	31	39	1795	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	36	0	22	44	0	103	1442	0	39	1836	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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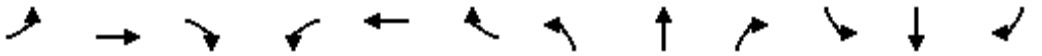

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	7.6	7.6		7.6	7.6		139.4	135.2		135.4	130.4	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.87	0.84		0.85	0.82	
v/c Ratio	0.14	0.36		0.34	0.44		0.46	0.34		0.13	0.44	
Control Delay	76.7	48.4		87.0	64.6		10.5	11.2		2.5	5.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.2	
Total Delay	76.7	48.4		87.0	64.6		10.5	11.4		2.5	5.4	
LOS	E	D		F	E		B	B		A	A	
Approach Delay		54.0			72.1			11.4			5.4	
Approach LOS		D			E			B			A	
90th %ile Green (s)	10.6	10.6		10.6	10.6		10.2	126.4		5.0	121.2	
90th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Min	Coord	
70th %ile Green (s)	8.5	8.5		8.5	8.5		6.8	128.5		5.0	126.7	
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Min	Coord	
50th %ile Green (s)	7.0	7.0		7.0	7.0		5.1	130.0		5.0	129.9	
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Min	Coord	
30th %ile Green (s)	6.0	6.0		6.0	6.0		5.0	131.0		5.0	131.0	
30th %ile Term Code	Min	Min		Min	Min		Min	Coord		Min	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		5.0	154.0		0.0	143.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Min	Coord		Skip	Coord	
Stops (vph)	10	18		21	28		33	652		7	477	
Fuel Used(gal)	0	1		1	1		1	14		0	16	
CO Emissions (g/hr)	16	39		40	61		64	1005		21	1147	
NOx Emissions (g/hr)	3	8		8	12		12	196		4	223	
VOC Emissions (g/hr)	4	9		9	14		15	233		5	266	
Dilemma Vehicles (#)	0	0		0	0		0	72		0	55	
Queue Length 50th (ft)	9	15		23	29		40	284		4	176	
Queue Length 95th (ft)	30	56		55	73		42	417		10	264	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	271	356		273	364		403	4283		497	4131	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	1676		0	1203	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.10		0.08	0.12		0.26	0.55		0.08	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9 St

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	902	199	0	504	20	32	69	13	31	49	30
Future Volume (vph)	0	902	199	0	504	20	32	69	13	31	49	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.994			0.976			0.943	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3518	0	1770	1818	0	1770	1757	0
Flt Permitted							0.702			0.701		
Satd. Flow (perm)	0	3539	1583	0	3518	0	1308	1818	0	1306	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209		7			12			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	949	209	0	531	21	34	73	14	33	52	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	949	209	0	552	0	34	87	0	33	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		72.7	72.7		72.7		8.9	8.9		8.9	8.9	
Actuated g/C Ratio		0.81	0.81		0.81		0.10	0.10		0.10	0.10	
v/c Ratio		0.33	0.16		0.19		0.27	0.46		0.26	0.42	
Control Delay		3.6	0.8		1.5		41.6	40.2		40.4	28.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.6	0.8		1.5		41.6	40.2		40.4	28.5	
LOS		A	A		A		D	D		D	C	
Approach Delay		3.1			1.5			40.6			31.8	
Approach LOS		A			A			D			C	
90th %ile Green (s)		65.6	65.6		65.6		12.4	12.4		12.4	12.4	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		67.8	67.8		67.8		10.2	10.2		10.2	10.2	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		69.4	69.4		69.4		8.6	8.6		8.6	8.6	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		70.9	70.9		70.9		7.1	7.1		7.1	7.1	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		84.0	84.0		84.0		0.0	0.0		0.0	0.0	
10th %ile Term Code		Coord	Coord		Coord		Skip	Skip		Skip	Skip	
Stops (vph)		230	8		42		30	65		28	47	
Fuel Used(gal)		4	1		5		1	1		1	1	
CO Emissions (g/hr)		275	36		333		38	91		37	72	
NOx Emissions (g/hr)		54	7		65		7	18		7	14	
VOC Emissions (g/hr)		64	8		77		9	21		9	17	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		69	0		12		18	41		19	31	
Queue Length 95th (ft)		113	16		65		46	84		m40	63	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2860	1319		2844		450	634		449	626	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.33	0.16		0.19		0.08	0.14		0.07	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 19 (21%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Flagler Dr & NE 3 Ave

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	1	2	5	34	1	115	1	984	27	33	510	4
Future Vol, veh/h	1	2	5	34	1	115	1	984	27	33	510	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	5	35	1	119	1	1014	28	34	526	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1640	265	1362	1628	521	530	0	0	1042	0	0
Stage 1	596	596	-	1030	1030	-	-	-	-	-	-	-
Stage 2	510	1044	-	332	598	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	165	99	733	107	101	500	1033	-	-	663	-	-
Stage 1	457	490	-	250	309	-	-	-	-	-	-	-
Stage 2	514	304	-	655	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	92	733	98	93	500	1033	-	-	663	-	-
Mov Cap-2 Maneuver	118	92	-	98	93	-	-	-	-	-	-	-
Stage 1	456	454	-	250	308	-	-	-	-	-	-	-
Stage 2	390	303	-	600	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.3	38.7	0	0.9
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	216	255	663	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	0.606	0.051	-	-
HCM Control Delay (s)	8.5	0	-	22.3	38.7	10.7	0.3	-
HCM Lane LOS	A	A	-	C	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.6	0.2	-	-

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Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	44	5	9	140	8	8	11	7	0	2	6
Future Vol, veh/h	7	44	5	9	140	8	8	11	7	0	2	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	45	5	9	143	8	8	11	7	0	2	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.9	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	12%	6%	0%
Vol Thru, %	42%	79%	89%	25%
Vol Right, %	27%	9%	5%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	56	157	8
LT Vol	8	7	9	0
Through Vol	11	44	140	2
RT Vol	7	5	8	6
Lane Flow Rate	27	57	160	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.065	0.179	0.009
Departure Headway (Hd)	4.214	4.086	4.019	3.982
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	871	892	904
Service Time	2.312	2.136	2.048	1.982
HCM Lane V/C Ratio	0.032	0.065	0.179	0.009
HCM Control Delay	7.4	7.4	7.9	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6	0

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	49	5	11	131	22	7	12	20	6	10	7
Future Vol, veh/h	5	49	5	11	131	22	7	12	20	6	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	54	6	12	146	24	8	13	22	7	11	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	60	0	0	261	263	57	269	254	158
Stage 1	-	-	-	-	-	-	69	69	-	182	182	-
Stage 2	-	-	-	-	-	-	192	194	-	87	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1407	-	-	1544	-	-	692	642	1009	684	650	887
Stage 1	-	-	-	-	-	-	941	837	-	820	749	-
Stage 2	-	-	-	-	-	-	810	740	-	921	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1544	-	-	670	634	1009	652	642	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	670	634	-	652	642	-
Stage 1	-	-	-	-	-	-	937	834	-	817	742	-
Stage 2	-	-	-	-	-	-	784	733	-	883	832	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	9.8	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	793	1407	-	-	1544	-	-	704
HCM Lane V/C Ratio	0.055	0.004	-	-	0.008	-	-	0.036
HCM Control Delay (s)	9.8	7.6	0	-	7.4	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	19	41	102	28	32	138	1371	122	57	1723	29
Future Volume (vph)	22	19	41	102	28	32	138	1371	122	57	1723	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932				0.850		0.988			0.998	
Flt Protected		0.987			0.962		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1792	1583	1770	5024	0	1770	5075	0
Flt Permitted		0.880			0.676		0.076			0.126		
Satd. Flow (perm)	0	1528	0	0	1259	1583	142	5024	0	235	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				61		20			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	20	44	110	30	34	148	1474	131	61	1853	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	140	34	148	1605	0	61	1884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

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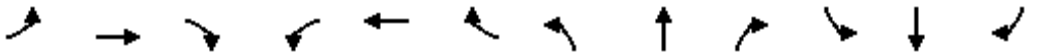

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	20.0	115.0		20.0	115.0	
Total Split (%)	15.6%	15.6%		15.6%	15.6%	15.6%	12.5%	71.9%		12.5%	71.9%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	14.0	109.0		14.0	109.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		27.0			27.0	27.0	119.1	111.6		111.3	105.9	
Actuated g/C Ratio		0.17			0.17	0.17	0.74	0.70		0.70	0.66	
v/c Ratio		0.32			0.66	0.11	0.75	0.46		0.28	0.56	
Control Delay		43.0			77.0	3.1	40.3	11.8		9.2	15.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.1	
Total Delay		43.0			77.0	3.1	40.3	11.8		9.2	15.1	
LOS		D			E	A	D	B		A	B	
Approach Delay		43.0			62.6			14.2			14.9	
Approach LOS		D			E			B			B	
90th %ile Green (s)	31.8	31.8		31.8	31.8	31.8	15.0	103.4		6.8	95.2	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
70th %ile Green (s)	28.8	28.8		28.8	28.8	28.8	10.6	107.3		5.9	102.6	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
50th %ile Green (s)	27.1	27.1		27.1	27.1	27.1	7.7	109.6		5.3	107.2	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	25.4	25.4		25.4	25.4	25.4	6.6	111.7		4.9	110.0	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	22.0	22.0		22.0	22.0	22.0	5.4	126.0		0.0	114.6	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Skip	Coord	
Stops (vph)		50			121	1	55	634		18	795	
Fuel Used(gal)		1			3	0	2	15		1	19	
CO Emissions (g/hr)		89			225	11	153	1075		35	1360	
NOx Emissions (g/hr)		17			44	2	30	209		7	265	
VOC Emissions (g/hr)		21			52	2	36	249		8	315	
Dilemma Vehicles (#)		0			0	0	0	47		0	54	
Queue Length 50th (ft)		57			139	0	46	262		14	347	
Queue Length 95th (ft)		110			213	9	128	334		30	378	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		279			212	317	251	3555		309	3500	

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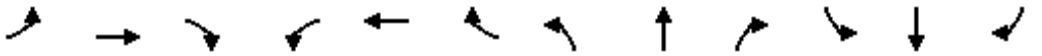
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	355	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.32			0.66	0.11	0.59	0.45		0.20	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1278	170	83	948	139	191	849	50	92	460	101
Future Volume (vph)	279	1278	170	83	948	139	191	849	50	92	460	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.982			0.981			0.992			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4994	0	1770	4989	0	1770	3511	0	1770	3444	0
Flt Permitted	0.950			0.950			0.254			0.141		
Satd. Flow (perm)	1770	4994	0	1770	4989	0	473	3511	0	263	3444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			15			3			13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	294	1345	179	87	998	146	201	894	53	97	484	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	1524	0	87	1144	0	201	947	0	97	590	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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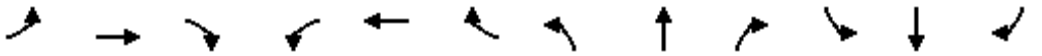

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	44.0	80.0		24.0	60.0		29.0	61.0		15.0	47.0	
Total Split (%)	24.4%	44.4%		13.3%	33.3%		16.1%	33.9%		8.3%	26.1%	
Maximum Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	32.8	68.7		12.6	48.5		79.0	64.7		65.7	56.7	
Actuated g/C Ratio	0.18	0.38		0.07	0.27		0.44	0.36		0.36	0.32	
v/c Ratio	0.91	0.80		0.70	0.84		0.61	0.75		0.57	0.54	
Control Delay	103.4	52.1		127.9	51.0		42.0	56.4		47.9	54.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	103.4	52.1		127.9	51.0		42.0	56.4		47.9	54.6	
LOS	F	D		F	D		D	E		D	D	
Approach Delay		60.4			56.5			53.9			53.6	
Approach LOS		E			E			D			D	
90th %ile Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	
70th %ile Green (s)	37.5	74.9		15.0	52.4		20.5	55.0		10.1	44.6	
70th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Max	Coord	
50th %ile Green (s)	34.3	70.7		12.7	49.1		17.1	61.1		10.5	54.5	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	30.4	65.7		10.5	45.8		13.9	70.1		8.7	64.9	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	24.5	58.9		7.4	41.8		10.2	82.1		6.6	78.5	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	265	1241		82	1340		122	773		63	455	
Fuel Used(gal)	11	38		4	37		3	20		2	12	
CO Emissions (g/hr)	742	2677		270	2573		242	1429		126	859	
NOx Emissions (g/hr)	144	521		52	501		47	278		25	167	
VOC Emissions (g/hr)	172	620		62	596		56	331		29	199	
Dilemma Vehicles (#)	0	34		0	17		0	25		0	16	
Queue Length 50th (ft)	342	569		109	486		152	533		69	303	
Queue Length 95th (ft)	#474	612		m165	184		235	654		#125	412	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	368	2056		172	1493		374	1263		176	1093	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.80	0.74		0.51	0.77		0.54	0.75		0.55	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 8 (4%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 56.9		Intersection LOS: E	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	43	1720	1759	30	0	32	
Future Volume (vph)	43	1720	1759	30	0	32	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.101						
Satd. Flow (perm)	188	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				9		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	45	1792	1832	31	0	33	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	45	1792	1832	31	0	33	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

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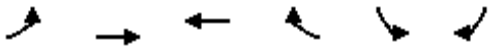
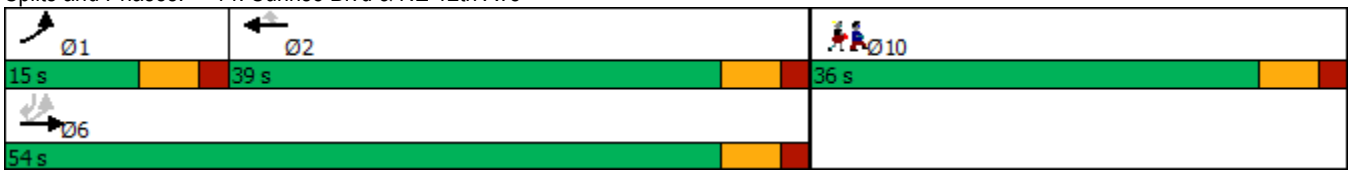


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	54.0	39.0	39.0		54.0	36.0
Total Split (%)	16.7%	60.0%	43.3%	43.3%		60.0%	40%
Maximum Green (s)	9.0	48.0	33.0	33.0		48.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	79.8	79.8		90.0	
Actuated g/C Ratio	0.93	1.00	0.89	0.89		1.00	
v/c Ratio	0.17	0.35	0.41	0.02		0.02	
Control Delay	1.4	0.2	1.2	0.8		0.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	1.4	0.2	1.2	0.8		0.0	
LOS	A	A	A	A		A	
Approach Delay		0.2	1.2				
Approach LOS		A	A				
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
70th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
50th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	1	0	159	2		0	
Fuel Used(gal)	0	17	13	0		0	
CO Emissions (g/hr)	31	1172	928	15		10	
NOx Emissions (g/hr)	6	228	180	3		2	
VOC Emissions (g/hr)	7	272	215	3		2	
Dilemma Vehicles (#)	0	0	43	0		0	
Queue Length 50th (ft)	1	0	63	1		0	
Queue Length 95th (ft)	m0	0	67	m3		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	333	5085	4508	1404		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.14	0.35	0.41	0.02		0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 0.7		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1354	297	88	1254	67	73	388	56	116	234	267
Future Volume (vph)	44	1354	297	88	1254	67	73	388	56	116	234	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.992			0.981			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4948	0	1770	5045	0	1770	3472	0	1770	3256	0
Flt Permitted	0.128			0.052			0.364			0.349		
Satd. Flow (perm)	238	4948	0	97	5045	0	678	3472	0	650	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			5			7			140	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	1382	303	90	1280	68	74	396	57	118	239	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	1685	0	90	1348	0	74	453	0	118	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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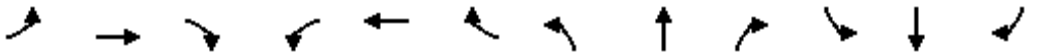

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	58.0	102.0		23.0	67.0		17.0	34.0		21.0	38.0	
Total Split (%)	32.2%	56.7%		12.8%	37.2%		9.4%	18.9%		11.7%	21.1%	
Maximum Green (s)	51.5	95.5		16.5	60.5		11.0	27.5		14.5	31.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	84.1	77.4		91.6	83.0		64.1	54.7		70.3	58.3	
Actuated g/C Ratio	0.47	0.43		0.51	0.46		0.36	0.30		0.39	0.32	
v/c Ratio	0.27	0.78		0.64	0.58		0.25	0.43		0.36	0.44	
Control Delay	17.9	28.8		50.3	36.4		38.4	53.5		39.9	37.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.9	28.8		50.3	36.4		38.4	53.5		39.9	37.5	
LOS	B	C		D	D		D	D		D	D	
Approach Delay		28.5			37.2			51.4			38.0	
Approach LOS		C			D			D			D	
90th %ile Green (s)	8.3	87.5		13.2	92.4		12.9	35.7		17.6	40.9	
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
70th %ile Green (s)	7.5	81.9		11.2	85.6		10.2	47.0		13.9	51.2	
70th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
50th %ile Green (s)	6.7	77.5		9.9	80.7		8.6	55.0		11.6	58.5	
50th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	5.8	73.4		8.6	76.2		7.1	62.5		9.5	65.4	
30th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	66.8		6.7	80.0		5.3	73.5		7.0	75.7	
10th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	15	730		49	937		48	352		76	291	
Fuel Used(gal)	1	29		2	29		1	8		2	8	
CO Emissions (g/hr)	43	2024		141	2023		69	532		130	525	
NOx Emissions (g/hr)	8	394		27	394		13	103		25	102	
VOC Emissions (g/hr)	10	469		33	469		16	123		30	122	
Dilemma Vehicles (#)	0	53		0	29		0	0		0	14	
Queue Length 50th (ft)	17	322		53	434		54	223		89	182	
Queue Length 95th (ft)	27	307		107	423		104	325		157	276	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	562	2644		204	2328		320	1060		355	1150	

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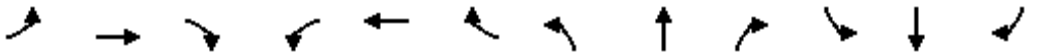
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.64		0.44	0.58		0.23	0.43		0.33	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 44 (24%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: NE 15th Ave & Sunrise Blvd

2028 BACKGROUND TRAFFIC CONDITIONS

A.M. PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	1320	188	41	867	82	184	262	27	143	500	152
Future Volume (vph)	195	1320	188	41	867	82	184	262	27	143	500	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.981				0.850		0.986			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4989	0	1770	5085	1583	1770	3490	0	1770	3415	0
Flt Permitted	0.219			0.103			0.097			0.568		
Satd. Flow (perm)	408	4989	0	192	5085	1583	181	3490	0	1058	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				173		6			21	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	203	1375	196	43	903	85	192	273	28	149	521	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	1571	0	43	903	85	192	301	0	149	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

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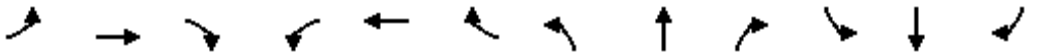
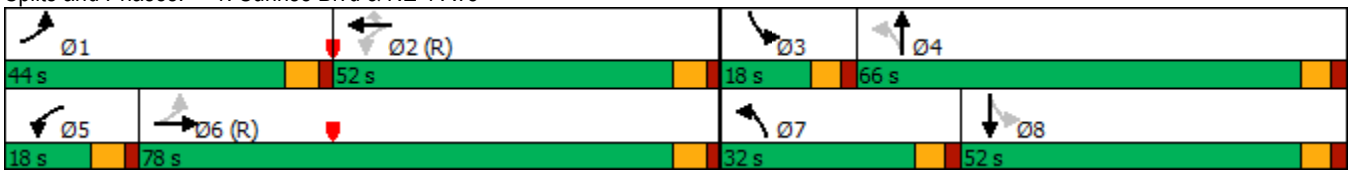


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	78.0		18.0	52.0	52.0	32.0	66.0		18.0	52.0	
Total Split (%)	24.4%	43.3%		10.0%	28.9%	28.9%	17.8%	36.7%		10.0%	28.9%	
Maximum Green (s)	37.5	71.5		11.5	45.5	45.5	26.0	59.5		12.0	45.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	100.7	90.3		83.3	77.1	77.1	66.5	47.5		52.7	39.5	
Actuated g/C Ratio	0.56	0.50		0.46	0.43	0.43	0.37	0.26		0.29	0.22	
v/c Ratio	0.57	0.63		0.30	0.41	0.11	0.77	0.33		0.41	0.89	
Control Delay	28.0	35.7		25.3	30.1	0.3	75.7	49.9		42.3	80.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.0	35.7		25.3	30.1	0.3	75.7	49.9		42.3	80.1	
LOS	C	D		C	C	A	E	D		D	F	
Approach Delay		34.8			27.4			60.0			73.3	
Approach LOS		C			C			E			E	
90th %ile Green (s)	23.5	74.7		8.3	59.5	59.5	26.0	59.5		12.0	45.5	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Max	
70th %ile Green (s)	19.6	80.0		6.9	67.3	67.3	24.5	51.9		15.7	43.1	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
50th %ile Green (s)	17.6	87.3		5.9	75.6	75.6	21.2	47.3		14.0	40.1	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
30th %ile Green (s)	14.7	94.1		5.1	84.5	84.5	18.3	42.9		12.4	37.0	
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
10th %ile Green (s)	10.2	115.2		0.0	98.5	98.5	14.2	36.0		9.8	31.6	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	
Stops (vph)	98	1081		18	614	1	127	306		108	605	
Fuel Used(gal)	4	34		1	16	0	5	7		3	17	
CO Emissions (g/hr)	259	2394		42	1097	30	355	492		177	1201	
NOx Emissions (g/hr)	50	466		8	213	6	69	96		34	234	
VOC Emissions (g/hr)	60	555		10	254	7	82	114		41	278	
Dilemma Vehicles (#)	0	42		0	22	0	0	0		0	0	
Queue Length 50th (ft)	118	500		17	290	0	188	138		120	401	
Queue Length 95th (ft)	193	631		30	379	0	277	166		163	464	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	511	2510		195	2177	776	296	1157		364	878	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.40	0.63		0.22	0.41	0.11	0.65	0.26		0.41	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 63 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 43.7		Intersection LOS: D	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Sunrise Blvd & NE 4 Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1459	19	36	819	16	52	77	105	8	63	50
Future Volume (vph)	0	1459	19	36	819	16	52	77	105	8	63	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998			0.997				0.850		0.944	
Flt Protected				0.950				0.980			0.997	
Satd. Flow (prot)	0	5075	0	1770	5070	0	0	1825	1583	0	1753	0
Flt Permitted				0.950				0.980			0.997	
Satd. Flow (perm)	0	5075	0	1770	5070	0	0	1825	1583	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				111		17	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1536	20	38	862	17	55	81	111	8	66	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1556	0	38	879	0	0	136	111	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

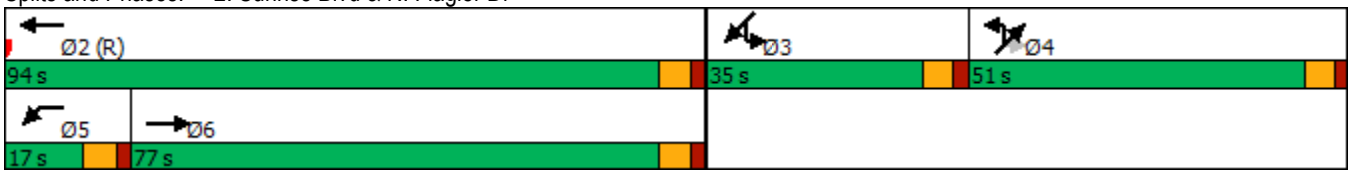
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		77.0		17.0	94.0		51.0	51.0	51.0	35.0	35.0	
Total Split (%)		42.8%		9.4%	52.2%		28.3%	28.3%	28.3%	19.4%	19.4%	
Maximum Green (s)		70.5		10.5	87.5		45.0	45.0	45.0	29.0	29.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		115.7		7.9	127.8			17.9	17.9		15.8	
Actuated g/C Ratio		0.64		0.04	0.71			0.10	0.10		0.09	
v/c Ratio		0.48		0.49	0.24			0.75	0.43		0.75	
Control Delay		4.9		99.4	8.3			102.7	16.0		94.6	
Queue Delay		0.2		0.0	0.0			0.0	0.0		0.0	
Total Delay		5.1		99.4	8.3			102.7	16.0		94.6	
LOS		A		F	A			F	B		F	
Approach Delay		5.1			12.0			63.7			94.6	
Approach LOS		A			B			E			F	
90th %ile Green (s)		96.6		11.3	114.4		24.6	24.6	24.6	22.5	22.5	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		106.7		9.2	122.4		20.6	20.6	20.6	18.5	18.5	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		113.5		7.8	127.8		17.9	17.9	17.9	15.8	15.8	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		120.3		6.4	133.2		15.2	15.2	15.2	13.1	13.1	
30th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		141.2		0.0	141.2		11.2	11.2	11.2	9.1	9.1	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		435		35	293			124	15		102	
Fuel Used(gal)		13		1	8			4	1		3	
CO Emissions (g/hr)		919		86	557			270	57		244	
NOx Emissions (g/hr)		179		17	108			53	11		48	
VOC Emissions (g/hr)		213		20	129			63	13		57	
Dilemma Vehicles (#)		5		0	16			0	0		0	
Queue Length 50th (ft)		35		43	116			159	0		130	
Queue Length 95th (ft)		392		m74	219			233	64		202	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		3261		105	3600			456	479		296	

KEITH
Engineering Inspired Design.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		798		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.63		0.36	0.24			0.30	0.23		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 72 (40%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1323	0	1913	1016	0	1145
Future Volume (vph)	1323	0	1913	1016	0	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1553
Link Speed (mph)	30			30	35	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	17.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1378	0	1993	1058	0	1193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1378	0	1993	1058	0	1193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	10.0		10.0	10.0		10.0
Minimum Split (s)	50.5		17.5	50.5		50.5
Total Split (s)	50.5		79.0	129.5		50.5
Total Split (%)	28.1%		43.9%	71.9%		28.1%
Maximum Green (s)	44.0		71.5	122.0		44.0
Yellow Time (s)	4.5		4.5	4.5		4.5
All-Red Time (s)	2.0		3.0	3.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5		7.5	7.5		6.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	Min		Min
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	36.0			36.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	64.3		85.2	156.0		10.0
Actuated g/C Ratio	0.36		0.47	0.87		0.06
v/c Ratio	0.76		1.23	0.66		0.72
Control Delay	31.5		148.2	6.0		2.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	31.5		148.2	6.0		2.7
LOS	C		F	A		A
Approach Delay	31.5			98.9	2.7	
Approach LOS	C			F	A	
90th %ile Green (s)	63.5		86.0	156.0		10.0
90th %ile Term Code	Coord		Gap	Coord		Min
70th %ile Green (s)	63.5		86.0	156.0		10.0
70th %ile Term Code	Coord		Gap	Coord		Min
50th %ile Green (s)	64.5		85.0	156.0		10.0
50th %ile Term Code	Coord		Gap	Coord		Min
30th %ile Green (s)	64.5		85.0	156.0		10.0
30th %ile Term Code	Coord		Gap	Coord		Min
10th %ile Green (s)	65.5		84.0	156.0		10.0
10th %ile Term Code	Coord		Gap	Coord		Min
Stops (vph)	1017		1565	289		1
Fuel Used(gal)	21		79	10		8
CO Emissions (g/hr)	1455		5519	666		547
NOx Emissions (g/hr)	283		1074	130		106
VOC Emissions (g/hr)	337		1279	154		127
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	560		~1490	307		0
Queue Length 95th (ft)	90		#1599	391		0
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1816		1625	1614		2055

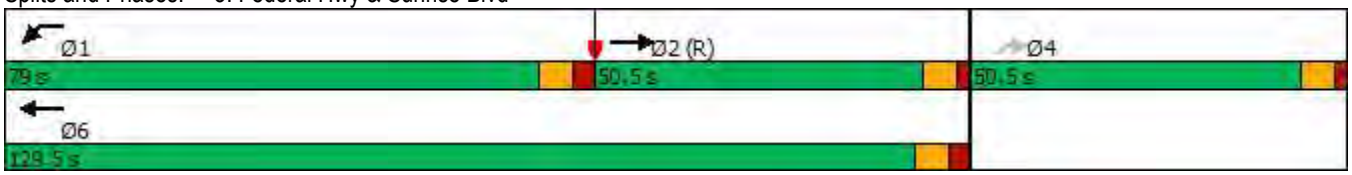
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.76		1.23	0.66		0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 87 (48%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 61.9		Intersection LOS: E	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Federal Hwy & Sunrise Blvd



Intersection	
Int Delay, s/veh	1.5

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	32	219	7	29	87
Future Vol, veh/h	2	32	219	7	29	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	36	246	8	33	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	414	250	0	0	254	0
Stage 1	250	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	595	789	-	-	1311	-
Stage 1	792	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	789	-	-	1311	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	9.9	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	773	1311	-
HCM Lane V/C Ratio	-	-	0.049	0.025	-
HCM Control Delay (s)	-	-	9.9	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	19	23	199	16	1	82
Future Vol, veh/h	19	23	199	16	1	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	26	226	18	1	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	330	235	0	0	244	0
Stage 1	235	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	804	-	-	1322	-
Stage 1	804	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	664	804	-	-	1322	-
Mov Cap-2 Maneuver	664	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	734	1322	-
HCM Lane V/C Ratio	-	-	0.065	0.001	-
HCM Control Delay (s)	-	-	10.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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Intersection	
Int Delay, s/veh	0.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	17	198	0	3	96
Future Vol, veh/h	0	17	198	0	3	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	225	0	3	109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	656	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	655	814	-	-	1344	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	814	1344	-
HCM Lane V/C Ratio	-	-	0.024	0.003	-
HCM Control Delay (s)	-	-	9.5	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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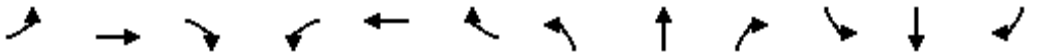
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↱			↕			↕	
Traffic Vol, veh/h	2	14	1	6	47	15	0	18	5	17	16	0
Future Vol, veh/h	2	14	1	6	47	15	0	18	5	17	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	15	1	7	52	16	0	20	5	19	18	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	16	0	0	103	102	16	106	94	60
Stage 1	-	-	-	-	-	-	20	20	-	74	74	-
Stage 2	-	-	-	-	-	-	83	82	-	32	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1602	-	-	877	788	1063	873	796	1005
Stage 1	-	-	-	-	-	-	999	879	-	935	833	-
Stage 2	-	-	-	-	-	-	925	827	-	984	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1533	-	-	1602	-	-	859	784	1063	849	792	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	859	784	-	849	792	-
Stage 1	-	-	-	-	-	-	998	878	-	934	830	-
Stage 2	-	-	-	-	-	-	901	824	-	956	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	9.5	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	831	1533	-	-	1602	-	-	820
HCM Lane V/C Ratio	0.03	0.001	-	-	0.004	-	-	0.044
HCM Control Delay (s)	9.5	7.4	0	-	7.3	-	-	9.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	9	15	13	9	4	37	1176	33	42	2203	26
Future Volume (vph)	10	9	15	13	9	4	37	1176	33	42	2203	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.908			0.957			0.996			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1691	0	1770	1783	0	1770	5065	0	1770	5075	0
Flt Permitted	0.748			0.740			0.049			0.188		
Satd. Flow (perm)	1393	1691	0	1378	1783	0	91	5065	0	350	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			4			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	10	16	14	10	4	41	1292	36	46	2421	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	26	0	14	14	0	41	1328	0	46	2450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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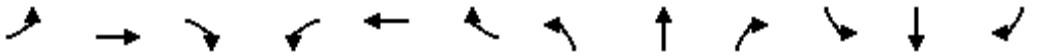


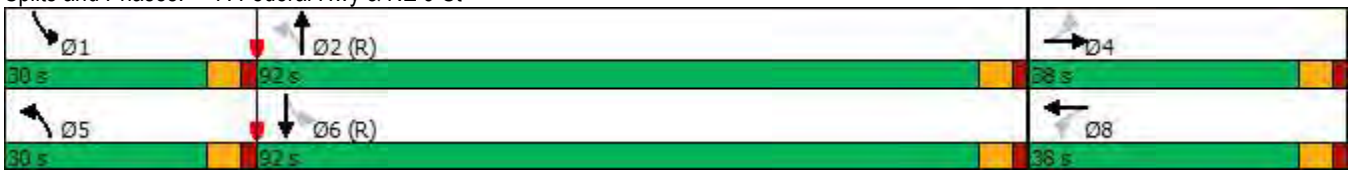
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	6.8	6.8		6.8	6.8		138.8	136.0		138.8	136.0	
Actuated g/C Ratio	0.04	0.04		0.04	0.04		0.87	0.85		0.87	0.85	
v/c Ratio	0.19	0.30		0.24	0.18		0.31	0.31		0.13	0.57	
Control Delay	80.7	49.1		83.7	63.5		16.9	3.1		2.1	5.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.3	
Total Delay	80.7	49.1		83.7	63.5		16.9	3.2		2.1	5.5	
LOS	F	D		F	E		B	A		A	A	
Approach Delay		58.5			73.6			3.6			5.5	
Approach LOS		E			E			A			A	
90th %ile Green (s)	8.7	8.7		8.7	8.7		5.0	128.3		5.0	128.3	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Coord		Min	Coord	
70th %ile Green (s)	7.1	7.1		7.1	7.1		5.0	129.9		5.0	129.9	
70th %ile Term Code	Hold	Hold		Gap	Gap		Min	Coord		Min	Coord	
50th %ile Green (s)	6.1	6.1		6.1	6.1		5.0	130.9		5.0	130.9	
50th %ile Term Code	Hold	Hold		Gap	Gap		Min	Coord		Min	Coord	
30th %ile Green (s)	6.0	6.0		6.0	6.0		5.0	131.0		5.0	131.0	
30th %ile Term Code	Min	Min		Hold	Hold		Min	Coord		Min	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	154.0		0.0	154.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Coord		Skip	Coord	
Stops (vph)	12	13		14	11		13	196		5	626	
Fuel Used(gal)	0	0		0	0		0	8		0	21	
CO Emissions (g/hr)	19	28		24	20		28	548		22	1475	
NOx Emissions (g/hr)	4	5		5	4		5	107		4	287	
VOC Emissions (g/hr)	4	6		6	5		6	127		5	342	
Dilemma Vehicles (#)	0	0		0	0		0	31		0	58	
Queue Length 50th (ft)	11	10		15	10		3	101		4	278	
Queue Length 95th (ft)	34	45		41	36		22	102		10	335	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	278	351		275	359		333	4306		527	4314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	875		0	1011	
Spillback Cap Reductn	0	0		0	0		0	0		0	358	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.07		0.05	0.04		0.12	0.39		0.09	0.74	

Intersection Summary

Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9 St



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	515	98	0	722	19	21	99	11	54	39	9
Future Volume (vph)	0	515	98	0	722	19	21	99	11	54	39	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.985			0.971	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3525	0	1770	1835	0	1770	1809	0
Flt Permitted							0.723			0.681		
Satd. Flow (perm)	0	3539	1583	0	3525	0	1347	1835	0	1269	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105		4			7			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	554	105	0	776	20	23	106	12	58	42	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	105	0	796	0	23	118	0	58	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		67.6	67.6		67.6		10.4	10.4		10.4	10.4	
Actuated g/C Ratio		0.75	0.75		0.75		0.12	0.12		0.12	0.12	
v/c Ratio		0.21	0.09		0.30		0.15	0.54		0.40	0.24	
Control Delay		3.8	1.0		3.1		36.2	43.9		43.6	30.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.8	1.0		3.1		36.2	43.9		43.6	30.3	
LOS		A	A		A		D	D		D	C	
Approach Delay		3.4			3.1			42.7			37.3	
Approach LOS		A			A			D			D	
90th %ile Green (s)		63.3	63.3		63.3		14.7	14.7		14.7	14.7	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		65.9	65.9		65.9		12.1	12.1		12.1	12.1	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		67.6	67.6		67.6		10.4	10.4		10.4	10.4	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		69.4	69.4		69.4		8.6	8.6		8.6	8.6	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		71.9	71.9		71.9		6.1	6.1		6.1	6.1	
10th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
Stops (vph)		139	7		119		20	95		49	35	
Fuel Used(gal)		2	0		7		0	2		1	1	
CO Emissions (g/hr)		162	19		510		23	130		67	47	
NOx Emissions (g/hr)		32	4		99		5	25		13	9	
VOC Emissions (g/hr)		38	4		118		5	30		15	11	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		39	0		24		12	60		33	24	
Queue Length 95th (ft)		68	13		109		33	109		59	47	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2659	1215		2649		463	636		437	629	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.21	0.09		0.30		0.05	0.19		0.13	0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 71 (79%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 34.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Flagler Dr & NE 3 Ave

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	3	0	1	49	0	82	5	525	22	33	750	2
Future Vol, veh/h	3	0	1	49	0	82	5	525	22	33	750	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	53	0	88	5	565	24	35	806	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1170	1476	404	1060	1465	295	808	0	0	589	0	0
Stage 1	877	877	-	587	587	-	-	-	-	-	-	-
Stage 2	293	599	-	473	878	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	148	125	596	178	127	701	813	-	-	982	-	-
Stage 1	310	364	-	463	495	-	-	-	-	-	-	-
Stage 2	691	489	-	541	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	116	596	168	118	701	813	-	-	982	-	-
Mov Cap-2 Maneuver	122	116	-	168	118	-	-	-	-	-	-	-
Stage 1	307	340	-	459	491	-	-	-	-	-	-	-
Stage 2	599	485	-	505	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.4	24.7	0.1	0.7
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	152	321	982	-	-
HCM Lane V/C Ratio	0.007	-	-	0.028	0.439	0.036	-	-
HCM Control Delay (s)	9.5	0	-	29.4	24.7	8.8	0.3	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	32	3	5	88	0	6	16	7	1	1	1
Future Vol, veh/h	3	32	3	5	88	0	6	16	7	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	36	3	6	98	0	7	18	8	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	8%	5%	33%
Vol Thru, %	55%	84%	95%	33%
Vol Right, %	24%	8%	0%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	38	93	3
LT Vol	6	3	5	1
Through Vol	16	32	88	1
RT Vol	7	3	0	1
Lane Flow Rate	32	42	103	3
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.047	0.116	0.004
Departure Headway (Hd)	4.085	4.043	4.04	4.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	868	883	888	868
Service Time	2.15	2.081	2.065	2.15
HCM Lane V/C Ratio	0.037	0.048	0.116	0.003
HCM Control Delay	7.3	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	41	2	2	71	20	5	20	11	45	24	35
Future Vol, veh/h	13	41	2	2	71	20	5	20	11	45	24	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	47	2	2	81	23	6	23	13	51	27	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	49	0	0	208	186	48	193	176	93
Stage 1	-	-	-	-	-	-	78	78	-	97	97	-
Stage 2	-	-	-	-	-	-	130	108	-	96	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1488	-	-	1558	-	-	749	708	1021	767	717	964
Stage 1	-	-	-	-	-	-	931	830	-	910	815	-
Stage 2	-	-	-	-	-	-	874	806	-	911	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1488	-	-	1558	-	-	691	700	1021	732	709	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	691	700	-	732	709	-
Stage 1	-	-	-	-	-	-	922	822	-	901	814	-
Stage 2	-	-	-	-	-	-	809	805	-	866	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.2	9.9	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1488	-	-	1558	-	-	790
HCM Lane V/C Ratio	0.053	0.01	-	-	0.001	-	-	0.15
HCM Control Delay (s)	9.9	7.4	0	-	7.3	0	-	10.4
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	14	45	20	6	12	78	1184	29	20	2291	20
Future Volume (vph)	39	14	45	20	6	12	78	1184	29	20	2291	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.938				0.850		0.996			0.999	
Flt Protected		0.981			0.963		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1794	1583	1770	5065	0	1770	5080	0
Flt Permitted		0.857			0.572		0.032			0.181		
Satd. Flow (perm)	0	1497	0	0	1065	1583	60	5065	0	337	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				102		5			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	44	16	51	23	7	14	89	1345	33	23	2603	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	30	14	89	1378	0	23	2626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

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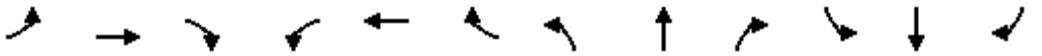
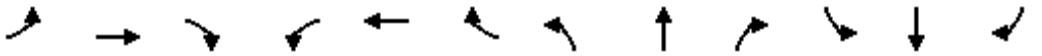


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	18.0	111.0		11.0	104.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%	23.8%	11.3%	69.4%		6.9%	65.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0	32.0	12.0	105.0		5.0	98.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		13.7			13.7	13.7	133.3	127.9		125.2	120.8	
Actuated g/C Ratio		0.09			0.09	0.09	0.83	0.80		0.78	0.76	
v/c Ratio		0.74			0.33	0.06	0.69	0.34		0.08	0.68	
Control Delay		82.5			76.2	0.5	56.6	5.4		2.7	14.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		82.5			76.2	0.5	56.6	5.4		2.7	14.5	
LOS		F			E	A	E	A		A	B	
Approach Delay		82.5			52.1			8.5			14.4	
Approach LOS		F			D			A			B	
90th %ile Green (s)	20.6	20.6		20.6	20.6	20.6	12.3	116.5		4.9	109.1	
90th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
70th %ile Green (s)	16.5	16.5		16.5	16.5	16.5	9.1	121.0		4.5	116.4	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
50th %ile Green (s)	13.7	13.7		13.7	13.7	13.7	6.9	124.0		4.3	121.4	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
30th %ile Green (s)	10.9	10.9		10.9	10.9	10.9	4.8	137.1		0.0	126.3	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
10th %ile Green (s)	6.9	6.9		6.9	6.9	6.9	4.3	141.1		0.0	130.8	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
Stops (vph)		75			24	0	39	320		4	1389	
Fuel Used(gal)		2			1	0	2	9		0	28	
CO Emissions (g/hr)		167			45	3	109	661		9	1947	
NOx Emissions (g/hr)		33			9	1	21	129		2	379	
VOC Emissions (g/hr)		39			10	1	25	153		2	451	
Dilemma Vehicles (#)		0			0	0	0	38		0	47	
Queue Length 50th (ft)		90			30	0	41	143		5	733	
Queue Length 95th (ft)		151			63	0	101	196		m4	683	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		318			213	398	179	4051		309	3835	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	498	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.14	0.04	0.50	0.34		0.07	0.79	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1458	343	69	1007	48	156	327	43	176	664	118
Future Volume (vph)	213	1458	343	69	1007	48	156	327	43	176	664	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.971			0.993			0.983			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4938	0	1770	5050	0	1770	3479	0	1770	3458	0
Flt Permitted	0.950			0.950			0.108			0.389		
Satd. Flow (perm)	1770	4938	0	1770	5050	0	201	3479	0	725	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			4			7			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1519	357	72	1049	50	163	341	45	183	692	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1876	0	72	1099	0	163	386	0	183	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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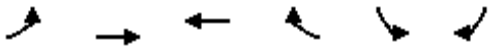
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	42.0	93.0		16.0	67.0		21.0	42.0		29.0	50.0	
Total Split (%)	23.3%	51.7%		8.9%	37.2%		11.7%	23.3%		16.1%	27.8%	
Maximum Green (s)	35.5	86.5		9.5	60.5		15.0	36.0		23.0	44.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.5	81.4		9.0	64.0		62.6	47.8		66.2	49.8	
Actuated g/C Ratio	0.15	0.45		0.05	0.36		0.35	0.27		0.37	0.28	
v/c Ratio	0.85	0.83		0.82	0.61		0.82	0.42		0.50	0.85	
Control Delay	102.4	45.8		133.0	49.4		74.2	57.2		43.8	70.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	102.4	45.8		133.0	49.4		74.2	57.2		43.8	70.0	
LOS	F	D		F	D		E	E		D	E	
Approach Delay		51.8			54.5			62.3			65.2	
Approach LOS		D			D			E			E	
90th %ile Green (s)	34.9	86.5		9.5	61.1		15.0	36.0		23.0	44.0	
90th %ile Term Code	Gap	Max		Max	Hold		Max	Coord		Max	Coord	
70th %ile Green (s)	30.0	85.7		9.5	65.2		15.8	40.1		19.7	44.0	
70th %ile Term Code	Gap	Gap		Max	Hold		Max	Coord		Gap	Coord	
50th %ile Green (s)	26.5	82.7		9.5	65.7		17.2	46.0		16.8	45.6	
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	23.0	79.0		9.5	65.5		14.6	52.5		14.0	51.9	
30th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	17.9	73.0		7.2	62.3		11.2	64.6		10.2	63.6	
10th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	205	1511		63	914		106	301		120	687	
Fuel Used(gal)	8	45		3	31		4	8		3	20	
CO Emissions (g/hr)	566	3142		225	2136		272	584		231	1399	
NOx Emissions (g/hr)	110	611		44	416		53	114		45	272	
VOC Emissions (g/hr)	131	728		52	495		63	135		53	324	
Dilemma Vehicles (#)	0	42		0	16		0	10		0	21	
Queue Length 50th (ft)	260	686		87	424		131	199		149	493	
Queue Length 95th (ft)	348	716		m#163	481		#286	275		226	#634	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	349	2394		93	1796		206	929		417	964	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.78		0.77	0.61		0.79	0.42		0.44	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 56 (31%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 56.4		Intersection LOS: E	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	13	1436	2085	7	0	97	
Future Volume (vph)	13	1436	2085	7	0	97	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.067						
Satd. Flow (perm)	125	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				3		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	14	1512	2195	7	0	102	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	14	1512	2195	7	0	102	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

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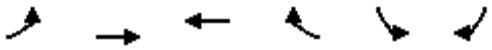
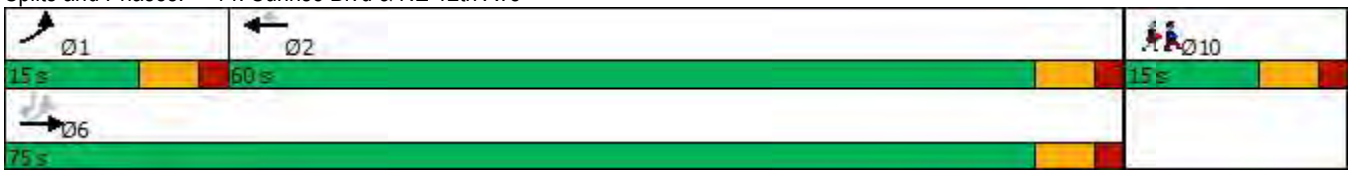


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	75.0	60.0	60.0		75.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%		83.3%	17%
Maximum Green (s)	9.0	69.0	54.0	54.0		69.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	86.6	86.6		90.0	
Actuated g/C Ratio	0.93	1.00	0.96	0.96		1.00	
v/c Ratio	0.07	0.30	0.45	0.00		0.06	
Control Delay	0.7	0.1	2.4	1.0		0.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	0.7	0.1	2.4	1.0		0.1	
LOS	A	A	A	A		A	
Approach Delay		0.1	2.4		0.1		
Approach LOS		A	A		A		
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
70th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	0	0	243	1		0	
Fuel Used(gal)	0	14	17	0		0	
CO Emissions (g/hr)	9	978	1183	4		29	
NOx Emissions (g/hr)	2	190	230	1		6	
VOC Emissions (g/hr)	2	227	274	1		7	
Dilemma Vehicles (#)	0	0	37	0		0	
Queue Length 50th (ft)	0	0	35	0		0	
Queue Length 95th (ft)	m0	0	297	m2		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	281	5085	4893	1523		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.05	0.30	0.45	0.00		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 77 (86%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1271	32	116	1432	42	81	182	46	120	219	404
Future Volume (vph)	223	1271	32	116	1432	42	81	182	46	120	219	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.996			0.970			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5065	0	1770	3433	0	1770	3196	0
Flt Permitted	0.054			0.135			0.244			0.527		
Satd. Flow (perm)	101	5065	0	251	5065	0	455	3433	0	982	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			15			225	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	1338	34	122	1507	44	85	192	48	126	231	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1372	0	122	1551	0	85	240	0	126	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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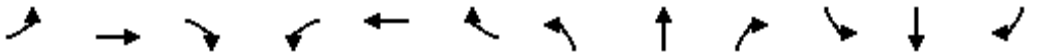
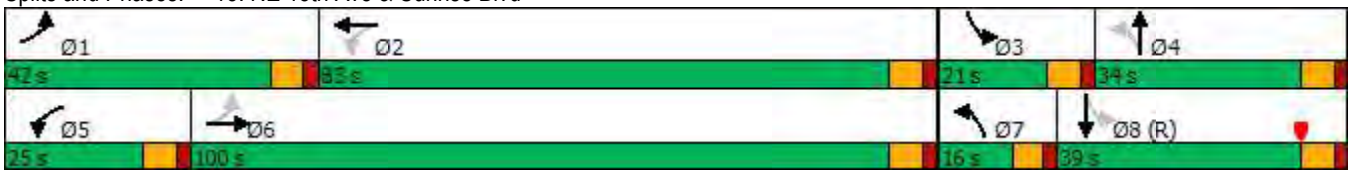


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	42.0	100.0		25.0	83.0		16.0	34.0		21.0	39.0	
Total Split (%)	23.3%	55.6%		13.9%	46.1%		8.9%	18.9%		11.7%	21.7%	
Maximum Green (s)	35.5	93.5		18.5	76.5		10.0	27.5		14.5	32.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	97.2	80.9		77.2	67.4		60.8	50.5		66.8	54.0	
Actuated g/C Ratio	0.54	0.45		0.43	0.37		0.34	0.28		0.37	0.30	
v/c Ratio	0.87	0.60		0.64	0.82		0.38	0.25		0.30	0.59	
Control Delay	58.9	47.9		38.0	54.4		44.2	51.4		41.6	38.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.9	47.9		38.0	54.4		44.2	51.4		41.6	38.8	
LOS	E	D		D	D		D	D		D	D	
Approach Delay		49.5			53.2			49.5			39.2	
Approach LOS		D			D			D			D	
90th %ile Green (s)	31.1	95.1		11.7	75.7		14.6	28.1		19.1	33.1	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	26.6	86.8		10.9	71.1		11.5	41.3		15.0	45.3	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	23.4	80.7		10.1	67.4		9.5	50.8		12.4	54.2	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	20.1	74.9		9.1	63.9		7.8	59.9		10.1	62.7	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	15.5	66.8		7.4	58.7		5.7	72.4		7.4	74.6	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	181	1155		66	1292		56	167		81	355	
Fuel Used(gal)	6	35		2	41		1	4		2	9	
CO Emissions (g/hr)	441	2455		166	2848		84	263		139	660	
NOx Emissions (g/hr)	86	478		32	554		16	51		27	128	
VOC Emissions (g/hr)	102	569		39	660		19	61		32	153	
Dilemma Vehicles (#)	0	14		0	32		0	0		0	17	
Queue Length 50th (ft)	229	551		70	605		64	108		98	231	
Queue Length 95th (ft)	317	571		86	614		125	178		176	355	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	383	2641		275	2154		239	973		443	1115	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.52		0.44	0.72		0.36	0.25		0.28	0.59	

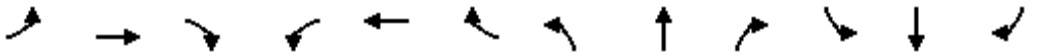
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 137 (76%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 49.1		Intersection LOS: D	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: NE 15th Ave & Sunrise Blvd



2028 BACKGROUND TRAFFIC CONDITIONS

P.M. PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	1282	117	46	903	164	267	725	41	158	426	140
Future Volume (vph)	230	1282	117	46	903	164	267	725	41	158	426	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987				0.850		0.992			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5019	0	1770	5085	1583	1770	3511	0	1770	3408	0
Flt Permitted	0.209			0.135			0.127			0.114		
Satd. Flow (perm)	389	5019	0	251	5085	1583	237	3511	0	212	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				173		3			23	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	1308	119	47	921	167	272	740	42	161	435	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1427	0	47	921	167	272	782	0	161	578	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	85.0		18.0	59.0	59.0	29.0	56.0		21.0	48.0	
Total Split (%)	24.4%	47.2%		10.0%	32.8%	32.8%	16.1%	31.1%		11.7%	26.7%	
Maximum Green (s)	37.5	78.5		11.5	52.5	52.5	23.0	49.5		15.0	41.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	100.5	89.8		81.2	74.8	74.8	67.0	44.7		51.4	35.0	
Actuated g/C Ratio	0.56	0.50		0.45	0.42	0.42	0.37	0.25		0.29	0.19	
v/c Ratio	0.65	0.57		0.28	0.44	0.22	0.89	0.89		0.82	0.85	
Control Delay	30.5	34.3		19.6	26.5	0.8	87.2	75.2		77.1	79.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.5	34.3		19.6	26.5	0.8	87.2	75.2		77.1	79.2	
LOS	C	C		B	C	A	F	E		E	E	
Approach Delay		33.7			22.4			78.3			78.7	
Approach LOS		C			C			E			E	
90th %ile Green (s)	26.2	74.7		8.6	57.1	57.1	29.7	49.9		21.3	41.5	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Max		Gap	Max	
70th %ile Green (s)	22.0	80.7		7.1	65.8	65.8	28.3	48.9		17.8	38.4	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
50th %ile Green (s)	19.4	87.5		6.1	74.2	74.2	26.3	45.4		15.5	34.6	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
30th %ile Green (s)	16.4	93.5		5.3	82.4	82.4	23.6	42.0		13.7	32.1	
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
10th %ile Green (s)	11.7	112.8		0.0	94.6	94.6	19.6	37.3		10.9	28.6	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Gap		Gap	Hold	
Stops (vph)	117	965		18	605	1	225	728		124	519	
Fuel Used(gal)	5	31		1	15	1	8	22		4	15	
CO Emissions (g/hr)	315	2165		41	1072	60	574	1547		275	1033	
NOx Emissions (g/hr)	61	421		8	209	12	112	301		54	201	
VOC Emissions (g/hr)	73	502		10	249	14	133	359		64	239	
Dilemma Vehicles (#)	0	39		0	21	0	0	0		0	0	
Queue Length 50th (ft)	139	435		15	166	0	282	473		138	340	
Queue Length 95th (ft)	222	554		29	331	5	373	541		208	396	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	504	2530		217	2113	759	311	969		207	803	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.56		0.22	0.44	0.22	0.87	0.81		0.78	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 48.4		Intersection LOS: D	
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Sunrise Blvd & NE 4 Ave

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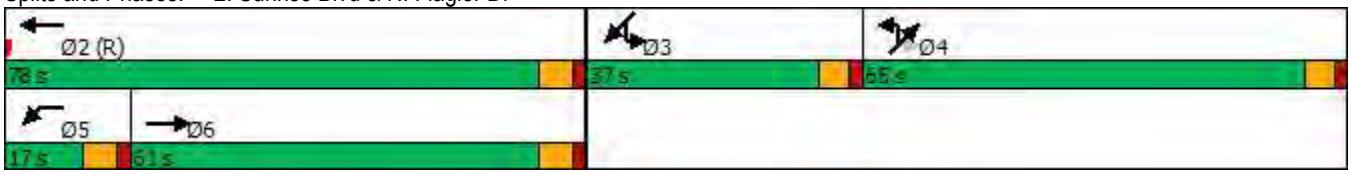
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1418	35	21	897	15	160	163	124	25	61	47
Future Volume (vph)	0	1418	35	21	897	15	160	163	124	25	61	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.998				0.850		0.952	
Flt Protected				0.950				0.976			0.991	
Satd. Flow (prot)	0	5065	0	1770	5075	0	0	1818	1583	0	1757	0
Flt Permitted				0.950				0.976			0.991	
Satd. Flow (perm)	0	5065	0	1770	5075	0	0	1818	1583	0	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				126		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1447	36	21	915	15	163	166	127	26	62	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1483	0	21	930	0	0	329	127	0	136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		61.0		17.0	78.0		65.0	65.0	65.0	37.0	37.0	
Total Split (%)		33.9%		9.4%	43.3%		36.1%	36.1%	36.1%	20.6%	20.6%	
Maximum Green (s)		54.5		10.5	71.5		59.0	59.0	59.0	31.0	31.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		98.3		6.4	106.6			37.8	37.8		17.1	
Actuated g/C Ratio		0.55		0.04	0.59			0.21	0.21		0.10	
v/c Ratio		0.54		0.34	0.31			0.86	0.29		0.76	
Control Delay		13.2		93.4	17.3			89.6	9.4		97.2	
Queue Delay		0.2		0.0	0.0			0.0	0.0		0.0	
Total Delay		13.3		93.4	17.3			89.6	9.4		97.2	
LOS		B		F	B			F	A		F	
Approach Delay		13.3			19.0			67.3			97.2	
Approach LOS		B			B			E			F	
90th %ile Green (s)		73.6		8.7	88.8		48.7	48.7	48.7	24.0	24.0	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		85.8		7.2	99.5		42.1	42.1	42.1	19.9	19.9	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		94.0		6.1	106.6		37.8	37.8	37.8	17.1	17.1	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		113.8		0.0	113.8		33.4	33.4	33.4	14.3	14.3	
30th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		124.2		0.0	124.2		27.1	27.1	27.1	10.2	10.2	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		902		21	537			305	14		116	
Fuel Used(gal)		20		1	13			9	1		4	
CO Emissions (g/hr)		1401		49	874			612	54		275	
NOx Emissions (g/hr)		273		9	170			119	11		53	
VOC Emissions (g/hr)		325		11	203			142	13		64	
Dilemma Vehicles (#)		17		0	25			0	0		0	
Queue Length 50th (ft)		497		25	195			380	1		145	
Queue Length 95th (ft)		648		m40	282			469	57		219	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		2766		103	3005			595	603		313	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		461		0	0			0	0		0	
Spillback Cap Reductn		17		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.64		0.20	0.31			0.55	0.21		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 18 (10%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1413	0	1643	1108	0	1523
Future Volume (vph)	1413	0	1643	1108	0	1523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1534
Link Speed (mph)	30			30	30	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1427	0	1660	1119	0	1538
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1427	0	1660	1119	0	1538
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

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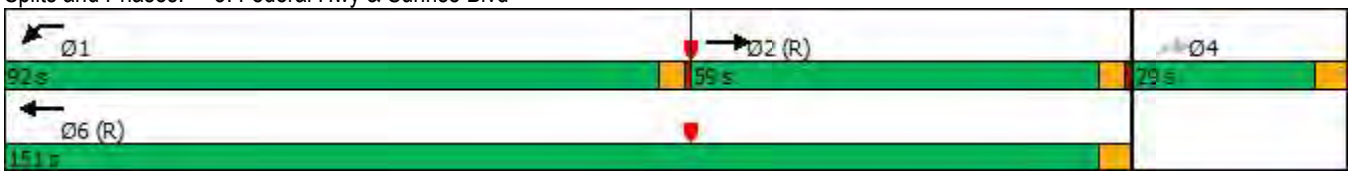
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		22.5	26.0		26.0
Total Split (s)	59.0		92.0	151.0		29.0
Total Split (%)	32.8%		51.1%	83.9%		16.1%
Maximum Green (s)	54.5		87.5	146.5		24.5
Yellow Time (s)	3.5		3.5	4.5		4.5
All-Red Time (s)	1.0		1.0	0.0		0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		Min	C-Max		None
Walk Time (s)	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0		0	0		0
Act Effct Green (s)	59.2		93.1	156.9		14.1
Actuated g/C Ratio	0.33		0.52	0.87		0.08
v/c Ratio	0.85		0.93	0.69		0.91
Control Delay	37.7		51.2	7.3		11.8
Queue Delay	0.4		0.0	0.0		0.0
Total Delay	38.1		51.2	7.3		11.8
LOS	D		D	A		B
Approach Delay	38.1			33.6	11.8	
Approach LOS	D			C	B	
90th %ile Green (s)	54.5		87.5	146.5		24.5
90th %ile Term Code	Coord		Max	Coord		Max
70th %ile Green (s)	54.5		93.6	152.6		18.4
70th %ile Term Code	Coord		Max	Coord		Gap
50th %ile Green (s)	61.2		95.5	161.2		9.8
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	62.5		94.5	161.5		9.5
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	63.5		94.5	162.5		8.5
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	1272		1424	358		92
Fuel Used(gal)	25		36	11		15
CO Emissions (g/hr)	1751		2505	764		1014
NOx Emissions (g/hr)	341		487	149		197
VOC Emissions (g/hr)	406		581	177		235
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	600		904	250		2
Queue Length 95th (ft)	407		#1171	691		51
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1673		1776	1623		1816

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	41		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.87		0.93	0.69		0.85

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 36 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 28.9		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Federal Hwy & Sunrise Blvd



Intersection	
Int Delay, s/veh	2.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	77	365	9	35	83
Future Vol, veh/h	5	77	365	9	35	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	92	435	11	42	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	624	441	0	0	446	0
Stage 1	441	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	449	616	-	-	1114	-
Stage 1	648	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	431	616	-	-	1114	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	12.2	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	600	1114	-
HCM Lane V/C Ratio	-	-	0.163	0.037	-
HCM Control Delay (s)	-	-	12.2	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	52	68	301	12	3	82
Future Vol, veh/h	52	68	301	12	3	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	83	367	15	4	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	375	0	0	382	0
Stage 1	375	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	671	-	-	1176	-
Stage 1	695	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	540	671	-	-	1176	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	12.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	607	1176	-
HCM Lane V/C Ratio	-	-	0.241	0.003	-
HCM Control Delay (s)	-	-	12.8	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	16	296	1	7	135
Future Vol, veh/h	4	16	296	1	7	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	361	1	9	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	545	362	0	0	362	0
Stage 1	362	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	683	-	-	1197	-
Stage 1	704	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	683	-	-	1197	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	635	1197	-
HCM Lane V/C Ratio	-	-	0.038	0.007	-
HCM Control Delay (s)	-	-	10.9	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	1	14	3	9	100	56	7	35	6	23	26	0
Future Vol, veh/h	1	14	3	9	100	56	7	35	6	23	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	16	4	11	118	66	8	41	7	27	31	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	20	0	0	209	226	18	217	195	151
Stage 1	-	-	-	-	-	-	20	20	-	173	173	-
Stage 2	-	-	-	-	-	-	189	206	-	44	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1596	-	-	748	673	1061	739	700	895
Stage 1	-	-	-	-	-	-	999	879	-	829	756	-
Stage 2	-	-	-	-	-	-	813	731	-	970	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1596	-	-	719	668	1061	695	694	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	668	-	695	694	-
Stage 1	-	-	-	-	-	-	998	878	-	828	751	-
Stage 2	-	-	-	-	-	-	775	726	-	917	876	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	10.5	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	1391	-	-	1596	-	-	694
HCM Lane V/C Ratio	0.08	0.001	-	-	0.007	-	-	0.083
HCM Control Delay (s)	10.5	7.6	0	-	7.3	-	-	10.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	15	22	23	29	16	107	1478	32	41	1864	42
Future Volume (vph)	10	15	22	23	29	16	107	1478	32	41	1864	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.912			0.947			0.997			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1699	0	1770	1764	0	1770	5070	0	1770	5070	0
Flt Permitted	0.726			0.732			0.079			0.143		
Satd. Flow (perm)	1352	1699	0	1364	1764	0	147	5070	0	266	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			15			3			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	16	23	24	31	17	113	1556	34	43	1962	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	39	0	24	48	0	113	1590	0	43	2006	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	7.9	7.9		7.9	7.9		140.4	134.8		133.2	128.2	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.88	0.84		0.83	0.80	
v/c Ratio	0.16	0.37		0.36	0.48		0.53	0.37		0.16	0.49	
Control Delay	77.1	47.4		87.0	68.1		24.5	5.0		3.3	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.2	
Total Delay	77.1	47.4		87.0	68.1		24.5	5.1		3.3	6.7	
LOS	E	D		F	E		C	A		A	A	
Approach Delay		53.9			74.4			6.4			6.7	
Approach LOS		D			E			A			A	
90th %ile Green (s)	11.3	11.3		11.3	11.3		13.6	125.6		5.1	117.1	
90th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	9.0	9.0		9.0	9.0		9.9	128.0		5.0	123.1	
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Min	Coord	
50th %ile Green (s)	7.4	7.4		7.4	7.4		7.5	129.6		5.0	127.1	
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Min	Coord	
30th %ile Green (s)	6.0	6.0		6.0	6.0		5.2	131.0		5.0	130.8	
30th %ile Term Code	Min	Min		Min	Min		Gap	Coord		Min	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		5.0	154.0		0.0	143.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Min	Coord		Skip	Coord	
Stops (vph)	12	18		23	32		30	651		7	598	
Fuel Used(gal)	0	1		1	1		1	13		0	19	
CO Emissions (g/hr)	18	41		44	70		88	938		24	1328	
NOx Emissions (g/hr)	4	8		9	14		17	183		5	258	
VOC Emissions (g/hr)	4	9		10	16		20	218		5	308	
Dilemma Vehicles (#)	0	0		0	0		0	2		0	59	
Queue Length 50th (ft)	11	16		25	34		30	223		4	227	
Queue Length 95th (ft)	34	57		58	80		27	396		11	341	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	270	358		272	364		374	4273		462	4063	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	1261		0	1077	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11		0.09	0.13		0.30	0.53		0.09	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9 St

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	995	217	0	562	21	35	75	15	34	54	33
Future Volume (vph)	0	995	217	0	562	21	35	75	15	34	54	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.995			0.975			0.943	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3522	0	1770	1816	0	1770	1757	0
Flt Permitted							0.697			0.695		
Satd. Flow (perm)	0	3539	1583	0	3522	0	1298	1816	0	1295	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228		6			12			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1047	228	0	592	22	37	79	16	36	57	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1047	228	0	614	0	37	95	0	36	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		72.4	72.4		72.4		9.2	9.2		9.2	9.2	
Actuated g/C Ratio		0.80	0.80		0.80		0.10	0.10		0.10	0.10	
v/c Ratio		0.37	0.17		0.22		0.28	0.48		0.27	0.44	
Control Delay		3.9	0.8		2.2		41.5	40.9		40.9	28.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.9	0.8		2.2		41.5	40.9		40.9	28.5	
LOS		A	A		A		D	D		D	C	
Approach Delay		3.3			2.2			41.1			32.0	
Approach LOS		A			A			D			C	
90th %ile Green (s)		65.0	65.0		65.0		13.0	13.0		13.0	13.0	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		67.4	67.4		67.4		10.6	10.6		10.6	10.6	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		69.0	69.0		69.0		9.0	9.0		9.0	9.0	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		70.6	70.6		70.6		7.4	7.4		7.4	7.4	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		84.0	84.0		84.0		0.0	0.0		0.0	0.0	
10th %ile Term Code		Coord	Coord		Coord		Skip	Skip		Skip	Skip	
Stops (vph)		270	9		64		33	71		29	50	
Fuel Used(gal)		4	1		5		1	1		1	1	
CO Emissions (g/hr)		314	40		382		41	100		40	78	
NOx Emissions (g/hr)		61	8		74		8	19		8	15	
VOC Emissions (g/hr)		73	9		89		10	23		9	18	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		81	0		12		20	45		20	34	
Queue Length 95th (ft)		133	17		119		48	89		m42	68	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2847	1317		2834		447	633		446	628	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.37	0.17		0.22		0.08	0.15		0.08	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 19 (21%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Flagler Dr & NE 3 Ave

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	6	50	1	134	1	1095	29	48	558	5
Future Vol, veh/h	1	2	6	50	1	134	1	1095	29	48	558	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	6	52	1	138	1	1129	30	49	575	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1243	1837	290	1533	1824	580	580	0	0	1159	0	0
Stage 1	676	676	-	1146	1146	-	-	-	-	-	-	-
Stage 2	567	1161	-	387	678	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	131	75	707	80	76	458	990	-	-	599	-	-
Stage 1	409	451	-	212	272	-	-	-	-	-	-	-
Stage 2	476	268	-	608	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	66	707	70	67	458	990	-	-	599	-	-
Mov Cap-2 Maneuver	82	66	-	70	67	-	-	-	-	-	-	-
Stage 1	408	396	-	211	271	-	-	-	-	-	-	-
Stage 2	330	267	-	527	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.5	134.8	0	1.5
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	990	-	-	177	181	599	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	1.054	0.083	-	-
HCM Control Delay (s)	8.6	0	-	26.5	134.8	11.6	0.6	-
HCM Lane LOS	A	A	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	9.1	0.3	-	-

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Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	48	6	10	153	9	9	12	8	0	2	7
Future Vol, veh/h	8	48	6	10	153	9	9	12	8	0	2	7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	49	6	10	156	9	9	12	8	0	2	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8.1	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	13%	6%	0%
Vol Thru, %	41%	77%	89%	22%
Vol Right, %	28%	10%	5%	78%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	62	172	9
LT Vol	9	8	10	0
Through Vol	12	48	153	2
RT Vol	8	6	9	7
Lane Flow Rate	30	63	176	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.072	0.196	0.01
Departure Headway (Hd)	4.355	4.1	4.028	4.014
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	867	888	897
Service Time	2.355	2.159	2.066	2.015
HCM Lane V/C Ratio	0.036	0.073	0.198	0.01
HCM Control Delay	7.5	7.5	8.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.7	0

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Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	37	54	6	12	143	62	8	22	21	33	16	28
Future Vol, veh/h	37	54	6	12	143	62	8	22	21	33	16	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	60	7	13	159	69	9	24	23	37	18	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	67	0	0	390	400	64	389	369	194
Stage 1	-	-	-	-	-	-	146	146	-	220	220	-
Stage 2	-	-	-	-	-	-	244	254	-	169	149	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1340	-	-	1535	-	-	569	538	1000	570	560	847
Stage 1	-	-	-	-	-	-	857	776	-	782	721	-
Stage 2	-	-	-	-	-	-	760	697	-	833	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1340	-	-	1535	-	-	517	515	1000	520	536	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	515	-	520	536	-
Stage 1	-	-	-	-	-	-	830	751	-	757	714	-
Stage 2	-	-	-	-	-	-	707	690	-	762	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.4	11.1	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	644	1340	-	-	1535	-	-	609
HCM Lane V/C Ratio	0.088	0.031	-	-	0.009	-	-	0.14
HCM Control Delay (s)	11.1	7.8	0	-	7.4	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.5

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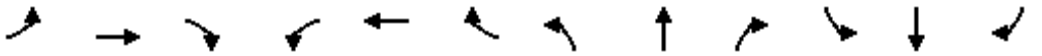

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	20	58	111	31	35	170	1500	133	63	1885	51
Future Volume (vph)	37	20	58	111	31	35	170	1500	133	63	1885	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932				0.850		0.988			0.996	
Flt Protected		0.984			0.962		0.950			0.950		
Satd. Flow (prot)	0	1708	0	0	1792	1583	1770	5024	0	1770	5065	0
Flt Permitted		0.822			0.641		0.045			0.097		
Satd. Flow (perm)	0	1427	0	0	1194	1583	84	5024	0	181	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				61		20			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	22	62	119	33	38	183	1613	143	68	2027	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	152	38	183	1756	0	68	2082	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

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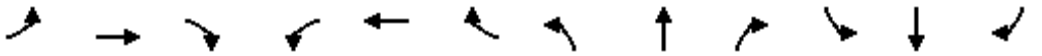


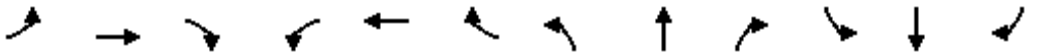
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	20.0	115.0		20.0	115.0	
Total Split (%)	15.6%	15.6%		15.6%	15.6%	15.6%	12.5%	71.9%		12.5%	71.9%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	14.0	109.0		14.0	109.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		35.0			35.0	35.0	112.6	101.4		100.2	94.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.70	0.63		0.63	0.59	
v/c Ratio		0.37			0.58	0.10	0.96	0.55		0.40	0.70	
Control Delay		48.1			66.8	4.9	98.8	16.8		14.6	20.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		48.1			66.8	4.9	98.8	16.8		14.6	20.3	
LOS		D			E	A	F	B		B	C	
Approach Delay		48.1			54.5			24.5			20.1	
Approach LOS		D			D			C			C	
90th %ile Green (s)	21.7	21.7		21.7	21.7	21.7	14.0	113.9		6.4	106.3	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Gap	Coord	
70th %ile Green (s)	35.1	35.1		35.1	35.1	35.1	14.0	100.5		6.4	92.9	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Gap	Coord	
50th %ile Green (s)	35.4	35.4		35.4	35.4	35.4	14.6	100.8		5.8	92.0	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	37.3	37.3		37.3	37.3	37.3	11.6	99.4		5.3	93.1	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	45.3	45.3		45.3	45.3	45.3	8.2	92.2		4.5	88.5	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
Stops (vph)		78			114	2	108	856		21	919	
Fuel Used(gal)		2			3	0	5	20		1	24	
CO Emissions (g/hr)		136			217	13	352	1377		45	1670	
NOx Emissions (g/hr)		27			42	3	68	268		9	325	
VOC Emissions (g/hr)		32			50	3	82	319		10	387	
Dilemma Vehicles (#)		0			0	0	0	51		0	60	
Queue Length 50th (ft)		87			143	0	134	360		20	563	
Queue Length 95th (ft)		173			#308	15	#268	301		24	300	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		332			260	393	207	3459		261	3452	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	84	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.37			0.58	0.10	0.88	0.51		0.26	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 69.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1398	186	91	1037	152	209	928	55	101	503	110
Future Volume (vph)	305	1398	186	91	1037	152	209	928	55	101	503	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.982			0.981			0.992			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4994	0	1770	4989	0	1770	3511	0	1770	3444	0
Flt Permitted	0.950			0.950			0.188			0.080		
Satd. Flow (perm)	1770	4994	0	1770	4989	0	350	3511	0	149	3444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			15			3			13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	321	1472	196	96	1092	160	220	977	58	106	529	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	321	1668	0	96	1252	0	220	1035	0	106	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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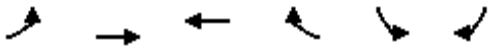
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	44.0	80.0		24.0	60.0		29.0	61.0		15.0	47.0	
Total Split (%)	24.4%	44.4%		13.3%	33.3%		16.1%	33.9%		8.3%	26.1%	
Maximum Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	34.9	72.7		13.3	51.1		74.7	60.0		59.1	50.1	
Actuated g/C Ratio	0.19	0.40		0.07	0.28		0.42	0.33		0.33	0.28	
v/c Ratio	0.94	0.82		0.74	0.88		0.75	0.88		0.82	0.67	
Control Delay	105.5	51.4		128.9	53.6		52.7	66.8		83.8	62.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	105.5	51.4		128.9	53.6		52.7	66.8		83.8	62.3	
LOS	F	D		F	D		D	E		F	E	
Approach Delay		60.1			58.9			64.3			65.3	
Approach LOS		E			E			E			E	
90th %ile Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	
70th %ile Green (s)	37.5	75.0		16.0	53.5		23.0	55.0		9.0	41.0	
70th %ile Term Code	Max	Max		Gap	Max		Max	Coord		Max	Coord	
50th %ile Green (s)	37.5	77.2		13.6	53.3		20.0	55.0		9.2	44.2	
50th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Max	Coord	
30th %ile Green (s)	34.0	72.7		11.3	50.0		16.5	60.8		10.2	54.5	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	27.9	65.1		8.0	45.2		12.0	74.2		7.7	69.9	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	286	1371		90	1119		141	872		68	535	
Fuel Used(gal)	12	42		4	37		4	25		3	15	
CO Emissions (g/hr)	817	2926		297	2556		300	1720		190	1027	
NOx Emissions (g/hr)	159	569		58	497		58	335		37	200	
VOC Emissions (g/hr)	189	678		69	592		70	399		44	238	
Dilemma Vehicles (#)	0	39		0	15		0	27		0	17	
Queue Length 50th (ft)	372	610		119	531		181	636		81	368	
Queue Length 95th (ft)	#547	694		m181	225		257	#781		#210	456	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	368	2077		172	1493		327	1172		132	968	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.80		0.56	0.84		0.67	0.88		0.80	0.67	

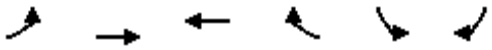
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 8 (4%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 61.5		Intersection LOS: E	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	47	1881	1924	32	0	35	
Future Volume (vph)	47	1881	1924	32	0	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.082						
Satd. Flow (perm)	153	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				9		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	49	1959	2004	33	0	36	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	49	1959	2004	33	0	36	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

KEITH
Engineering Inspired Design.

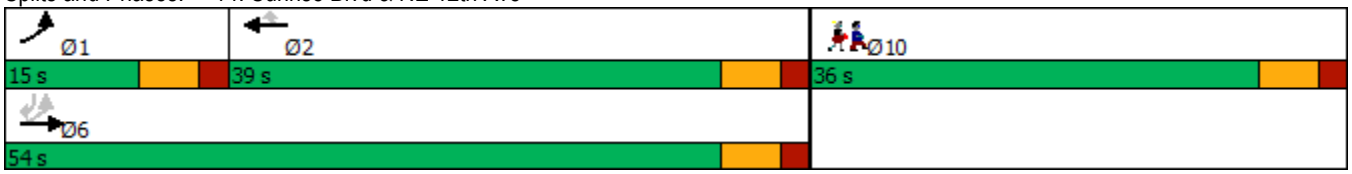


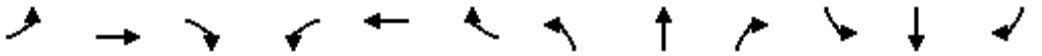
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	54.0	39.0	39.0		54.0	36.0
Total Split (%)	16.7%	60.0%	43.3%	43.3%		60.0%	40%
Maximum Green (s)	9.0	48.0	33.0	33.0		48.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	79.8	79.8		90.0	
Actuated g/C Ratio	0.93	1.00	0.89	0.89		1.00	
v/c Ratio	0.21	0.39	0.44	0.02		0.02	
Control Delay	3.0	0.3	1.4	0.9		0.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	3.0	0.3	1.4	0.9		0.0	
LOS	A	A	A	A		A	
Approach Delay		0.3	1.4				
Approach LOS		A	A				
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
70th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
50th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	4	12	204	3		0	
Fuel Used(gal)	1	19	15	0		0	
CO Emissions (g/hr)	37	1295	1046	17		11	
NOx Emissions (g/hr)	7	252	204	3		2	
VOC Emissions (g/hr)	9	300	242	4		2	
Dilemma Vehicles (#)	0	0	54	0		0	
Queue Length 50th (ft)	1	4	71	2		0	
Queue Length 95th (ft)	m9	0	78	m3		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	304	5085	4508	1404		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.16	0.39	0.44	0.02		0.02	

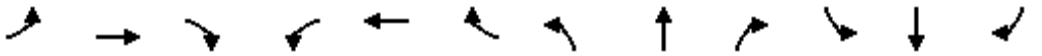
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 0.9		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1480	325	96	1371	74	80	424	61	127	255	292
Future Volume (vph)	48	1480	325	96	1371	74	80	424	61	127	255	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.992			0.981			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4948	0	1770	5045	0	1770	3472	0	1770	3256	0
Flt Permitted	0.113			0.044			0.299			0.273		
Satd. Flow (perm)	210	4948	0	82	5045	0	557	3472	0	509	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			5			7			139	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	49	1510	332	98	1399	76	82	433	62	130	260	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1842	0	98	1475	0	82	495	0	130	558	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												



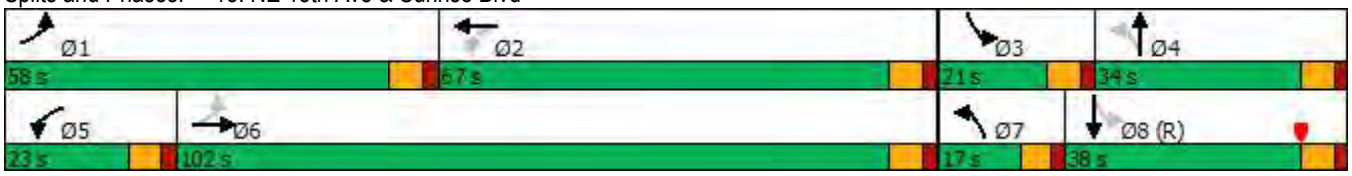
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	58.0	102.0		23.0	67.0		17.0	34.0		21.0	38.0	
Total Split (%)	32.2%	56.7%		12.8%	37.2%		9.4%	18.9%		11.7%	21.1%	
Maximum Green (s)	51.5	95.5		16.5	60.5		11.0	27.5		14.5	31.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	90.3	83.8		98.9	89.9		56.5	46.3		64.2	50.6	
Actuated g/C Ratio	0.50	0.47		0.55	0.50		0.31	0.26		0.36	0.28	
v/c Ratio	0.30	0.79		0.69	0.58		0.34	0.55		0.47	0.55	
Control Delay	14.0	20.1		59.8	32.5		44.8	61.5		47.3	45.0	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.0	20.2		59.8	32.5		44.8	61.5		47.3	45.0	
LOS	B	C		E	C		D	E		D	D	
Approach Delay		20.0			34.2			59.1			45.5	
Approach LOS		C			C			E			D	
90th %ile Green (s)	7.9	92.7		14.0	98.8		14.2	27.7		19.6	33.6	
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
70th %ile Green (s)	7.3	88.2		11.7	92.6		11.3	38.2		15.9	43.3	
70th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
50th %ile Green (s)	6.7	84.3		10.3	87.9		9.5	46.1		13.3	50.4	
50th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	5.9	80.0		8.9	83.0		7.8	54.2		10.9	57.8	
30th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	73.7		7.1	87.3		5.7	65.1		8.1	68.0	
10th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	12	575		58	984		57	397		87	358	
Fuel Used(gal)	1	26		2	30		1	9		2	9	
CO Emissions (g/hr)	41	1795		170	2099		84	639		158	653	
NOx Emissions (g/hr)	8	349		33	408		16	124		31	127	
VOC Emissions (g/hr)	9	416		39	487		20	148		37	151	
Dilemma Vehicles (#)	0	38		0	32		0	0		0	15	
Queue Length 50th (ft)	14	256		65	454		64	265		105	224	
Queue Length 95th (ft)	20	229		126	439		120	#412		181	331	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	563	2644		200	2522		259	897		296	1015	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	90		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.72		0.49	0.58		0.32	0.55		0.44	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 44 (24%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NE 15th Ave & Sunrise Blvd



2028 TOTAL

TRAFFIC CONDITIONS

A.M. PEAK HOUR

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	1348	205	41	906	95	215	275	27	150	511	152
Future Volume (vph)	195	1348	205	41	906	95	215	275	27	150	511	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.980				0.850		0.987			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4984	0	1770	5085	1583	1770	3493	0	1770	3419	0
Flt Permitted	0.199			0.090			0.093			0.561		
Satd. Flow (perm)	371	4984	0	168	5085	1583	173	3493	0	1045	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				173		6			21	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	203	1404	214	43	944	99	224	286	28	156	532	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	1618	0	43	944	99	224	314	0	156	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

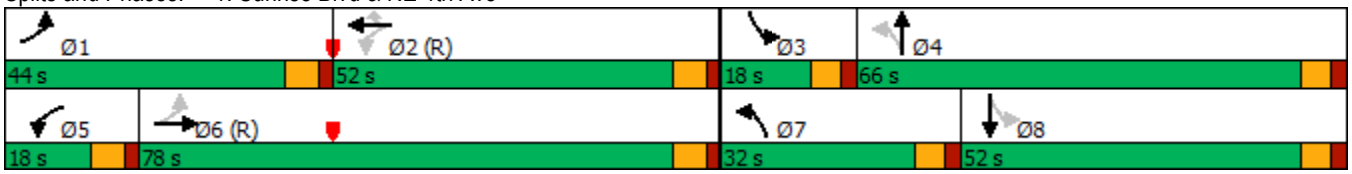
KEITH
Engineering Inspired Design.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	78.0		18.0	52.0	52.0	32.0	66.0		18.0	52.0	
Total Split (%)	24.4%	43.3%		10.0%	28.9%	28.9%	17.8%	36.7%		10.0%	28.9%	
Maximum Green (s)	37.5	71.5		11.5	45.5	45.5	26.0	59.5		12.0	45.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	97.8	87.3		79.8	73.5	73.5	69.7	50.5		53.1	39.9	
Actuated g/C Ratio	0.54	0.48		0.44	0.41	0.41	0.39	0.28		0.30	0.22	
v/c Ratio	0.60	0.67		0.33	0.45	0.13	0.82	0.32		0.43	0.89	
Control Delay	30.5	38.6		29.7	33.3	0.9	82.6	47.8		41.5	80.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.5	38.6		29.7	33.3	0.9	82.6	47.8		41.5	80.4	
LOS	C	D		C	C	A	F	D		D	F	
Approach Delay		37.7			30.2			62.3			73.2	
Approach LOS		D			C			E			E	
90th %ile Green (s)	24.8	74.7		8.3	58.2	58.2	26.0	59.5		12.0	45.5	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Max	
70th %ile Green (s)	19.9	75.5		7.0	62.6	62.6	28.3	57.4		14.6	43.7	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Max	Gap	
50th %ile Green (s)	18.0	83.2		6.0	71.2	71.2	24.7	51.0		14.3	40.6	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
30th %ile Green (s)	15.3	90.5		5.2	80.4	80.4	21.3	46.1		12.7	37.5	
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
10th %ile Green (s)	10.9	112.4		0.0	95.0	95.0	16.6	38.6		10.0	32.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	
Stops (vph)	102	1165		22	667	7	182	307		115	616	
Fuel Used(gal)	4	37		1	17	1	6	7		3	17	
CO Emissions (g/hr)	269	2565		47	1205	39	448	499		184	1223	
NOx Emissions (g/hr)	52	499		9	235	8	87	97		36	238	
VOC Emissions (g/hr)	62	595		11	279	9	104	116		43	283	
Dilemma Vehicles (#)	0	43		0	23	0	0	0		0	0	
Queue Length 50th (ft)	125	546		17	317	3	227	138		121	407	
Queue Length 95th (ft)	193	657		32	401	1	327	178		170	473	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	492	2425		181	2075	748	301	1158		363	879	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	26		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.67		0.24	0.45	0.13	0.74	0.27		0.43	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 63 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 45.9		Intersection LOS: D	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Sunrise Blvd & NE 4th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1478	36	36	819	16	104	77	120	8	63	50
Future Volume (vph)	0	1478	36	36	819	16	104	77	120	8	63	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.997				0.850		0.944	
Flt Protected				0.950				0.972			0.997	
Satd. Flow (prot)	0	5065	0	1770	5070	0	0	1811	1583	0	1753	0
Flt Permitted				0.950				0.972			0.997	
Satd. Flow (perm)	0	5065	0	1770	5070	0	0	1811	1583	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				126		17	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1556	38	38	862	17	109	81	126	8	66	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1594	0	38	879	0	0	190	126	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

KEITH
Engineering Inspired Design.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		77.0		17.0	94.0		51.0	51.0	51.0	35.0	35.0	
Total Split (%)		42.8%		9.4%	52.2%		28.3%	28.3%	28.3%	19.4%	19.4%	
Maximum Green (s)		70.5		10.5	87.5		45.0	45.0	45.0	29.0	29.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		110.2		7.9	122.3			23.4	23.4		15.8	
Actuated g/C Ratio		0.61		0.04	0.68			0.13	0.13		0.09	
v/c Ratio		0.51		0.49	0.26			0.81	0.40		0.75	
Control Delay		8.5		96.4	11.4			100.5	13.0		94.6	
Queue Delay		0.4		0.0	0.0			0.0	0.0		0.0	
Total Delay		8.9		96.4	11.4			100.5	13.0		94.6	
LOS		A		F	B			F	B		F	
Approach Delay		8.9			14.9			65.6			94.6	
Approach LOS		A			B			E			F	
90th %ile Green (s)		89.9		11.3	107.7		31.3	31.3	31.3	22.5	22.5	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		100.7		9.2	116.4		26.6	26.6	26.6	18.5	18.5	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		108.0		7.8	122.3		23.4	23.4	23.4	15.8	15.8	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		115.3		6.4	128.2		20.2	20.2	20.2	13.1	13.1	
30th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		136.9		0.0	136.9		15.5	15.5	15.5	9.1	9.1	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		676		35	334			171	15		102	
Fuel Used(gal)		17		1	9			5	1		3	
CO Emissions (g/hr)		1180		85	622			370	59		244	
NOx Emissions (g/hr)		230		16	121			72	12		48	
VOC Emissions (g/hr)		273		20	144			86	14		57	
Dilemma Vehicles (#)		8		0	13			0	0		0	
Queue Length 50th (ft)		92		44	139			222	0		130	
Queue Length 95th (ft)		715		m68	260			304	64		202	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		3100		105	3445			452	490		296	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		813		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.70		0.36	0.26			0.42	0.26		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 72 (40%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1339	0	1955	1016	0	1195
Future Volume (vph)	1339	0	1955	1016	0	1195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1553
Link Speed (mph)	30			30	35	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	17.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1395	0	2036	1058	0	1245
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1395	0	2036	1058	0	1245
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	10.0		10.0	10.0		10.0
Minimum Split (s)	50.5		17.5	50.5		50.5
Total Split (s)	50.5		79.0	129.5		50.5
Total Split (%)	28.1%		43.9%	71.9%		28.1%
Maximum Green (s)	44.0		71.5	122.0		44.0
Yellow Time (s)	4.5		4.5	4.5		4.5
All-Red Time (s)	2.0		3.0	3.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.5		7.5	7.5		6.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	Min		Min
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	36.0			36.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	64.1		85.4	156.0		10.0
Actuated g/C Ratio	0.36		0.47	0.87		0.06
v/c Ratio	0.77		1.25	0.66		0.75
Control Delay	33.1		157.7	6.0		3.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	33.1		157.7	6.0		3.1
LOS	C		F	A		A
Approach Delay	33.1			105.8	3.1	
Approach LOS	C			F	A	
90th %ile Green (s)	63.5		86.0	156.0		10.0
90th %ile Term Code	Coord		Gap	Coord		Min
70th %ile Green (s)	63.5		86.0	156.0		10.0
70th %ile Term Code	Coord		Gap	Coord		Min
50th %ile Green (s)	64.5		85.0	156.0		10.0
50th %ile Term Code	Coord		Gap	Coord		Min
30th %ile Green (s)	64.5		85.0	156.0		10.0
30th %ile Term Code	Coord		Gap	Coord		Min
10th %ile Green (s)	64.5		85.0	156.0		10.0
10th %ile Term Code	Coord		Gap	Coord		Min
Stops (vph)	1014		1575	289		1
Fuel Used(gal)	21		84	10		8
CO Emissions (g/hr)	1497		5896	666		578
NOx Emissions (g/hr)	291		1147	130		113
VOC Emissions (g/hr)	347		1366	154		134
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	573		~1544	307		0
Queue Length 95th (ft)	210		#1652	391		0
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1810		1629	1614		2055

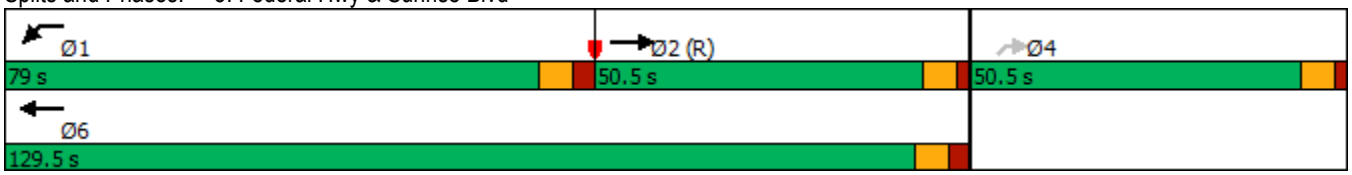
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.77		1.25	0.66		0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 87 (48%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 180			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Federal Hwy & Sunrise Blvd



Intersection	
Int Delay, s/veh	2.7

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	39	50	239	7	29	103
Future Vol, veh/h	39	50	239	7	29	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	56	269	8	33	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	273	0	0	277	0
Stage 1	273	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	766	-	-	1286	-
Stage 1	773	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	548	766	-	-	1286	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	11.5	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	652	1286	-
HCM Lane V/C Ratio	-	-	0.153	0.025	-
HCM Control Delay (s)	-	-	11.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	19	42	205	16	16	104
Future Vol, veh/h	19	42	205	16	16	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	48	233	18	18	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	396	242	0	0	251	0
Stage 1	242	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	609	797	-	-	1314	-
Stage 1	798	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	600	797	-	-	1314	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.5	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	723	1314	-
HCM Lane V/C Ratio	-	-	0.096	0.014	-
HCM Control Delay (s)	-	-	10.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Intersection	
Int Delay, s/veh	0.9

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	20	204	0	18	118
Future Vol, veh/h	0	20	204	0	18	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	232	0	20	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	406	232	0	0	232	0
Stage 1	232	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	601	807	-	-	1336	-
Stage 1	807	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	807	-	-	1336	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	9.6	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	807	1336	-
HCM Lane V/C Ratio	-	-	0.028	0.015	-
HCM Control Delay (s)	-	-	9.6	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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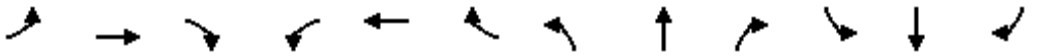
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	6	23	6	35	63	30	3	26	24	17	16	0
Future Vol, veh/h	6	23	6	35	63	30	3	26	24	17	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	25	7	38	69	33	3	29	26	19	18	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	32	0	0	214	221	29	232	208	86
Stage 1	-	-	-	-	-	-	43	43	-	162	162	-
Stage 2	-	-	-	-	-	-	171	178	-	70	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1490	-	-	1580	-	-	743	678	1046	723	689	973
Stage 1	-	-	-	-	-	-	971	859	-	840	764	-
Stage 2	-	-	-	-	-	-	831	752	-	940	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1580	-	-	712	658	1046	667	669	973
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	658	-	667	669	-
Stage 1	-	-	-	-	-	-	966	855	-	836	746	-
Stage 2	-	-	-	-	-	-	792	734	-	881	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	2	9.9	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	1490	-	-	1580	-	-	668
HCM Lane V/C Ratio	0.073	0.004	-	-	0.024	-	-	0.054
HCM Control Delay (s)	9.9	7.4	0	-	7.3	-	-	10.7
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	9	41	13	9	4	70	1176	33	42	2229	47
Future Volume (vph)	60	9	41	13	9	4	70	1176	33	42	2229	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.877			0.957			0.996			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1634	0	1770	1783	0	1770	5065	0	1770	5070	0
Flt Permitted	0.748			0.721			0.040			0.188		
Satd. Flow (perm)	1393	1634	0	1343	1783	0	75	5065	0	350	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			4			4			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	10	45	14	10	4	77	1292	36	46	2449	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	55	0	14	14	0	77	1328	0	46	2501	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	12.0	12.0		12.0	12.0		132.4	127.1		128.8	123.7	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.83	0.79		0.80	0.77	
v/c Ratio	0.63	0.34		0.14	0.10		0.60	0.33		0.14	0.64	
Control Delay	96.8	28.0		69.8	54.2		51.3	4.3		3.5	9.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.5	
Total Delay	96.8	28.0		69.8	54.2		51.3	4.4		3.5	10.1	
LOS	F	C		E	D		D	A		A	B	
Approach Delay		65.5			62.0			7.0			10.0	
Approach LOS		E			E			A			B	
90th %ile Green (s)	17.6	17.6		17.6	17.6		9.6	118.9		5.5	114.8	
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Coord		Gap	Coord	
70th %ile Green (s)	14.3	14.3		14.3	14.3		6.7	122.7		5.0	121.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Coord		Min	Coord	
50th %ile Green (s)	12.0	12.0		12.0	12.0		5.0	125.0		5.0	125.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Min	Coord		Min	Coord	
30th %ile Green (s)	9.7	9.7		9.7	9.7		5.0	127.3		5.0	127.3	
30th %ile Term Code	Gap	Gap		Hold	Hold		Min	Coord		Min	Coord	
10th %ile Green (s)	6.4	6.4		6.4	6.4		5.0	141.6		0.0	130.6	
10th %ile Term Code	Gap	Gap		Hold	Hold		Min	Coord		Skip	Coord	
Stops (vph)	57	15		14	10		34	216		7	974	
Fuel Used(gal)	2	1		0	0		1	8		0	26	
CO Emissions (g/hr)	119	38		22	17		92	579		24	1824	
NOx Emissions (g/hr)	23	7		4	3		18	113		5	355	
VOC Emissions (g/hr)	28	9		5	4		21	134		6	423	
Dilemma Vehicles (#)	0	0		0	0		0	37		0	71	
Queue Length 50th (ft)	68	10		14	10		30	97		6	364	
Queue Length 95th (ft)	120	56		38	34		94	112		15	532	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	278	362		268	359		318	4024		510	3921	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	803		0	862	
Spillback Cap Reductn	0	1		0	0		0	0		0	125	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.15		0.05	0.04		0.24	0.41		0.09	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9th St

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	539	105	0	749	19	21	99	11	54	39	30
Future Volume (vph)	0	539	105	0	749	19	21	99	11	54	39	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.985			0.935	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3525	0	1770	1835	0	1770	1742	0
Flt Permitted							0.709			0.681		
Satd. Flow (perm)	0	3539	1583	0	3525	0	1321	1835	0	1269	1742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		4			7			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	580	113	0	805	20	23	106	12	58	42	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	113	0	825	0	23	118	0	58	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		67.6	67.6		67.6		10.4	10.4		10.4	10.4	
Actuated g/C Ratio		0.75	0.75		0.75		0.12	0.12		0.12	0.12	
v/c Ratio		0.22	0.09		0.31		0.15	0.54		0.40	0.32	
Control Delay		3.8	1.0		3.9		36.3	43.9		42.9	23.0	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.8	1.0		3.9		36.3	43.9		42.9	23.0	
LOS		A	A		A		D	D		D	C	
Approach Delay		3.4			3.9			42.7			31.7	
Approach LOS		A			A			D			C	
90th %ile Green (s)		63.3	63.3		63.3		14.7	14.7		14.7	14.7	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		65.9	65.9		65.9		12.1	12.1		12.1	12.1	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		67.6	67.6		67.6		10.4	10.4		10.4	10.4	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		69.4	69.4		69.4		8.6	8.6		8.6	8.6	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		71.9	71.9		71.9		6.1	6.1		6.1	6.1	
10th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
Stops (vph)		147	7		153		20	95		49	36	
Fuel Used(gal)		2	0		8		0	2		1	1	
CO Emissions (g/hr)		170	21		549		23	130		66	55	
NOx Emissions (g/hr)		33	4		107		5	25		13	11	
VOC Emissions (g/hr)		39	5		127		5	30		15	13	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		41	0		81		12	60		32	23	
Queue Length 95th (ft)		71	14		85		33	109		57	49	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2659	1217		2649		455	636		437	621	

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.22	0.09		0.31		0.05	0.19		0.13	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 71 (79%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Flagler Dr & NE 3rd Ave

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	3	0	1	57	0	105	8	532	27	60	750	2
Future Vol, veh/h	3	0	1	57	0	105	8	532	27	60	750	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	61	0	113	9	572	29	65	806	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1241	1556	404	1138	1543	301	808	0	0	601	0	0
Stage 1	937	937	-	605	605	-	-	-	-	-	-	-
Stage 2	304	619	-	533	938	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	131	112	596	156	114	695	813	-	-	972	-	-
Stage 1	285	342	-	451	486	-	-	-	-	-	-	-
Stage 2	681	478	-	498	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	97	596	139	98	695	813	-	-	972	-	-
Mov Cap-2 Maneuver	98	97	-	139	98	-	-	-	-	-	-	-
Stage 1	280	301	-	443	478	-	-	-	-	-	-	-
Stage 2	561	470	-	437	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.1	34.7	0.2	1.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	124	289	972	-	-
HCM Lane V/C Ratio	0.011	-	-	0.035	0.603	0.066	-	-
HCM Control Delay (s)	9.5	0.1	-	35.1	34.7	9	0.5	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.6	0.2	-	-

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Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	65	3	5	116	2	6	16	7	4	1	4
Future Vol, veh/h	5	65	3	5	116	2	6	16	7	4	1	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	72	3	6	129	2	7	18	8	4	1	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.9	7.5	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	7%	4%	44%
Vol Thru, %	55%	89%	94%	11%
Vol Right, %	24%	4%	2%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	73	123	9
LT Vol	6	5	5	4
Through Vol	16	65	116	1
RT Vol	7	3	2	4
Lane Flow Rate	32	81	137	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.092	0.154	0.012
Departure Headway (Hd)	4.314	4.1	4.068	4.264
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	868	877	844
Service Time	2.314	2.154	2.111	2.265
HCM Lane V/C Ratio	0.038	0.093	0.156	0.012
HCM Control Delay	7.5	7.6	7.9	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5	0

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	43	2	10	93	30	6	22	11	51	42	43
Future Vol, veh/h	35	43	2	10	93	30	6	22	11	51	42	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	49	2	11	106	34	7	25	13	58	48	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	51	0	0	324	292	50	294	276	123
Stage 1	-	-	-	-	-	-	130	130	-	145	145	-
Stage 2	-	-	-	-	-	-	194	162	-	149	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1555	-	-	629	619	1018	658	632	928
Stage 1	-	-	-	-	-	-	874	789	-	858	777	-
Stage 2	-	-	-	-	-	-	808	764	-	854	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1555	-	-	545	596	1018	611	609	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	545	596	-	611	609	-
Stage 1	-	-	-	-	-	-	849	766	-	833	771	-
Stage 2	-	-	-	-	-	-	712	758	-	792	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0.6	10.8	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1443	-	-	1555	-	-	684
HCM Lane V/C Ratio	0.067	0.028	-	-	0.007	-	-	0.226
HCM Control Delay (s)	10.8	7.6	0	-	7.3	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.9

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	14	63	20	6	12	90	1217	29	20	2343	20
Future Volume (vph)	39	14	63	20	6	12	90	1217	29	20	2343	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.926				0.850		0.997			0.999	
Flt Protected		0.984			0.963		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1794	1583	1770	5070	0	1770	5080	0
Flt Permitted		0.877			0.510		0.032			0.173		
Satd. Flow (perm)	0	1513	0	0	950	1583	60	5070	0	322	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				102		4			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	44	16	72	23	7	14	102	1383	33	23	2663	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	30	14	102	1416	0	23	2686	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

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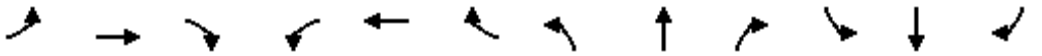
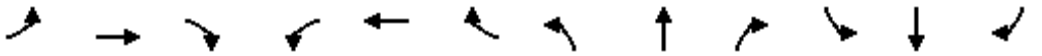


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	38.0	38.0		38.0	38.0	38.0	18.0	111.0		11.0	104.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%	23.8%	11.3%	69.4%		6.9%	65.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0	32.0	12.0	105.0		5.0	98.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		14.9			14.9	14.9	132.6	126.7		123.0	118.6	
Actuated g/C Ratio		0.09			0.09	0.09	0.83	0.79		0.77	0.74	
v/c Ratio		0.77			0.34	0.06	0.73	0.35		0.08	0.71	
Control Delay		79.1			75.9	0.5	62.9	5.9		1.9	8.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		79.1			75.9	0.5	62.9	5.9		1.9	8.6	
LOS		E			E	A	E	A		A	A	
Approach Delay		79.1			51.9			9.7			8.5	
Approach LOS		E			D			A			A	
90th %ile Green (s)	22.4	22.4		22.4	22.4	22.4	13.9	114.6		5.0	105.7	
90th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
70th %ile Green (s)	18.0	18.0		18.0	18.0	18.0	10.5	119.4		4.6	113.5	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
50th %ile Green (s)	14.9	14.9		14.9	14.9	14.9	8.1	122.8		4.3	119.0	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Gap	Coord	
30th %ile Green (s)	11.8	11.8		11.8	11.8	11.8	5.5	136.2		0.0	124.7	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
10th %ile Green (s)	7.4	7.4		7.4	7.4	7.4	4.4	140.6		0.0	130.2	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord		Skip	Coord	
Stops (vph)		84			24	0	49	345		2	1369	
Fuel Used(gal)		3			1	0	2	10		0	25	
CO Emissions (g/hr)		191			45	3	136	696		8	1772	
NOx Emissions (g/hr)		37			9	1	26	135		2	345	
VOC Emissions (g/hr)		44			10	1	32	161		2	411	
Dilemma Vehicles (#)		0			0	0	0	39		0	9	
Queue Length 50th (ft)		102			30	0	55	155		0	557	
Queue Length 95th (ft)		167			63	0	119	214		m3	774	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		329			190	398	182	4016		294	3766	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	106	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.40			0.16	0.04	0.56	0.35		0.08	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1458	343	69	1007	48	156	327	43	176	664	118
Future Volume (vph)	213	1458	343	69	1007	48	156	327	43	176	664	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.971			0.993			0.983			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4938	0	1770	5050	0	1770	3479	0	1770	3458	0
Flt Permitted	0.950			0.950			0.108			0.389		
Satd. Flow (perm)	1770	4938	0	1770	5050	0	201	3479	0	725	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			4			7			11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1519	357	72	1049	50	163	341	45	183	692	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1876	0	72	1099	0	163	386	0	183	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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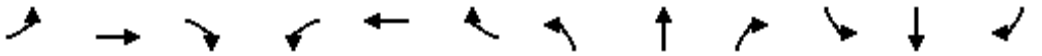
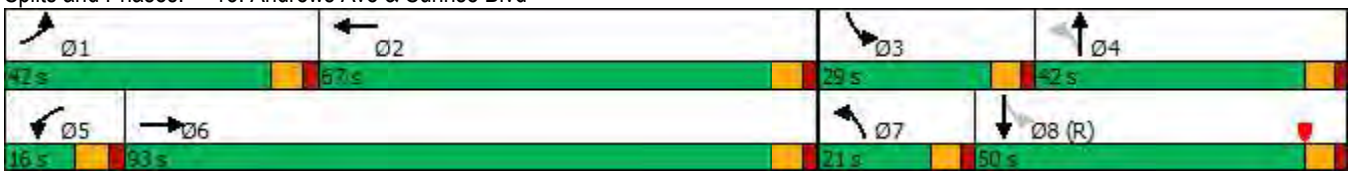


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	42.0	93.0		16.0	67.0		21.0	42.0		29.0	50.0	
Total Split (%)	23.3%	51.7%		8.9%	37.2%		11.7%	23.3%		16.1%	27.8%	
Maximum Green (s)	35.5	86.5		9.5	60.5		15.0	36.0		23.0	44.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.5	81.4		9.0	64.0		62.6	47.8		66.2	49.8	
Actuated g/C Ratio	0.15	0.45		0.05	0.36		0.35	0.27		0.37	0.28	
v/c Ratio	0.85	0.83		0.82	0.61		0.82	0.42		0.50	0.85	
Control Delay	102.4	45.8		133.0	49.4		74.2	57.2		43.8	70.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	102.4	45.8		133.0	49.4		74.2	57.2		43.8	70.0	
LOS	F	D		F	D		E	E		D	E	
Approach Delay		51.8			54.5			62.3			65.2	
Approach LOS		D			D			E			E	
90th %ile Green (s)	34.9	86.5		9.5	61.1		15.0	36.0		23.0	44.0	
90th %ile Term Code	Gap	Max		Max	Hold		Max	Coord		Max	Coord	
70th %ile Green (s)	30.0	85.7		9.5	65.2		15.8	40.1		19.7	44.0	
70th %ile Term Code	Gap	Gap		Max	Hold		Max	Coord		Gap	Coord	
50th %ile Green (s)	26.5	82.7		9.5	65.7		17.2	46.0		16.8	45.6	
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	23.0	79.0		9.5	65.5		14.6	52.5		14.0	51.9	
30th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	17.9	73.0		7.2	62.3		11.2	64.6		10.2	63.6	
10th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	205	1511		63	914		106	301		120	687	
Fuel Used(gal)	8	45		3	31		4	8		3	20	
CO Emissions (g/hr)	566	3142		225	2136		272	584		231	1399	
NOx Emissions (g/hr)	110	611		44	416		53	114		45	272	
VOC Emissions (g/hr)	131	728		52	495		63	135		53	324	
Dilemma Vehicles (#)	0	42		0	16		0	10		0	21	
Queue Length 50th (ft)	260	686		87	424		131	199		149	493	
Queue Length 95th (ft)	348	716		m#163	481		#286	275		226	#634	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	349	2394		93	1796		206	929		417	964	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.78		0.77	0.61		0.79	0.42		0.44	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 56 (31%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 56.4		Intersection LOS: E	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd



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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	13	1436	2085	7	0	97	
Future Volume (vph)	13	1436	2085	7	0	97	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.067						
Satd. Flow (perm)	125	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				3		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	14	1512	2195	7	0	102	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	14	1512	2195	7	0	102	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

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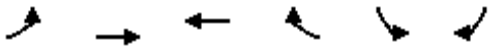
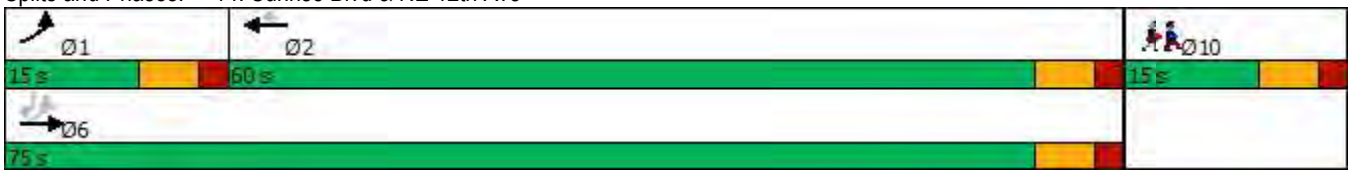


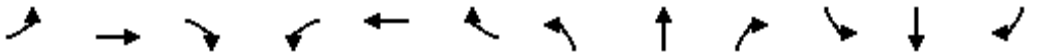
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	75.0	60.0	60.0		75.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%		83.3%	17%
Maximum Green (s)	9.0	69.0	54.0	54.0		69.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	86.6	86.6		90.0	
Actuated g/C Ratio	0.93	1.00	0.96	0.96		1.00	
v/c Ratio	0.07	0.30	0.45	0.00		0.06	
Control Delay	0.7	0.1	2.3	1.1		0.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	0.7	0.1	2.3	1.1		0.1	
LOS	A	A	A	A		A	
Approach Delay		0.1	2.3		0.1		
Approach LOS		A	A		A		
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
70th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
50th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	0	0	256	1		0	
Fuel Used(gal)	0	14	17	0		0	
CO Emissions (g/hr)	9	978	1191	4		29	
NOx Emissions (g/hr)	2	190	232	1		6	
VOC Emissions (g/hr)	2	227	276	1		7	
Dilemma Vehicles (#)	0	0	39	0		0	
Queue Length 50th (ft)	0	0	17	0		0	
Queue Length 95th (ft)	m0	0	373	m2		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	281	5085	4893	1523		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.05	0.30	0.45	0.00		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 77 (86%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1271	32	116	1432	42	81	182	46	120	219	404
Future Volume (vph)	223	1271	32	116	1432	42	81	182	46	120	219	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.996			0.970			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5065	0	1770	3433	0	1770	3196	0
Flt Permitted	0.054			0.135			0.244			0.527		
Satd. Flow (perm)	101	5065	0	251	5065	0	455	3433	0	982	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			15			225	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	1338	34	122	1507	44	85	192	48	126	231	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1372	0	122	1551	0	85	240	0	126	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	42.0	100.0		25.0	83.0		16.0	34.0		21.0	39.0	
Total Split (%)	23.3%	55.6%		13.9%	46.1%		8.9%	18.9%		11.7%	21.7%	
Maximum Green (s)	35.5	93.5		18.5	76.5		10.0	27.5		14.5	32.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	97.2	80.9		77.2	67.4		60.8	50.5		66.8	54.0	
Actuated g/C Ratio	0.54	0.45		0.43	0.37		0.34	0.28		0.37	0.30	
v/c Ratio	0.87	0.60		0.64	0.82		0.38	0.25		0.30	0.59	
Control Delay	58.9	47.9		38.0	54.4		44.2	51.4		41.6	38.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.9	47.9		38.0	54.4		44.2	51.4		41.6	38.8	
LOS	E	D		D	D		D	D		D	D	
Approach Delay		49.5			53.2			49.5			39.2	
Approach LOS		D			D			D			D	
90th %ile Green (s)	31.1	95.1		11.7	75.7		14.6	28.1		19.1	33.1	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	26.6	86.8		10.9	71.1		11.5	41.3		15.0	45.3	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
50th %ile Green (s)	23.4	80.7		10.1	67.4		9.5	50.8		12.4	54.2	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
30th %ile Green (s)	20.1	74.9		9.1	63.9		7.8	59.9		10.1	62.7	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	15.5	66.8		7.4	58.7		5.7	72.4		7.4	74.6	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	181	1155		66	1292		56	167		81	355	
Fuel Used(gal)	6	35		2	41		1	4		2	9	
CO Emissions (g/hr)	441	2455		166	2848		84	263		139	660	
NOx Emissions (g/hr)	86	478		32	554		16	51		27	128	
VOC Emissions (g/hr)	102	569		39	660		19	61		32	153	
Dilemma Vehicles (#)	0	14		0	32		0	0		0	17	
Queue Length 50th (ft)	229	551		70	605		64	108		98	231	
Queue Length 95th (ft)	317	571		86	614		125	178		176	355	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	383	2641		275	2154		239	973		443	1115	

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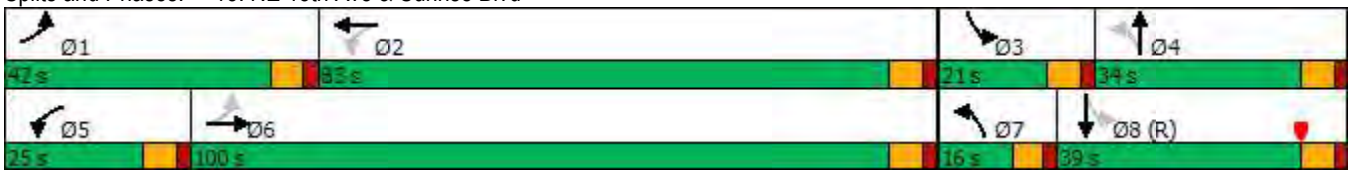
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.52		0.44	0.72		0.36	0.25		0.28	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 137 (76%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 49.1		Intersection LOS: D	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

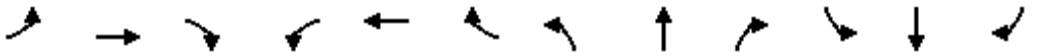
Splits and Phases: 15: NE 15th Ave & Sunrise Blvd



2028 TOTAL

TRAFFIC CONDITIONS

P.M. PEAK HOUR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	1310	134	46	914	168	277	729	41	165	437	140
Future Volume (vph)	230	1310	134	46	914	168	277	729	41	165	437	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	305		0	265		255	300		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.986				0.850		0.992			0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5014	0	1770	5085	1583	1770	3511	0	1770	3412	0
Flt Permitted	0.202			0.123			0.118			0.116		
Satd. Flow (perm)	376	5014	0	229	5085	1583	220	3511	0	216	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				173		3			22	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1238			740			1069			630	
Travel Time (s)		21.1			12.6			24.3			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	1337	137	47	933	171	283	744	42	168	446	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1474	0	47	933	171	283	786	0	168	589	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												

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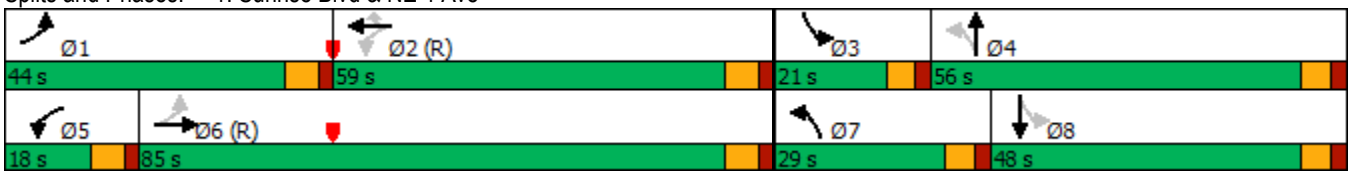
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	24.5	37.5		11.5	35.5	35.5	10.0	48.5		10.0	41.5	
Total Split (s)	44.0	85.0		18.0	59.0	59.0	29.0	56.0		21.0	48.0	
Total Split (%)	24.4%	47.2%		10.0%	32.8%	32.8%	16.1%	31.1%		11.7%	26.7%	
Maximum Green (s)	37.5	78.5		11.5	52.5	52.5	23.0	49.5		15.0	41.5	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			22.0	22.0		35.0			28.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	99.3	88.6		79.9	73.4	73.4	68.2	45.2		51.9	34.8	
Actuated g/C Ratio	0.55	0.49		0.44	0.41	0.41	0.38	0.25		0.29	0.19	
v/c Ratio	0.66	0.60		0.30	0.45	0.23	0.90	0.89		0.82	0.87	
Control Delay	31.7	35.6		20.8	26.1	0.8	87.9	73.9		76.6	81.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.7	35.7		20.8	26.1	0.8	87.9	73.9		76.6	81.5	
LOS	C	D		C	C	A	F	E		E	F	
Approach Delay		35.1			22.1			77.6			80.4	
Approach LOS		D			C			E			F	
90th %ile Green (s)	26.5	75.2		8.5	57.2	57.2	29.3	49.5		21.3	41.5	
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Max		Max	Max	
70th %ile Green (s)	22.1	79.2		7.2	64.3	64.3	29.5	49.1		19.0	38.6	
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Gap		Gap	Hold	
50th %ile Green (s)	19.5	84.6		6.2	71.3	71.3	28.4	47.1		16.6	35.3	
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
30th %ile Green (s)	16.6	92.1		5.3	80.8	80.8	25.7	42.7		14.4	31.4	
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	
10th %ile Green (s)	11.9	112.0		0.0	93.6	93.6	21.6	37.4		11.6	27.4	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Gap		Gap	Hold	
Stops (vph)	120	1023		18	524	1	230	728		131	532	
Fuel Used(gal)	5	33		1	15	1	9	22		4	15	
CO Emissions (g/hr)	321	2284		42	1020	62	597	1540		287	1073	
NOx Emissions (g/hr)	62	444		8	198	12	116	300		56	209	
VOC Emissions (g/hr)	74	529		10	236	14	138	357		67	249	
Dilemma Vehicles (#)	0	40		0	21	0	0	0		0	0	
Queue Length 50th (ft)	144	470		15	172	0	294	471		143	346	
Queue Length 95th (ft)	221	575		m28	255	5	#397	547		218	405	
Internal Link Dist (ft)		1158			660			989			550	
Turn Bay Length (ft)	305			265		255	300					
Base Capacity (vph)	497	2492		206	2074	748	317	967		213	803	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	56		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.61		0.23	0.45	0.23	0.89	0.81		0.79	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 48.9 Intersection LOS: D
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Sunrise Blvd & NE 4 Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1436	51	21	897	15	176	163	129	25	61	47
Future Volume (vph)	0	1436	51	21	897	15	176	163	129	25	61	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	225		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.998				0.850		0.952	
Flt Protected				0.950				0.975			0.991	
Satd. Flow (prot)	0	5060	0	1770	5075	0	0	1816	1583	0	1757	0
Flt Permitted				0.950				0.975			0.991	
Satd. Flow (perm)	0	5060	0	1770	5075	0	0	1816	1583	0	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				125		13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		740			650			476			638	
Travel Time (s)		12.6			11.1			10.8			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1465	52	21	915	15	180	166	132	26	62	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1517	0	21	930	0	0	346	132	0	136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1	1	2	
Detector Template		Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		100		20	100		20	100	20	20	100	
Trailing Detector (ft)		0		0	0		0	0	0	0	0	
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases									4			
Detector Phase		6		5	2		4	4	4	3	3	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		15.0		5.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)		77.0		17.0	103.0		50.0	50.0	50.0	35.0	35.0	
Total Split (s)		61.0		17.0	78.0		65.0	65.0	65.0	37.0	37.0	
Total Split (%)		33.9%		9.4%	43.3%		36.1%	36.1%	36.1%	20.6%	20.6%	
Maximum Green (s)		54.5		10.5	71.5		59.0	59.0	59.0	31.0	31.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lead/Lag		Lag		Lead			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?		Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode		Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		17.0			24.0		35.0	35.0	35.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)		96.6		6.4	104.9			39.5	39.5		17.1	
Actuated g/C Ratio		0.54		0.04	0.58			0.22	0.22		0.10	
v/c Ratio		0.56		0.34	0.31			0.87	0.30		0.76	
Control Delay		14.9		91.8	16.0			88.7	10.4		97.2	
Queue Delay		0.3		0.0	0.0			0.0	0.0		0.0	
Total Delay		15.2		91.8	16.0			88.7	10.4		97.2	
LOS		B		F	B			F	B		F	
Approach Delay		15.2			17.7			67.1			97.2	
Approach LOS		B			B			E			F	
90th %ile Green (s)		71.6		8.7	86.8		50.7	50.7	50.7	24.0	24.0	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)		84.0		7.2	97.7		43.9	43.9	43.9	19.9	19.9	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)		92.3		6.1	104.9		39.5	39.5	39.5	17.1	17.1	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)		112.2		0.0	112.2		35.0	35.0	35.0	14.3	14.3	
30th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)		122.7		0.0	122.7		28.6	28.6	28.6	10.2	10.2	
10th %ile Term Code		Coord		Skip	Coord		Gap	Gap	Gap	Gap	Gap	
Stops (vph)		1040		21	530			320	17		116	
Fuel Used(gal)		22		1	12			9	1		4	
CO Emissions (g/hr)		1552		48	853			640	59		275	
NOx Emissions (g/hr)		302		9	166			124	12		53	
VOC Emissions (g/hr)		360		11	198			148	14		64	
Dilemma Vehicles (#)		15		0	25			0	0		0	
Queue Length 50th (ft)		532		25	200			399	7		145	
Queue Length 95th (ft)		678		m34	265			490	63		219	
Internal Link Dist (ft)		660			570			396			558	
Turn Bay Length (ft)				225								
Base Capacity (vph)		2715		103	2957			595	602		313	

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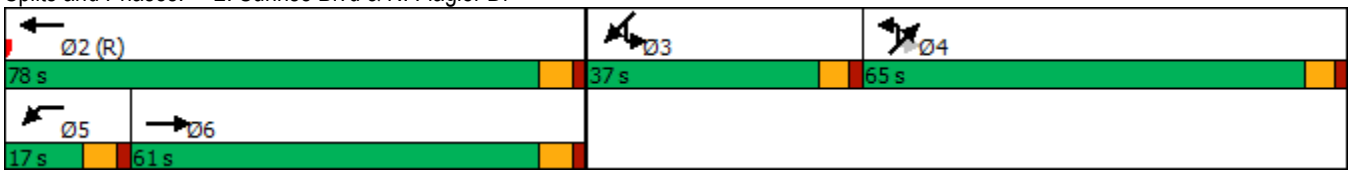
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		495		0	0			0	0		0	
Spillback Cap Reductn		154		0	0			0	3		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.68		0.20	0.31			0.58	0.22		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 18 (10%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 190			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Sunrise Blvd & N. Flagler Dr



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1418	0	1685	1108	0	1537
Future Volume (vph)	1418	0	1685	1108	0	1537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	1863	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	1863	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1534
Link Speed (mph)	30			30	30	
Link Distance (ft)	650			845	871	
Travel Time (s)	14.8			19.2	19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1432	0	1702	1119	0	1553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1432	0	1702	1119	0	1553
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	L NA	Left	Right
Median Width(ft)	12			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		Perm
Protected Phases	2		1	6		
Permitted Phases						4
Detector Phase	2		1	6		4
Switch Phase						

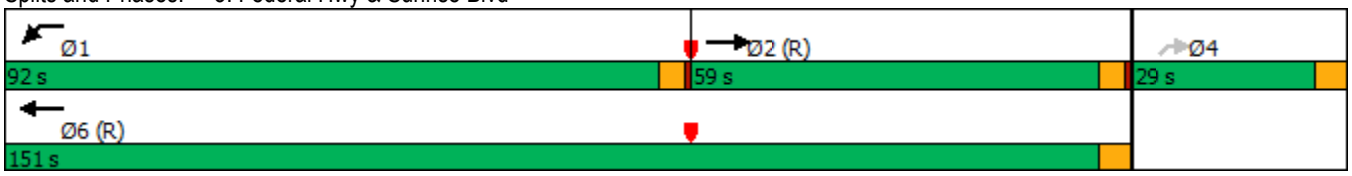
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		22.5	26.0		26.0
Total Split (s)	59.0		92.0	151.0		29.0
Total Split (%)	32.8%		51.1%	83.9%		16.1%
Maximum Green (s)	54.5		87.5	146.5		24.5
Yellow Time (s)	3.5		3.5	4.5		4.5
All-Red Time (s)	1.0		1.0	0.0		0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		Min	C-Max		None
Walk Time (s)	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0		0	0		0
Act Effct Green (s)	58.8		93.1	156.4		14.6
Actuated g/C Ratio	0.33		0.52	0.87		0.08
v/c Ratio	0.86		0.96	0.69		0.91
Control Delay	37.0		55.0	7.5		12.6
Queue Delay	0.5		0.0	0.0		0.0
Total Delay	37.6		55.0	7.5		12.6
LOS	D		D	A		B
Approach Delay	37.6			36.1	12.6	
Approach LOS	D			D	B	
90th %ile Green (s)	54.5		87.5	146.5		24.5
90th %ile Term Code	Coord		Max	Coord		Max
70th %ile Green (s)	54.5		92.3	151.3		19.7
70th %ile Term Code	Coord		Max	Coord		Gap
50th %ile Green (s)	60.0		95.5	160.0		11.0
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	61.5		95.5	161.5		9.5
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	63.5		94.5	162.5		8.5
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	1261		1467	367		106
Fuel Used(gal)	25		38	11		15
CO Emissions (g/hr)	1737		2661	771		1047
NOx Emissions (g/hr)	338		518	150		204
VOC Emissions (g/hr)	403		617	179		243
Dilemma Vehicles (#)	0		0	0		0
Queue Length 50th (ft)	610		948	273		9
Queue Length 95th (ft)	#378		#1223	691		58
Internal Link Dist (ft)	570			765	791	
Turn Bay Length (ft)						
Base Capacity (vph)	1661		1774	1618		1816

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Starvation Cap Reductn	45		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.89		0.96	0.69		0.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 36 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 160			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 30.2		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Federal Hwy & Sunrise Blvd



Intersection	
Int Delay, s/veh	2.5

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	15	82	371	9	35	100
Future Vol, veh/h	15	82	371	9	35	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	98	442	11	42	119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	448	0	0	453	0
Stage 1	448	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	433	611	-	-	1108	-
Stage 1	644	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	415	611	-	-	1108	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	12.9	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	569	1108	-
HCM Lane V/C Ratio	-	-	0.203	0.038	-
HCM Control Delay (s)	-	-	12.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	52	74	307	12	18	90
Future Vol, veh/h	52	74	307	12	18	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	90	374	15	22	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	536	382	0	0	389	0
Stage 1	382	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	505	665	-	-	1170	-
Stage 1	690	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	665	-	-	1170	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	13.4	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	582	1170	-
HCM Lane V/C Ratio	-	-	0.264	0.019	-
HCM Control Delay (s)	-	-	13.4	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

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Intersection	
Int Delay, s/veh	0.8

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	17	302	1	22	143
Future Vol, veh/h	4	17	302	1	22	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	368	1	27	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	597	369	0	0	369	0
Stage 1	369	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	466	677	-	-	1190	-
Stage 1	699	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	677	-	-	1190	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	11.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	619	1190	-
HCM Lane V/C Ratio	-	-	0.041	0.023	-
HCM Control Delay (s)	-	-	11.1	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

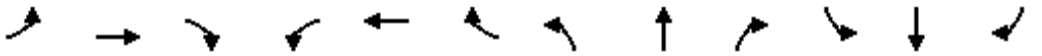
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	4	23	8	26	105	71	8	43	19	23	21	0
Future Vol, veh/h	4	23	8	26	105	71	8	43	19	23	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	9	31	124	84	9	51	22	27	25	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	36	0	0	283	312	32	306	274	166
Stage 1	-	-	-	-	-	-	42	42	-	228	228	-
Stage 2	-	-	-	-	-	-	241	270	-	78	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1363	-	-	1575	-	-	669	603	1042	646	633	878
Stage 1	-	-	-	-	-	-	972	860	-	775	715	-
Stage 2	-	-	-	-	-	-	762	686	-	931	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1363	-	-	1575	-	-	637	589	1042	580	618	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	589	-	580	618	-
Stage 1	-	-	-	-	-	-	968	857	-	772	701	-
Stage 2	-	-	-	-	-	-	721	672	-	854	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.9	11.1	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	1363	-	-	1575	-	-	598
HCM Lane V/C Ratio	0.122	0.003	-	-	0.019	-	-	0.087
HCM Control Delay (s)	11.1	7.7	0	-	7.3	-	-	11.6
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	15	29	23	29	16	140	1478	32	41	1872	64
Future Volume (vph)	25	15	29	23	29	16	140	1478	32	41	1872	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	0		0	415		0	338		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.901			0.947			0.997			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1678	0	1770	1764	0	1770	5070	0	1770	5060	0
Flt Permitted	0.726			0.726			0.073			0.146		
Satd. Flow (perm)	1352	1678	0	1352	1764	0	136	5070	0	272	5060	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			15			3			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		445			504			642			871	
Travel Time (s)		10.1			11.5			12.5			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	26	16	31	24	31	17	147	1556	34	43	1971	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	47	0	24	48	0	147	1590	0	43	2038	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	12.0		5.0	12.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		11.0	24.0		11.0	24.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	92.0		30.0	92.0	
Total Split (%)	23.8%	23.8%		23.8%	23.8%		18.8%	57.5%		18.8%	57.5%	
Maximum Green (s)	32.0	32.0		32.0	32.0		24.0	86.0		24.0	86.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	8.0	8.0		8.0	8.0		141.7	134.8		130.6	125.6	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.89	0.84		0.82	0.78	
v/c Ratio	0.39	0.42		0.36	0.48		0.64	0.37		0.16	0.51	
Control Delay	89.3	43.9		87.3	68.0		34.0	7.3		3.7	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.2	
Total Delay	89.3	43.9		87.3	68.0		34.0	7.5		3.7	8.0	
LOS	F	D		F	E		C	A		A	A	
Approach Delay		60.1			74.4			9.7			7.9	
Approach LOS		E			E			A			A	
90th %ile Green (s)	11.3	11.3		11.3	11.3		17.6	125.6		5.1	113.1	
90th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	9.0	9.0		9.0	9.0		13.4	128.0		5.0	119.6	
70th %ile Term Code	Gap	Gap		Gap	Gap		Gap	Coord		Min	Coord	
50th %ile Green (s)	7.5	7.5		7.5	7.5		10.6	129.5		5.0	123.9	
50th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Coord		Min	Coord	
30th %ile Green (s)	6.0	6.0		6.0	6.0		7.8	131.0		5.0	128.2	
30th %ile Term Code	Min	Min		Min	Min		Gap	Coord		Min	Coord	
10th %ile Green (s)	0.0	0.0		0.0	0.0		5.0	154.0		0.0	143.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Min	Coord		Skip	Coord	
Stops (vph)	24	19		23	32		62	755		8	674	
Fuel Used(gal)	1	1		1	1		2	15		0	20	
CO Emissions (g/hr)	47	46		44	70		146	1043		24	1419	
NOx Emissions (g/hr)	9	9		9	14		28	203		5	276	
VOC Emissions (g/hr)	11	11		10	16		34	242		6	329	
Dilemma Vehicles (#)	0	0		0	0		0	3		0	60	
Queue Length 50th (ft)	27	16		25	34		40	360		4	260	
Queue Length 95th (ft)	61	61		58	80		85	431		11	388	
Internal Link Dist (ft)		365			424			562			791	
Turn Bay Length (ft)	230						415			338		
Base Capacity (vph)	270	360		270	364		366	4272		467	3971	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	1383		0	994	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.13		0.09	0.13		0.40	0.55		0.09	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Federal Hwy & NE 9 St

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	1001	224	0	589	21	35	75	15	34	54	39
Future Volume (vph)	0	1001	224	0	589	21	35	75	15	34	54	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		0	0		55
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.995			0.975			0.937	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1583	0	3522	0	1770	1816	0	1770	1745	0
Flt Permitted							0.694			0.695		
Satd. Flow (perm)	0	3539	1583	0	3522	0	1293	1816	0	1295	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236		6			12			41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			1069			403			487	
Travel Time (s)		6.5			24.3			9.2			11.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1054	236	0	620	22	37	79	16	36	57	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1054	236	0	642	0	37	95	0	36	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100		20	100		20	100	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Turn Type		NA	Perm		NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			8	
Permitted Phases			2				4			8		
Detector Phase		2	2		2		4	4		8	8	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0	10.0		10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (s)		53.0	53.0		53.0		37.0	37.0		37.0	37.0	
Total Split (%)		58.9%	58.9%		58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)		47.0	47.0		47.0		31.0	31.0		31.0	31.0	
Yellow Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.0	2.0		2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0		2.5	2.5		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Recall Mode		C-Min	C-Min		C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0	20.0		20.0		25.0	25.0		20.0	20.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)		72.4	72.4		72.4		9.2	9.2		9.2	9.2	
Actuated g/C Ratio		0.80	0.80		0.80		0.10	0.10		0.10	0.10	
v/c Ratio		0.37	0.18		0.23		0.28	0.48		0.27	0.46	
Control Delay		3.9	0.8		2.3		41.6	40.9		40.4	27.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		3.9	0.8		2.3		41.6	40.9		40.4	27.4	
LOS		A	A		A		D	D		D	C	
Approach Delay		3.3			2.3			41.1			30.9	
Approach LOS		A			A			D			C	
90th %ile Green (s)		65.0	65.0		65.0		13.0	13.0		13.0	13.0	
90th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		67.4	67.4		67.4		10.6	10.6		10.6	10.6	
70th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		69.0	69.0		69.0		9.0	9.0		9.0	9.0	
50th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		70.6	70.6		70.6		7.4	7.4		7.4	7.4	
30th %ile Term Code		Coord	Coord		Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		84.0	84.0		84.0		0.0	0.0		0.0	0.0	
10th %ile Term Code		Coord	Coord		Coord		Skip	Skip		Skip	Skip	
Stops (vph)		272	9		71		33	71		30	50	
Fuel Used(gal)		5	1		6		1	1		1	1	
CO Emissions (g/hr)		317	41		403		41	100		40	80	
NOx Emissions (g/hr)		62	8		78		8	19		8	16	
VOC Emissions (g/hr)		73	10		93		10	23		9	19	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		82	0		15		20	45		20	33	
Queue Length 95th (ft)		135	17		125		48	89		m40	67	
Internal Link Dist (ft)		206			989			323			407	
Turn Bay Length (ft)							180					
Base Capacity (vph)		2847	1319		2834		445	633		446	627	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.37	0.18		0.23		0.08	0.15		0.08	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 19 (21%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Flagler Dr & NE 3 Ave

Intersection	
Int Delay, s/veh	26.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	1	2	6	58	1	141	4	1101	34	74	558	5
Future Vol, veh/h	1	2	6	58	1	141	4	1101	34	74	558	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	6	60	1	145	4	1135	35	76	575	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1306	1908	290	1602	1893	585	580	0	0	1170	0	0
Stage 1	730	730	-	1161	1161	-	-	-	-	-	-	-
Stage 2	576	1178	-	441	732	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	117	68	707	71	69	454	990	-	-	593	-	-
Stage 1	380	426	-	208	268	-	-	-	-	-	-	-
Stage 2	470	263	-	565	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	54	707	~ 58	55	454	990	-	-	593	-	-
Mov Cap-2 Maneuver	66	54	-	~ 58	55	-	-	-	-	-	-	-
Stage 1	375	345	-	206	265	-	-	-	-	-	-	-
Stage 2	314	260	-	451	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	257.4	0.1	2.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	990	-	-	148	151	593	-	-
HCM Lane V/C Ratio	0.004	-	-	0.063	1.365	0.129	-	-
HCM Control Delay (s)	8.7	0.1	-	30.9	257.4	12	0.9	-
HCM Lane LOS	A	A	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	12.9	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	81	6	10	162	11	9	12	8	1	2	8
Future Vol, veh/h	10	81	6	10	162	11	9	12	8	1	2	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	83	6	10	165	11	9	12	8	1	2	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	8.2	7.6	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	10%	5%	9%
Vol Thru, %	41%	84%	89%	18%
Vol Right, %	28%	6%	6%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	97	183	11
LT Vol	9	10	10	1
Through Vol	12	81	162	2
RT Vol	8	6	11	8
Lane Flow Rate	30	99	187	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.114	0.21	0.013
Departure Headway (Hd)	4.462	4.129	4.054	4.168
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	860	880	864
Service Time	2.462	2.195	2.104	2.169
HCM Lane V/C Ratio	0.037	0.115	0.212	0.013
HCM Control Delay	7.6	7.7	8.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.8	0

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	55	6	18	151	72	10	23	21	34	22	30
Future Vol, veh/h	70	55	6	18	151	72	10	23	21	34	22	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	61	7	20	168	80	11	26	23	38	24	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	68	0	0	498	509	65	493	472	208
Stage 1	-	-	-	-	-	-	221	221	-	248	248	-
Stage 2	-	-	-	-	-	-	277	288	-	245	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1318	-	-	1533	-	-	483	467	999	486	490	832
Stage 1	-	-	-	-	-	-	781	720	-	756	701	-
Stage 2	-	-	-	-	-	-	729	674	-	759	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	1533	-	-	419	432	999	427	453	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	432	-	427	453	-
Stage 1	-	-	-	-	-	-	733	675	-	709	690	-
Stage 2	-	-	-	-	-	-	665	664	-	669	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.6	12.3	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	550	1318	-	-	1533	-	-	524
HCM Lane V/C Ratio	0.109	0.059	-	-	0.013	-	-	0.182
HCM Control Delay (s)	12.3	7.9	0	-	7.4	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.7

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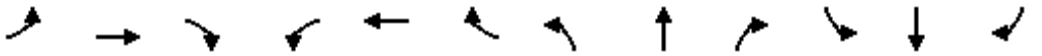
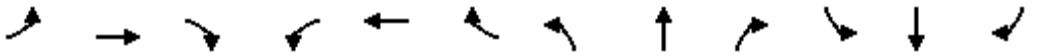


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	20	63	111	31	35	182	1533	133	63	1900	51
Future Volume (vph)	37	20	63	111	31	35	182	1533	133	63	1900	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	235		0	113		0	190		0	170		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.929				0.850		0.988			0.996	
Flt Protected		0.985			0.962		0.950			0.950		
Satd. Flow (prot)	0	1705	0	0	1792	1583	1770	5024	0	1770	5065	0
Flt Permitted		0.832			0.631		0.042			0.093		
Satd. Flow (perm)	0	1440	0	0	1175	1583	78	5024	0	173	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				61		20			5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		437			509			652			642	
Travel Time (s)		9.9			11.6			12.7			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	22	68	119	33	38	196	1648	143	68	2043	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	152	38	196	1791	0	68	2098	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												



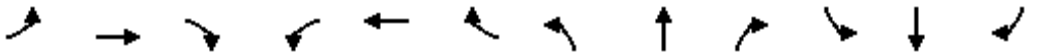
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	4.0	10.0		4.0	10.0	
Minimum Split (s)	24.0	24.0		38.0	38.0	38.0	11.0	38.0		11.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	20.0	115.0		20.0	115.0	
Total Split (%)	15.6%	15.6%		15.6%	15.6%	15.6%	12.5%	71.9%		12.5%	71.9%	
Maximum Green (s)	19.0	19.0		19.0	19.0	19.0	14.0	109.0		14.0	109.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0		1.5	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)				5.0	5.0	5.0		7.0			7.0	
Flash Dont Walk (s)				25.0	25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)		35.4			35.4	35.4	112.4	100.9		98.5	92.8	
Actuated g/C Ratio		0.22			0.22	0.22	0.70	0.63		0.62	0.58	
v/c Ratio		0.38			0.58	0.10	0.98	0.56		0.42	0.71	
Control Delay		48.3			67.2	4.9	105.5	17.2		17.3	21.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.1	
Total Delay		48.3			67.2	4.9	105.5	17.2		17.3	21.5	
LOS		D			E	A	F	B		B	C	
Approach Delay		48.3			54.8			25.9			21.3	
Approach LOS		D			D			C			C	
90th %ile Green (s)	21.3	21.3		21.3	21.3	21.3	14.0	114.4		6.3	106.7	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord		Gap	Coord	
70th %ile Green (s)	30.3	30.3		30.3	30.3	30.3	14.0	105.5		6.2	97.7	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Max	Coord		Gap	Coord	
50th %ile Green (s)	36.9	36.9		36.9	36.9	36.9	16.9	99.2		5.9	88.2	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
30th %ile Green (s)	39.4	39.4		39.4	39.4	39.4	13.8	97.2		5.4	88.8	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
10th %ile Green (s)	49.3	49.3		49.3	49.3	49.3	9.9	88.1		4.6	82.8	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord		Gap	Coord	
Stops (vph)		85			113	2	117	885		27	979	
Fuel Used(gal)		2			3	0	6	20		1	25	
CO Emissions (g/hr)		145			218	13	395	1421		50	1741	
NOx Emissions (g/hr)		28			42	3	77	277		10	339	
VOC Emissions (g/hr)		34			50	3	91	329		12	403	
Dilemma Vehicles (#)		0			0	0	0	52		0	60	
Queue Length 50th (ft)		90			142	0	153	383		21	347	
Queue Length 95th (ft)		179			#314	15	#309	306		39	385	
Internal Link Dist (ft)		357			429			572			562	
Turn Bay Length (ft)							190			170		
Base Capacity (vph)		340			260	398	208	3462		255	3452	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0	0	0		0	184	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.38			0.58	0.10	0.94	0.52		0.27	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: NE 8 St & Federal Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1398	186	91	1037	152	209	928	55	101	503	110
Future Volume (vph)	305	1398	186	91	1037	152	209	928	55	101	503	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	466		0	203		0	59		0	64		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	72			62			44			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.982			0.981			0.992			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4994	0	1770	4989	0	1770	3511	0	1770	3444	0
Flt Permitted	0.950			0.950			0.188			0.080		
Satd. Flow (perm)	1770	4994	0	1770	4989	0	350	3511	0	149	3444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			15			3			13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		800			1254			660			654	
Travel Time (s)		12.1			19.0			12.9			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	321	1472	196	96	1092	160	220	977	58	106	529	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	321	1668	0	96	1252	0	220	1035	0	106	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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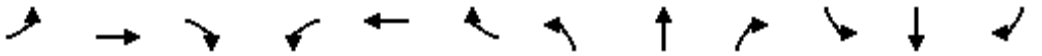

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	36.5		11.5	37.5		10.0	43.0		10.0	41.0	
Total Split (s)	44.0	80.0		24.0	60.0		29.0	61.0		15.0	47.0	
Total Split (%)	24.4%	44.4%		13.3%	33.3%		16.1%	33.9%		8.3%	26.1%	
Maximum Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			24.0			30.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	34.9	72.7		13.3	51.1		74.7	60.0		59.1	50.1	
Actuated g/C Ratio	0.19	0.40		0.07	0.28		0.42	0.33		0.33	0.28	
v/c Ratio	0.94	0.82		0.74	0.88		0.75	0.88		0.82	0.67	
Control Delay	105.5	51.4		129.0	53.0		52.7	66.8		83.8	62.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	105.5	51.4		129.0	53.0		52.7	66.8		83.8	62.3	
LOS	F	D		F	D		D	E		F	E	
Approach Delay		60.1			58.4			64.3			65.3	
Approach LOS		E			E			E			E	
90th %ile Green (s)	37.5	73.5		17.5	53.5		23.0	55.0		9.0	41.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Max	Coord	
70th %ile Green (s)	37.5	75.0		16.0	53.5		23.0	55.0		9.0	41.0	
70th %ile Term Code	Max	Max		Gap	Max		Max	Coord		Max	Coord	
50th %ile Green (s)	37.5	77.2		13.6	53.3		20.0	55.0		9.2	44.2	
50th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Max	Coord	
30th %ile Green (s)	34.0	72.7		11.3	50.0		16.5	60.8		10.2	54.5	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
10th %ile Green (s)	27.9	65.1		8.0	45.2		12.0	74.2		7.7	69.9	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord		Gap	Coord	
Stops (vph)	286	1371		90	1119		141	872		68	535	
Fuel Used(gal)	12	42		4	36		4	25		3	15	
CO Emissions (g/hr)	817	2926		297	2546		300	1720		190	1027	
NOx Emissions (g/hr)	159	569		58	495		58	335		37	200	
VOC Emissions (g/hr)	189	678		69	590		70	399		44	238	
Dilemma Vehicles (#)	0	39		0	13		0	27		0	17	
Queue Length 50th (ft)	372	610		119	532		181	636		81	368	
Queue Length 95th (ft)	#547	694		m181	221		257	#781		#210	456	
Internal Link Dist (ft)		720			1174			580			574	
Turn Bay Length (ft)	466			203			59			64		
Base Capacity (vph)	368	2077		172	1493		327	1172		132	968	

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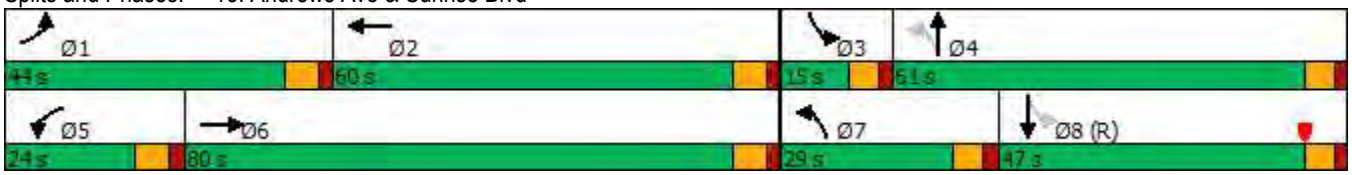
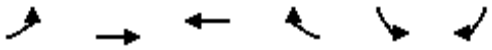
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.80		0.56	0.84		0.67	0.88		0.80	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 8 (4%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 61.4		Intersection LOS: E	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: Andrews Ave & Sunrise Blvd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	47	1881	1924	32	0	35	
Future Volume (vph)	47	1881	1924	32	0	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	233			52	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	62				25		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	5085	5085	1583	0	1611	
Flt Permitted	0.082						
Satd. Flow (perm)	153	5085	5085	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				9		1091	
Link Speed (mph)		45	45		25		
Link Distance (ft)		1497	951		507		
Travel Time (s)		22.7	14.4		13.8		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	49	1959	2004	33	0	36	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	49	1959	2004	33	0	36	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1		1	
Detector Template	Left	Thru	Thru	Right		Right	
Leading Detector (ft)	20	100	100	20		20	
Trailing Detector (ft)	0	0	0	0		0	
Turn Type	pm+pt	NA	NA	Perm		Perm	
Protected Phases	1	6	2				10
Permitted Phases	6			2		6	
Detector Phase	1	6	2	2		6	
Switch Phase							

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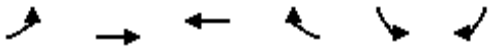
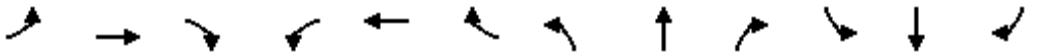


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Minimum Initial (s)	5.0	10.0	10.0	10.0		10.0	5.0
Minimum Split (s)	11.0	26.0	26.0	26.0		26.0	44.0
Total Split (s)	15.0	54.0	39.0	39.0		54.0	36.0
Total Split (%)	16.7%	60.0%	43.3%	43.3%		60.0%	40%
Maximum Green (s)	9.0	48.0	33.0	33.0		48.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	1.5	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	Max	Max		None	None
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			12.0	12.0			31.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	84.0	90.0	79.8	79.8		90.0	
Actuated g/C Ratio	0.93	1.00	0.89	0.89		1.00	
v/c Ratio	0.21	0.39	0.44	0.02		0.02	
Control Delay	3.0	0.3	1.4	0.9		0.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	3.0	0.3	1.4	0.9		0.0	
LOS	A	A	A	A		A	
Approach Delay		0.3	1.4				
Approach LOS		A	A				
90th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
90th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
70th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
70th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
50th %ile Green (s)	5.0	84.0	73.0	73.0		84.0	0.0
50th %ile Term Code	Min	Coord	Coord	Coord		Coord	Skip
30th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
30th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
10th %ile Green (s)	0.0	84.0	84.0	84.0		84.0	0.0
10th %ile Term Code	Skip	Coord	Coord	Coord		Coord	Skip
Stops (vph)	4	12	204	3		0	
Fuel Used(gal)	1	19	15	0		0	
CO Emissions (g/hr)	37	1295	1046	17		11	
NOx Emissions (g/hr)	7	252	204	3		2	
VOC Emissions (g/hr)	9	300	242	4		2	
Dilemma Vehicles (#)	0	0	54	0		0	
Queue Length 50th (ft)	1	4	71	2		0	
Queue Length 95th (ft)	m9	0	78	m3		0	
Internal Link Dist (ft)		1417	871		427		
Turn Bay Length (ft)	233			52			
Base Capacity (vph)	304	5085	4508	1404		1611	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø10
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.16	0.39	0.44	0.02		0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 4:, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 0.9		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: Sunrise Blvd & NE 12th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1480	325	96	1371	74	80	424	61	127	255	292
Future Volume (vph)	48	1480	325	96	1371	74	80	424	61	127	255	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	572		0	288		0	143		0	157		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	74			64			25			44		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.992			0.981			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4948	0	1770	5045	0	1770	3472	0	1770	3256	0
Flt Permitted	0.113			0.044			0.299			0.273		
Satd. Flow (perm)	210	4948	0	82	5045	0	557	3472	0	509	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			5			7			139	
Link Speed (mph)		45			45			25			35	
Link Distance (ft)		951			875			375			413	
Travel Time (s)		14.4			13.3			10.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	49	1510	332	98	1399	76	82	433	62	130	260	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	1842	0	98	1475	0	82	495	0	130	558	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

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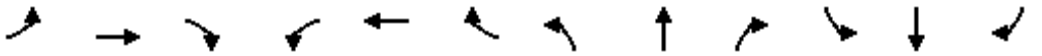


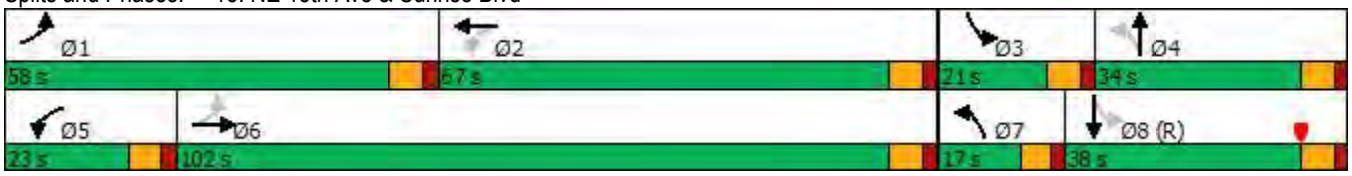
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	11.5	29.5		11.5	31.5		10.0	41.5		10.5	39.5	
Total Split (s)	58.0	102.0		23.0	67.0		17.0	34.0		21.0	38.0	
Total Split (%)	32.2%	56.7%		12.8%	37.2%		9.4%	18.9%		11.7%	21.1%	
Maximum Green (s)	51.5	95.5		16.5	60.5		11.0	27.5		14.5	31.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	None		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		16.0			18.0			28.0			26.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	90.3	83.8		98.9	89.9		56.5	46.3		64.2	50.6	
Actuated g/C Ratio	0.50	0.47		0.55	0.50		0.31	0.26		0.36	0.28	
v/c Ratio	0.30	0.79		0.69	0.58		0.34	0.55		0.47	0.55	
Control Delay	14.0	20.1		59.8	32.5		44.8	61.5		47.3	45.0	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.0	20.2		59.8	32.5		44.8	61.5		47.3	45.0	
LOS	B	C		E	C		D	E		D	D	
Approach Delay		20.0			34.2			59.1			45.5	
Approach LOS		C			C			E			D	
90th %ile Green (s)	7.9	92.7		14.0	98.8		14.2	27.7		19.6	33.6	
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
70th %ile Green (s)	7.3	88.2		11.7	92.6		11.3	38.2		15.9	43.3	
70th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
50th %ile Green (s)	6.7	84.3		10.3	87.9		9.5	46.1		13.3	50.4	
50th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
30th %ile Green (s)	5.9	80.0		8.9	83.0		7.8	54.2		10.9	57.8	
30th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
10th %ile Green (s)	0.0	73.7		7.1	87.3		5.7	65.1		8.1	68.0	
10th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Coord		Gap	Coord	
Stops (vph)	12	575		58	984		57	397		87	358	
Fuel Used(gal)	1	26		2	30		1	9		2	9	
CO Emissions (g/hr)	41	1795		170	2099		84	639		158	653	
NOx Emissions (g/hr)	8	349		33	408		16	124		31	127	
VOC Emissions (g/hr)	9	416		39	487		20	148		37	151	
Dilemma Vehicles (#)	0	38		0	32		0	0		0	15	
Queue Length 50th (ft)	14	256		65	454		64	265		105	224	
Queue Length 95th (ft)	20	229		126	439		120	#412		181	331	
Internal Link Dist (ft)		871			795			295			333	
Turn Bay Length (ft)	572			288			143			157		
Base Capacity (vph)	563	2644		200	2522		259	897		296	1015	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	90		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.72		0.49	0.58		0.32	0.55		0.44	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 44 (24%), Referenced to phase 8:SBTL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

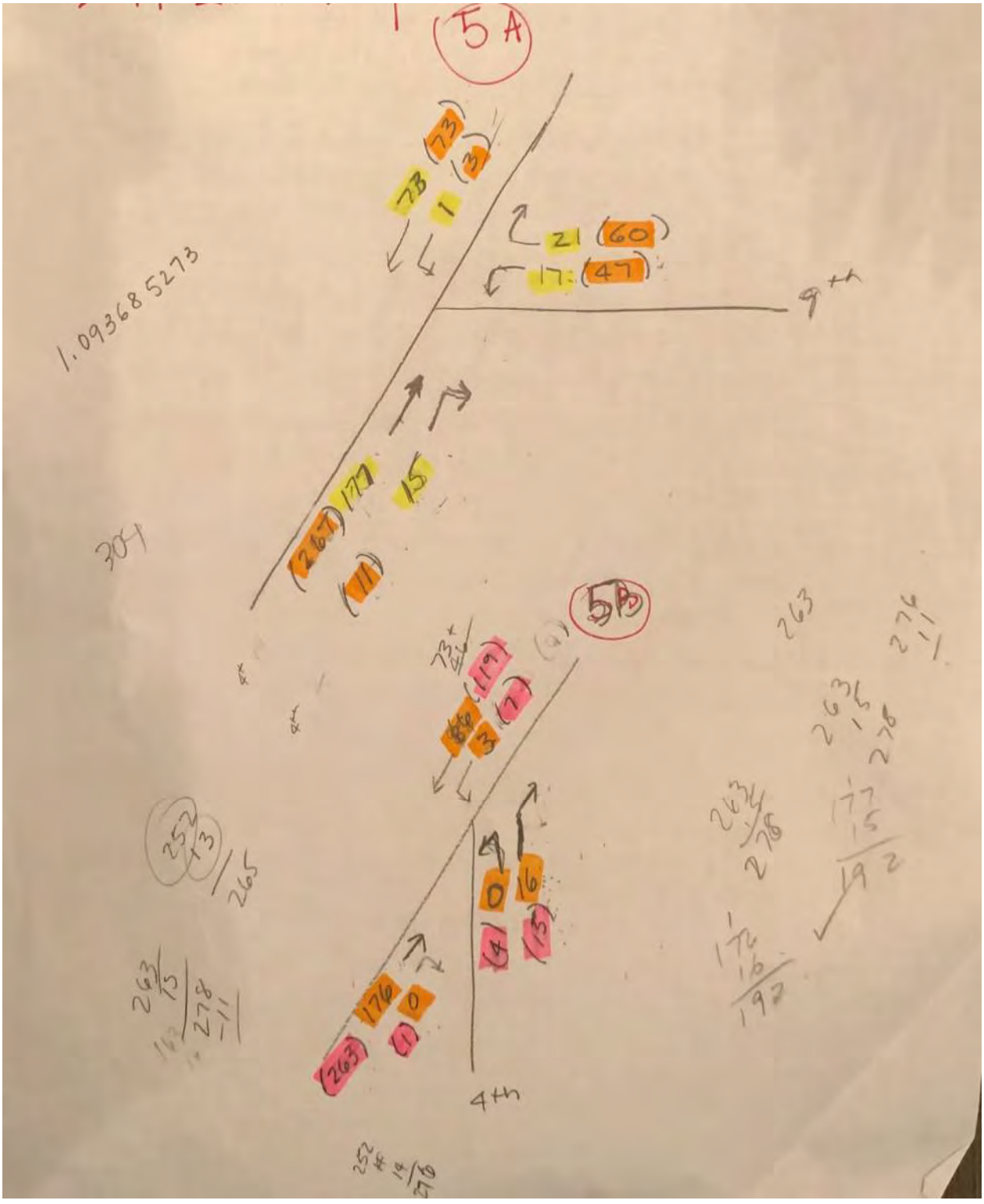
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: NE 15th Ave & Sunrise Blvd



APPENDIX K

MISCELLANEOUS


5A
5B
9th
4th
1.093685273
304
263
276
265
252
13
15
177
16
192
176
0
4
15
60
47
21
17
73
78
1
3
267
11
119
7

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

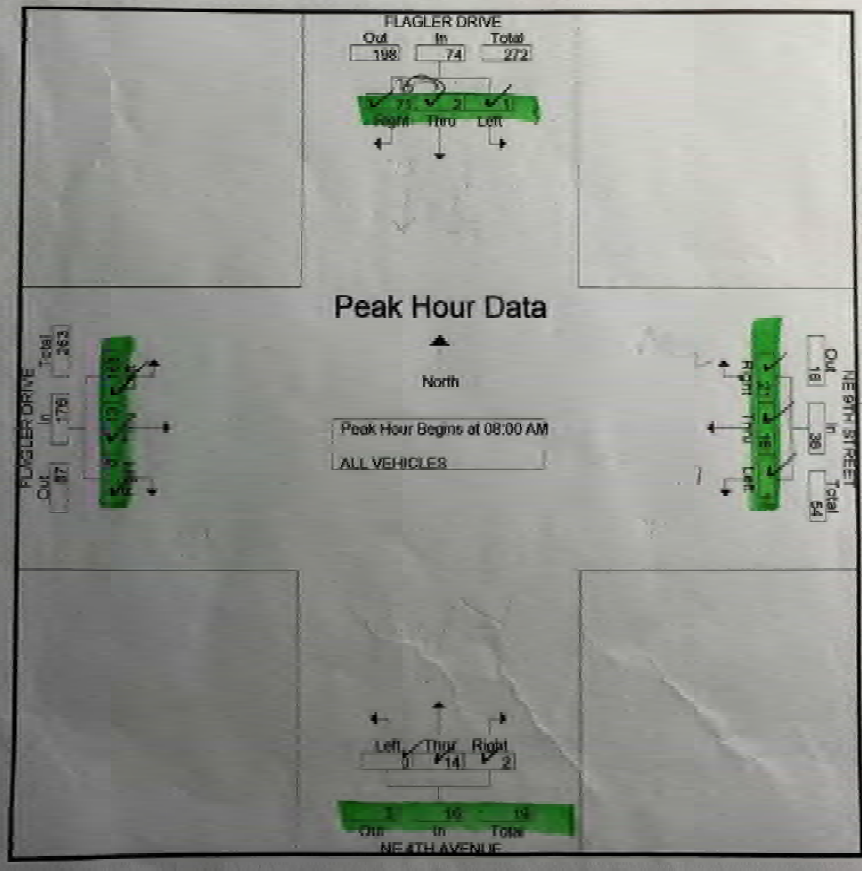
FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 2

9th to 4th Thru on Flagler

third to 9th 4th

	FLAGLER DRIVE From North					NE 9TH STREET From East					NE 4TH AVENUE From South					FLAGLER DRIVE From West				
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	0	1	21	22	0	0	6	5	11	0	0	3	0	3	0	33	4	0	37	73
08:15 AM	0	1	1	13	15	0	0	7	5	12	0	0	1	2	3	0	33	1	0	34	64
08:30 AM	0	0	0	14	14	0	1	1	5	7	0	0	7	0	7	0	53	5	0	58	86
08:45 AM	0	0	0	23	23	0	0	2	6	8	0	0	3	0	3	0	44	3	0	47	81
Total Volume	0	1	2	71	74	0	1	16	21	38	0	0	14	2	16	0	163	13	0	176	304
% App. Total	0	1.4	2.7	95.9		0	2.6	42.1	55.3		0	0	87.5	12.5		0	92.6	7.4	0		
PHF	.000	.250	.500	.772	.804	.000	.250	.571	.875	.792	.000	.000	.500	.250	.571	.000	.769	.650	.000	.759	.884

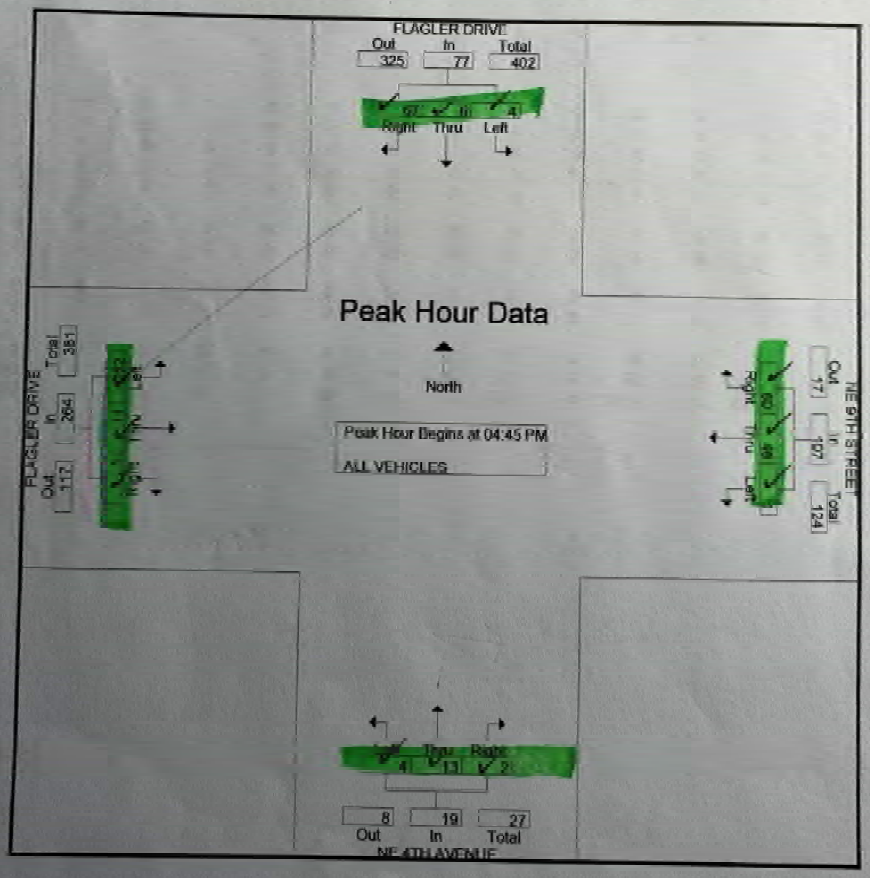


85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

FLAGLER DRIVE & NE 9TH STREET
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
NOT SIGNALIZED

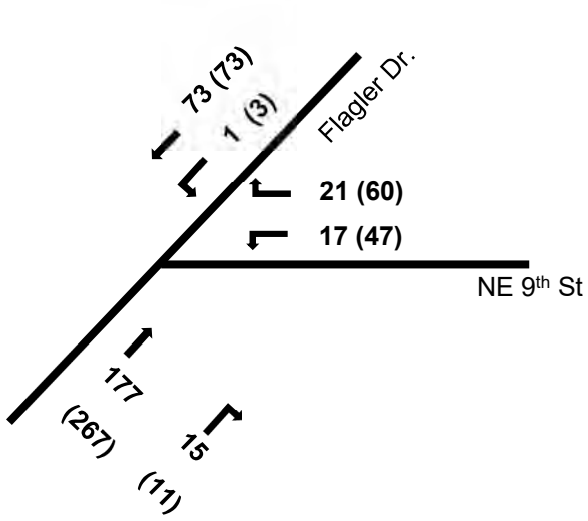
File Name : FLAG4AVE
Site Code : 00190190
Start Date : 11/19/2019
Page No : 3

Start Time	FLAGLER DRIVE From North					NE 9TH STREET From East					NE 4TH AVENUE From South					FLAGLER DRIVE From West					
	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	21	21	0	0	10	22	32	0	1	6	1	8	0	47	4	0	51	112
05:00 PM	0	0	0	16	16	0	0	8	12	20	0	1	2	1	4	0	55	2	0	57	97
05:15 PM	1	2	3	20	26	0	0	16	11	26	0	0	3	0	3	0	84	3	0	87	142
05:30 PM	0	1	3	10	14	0	1	13	15	29	0	2	2	0	4	0	66	2	1	69	116
Total Volume	1	3	6	67	77	0	1	46	60	107	0	4	13	2	19	0	252	11	1	264	467
% App. Total	1.3	3.9	7.8	87		0	0.9	43	56.1		0	21.1	68.4	10.5		0	95.5	4.2	0.4		
PHF	.250	.375	.500	.798	.740	.000	.250	.767	.682	.838	.000	.500	.542	.500	.594	.000	.750	.688	.250	.759	.822



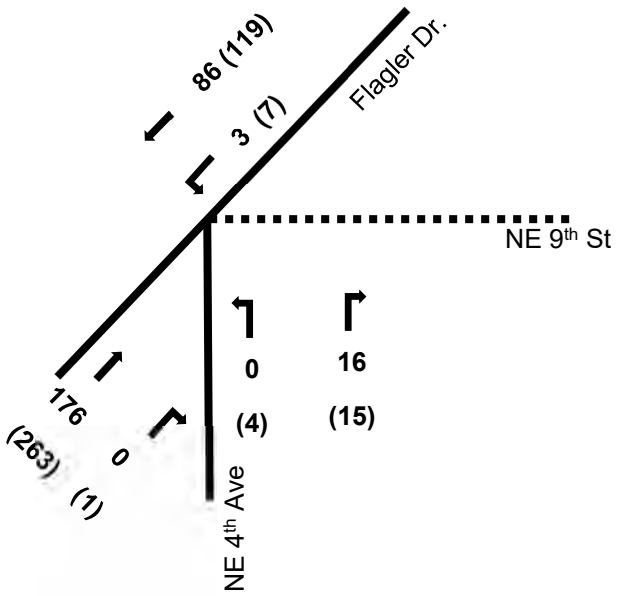
RAW TRAFFIC COUNTS

Intersection # 5A: Flagler Dr. & NE 9th St.



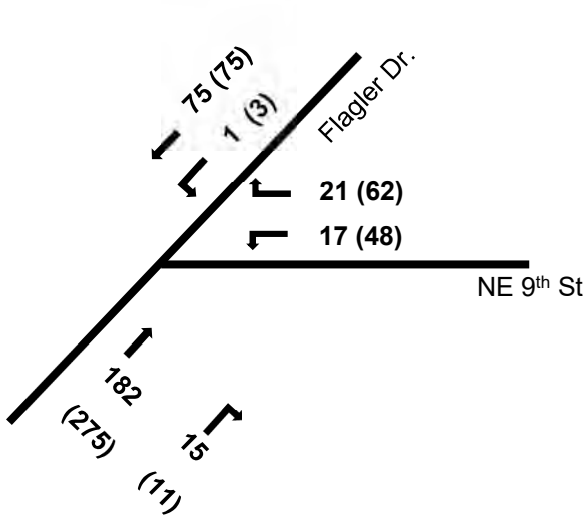
RAW TRAFFIC COUNTS

Intersection # 5B: Flagler Dr. & NE 4th Ave



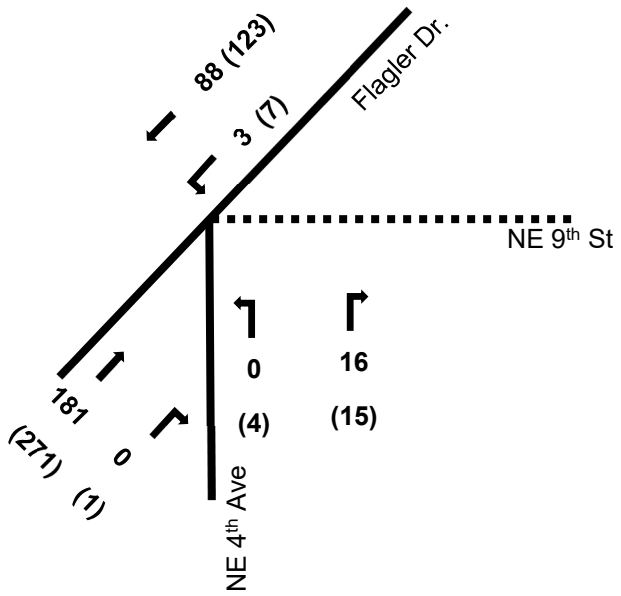
2019 EXISTING TRAFFIC CONDITIONS

Intersection # 5A: Flagler Dr. & NE 9th St.



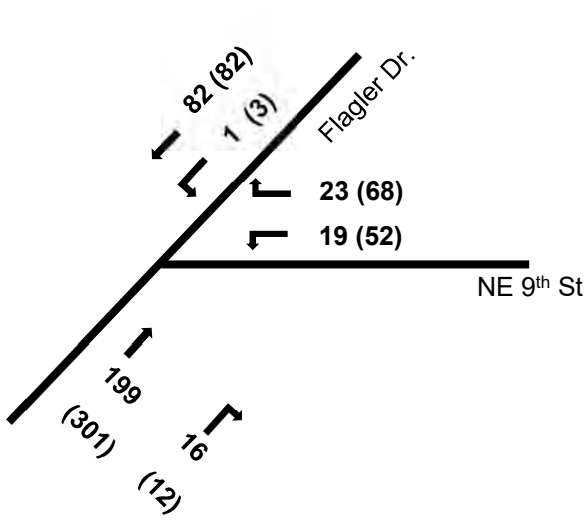
2019 EXISTING TRAFFIC CONDITIONS

Intersection # 5B: Flagler Dr. & NE 4th Ave



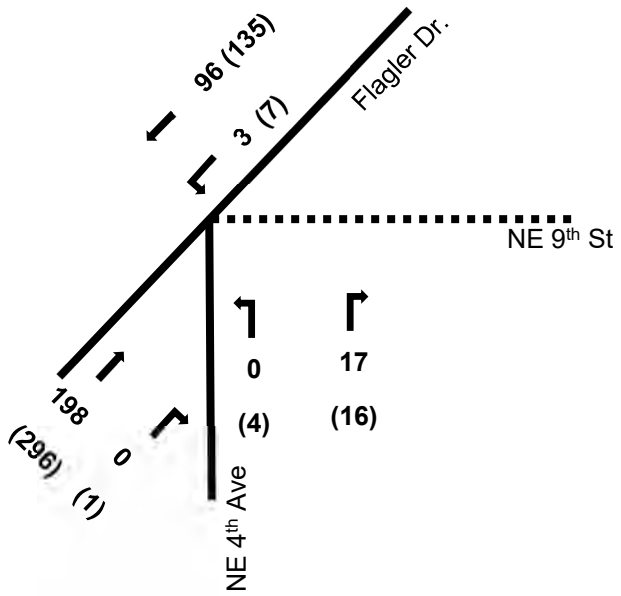
2028 BACKGROUND TRAFFIC CONDITIONS

Intersection # 5A: Flagler Dr. & NE 9th St.



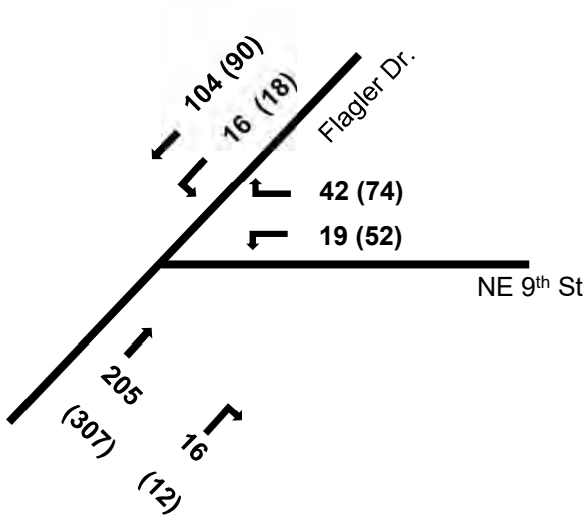
2028 BACKGROUND TRAFFIC CONDITIONS

Intersection # 5B: Flagler Dr. & NE 4th Ave



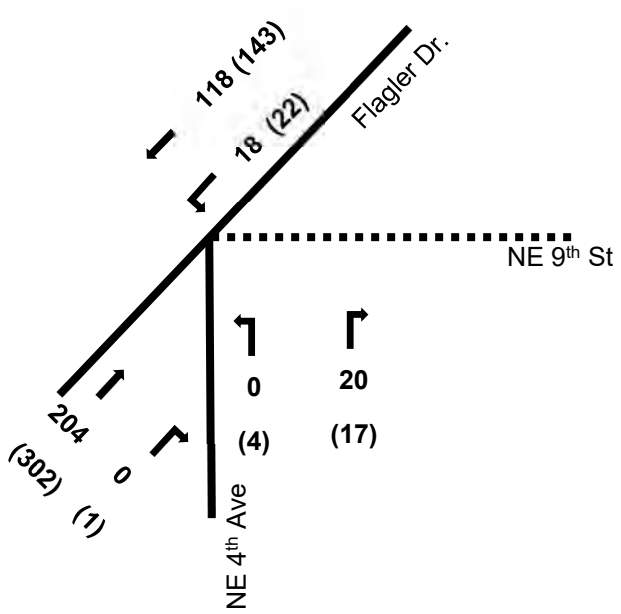
2028 TOTAL TRAFFIC CONDITIONS

Intersection # 5A: Flagler Dr. & NE 9th St.



2028 TOTAL TRAFFIC CONDITIONS

Intersection # 5B: Flagler Dr. & NE 4th Ave

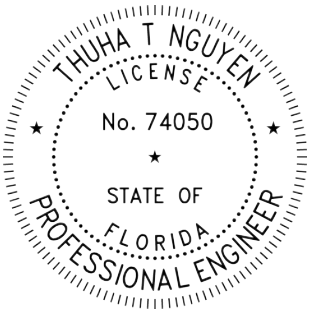


ADVANTIS STATION AT FLAGLER VILLAGE
DEVELOPMENT TRAFFIC IMPACT STUDY

prepared by:
via planning, inc.
2101 W Commercial Boulevard, Suite 3200
Fort Lauderdale, Florida 33309
Phone: 954-560-5251
Certificate of Authorization Number: 30843

prepared for:
Prospect Realty, LLC
1930 N. Donnelly Street
Mt. Dora, Florida 32757

via PN: 1081.0



Digitally signed by Thuha T Nguyen
Date: 2021.10.13 14:41:10 -04'00'

Thuha Nguyen, PE, PTOE
Florida P.E. number: 74050

TABLE OF CONTENTS

INTRODUCTION 3
TRIP GENERATION 4
DATA COLLECTION 5
PROJECT TRAFFIC DEVELOPMENT 6
Growth Rate Development *6*
2021 Existing Traffic Volume Development *6*
2024 Background Traffic *9*
Trip Distribution *9*
2024 Buildout Traffic *9*
PROJECT TRAFFIC ANALYSIS 17
CONCLUSION 20

LIST OF TABLES

Table 1: Trip Generation Summary 4
Table 2: Intersection Delays and LOS – AM Peak Hour 18
Table 3: Intersection Delays and LOS – PM Peak Hour 19

LIST OF FIGURES

Figure 1: Study Area 3
Figure 2: 2021 Existing Traffic – AM Peak Hour 7
Figure 3: 2021 Existing Traffic – PM Peak Hour 8
Figure 4: 2024 Background Traffic – AM Peak Hour 10
Figure 5: 2024 Background Traffic – PM Peak Hour 11
Figure 6: Trip Distribution Percentages 12
Figure 7: Project Trips – AM Peak Hour 13
Figure 8: Project Trips – PM Peak Hour 14
Figure 9: 2024 Buildout Traffic – AM Peak Hour 15
Figure 10: 2024 Buildout Traffic – PM Peak Hour 16

INTRODUCTION

via planning, inc. (*via*) was retained by Prospect Realty, LLC to conduct a traffic study to support the proposed development of *Advantis Station at Flagler Village*, located on the northeast quadrant of NE 6th Street/Sistrunk Boulevard and NE 3rd Avenue, in the City of Fort Lauderdale. The proposed development will consist of a twelve-story high-rise multifamily building with up to 255 units and a 4,000 sf of retail. The access to the proposed site will be provided along NE 4th Avenue. Figure 1 shows the project location map. Appendix A includes the conceptual site plan.

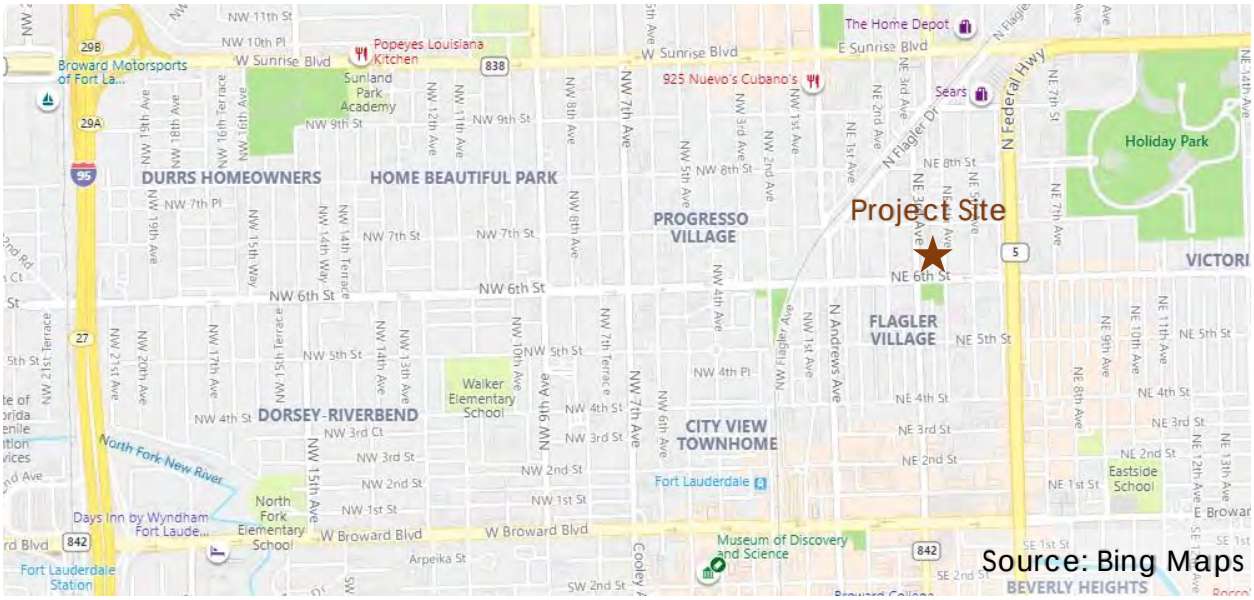


FIGURE 1: STUDY AREA

TRIP GENERATION

Trip generation rates from ITE Trip Generation Manual, 10th Edition are used to estimate the daily, AM, and PM peak hours trips that will be generated from the project site, as shown in Table 1. The existing site consists of several small offices, an assisted living facility, and a single-family home. The proposed development will consist of a twelve-story high-rise multifamily building with up to 255 units and a 4,000 sf of retail. Trip generation table from Broward County was examined but was not utilized due to the lack of information. Appendix B includes parcel data for the existing uses. Internalization calculation is also included in Appendix B.

TABLE 1: TRIP GENERATION SUMMARY

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
Existing Developments										
Office	710	6.43	KSF	74	28	5	33	3	5	8
Small Office	712	2.60	KSF	42	4	1	5	2	4	6
Assisted Living	254	3.11	KSF	13	1	0	1	0	1	1
Single Family	210	1.00	D.U.	15	1	5	6	1	0	1
Total Existing				145	34	12	45	7	11	17
Proposed Development										
Multifamily Housing (high-rise)	222	255	D.U.	1,217	20	64	84	58	37	95
Retail	820	4.00	KSF	674	2	1	4	24	26	50
Internal Capture										
Between Retail and Residential (12.06% Daily | 0.0% AM | 12.41% PM)				228	0	0	0	10	8	18
Pass-by Trips										
Retail (44%)				196	1	1	2	6	8	14
Total Proposed				1,466	22	65	86	66	47	113
Net New Trips										
Net New External Trips				1,321	-12	53	41	59	36	96

DATA COLLECTION

Consistent with the agreed-upon methodology, traffic counts at the study intersections were obtained from various recently approved traffic impact studies, and are summarized below:

- NE 6th Street and Andrews Avenue | FAT Village East TIA, dated April 2021
- NE 6th Street and NE 3rd Avenue | 627 N Federal Highway, dated September 2019
- NE 6th Street and NE 4th Avenue | Alta Flagler Village TIS, revised May 2016
- NE 6th Street and NE 5th Avenue | 627 N Federal Highway, dated September 2019
- NE 6th Street and US 1 | 627 N Federal Highway, dated September 2019
- NE 7th Street and NE 3rd Avenue | 627 N Federal Highway, dated September 2019
- NE 7th Street and NE 4th Avenue | Alta Flagler Village TIS, revised May 2016

The turning movement volumes are presented in Appendix C.

PROJECT TRAFFIC DEVELOPMENT

This section summarizes the development of existing and buildout traffic.

Growth Rate Development

A historical growth was examined at count station 869039 (NE 3rd Avenue, north of NE 6th Street) using 2020 Florida Traffic Online database. Appendix D shows the trend analysis results. A review of growth rates from previous traffic impact studies in the area was also conducted. It is concluded that an annual growth rate of one percent (1.0%) was appropriate for the project area.

2021 Existing Traffic Volume Development

Consistent with the agreed-upon methodology, the 2021 existing traffic volumes were developed by using the turning movement counts from previous studies. Please note that the counts were generally balanced between adjacent intersections for reasonableness. Counts collected in prior years were applied a linear annual growth rate of one percent (1.0%). The resulting traffic volumes are shown in Figure 2 and Figure 3 for the AM and PM peak hour conditions, respectively.

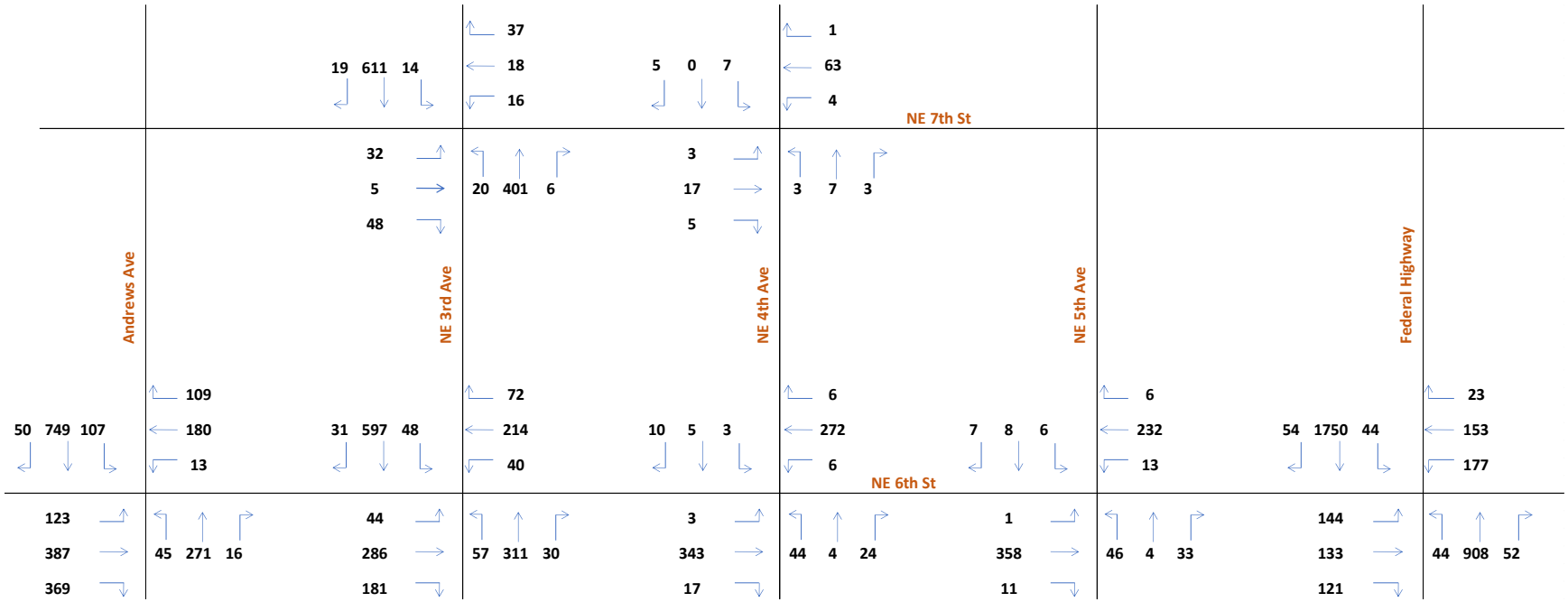


FIGURE 2: 2021 EXISTING TRAFFIC – AM PEAK HOUR

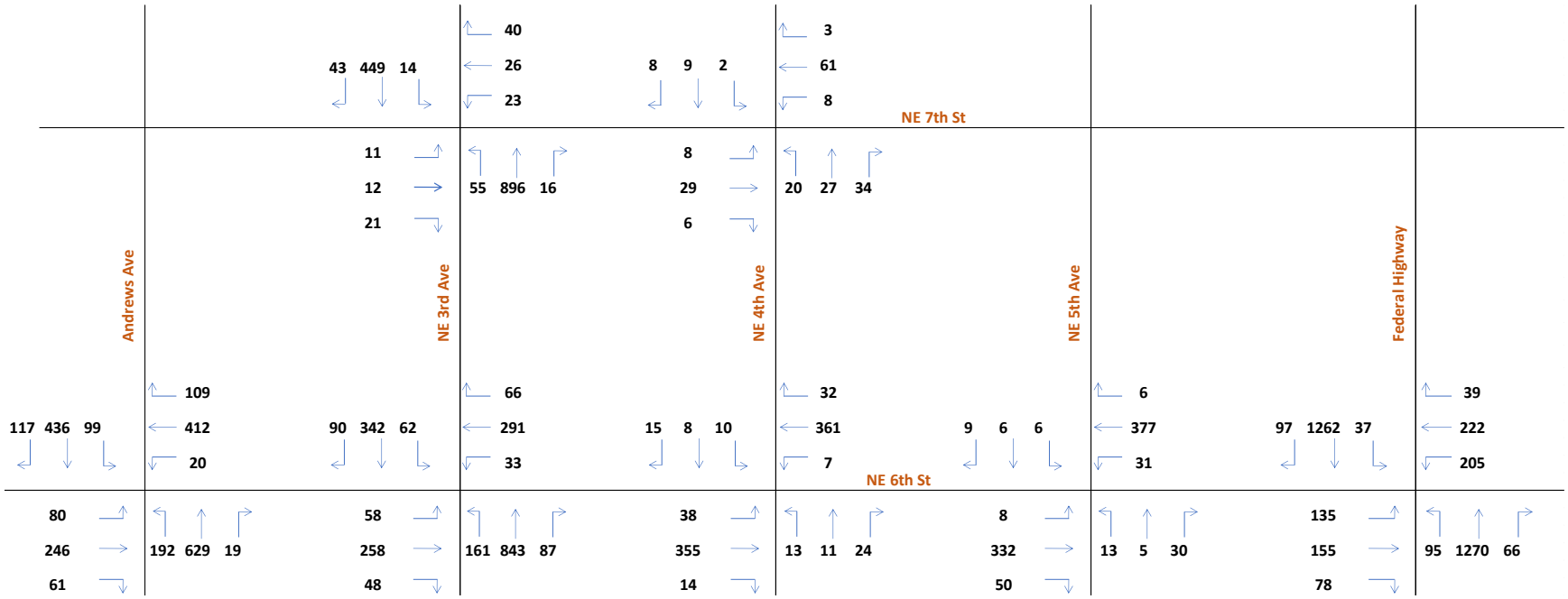


FIGURE 3: 2021 EXISTING TRAFFIC – PM PEAK HOUR

2024 Background Traffic

The year 2024 background traffic volumes were developed by growing the existing volumes by a linear annual growth rate of 1.0% and then adding the committed project trips from the following approved traffic impact studies:

- FAT Village East, dated April 2021
- URBN Flagler Traffic Study, dated October 2019
- 627 N Federal Highway, dated September 2019

Figure 4 and Figure 5 shows the year 2024 background traffic at the study intersections. The committed trips are shown in Appendix E.

Trip Distribution

The net project trips were distributed along the roadway network based on knowledge of the study area, examination of the surrounding roadway network characteristics, and review of current traffic volumes. The distribution percentages are shown in Figure 6; while the project trip assignment is shown in Figure 7 and Figure 8, for the AM and PM peak hour conditions, respectively. Due to the small number of trip generation, some rounding up is expected.

2024 Buildout Traffic

The *Advantis Station at Flagler Village* project traffic volumes were added to the background traffic volumes to develop buildout traffic volumes. The buildout traffic volumes are shown in Figure 9 and Figure 10, for the AM and PM peak hour conditions, respectively.

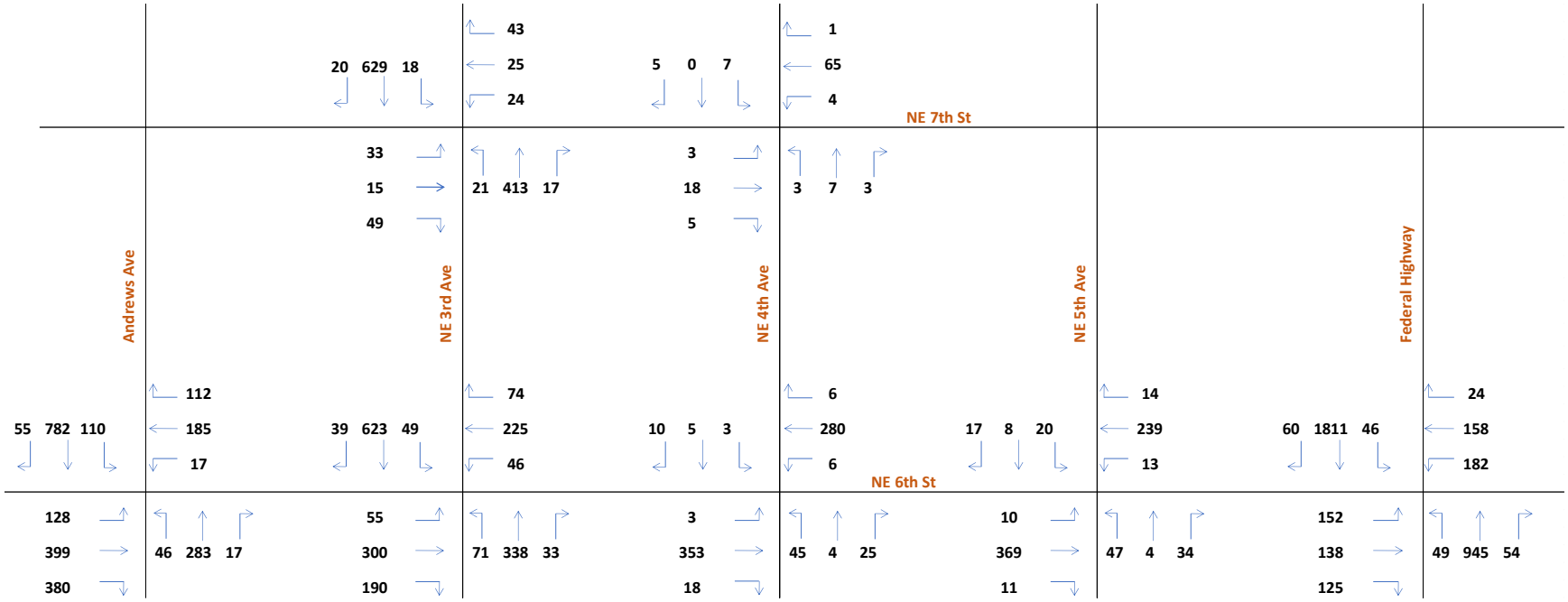


FIGURE 4: 2024 BACKGROUND TRAFFIC – AM PEAK HOUR

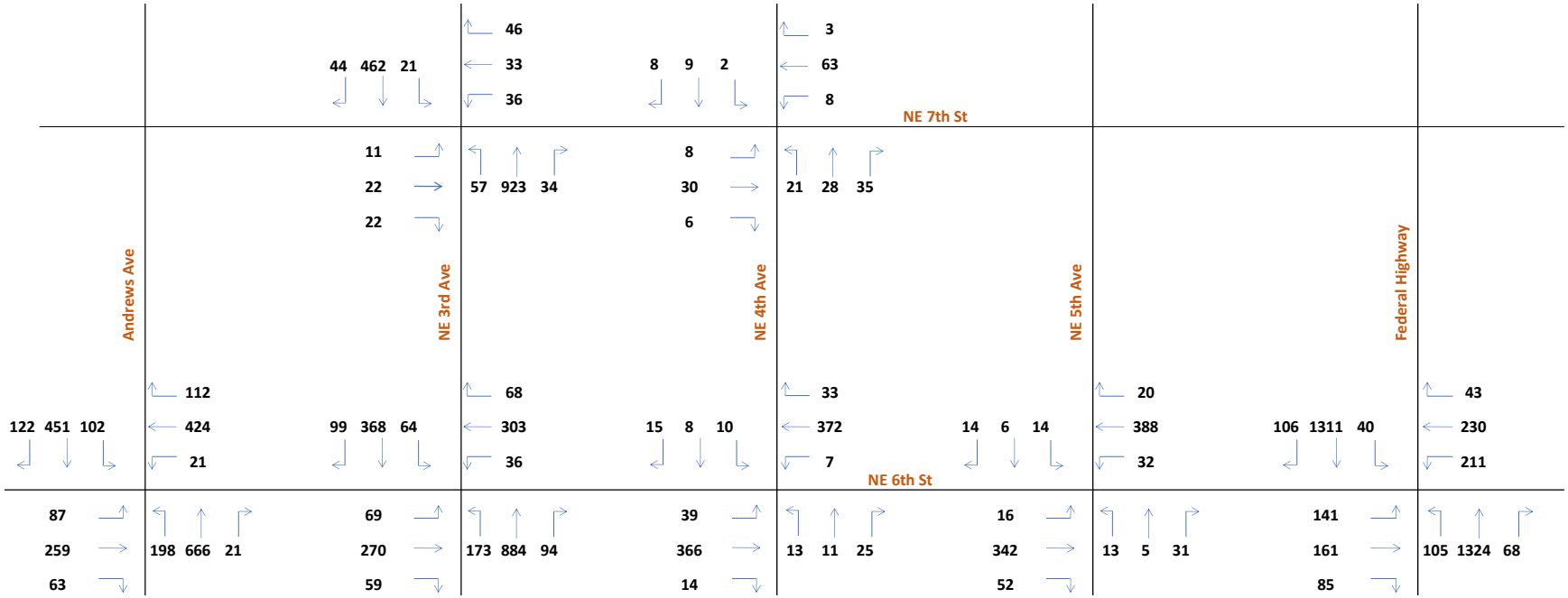


FIGURE 5: 2024 BACKGROUND TRAFFIC – PM PEAK HOUR

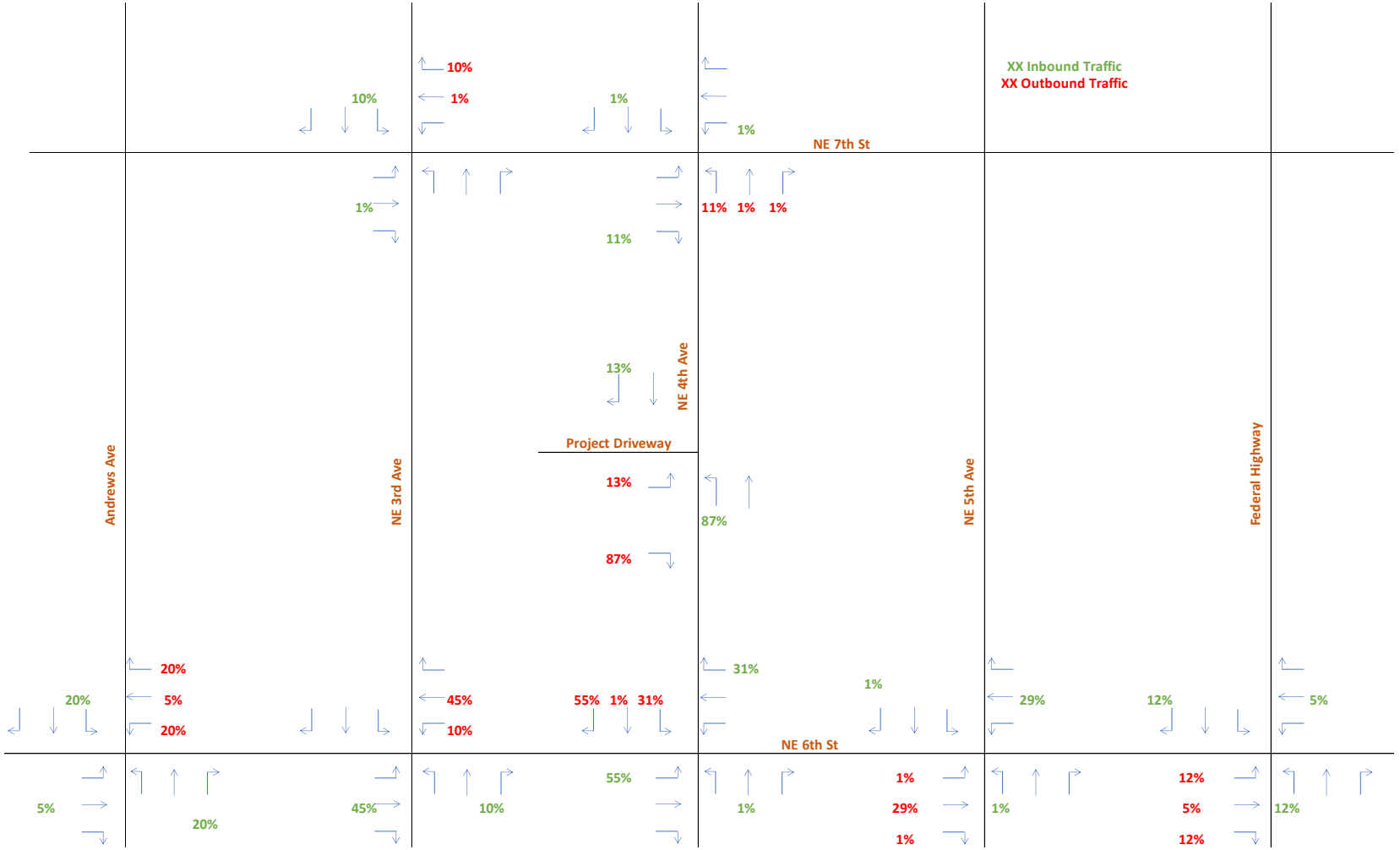


FIGURE 6: TRIP DISTRIBUTION PERCENTAGES

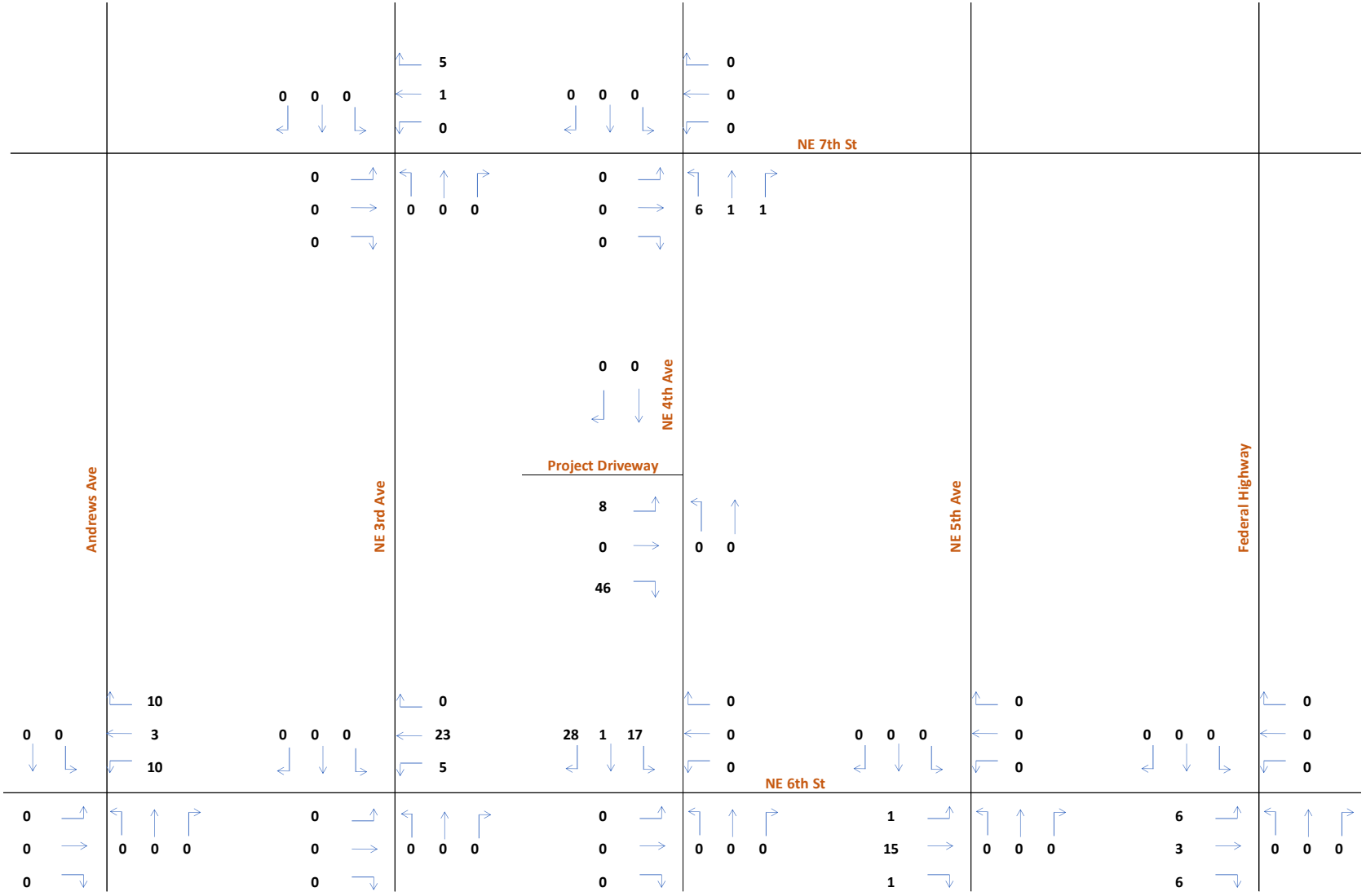


FIGURE 7: PROJECT TRIPS – AM PEAK HOUR

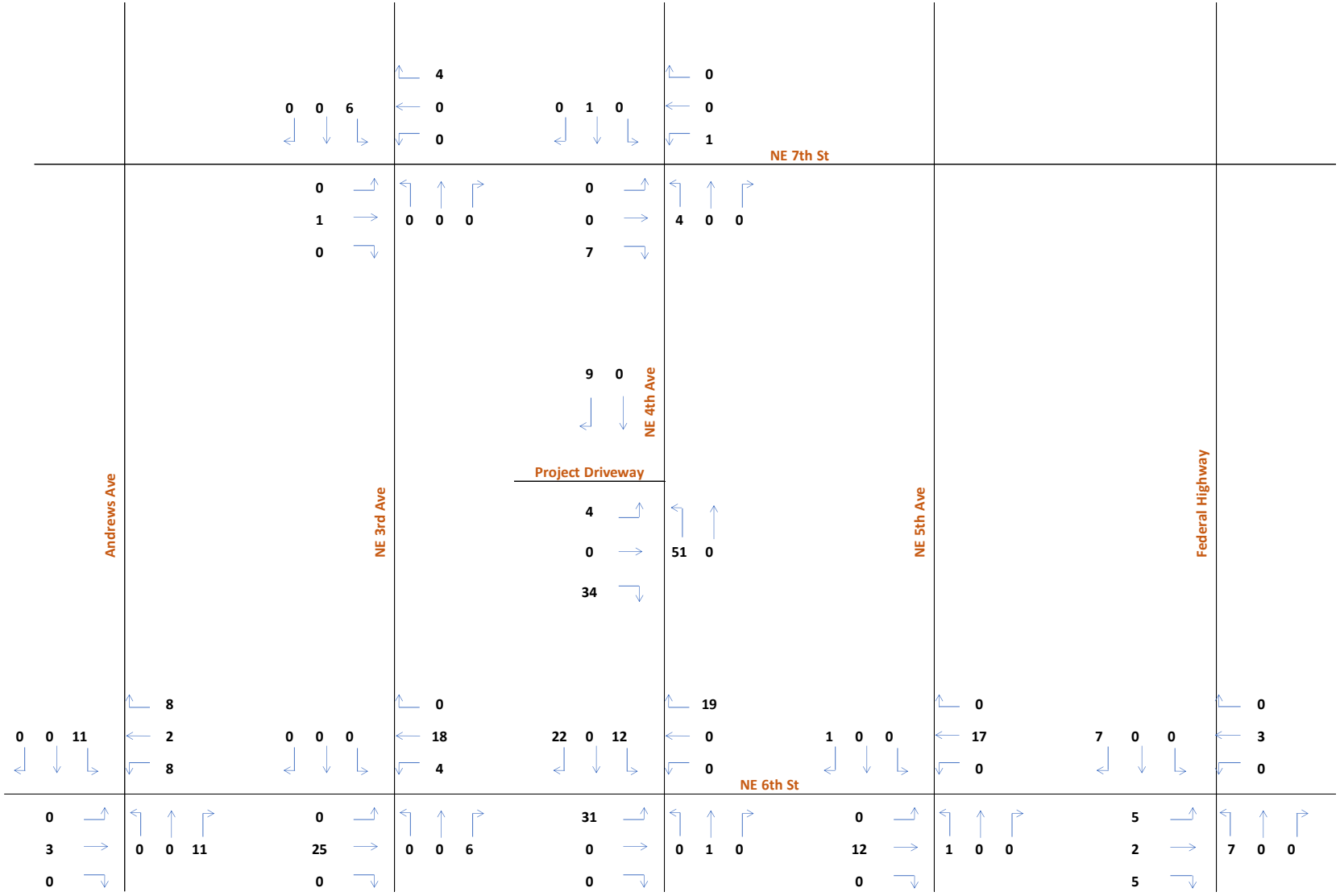


FIGURE 8: PROJECT TRIPS – PM PEAK HOUR

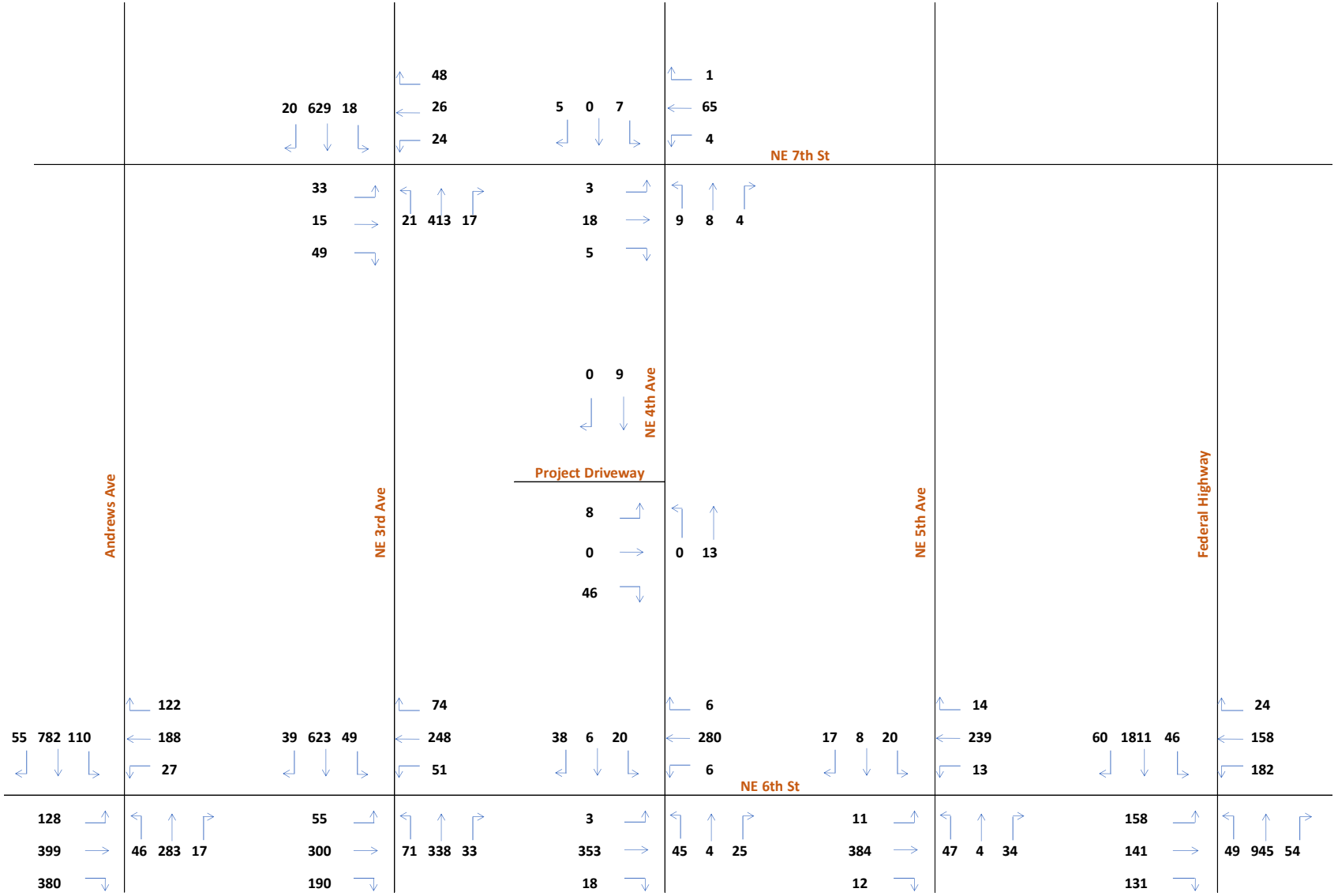


FIGURE 9: 2024 BUILDOUT TRAFFIC – AM PEAK HOUR

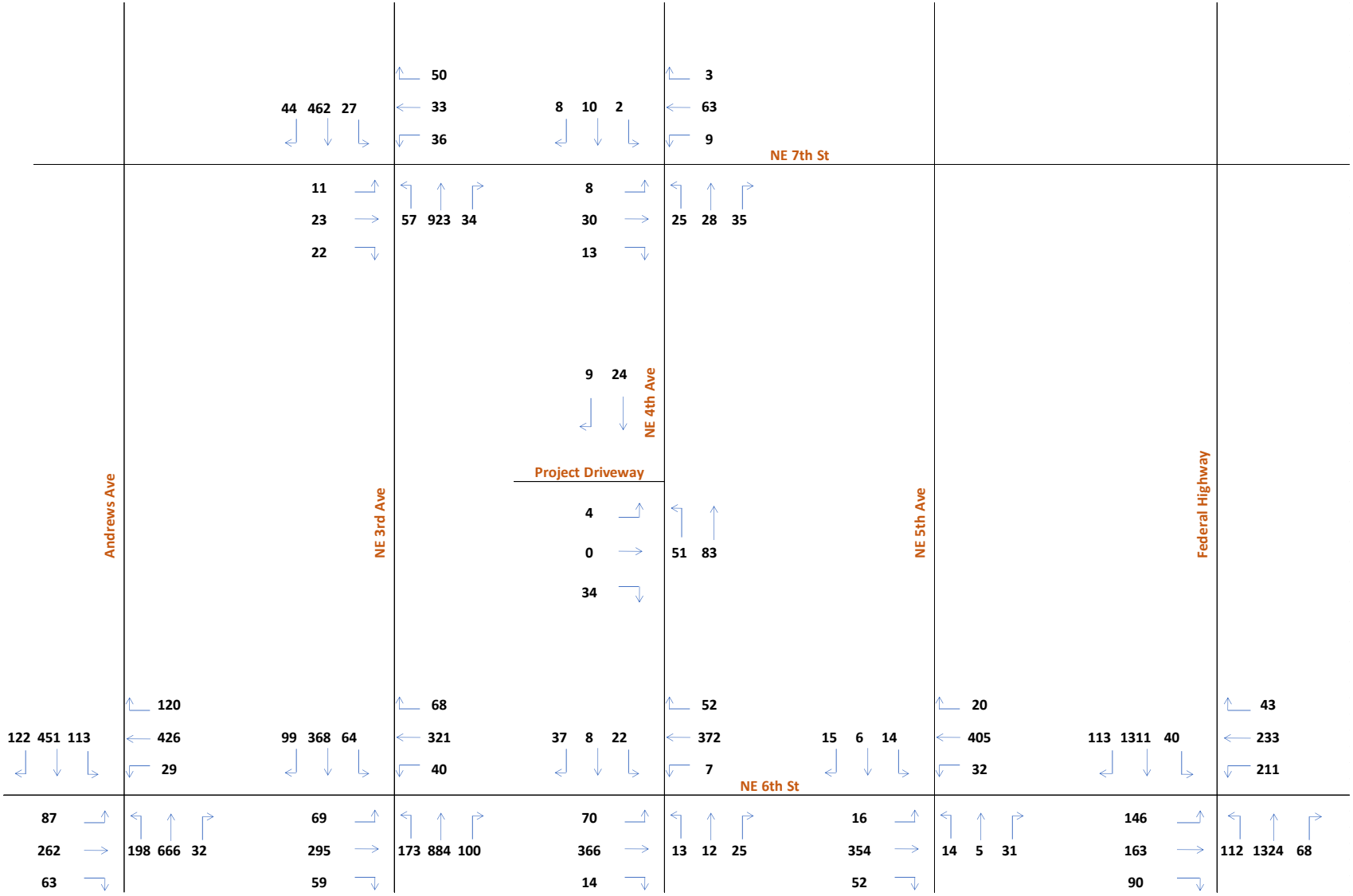


FIGURE 10: 2024 BUILDOUT TRAFFIC – PM PEAK HOUR

PROJECT TRAFFIC ANALYSIS

A project traffic analysis was conducted for all the study intersections using Synchro 10. The intersection delay and Level of Service (LOS) were reported using the Highway Capacity Manual (HCM, 6th edition) methodology. The 2021 existing traffic, 2024 background traffic, and 2024 buildout traffic conditions are presented in Table 2 and Table 3, for the AM and PM peak hours, respectively. The Synchro analysis outputs are presented in Appendices F through H.

All intersections and approaches are expected to operate at LOS D or better with the following exceptions:

- During the AM peak hour, the EB approach of the NE 6th Street/US 1 intersection shows to be operating at LOS E for all conditions, including existing conditions. The project is expected to contribute fifteen (15) additional trips to this approach, and the additional delay is expected minimal.
- During the PM peak hour, the SB approach of the NE 6th Street/US 1 intersection shows to be operating at LOS E during both the "background" and "buildout" conditions. The project is expected to add seven (7) additional trips to this approach and the additional delay is expected minimal.
- At the NE 7th Street/NE 3rd Avenue unsignalized intersection, the delay and LOS are reported for the stop-controlled movements (the east-west movement). Although the LOS is less than desirable under all conditions, the volumes are low, and it is believed that vehicles seek alternate routes if they have to wait too long. For example, when a westbound traveling vehicle wishes to make a left from NE 7th Avenue to go south on NE 3rd Ave, they may make a right turn and reroute to another street. This is possible due to the grid street network downtown and was confirmed during the site visits.

TABLE 2: INTERSECTION DELAYS AND LOS – AM PEAK HOUR

Intersection		Approach	Existing (2021)	Background (2024)	Buildout (2024)	Existing (2021)	Background (2024)	Buildout (2024)
			Delay (sec/veh)			LOS		
NE 6th Street	Andrews Avenue	NB	13.1	8.8	8.8	B	A	A
		SB	29.0	49.5	49.5	C	D	D
		EB	24.9	48.7	48.8	C	D	D
		WB	7.7	16.6	17.2	A	B	B
		Overall	22.7	39.5	39.4	C	D	D
	NE 3rd Avenue	NB	18.2	18.0	18.0	B	B	B
		SB	19.9	19.5	19.5	B	B	B
		EB	3.2	20.0	20.0	A	C	C
		WB	2.9	4.1	4.3	A	A	A
		Overall	12.2	16.7	16.6	B	B	B
	NE 4th Avenue*	NB	16.0	16.4	17.2	C	C	C
		SB	12.7	12.9	13.7	B	B	B
	NE 5th Avenue*	NB	15.7	16.8	17.3	C	C	C
		SB	13.9	15.2	15.5	B	C	C
	US 1	NB	27.9	28.1	28.1	C	C	C
		SB	36.0	37.3	37.3	D	D	D
		EB	58.7	59.9	60.4	E	E	E
		WB	48.1	49.6	49.9	D	D	D
		Overall	37.4	38.4	38.6	D	D	D
NE 7th Street*	NE 3rd Avenue*	EB	22.5	29.3	29.7	C	D	D
		WB	19.7	25.2	25.1	C	D	D
	NE 4th Avenue*	EB	9.2	9.2	9.3	A	A	A
		WB	9.6	9.6	9.7	A	A	A
Project Driveway*	NE 4th Avenue	EB	0.0	0.0	8.6	A	A	A

* for unsignalized intersections, the controlled delay reported is for the stopped movement(s)

TABLE 3: INTERSECTION DELAYS AND LOS – PM PEAK HOUR

Intersection		Approach	Existing (2021)	Background (2024)	Buildout (2024)	Existing (2021)	Background (2024)	Buildout (2024)
			Delay (sec/veh)			LOS		
NE 6th Street	Andrews Avenue	NB	15.5	17.2	17.3	B	B	B
		SB	27.7	25.7	25.8	C	C	C
		EB	23.3	23.1	23.1	C	C	C
		WB	20.1	23.3	23.3	C	C	C
		Overall	21.0	21.8	21.8	C	C	C
	NE 3rd Avenue	NB	19.7	16.6	16.7	B	B	B
		SB	16.0	13.5	13.5	B	B	B
		EB	7.8	12.7	13.2	A	B	B
		WB	23.3	31.2	31.9	C	C	C
		Overall	17.7	17.7	18.0	B	B	B
	NE 4th Avenue*	NB	17.0	17.4	19.9	C	C	C
		SB	17.1	17.6	20.4	C	C	C
	NE 5th Avenue*	NB	15.1	15.9	16.6	C	C	C
		SB	16.6	18.7	19.3	C	C	C
	US 1	NB	38.8	47.8	47.2	D	D	D
		SB	43.7	58	58	D	E	E
		EB	45.7	12.2	13.2	D	B	B
		WB	40.5	29.5	30.3	D	C	C
		Overall	41.6	45.8	45.6	D	D	D
NE 7th Street*	NE 3rd Avenue*	EB	37.1	61.6	68	E	F	F
		WB	79.2	219.5	249.4	F	F	F
	NE 4th Avenue*	EB	9.9	9.9	9.8	A	A	A
		WB	10.2	10.2	10.3	B	B	B
Project Driveway*	NE 4th Avenue	EB	-	-	8.8	-	-	A

* for unsignalized intersections, the controlled delay reported is for the stopped movement(s)

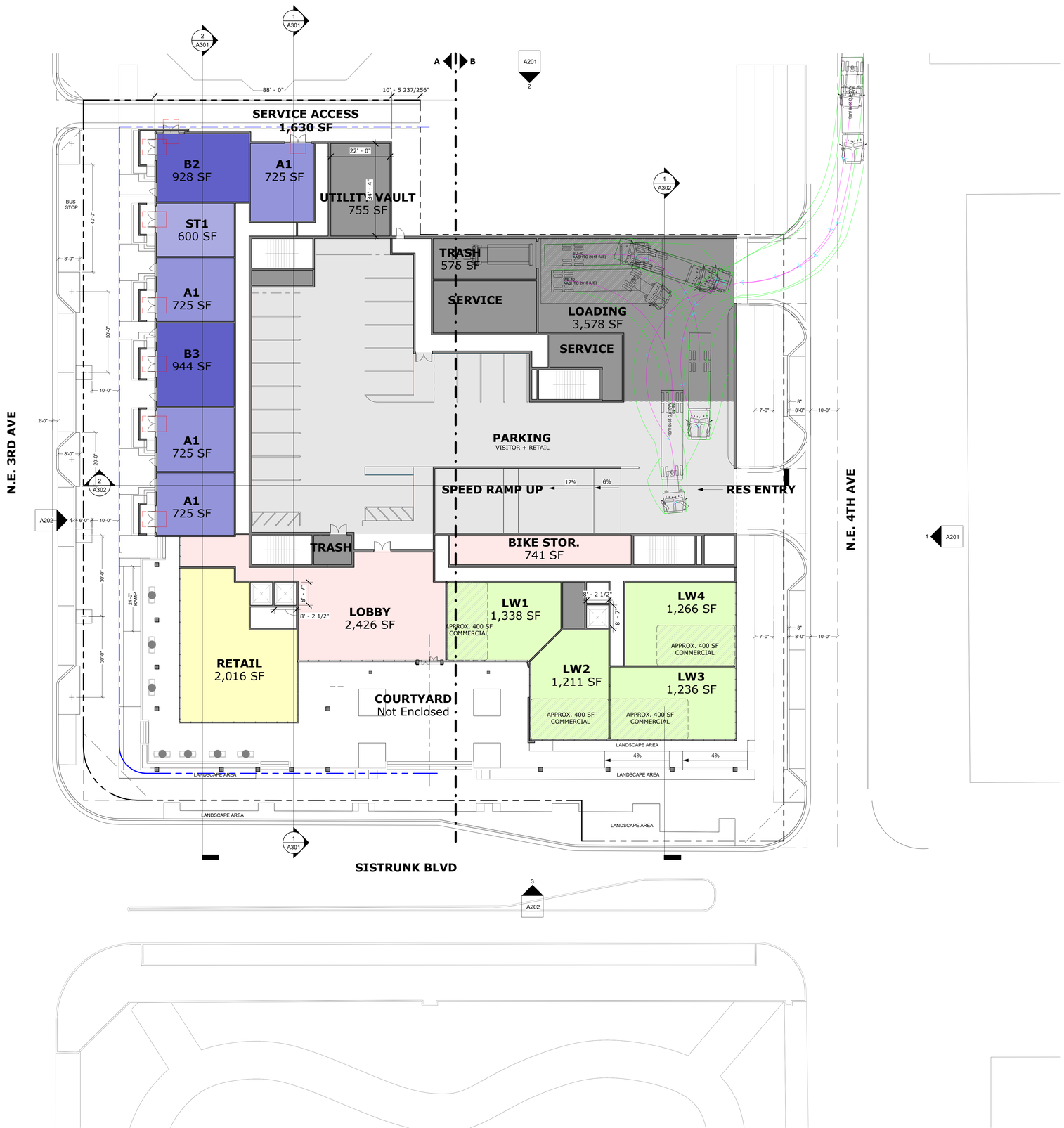
CONCLUSION

The proposed development of *Advantis Station at Flagler Village* is located on the northeast quadrant of NE 6th Street/Sistrunk Boulevard and NE 3rd Avenue, in the City of Fort Lauderdale. The proposed development will consist of a twelve-story high-rise multifamily building with up to 255 units and retail space of 4,000 sf, with access along NE 4th Avenue.

The traffic analysis shows that traffic generated from the development is not expected to have any significant traffic impacts on the adjacent street network/intersections.

APPENDIX A

Advantis Station at Flagler Village Conceptual Site Plan



PARKING

LEVEL	COUNT
GROUND LEVEL	20
LEVEL 02	57
LEVEL 03	65
LEVEL 04	65
LEVEL 05	64
LEVEL 06	35
	306

RES UNIT COUNT

	UNIT TYPE	RENTABLE AREA	COUNT
48%	1 BED UNIT		
	A1	725 SF	29
	A2	600 SF	10
	A3	722 SF	10
	A4	766 SF	5
	A6	760 SF	10
	A8	705 SF	46
	A10	609 SF	5
	A11	759 SF	5
			120
	2 BED UNIT		
	B1	1,016 SF	5
	B2	928 SF	6
24%	B3	944 SF	11
	B4	992 SF	8
	B5	1,162 SF	5
	B6	870 SF	6
	B7	900 SF	5
	B8	976 SF	5
	B9	937 SF	4
	B10	920 SF	5
			60
	LIVE / WORK UNIT		
1%	LW1	1,338 SF	1
	LW2	1,211 SF	1
	LW3	1,397 SF	1
	LW4	1,397 SF	1
			4
	PENTHOUSE UNIT		
1%	P1	1,730 SF	1
	P2	1,735 SF	1
			2
	STUDIO UNIT		
	ST1	600 SF	6
	ST2	572 SF	10
26%	ST3	693 SF	5
	ST4	637 SF	5
	ST5	558 SF	12
	ST6	600 SF	17
	ST7	595 SF	6
	ST8	547 SF	5
			66
			252

AVG. UNIT RENTABLE: 764 SF

APPENDIX B

Parcel Data for Existing Land Uses

Internalization Calculation

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

Property Search | Search Results | Parcel Result

Homestead | Map | Sketch | Estimator

Portability | Exemption | TRIM | Tax

Pictures | Fraud | AsktMarty | Print

Copy Link | New Search

Prev Parcel | Tax Year 2021 | Next Parcel

Property Summary

Property Id: **494234075490**

Property Owner/s: THIRD AVENUE INVESTMENTS ETAL
%WATERHOUSE RE INVESTMENTS LLC

Mailing Address: 224 COMMERCIAL BLVD #203 LAUDERDALE BY THE SEA, FL 33308

click here to update mailing address

Physical Address: 600 NE 3 AVENUE FORT LAUDERDALE, 33304

Neighborhood:	Flagler Heights
Property Use:	17 - Office buildings, non-professional services buildings, one-story
Millage Code:	0312
Adj. Bldg. S.F.:	6434 Card
Bldg Under Air S.F.:	
Effective Year:	1983
Year Built:	1982
Units/Beds/Baths:	0 / /

Previous Next

Deputy Appraiser:	Commercial Department
Appraisers Number:	954-357-6835
Email:	commercialtrim@bcpa.net

Abbr. Legal Des.:	PROGRESSO 2-18 D LOT 25 LESS S 15 & LESS W 10 FOR ST,26 THRU 31,LESS W FOR ST &LESS POR DESC IN WD 3601/429 BLK 316
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Property Assessment

Year	Land	Building / Improvement	Just/Market Value	Assessed / SOH Value	Tax
2021	**$477,910**	**$1,227,690**	**$1,705,600**	**$1,542,620**	
2020	$477,910	$1,131,500	$1,609,410	$1,402,390	$30,898.33
2019	$477,910	$796,990	$1,274,900	$1,274,900	$26,069.65

Exemptions And Taxing Authority Information

	County	School Board	Municipal	Independent
Just Value	$1,705,600	$1,705,600	$1,705,600	$1,705,600
Portability	0	0	0	0
Assessed / SOH	$1,542,620	$1,705,600	$1,542,620	$1,542,620
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	**$1,542,620**	**$1,705,600**	**$1,542,620**	**$1,542,620**

Sales History For This Parcel

Date	Type	Qualified/Disqualified	Price	Book/Page or CIN

10/27/2006	Multi Warranty Deed	$407,000	43054 / 1295
12/28/1999	Multi Warranty Deed	$780,000	30163 / 630
02/01/1980	Special Warranty Deed	$150,000	8798 / 357
10/01/1967	Warranty Deed	$44,500	

Recent Sales In This Subdivision

Folio Number	Date	Type	Qualified/Disqualified	Price	Book/Page Or CIN	Property Address
494234072730	05/19/2021	Multi Trustee's Deed	Excluded Sale	$3,418,900	117290295	737 NE 7 AVE #1-8 FORT LAUDERDALE, FL 33304
494234070080	05/10/2021	Warranty Deed	Qualified Sale	$570,000	117280568	725 NW 4 AVE #1-4 FORT LAUDERDALE, FL 33311
494234073580	05/03/2021	Trustee's Deed	Qualified Sale	$1,279,000	117259272	619 NE 13 AVE FORT LAUDERDALE, FL 33304
494234073500	04/20/2021	Warranty Deed	Qualified Sale	$600,000	117227890	601 NE 14 AVE FORT LAUDERDALE, FL 33304
494234074420	03/15/2021	Warranty Deed	Qualified Sale	$462,500	117135496	609 NE 8 AVE FORT LAUDERDALE, FL 33304

Land Calculation

More Sales

Type	Unit Price	Units	Zoning
Square Foot	$24.00	19,913 SqFt	RAC-UV - REGIONAL ACTIVITY CENTER - URBAN VILLAGE DISTRICTS

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						(F2)		
Commercial (C)								
6,434						19,913.00		

School

School	Grade
North Side Elementary	C
Sunrise Middle	B
Fort Lauderdale High	A

Elected Officials

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	7	Tim Ryan	20	Alcee L. Hastings

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
94	Bobby B DuBose	33	Perry E. Thurston, Jr.	Sarah Leonardi

X

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Broward County Property Appraiser

115 South Andrews Avenue
Room 111
Fort Lauderdale, Florida 33301

954-357-6830

martykiar@bcpa.net

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MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

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Homestead | Map | Sketch | Estimator

Portability | Exemption | TRIM | Tax

Pictures | Fraud | AsktMarty | Print

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Prev Parcel | Tax Year 2021 | Next Parcel

Property Summary

Property Id: **494234075460**

Property Owner/s: NE 4TH FTL LLC

Mailing Address: PO BOX 654 FORT LAUDERDALE, FL 33302

click here to update mailing address

Physical Address: 611 NE 4 AVENUE FORT LAUDERDALE, 33304

Neighborhood:	Flagler Heights
Property Use:	78 - Sanitariums, convalescent & rest homes
Millage Code:	0312
Adj. Bldg. S.F.:	3111 Card
Bldg Under Air S.F.:	
Effective Year:	1959
Year Built:	1958
Units/Beds/Baths:	0 / /

Previous Next

Deputy Appraiser:	Commercial Department
Appraisers Number:	954-357-6835
Email:	commercialtrim@bcpa.net

Abbr. Legal Des.: PROGRESSO 2-18 D LOT 18 TO 20 BLK 316

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Property Assessment

Year	Land	Building / Improvement	Just/Market Value	Assessed / SOH Value	Tax
2021	**$81,000**	**$103,240**	**$184,240**	**$184,240**	
2020	$81,000	$103,240	$184,240	$184,240	$6,560.09
2019	$81,000	$103,240	$184,240	$184,240	$5,970.04

Exemptions And Taxing Authority Information

	County	School Board	Municipal	Independent
Just Value	$184,240	$184,240	$184,240	$184,240
Portability	0	0	0	0
Assessed / SOH	$184,240	$184,240	$184,240	$184,240
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	**$184,240**	**$184,240**	**$184,240**	**$184,240**

Sales History For This Parcel

Date	Type	Qualified/Disqualified	Price	Book/Page or CIN

12/14/2016	Warranty Deed	Disqualified Sale	$581,000	114116964
12/04/2015	Quit Claim Deed	Non-Sale Title Change		113602309
02/01/1993	Warranty Deed		$90,000	20382 / 932
08/01/1992	Warranty Deed		$94,500	
06/01/1987	Warranty Deed		$105,000	

Recent Sales In This Subdivision

Folio Number	Date	Type	Qualified/Disqualified	Price	Book/Page Or CIN	Property Address
494234072730	05/19/2021	Multi Trustee's Deed	Excluded Sale	$3,418,900	117290295	737 NE 7 AVE #1-8 FORT LAUDERDALE, FL 33304
494234070080	05/10/2021	Warranty Deed	Qualified Sale	$570,000	117280568	725 NW 4 AVE #1-4 FORT LAUDERDALE, FL 33311
494234073580	05/03/2021	Trustee's Deed	Qualified Sale	$1,279,000	117259272	619 NE 13 AVE FORT LAUDERDALE, FL 33304
494234073500	04/20/2021	Warranty Deed	Qualified Sale	$600,000	117227890	601 NE 14 AVE FORT LAUDERDALE, FL 33304
494234074420	03/15/2021	Warranty Deed	Qualified Sale	$462,500	117135496	609 NE 8 AVE FORT LAUDERDALE, FL 33304

Land Calculation

More Sales

Type	Unit Price	Units	Zoning
Square Foot	$8.00	10,125 SqFt	RAC-UV - REGIONAL ACTIVITY CENTER - URBAN VILLAGE DISTRICTS

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						(F2)		
Institutional (I)								
3,111						10,125.00		

School

School	Grade
North Side Elementary	C
Sunrise Middle	B
Fort Lauderdale High	A

Elected Officials

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	7	Tim Ryan	20	Alcee L. Hastings

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
94	Bobby B DuBose	33	Perry E. Thurston, Jr.	Sarah Leonardi

X

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Fort Lauderdale, Florida 33301

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martykiar@bcpa.net

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BROWARD COUNTY
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Property Summary

Property Id: **494234075450**

Property Owner/s: NE 4TH FTL LLC

Mailing Address: PO BOX 654 FORT LAUDERDALE, FL 33302

click here to update mailing address

Physical Address: 617 NE 4 AVENUE FORT LAUDERDALE, 33304

Neighborhood:	Flagler Heights
Property Use:	01 - Single family
Millage Code:	0312
Adj. Bldg. S.F.:	1094 Card
Bldg Under Air S.F.:	1194
Effective Year:	1952
Year Built:	1951
Units/Beds/Baths:	1 / 2 / 0

Previous Next

Deputy Appraiser:	Bret Peterson
Appraisers Number:	954-357-6831
Email:	realprop@bcpa.net

Abbr. Legal Des.: PROGRESSO 2-18 D LOT 16,17 BLK 316

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Property Assessment

Year	Land	Building / Improvement	Just/Market Value	Assessed / SOH Value	Tax
2021	**$37,130**	**$112,990**	**$150,120**	**$150,120**	
2020	$37,130	$110,720	$147,850	$138,970	$3,191.01
2019	$37,130	$89,210	$126,340	$126,340	$2,658.98

Exemptions And Taxing Authority Information

	County	School Board	Municipal	Independent
Just Value	$150,120	$150,120	$150,120	$150,120
Portability	0	0	0	0
Assessed / SOH	$150,120	$150,120	$150,120	$150,120
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	**$150,120**	**$150,120**	**$150,120**	**$150,120**

Sales History For This Parcel

Date	Type	Qualified/Disqualified	Price	Book/Page or CIN

01/10/2017	Warranty Deed	Disqualified Sale	$450,000	114157758
10/08/2004	Quit Claim Deed		$100	38340 / 1403
09/30/2004	Quit Claim Deed		$100	38295 / 1343
07/08/2002	Warranty Deed		$107,500	33415 / 959
06/16/2000	Quit Claim Deed		$100	30614 / 613

Recent Sales In This Subdivision

Folio Number	Date	Type	Qualified/Disqualified	Price	Book/Page Or CIN	Property Address
494234072730	05/19/2021	Multi Trustee's Deed	Excluded Sale	$3,418,900	117290295	737 NE 7 AVE #1-8 FORT LAUDERDALE, FL 33304
494234070080	05/10/2021	Warranty Deed	Qualified Sale	$570,000	117280568	725 NW 4 AVE #1-4 FORT LAUDERDALE, FL 33311
494234073580	05/03/2021	Trustee's Deed	Qualified Sale	$1,279,000	117259272	619 NE 13 AVE FORT LAUDERDALE, FL 33304
494234073500	04/20/2021	Warranty Deed	Qualified Sale	$600,000	117227890	601 NE 14 AVE FORT LAUDERDALE, FL 33304
494234074420	03/15/2021	Warranty Deed	Qualified Sale	$462,500	117135496	609 NE 8 AVE FORT LAUDERDALE, FL 33304

Land Calculation

More Sales

Type	Unit Price	Units	Zoning
Square Foot	$5.50	6,750 SqFt	RAC-UV - REGIONAL ACTIVITY CENTER - URBAN VILLAGE DISTRICTS

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						(F1)		
Residential (R)								
1						1.00		

School

School	Grade
North Side Elementary	C
Sunrise Middle	B
Fort Lauderdale High	A

Elected Officials

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	7	Tim Ryan	20	Alcee L. Hastings

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
94	Bobby B DuBose	33	Perry E. Thurston, Jr.	Sarah Leonardi

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Homestead | Map | Sketch | Estimator

Portability | Exemption | TRIM | Tax

Pictures | Fraud | AsktMarty | Print

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Prev Parcel | Tax Year 2021 | Next Parcel

Property Summary

Property Id: **494234075540**

Property Owner/s: SEVERNS, DAVID H JR & JUDITH B

Mailing Address: 618 NE 3 AVE FORT LAUDERDALE, FL 33304-2618

click here to update mailing address

Physical Address: 618 NE 3 AVENUE FORT LAUDERDALE, 33304-2618

Neighborhood:	Flagler Heights
Property Use:	12 - Mixed use - store / office / residential combination
Millage Code:	0312
Adj. Bldg. S.F.:	2604 Card
Bldg Under Air S.F.:	
Effective Year:	1968
Year Built:	1951
Units/Beds/Baths:	2 / /

Previous Next

Deputy Appraiser:	Commercial Department
Appraisers Number:	954-357-6835
Email:	commercialtrim@bcpa.net

Abbr. Legal Des.: PROGRESSO 2-18 D LOTS 34,35,LESS W 10 FOR ST BLK 316

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Property Assessment

Year	Land	Building / Improvement	Just/Market Value	Assessed / SOH Value	Tax
2021	**$150,000**	**$545,700**	**$695,700**	**$695,700**	
2020	$150,000	$545,700	$695,700	$695,700	$14,297.99
2019	$150,000	$545,700	$695,700	$695,700	$14,027.36

Exemptions And Taxing Authority Information

	County	School Board	Municipal	Independent
Just Value	$695,700	$695,700	$695,700	$695,700
Portability	0	0	0	0
Assessed / SOH	$695,700	$695,700	$695,700	$695,700
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	**$695,700**	**$695,700**	**$695,700**	**$695,700**

Sales History For This Parcel

Date	Type	Qualified/Disqualified	Price	Book/Page or CIN

03/01/1983	Warranty Deed	$185,000	10750 / 899
11/01/1968	Warranty Deed	$19,000	
01/01/1968	Warranty Deed	$16,000	

Recent Sales In This Subdivision

Folio Number	Date	Type	Qualified/Disqualified	Price	Book/Page Or CIN	Property Address
494234072730	05/19/2021	Multi Trustee's Deed	Excluded Sale	$3,418,900	117290295	737 NE 7 AVE #1-8 FORT LAUDERDALE, FL 33304
494234070080	05/10/2021	Warranty Deed	Qualified Sale	$570,000	117280568	725 NW 4 AVE #1-4 FORT LAUDERDALE, FL 33311
494234073580	05/03/2021	Trustee's Deed	Qualified Sale	$1,279,000	117259272	619 NE 13 AVE FORT LAUDERDALE, FL 33304
494234073500	04/20/2021	Warranty Deed	Qualified Sale	$600,000	117227890	601 NE 14 AVE FORT LAUDERDALE, FL 33304
494234074420	03/15/2021	Warranty Deed	Qualified Sale	$462,500	117135496	609 NE 8 AVE FORT LAUDERDALE, FL 33304

Land Calculation

More Sales

Type	Unit Price	Units	Zoning
Square Foot	$24.00	6,250 SqFt	RAC-UV - REGIONAL ACTIVITY CENTER - URBAN VILLAGE DISTRICTS

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						(F2)		
Spec./Comb. (S)								
2,604						6,250.00		

School

School	Grade
North Side Elementary	C
Sunrise Middle	B
Fort Lauderdale High	A

Elected Officials

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	7	Tim Ryan	20	Alcee L. Hastings

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
94	Bobby B DuBose	33	Perry E. Thurston, Jr.	Sarah Leonardi

X

Having technical issues?

Yes No

Broward County Property Appraiser

115 South Andrews Avenue
Room 111
Fort Lauderdale, Florida 33301

954-357-6830

martykiar@bcpa.net

Having trouble viewing our website? Please contact our accessibility hotline for assistance at accessibility@bcpa.net or 954-357-6830.

Source: Broward County Property Appraiser's Office - Contact our office at 954.357.6830. Hours: We are open weekdays from 8 am until 5 pm. **Legal Disclaimer:** Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone. Information provided on this website is for tax roll purposes only and may not be appropriate for other uses. Values are not final until certified pursuant to Florida law.

Internalization Calculations Daily, AM Peak hour and PM Peak hour

Project Information

Project Number	1080
Project Name	Advantis Station at Flagler Village
Scenario	Project Buildout
Analyst	SBB

Analysis Input

Analysis Period	Daily

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Residential	222	High-Rise Apartments		608	609
B	Retail	820	Retail		337	337
C	Restaurant					
D	Office	-	-			
E	Cinema	-	-			
F	Hotel	-	-			

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	541	290	0	0	0	0	831
Exit	562	270	0	0	0	0	832
Total	1103	560	0	0	0	0	1663
Single Use Trip Generation Estimate	1217	674	0	0	0	0	1891
Internal Capture	9.37%	16.91%	0.00%	0.00%	0.00%	0.00%	12.06%

Project Information

Project Number	1080
Project Name	Advantis Station at Flagler Village
Scenario	Project Buildout
Analyst	SBB

Analysis Input

Analysis Period	AM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Residential	222	High-Rise Apartments		20	64
B	Retail	820	Retail		2	1
C	Restaurant					
D	Office	-	-			
E	Cinema	-	-			
F	Hotel	-	-			

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	20	2	0	0	0	0	22
Exit	64	1	0	0	0	0	65
Total	84	3	0	0	0	0	87
Single Use Trip Generation Estimate	84	3	0	0	0	0	87
Internal Capture	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Project Information

Project Number	1080
Project Name	Advantis Station at Flagler Village
Scenario	Project Buildout
Analyst	SBB

Analysis Input

Analysis Period	PM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Residential	222	High-Rise Apartments		58	37
B	Retail	820	Retail		24	26
C	Restaurant					
D	Office	-	-			
E	Cinema	-	-			
F	Hotel	-	-			

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	51	22	0	0	0	0	73
Exit	35	19	0	0	0	0	54
Total	86	41	0	0	0	0	127
Single Use Trip Generation Estimate	95	50	0	0	0	0	145
Internal Capture	9.47%	18.00%	0.00%	0.00%	0.00%	0.00%	12.41%

APPENDIX C

Turning Movement Volumes from Previous Traffic Impact Studies

Traffic Impact Analysis
For Submittal to the
City of Fort Lauderdale

FAT VILLAGE EAST
FORT LAUDERDALE, FLORIDA

Kimley»Horn

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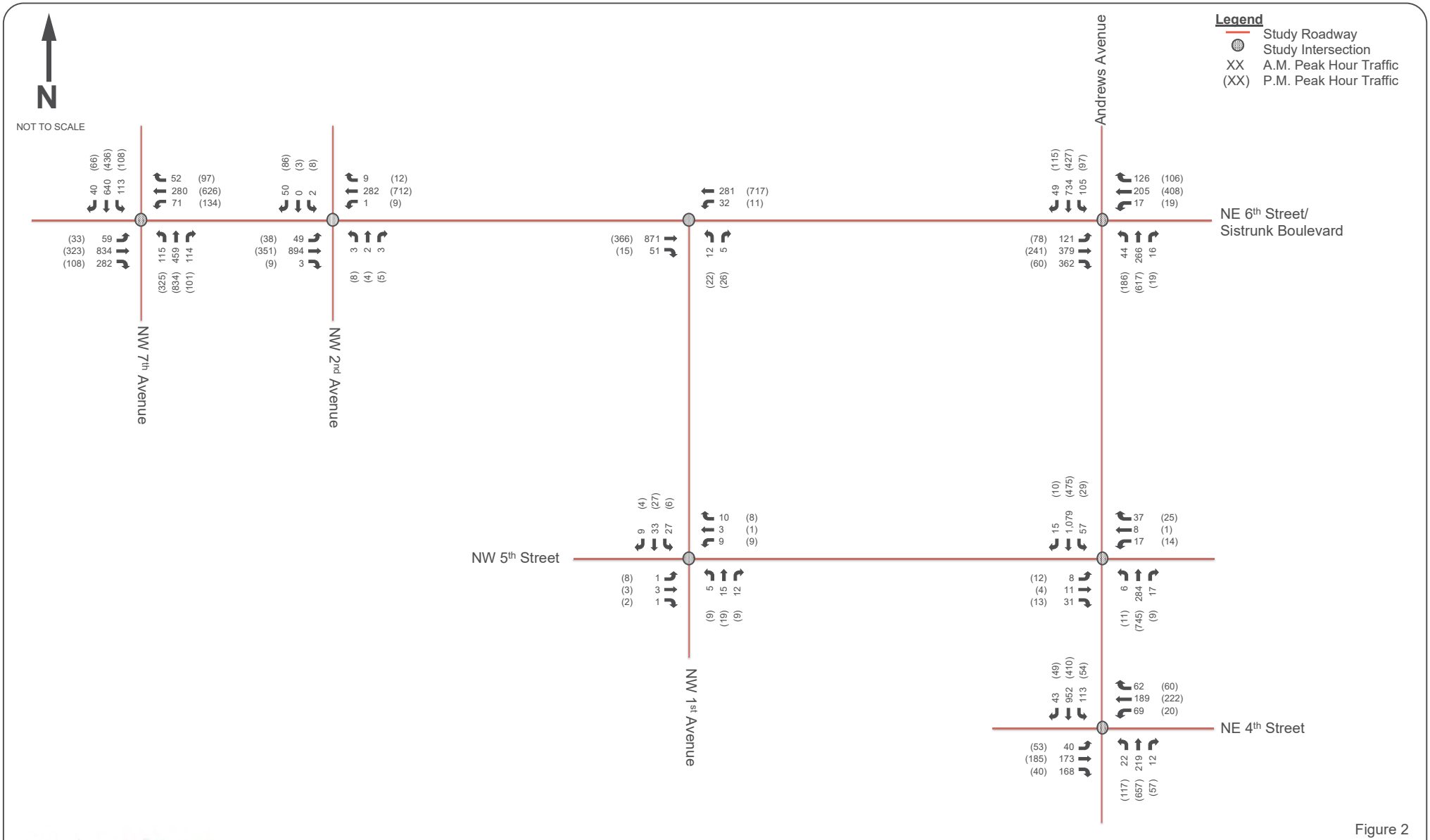
April 2021
143325000



Kimley»Horn

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Figure 2
Existing Peak Hour Traffic
FAT Village East
Fort Lauderdale, Florida

DC Engineers, Inc.

Traffic Impact Study

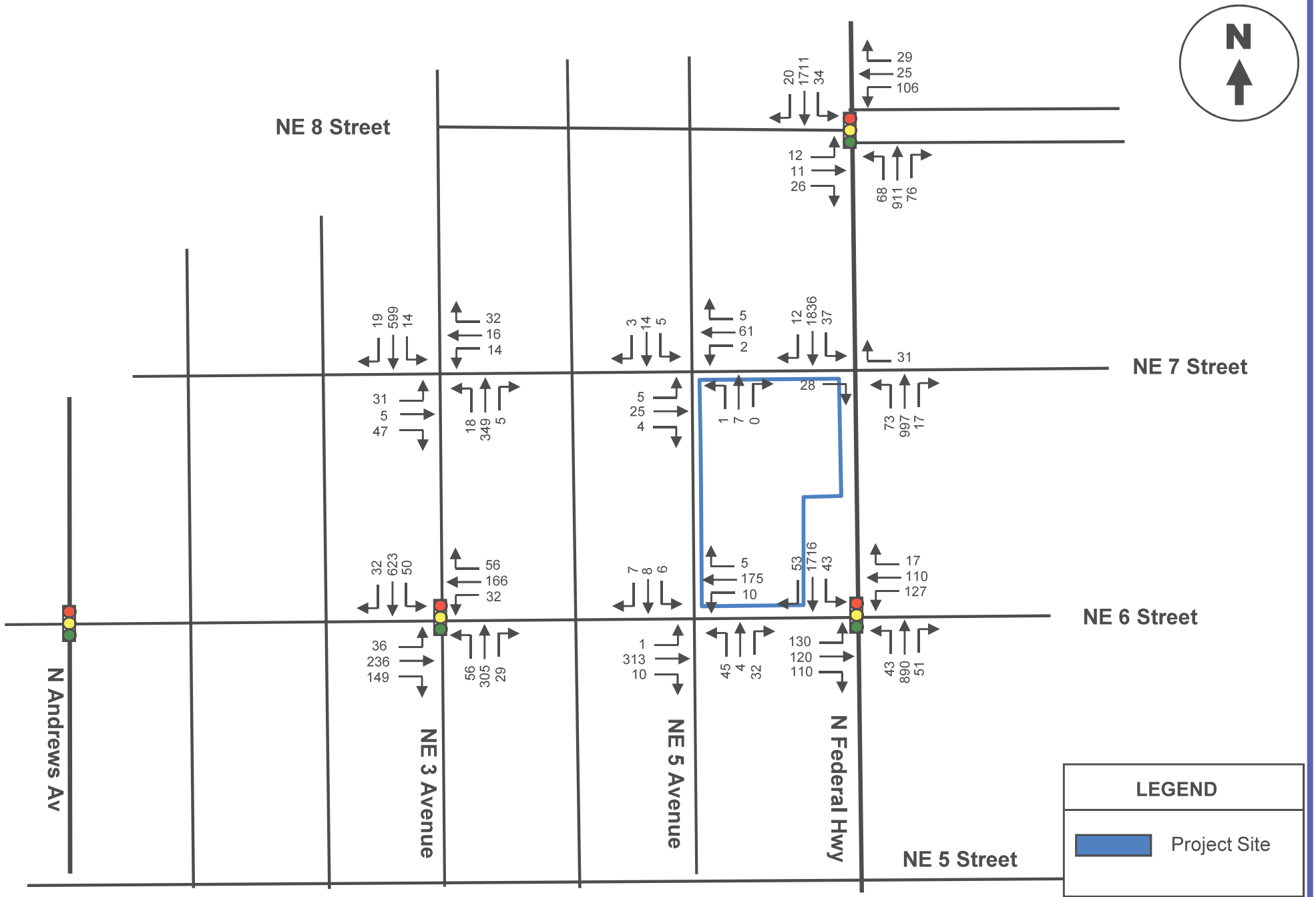
627 N. Federal Highway

Fort Lauderdale, Florida

September, 2019

Prepared for:

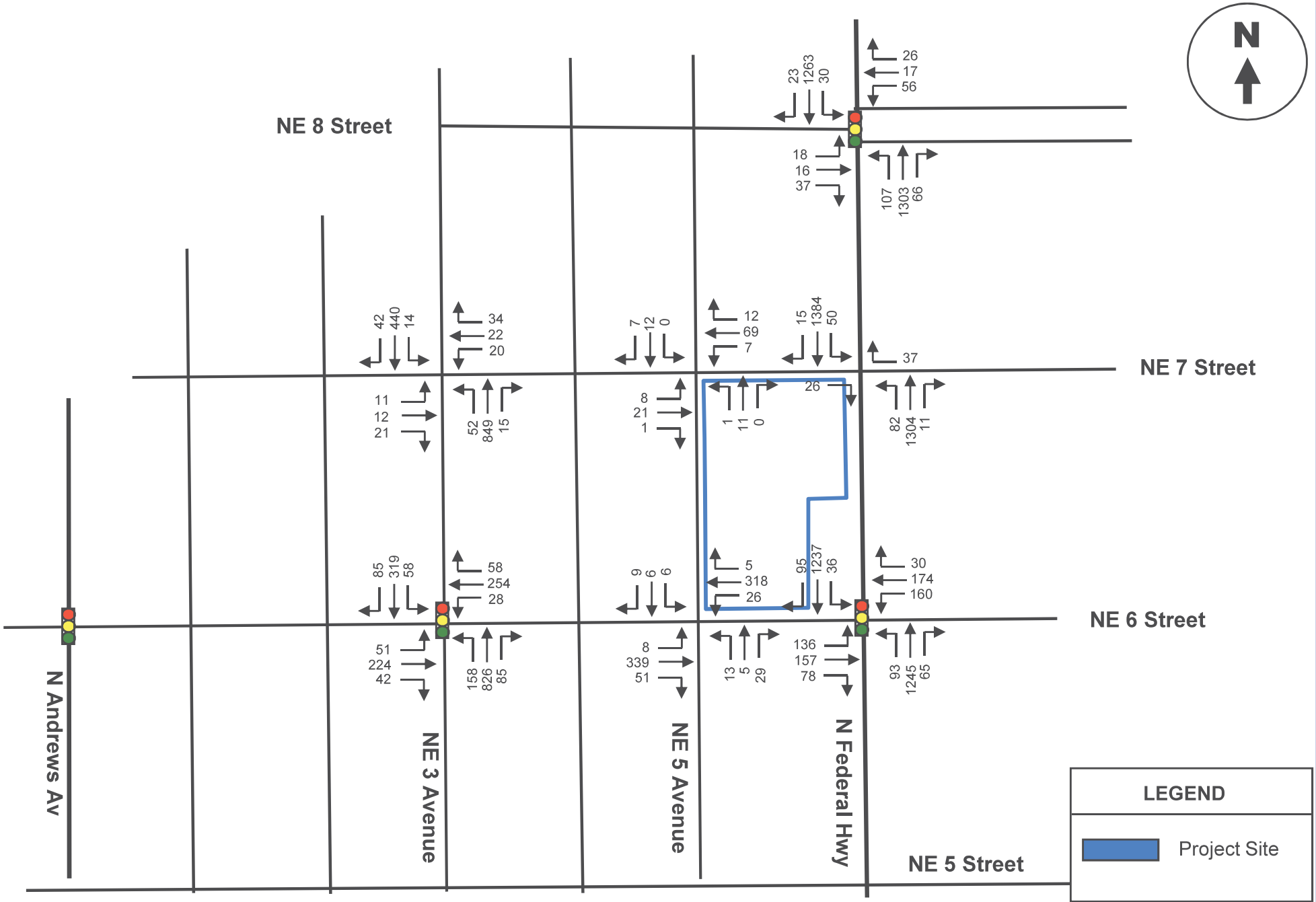
Flagler Sixth, LLC



DC Engineers, Inc.

Existing AM Peak Hour Traffic Counts
Source: Traffic Survey Specialists, Inc. 6/26/19 & 6/27/19

FIGURE 3a
627 N. Federal Highway
Fort Lauderdale, Florida



DC Engineers, Inc.

Existing PM Peak Hour Traffic Counts
Source: Traffic Survey Specialists, Inc. 6/26/19 & 6/27/19

FIGURE 3b
627 N. Federal Highway
Fort Lauderdale, Florida

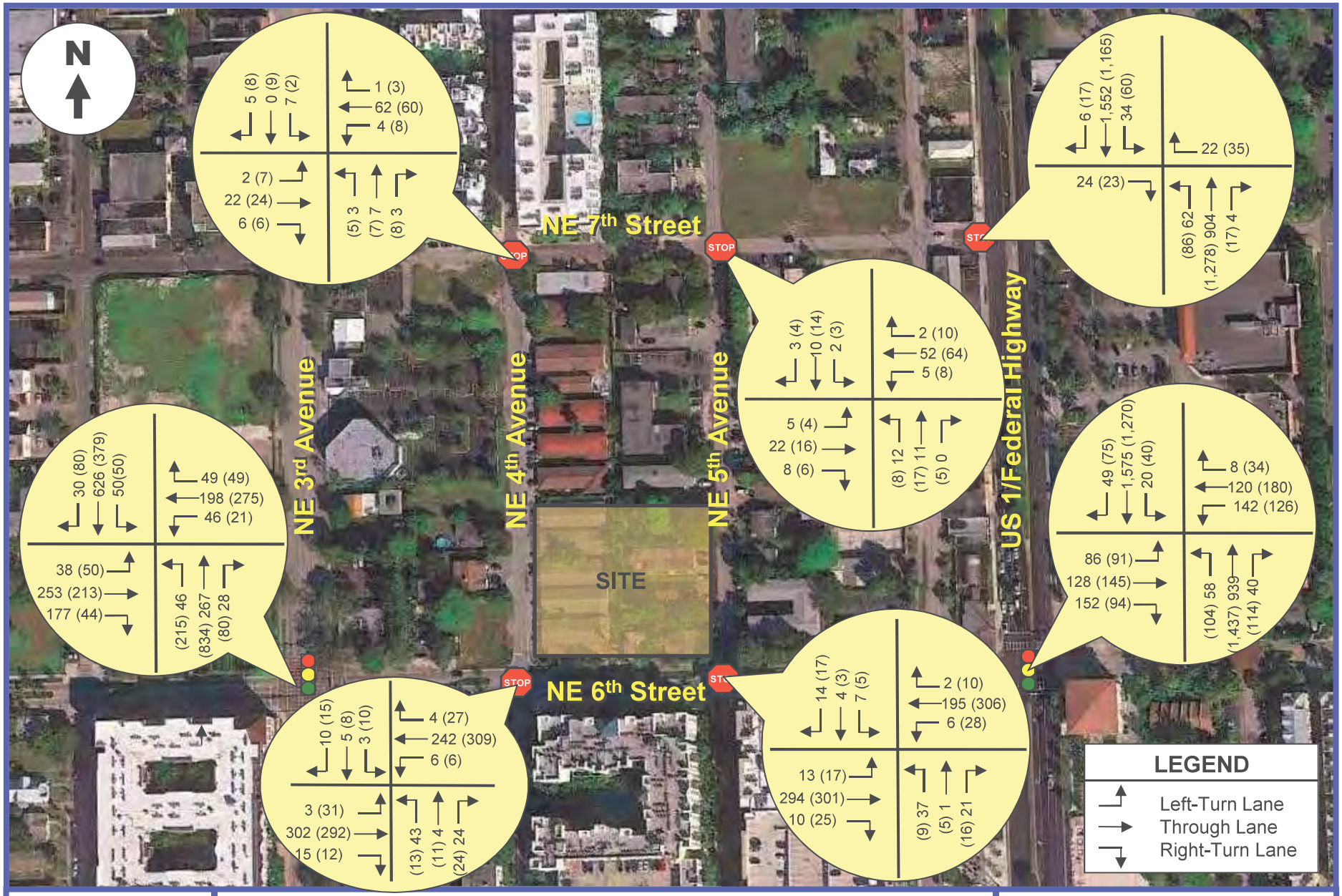
Alta Flagler Village
Fort Lauderdale, Florida

traffic study

prepared for:
Alta Developers

Traf Tech
ENGINEERING, INC.

April 2016
(Revised May 2016)



Traf Tech
ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour (March 9, 2016)

FIGURE 3
Alta Flagler Village
Fort Lauderdale, Florida

APPENDIX D

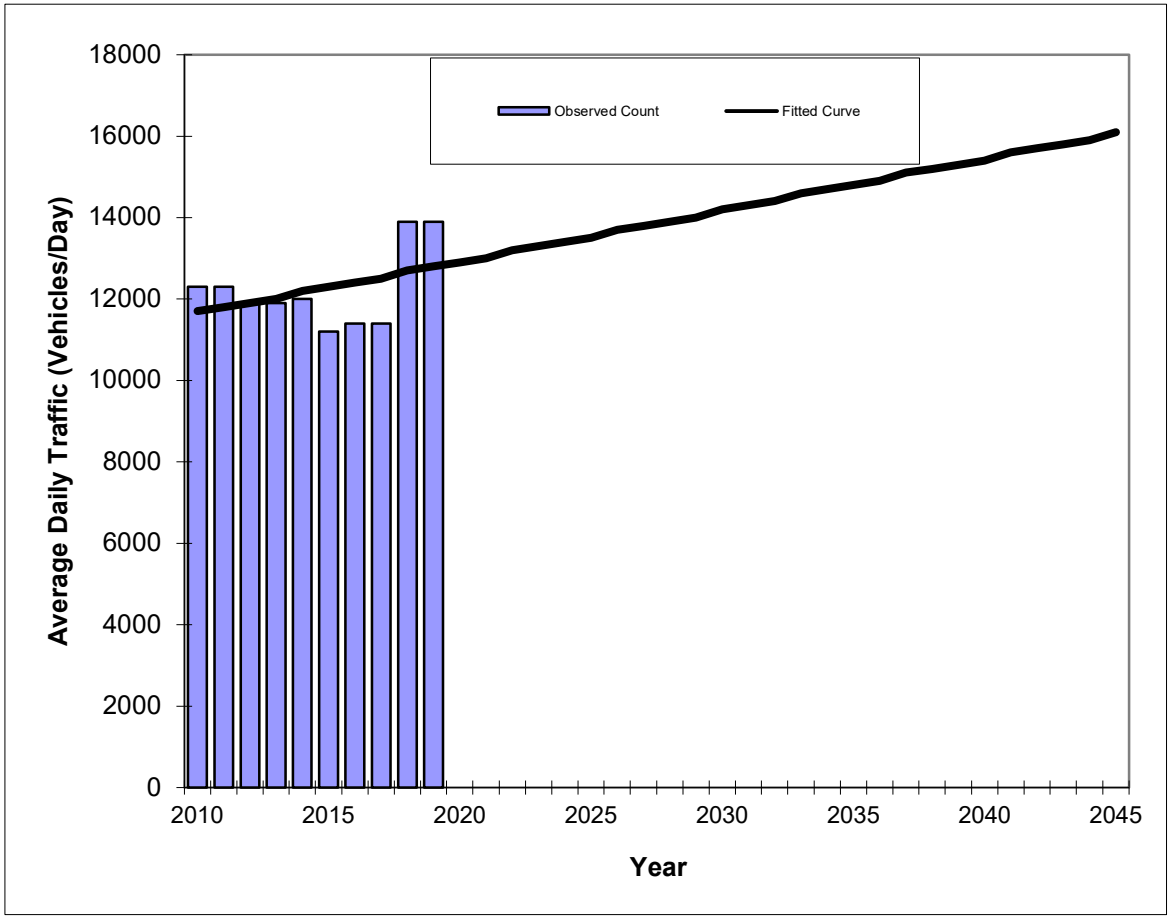
Trends Analysis

Traffic Trends - V03.a

--

FIN#	
Location	NE 3rd Ave, N of 6th St

County:	Broward (86)
Station #:	9039
Highway:	NE 3rd Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12300	11700
2011	12300	11800
2012	11900	11900
2013	11900	12000
2014	12000	12200
2015	11200	12300
2016	11400	12400
2017	11400	12500
2018	13900	12700
2019	13900	12800
2024 Opening Year Trend		
2024	N/A	13400
2034 Mid-Year Trend		
2034	N/A	14700
2044 Design Year Trend		
2044	N/A	15900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	126
Trend R-squared:	15.80%
Trend Annual Historic Growth Rate:	1.04%
Trend Growth Rate (2019 to Design Year):	0.97%
Printed:	14-Jun-21

Straight Line Growth Option

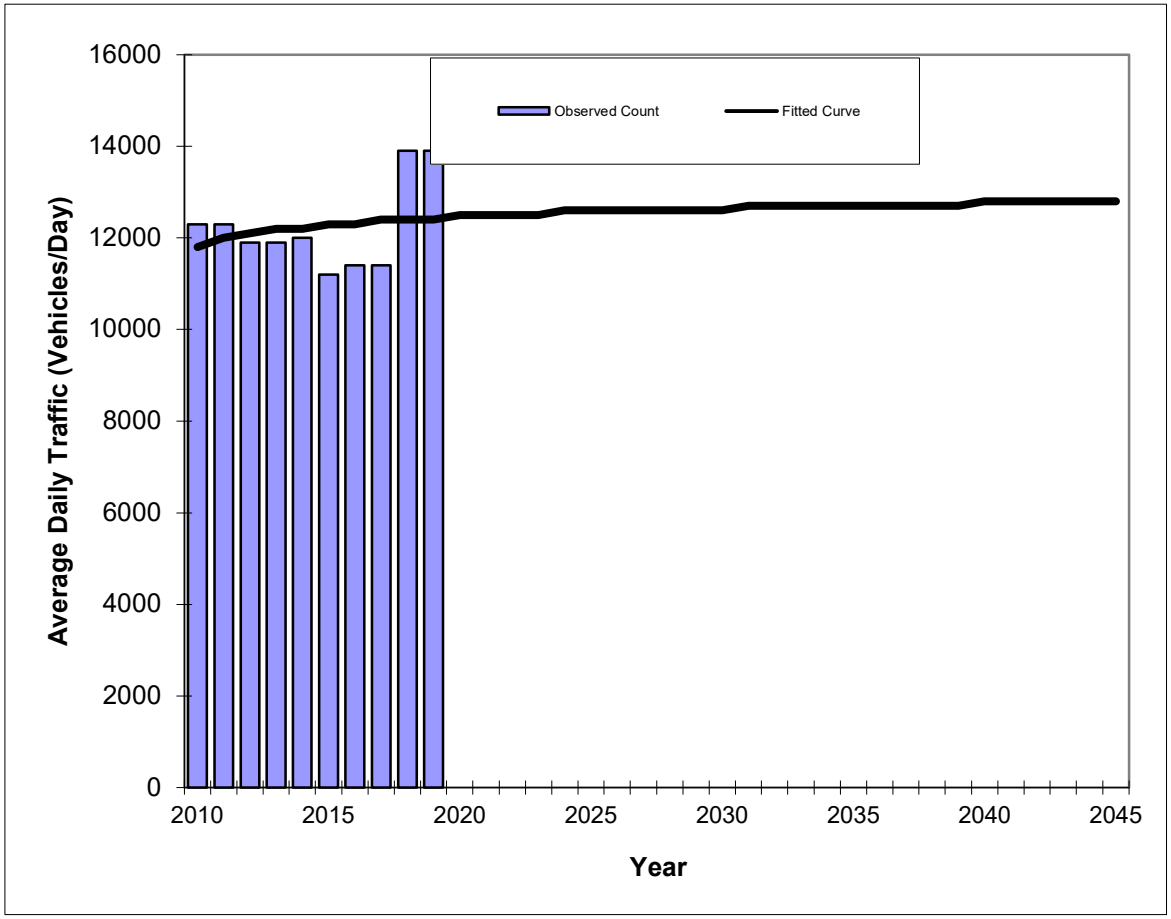
***Axle-Adjusted**

Traffic Trends - V03.a

--

FIN#	
Location	NE 3rd Ave, N of 6th St

County:	Broward (86)
Station #:	9039
Highway:	NE 3rd Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12300	11800
2011	12300	12000
2012	11900	12100
2013	11900	12200
2014	12000	12200
2015	11200	12300
2016	11400	12300
2017	11400	12400
2018	13900	12400
2019	13900	12400
2024 Opening Year Trend		
2024	N/A	12600
2034 Mid-Year Trend		
2034	N/A	12700
2044 Design Year Trend		
2044	N/A	12800
TRANPLAN Forecasts/Trends		

Trend R-squared:	4.46%
Compounded Annual Historic Growth Rate:	0.55%
Compounded Growth Rate (2019 to Design Year):	0.13%
Printed:	14-Jun-21

Decaying Exponential Growth Option

***Axle-Adjusted**

APPENDIX E

Committed Trips from Prior Traffic Impact Studies

URBN Flagler

Fort Lauderdale, Florida

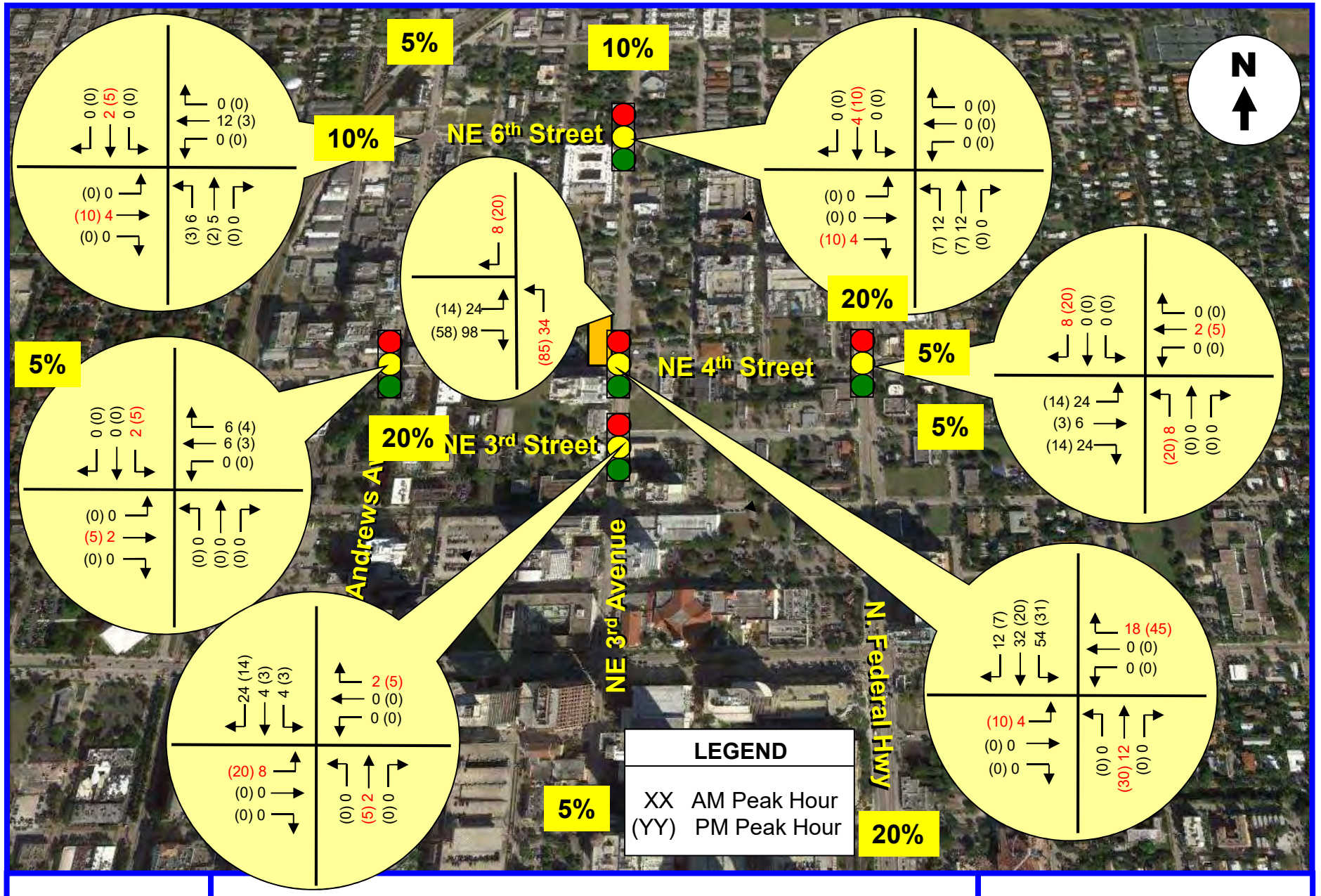
prepared for:

TAHO Investments

traffic study

TRAFTECH ENGINEERING, INC.

October 28, 2019



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4A
URBN@flaglervillage
Ft. Lauderdale, Florida

Traffic Impact Analysis
For Submittal to the
City of Fort Lauderdale

FAT VILLAGE EAST
FORT LAUDERDALE, FLORIDA

Kimley»Horn

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April 2021
143325000

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment

NW 6th Street/
Sistrunk Boulevard

NW 5th Street

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

West Project Driveway

East Project Driveway

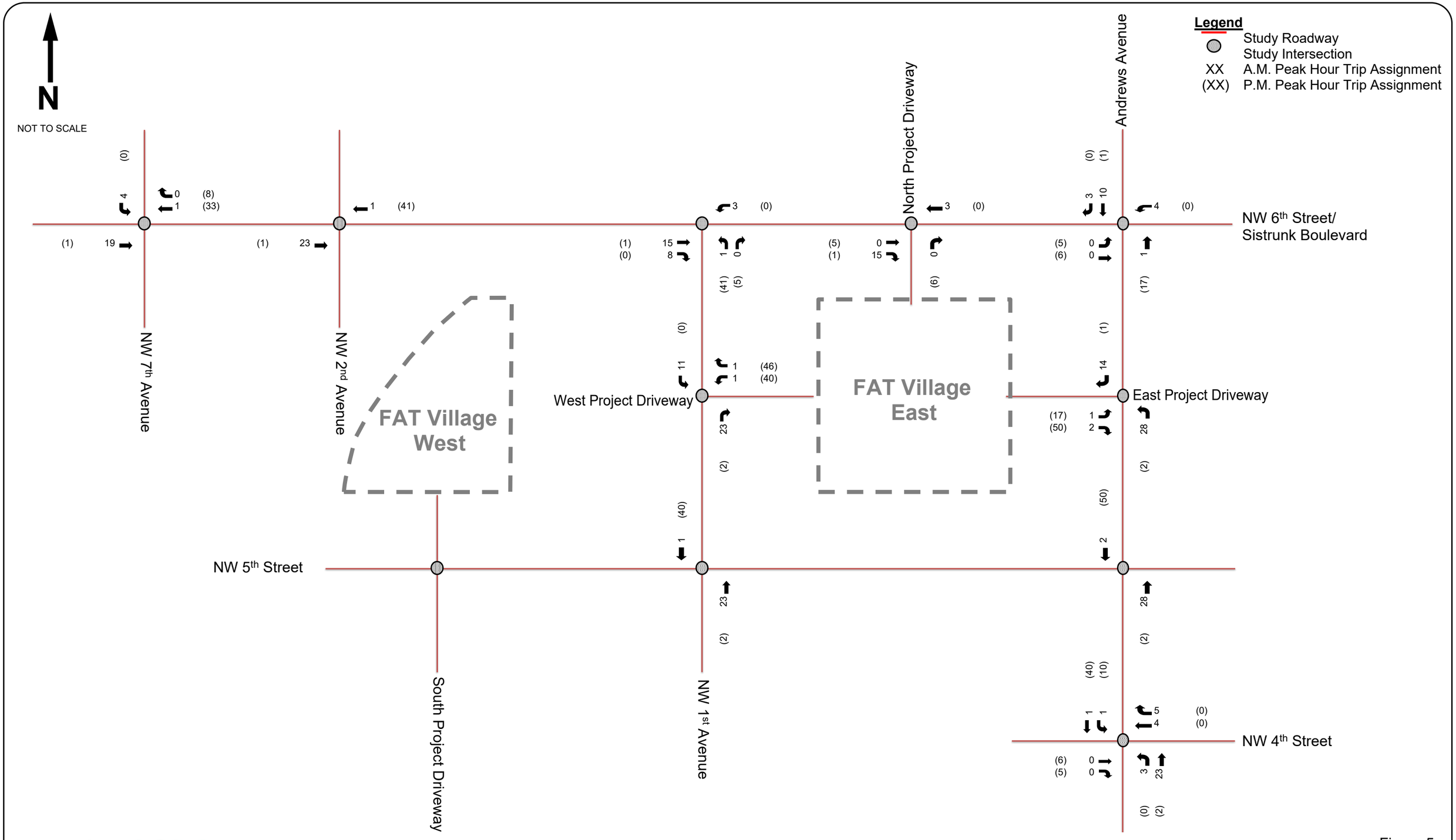
South Project Driveway

NW 1st Avenue

NW 4th Street

FAT Village West

FAT Village East



Kimley»Horn

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Figure 5
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment

NW 7th Avenue

NW 2nd Avenue

North Project Driveway

Andrews Avenue

NW 6th Street/
Sistrunk Boulevard

West Project Driveway

East Project Driveway

FAT Village West

FAT Village East

NW 5th Street

South Project Driveway

NW 1st Avenue

NW 4th Street

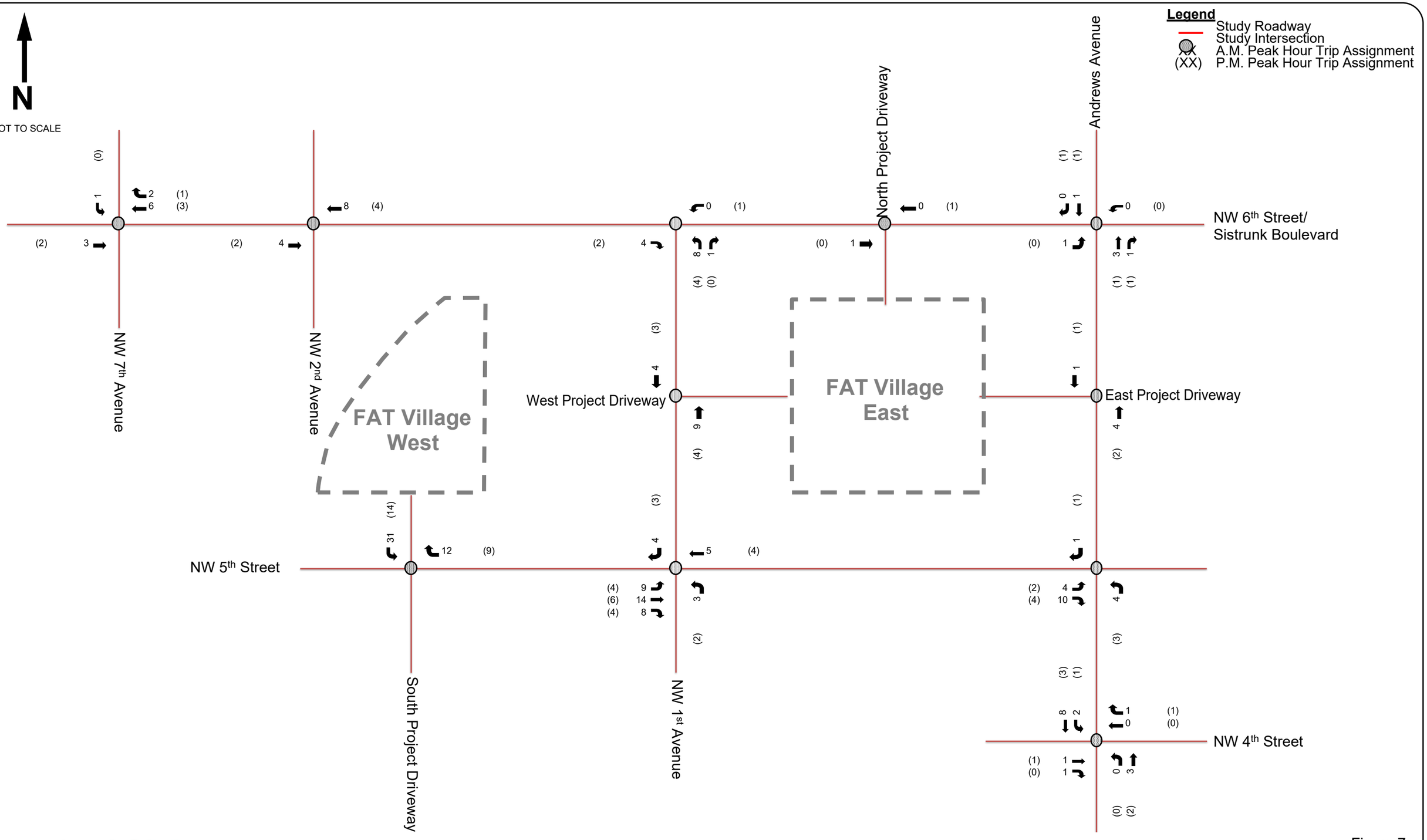


Figure 7
Peak Hour FAT Village West Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

© 2021

DC Engineers, Inc.

Traffic Impact Study

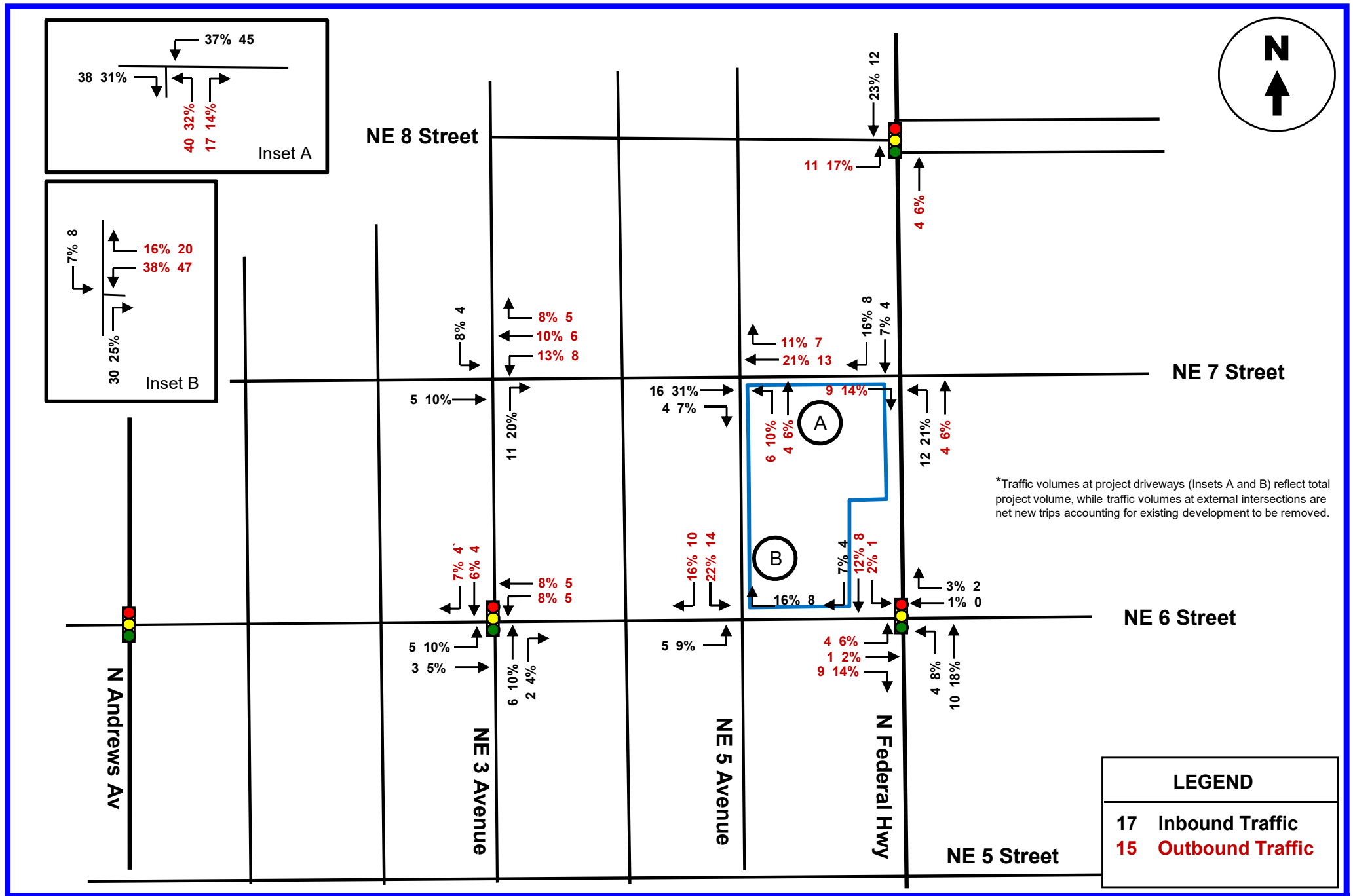
627 N. Federal Highway

Fort Lauderdale, Florida

September, 2019

Prepared for:

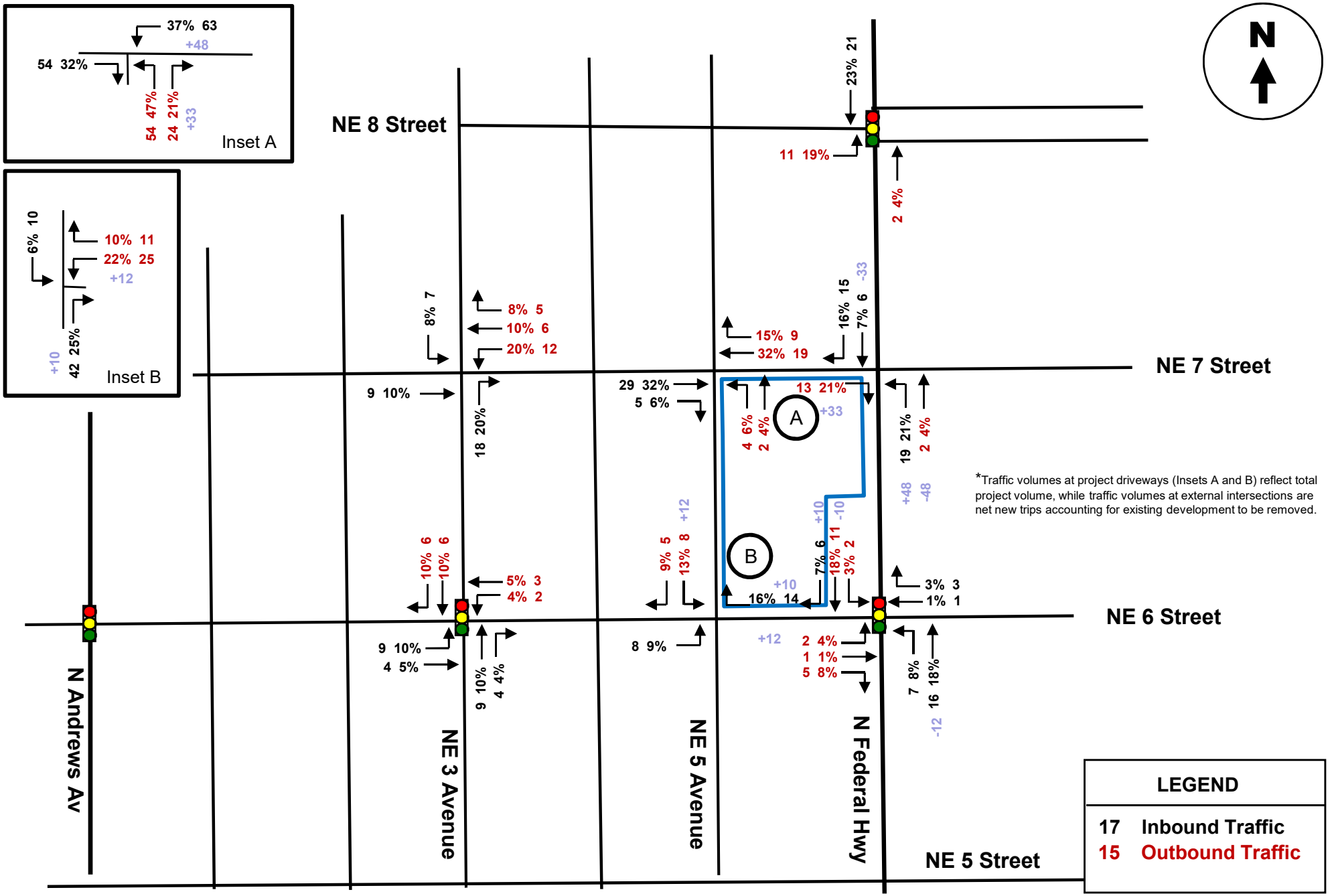
Flagler Sixth, LLC



DC Engineers, Inc.

New Project Traffic Assignment
AM Peak Hour

FIGURE 5a
627 N. Federal Highway
Fort Lauderdale, Florida



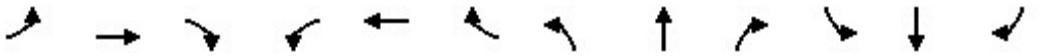
DC Engineers, Inc.

New Project Traffic Assignment
PM Peak Hour

FIGURE 5b
627 N. Federal Highway
Fort Lauderdale, Florida

APPENDIX F

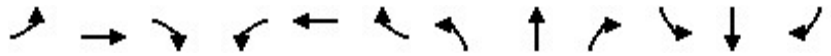
Synchro Analysis Results – 2021 Existing Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	387	369	13	180	109	45	271	16	107	749	50
Future Volume (veh/h)	123	387	369	13	180	109	45	271	16	107	749	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	421	401	14	196	118	49	295	17	116	814	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	701	594	219	701	594	283	1623	93	450	1142	76
Arrive On Green	0.38	0.38	0.38	0.75	0.75	0.75	0.06	0.47	0.47	0.34	0.34	0.34
Sat Flow, veh/h	1066	1870	1585	666	1870	1585	1781	3416	196	1067	3382	224
Grp Volume(v), veh/h	134	421	401	14	196	118	49	153	159	116	428	440
Grp Sat Flow(s),veh/h/ln	1066	1870	1585	666	1870	1585	1781	1777	1835	1067	1777	1830
Q Serve(g_s), s	7.6	14.5	16.9	1.1	2.7	1.7	1.3	4.0	4.0	6.5	16.8	16.8
Cycle Q Clear(g_c), s	10.2	14.5	16.9	15.6	2.7	1.7	1.3	4.0	4.0	6.5	16.8	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	454	701	594	219	701	594	283	844	872	450	600	618
V/C Ratio(X)	0.29	0.60	0.67	0.06	0.28	0.20	0.17	0.18	0.18	0.26	0.71	0.71
Avail Cap(c_a), veh/h	454	701	594	219	701	594	283	844	872	450	600	618
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	20.2	20.9	12.8	6.6	6.5	15.7	12.1	12.1	19.7	23.1	23.1
Incr Delay (d2), s/veh	1.6	3.8	6.0	0.5	1.0	0.7	1.3	0.5	0.5	1.4	7.1	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	11.0	11.2	0.3	2.0	1.2	1.0	2.6	2.7	2.9	11.9	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	23.9	26.9	13.4	7.5	7.2	17.0	12.5	12.5	21.1	30.2	30.0
LnGrp LOS	C	C	C	B	A	A	B	B	B	C	C	C
Approach Vol, veh/h		956			328			361			984	
Approach Delay, s/veh		24.9			7.7			13.1			29.0	
Approach LOS		C			A			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		36.0	11.0	33.0		36.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		38.0		30.0	5.0	27.0		30.0				
Max Q Clear Time (g_c+I1), s		7.0		19.9	4.3	19.8		18.6				
Green Ext Time (p_c), s		1.6		3.5	0.0	3.2		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			22.7									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	286	181	40	214	72	57	311	30	48	597	31
Future Volume (veh/h)	44	286	181	40	214	72	57	311	30	48	597	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	311	197	43	233	78	62	338	33	52	649	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	842	713	469	842	713	287	1309	127	425	1374	72
Arrive On Green	0.90	0.90	0.90	0.90	0.90	0.90	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1068	1870	1585	891	1870	1585	758	3273	317	1011	3435	180
Grp Volume(v), veh/h	48	311	197	43	233	78	62	183	188	52	335	348
Grp Sat Flow(s),veh/h/ln	1068	1870	1585	891	1870	1585	758	1777	1813	1011	1777	1838
Q Serve(g_s), s	0.5	2.0	1.3	0.6	1.3	0.4	5.3	5.5	5.6	2.9	11.2	11.2
Cycle Q Clear(g_c), s	1.9	2.0	1.3	2.6	1.3	0.4	16.4	5.5	5.6	8.4	11.2	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	553	842	713	469	842	713	287	711	725	425	711	735
V/C Ratio(X)	0.09	0.37	0.28	0.09	0.28	0.11	0.22	0.26	0.26	0.12	0.47	0.47
Avail Cap(c_a), veh/h	553	842	713	469	842	713	287	711	725	425	711	735
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.4	2.3	2.3	2.5	2.3	2.2	23.8	16.0	16.1	18.9	17.8	17.8
Incr Delay (d2), s/veh	0.3	1.0	0.8	0.4	0.8	0.3	1.7	0.9	0.9	0.6	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	1.4	0.9	0.2	1.1	0.4	1.8	3.9	4.0	1.2	7.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.6	3.3	3.1	2.9	3.1	2.5	25.5	16.9	16.9	19.4	20.0	19.9
LnGrp LOS	A	A	A	A	A	A	C	B	B	B	B	B
Approach Vol, veh/h		556			354			433			735	
Approach Delay, s/veh		3.2			2.9			18.2			19.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	38.0	42.0	38.0	42.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	32.0	36.0	32.0	36.0
Max Q Clear Time (g_c+I1), s	19.4	5.0	14.2	5.6
Green Ext Time (p_c), s	1.9	1.7	3.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	343	17	6	272	6	44	4	24	3	5	10
Future Vol, veh/h	3	343	17	6	272	6	44	4	24	3	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	373	18	7	296	7	48	4	26	3	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	391	0	0	710	705	382	717	711	300
Stage 1	-	-	-	-	-	-	388	388	-	314	314	-
Stage 2	-	-	-	-	-	-	322	317	-	403	397	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1258	-	-	1168	-	-	348	361	665	345	358	740
Stage 1	-	-	-	-	-	-	636	609	-	697	656	-
Stage 2	-	-	-	-	-	-	690	654	-	624	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1168	-	-	336	357	665	326	354	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	357	-	326	354	-
Stage 1	-	-	-	-	-	-	634	607	-	695	651	-
Stage 2	-	-	-	-	-	-	669	649	-	593	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	16	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1258	-	-	1168	-	-	489
HCM Lane V/C Ratio	0.194	0.003	-	-	0.006	-	-	0.04
HCM Control Delay (s)	16	7.9	0	-	8.1	0	-	12.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1

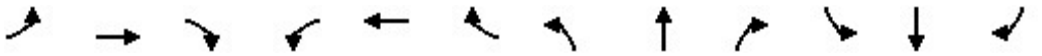
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	358	11	13	232	6	46	4	33	6	8	7
Future Vol, veh/h	1	358	11	13	232	6	46	4	33	6	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	389	12	14	252	7	50	4	36	7	9	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	401	0	0	689	684	395	701	687	256
Stage 1	-	-	-	-	-	-	397	397	-	284	284	-
Stage 2	-	-	-	-	-	-	292	287	-	417	403	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1158	-	-	360	371	654	353	370	783
Stage 1	-	-	-	-	-	-	629	603	-	723	676	-
Stage 2	-	-	-	-	-	-	716	674	-	613	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1158	-	-	346	365	654	327	364	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	365	-	327	364	-
Stage 1	-	-	-	-	-	-	628	602	-	722	667	-
Stage 2	-	-	-	-	-	-	690	665	-	575	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	15.7	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1306	-	-	1158	-	-	426
HCM Lane V/C Ratio	0.211	0.001	-	-	0.012	-	-	0.054
HCM Control Delay (s)	15.7	7.8	0	-	8.1	0	-	13.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	133	121	177	153	23	44	908	52	44	1750	54
Future Volume (veh/h)	144	133	121	177	153	23	44	908	52	44	1750	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	145	132	192	166	25	48	987	57	48	1902	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	648	549	349	550	83	62	2500	144	62	2576	80
Arrive On Green	0.11	0.11	0.11	0.35	0.35	0.35	0.03	0.51	0.51	0.03	0.51	0.51
Sat Flow, veh/h	1192	1870	1585	1102	1588	239	1781	4938	285	1781	5088	158
Grp Volume(v), veh/h	157	145	132	192	0	191	48	680	364	48	1272	689
Grp Sat Flow(s),veh/h/ln	1192	1870	1585	1102	0	1827	1781	1702	1819	1781	1702	1842
Q Serve(g_s), s	20.1	11.3	12.1	24.4	0.0	12.2	4.3	19.7	19.8	4.3	47.1	47.2
Cycle Q Clear(g_c), s	32.3	11.3	12.1	35.7	0.0	12.2	4.3	19.7	19.8	4.3	47.1	47.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	367	648	549	349	0	633	62	1723	921	62	1723	933
V/C Ratio(X)	0.43	0.22	0.24	0.55	0.00	0.30	0.78	0.39	0.40	0.78	0.74	0.74
Avail Cap(c_a), veh/h	367	648	549	349	0	633	122	1723	921	122	1723	933
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	51.3	51.7	50.8	0.0	38.1	76.6	24.4	24.4	76.6	31.1	31.2
Incr Delay (d2), s/veh	3.6	0.8	1.0	6.1	0.0	1.2	7.6	0.7	1.3	7.6	2.9	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	9.8	9.2	11.9	0.0	9.7	3.8	12.8	13.8	3.8	27.1	29.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	52.1	52.7	56.9	0.0	39.4	84.2	25.0	25.7	84.2	34.0	36.4
LnGrp LOS	E	D	D	E	A	D	F	C	C	F	C	D
Approach Vol, veh/h		434			383			1092			2009	
Approach Delay, s/veh		58.7			48.1			27.9			36.0	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	87.0		61.5	11.5	87.0		61.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	81.0		50.0	11.0	81.0		50.0				
Max Q Clear Time (g_c+I1), s	6.3	21.8		37.7	6.3	49.2		34.3				
Green Ext Time (p_c), s	0.0	8.6		1.0	0.0	12.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			37.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	17	5	4	63	1	3	7	3	7	0	5
Future Vol, veh/h	3	17	5	4	63	1	3	7	3	7	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	18	5	4	68	1	3	8	3	8	0	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	69	36	3	46	37	10	5	0	0	11	0	0
Stage 1	19	19	-	16	16	-	-	-	-	-	-	-
Stage 2	50	17	-	30	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	923	856	1081	955	855	1071	1616	-	-	1608	-	-
Stage 1	1000	880	-	1004	882	-	-	-	-	-	-	-
Stage 2	963	881	-	987	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	850	1081	929	849	1071	1616	-	-	1608	-	-
Mov Cap-2 Maneuver	860	850	-	929	849	-	-	-	-	-	-	-
Stage 1	998	876	-	1002	880	-	-	-	-	-	-	-
Stage 2	885	879	-	957	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.6	1.7	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	889	856	1608	-	-
HCM Lane V/C Ratio	0.002	-	-	0.031	0.086	0.005	-	-
HCM Control Delay (s)	7.2	0	-	9.2	9.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	9	0
Future Vol, veh/h	0	0	0	13	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	992	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1071	1610	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

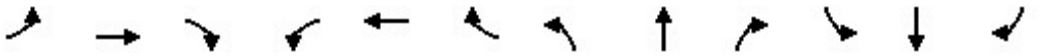
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	5	48	16	18	37	20	401	6	14	611	19
Future Vol, veh/h	32	5	48	16	18	37	20	401	6	14	611	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	5	52	17	20	40	22	436	7	15	664	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	977	1192	343	849	1199	222	685	0	0	443	0	0
Stage 1	705	705	-	484	484	-	-	-	-	-	-	-
Stage 2	272	487	-	365	715	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	205	186	653	254	184	782	904	-	-	1113	-	-
Stage 1	393	437	-	533	550	-	-	-	-	-	-	-
Stage 2	711	549	-	627	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	179	653	222	177	782	904	-	-	1113	-	-
Mov Cap-2 Maneuver	173	179	-	222	177	-	-	-	-	-	-	-
Stage 1	384	431	-	520	537	-	-	-	-	-	-	-
Stage 2	634	536	-	562	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	19.7	0.4	0.2
HCM LOS	C	C		

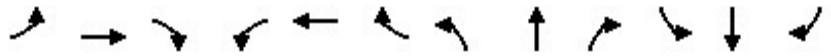
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	297	321	1113	-	-
HCM Lane V/C Ratio	0.024	-	-	0.311	0.24	0.014	-	-
HCM Control Delay (s)	9.1	-	-	22.5	19.7	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.9	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	246	61	20	412	109	192	629	19	99	436	117
Future Volume (veh/h)	80	246	61	20	412	109	192	629	19	99	436	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	267	66	22	448	118	209	684	21	108	474	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	678	515	358	678	575	430	1716	53	313	833	222
Arrive On Green	0.36	0.36	0.32	0.48	0.48	0.48	0.12	0.49	0.49	0.30	0.30	0.30
Sat Flow, veh/h	845	1870	1585	1047	1870	1585	1781	3520	108	743	2776	739
Grp Volume(v), veh/h	87	267	66	22	448	118	209	345	360	108	302	299
Grp Sat Flow(s),veh/h/ln	845	1870	1585	1047	1870	1585	1781	1777	1851	743	1777	1737
Q Serve(g_s), s	7.5	8.5	2.3	1.1	14.6	3.4	5.8	9.9	9.9	9.5	11.5	11.6
Cycle Q Clear(g_c), s	22.1	8.5	2.3	9.6	14.6	3.4	5.8	9.9	9.9	9.5	11.5	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.43
Lane Grp Cap(c), veh/h	242	678	515	358	678	575	430	866	902	313	533	521
V/C Ratio(X)	0.36	0.39	0.13	0.06	0.66	0.21	0.49	0.40	0.40	0.35	0.57	0.57
Avail Cap(c_a), veh/h	242	678	515	358	678	575	430	866	902	313	533	521
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	19.0	19.0	18.6	17.0	14.1	15.2	13.0	13.0	22.9	23.6	23.7
Incr Delay (d2), s/veh	4.1	1.7	0.5	0.3	4.5	0.7	3.9	1.4	1.3	3.0	4.3	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	6.9	1.6	0.5	9.7	2.3	4.5	6.6	6.9	3.2	8.7	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	20.7	19.5	18.9	21.5	14.8	19.1	14.4	14.4	25.9	27.9	28.2
LnGrp LOS	C	C	B	B	C	B	B	B	B	C	C	C
Approach Vol, veh/h		420			588			914			709	
Approach Delay, s/veh		23.3			20.1			15.5			27.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		45.0		35.0	15.0	30.0		35.0				
Change Period (Y+Rc), s		6.0		6.0	5.5	6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0	9.5	24.0		29.0				
Max Q Clear Time (g_c+I1), s		12.9		25.1	8.8	14.5		17.6				
Green Ext Time (p_c), s		4.1		0.8	0.0	2.9		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	258	48	33	291	66	161	843	87	62	342	90
Future Volume (veh/h)	58	258	48	33	291	66	161	843	87	62	342	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	280	52	36	316	72	175	916	95	67	372	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	725	614	446	725	614	441	1503	156	230	1290	336
Arrive On Green	0.77	0.77	0.77	0.26	0.26	0.26	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	996	1870	1585	1048	1870	1585	923	3250	337	558	2790	726
Grp Volume(v), veh/h	63	280	52	36	316	72	175	501	510	67	235	235
Grp Sat Flow(s),veh/h/ln	996	1870	1585	1048	1870	1585	923	1777	1810	558	1777	1740
Q Serve(g_s), s	2.9	3.8	0.6	2.2	11.3	2.8	11.6	16.9	16.9	8.2	6.6	6.7
Cycle Q Clear(g_c), s	14.2	3.8	0.6	6.0	11.3	2.8	18.2	16.9	16.9	25.1	6.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.42
Lane Grp Cap(c), veh/h	335	725	614	446	725	614	441	822	837	230	822	805
V/C Ratio(X)	0.19	0.39	0.08	0.08	0.44	0.12	0.40	0.61	0.61	0.29	0.29	0.29
Avail Cap(c_a), veh/h	335	725	614	446	725	614	441	822	837	230	822	805
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	5.9	5.6	21.9	22.3	19.2	18.9	16.1	16.1	25.5	13.3	13.4
Incr Delay (d2), s/veh	1.1	1.4	0.2	0.4	1.9	0.4	2.7	3.4	3.3	3.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	2.6	0.4	1.0	9.4	1.9	4.6	10.8	11.0	2.2	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	7.4	5.8	22.2	24.2	19.6	21.6	19.4	19.4	28.6	14.2	14.3
LnGrp LOS	B	A	A	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		395			424			1186			537	
Approach Delay, s/veh		7.8			23.3			19.7			16.0	
Approach LOS		A			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	43.0	37.0	43.0	37.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	37.0	31.0	37.0	31.0
Max Q Clear Time (g_c+I1), s	21.2	17.2	28.1	14.3
Green Ext Time (p_c), s	6.3	1.1	2.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	38	355	14	7	361	32	13	11	24	10	8	15
Future Vol, veh/h	38	355	14	7	361	32	13	11	24	10	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	386	15	8	392	35	14	12	26	11	9	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	401	0	0	914	919	394	921	909	410
Stage 1	-	-	-	-	-	-	476	476	-	426	426	-
Stage 2	-	-	-	-	-	-	438	443	-	495	483	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1132	-	-	1158	-	-	254	271	655	251	275	642
Stage 1	-	-	-	-	-	-	570	557	-	606	586	-
Stage 2	-	-	-	-	-	-	597	576	-	556	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1132	-	-	1158	-	-	231	256	655	223	260	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	256	-	223	260	-
Stage 1	-	-	-	-	-	-	543	531	-	578	581	-
Stage 2	-	-	-	-	-	-	568	571	-	497	527	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17	17.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	1132	-	-	1158	-	-	333
HCM Lane V/C Ratio	0.148	0.036	-	-	0.007	-	-	0.108
HCM Control Delay (s)	17	8.3	0	-	8.1	0	-	17.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.4

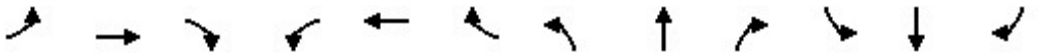
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	332	50	31	377	6	13	5	30	6	6	9
Future Vol, veh/h	8	332	50	31	377	6	13	5	30	6	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	361	54	34	410	7	14	5	33	7	7	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	415	0	0	896	891	388	907	915	414
Stage 1	-	-	-	-	-	-	406	406	-	482	482	-
Stage 2	-	-	-	-	-	-	490	485	-	425	433	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1142	-	-	1144	-	-	261	282	660	257	273	638
Stage 1	-	-	-	-	-	-	622	598	-	565	553	-
Stage 2	-	-	-	-	-	-	560	552	-	607	582	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1142	-	-	1144	-	-	243	268	660	232	260	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	268	-	232	260	-
Stage 1	-	-	-	-	-	-	616	592	-	559	531	-
Stage 2	-	-	-	-	-	-	523	530	-	566	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	15.1	16.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1142	-	-	1144	-	-	333
HCM Lane V/C Ratio	0.128	0.008	-	-	0.029	-	-	0.069
HCM Control Delay (s)	15.1	8.2	0	-	8.2	0	-	16.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	155	78	205	222	39	95	1270	66	37	1262	97
Future Volume (veh/h)	135	155	78	205	222	39	95	1270	66	37	1262	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	168	85	223	241	42	103	1380	72	40	1372	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	764	648	427	634	110	123	2236	117	52	1982	152
Arrive On Green	0.27	0.27	0.27	0.41	0.41	0.41	0.07	0.45	0.45	0.03	0.41	0.41
Sat Flow, veh/h	1096	1870	1585	1127	1551	270	1781	4969	259	1781	4838	370
Grp Volume(v), veh/h	147	168	85	223	0	283	103	945	507	40	965	512
Grp Sat Flow(s),veh/h/ln	1096	1870	1585	1127	0	1822	1781	1702	1824	1781	1702	1804
Q Serve(g_s), s	18.8	11.1	6.5	26.1	0.0	17.4	9.1	33.8	33.8	3.6	37.4	37.4
Cycle Q Clear(g_c), s	36.2	11.1	6.5	37.2	0.0	17.4	9.1	33.8	33.8	3.6	37.4	37.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.14	1.00		0.21
Lane Grp Cap(c), veh/h	374	764	648	427	0	744	123	1532	821	52	1395	739
V/C Ratio(X)	0.39	0.22	0.13	0.52	0.00	0.38	0.84	0.62	0.62	0.78	0.69	0.69
Avail Cap(c_a), veh/h	374	764	648	427	0	744	212	1532	821	122	1395	739
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	38.4	36.7	43.6	0.0	33.1	73.6	33.5	33.5	77.2	38.9	38.9
Incr Delay (d2), s/veh	3.1	0.7	0.4	4.5	0.0	1.5	5.5	1.9	3.5	8.9	2.8	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	9.4	4.8	12.5	0.0	12.8	7.8	20.6	22.3	3.2	22.7	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	39.1	37.1	48.1	0.0	34.6	79.1	35.4	37.0	86.0	41.7	44.2
LnGrp LOS	E	D	D	D	A	C	E	D	D	F	D	D
Approach Vol, veh/h		400			506			1555			1517	
Approach Delay, s/veh		45.7			40.5			38.8			43.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	78.0		71.4	17.1	71.6		71.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	72.0		59.0	19.0	64.0		59.0				
Max Q Clear Time (g_c+I1), s	5.6	35.8		39.2	11.1	39.4		38.2				
Green Ext Time (p_c), s	0.0	13.0		1.6	0.0	7.5		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		41.6	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	29	6	8	61	3	20	27	34	2	9	8
Future Vol, veh/h	8	29	6	8	61	3	20	27	34	2	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	32	7	9	66	3	22	29	37	2	10	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	145	129	15	130	115	48	19	0	0	66	0	0
Stage 1	19	19	-	92	92	-	-	-	-	-	-	-
Stage 2	126	110	-	38	23	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	824	762	1065	843	775	1021	1597	-	-	1536	-	-
Stage 1	1000	880	-	915	819	-	-	-	-	-	-	-
Stage 2	878	804	-	977	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	758	751	1065	802	763	1021	1597	-	-	1536	-	-
Mov Cap-2 Maneuver	758	751	-	802	763	-	-	-	-	-	-	-
Stage 1	986	879	-	902	808	-	-	-	-	-	-	-
Stage 2	792	793	-	935	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.2	1.8	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	785	775	1536	-	-
HCM Lane V/C Ratio	0.014	-	-	0.06	0.101	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.9	10.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	81	23	0
Future Vol, veh/h	0	0	0	81	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	88	25	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	884	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	884	1051	1589	-	-	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	12	21	23	26	40	55	896	16	14	449	43
Future Vol, veh/h	11	12	21	23	26	40	55	896	16	14	449	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	13	23	25	28	43	60	974	17	15	488	47

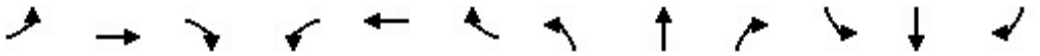
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1653	268	1384	1668	496	535	0	0	991	0	0
Stage 1	542	542	-	1103	1103	-	-	-	-	-	-	-
Stage 2	621	1111	-	281	565	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	97	730	103	95	519	1029	-	-	693	-	-
Stage 1	492	518	-	225	285	-	-	-	-	-	-	-
Stage 2	442	283	-	702	506	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	89	730	83	87	519	1029	-	-	693	-	-
Mov Cap-2 Maneuver	97	89	-	83	87	-	-	-	-	-	-	-
Stage 1	463	507	-	212	268	-	-	-	-	-	-	-
Stage 2	341	267	-	648	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.1	79.2	0.5	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	159	136	693	-	-
HCM Lane V/C Ratio	0.058	-	-	0.301	0.711	0.022	-	-
HCM Control Delay (s)	8.7	-	-	37.1	79.2	10.3	-	-
HCM Lane LOS	A	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	4	0.1	-	-

APPENDIX G

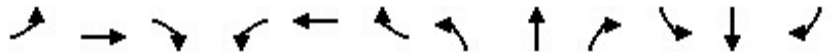
Synchro Analysis Results – 2024 Background Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	399	380	17	185	112	46	283	17	110	782	55
Future Volume (veh/h)	128	399	380	17	185	112	46	283	17	110	782	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	434	413	18	201	122	50	308	18	120	850	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	514	436	126	514	436	509	1962	114	380	926	65
Arrive On Green	0.28	0.28	0.28	0.55	0.55	0.55	0.22	0.57	0.57	0.28	0.28	0.28
Sat Flow, veh/h	1057	1870	1585	650	1870	1585	1781	3413	199	1054	3367	238
Grp Volume(v), veh/h	139	434	413	18	201	122	50	160	166	120	449	461
Grp Sat Flow(s),veh/h/ln	1057	1870	1585	650	1870	1585	1781	1777	1835	1054	1777	1828
Q Serve(g_s), s	9.5	17.5	20.4	2.1	4.9	3.3	1.1	3.4	3.4	7.5	19.6	19.6
Cycle Q Clear(g_c), s	14.5	17.5	20.4	19.6	4.9	3.3	1.1	3.4	3.4	7.5	19.6	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	316	514	436	126	514	436	509	1022	1055	380	489	503
V/C Ratio(X)	0.44	0.84	0.95	0.14	0.39	0.28	0.10	0.16	0.16	0.32	0.92	0.92
Avail Cap(c_a), veh/h	316	514	436	126	514	436	509	1022	1055	380	489	503
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	27.4	28.4	25.7	14.2	13.8	12.3	7.9	7.9	23.7	28.1	28.1
Incr Delay (d2), s/veh	4.4	15.5	31.8	2.3	2.1	1.5	0.4	0.3	0.3	2.2	24.7	24.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	14.8	16.7	0.6	3.7	2.2	0.7	2.0	2.1	3.5	16.3	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	42.9	60.2	28.0	16.3	15.3	12.7	8.3	8.3	25.9	52.8	52.4
LnGrp LOS	C	D	E	C	B	B	B	A	A	C	D	D
Approach Vol, veh/h		986			341			376			1030	
Approach Delay, s/veh		48.7			16.6			8.8			49.5	
Approach LOS		D			B			A			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		28.0	24.0	28.0		28.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		46.0		22.0	18.0	22.0		22.0				
Max Q Clear Time (g_c+I1), s		6.4		23.4	4.1	22.6		22.6				
Green Ext Time (p_c), s		1.8		0.0	0.1	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	300	190	46	225	74	71	338	33	49	623	39
Future Volume (veh/h)	55	300	190	46	225	74	71	338	33	49	623	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	326	207	50	245	80	77	367	36	53	677	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	818	693	350	818	693	285	1349	132	423	1402	87
Arrive On Green	0.29	0.29	0.29	0.88	0.88	0.88	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1055	1870	1585	871	1870	1585	733	3271	319	982	3399	211
Grp Volume(v), veh/h	60	326	207	50	245	80	77	198	205	53	354	365
Grp Sat Flow(s),veh/h/ln	1055	1870	1585	871	1870	1585	733	1777	1813	982	1777	1832
Q Serve(g_s), s	3.4	11.2	8.1	2.1	1.8	0.6	6.9	5.9	6.0	3.0	11.7	11.7
Cycle Q Clear(g_c), s	5.2	11.2	8.1	13.3	1.8	0.6	18.6	5.9	6.0	8.9	11.7	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	528	818	693	350	818	693	285	733	748	423	733	756
V/C Ratio(X)	0.11	0.40	0.30	0.14	0.30	0.12	0.27	0.27	0.27	0.13	0.48	0.48
Avail Cap(c_a), veh/h	528	818	693	350	818	693	285	733	748	423	733	756
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	19.8	18.8	6.2	2.9	2.8	24.0	15.5	15.6	18.5	17.2	17.2
Incr Delay (d2), s/veh	0.2	0.8	0.6	0.9	0.9	0.3	2.3	0.9	0.9	0.6	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	8.1	5.3	0.5	1.4	0.4	2.3	4.1	4.3	1.3	8.2	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	20.7	19.4	7.0	3.9	3.2	26.4	16.5	16.5	19.1	19.5	19.4
LnGrp LOS	B	C	B	A	A	A	C	B	B	B	B	B
Approach Vol, veh/h		593			375			480			772	
Approach Delay, s/veh		20.0			4.1			18.0			19.5	
Approach LOS		C			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.0	41.0	39.0	41.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	33.0	35.0	33.0	35.0
Max Q Clear Time (g_c+I1), s	21.6	14.2	14.7	16.3
Green Ext Time (p_c), s	2.0	1.7	4.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	353	18	6	280	6	45	4	25	3	5	10
Future Vol, veh/h	3	353	18	6	280	6	45	4	25	3	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	384	20	7	304	7	49	4	27	3	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	404	0	0	730	725	394	738	732	308
Stage 1	-	-	-	-	-	-	400	400	-	322	322	-
Stage 2	-	-	-	-	-	-	330	325	-	416	410	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1249	-	-	1155	-	-	338	352	655	334	348	732
Stage 1	-	-	-	-	-	-	626	602	-	690	651	-
Stage 2	-	-	-	-	-	-	683	649	-	614	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1155	-	-	327	348	655	315	345	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	348	-	315	345	-
Stage 1	-	-	-	-	-	-	624	600	-	688	646	-
Stage 2	-	-	-	-	-	-	663	644	-	583	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	16.4	12.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1249	-	-	1155	-	-	478
HCM Lane V/C Ratio	0.204	0.003	-	-	0.006	-	-	0.041
HCM Control Delay (s)	16.4	7.9	0	-	8.1	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

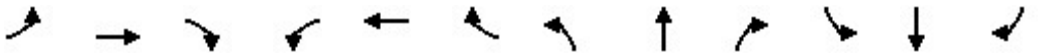
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	369	11	13	239	14	47	4	34	20	8	17
Future Vol, veh/h	10	369	11	13	239	14	47	4	34	20	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	401	12	14	260	15	51	4	37	22	9	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	275	0	0	413	0	0	738	732	407	746	731	268
Stage 1	-	-	-	-	-	-	429	429	-	296	296	-
Stage 2	-	-	-	-	-	-	309	303	-	450	435	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1288	-	-	1146	-	-	334	348	644	330	349	771
Stage 1	-	-	-	-	-	-	604	584	-	712	668	-
Stage 2	-	-	-	-	-	-	701	664	-	589	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1146	-	-	314	339	644	302	340	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	339	-	302	340	-
Stage 1	-	-	-	-	-	-	597	578	-	704	659	-
Stage 2	-	-	-	-	-	-	666	655	-	545	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	16.8	15.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	397	1288	-	-	1146	-	-	402
HCM Lane V/C Ratio	0.233	0.008	-	-	0.012	-	-	0.122
HCM Control Delay (s)	16.8	7.8	0	-	8.2	0	-	15.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	138	125	182	158	24	49	945	54	46	1811	60
Future Volume (veh/h)	152	138	125	182	158	24	49	945	54	46	1811	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	150	136	198	172	26	53	1027	59	50	1968	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	642	544	340	545	82	68	2511	144	64	2570	85
Arrive On Green	0.11	0.11	0.11	0.34	0.34	0.34	0.04	0.51	0.51	0.04	0.51	0.51
Sat Flow, veh/h	1185	1870	1585	1093	1587	240	1781	4940	283	1781	5077	167
Grp Volume(v), veh/h	165	150	136	198	0	198	53	707	379	50	1318	715
Grp Sat Flow(s),veh/h/ln	1185	1870	1585	1093	0	1827	1781	1702	1819	1781	1702	1840
Q Serve(g_s), s	21.3	11.7	12.5	25.8	0.0	12.8	4.7	20.6	20.7	4.5	49.9	50.1
Cycle Q Clear(g_c), s	34.1	11.7	12.5	37.5	0.0	12.8	4.7	20.6	20.7	4.5	49.9	50.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	357	642	544	340	0	627	68	1730	925	64	1723	932
V/C Ratio(X)	0.46	0.23	0.25	0.58	0.00	0.32	0.78	0.41	0.41	0.78	0.77	0.77
Avail Cap(c_a), veh/h	357	642	544	340	0	627	111	1730	925	111	1723	932
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.8	51.8	52.1	52.0	0.0	38.7	76.3	24.4	24.4	76.5	31.8	31.9
Incr Delay (d2), s/veh	4.3	0.9	1.1	7.1	0.0	1.3	7.1	0.7	1.3	7.4	3.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	10.1	9.4	12.4	0.0	10.1	4.1	13.3	14.3	3.9	28.6	31.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	52.6	53.2	59.1	0.0	40.0	83.4	25.1	25.8	83.9	35.1	37.9
LnGrp LOS	E	D	D	E	A	D	F	C	C	F	D	D
Approach Vol, veh/h		451			396			1139			2083	
Approach Delay, s/veh		59.9			49.6			28.1			37.3	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	87.3		60.9	12.1	87.0		60.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	81.0		51.0	10.0	81.0		51.0				
Max Q Clear Time (g_c+I1), s	6.5	22.7		39.5	6.7	52.1		36.1				
Green Ext Time (p_c), s	0.0	9.1		1.0	0.0	12.5		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	18	5	4	65	1	3	7	3	7	0	5
Future Vol, veh/h	3	18	5	4	65	1	3	7	3	7	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	20	5	4	71	1	3	8	3	8	0	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	71	36	3	47	37	10	5	0	0	11	0	0
Stage 1	19	19	-	16	16	-	-	-	-	-	-	-
Stage 2	52	17	-	31	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	920	856	1081	954	855	1071	1616	-	-	1608	-	-
Stage 1	1000	880	-	1004	882	-	-	-	-	-	-	-
Stage 2	961	881	-	986	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	856	850	1081	927	849	1071	1616	-	-	1608	-	-
Mov Cap-2 Maneuver	856	850	-	927	849	-	-	-	-	-	-	-
Stage 1	998	876	-	1002	880	-	-	-	-	-	-	-
Stage 2	881	879	-	954	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.6	1.7	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	887	856	1608	-	-
HCM Lane V/C Ratio	0.002	-	-	0.032	0.089	0.005	-	-
HCM Control Delay (s)	7.2	0	-	9.2	9.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	9	0
Future Vol, veh/h	0	0	0	13	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	992	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1071	1610	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

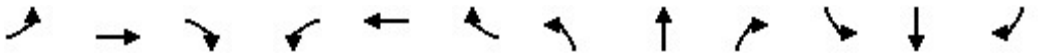
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	15	49	24	25	43	21	413	17	18	629	20
Future Vol, veh/h	33	15	49	24	25	43	21	413	17	18	629	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	16	53	26	27	47	23	449	18	20	684	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1019	1248	353	894	1250	234	706	0	0	467	0	0
Stage 1	735	735	-	504	504	-	-	-	-	-	-	-
Stage 2	284	513	-	390	746	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	191	172	643	236	172	768	888	-	-	1091	-	-
Stage 1	377	424	-	518	539	-	-	-	-	-	-	-
Stage 2	699	534	-	606	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	151	164	643	194	164	768	888	-	-	1091	-	-
Mov Cap-2 Maneuver	151	164	-	194	164	-	-	-	-	-	-	-
Stage 1	367	416	-	505	525	-	-	-	-	-	-	-
Stage 2	606	520	-	524	411	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.3	25.2	0.4	0.2
HCM LOS	D	D		

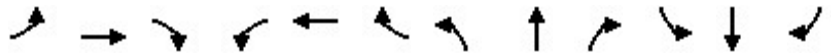
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	251	277	1091	-	-
HCM Lane V/C Ratio	0.026	-	-	0.42	0.361	0.018	-	-
HCM Control Delay (s)	9.2	-	-	29.3	25.2	8.4	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	1.6	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	259	63	21	424	112	198	666	21	102	451	122
Future Volume (veh/h)	87	259	63	21	424	112	198	666	21	102	451	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	282	68	23	461	122	215	724	23	111	490	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	701	594	362	701	594	368	1670	53	322	899	243
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.47	0.47	0.32	0.32	0.32
Sat Flow, veh/h	832	1870	1585	1031	1870	1585	1781	3515	112	714	2766	746
Grp Volume(v), veh/h	95	282	68	23	461	122	215	366	381	111	314	309
Grp Sat Flow(s),veh/h/ln	832	1870	1585	1031	1870	1585	1781	1777	1850	714	1777	1736
Q Serve(g_s), s	8.6	8.9	2.2	1.3	16.4	4.2	6.0	10.9	10.9	9.9	11.6	11.7
Cycle Q Clear(g_c), s	24.9	8.9	2.2	10.2	16.4	4.2	6.0	10.9	10.9	9.9	11.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.43
Lane Grp Cap(c), veh/h	232	701	594	362	701	594	368	844	879	322	577	564
V/C Ratio(X)	0.41	0.40	0.11	0.06	0.66	0.21	0.58	0.43	0.43	0.34	0.54	0.55
Avail Cap(c_a), veh/h	232	701	594	362	701	594	368	844	879	322	577	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	18.4	16.3	22.2	20.7	16.9	16.5	13.9	13.9	21.6	22.1	22.2
Incr Delay (d2), s/veh	5.3	1.7	0.4	0.3	4.2	0.7	6.6	1.6	1.6	2.9	3.6	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	7.2	1.5	0.6	11.7	2.8	5.1	7.4	7.7	3.2	8.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	20.1	16.7	22.5	24.9	17.6	23.2	15.5	15.4	24.5	25.8	26.0
LnGrp LOS	D	C	B	C	C	B	C	B	B	C	C	C
Approach Vol, veh/h		445			606			962			734	
Approach Delay, s/veh		23.1			23.3			17.2			25.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		36.0	12.0	32.0		36.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		38.0		30.0	6.0	26.0		30.0				
Max Q Clear Time (g_c+I1), s		13.9		27.9	9.0	14.6		19.4				
Green Ext Time (p_c), s		4.3		0.5	0.0	3.3		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	270	59	36	303	68	173	884	94	64	368	99
Future Volume (veh/h)	69	270	59	36	303	68	173	884	94	64	368	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	293	64	39	329	74	188	961	102	70	400	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	631	535	360	631	535	474	1661	176	253	1421	380
Arrive On Green	0.68	0.68	0.68	0.11	0.11	0.11	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	982	1870	1585	1024	1870	1585	891	3241	344	531	2773	741
Grp Volume(v), veh/h	75	293	64	39	329	74	188	527	536	70	255	253
Grp Sat Flow(s),veh/h/ln	982	1870	1585	1024	1870	1585	891	1777	1808	531	1777	1737
Q Serve(g_s), s	4.7	5.9	1.1	2.8	13.3	3.4	12.2	16.4	16.4	8.4	6.5	6.7
Cycle Q Clear(g_c), s	18.0	5.9	1.1	8.7	13.3	3.4	18.7	16.4	16.4	24.9	6.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.43
Lane Grp Cap(c), veh/h	258	631	535	360	631	535	474	911	927	253	911	890
V/C Ratio(X)	0.29	0.46	0.12	0.11	0.52	0.14	0.40	0.58	0.58	0.28	0.28	0.28
Avail Cap(c_a), veh/h	258	631	535	360	631	535	474	911	927	253	911	890
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	9.6	8.8	30.2	29.4	25.0	16.4	13.5	13.5	22.1	11.1	11.1
Incr Delay (d2), s/veh	2.5	2.2	0.4	0.6	3.1	0.5	2.5	2.7	2.6	2.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	4.0	0.8	1.4	11.5	2.4	4.5	10.2	10.3	2.1	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	11.8	9.2	30.8	32.5	25.6	18.9	16.2	16.1	24.8	11.9	11.9
LnGrp LOS	B	B	A	C	C	C	B	B	B	C	B	B
Approach Vol, veh/h		432			442			1251			578	
Approach Delay, s/veh		12.7			31.2			16.6			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.0	33.0	47.0	33.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	41.0	27.0	41.0	27.0
Max Q Clear Time (g_c+I1), s	21.7	21.0	27.9	16.3
Green Ext Time (p_c), s	7.4	0.8	2.9	1.2

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	366	14	7	372	33	13	11	25	10	8	15
Future Vol, veh/h	39	366	14	7	372	33	13	11	25	10	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	398	15	8	404	36	14	12	27	11	9	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	413	0	0	941	946	406	947	935	422
Stage 1	-	-	-	-	-	-	490	490	-	438	438	-
Stage 2	-	-	-	-	-	-	451	456	-	509	497	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1146	-	-	243	262	645	241	265	632
Stage 1	-	-	-	-	-	-	560	549	-	597	579	-
Stage 2	-	-	-	-	-	-	588	568	-	547	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1146	-	-	220	247	645	213	250	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	247	-	213	250	-
Stage 1	-	-	-	-	-	-	533	522	-	568	574	-
Stage 2	-	-	-	-	-	-	559	563	-	487	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17.4	17.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1120	-	-	1146	-	-	321
HCM Lane V/C Ratio	0.155	0.038	-	-	0.007	-	-	0.112
HCM Control Delay (s)	17.4	8.3	0	-	8.2	0	-	17.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.4

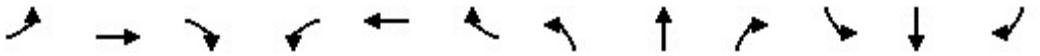
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	342	52	32	388	20	13	5	31	14	6	14
Future Vol, veh/h	16	342	52	32	388	20	13	5	31	14	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	372	57	35	422	22	14	5	34	15	7	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	444	0	0	429	0	0	949	949	401	957	966	433
Stage 1	-	-	-	-	-	-	435	435	-	503	503	-
Stage 2	-	-	-	-	-	-	514	514	-	454	463	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1116	-	-	1130	-	-	240	260	649	237	255	623
Stage 1	-	-	-	-	-	-	600	580	-	551	541	-
Stage 2	-	-	-	-	-	-	543	535	-	586	564	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1116	-	-	1130	-	-	219	244	649	211	240	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	244	-	211	240	-
Stage 1	-	-	-	-	-	-	588	568	-	540	519	-
Stage 2	-	-	-	-	-	-	502	513	-	539	553	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	15.9	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1116	-	-	1130	-	-	299
HCM Lane V/C Ratio	0.139	0.016	-	-	0.031	-	-	0.124
HCM Control Delay (s)	15.9	8.3	0	-	8.3	0	-	18.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	161	85	211	230	43	105	1324	68	40	1311	106
Future Volume (veh/h)	141	161	85	211	230	43	105	1324	68	40	1311	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	175	92	229	250	47	114	1439	74	43	1425	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	892	756	550	730	137	135	1888	97	55	1614	130
Arrive On Green	0.80	0.80	0.80	0.48	0.48	0.48	0.08	0.38	0.38	0.03	0.34	0.34
Sat Flow, veh/h	1082	1870	1585	1112	1531	288	1781	4973	256	1781	4816	389
Grp Volume(v), veh/h	153	175	92	229	0	297	114	985	528	43	1007	533
Grp Sat Flow(s),veh/h/ln	1082	1870	1585	1112	0	1819	1781	1702	1824	1781	1702	1800
Q Serve(g_s), s	11.1	3.6	2.1	22.6	0.0	16.3	10.1	40.4	40.4	3.8	44.7	44.7
Cycle Q Clear(g_c), s	27.4	3.6	2.1	26.3	0.0	16.3	10.1	40.4	40.4	3.8	44.7	44.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.14	1.00		0.22
Lane Grp Cap(c), veh/h	450	892	756	550	0	867	135	1292	693	55	1141	604
V/C Ratio(X)	0.34	0.20	0.12	0.42	0.00	0.34	0.85	0.76	0.76	0.78	0.88	0.88
Avail Cap(c_a), veh/h	450	892	756	550	0	867	234	1617	867	100	1362	720
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	8.9	8.7	30.0	0.0	26.2	73.0	43.3	43.3	77.0	50.2	50.2
Incr Delay (d2), s/veh	2.0	0.5	0.3	2.3	0.0	1.1	5.5	1.7	3.1	8.3	5.6	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	2.8	1.5	10.7	0.0	12.0	8.4	24.1	25.9	3.4	27.1	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	9.4	9.1	32.3	0.0	27.3	78.5	45.0	46.5	85.3	55.8	60.1
LnGrp LOS	B	A	A	C	A	C	E	D	D	F	E	E
Approach Vol, veh/h		420			526			1627			1583	
Approach Delay, s/veh		12.2			29.5			47.8			58.0	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	66.7		82.3	18.1	59.6		82.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	76.0		57.0	21.0	64.0		57.0				
Max Q Clear Time (g_c+I1), s	5.8	42.4		28.3	12.1	46.7		29.4				
Green Ext Time (p_c), s	0.0	13.4		1.7	0.1	6.9		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		45.8	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	30	6	8	63	3	21	28	35	2	9	8
Future Vol, veh/h	8	30	6	8	63	3	21	28	35	2	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	33	7	9	68	3	23	30	38	2	10	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	150	133	15	134	118	49	19	0	0	68	0	0
Stage 1	19	19	-	95	95	-	-	-	-	-	-	-
Stage 2	131	114	-	39	23	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	818	758	1065	838	772	1020	1597	-	-	1533	-	-
Stage 1	1000	880	-	912	816	-	-	-	-	-	-	-
Stage 2	873	801	-	976	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	750	746	1065	795	760	1020	1597	-	-	1533	-	-
Mov Cap-2 Maneuver	750	746	-	795	760	-	-	-	-	-	-	-
Stage 1	985	879	-	898	804	-	-	-	-	-	-	-
Stage 2	784	789	-	933	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.2	1.8	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	779	772	1533	-	-
HCM Lane V/C Ratio	0.014	-	-	0.061	0.104	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.9	10.2	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	83	24	0
Future Vol, veh/h	0	0	0	83	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	90	26	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	116	26	26	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	880	1050	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	880	1050	1588	-	-	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	22	22	36	33	46	57	923	34	21	462	44
Future Vol, veh/h	11	22	22	36	33	46	57	923	34	21	462	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	24	24	39	36	50	62	1003	37	23	502	48

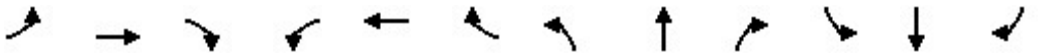
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1216	1736	275	1455	1742	520	550	0	0	1040	0	0
Stage 1	572	572	-	1146	1146	-	-	-	-	-	-	-
Stage 2	644	1164	-	309	596	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	137	87	722	91	86	501	1016	-	-	664	-	-
Stage 1	472	502	-	212	272	-	-	-	-	-	-	-
Stage 2	428	267	-	676	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	79	722	63	78	501	1016	-	-	664	-	-
Mov Cap-2 Maneuver	74	79	-	63	78	-	-	-	-	-	-	-
Stage 1	443	484	-	199	255	-	-	-	-	-	-	-
Stage 2	311	251	-	600	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.6	219.5	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	120	106	664	-	-
HCM Lane V/C Ratio	0.061	-	-	0.498	1.179	0.034	-	-
HCM Control Delay (s)	8.8	-	-	61.6	219.5	10.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	8.1	0.1	-	-

APPENDIX H

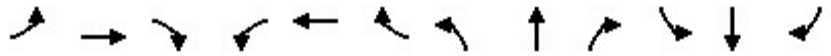
Synchro Analysis Results – 2024 Buildout Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	399	380	27	188	122	46	283	17	110	782	55
Future Volume (veh/h)	128	399	380	27	188	122	46	283	17	110	782	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	434	413	29	204	133	50	308	18	120	850	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	514	436	126	514	436	509	1962	114	380	926	65
Arrive On Green	0.28	0.28	0.28	0.55	0.55	0.55	0.22	0.57	0.57	0.28	0.28	0.28
Sat Flow, veh/h	1043	1870	1585	650	1870	1585	1781	3413	199	1054	3367	238
Grp Volume(v), veh/h	139	434	413	29	204	133	50	160	166	120	449	461
Grp Sat Flow(s),veh/h/ln	1043	1870	1585	650	1870	1585	1781	1777	1835	1054	1777	1828
Q Serve(g_s), s	9.7	17.5	20.4	3.5	5.0	3.6	1.1	3.4	3.4	7.5	19.6	19.6
Cycle Q Clear(g_c), s	14.7	17.5	20.4	21.0	5.0	3.6	1.1	3.4	3.4	7.5	19.6	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	311	514	436	126	514	436	509	1022	1055	380	489	503
V/C Ratio(X)	0.45	0.84	0.95	0.23	0.40	0.31	0.10	0.16	0.16	0.32	0.92	0.92
Avail Cap(c_a), veh/h	311	514	436	126	514	436	509	1022	1055	380	489	503
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	27.4	28.4	26.3	14.2	13.9	12.3	7.9	7.9	23.7	28.1	28.1
Incr Delay (d2), s/veh	4.6	15.5	31.8	4.0	2.2	1.7	0.4	0.3	0.3	2.2	24.7	24.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	14.8	16.7	1.1	3.8	2.4	0.7	2.0	2.1	3.5	16.3	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	42.9	60.2	30.3	16.3	15.6	12.7	8.3	8.3	25.9	52.8	52.4
LnGrp LOS	C	D	E	C	B	B	B	A	A	C	D	D
Approach Vol, veh/h		986			366			376			1030	
Approach Delay, s/veh		48.8			17.2			8.8			49.5	
Approach LOS		D			B			A			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		28.0	24.0	28.0		28.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		46.0		22.0	18.0	22.0		22.0				
Max Q Clear Time (g_c+I1), s		6.4		23.4	4.1	22.6		24.0				
Green Ext Time (p_c), s		1.8		0.0	0.1	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	300	190	51	248	74	71	338	33	49	623	39
Future Volume (veh/h)	55	300	190	51	248	74	71	338	33	49	623	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	326	207	55	270	80	77	367	36	53	677	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	515	818	693	350	818	693	285	1349	132	423	1402	87
Arrive On Green	0.29	0.29	0.29	0.88	0.88	0.88	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1031	1870	1585	871	1870	1585	733	3271	319	982	3399	211
Grp Volume(v), veh/h	60	326	207	55	270	80	77	198	205	53	354	365
Grp Sat Flow(s),veh/h/ln	1031	1870	1585	871	1870	1585	733	1777	1813	982	1777	1832
Q Serve(g_s), s	3.5	11.2	8.1	2.3	2.0	0.6	6.9	5.9	6.0	3.0	11.7	11.7
Cycle Q Clear(g_c), s	5.5	11.2	8.1	13.5	2.0	0.6	18.6	5.9	6.0	8.9	11.7	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	515	818	693	350	818	693	285	733	748	423	733	756
V/C Ratio(X)	0.12	0.40	0.30	0.16	0.33	0.12	0.27	0.27	0.27	0.13	0.48	0.48
Avail Cap(c_a), veh/h	515	818	693	350	818	693	285	733	748	423	733	756
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	19.8	18.8	6.2	2.9	2.8	24.0	15.5	15.6	18.5	17.2	17.2
Incr Delay (d2), s/veh	0.3	0.8	0.6	1.0	1.1	0.3	2.3	0.9	0.9	0.6	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.1	5.3	0.5	1.5	0.4	2.3	4.1	4.3	1.3	8.2	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	20.7	19.4	7.2	4.0	3.2	26.4	16.5	16.5	19.1	19.5	19.4
LnGrp LOS	B	C	B	A	A	A	C	B	B	B	B	B
Approach Vol, veh/h		593			405			480			772	
Approach Delay, s/veh		20.0			4.3			18.0			19.5	
Approach LOS		C			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.0	41.0	39.0	41.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	33.0	35.0	33.0	35.0
Max Q Clear Time (g_c+I1), s	21.6	14.2	14.7	16.5
Green Ext Time (p_c), s	2.0	1.7	4.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	353	18	6	280	6	45	4	25	20	6	38
Future Vol, veh/h	3	353	18	6	280	6	45	4	25	20	6	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	384	20	7	304	7	49	4	27	22	7	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	404	0	0	746	725	394	738	732	308
Stage 1	-	-	-	-	-	-	400	400	-	322	322	-
Stage 2	-	-	-	-	-	-	346	325	-	416	410	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1249	-	-	1155	-	-	330	352	655	334	348	732
Stage 1	-	-	-	-	-	-	626	602	-	690	651	-
Stage 2	-	-	-	-	-	-	670	649	-	614	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1155	-	-	305	348	655	315	345	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	348	-	315	345	-
Stage 1	-	-	-	-	-	-	624	600	-	688	646	-
Stage 2	-	-	-	-	-	-	621	644	-	583	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	17.2	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	1249	-	-	1155	-	-	482
HCM Lane V/C Ratio	0.214	0.003	-	-	0.006	-	-	0.144
HCM Control Delay (s)	17.2	7.9	0	-	8.1	0	-	13.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.5

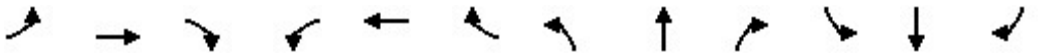
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	384	12	13	239	14	47	4	34	20	8	17
Future Vol, veh/h	11	384	12	13	239	14	47	4	34	20	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	417	13	14	260	15	51	4	37	22	9	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	275	0	0	430	0	0	757	751	424	764	750	268
Stage 1	-	-	-	-	-	-	448	448	-	296	296	-
Stage 2	-	-	-	-	-	-	309	303	-	468	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1288	-	-	1129	-	-	324	340	630	321	340	771
Stage 1	-	-	-	-	-	-	590	573	-	712	668	-
Stage 2	-	-	-	-	-	-	701	664	-	575	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1129	-	-	304	331	630	293	331	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	331	-	293	331	-
Stage 1	-	-	-	-	-	-	583	566	-	703	658	-
Stage 2	-	-	-	-	-	-	665	654	-	531	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	17.3	15.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	1288	-	-	1129	-	-	393
HCM Lane V/C Ratio	0.24	0.009	-	-	0.013	-	-	0.124
HCM Control Delay (s)	17.3	7.8	0	-	8.2	0	-	15.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	141	131	182	158	24	49	945	54	46	1811	60
Future Volume (veh/h)	158	141	131	182	158	24	49	945	54	46	1811	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	153	142	198	172	26	53	1027	59	50	1968	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	642	544	336	545	82	68	2511	144	64	2570	85
Arrive On Green	0.11	0.11	0.11	0.34	0.34	0.34	0.04	0.51	0.51	0.04	0.51	0.51
Sat Flow, veh/h	1185	1870	1585	1084	1587	240	1781	4940	283	1781	5077	167
Grp Volume(v), veh/h	172	153	142	198	0	198	53	707	379	50	1318	715
Grp Sat Flow(s),veh/h/ln	1185	1870	1585	1084	0	1827	1781	1702	1819	1781	1702	1840
Q Serve(g_s), s	22.3	11.9	13.1	26.1	0.0	12.8	4.7	20.6	20.7	4.5	49.9	50.1
Cycle Q Clear(g_c), s	35.1	11.9	13.1	38.1	0.0	12.8	4.7	20.6	20.7	4.5	49.9	50.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	357	642	544	336	0	627	68	1730	925	64	1723	932
V/C Ratio(X)	0.48	0.24	0.26	0.59	0.00	0.32	0.78	0.41	0.41	0.78	0.77	0.77
Avail Cap(c_a), veh/h	357	642	544	336	0	627	111	1730	925	111	1723	932
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	51.9	52.4	52.4	0.0	38.7	76.3	24.4	24.4	76.5	31.8	31.9
Incr Delay (d2), s/veh	4.6	0.9	1.2	7.4	0.0	1.3	7.1	0.7	1.3	7.4	3.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	10.3	9.8	12.5	0.0	10.1	4.1	13.3	14.3	3.9	28.6	31.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	52.8	53.6	59.7	0.0	40.0	83.4	25.1	25.8	83.9	35.1	37.9
LnGrp LOS	E	D	D	E	A	D	F	C	C	F	D	D
Approach Vol, veh/h		467			396			1139			2083	
Approach Delay, s/veh		60.4			49.9			28.1			37.3	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	87.3		60.9	12.1	87.0		60.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	81.0		51.0	10.0	81.0		51.0				
Max Q Clear Time (g_c+I1), s	6.5	22.7		40.1	6.7	52.1		37.1				
Green Ext Time (p_c), s	0.0	9.1		1.0	0.0	12.5		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	18	5	4	65	1	9	8	4	7	0	5
Future Vol, veh/h	3	18	5	4	65	1	9	8	4	7	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	20	5	4	71	1	10	9	4	8	0	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	52	3	62	52	11	5	0	0	13	0	0
Stage 1	19	19	-	31	31	-	-	-	-	-	-	-
Stage 2	67	33	-	31	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	900	839	1081	933	839	1070	1616	-	-	1606	-	-
Stage 1	1000	880	-	986	869	-	-	-	-	-	-	-
Stage 2	943	868	-	986	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	833	830	1081	904	830	1070	1616	-	-	1606	-	-
Mov Cap-2 Maneuver	833	830	-	904	830	-	-	-	-	-	-	-
Stage 1	994	876	-	980	864	-	-	-	-	-	-	-
Stage 2	860	863	-	954	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.7	3.1	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	869	837	1606	-	-
HCM Lane V/C Ratio	0.006	-	-	0.033	0.091	0.005	-	-
HCM Control Delay (s)	7.2	0	-	9.3	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	46	0	13	9	0
Future Vol, veh/h	8	46	0	13	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	50	0	14	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	992	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1071	1610	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	1059	-	-
HCM Lane V/C Ratio	-	-	0.055	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

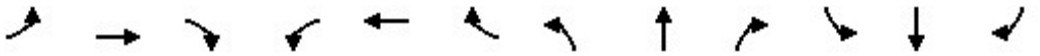
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	15	49	24	26	48	21	413	17	18	629	20
Future Vol, veh/h	33	15	49	24	26	48	21	413	17	18	629	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	16	53	26	28	52	23	449	18	20	684	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1020	1248	353	894	1250	234	706	0	0	467	0	0
Stage 1	735	735	-	504	504	-	-	-	-	-	-	-
Stage 2	285	513	-	390	746	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	191	172	643	236	172	768	888	-	-	1091	-	-
Stage 1	377	424	-	518	539	-	-	-	-	-	-	-
Stage 2	698	534	-	606	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	164	643	194	164	768	888	-	-	1091	-	-
Mov Cap-2 Maneuver	149	164	-	194	164	-	-	-	-	-	-	-
Stage 1	367	416	-	505	525	-	-	-	-	-	-	-
Stage 2	600	520	-	524	411	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.7	25.1	0.4	0.2
HCM LOS	D	D		

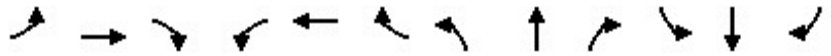
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	249	284	1091	-	-
HCM Lane V/C Ratio	0.026	-	-	0.423	0.375	0.018	-	-
HCM Control Delay (s)	9.2	-	-	29.7	25.1	8.4	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	1.7	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	262	63	29	426	120	198	666	32	113	451	122
Future Volume (veh/h)	87	262	63	29	426	120	198	666	32	113	451	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	285	68	32	463	130	215	724	35	123	490	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	701	594	360	701	594	368	1639	79	320	899	243
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.47	0.47	0.32	0.32	0.32
Sat Flow, veh/h	824	1870	1585	1028	1870	1585	1781	3450	167	706	2766	746
Grp Volume(v), veh/h	95	285	68	32	463	130	215	373	386	123	314	309
Grp Sat Flow(s),veh/h/ln	824	1870	1585	1028	1870	1585	1781	1777	1840	706	1777	1736
Q Serve(g_s), s	8.7	9.0	2.2	1.9	16.4	4.5	6.0	11.1	11.2	11.4	11.6	11.7
Cycle Q Clear(g_c), s	25.1	9.0	2.2	10.9	16.4	4.5	6.0	11.1	11.2	11.4	11.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.43
Lane Grp Cap(c), veh/h	230	701	594	360	701	594	368	844	874	320	577	564
V/C Ratio(X)	0.41	0.41	0.11	0.09	0.66	0.22	0.58	0.44	0.44	0.38	0.54	0.55
Avail Cap(c_a), veh/h	230	701	594	360	701	594	368	844	874	320	577	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	18.4	16.3	22.4	20.8	17.0	16.5	14.0	14.0	22.1	22.1	22.2
Incr Delay (d2), s/veh	5.4	1.7	0.4	0.4	4.1	0.7	6.6	1.7	1.6	3.5	3.6	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	7.3	1.5	0.9	11.7	3.0	5.1	7.6	7.8	3.6	8.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	20.2	16.7	22.9	24.9	17.7	23.2	15.6	15.6	25.6	25.8	26.0
LnGrp LOS	D	C	B	C	C	B	C	B	B	C	C	C
Approach Vol, veh/h		448			625			974			746	
Approach Delay, s/veh		23.1			23.3			17.3			25.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		36.0	12.0	32.0		36.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		38.0		30.0	6.0	26.0		30.0				
Max Q Clear Time (g_c+I1), s		14.1		28.1	9.0	14.6		19.4				
Green Ext Time (p_c), s		4.4		0.5	0.0	3.4		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	295	59	40	321	68	173	884	100	64	368	99
Future Volume (veh/h)	69	295	59	40	321	68	173	884	100	64	368	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	321	64	43	349	74	188	961	109	70	400	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	631	535	342	631	535	474	1649	187	251	1421	380
Arrive On Green	0.68	0.68	0.68	0.11	0.11	0.11	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	964	1870	1585	998	1870	1585	891	3217	365	527	2773	741
Grp Volume(v), veh/h	75	321	64	43	349	74	188	531	539	70	255	253
Grp Sat Flow(s),veh/h/ln	964	1870	1585	998	1870	1585	891	1777	1805	527	1777	1737
Q Serve(g_s), s	5.0	6.8	1.1	3.2	14.1	3.4	12.2	16.6	16.6	8.5	6.5	6.7
Cycle Q Clear(g_c), s	19.1	6.8	1.1	10.0	14.1	3.4	18.7	16.6	16.6	25.1	6.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.43
Lane Grp Cap(c), veh/h	245	631	535	342	631	535	474	911	925	251	911	890
V/C Ratio(X)	0.31	0.51	0.12	0.13	0.55	0.14	0.40	0.58	0.58	0.28	0.28	0.28
Avail Cap(c_a), veh/h	245	631	535	342	631	535	474	911	925	251	911	890
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	9.7	8.8	31.1	29.8	25.0	16.4	13.6	13.6	22.3	11.1	11.1
Incr Delay (d2), s/veh	2.9	2.6	0.4	0.8	3.5	0.5	2.5	2.7	2.7	2.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	4.5	0.8	1.6	12.1	2.4	4.5	10.2	10.4	2.1	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	12.3	9.2	31.9	33.3	25.6	18.9	16.3	16.2	25.0	11.9	11.9
LnGrp LOS	C	B	A	C	C	C	B	B	B	C	B	B
Approach Vol, veh/h		460			466			1258			578	
Approach Delay, s/veh		13.2			31.9			16.7			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.0	33.0	47.0	33.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	41.0	27.0	41.0	27.0
Max Q Clear Time (g_c+I1), s	21.7	22.1	28.1	17.1
Green Ext Time (p_c), s	7.5	0.8	2.9	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	70	366	14	7	372	52	13	12	25	22	8	37
Future Vol, veh/h	70	366	14	7	372	52	13	12	25	22	8	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	398	15	8	404	57	14	13	27	24	9	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	413	0	0	1031	1035	406	1027	1014	433
Stage 1	-	-	-	-	-	-	558	558	-	449	449	-
Stage 2	-	-	-	-	-	-	473	477	-	578	565	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1100	-	-	1146	-	-	211	232	645	213	239	623
Stage 1	-	-	-	-	-	-	514	512	-	589	572	-
Stage 2	-	-	-	-	-	-	572	556	-	501	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	1146	-	-	177	209	645	180	216	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	209	-	180	216	-
Stage 1	-	-	-	-	-	-	468	466	-	536	567	-
Stage 2	-	-	-	-	-	-	522	551	-	424	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.9	20.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	1100	-	-	1146	-	-	306
HCM Lane V/C Ratio	0.184	0.069	-	-	0.007	-	-	0.238
HCM Control Delay (s)	19.9	8.5	0	-	8.2	0	-	20.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	0.9

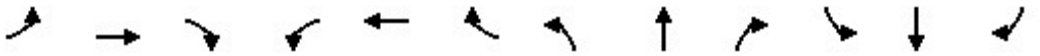
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	354	52	32	405	20	14	5	31	14	6	15
Future Vol, veh/h	16	354	52	32	405	20	14	5	31	14	6	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	385	57	35	440	22	15	5	34	15	7	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	442	0	0	981	980	414	988	997	451
Stage 1	-	-	-	-	-	-	448	448	-	521	521	-
Stage 2	-	-	-	-	-	-	533	532	-	467	476	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1099	-	-	1118	-	-	229	250	638	226	244	608
Stage 1	-	-	-	-	-	-	590	573	-	539	532	-
Stage 2	-	-	-	-	-	-	531	526	-	576	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1118	-	-	208	235	638	200	229	608
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	235	-	200	229	-
Stage 1	-	-	-	-	-	-	578	561	-	528	510	-
Stage 2	-	-	-	-	-	-	489	504	-	529	545	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	16.6	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	1099	-	-	1118	-	-	290
HCM Lane V/C Ratio	0.149	0.016	-	-	0.031	-	-	0.131
HCM Control Delay (s)	16.6	8.3	0	-	8.3	0	-	19.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	163	90	211	233	43	112	1324	68	40	1311	113
Future Volume (veh/h)	146	163	90	211	233	43	112	1324	68	40	1311	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	177	98	229	253	47	122	1439	74	43	1425	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	880	746	538	722	134	143	1919	99	55	1613	139
Arrive On Green	0.79	0.79	0.79	0.47	0.47	0.47	0.08	0.39	0.39	0.03	0.34	0.34
Sat Flow, veh/h	1079	1870	1585	1104	1534	285	1781	4973	256	1781	4787	413
Grp Volume(v), veh/h	159	177	98	229	0	300	122	985	528	43	1013	535
Grp Sat Flow(s),veh/h/ln	1079	1870	1585	1104	0	1819	1781	1702	1824	1781	1702	1796
Q Serve(g_s), s	12.2	3.9	2.4	23.2	0.0	16.7	10.8	40.0	40.0	3.8	45.0	45.0
Cycle Q Clear(g_c), s	28.9	3.9	2.4	27.0	0.0	16.7	10.8	40.0	40.0	3.8	45.0	45.0
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.14	1.00		0.23
Lane Grp Cap(c), veh/h	440	880	746	538	0	856	143	1314	704	55	1147	605
V/C Ratio(X)	0.36	0.20	0.13	0.43	0.00	0.35	0.85	0.75	0.75	0.78	0.88	0.88
Avail Cap(c_a), veh/h	440	880	746	538	0	856	234	1617	867	100	1362	718
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	9.5	9.3	30.9	0.0	26.9	72.7	42.5	42.5	77.0	50.1	50.1
Incr Delay (d2), s/veh	2.3	0.5	0.4	2.5	0.0	1.1	8.0	1.6	2.9	8.3	5.7	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	3.0	1.6	10.9	0.0	12.2	9.0	23.8	25.6	3.4	27.2	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	10.0	9.7	33.4	0.0	28.0	80.6	44.0	45.3	85.3	55.8	60.1
LnGrp LOS	B	B	A	C	A	C	F	D	D	F	E	E
Approach Vol, veh/h		434			529			1635			1591	
Approach Delay, s/veh		13.2			30.3			47.2			58.0	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	67.7		81.3	18.8	59.9		81.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	76.0		57.0	21.0	64.0		57.0				
Max Q Clear Time (g_c+I1), s	5.8	42.0		29.0	12.8	47.0		30.9				
Green Ext Time (p_c), s	0.0	13.5		1.8	0.1	6.9		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			45.6									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	30	13	9	63	3	25	28	35	2	10	8
Future Vol, veh/h	8	30	13	9	63	3	25	28	35	2	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	33	14	10	68	3	27	30	38	2	11	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	159	142	16	146	127	49	20	0	0	68	0	0
Stage 1	20	20	-	103	103	-	-	-	-	-	-	-
Stage 2	139	122	-	43	24	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	807	749	1063	823	764	1020	1596	-	-	1533	-	-
Stage 1	999	879	-	903	810	-	-	-	-	-	-	-
Stage 2	864	795	-	971	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	738	735	1063	774	749	1020	1596	-	-	1533	-	-
Mov Cap-2 Maneuver	738	735	-	774	749	-	-	-	-	-	-	-
Stage 1	981	878	-	887	795	-	-	-	-	-	-	-
Stage 2	773	781	-	922	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.3	2.1	0.7
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	798	760	1533	-	-
HCM Lane V/C Ratio	0.017	-	-	0.069	0.107	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.8	10.3	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	34	51	83	24	9
Future Vol, veh/h	4	34	51	83	24	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	37	55	90	26	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	231	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	757	1043	1575	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	729	1043	1575	-	-	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	998	-	-
HCM Lane V/C Ratio	0.035	-	0.041	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	23	22	36	33	50	57	923	34	27	462	44
Future Vol, veh/h	11	23	22	36	33	50	57	923	34	27	462	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	25	24	39	36	54	62	1003	37	29	502	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1228	1748	275	1468	1754	520	550	0	0	1040	0	0
Stage 1	584	584	-	1146	1146	-	-	-	-	-	-	-
Stage 2	644	1164	-	322	608	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	134	85	722	89	84	501	1016	-	-	664	-	-
Stage 1	465	496	-	212	272	-	-	-	-	-	-	-
Stage 2	428	267	-	664	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	76	722	59	75	501	1016	-	-	664	-	-
Mov Cap-2 Maneuver	69	76	-	59	75	-	-	-	-	-	-	-
Stage 1	437	474	-	199	255	-	-	-	-	-	-	-
Stage 2	308	251	-	582	463	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	68	249.4	0.5	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	114	103	664	-	-
HCM Lane V/C Ratio	0.061	-	-	0.534	1.256	0.044	-	-
HCM Control Delay (s)	8.8	-	-	68	249.4	10.7	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.5	8.8	0.1	-	-

URBN Flagler

Fort Lauderdale, Florida

prepared for:

TAHO Investments

traffic study

TRAFTECH ENGINEERING, INC.

October 28, 2019

TRAFTECH
ENGINEERING, INC.

October 28, 2019

Mr. Itay Avital
TAHO Investments
1111 Par4k Centre Boulevard
Suite 402
Miami Gardens, Florida 33169

Re: URBN Flagler - Traffic Study

Dear Itay:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the revised traffic statement undertaken for the proposed URBN Flagler project planned to be located on the northwest corner of NE 3rd Avenue and NE 4th Street in the City of Fort Lauderdale in Broward County, Florida.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

JOAQUIN E. VARGAS
LICENSE
No 44174
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
Existing Land Use 3
Proposed Land Use and Access 3

EXISTING CONDITIONS 4
Roadway System 4
Intersections 4

TRAFFIC COUNTS 6

TRIP GENERATION 8

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 10

TRAFFIC ANALYSES 13
Future Conditions Traffic Volumes 13
Level of Service (LOS) Analyses 13

CONCLUSIONS 18

LIST OF FIGURES

FIGURE 1 – Project Location Map 2
FIGURE 2 – Existing Lane Geometry 5
FIGURE 3 – Existing Traffic Counts 7
FIGURE 4A – Project Traffic Assignment 11
FIGURE 4B – Project Traffic Assignment 12
FIGURE 5 – Future (2022) Background Traffic 14
FIGURE 6 – Future (2022) Total Traffic with Project 15

LIST OF TABLES

TABLE 1 – Trip Generation Summary 9
TABLE 2A – Intersection Levels of Service 16
TABLE 2B – Intersection Levels of Service 16

Appendices

INTRODUCTION

URBN Flagler is a proposed high-rise residential development with retail on the ground floor planned to be located on the northwest corner of NE 3rd Avenue and NE 4th Street in the City of Fort Lauderdale in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by TAHO Investments to conduct a traffic study in connection with the proposed project. The study addresses trip generation, access to the site and the traffic impacts on the nearby transportation network.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions

Traf Tech
ENGINEERING, INC.

PROJECT LOCATION MAP

FIGURE 1
URBN Flagler
Ft. Lauderdale, Florida

INVENTORY

Existing Land Use

The project site is currently developed with two small one-story buildings. Two access driveways are provided on the west side of NE 3rd Avenue.

Proposed Land Use and Access

The proposed project will be redeveloped with two residential towers and retail on the ground floor. Each tower will consist of the following:

- Phase 1 Tower: 208 high-rise residential units (19 stories) and retail on the ground floor
- Phase 2 Tower: 304 high-rise residential units (27 stories) and retail on the ground floor

Access to the project's proposed parking structure will consist of the following:

- One full access driveway on NE 3rd Avenue

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2022. Appendix A contains a copy of the proposed site plan for the project.

EXISTING CONDITIONS

This section addresses the roadway system surrounding the project site and intersections.

Roadway System

The roadways in the immediate vicinity of the project site include Andrews Avenue, NE 3rd Avenue, US 1/SR 5, NE 4th Street, NE 3rd Street, NE 5th Street, and NE 6th Street.

Andrews Avenue is a four-lane undivided roadway with a posted speed limit of 35 miles per hour.

NE 3rd Avenue is a four-lane undivided roadway with a posted speed limit of 30 miles per hour

SR 5/US 1 is a six-lane divided major arterial. The posted speed limit on US 1/SR 5 is 35 miles per hour.

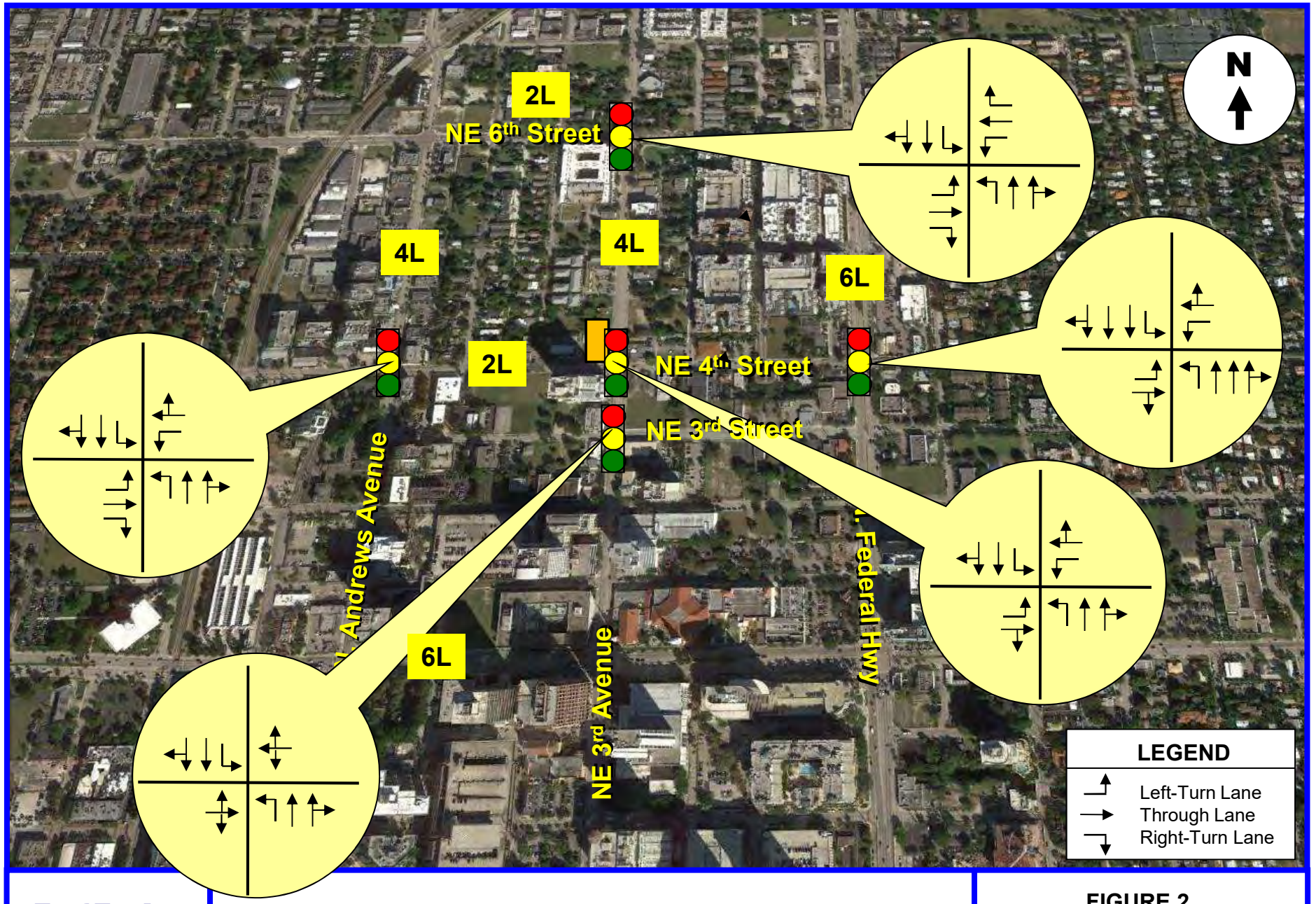
NE 4th Street, NE 3rd Street, NE 5th Street, and NE 6th Street are two-lane undivided local road with a posted speed limit of 30 miles per hour.

Intersections

For purposes of this study, the following five intersections were selected for analysis purposes.

1. *Andrews Avenue and NE 4th Street (Signal)*
2. *NE 3rd Avenue and NE 4th Street (Signal)*
3. *NE 3rd Avenue and NE 3rd Street (Signal)*
4. *US 1 and NE 4th Street (Signal)*
5. *NE 3rd Avenue and NE 6th Street (Signal)*

Figure 2 depicts the number of lanes on the roadways located within the study area of the proposed project.



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ENGINEERING, INC.

EXISTING LANE GEOMETRY

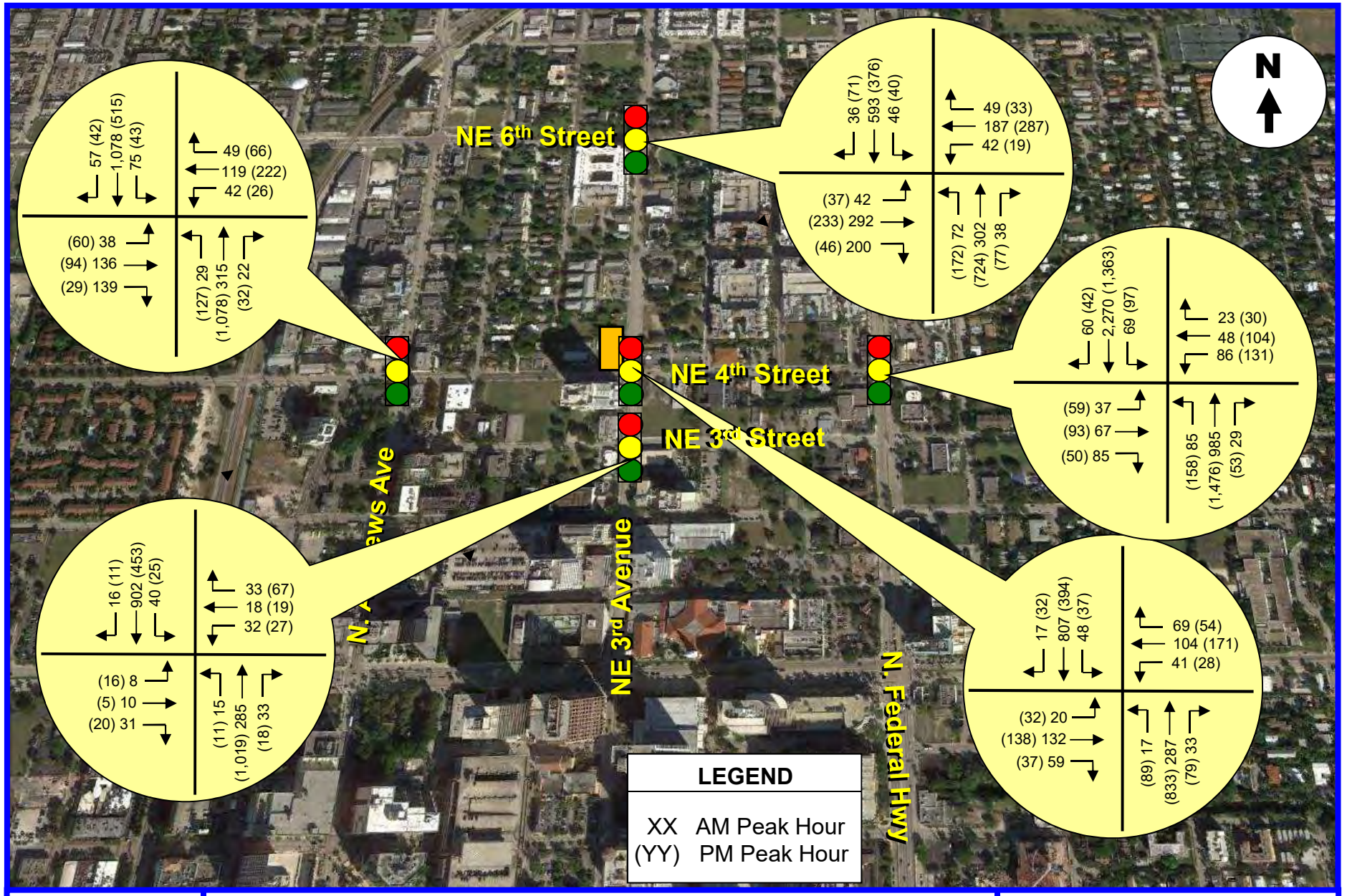
FIGURE 2
URBN@flaglervillage
Ft. Lauderdale, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Soluctions, Inc., and Traffic Survey Specialists, Inc., collected traffic data at the following locations:

- Andrews Avenue and NE 4th Street
- NE 3rd Avenue and NE 4th Street
- NE 3rd Avenue and NE 3rd Street
- US 1 and NE 4th Street
- NE 3rd Avenue and NE 6th Street

The intersection turning movement counts were collected on Thursday September 20, 2018 during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). The traffic volumes collected in the field were converted to Average Peak Season conditions by applying a peak season adjustment factor. Based on the 2018 FDOT's Peak Season Factor Category report, an adjustment factor of 1.04 is required to convert traffic counts collected in the month of September to average peak season conditions. The existing AM and PM peak hour traffic counts are presented in Figure 3 on the following page. Appendix B contains the traffic data as collected in the field. The signal timing plans for the signalized intersections is also contained in Appendix B.



Traf Tech
ENGINEERING, INC.

EXISTING TRAFFIC COUNTS
(September 20, 2018)

FIGURE 3
URBN@flaglervillage
Ft. Lauderdale, Florida

TRIP GENERATION

A trip generation analysis was conducted for the proposed development. The analysis was performed using the trip generation equations published in the Institute of Transportation Engineer's ITE Trip Generation Manual (10th Edition). The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the subject ITE manual, the most appropriate "land use" category for the proposed land uses is ITE's Land Use 232 – High Rise Residential with 1st Floor Commercial. The trip generation rates for the proposed land uses, given by ITE, are:

PROPOSED LAND USE AND INTENSITY

- Phase 1 Tower: 208 high-rise residential units (19 stories) and retail on the ground floor

- Phase 2 Tower: 304 high-rise residential units (27 stories) and retail on the ground floor

According to ITE's *Trip Generation Manual* (10th Edition), the trip generation rates used for the existing and proposed uses are:

ITE LAND USE 232 – HIGH RISE RESIDENTIAL WITH 1ST FLOOR COMMERCIAL

Weekday Daily Trip Generation
$T = 3.44 (X)$[1]
Where T = number of weekday daily trips and
X = number of units

Weekday AM Peak Hour of Adjacent Street
$T = 0.31 (X)$ (26% inbound and 77% outbound)[2]
Where T = number of weekday peak hour trips and
X = number of units

Weekday PM Peak Hour of Adjacent Street
$T = 0.21 (X)$ (70% inbound and 30% outbound)[3]
Where T = number of weekday peak hour trips and
X = number of units

[1] Daily trip generation is not available for High-Rise and therefore, the Mid-Rise daily trip rate was used.
[2] Inbound-outbound distribution is not available for High-Rise. Hence, the Mid-Rise distribution was used.
[3] Inbound-outbound distribution is not available for High-Rise. Hence, the Mid-Rise distribution was used.

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the proposed project. The results of this effort are documented in Table 1 below.

TABLE 1
Trip Generation Summary
URBN Flagler

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
MF High-Rise (LUC 222)	512 units	2,229	156	37	119	183	112	71
Retail (LUC 820)	8,953 sf	338	8	5	3	34	16	18
Driveway Volumes		**2,567**	**164**	**42**	**122**	**217**	**128**	**89**
Internalization (AM: 0%,PM: -14%)						-30	-18	-12
Pass-By Retail (AM: 0%, PM: -34%)						-10	-5	-5
Net New Trips		**2,567**	**164**	**42**	**122**	**177**	**105**	**72**

Source: ITE Trip Generation Manual (10th Edition)
Note: ITE Trip Generation Rates were used for LUC 820 due to the size of the retail space.

As indicated Table 1, the proposed project is anticipated to generate approximately 2,567 daily trips, approximately 164 AM peak hour trips (42 inbound and 122 outbound) and approximately 177 trips (105 inbound and 72 outbound) during the typical afternoon peak hour.

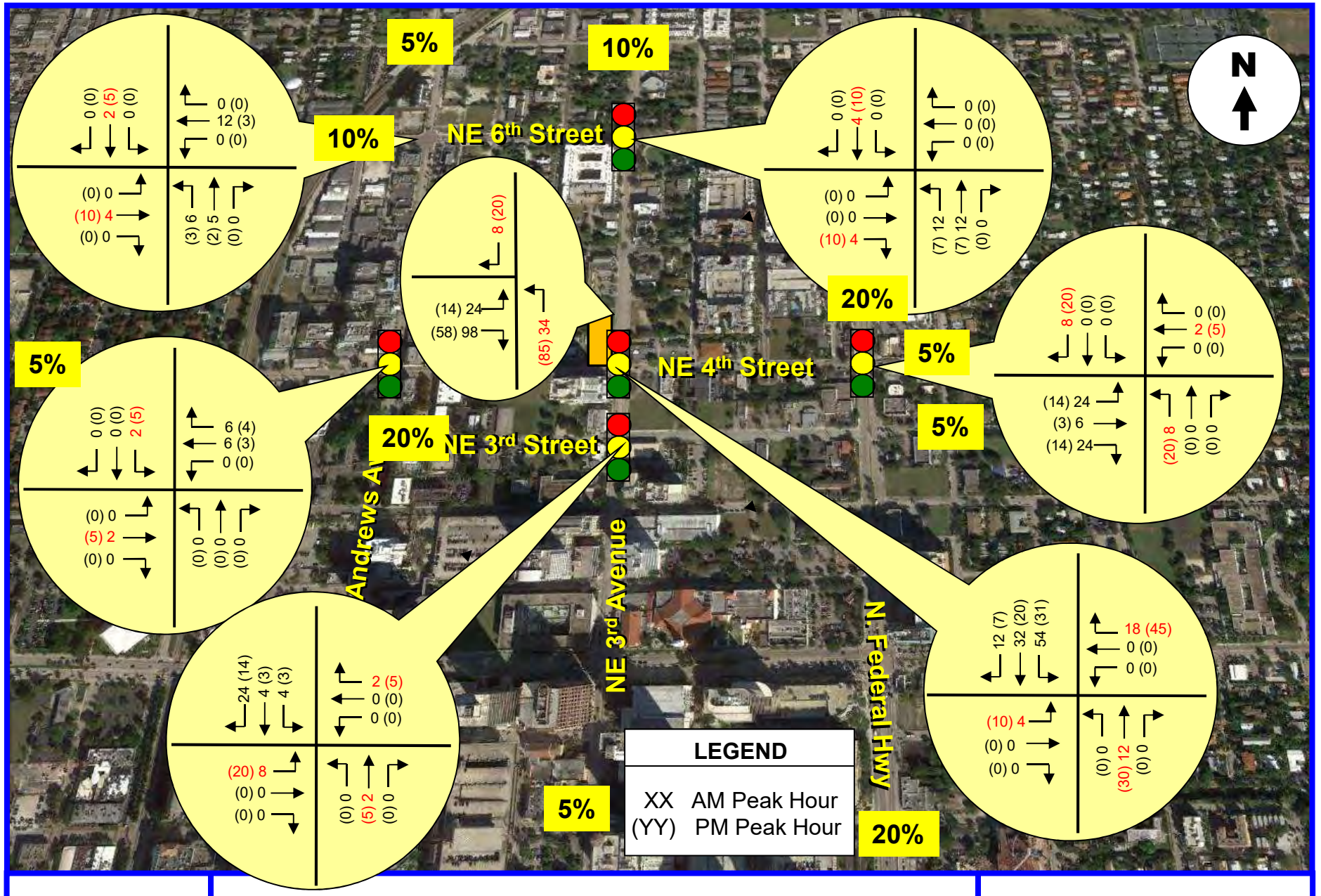
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns.

Based on the above, the following traffic assignment was assumed for the proposed development:

- 5% to/from the north via Andrews Avenue
- 10% to/from the north via NE 3rd Avenue
- 20% to/from the north via US 1
- 5% to/from the south via NE 3rd Avenue
- 20% to/from the south via US 1
- 20% to/from the west via NE 3rd Street
- 5% to/from the east via NE 4th Street
- 5% to/from the east via NE 3rd Street

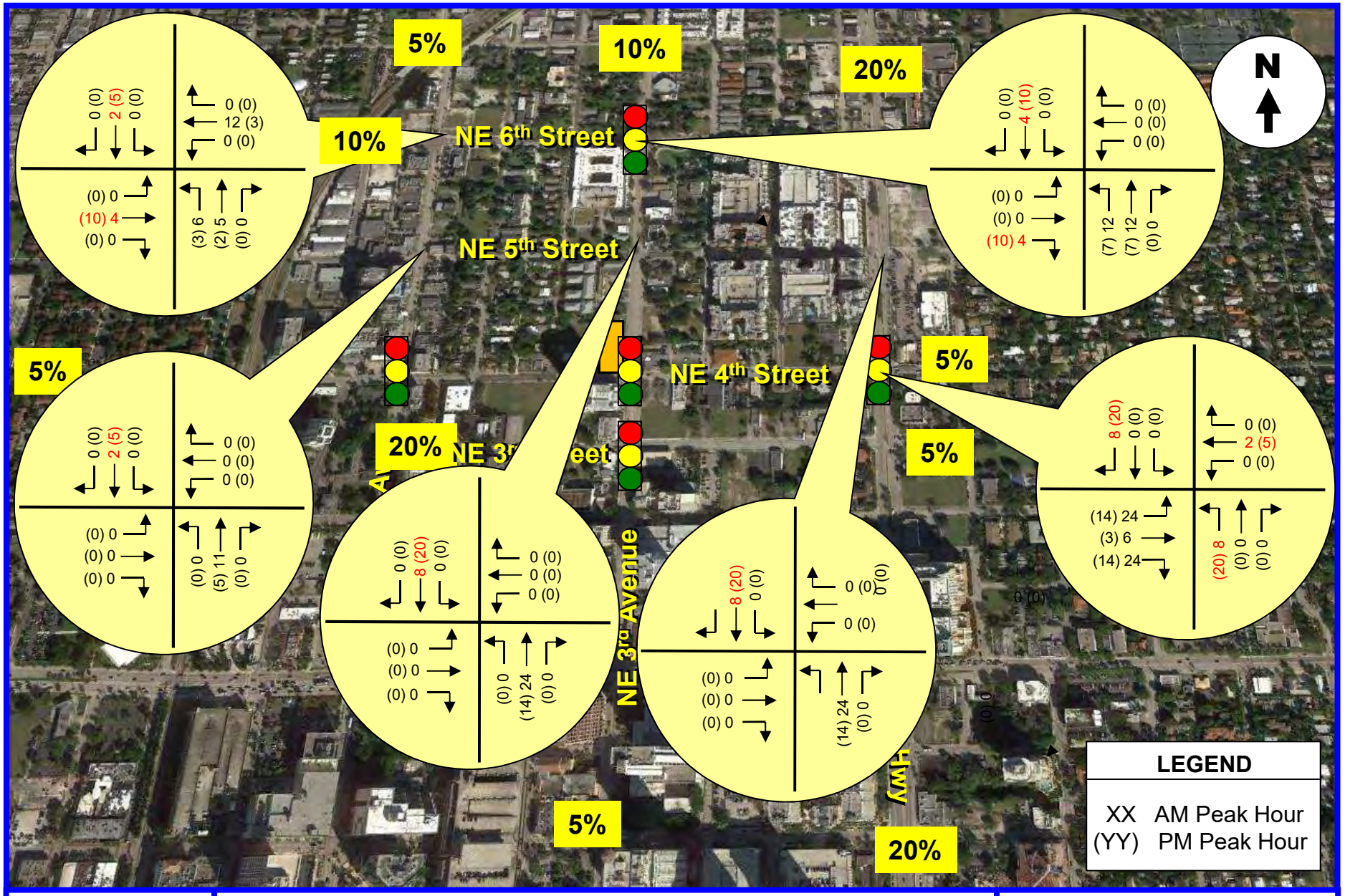
The project traffic assignment is summarized in Figures 4A and 4B.



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4A
URBN@flaglervillage
Ft. Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT

FIGURE 4B
URBN@flaglervillage
Ft. Lauderdale, Florida

TRAFFIC ANALYSIS

This section of the study is divided into three parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions. The third part addresses project access.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions (assumed to be 2022) without the proposed project and the second set adds the project anticipated to be generated by the proposed development.

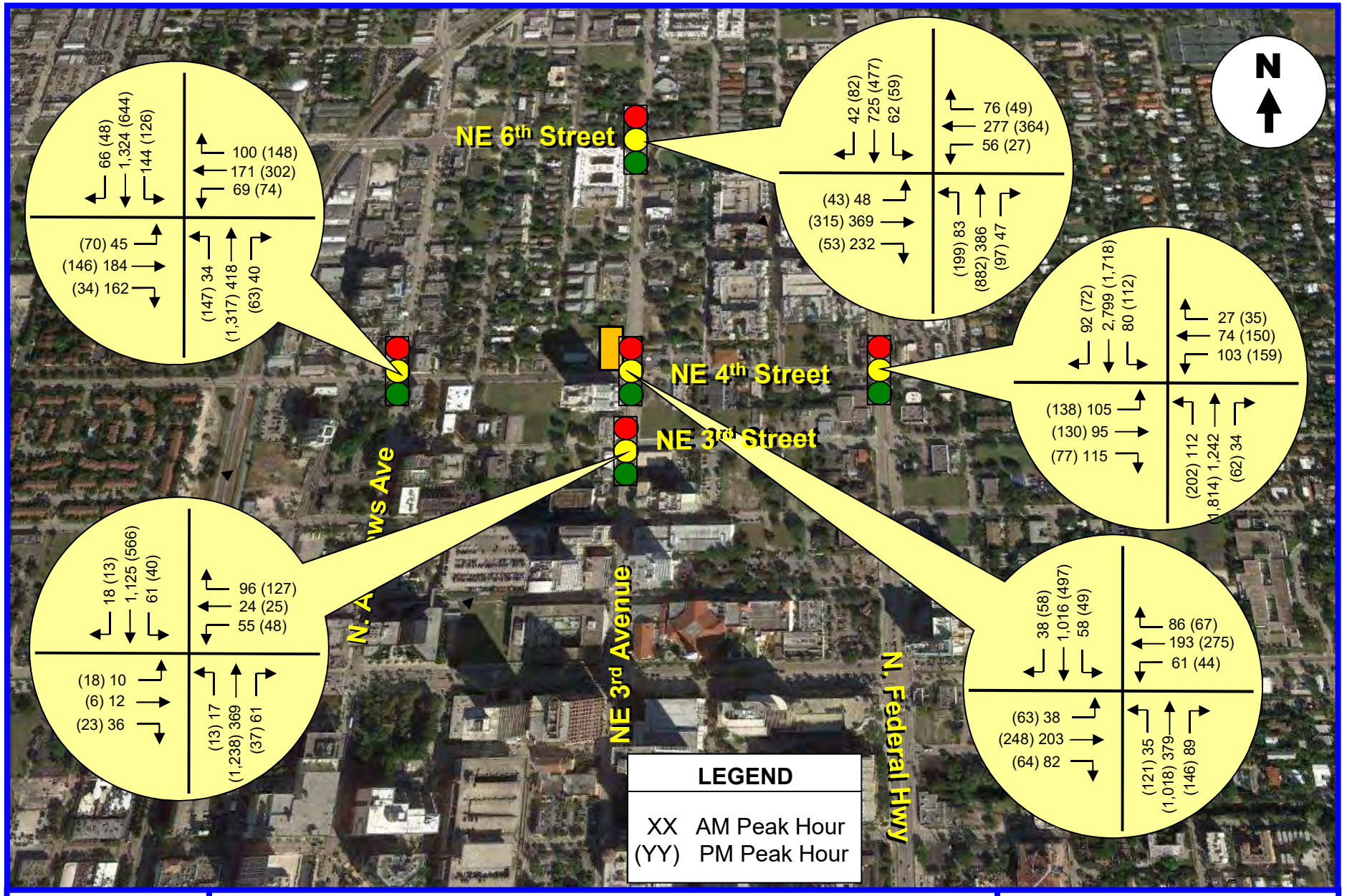
In order to develop future-year traffic volumes, without the proposed project, two separate analyses were undertaken. The first analysis converts the existing AM and PM peak hour traffic counts collected in the field during the month of September to average peak season conditions. Based on the 2018 FDOT's Peak Season Factor Category report, an adjustment factor of 1.04 is required to convert traffic counts collected in the month of September to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project existing peak season traffic volumes to future conditions (year 2022). For purposes of this traffic study, a 3.9% growth rate was applied to the 2018 traffic counts in order to develop 2022 background traffic conditions. The 3.9% traffic growth rate was applied in order to account for background traffic growth based on historical traffic counts published by FDOT for the available past five years (refer to Appendix C). Forevermore, committed development trips from Fresh Market, Henry Square, The Pearl, 299 North Federal, Riverparc, Alta Flagler Village, and FAT City were added to the 2020 background traffic. Please refer to Appendix D for details.

The future traffic calculations (peak season adjustments, traffic growth, and the traffic associated with the proposed development) for the study intersections are contained in Appendix E in tabular format.

Figures 5 and 6 present the future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed project.

Level of Service Analyses

Intersection capacity analyses were performed for the study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual using the SYNCHRO Software. The results of the capacity analyses are summarized in Table 2A and the 95th percentile vehicle queues are summarized in Table 2B Appendix F contains the computer printouts of the intersection capacity analyses.



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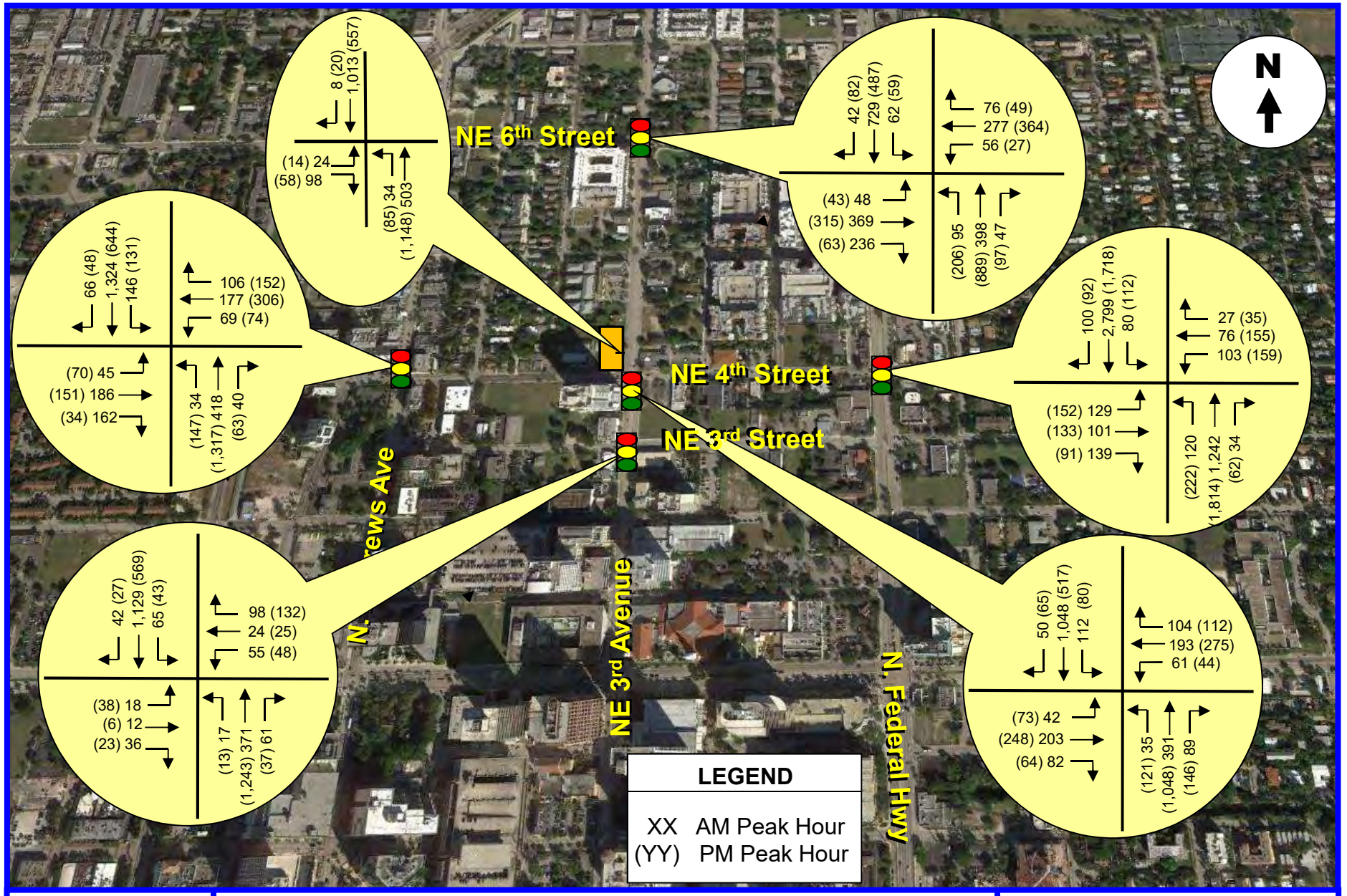
BACKGROUND TRAFFIC – YEAR 2022

FIGURE 5
URBN@flaglervillage
Ft. Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – YEAR 2022

FIGURE 6
URBN@flaglervillage
Ft. Lauderdale, Florida

TABLE 2A Intersection Level of Service URBN Flagler						
Intersection/Movements	**Existing**		**Future Traffic Conditions**			
			Year 2022 Without Project		**Year 2022 With Project**	
	LOS	Delay	LOS	Delay	LOS	Delay
Andrews Avenue and NE 4th Street	B (B)	14.9 (16.9)	B (C)	18.8 (31.1)	B (C)	19.2 (32.0)
NE 3rd Avenue and NE 4th Street	B (B)	12.2 (11.7)	C (B)	21.8 (13.5)	C (B)	22.3 (14.6)
NE 3rd Avenue and NE 3rd Street	A (A)	4.7 (6.7)	A (A)	6.3 (9.3)	A (A)	6.4 (9.6)
US 1 and NE 4th Street	C (C)	21.8 (20.9)	D (C)	45.4 (30.2)	D (C)	49.4 (33.7)
NE 3rd Avenue and NE 6th Street	C (B)	20.4 (16.1)	C (C)	22.1 (21.7)	C (C)	22.2 (22.0)
NE 3rd Avenue and Driveway - EB	-	-	-	-	D (C)	27.6 (19.4)

Source: Highway Capacity Manual. LEGEND: AM Peak Hour (PM Peak Hour)

TABLE 2B - 95th Percentile Queiung Analysis								
Intersection	**Description**	**Condition**	**EBL**	**EBR**	**WBL**	**WBR**	**NBL**	**SBL**
NE 4th Street & N Andrews Avenue	Storage Bay Lenghts (ft)		150	150	150		150	150
	Queue Length 95th (ft)	Existing	50 (75)	94 (20)	56 (m39)		18 (72)	32 (32)
		Background	57 (#131)	124 (23)	m71 (m75)		32 (97)	79 (#153)
		Future	57 (#131)	124 (23)	m67 (m71)		32 (97)	80 (#163)
NE 3rd Avenue & NE 4th Street/NE 4th Avenue	Storage Bay Lenghts (ft)		150		150		150	150
	Queue Length 95th (ft)	Existing	36 (m36)		53 (37)		6 (15)	38 (41)
		Background	55 (m61)		73 (54)		m33 (23)	m49 (62)
		Future	60 (m#79)		72 (53)		m23 (25)	86 (#107)
NE 3rd Avenue & NE 3rd Street	Storage Bay Lenghts (ft)						100	100
	Queue Length 95th (ft)	Existing					8 (6)	35 (2)
		Background					12(10)	m13(m7)
		Future					12 (10)	m14 (m9)
N Federal Highway & NE 4th Avenue	Storage Bay Lenghts (ft)		150		150		150	150
	Queue Length 95th (ft)	Existing	78 (105)		#189 (#237)		112 (77)	36 (50)
		Background	179 (#270)		#249 (#345)		#174 (#331)	44 (110)
		Future	217 (#313)		#258 (#361)		#192 (#389)	44 (110)
NE 3rd Avenue & NE 6th Street	Storage Bay Lenghts (ft)		150	150	150	150	150	150
	Queue Length 95th (ft)	Existing	47 (46)	51 (26)	51 (26)	26 (21)	42 (165)	28 (27)
		Background	54 (57)	94 (27)	#79 (36)	33 (26)	m73 (m185)	36 (42)
		Future	54 (57)	98 (30)	#79 (36)	33 (26)	m79 (m179)	36 (42)

LEGEND: AM (PM)
NOTES:
95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal
Failing from Background

As indicated in Table 2A, all intersections are expected to operate at acceptable level of service in the year 2022 with the project in place.

The access driveway as proposed is projected to operate at acceptable level of service with the proposed project in place.

CONCLUSIONS

URBN Flagler is a proposed high-rise residential development with retail on the ground floor planned to be located on the northwest corner of NE 3rd Avenue and NE 4th Street in the City of Fort Lauderdale in Broward County, Florida. Traf Tech Engineering, Inc. was retained by TAHO Investments to conduct a traffic study in connection with the proposed development.

The project site is currently developed with two small one-story buildings. Two access driveways are provided on the west side of NE 3rd Avenue.

The project site will be developed with the following land uses and intensities:

- Phase 1 Tower: 208 high-rise residential units (19 stories) and retail on the ground floor

- Phase 2 Tower: 304 high-rise residential units (27 stories) and retail on the ground floor

The access for the project will consist of one full access driveway on NE 3rd Avenue. For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2022.

The conclusions of the traffic study are presented below:

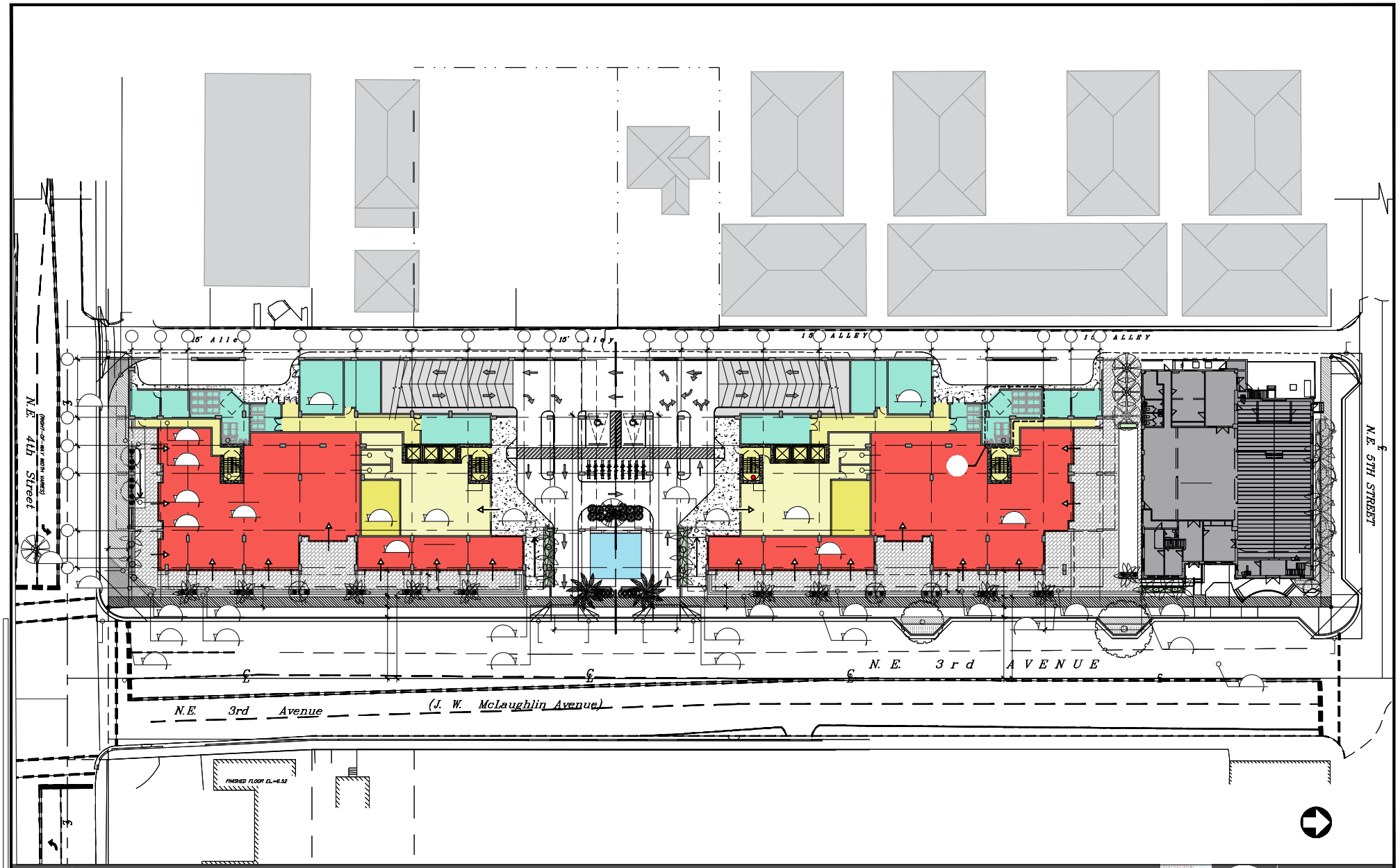
- The 2,567 daily trips, approximately 164 AM peak hour trips (42 inbound and 122 outbound) and approximately 177 trips (105 inbound and 72 outbound) during the typical afternoon peak hour.

- All intersections are expected to operate at acceptable level of service in the year 2022 with the project in place.

- The access driveway as proposed is projected to operate at acceptable level of service with the proposed project in place.

APPENDIX A

Site Plan – URBN Flagler



URBN FLAGLER

441 & 442 NE 3RD AVE, FT LAUDERDALE, FL 33301 17-836US

SITE PLAN / GROUND FLOOR PLAN PHASE I & II

20900 NE 30th Ave, Suite 914
Aventura, FL 33180
Tel.: (305) 792-0015
Fax.: (305) 931-0279
WWW.ABSOLUTE-IDEA.COM

APPENDIX B

Intersection Turning Movement Counts and Signal Timing Data

Traf Tech Engineering Inc.

File Name : 1- NE 4th St & Andrews Ave
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

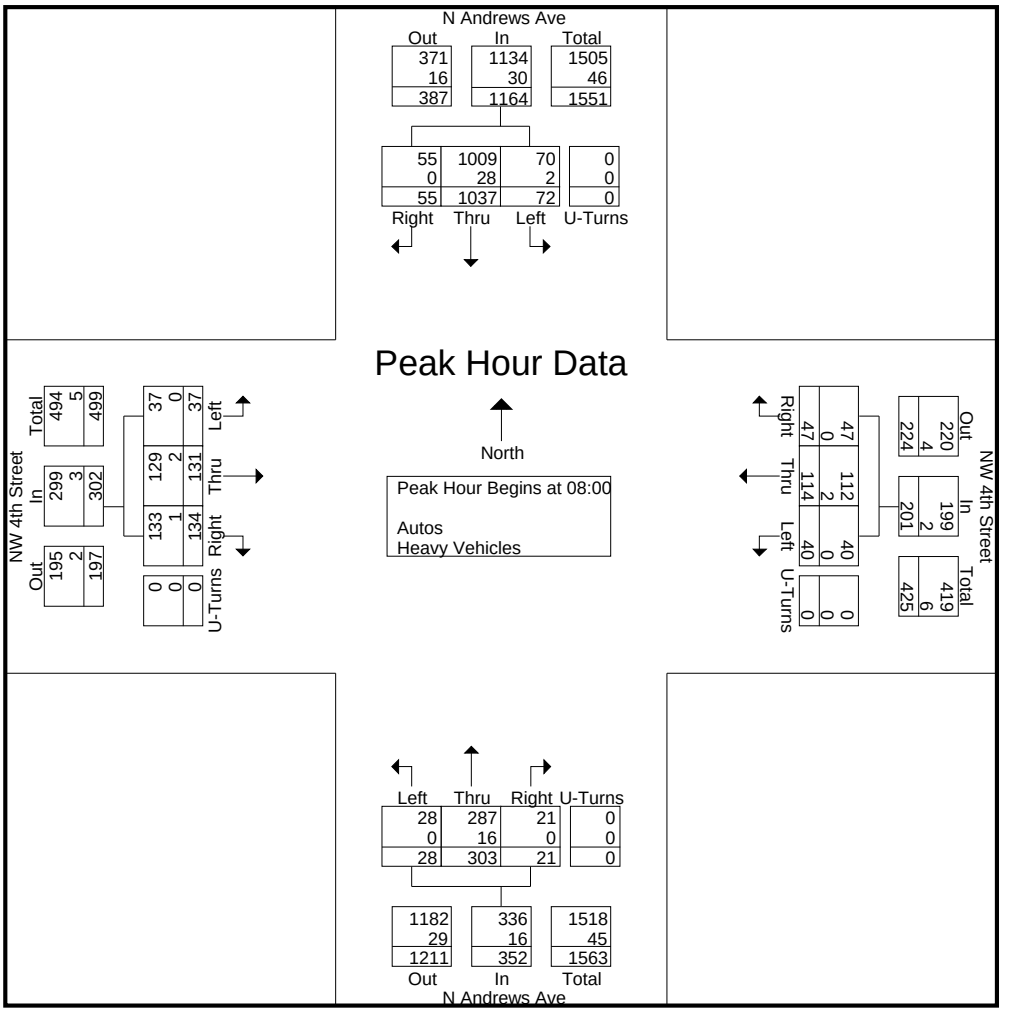
Groups Printed- Autos - Heavy Vehicles

	N Andrews Ave From North					NW 4th Street From East					N Andrews Ave From South					NW 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	6	101	11	0	118	2	13	6	0	21	1	53	4	0	58	12	12	3	0	27	224
07:15	14	164	13	0	191	4	20	7	0	31	5	50	1	0	56	17	14	7	0	38	316
07:30	9	201	11	0	221	6	18	4	0	28	6	58	2	0	66	29	20	11	0	60	375
07:45	8	228	17	0	253	9	26	2	0	37	3	71	4	0	78	25	43	12	0	80	448
Total	37	694	52	0	783	21	77	19	0	117	15	232	11	0	258	83	89	33	0	205	1363
08:00	10	230	15	0	255	10	29	11	0	50	5	67	7	0	79	24	20	9	0	53	437
08:15	22	276	21	0	319	9	40	13	0	62	7	78	3	0	88	29	34	9	0	72	541
08:30	11	271	18	0	300	13	28	10	0	51	3	68	5	0	76	34	35	11	0	80	507
08:45	12	260	18	0	290	15	17	6	0	38	6	90	13	0	109	47	42	8	0	97	534
Total	55	1037	72	0	1164	47	114	40	0	201	21	303	28	0	352	134	131	37	0	302	2019
*** BREAK ***																					
16:00	7	92	9	0	108	21	79	7	0	107	14	338	21	0	373	4	17	5	0	26	614
16:15	11	107	5	0	123	11	34	1	0	46	8	210	11	0	229	12	29	8	0	49	447
16:30	6	122	8	0	136	21	51	7	0	79	4	216	24	0	244	9	22	19	0	50	509
16:45	17	120	7	0	144	18	55	4	0	77	8	229	17	0	254	4	23	14	0	41	516
Total	41	441	29	0	511	71	219	19	0	309	34	993	73	0	1100	29	91	46	0	166	2086
17:00	4	127	8	0	139	23	65	13	0	101	7	269	52	0	328	6	26	11	0	43	611
17:15	6	112	11	0	129	11	55	4	0	70	7	292	30	0	329	4	23	11	0	38	566
17:30	13	136	15	0	164	11	38	4	0	53	9	247	23	0	279	14	18	22	0	54	550
17:45	11	107	3	0	121	7	38	4	0	49	10	200	34	0	244	14	31	12	0	57	471
Total	34	482	37	0	553	52	196	25	0	273	33	1008	139	0	1180	38	98	56	0	192	2198
Grand Total	167	2654	190	0	3011	191	606	103	0	900	103	2536	251	0	2890	284	409	172	0	865	7666
Apprch %	5.5	88.1	6.3	0		21.2	67.3	11.4	0		3.6	87.8	8.7	0		32.8	47.3	19.9	0		
Total %	2.2	34.6	2.5	0	39.3	2.5	7.9	1.3	0	11.7	1.3	33.1	3.3	0	37.7	3.7	5.3	2.2	0	11.3	
Autos	166	2585										2476									
% Autos	99.4	97.4	97.9	0	97.5	99.5	98.2	100	0	98.7	92.2	97.6	100	0	97.6	99.6	99	100	0	99.4	97.9
Heavy Vehicles																					
% Heavy Vehicles	0.6	2.6	2.1	0	2.5	0.5	1.8	0	0	1.3	7.8	2.4	0	0	2.4	0.4	1	0	0	0.6	2.1

Traf Tech Engineering Inc.

File Name : 1- NE 4th St & Andrews Ave
Site Code : 00000000
Start Date : 9/20/2018
Page No : 2

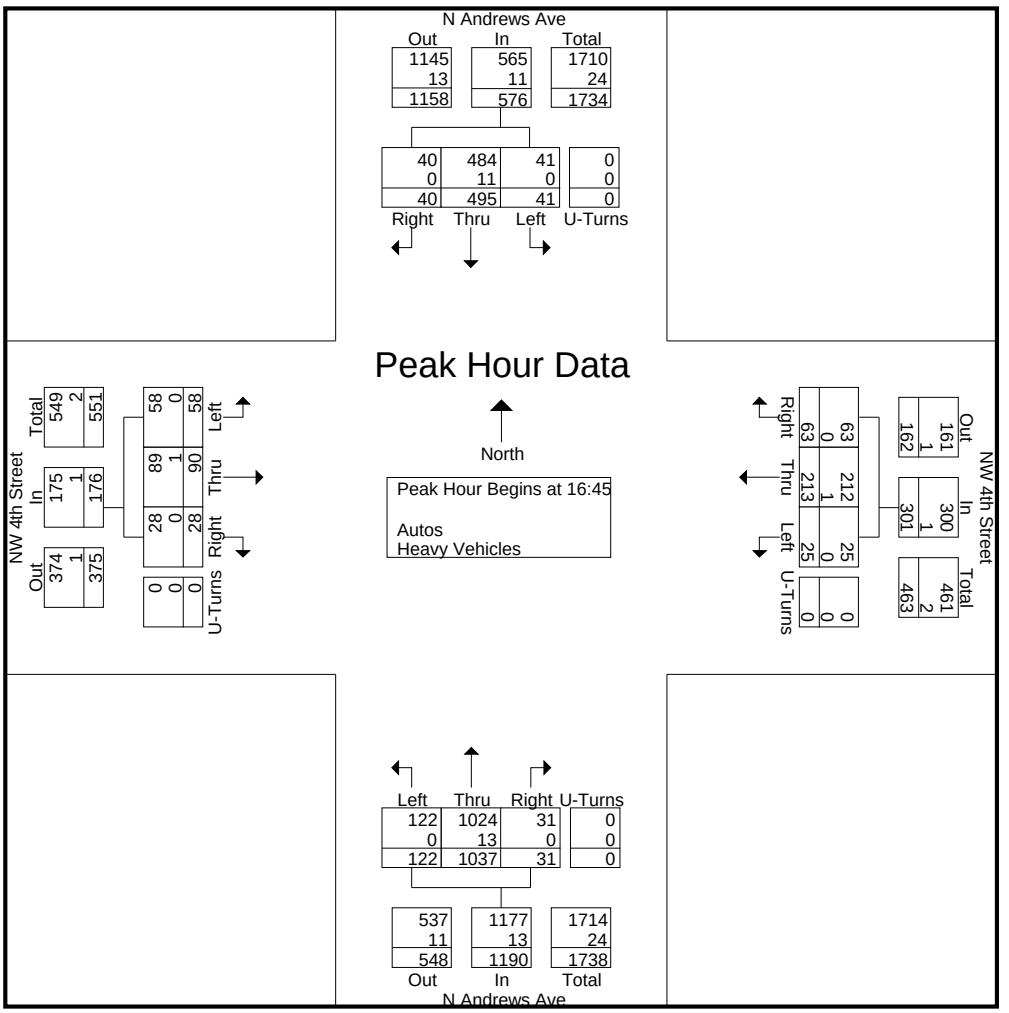
	N Andrews Ave From North					NW 4th Street From East					N Andrews Ave From South					NW 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	10	230	15	0	255	10	29	11	0	50	5	67	7	0	79	24	20	9	0	53	437
08:15	22	276	21	0	319	9	40	13	0	62	7	78	3	0	88	29	34	9	0	72	541
08:30	11	271	18	0	300	13	28	10	0	51	3	68	5	0	76	34	35	11	0	80	507
08:45	12	260	18	0	290	15	17	6	0	38	6	90	13	0	109	47	42	8	0	97	534
Total Volume	55	1037	72	0	1164	47	114	40	0	201	21	303	28	0	352	134	131	37	0	302	2019
% App. Total	4.7	89.1	6.2	0		23.4	56.7	19.9	0		6	86.1	8	0		44.4	43.4	12.3	0		
PHF	.625	.939	.857	.000	.912	.783	.713	.769	.000	.810	.750	.842	.538	.000	.807	.713	.780	.841	.000	.778	.933
Autos	55	1009																			
% Autos	100	97.3	97.2	0	97.4	100	98.2	100	0	99.0	100	94.7	100	0	95.5	99.3	98.5	100	0	99.0	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	2.7	2.8	0	2.6	0	1.8	0	0	1.0	0	5.3	0	0	4.5	0.7	1.5	0	0	1.0	2.5



Traf Tech Engineering Inc.

File Name : 1- NE 4th St & Andrews Ave
Site Code : 00000000
Start Date : 9/20/2018
Page No : 3

	N Andrews Ave From North					NW 4th Street From East					N Andrews Ave From South					NW 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	17	120	7	0	144	18	55	4	0	77	8	229	17	0	254	4	23	14	0	41	516
17:00	4	127	8	0	139	23	65	13	0	101	7	269	52	0	328	6	26	11	0	43	611
17:15	6	112	11	0	129	11	55	4	0	70	7	292	30	0	329	4	23	11	0	38	566
17:30	13	136	15	0	164	11	38	4	0	53	9	247	23	0	279	14	18	22	0	54	550
Total Volume	40	495	41	0	576	63	213	25	0	301	31	1037	122	0	1190	28	90	58	0	176	2243
% App. Total	6.9	85.9	7.1	0		20.9	70.8	8.3	0		2.6	87.1	10.3	0		15.9	51.1	33	0		
PHF	.588	.910	.683	.000	.878	.685	.819	.481	.000	.745	.861	.888	.587	.000	.904	.500	.865	.659	.000	.815	.918
Autos	40	484	41	0	565	63	212	25	0	300	31	1024									
% Autos	100	97.8	100	0	98.1	100	99.5	100	0	99.7	100	98.7	100	0	98.9	100	98.9	100	0	99.4	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	2.2	0	0	1.9	0	0.5	0	0	0.3	0	1.3	0	0	1.1	0	1.1	0	0	0.6	1.2



Traf Tech Engineering Inc.

File Name : 1- NE 4th St & Andrews Ave
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

Groups Printed- Peds

	N Andrews Ave From North				NW 4th Street From East				N Andrews Ave From South				NW 4th Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	0	0	1	0	0	0	6	0	0	0	4	0	0	0	1	12
07:15	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	7
07:30	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	2	6
07:45	0	0	0	2	0	0	0	6	0	0	0	1	0	0	0	0	9
Total	0	0	0	4	0	0	0	17	0	0	0	8	0	0	0	5	34
08:00	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	6	14
08:15	0	0	0	6	0	0	0	9	0	0	0	1	0	0	0	1	17
08:30	0	1	0	4	0	0	0	8	0	0	0	0	0	1	0	3	17
08:45	0	0	0	3	0	0	0	8	0	0	0	2	0	0	0	4	17
Total	0	1	0	17	0	0	0	28	0	0	0	4	0	1	0	14	65
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	1	7
16:15	0	0	0	1	0	0	0	2	0	0	0	5	0	0	0	6	14
16:30	0	1	0	3	0	0	0	4	0	0	0	4	0	0	0	7	19
16:45	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	6
Total	0	1	0	5	0	0	0	9	0	0	0	14	0	0	0	17	46
17:00	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	8	14
17:15	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	3	9
17:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
17:45	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0	2	11
Total	0	0	0	7	0	0	0	8	0	0	0	8	0	0	0	15	38
Grand Total	0	2	0	33	0	0	0	62	0	0	0	34	0	1	0	51	183
Apprch %	0	5.7	0	94.3	0	0	0	100	0	0	0	100	0	1.9	0	98.1	
Total %	0	1.1	0	18	0	0	0	33.9	0	0	0	18.6	0	0.5	0	27.9	

Traf Tech Engineering Inc.

File Name : 2- NE 3rd Ave & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

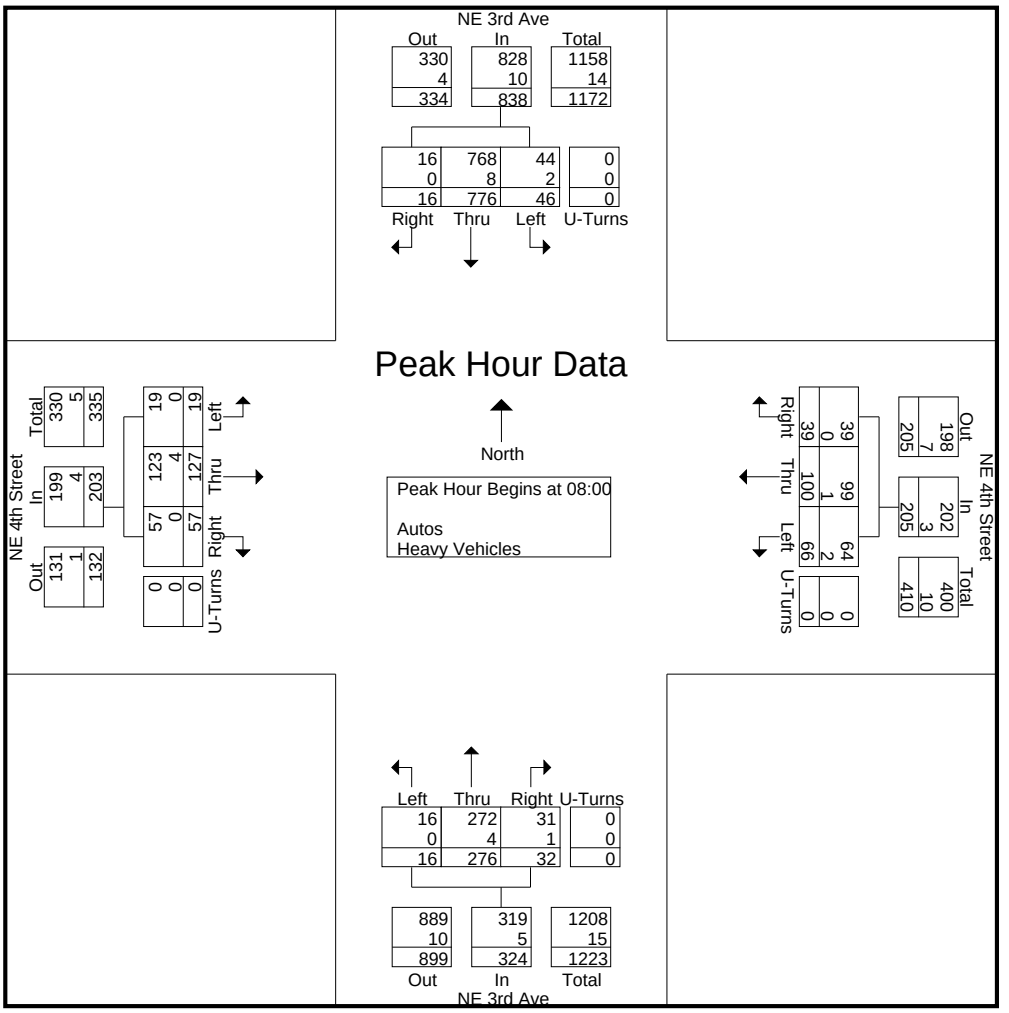
Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave From North					NE 4th Street From East					NE 3rd Ave From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	6	60	5	0	71	9	10	3	0	22	9	47	2	0	58	10	14	2	0	26	177
07:15	1	98	6	0	105	8	26	7	0	41	10	46	3	0	59	10	15	3	0	28	233
07:30	3	129	9	0	141	12	20	5	0	37	17	56	2	0	75	6	20	7	0	33	286
07:45	11	159	12	0	182	7	25	22	0	54	4	52	3	0	59	12	28	5	0	45	340
Total	21	446	32	0	499	36	81	37	0	154	40	201	10	0	251	38	77	17	0	132	1036
08:00	3	146	9	0	158	9	21	13	0	43	8	66	4	0	78	5	16	4	0	25	304
08:15	3	233	10	0	246	6	25	15	0	46	9	62	5	0	76	25	31	3	0	59	427
08:30	3	199	13	0	215	12	25	18	0	55	8	79	2	0	89	13	42	8	0	63	422
08:45	7	198	14	0	219	12	29	20	0	61	7	69	5	0	81	14	38	4	0	56	417
Total	16	776	46	0	838	39	100	66	0	205	32	276	16	0	324	57	127	19	0	203	1570
*** BREAK ***																					
16:00	9	69	5	0	83	13	35	3	0	51	14	116	25	0	155	6	19	2	0	27	316
16:15	9	62	7	0	78	18	25	7	0	50	14	117	10	0	141	3	17	6	0	26	295
16:30	7	76	10	0	93	14	50	5	0	69	12	133	12	0	157	10	20	4	0	34	353
16:45	5	89	12	0	106	9	29	3	0	41	13	201	13	0	227	7	39	5	1	52	426
Total	30	296	34	0	360	54	139	18	0	211	53	567	60	0	680	26	95	17	1	139	1390
17:00	11	98	3	0	112	20	55	10	0	85	26	201	25	1	253	10	38	7	0	55	505
17:15	10	93	8	0	111	13	51	9	0	73	19	228	24	0	271	13	27	11	0	51	506
17:30	5	99	13	0	117	10	29	5	0	44	18	171	23	0	212	6	29	7	0	42	415
17:45	5	94	3	0	102	19	29	8	0	56	22	187	10	0	219	6	28	7	0	41	418
Total	31	384	27	0	442	62	164	32	0	258	85	787	82	1	955	35	122	32	0	189	1844
Grand Total	98	1902	139	0	2139	191	484	153	0	828	210	1831	168	1	2210	156	421	85	1	663	5840
Apprch %	4.6	88.9	6.5	0		23.1	58.5	18.5	0		9.5	82.9	7.6	0		23.5	63.5	12.8	0.2		
Total %	1.7	32.6	2.4	0	36.6	3.3	8.3	2.6	0	14.2	3.6	31.4	2.9	0	37.8	2.7	7.2	1.5	0	11.4	
Autos	97	1879										1816									
% Autos	99	98.8	98.6	0	98.8	98.4	98.6	95.4	0	97.9	98.1	99.2	99.4	100	99.1	99.4	98.6	100	100	98.9	98.8
Heavy Vehicles																					
% Heavy Vehicles	1	1.2	1.4	0	1.2	1.6	1.4	4.6	0	2.1	1.9	0.8	0.6	0	0.9	0.6	1.4	0	0	1.1	1.2

Traf Tech Engineering Inc.

File Name : 2- NE 3rd Ave & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 2

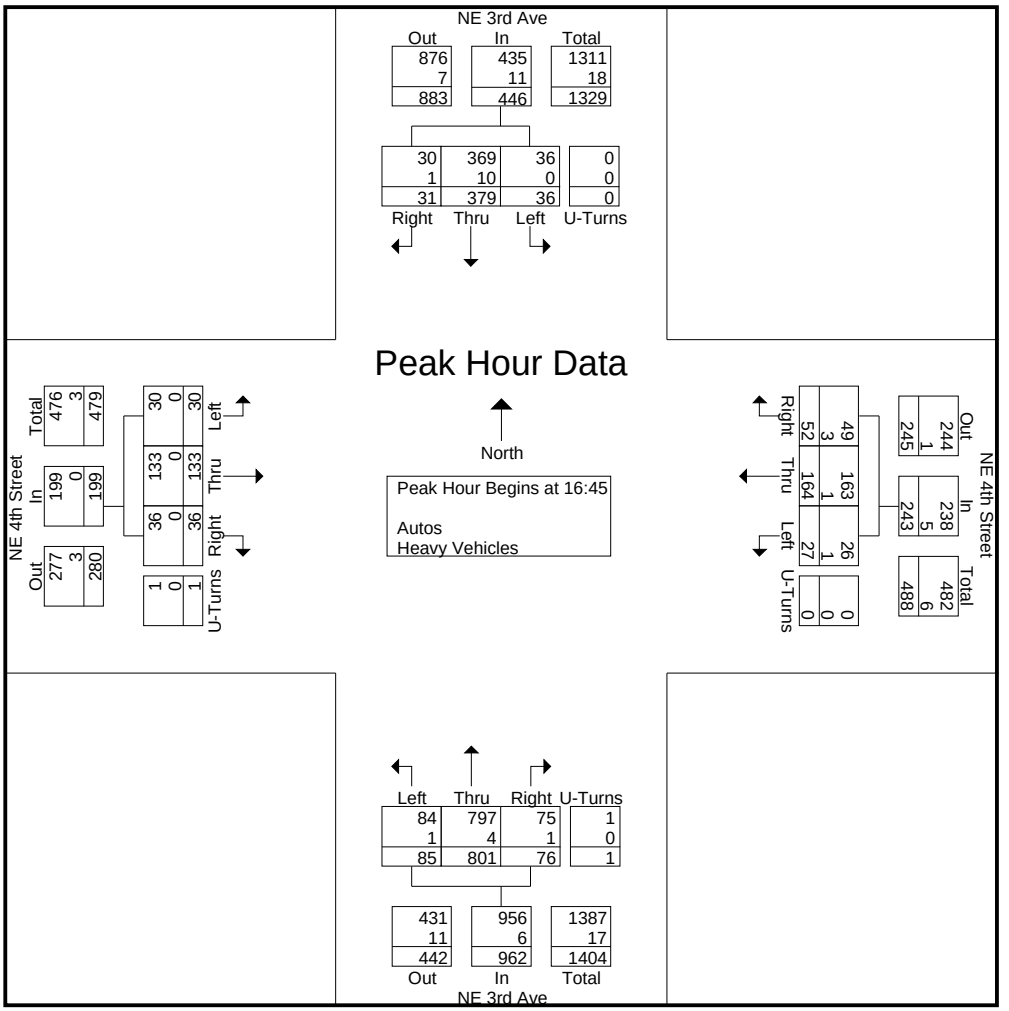
	NE 3rd Ave From North					NE 4th Street From East					NE 3rd Ave From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	3	146	9	0	158	9	21	13	0	43	8	66	4	0	78	5	16	4	0	25	304
08:15	3	233	10	0	246	6	25	15	0	46	9	62	5	0	76	25	31	3	0	59	427
08:30	3	199	13	0	215	12	25	18	0	55	8	79	2	0	89	13	42	8	0	63	422
08:45	7	198	14	0	219	12	29	20	0	61	7	69	5	0	81	14	38	4	0	56	417
Total Volume	16	776	46	0	838	39	100	66	0	205	32	276	16	0	324	57	127	19	0	203	1570
% App. Total	1.9	92.6	5.5	0		19	48.8	32.2	0		9.9	85.2	4.9	0		28.1	62.6	9.4	0		
PHF	.571	.833	.821	.000	.852	.813	.862	.825	.000	.840	.889	.873	.800	.000	.910	.570	.756	.594	.000	.806	.919
Autos	16	768	44	0	828	39	99	64	0	202	31	272	16	0	319	57	123	19	0	199	1548
% Autos	100	99.0	95.7	0	98.8	100	99.0	97.0	0	98.5	96.9	98.6	100	0	98.5	100	96.9	100	0	98.0	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	4.3	0	1.2	0	1.0	3.0	0	1.5	3.1	1.4	0	0	1.5	0	3.1	0	0	2.0	1.4



Traf Tech Engineering Inc.

File Name : 2- NE 3rd Ave & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 3

	NE 3rd Ave From North					NE 4th Street From East					NE 3rd Ave From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	5	89	12	0	106	9	29	3	0	41	13	201	13	0	227	7	39	5	1	52	426
17:00	11	98	3	0	112	20	55	10	0	85	26	201	25	1	253	10	38	7	0	55	505
17:15	10	93	8	0	111	13	51	9	0	73	19	228	24	0	271	13	27	11	0	51	506
17:30	5	99	13	0	117	10	29	5	0	44	18	171	23	0	212	6	29	7	0	42	415
Total Volume	31	379	36	0	446	52	164	27	0	243	76	801	85	1	963	36	133	30	1	200	1852
% App. Total	7	85	8.1	0		21.4	67.5	11.1	0		7.9	83.2	8.8	0.1		18	66.5	15	0.5		
PHF	.705	.957	.692	.000	.953	.650	.745	.675	.000	.715	.731	.878	.850	.250	.888	.692	.853	.682	.250	.909	.915
Autos	30	369	36	0	435	49	163	26	0	238	75	797	84	1	957	36	133	30	1	200	1830
% Autos	96.8	97.4	100	0	97.5	94.2	99.4	96.3	0	97.9	98.7	99.5	98.8	100	99.4	100	100	100	100	100	98.8
Heavy Vehicles																					
% Heavy Vehicles	3.2	2.6	0	0	2.5	5.8	0.6	3.7	0	2.1	1.3	0.5	1.2	0	0.6	0	0	0	0	0	1.2



Traf Tech Engineering Inc.

File Name : 2- NE 3rd Ave & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

Groups Printed- Peds

	NE 3rd Ave From North				NE 4th Street From East				NE 3rd Ave From South				NE 4th Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	6	9
08:00	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	7	10
08:15	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	5
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	2	0	0	0	2	0	0	0	2	1	0	0	11	18
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	8
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	7
Grand Total	0	0	0	6	0	0	0	4	0	0	0	4	1	0	0	27	42
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	3.6	0	0	96.4	
Total %	0	0	0	14.3	0	0	0	9.5	0	0	0	9.5	2.4	0	0	64.3	

Traf Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

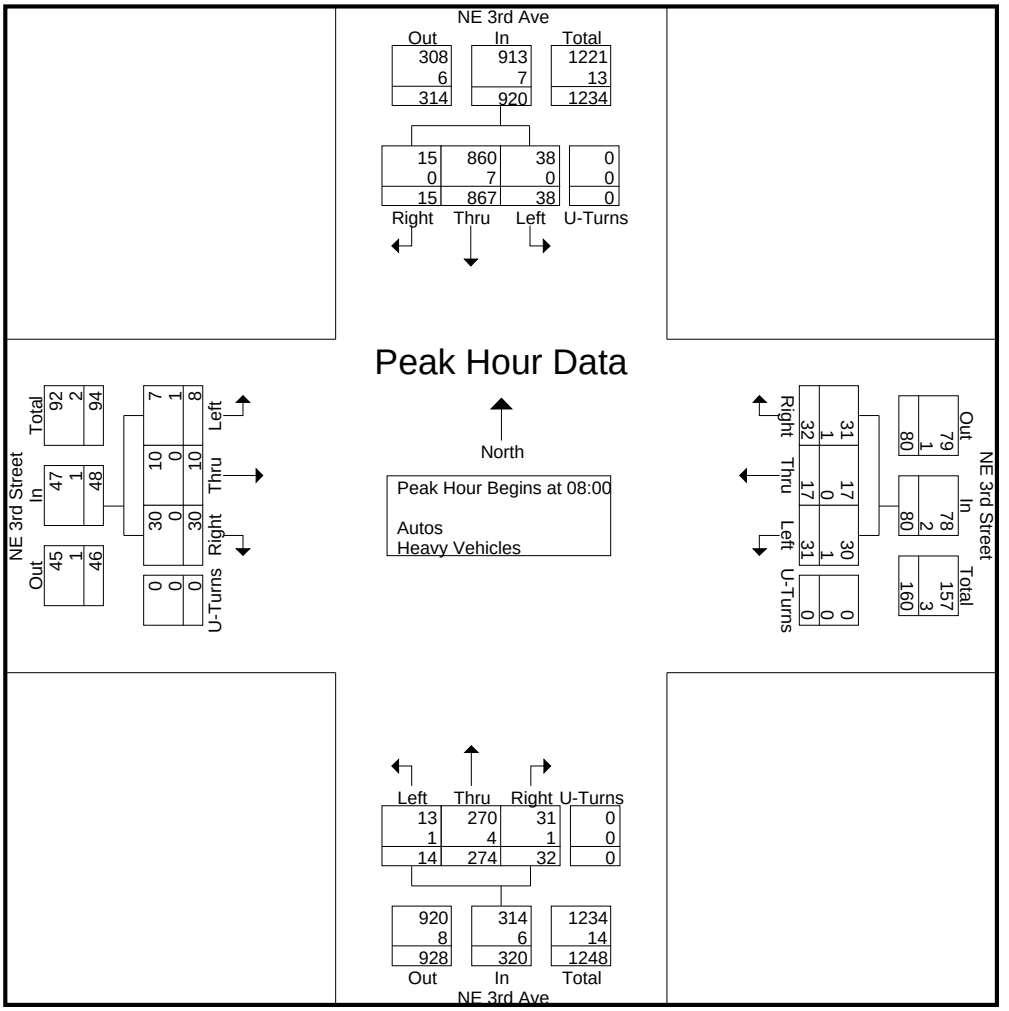
Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave From North					NE 3rd Street From East					NE 3rd Ave From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	67	8	0	77	9	7	3	0	19	9	59	1	2	71	2	4	0	0	6	173
07:15	3	106	12	0	121	11	3	8	0	22	8	56	6	0	70	4	4	1	0	9	222
07:30	0	144	3	0	147	6	2	6	0	14	7	71	2	1	81	4	1	2	0	7	249
07:45	1	186	6	0	193	6	2	9	0	17	7	54	2	0	63	3	4	1	0	8	281
Total	6	503	29	0	538	32	14	26	0	72	31	240	11	3	285	13	13	4	0	30	925
08:00	2	156	5	0	163	4	4	8	0	16	4	64	5	0	73	8	2	0	0	10	262
08:15	5	241	14	0	260	8	5	6	0	19	11	59	3	0	73	6	2	4	0	12	364
08:30	6	233	11	0	250	11	5	10	0	26	8	84	5	0	97	7	3	0	0	10	383
08:45	2	237	8	0	247	9	3	7	0	19	9	67	1	0	77	9	3	4	0	16	359
Total	15	867	38	0	920	32	17	31	0	80	32	274	14	0	320	30	10	8	0	48	1368
*** BREAK ***																					
16:00	7	71	1	0	79	18	7	9	0	34	3	130	1	0	134	3	4	1	0	8	255
16:15	4	67	2	0	73	17	9	6	0	32	5	110	4	0	119	1	1	0	0	2	226
16:30	0	85	2	0	87	14	3	6	0	23	4	138	6	2	150	5	0	2	0	7	267
16:45	1	97	2	0	100	6	1	3	0	10	4	198	4	1	207	3	2	4	0	9	326
Total	12	320	7	0	339	55	20	24	0	99	16	576	15	3	610	12	7	7	0	26	1074
17:00	5	112	1	0	118	19	4	13	0	36	2	251	2	0	255	9	2	4	0	15	424
17:15	2	116	7	0	125	15	3	7	1	26	7	224	4	0	235	5	1	2	0	8	394
17:30	0	114	5	0	119	17	6	4	0	27	3	258	1	3	265	1	2	4	0	7	418
17:45	4	94	11	0	109	13	5	1	0	19	5	247	1	0	253	4	0	5	0	9	390
Total	11	436	24	0	471	64	18	25	1	108	17	980	8	3	1008	19	5	15	0	39	1626
Grand Total	44	2126	98	0	2268	183	69	106	1	359	96	2070	48	9	2223	74	35	34	0	143	4993
Apprch %	1.9	93.7	4.3	0		51	19.2	29.5	0.3		4.3	93.1	2.2	0.4		51.7	24.5	23.8	0		
Total %	0.9	42.6	2	0	45.4	3.7	1.4	2.1	0	7.2	1.9	41.5	1	0.2	44.5	1.5	0.7	0.7	0	2.9	
Autos	44	2101										2050									
% Autos	100	98.8	96.9	0	98.8	98.4	100	96.2	100	98.1	93.8	99	97.9	100	98.8	100	100	94.1	0	98.6	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	3.1	0	1.2	1.6	0	3.8	0	1.9	6.2	1	2.1	0	1.2	0	0	5.9	0	1.4	1.3

Traf Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 2

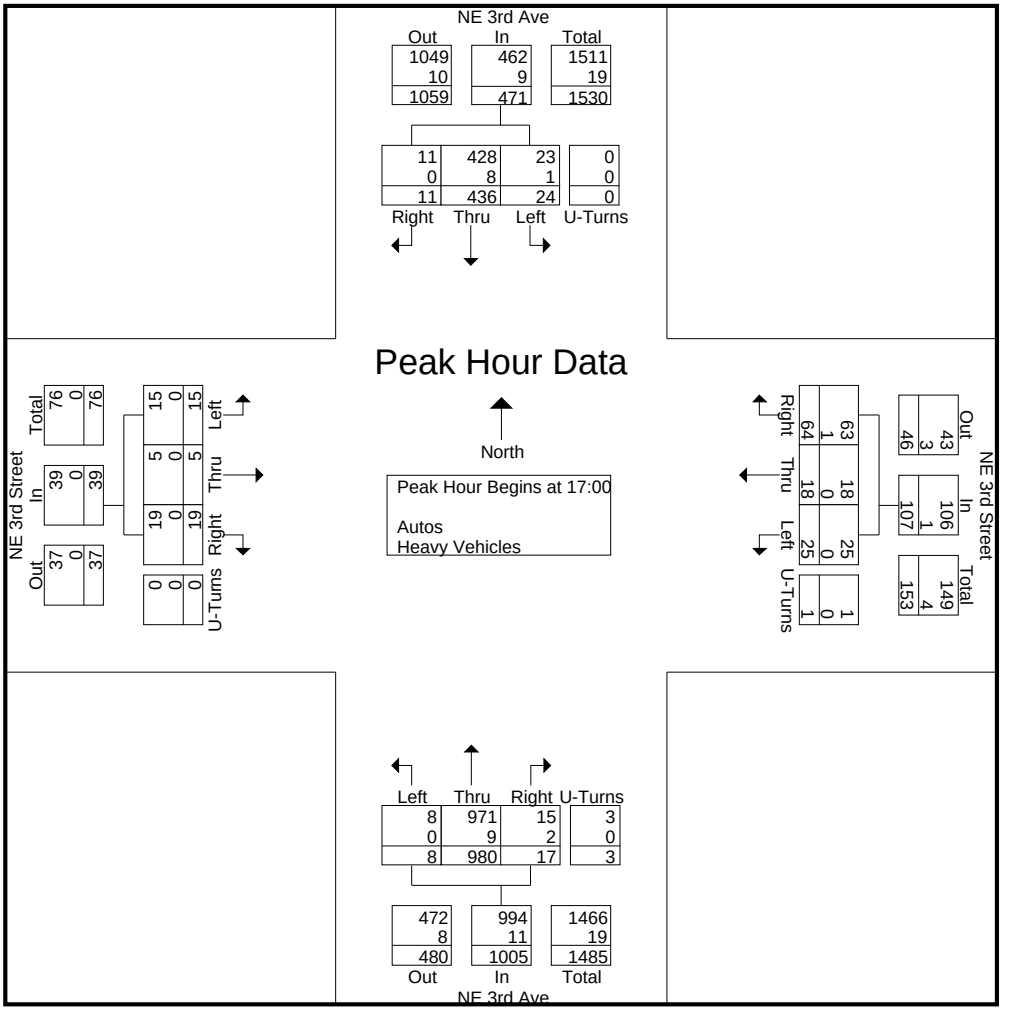
	NE 3rd Ave From North					NE 3rd Street From East					NE 3rd Ave From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	156	5	0	163	4	4	8	0	16	4	64	5	0	73	8	2	0	0	10	262
08:15	5	241	14	0	260	8	5	6	0	19	11	59	3	0	73	6	2	4	0	12	364
08:30	6	233	11	0	250	11	5	10	0	26	8	84	5	0	97	7	3	0	0	10	383
08:45	2	237	8	0	247	9	3	7	0	19	9	67	1	0	77	9	3	4	0	16	359
Total Volume	15	867	38	0	920	32	17	31	0	80	32	274	14	0	320	30	10	8	0	48	1368
% App. Total	1.6	94.2	4.1	0		40	21.2	38.8	0		10	85.6	4.4	0		62.5	20.8	16.7	0		
PHF	.625	.899	.679	.000	.885	.727	.850	.775	.000	.769	.727	.815	.700	.000	.825	.833	.833	.500	.000	.750	.893
Autos	15	860	38	0	913	31	17	30	0	78	31	270	13	0	314	30	10	7	0	47	1352
% Autos	100	99.2	100	0	99.2	96.9	100	96.8	0	97.5	96.9	98.5	92.9	0	98.1	100	100	87.5	0	97.9	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.8	3.1	0	3.2	0	2.5	3.1	1.5	7.1	0	1.9	0	0	12.5	0	2.1	1.2



Traf Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 3

Start Time	NE 3rd Ave From North					NE 3rd Street From East					NE 3rd Ave From South					NE 3rd Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	5	112	1	0	118	19	4	13	0	36	2	251	2	0	255	9	2	4	0	15	424
17:15	2	116	7	0	125	15	3	7	1	26	7	224	4	0	235	5	1	2	0	8	394
17:30	0	114	5	0	119	17	6	4	0	27	3	258	1	3	265	1	2	4	0	7	418
17:45	4	94	11	0	109	13	5	1	0	19	5	247	1	0	253	4	0	5	0	9	390
Total Volume	11	436	24	0	471	64	18	25	1	108	17	980	8	3	1008	19	5	15	0	39	1626
% App. Total	2.3	92.6	5.1	0		59.3	16.7	23.1	0.9		1.7	97.2	0.8	0.3		48.7	12.8	38.5	0		
PHF	.550	.940	.545	.000	.942	.842	.750	.481	.250	.750	.607	.950	.500	.250	.951	.528	.625	.750	.000	.650	.959
Autos	11	428	23	0	462	63	18	25	1	107	15	971	8	3	997	19	5	15	0	39	1605
% Autos	100	98.2	95.8	0	98.1	98.4	100	100	100	99.1	88.2	99.1	100	100	98.9	100	100	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	4.2	0	1.9	1.6	0	0	0	0.9	11.8	0.9	0	0	1.1	0	0	0	0	0	1.3



Traf Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

Groups Printed- Peds

	NE 3rd Ave From North				NE 3rd Street From East				NE 3rd Ave From South				NE 3rd Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	16	0	0	0	2	19
07:15	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	1	6
07:30	0	0	0	1	0	0	0	2	0	0	0	5	0	0	0	1	9
07:45	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	1	8
Total	0	0	0	3	0	0	0	5	0	0	0	29	0	0	0	5	42
08:00	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	4	9
08:15	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	2	9
08:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5
08:45	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
Total	0	0	0	3	0	0	0	8	0	0	0	8	0	0	0	7	26
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
16:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	5
16:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	5
16:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	7
Total	0	0	0	0	0	0	0	5	0	0	0	8	0	0	0	7	20
17:00	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	2	7
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
17:30	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	5
17:45	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	1	8
Total	0	0	0	5	0	0	0	7	0	0	0	7	0	0	0	5	24
Grand Total	0	0	0	11	0	0	0	25	0	0	0	52	0	0	0	24	112
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	9.8	0	0	0	22.3	0	0	0	46.4	0	0	0	21.4	

Traf Tech Engineering Inc.

File Name : 4- US-1 & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

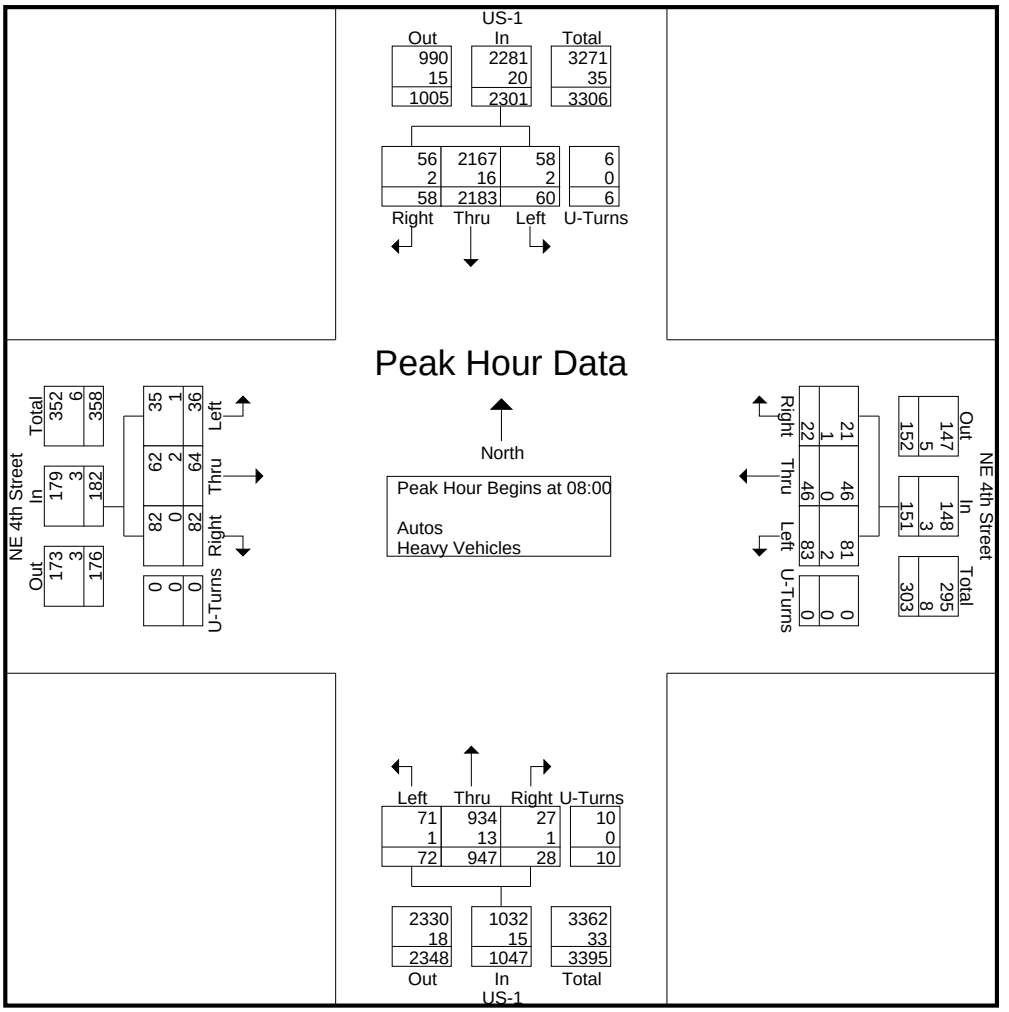
Groups Printed- Autos - Heavy Vehicles

	US-1 From North					NE 4th Street From East					US-1 From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	7	250	13	0	270	8	6	12	0	26	3	169	13	2	187	6	9	2	0	17	500
07:15	13	297	25	0	335	8	5	13	0	26	4	150	14	0	168	11	5	4	0	20	549
07:30	4	377	48	0	429	10	14	24	0	48	8	248	15	0	271	18	7	8	0	33	781
07:45	9	527	29	1	566	10	18	34	0	62	8	212	19	7	246	21	15	8	0	44	918
Total	33	1451	115	1	1600	36	43	83	0	162	23	779	61	9	872	56	36	22	0	114	2748
08:00	9	547	8	0	564	5	9	24	0	38	9	237	17	3	266	15	9	9	0	33	901
08:15	15	509	15	3	542	4	11	17	0	32	2	221	13	1	237	16	16	6	0	38	849
08:30	18	516	16	2	552	6	14	21	0	41	6	238	18	1	263	25	23	9	0	57	913
08:45	16	611	21	1	649	7	12	21	0	40	11	251	24	5	291	26	16	12	0	54	1034
Total	58	2183	60	6	2307	22	46	83	0	151	28	947	72	10	1057	82	64	36	0	182	3697
*** BREAK ***																					
16:00	11	279	14	2	306	9	12	14	0	35	12	263	25	6	306	6	13	12	0	31	678
16:15	10	306	12	1	329	12	12	23	0	47	15	292	26	3	336	4	13	8	0	25	737
16:30	7	341	16	1	365	6	33	21	0	60	9	302	21	5	337	19	12	13	0	44	806
16:45	9	301	24	5	339	10	22	23	0	55	11	310	23	0	344	11	20	21	0	52	790
Total	37	1227	66	9	1339	37	79	81	0	197	47	1167	95	14	1323	40	58	54	0	152	3011
17:00	13	303	22	7	345	5	37	25	0	67	14	372	31	3	420	13	20	14	0	47	879
17:15	6	318	29	2	355	7	29	47	0	83	8	376	45	4	433	14	24	15	0	53	924
17:30	7	340	13	3	363	8	17	27	0	52	15	351	30	2	398	15	24	15	0	54	867
17:45	14	350	12	5	381	9	17	27	0	53	14	320	31	6	371	6	21	13	0	40	845
Total	40	1311	76	17	1444	29	100	126	0	255	51	1419	137	15	1622	48	89	57	0	194	3515
Grand Total	168	6172	317	33	6690	124	268	373	0	765	149	4312	365	48	4874	226	247	169	0	642	12971
Apprch %	2.5	92.3	4.7	0.5		16.2	35	48.8	0		3.1	88.5	7.5	1		35.2	38.5	26.3	0		
Total %	1.3	47.6	2.4	0.3	51.6	1	2.1	2.9	0	5.9	1.1	33.2	2.8	0.4	37.6	1.7	1.9	1.3	0	4.9	
Autos	158	6139										4277									12870
% Autos	94	99.5	98.7	100	99.3	99.2	99.6	98.9	0	99.2	98.7	99.2	98.6	100	99.1	99.6	99.2	98.2	0	99.1	99.2
Heavy Vehicles																					
% Heavy Vehicles	6	0.5	1.3	0	0.7	0.8	0.4	1.1	0	0.8	1.3	0.8	1.4	0	0.9	0.4	0.8	1.8	0	0.9	0.8

Traf Tech Engineering Inc.

File Name : 4- US-1 & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 2

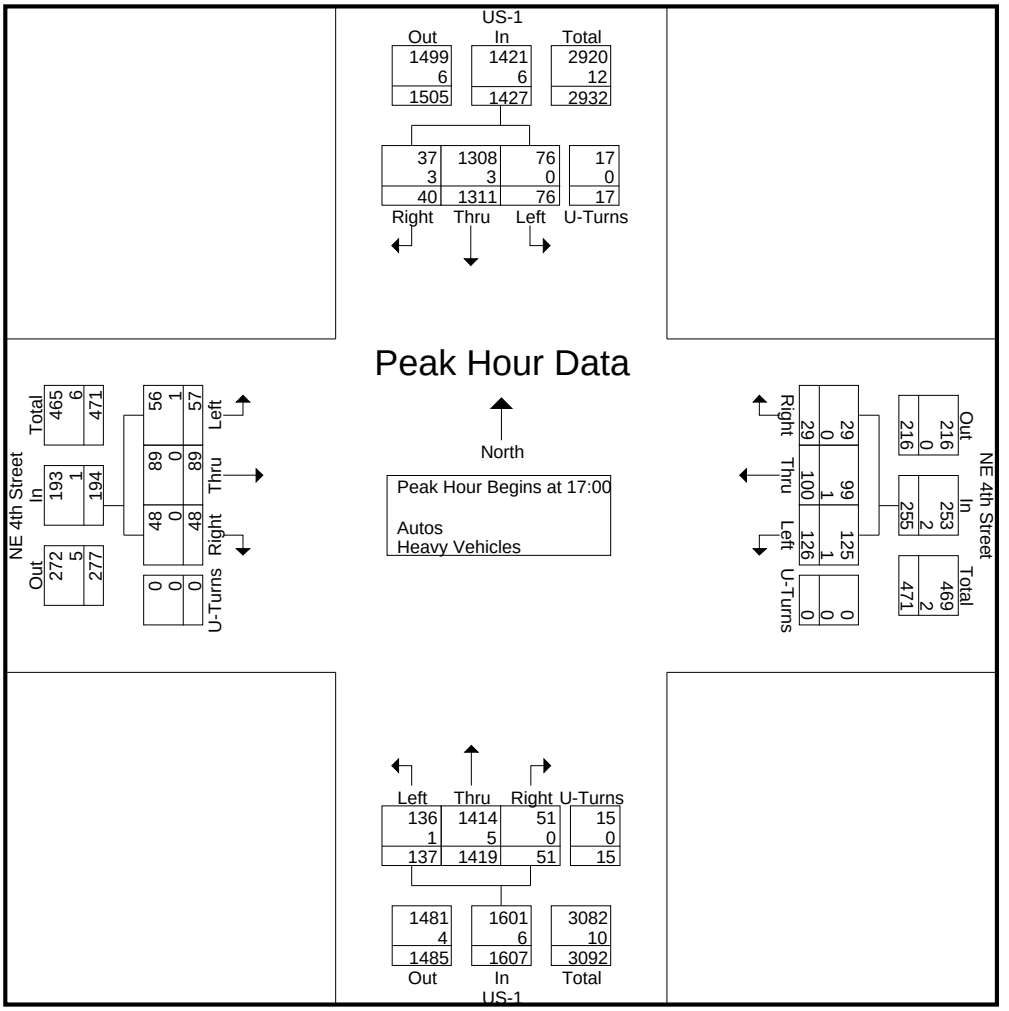
	US-1 From North					NE 4th Street From East					US-1 From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	9	547	8	0	564	5	9	24	0	38	9	237	17	3	266	15	9	9	0	33	901
08:15	15	509	15	3	542	4	11	17	0	32	2	221	13	1	237	16	16	6	0	38	849
08:30	18	516	16	2	552	6	14	21	0	41	6	238	18	1	263	25	23	9	0	57	913
08:45	16	611	21	1	649	7	12	21	0	40	11	251	24	5	291	26	16	12	0	54	1034
Total Volume	58	2183	60	6	2307	22	46	83	0	151	28	947	72	10	1057	82	64	36	0	182	3697
% App. Total	2.5	94.6	2.6	0.3		14.6	30.5	55	0		2.6	89.6	6.8	0.9		45.1	35.2	19.8	0		
PHF	.806	.893	.714	.500	.889	.786	.821	.865	.000	.921	.636	.943	.750	.500	.908	.788	.696	.750	.000	.798	.894
Autos	56	2167																			
% Autos	96.6	99.3	96.7	100	99.1	95.5	100	97.6	0	98.0	96.4	98.6	98.6	100	98.6	100	96.9	97.2	0	98.4	98.9
Heavy Vehicles																					
% Heavy Vehicles	3.4	0.7	3.3	0	0.9	4.5	0	2.4	0	2.0	3.6	1.4	1.4	0	1.4	0	3.1	2.8	0	1.6	1.1



Traf Tech Engineering Inc.

File Name : 4- US-1 & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 3

	US-1 From North					NE 4th Street From East					US-1 From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	13	303	22	7	345	5	37	25	0	67	14	372	31	3	420	13	20	14	0	47	879
17:15	6	318	29	2	355	7	29	47	0	83	8	376	45	4	433	14	24	15	0	53	924
17:30	7	340	13	3	363	8	17	27	0	52	15	351	30	2	398	15	24	15	0	54	867
17:45	14	350	12	5	381	9	17	27	0	53	14	320	31	6	371	6	21	13	0	40	845
Total Volume	40	1311	76	17	1444	29	100	126	0	255	51	1419	137	15	1622	48	89	57	0	194	3515
% App. Total	2.8	90.8	5.3	1.2		11.4	39.2	49.4	0		3.1	87.5	8.4	0.9		24.7	45.9	29.4	0		
PHF	.714	.936	.655	.607	.948	.806	.676	.670	.000	.768	.850	.943	.761	.625	.936	.800	.927	.950	.000	.898	.951
Autos	37	1308										1414									
% Autos	92.5	99.8	100	100	99.6	100	99.0	99.2	0	99.2	100	99.6	99.3	100	99.6	100	100	98.2	0	99.5	99.6
Heavy Vehicles																					
% Heavy Vehicles	7.5	0.2	0	0	0.4	0	1.0	0.8	0	0.8	0	0.4	0.7	0	0.4	0	0	1.8	0	0.5	0.4



Traf Tech Engineering Inc.

File Name : 4- US-1 & NE 4th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

Groups Printed- Peds

	US-1 From North				NE 4th Street From East				US-1 From South				NE 4th Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
07:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
07:45	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0	6
Total	0	0	0	4	0	0	0	8	0	0	0	2	0	0	0	1	15
08:00	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:30	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
08:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	3	7
Total	0	0	0	2	0	0	0	5	0	0	0	4	0	0	0	8	19
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
16:30	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	4	12
16:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
Total	0	0	0	1	0	0	0	10	0	0	0	5	0	0	0	6	22
17:00	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	6
17:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
17:30	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	2	11
17:45	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	3	8
Total	0	0	0	9	0	0	0	9	0	0	0	3	0	0	0	6	27
Grand Total	0	0	0	16	0	0	0	32	0	0	0	14	0	0	0	21	83
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	19.3	0	0	0	38.6	0	0	0	16.9	0	0	0	25.3	

Traf Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 6th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

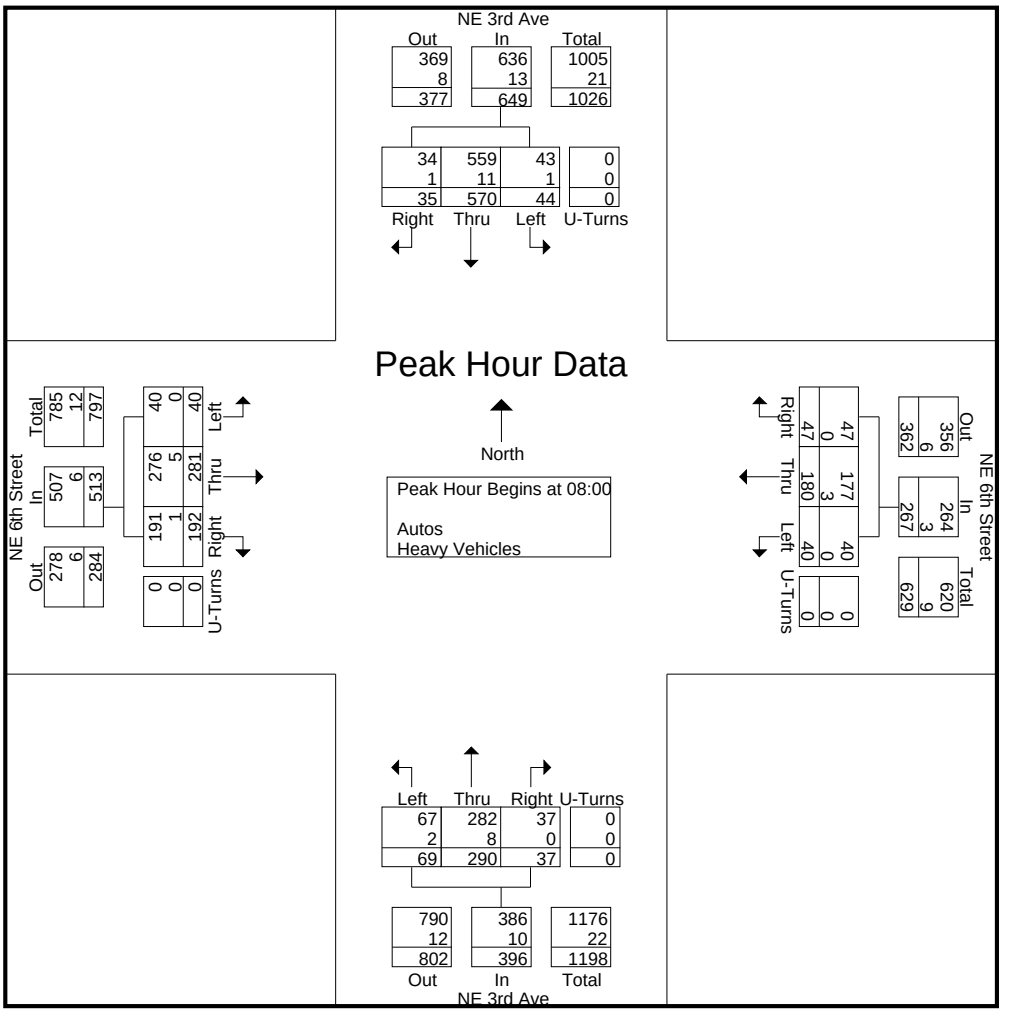
Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave From North					NE 6th Street From East					NE 3rd Ave From South					NE 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	5	59	2	0	66	4	22	3	0	29	6	46	5	0	57	11	28	8	0	47	199
07:15	7	72	8	0	87	12	27	1	0	40	2	46	11	0	59	26	45	6	0	77	263
07:30	7	123	4	0	134	7	41	2	0	50	5	35	11	0	51	33	54	15	0	102	337
07:45	7	137	11	0	155	11	51	5	0	67	5	66	17	0	88	29	72	8	0	109	419
Total	26	391	25	0	442	34	141	11	0	186	18	193	44	0	255	99	199	37	0	335	1218
08:00	5	129	15	0	149	10	40	11	0	61	14	64	14	0	92	33	58	9	0	100	402
08:15	10	148	10	0	168	13	53	10	0	76	8	75	18	0	101	60	73	7	0	140	485
08:30	9	139	8	0	156	12	41	11	0	64	9	79	23	0	111	48	68	10	0	126	457
08:45	11	154	11	0	176	12	46	8	0	66	6	72	14	0	92	51	82	14	0	147	481
Total	35	570	44	0	649	47	180	40	0	267	37	290	69	0	396	192	281	40	0	513	1825
*** BREAK ***																					
16:00	7	67	17	0	91	10	51	4	0	65	10	120	41	0	171	8	34	6	0	48	375
16:15	15	80	5	0	100	10	54	1	0	65	13	113	29	0	155	9	44	7	0	60	380
16:30	11	83	10	0	104	10	62	8	0	80	4	130	41	0	175	13	56	9	0	78	437
16:45	17	92	4	0	113	11	71	5	0	87	21	181	31	0	233	10	44	4	0	58	491
Total	50	322	36	0	408	41	238	18	0	297	48	544	142	0	734	40	178	26	0	244	1683
17:00	14	92	10	0	116	7	71	5	0	83	15	168	44	0	227	8	65	16	0	89	515
17:15	15	78	4	0	97	6	75	2	0	83	13	167	52	0	232	9	57	7	0	73	485
17:30	22	100	20	0	142	8	59	6	0	73	25	180	38	0	243	17	58	9	0	84	542
17:45	12	95	6	0	113	6	57	6	0	69	22	147	34	0	203	17	62	9	0	88	473
Total	63	365	40	0	468	27	262	19	0	308	75	662	168	0	905	51	242	41	0	334	2015
Grand Total	174	1648	145	0	1967	149	821	88	0	1058	178	1689	423	0	2290	382	900	144	0	1426	6741
Apprch %	8.8	83.8	7.4	0		14.1	77.6	8.3	0		7.8	73.8	18.5	0		26.8	63.1	10.1	0		
Total %	2.6	24.4	2.2	0	29.2	2.2	12.2	1.3	0	15.7	2.6	25.1	6.3	0	34	5.7	13.4	2.1	0	21.2	
Autos	172	1613										1658									
% Autos	98.9	97.9	99.3	0	98.1	100	98.9	96.6	0	98.9	98.9	98.2	98.1	0	98.2	99.2	97.7	99.3	0	98.2	98.3
Heavy Vehicles																					
% Heavy Vehicles	1.1	2.1	0.7	0	1.9	0	1.1	3.4	0	1.1	1.1	1.8	1.9	0	1.8	0.8	2.3	0.7	0	1.8	1.7

Traf Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 6th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 2

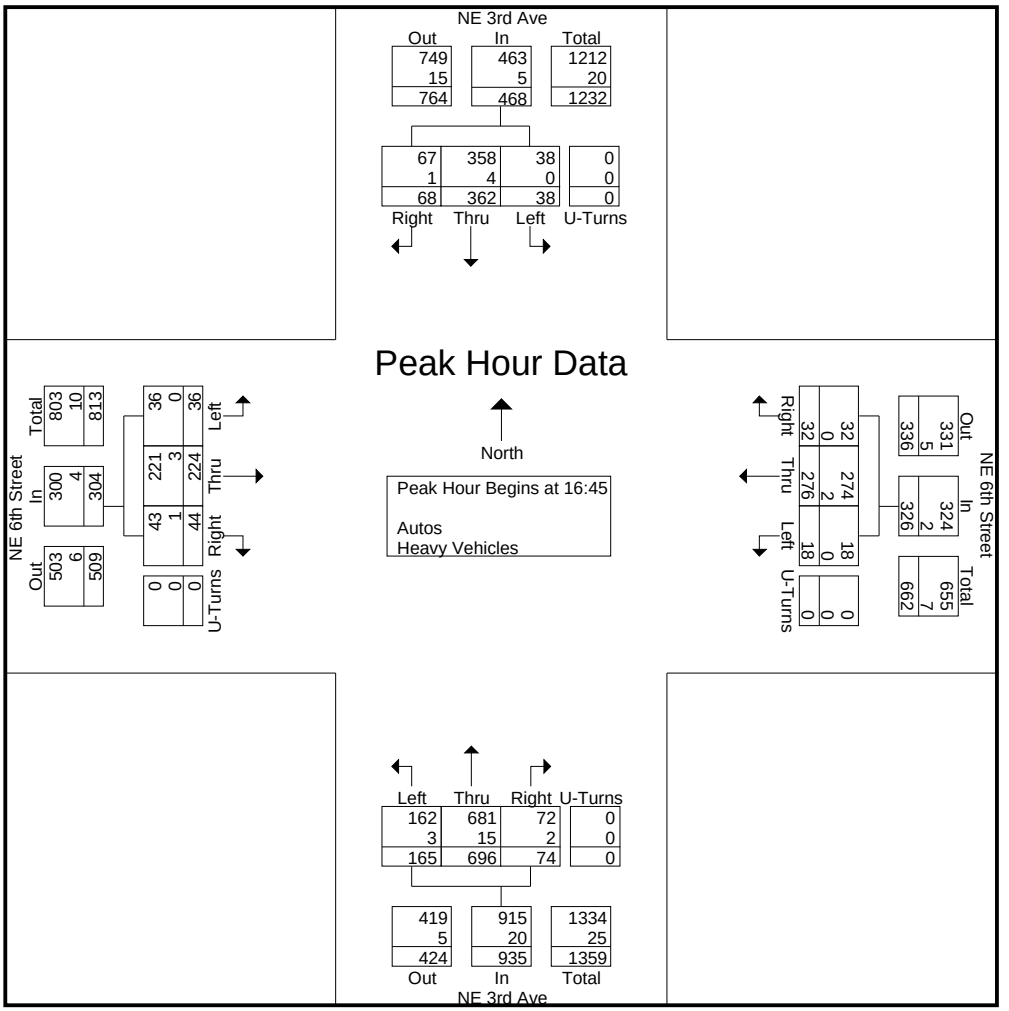
	NE 3rd Ave From North					NE 6th Street From East					NE 3rd Ave From South					NE 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	5	129	15	0	149	10	40	11	0	61	14	64	14	0	92	33	58	9	0	100	402
08:15	10	148	10	0	168	13	53	10	0	76	8	75	18	0	101	60	73	7	0	140	485
08:30	9	139	8	0	156	12	41	11	0	64	9	79	23	0	111	48	68	10	0	126	457
08:45	11	154	11	0	176	12	46	8	0	66	6	72	14	0	92	51	82	14	0	147	481
Total Volume	35	570	44	0	649	47	180	40	0	267	37	290	69	0	396	192	281	40	0	513	1825
% App. Total	5.4	87.8	6.8	0		17.6	67.4	15	0		9.3	73.2	17.4	0		37.4	54.8	7.8	0		
PHF	.795	.925	.733	.000	.922	.904	.849	.909	.000	.878	.661	.918	.750	.000	.892	.800	.857	.714	.000	.872	.941
Autos	34	559	43	0	636	47	177	40	0	264	37	282	67	0	386	191	276	40	0	507	1793
% Autos	97.1	98.1	97.7	0	98.0	100	98.3	100	0	98.9	100	97.2	97.1	0	97.5	99.5	98.2	100	0	98.8	98.2
Heavy Vehicles																					
% Heavy Vehicles	2.9	1.9	2.3	0	2.0	0	1.7	0	0	1.1	0	2.8	2.9	0	2.5	0.5	1.8	0	0	1.2	1.8



Traf Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 6th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 3

	NE 3rd Ave From North					NE 6th Street From East					NE 3rd Ave From South					NE 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	17	92	4	0	113	11	71	5	0	87	21	181	31	0	233	10	44	4	0	58	491
17:00	14	92	10	0	116	7	71	5	0	83	15	168	44	0	227	8	65	16	0	89	515
17:15	15	78	4	0	97	6	75	2	0	83	13	167	52	0	232	9	57	7	0	73	485
17:30	22	100	20	0	142	8	59	6	0	73	25	180	38	0	243	17	58	9	0	84	542
Total Volume	68	362	38	0	468	32	276	18	0	326	74	696	165	0	935	44	224	36	0	304	2033
% App. Total	14.5	77.4	8.1	0		9.8	84.7	5.5	0		7.9	74.4	17.6	0		14.5	73.7	11.8	0		
PHF	.773	.905	.475	.000	.824	.727	.920	.750	.000	.937	.740	.961	.793	.000	.962	.647	.862	.563	.000	.854	.938
Autos	67	358	38	0	463	32	274	18	0	324	72	681	162	0	915	43	221	36	0	300	2002
% Autos	98.5	98.9	100	0	98.9	100	99.3	100	0	99.4	97.3	97.8	98.2	0	97.9	97.7	98.7	100	0	98.7	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.5	1.1	0	0	1.1	0	0.7	0	0	0.6	2.7	2.2	1.8	0	2.1	2.3	1.3	0	0	1.3	1.5



Traf Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 6th Street
Site Code : 00000000
Start Date : 9/20/2018
Page No : 1

Groups Printed- Peds

	NE 3rd Ave From North				NE 6th Street From East				NE 3rd Ave From South				NE 6th Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	1	8
07:15	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	3	9
07:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
07:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5	7
Total	0	0	0	8	0	0	0	5	0	0	0	5	0	0	0	9	27
08:00	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	2	8
08:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	6	9
08:30	0	0	0	2	0	0	0	0	0	1	0	5	0	0	0	6	14
08:45	1	0	0	3	0	0	0	2	0	0	0	2	0	0	0	5	13
Total	1	0	0	8	0	0	0	2	0	1	0	13	0	0	0	19	44
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
16:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	5
16:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	9
16:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	5
Total	0	0	0	2	0	0	0	1	0	0	0	7	0	0	0	15	25
17:00	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3	8
17:15	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	4	9
17:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	12	14
17:45	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	5	10
Total	0	0	0	4	0	0	0	3	0	0	0	10	0	0	0	24	41
Grand Total	1	0	0	22	0	0	0	11	0	1	0	35	0	0	0	67	137
Apprch %	4.3	0	0	95.7	0	0	0	100	0	2.8	0	97.2	0	0	0	100	
Total %	0.7	0	0	16.1	0	0	0	8	0	0.7	0	25.5	0	0	0	48.9	

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2152	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2152
Modification Number	13	**Modification Date**	08/06/2015
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680253904
Intersection	ANDREWS AVENUE and N 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		12		12		12
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		12		12		12								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration		15				
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2	6	8				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	2				
Exit 2	8	6				
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90		12	1		17			60		30		60		30								
9		13	13	90	82	13	1		17			60		30		60		30								
16		14	14	90	23	14	1		17			60		30		60		30								
18	15	13	13	90	82	13	1		17			60		30		60		30								
Day Plan 2											**Easy**															
		3	3	80	60	3	1	10	50			50		30		50		30								
1		100	254																							
6	30	3	3	80	60	3	1	10	50			50		30		50		30								
Day Plan 3											**Easy**															
		3	3	80	60	3	1	10	50			50		30		50		30								
1		100	254																							
6	30	3	3	80	60	3	1	10	50			50		30		50		30								
23		100	254																							

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																													1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11												1						1																									1	1	1	1	1	1	1				2
12												1						1																										1	1	1	1	1	1	1			2
13												1		1				1																											1							2
14												1		1	1	1	1	1																												1					2
15												1		1																																	1				2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION : ANDREWS AVENUE & N 4 STREET

ORDER NO --- **ISSUE DATE** --- **REVISION NO.** --- **COMPLETION DATE** 03/28/18

DWG. NO. 18-03-04-01 **FILE NO.** 2152 **CITY** FORT LAUDERDALE

DWN BY: LPATTERSON

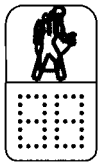
N

1" = 50'

2 4 6 8

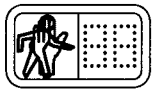
3-SECT
1-WAY
8-REQ'D

P-2 P-4
P-6 P-8

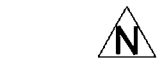


7-REQ'D

P-6A



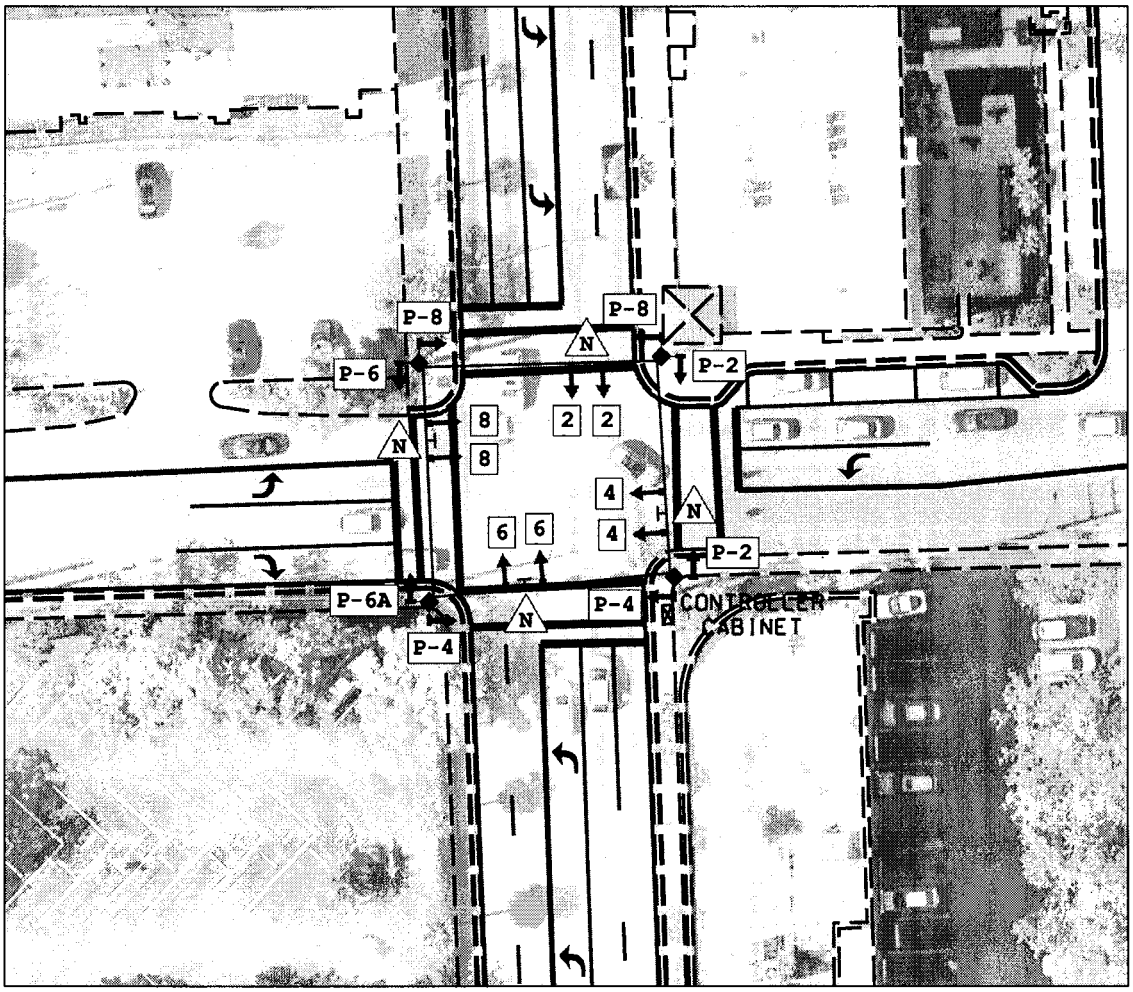
1-REQ'D



4-REQ'D

ANDREWS AVENUE

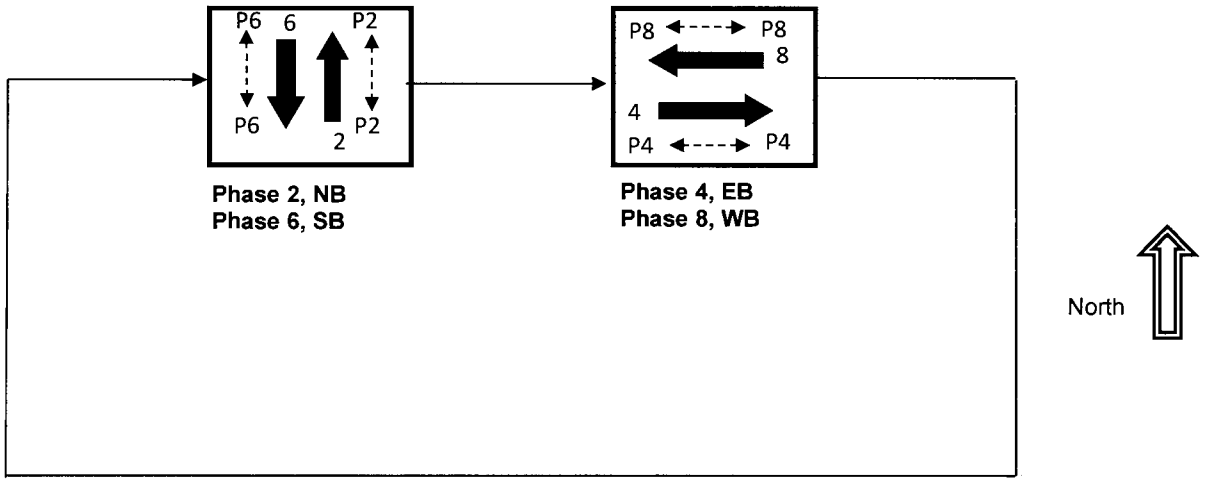
N 4 STREET



Sequence of Operation

Andrews Ave and N 4 Street

Intersection Number (2152), Fort Lauderdale



BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2041	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2041
Modification Number	11	**Modification Date**	06/13/2017
Drawing/Project No	GRP 4	**FPL Grid Number**	87680444106
Intersection	NE 3 AVENUE and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		14		19		14		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES, AND INCREASES PH. 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		19		14		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	90	59	2	1		50			58		32		58		32								
9		3	3	90	60	3	1		50			58		32		58		32								
16		4	4	90	42	4	1		50			58		32		58		32								
18	15	3	3	90	60	3	1		50			58		32		58		32								
Day Plan 2											**Easy**															
		3	3	90	60	3	1		50			58		32		58		32								
1		100	254																							
6	30	3	3	90	60	3	1		50			58		32		58		32								
Day Plan 3											**Easy**															
		3	3	90	60	3	1		50			58		32		58		32								
1		100	254																							
6	30	3	3	90	60	3	1		50			58		32		58		32								
23		100	254																							

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																										1	1	1	1	1	1	1				2
12											1							1																											1	1	1	1	1	1	1			2
13												1		1				1																												1							2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
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26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION: NE 3 AVENUE & NE 4 STREET

ORDER NO --- **ISSUE DATE** --- **REVISION NO.** --- **COMPLETION DATE** 03/20/18

DWG. NO. 18-03-01-01 **FILE NO.** 2041 **CITY** FORT LAUDERDALE

DWN BY: LPATTERSON

N

1" = 50'

2 4 6 8

3-SECT
1-WAY
8-REQ'D

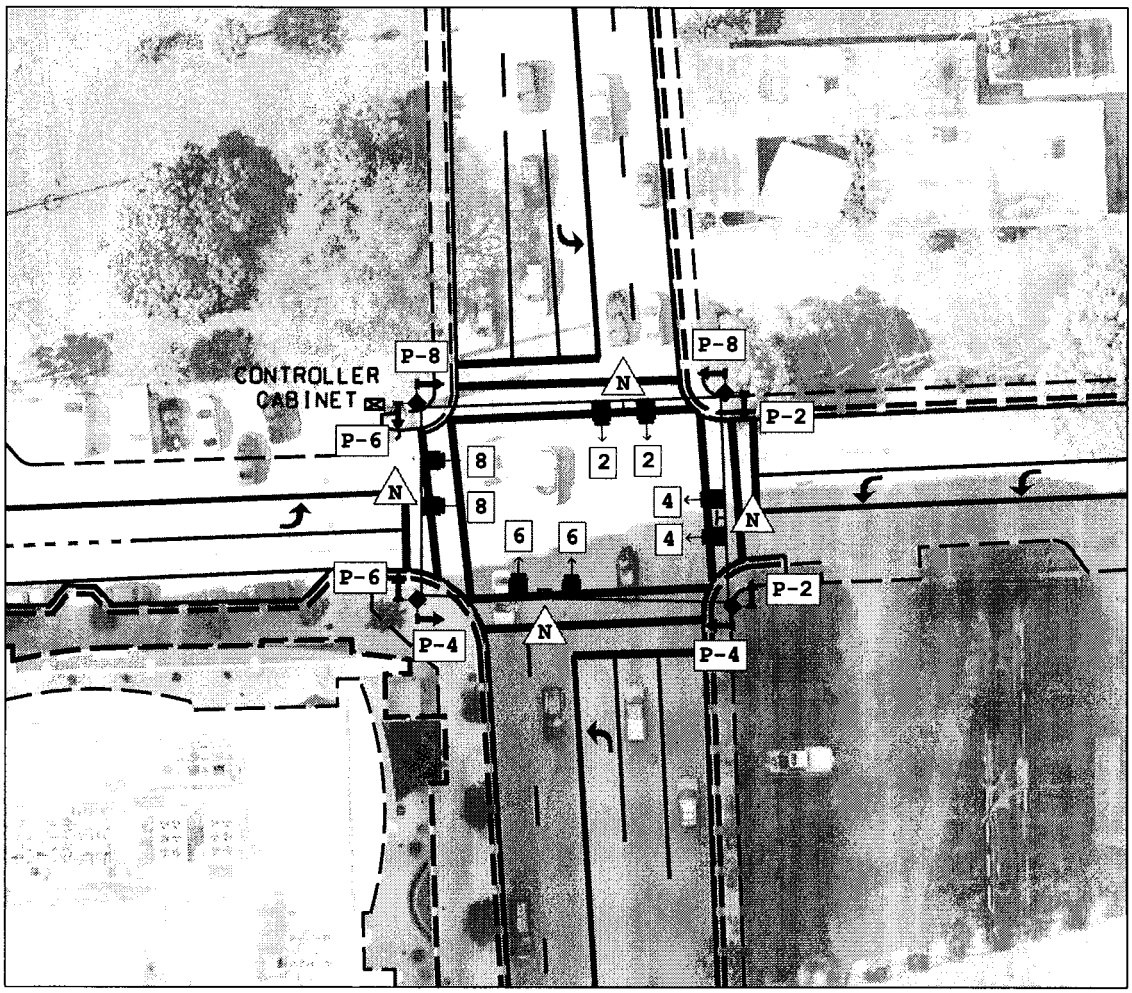
P-2 P-4
P-6 P-8

8-REQ'D

N
Non-Illuminated Street name
(DOUBLE SIDED)
4-REQ'D

NE 3 AVENUE

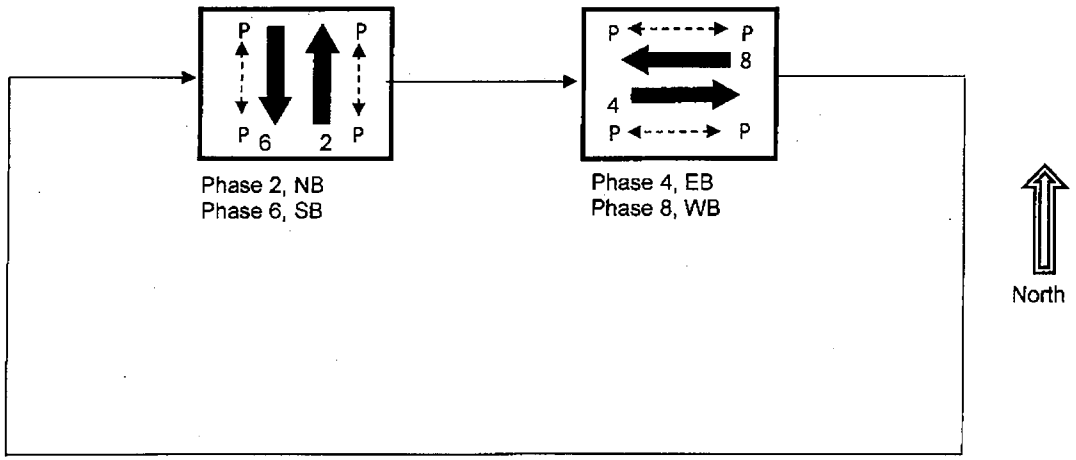
NE 4 STREET



Sequence of Operation

NE 3 Avenue and NE 4 Street

Intersection Number (2041), Fort Lauderdale



BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2163	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2163
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87680443401
Intersection	NE 3 AVENUE and NE 3 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		7		6		7		6
Vehicle Ext.(GAP)		1.0		2.0		1.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MAXPED		OFF		MAXPED		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		15		18		15		18
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST
2. AUDIBLE PEDESTRIAN SIGNALS: P2/P6 PROVIDE A STEADY TONE AND P4/P8 PROVIDE A BEEP.
3. MOD.9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	90	52	2	1		50			59		31		59		31								
9		3	3	90	60	3	1		50			59		31		59		31								
16		4	4	90	38	4	1		50			59		31		59		31								
18	15	3	3	90	60	3	1		50			59		31		59		31								
Day Plan 2											**Easy**															
		3	3	90	60	3	1		50			59		31		59		31								
1		100	254																							
6	30	3	3	90	60	3	1		50			59		31		59		31								
Day Plan 3											**Easy**															
		3	3	90	60	3	1		50			59		31		59		31								
1		100	254																							
6	30	3	3	90	60	3	1		50			59		31		59		31								
23		100	254																							

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
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26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		18		15		18								
Min Green		7		6		7		6								
Gap Ext		1		2		1		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

LOCATION **NE 3 Avenue & NE 3 Street**

ORDER NO ____ ISSUE DATE ____ REVISION NO. **Mod 7** COMPLETION DATE ____

DWG. NO. ____ FILE NO. **2163** CITY **FORT LAUDERDALE** SCALE: 1" = 50'

2 2
4 4
6 6
8 8

R
Y
G

3-SECT
1-WAY
8-REQ'D

P-2
P-4
P-6 P-6
P-8

1-SECT
5-REQ'D

P-2*
P-4*
P-8*

2-SECT
3-REQ'D

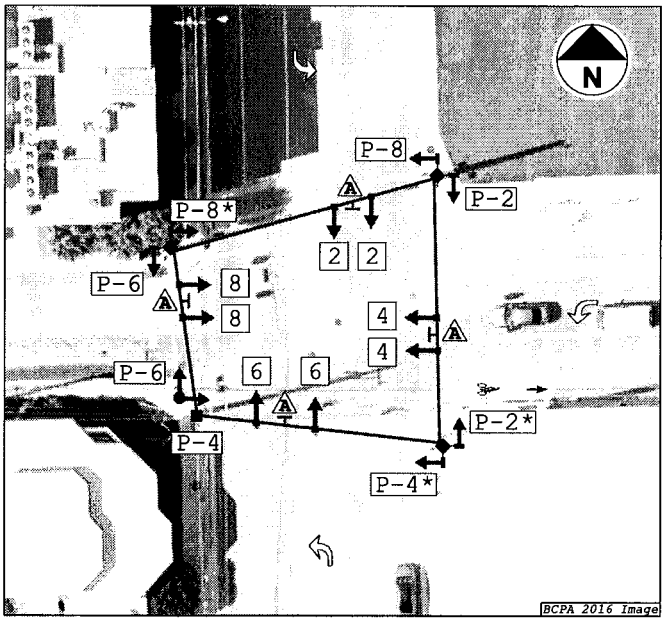
A

Non-Illuminated
Street Name

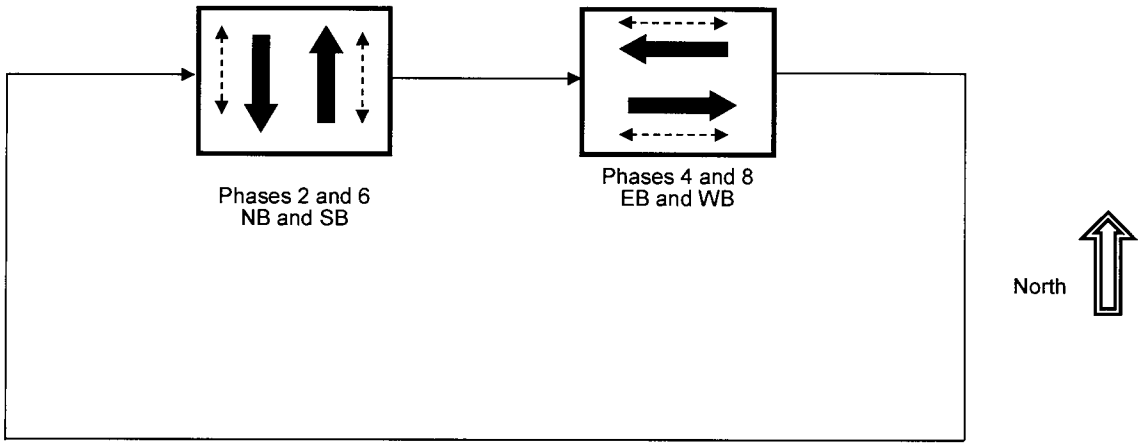
4-REQ'D

NE 3 Avenue

NE 3 Street



Sequence of Operation
NE 3 Avenue and NE 3 Street
Intersection Number (2163) Fort Lauderdale



BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2024	**Initial Operation Date**	6/9/71
Controller Type	2070 LN	**System Number**	2024
Modification Number	13	**Modification Date**	05/22/2016
Drawing/Project No		**FPL Grid Number**	87680664106
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	12	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		17		25		17		25
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH, DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 13 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		25		17		25								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	12	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		48	48			32	1		17		12	50		12	12	50		12								
6		2	2	160	140	2	1	5	50		18	102		40	18	102		40								
9		3	3	160	88	3	1	5	50		18	102		40	18	102		40								
16		4	4	160	88	4	1	5	50		18	102		40	18	102		40								
18	15	3	3	160	88	3	1	5	50		18	102		40	18	102		40								
Day Plan 2											**Easy**															
		3	3	160	88	3	1	5	50		18	102		40	18	102		40								
1		100	254																							
6	30	3	3	160	88	3	1	5	50		18	102		40	18	102		40								
Day Plan 3											**Easy**															
		3	3	160	88	3	1	5	50		18	102		40	18	102		40								
1		100	254																							
6	30	3	3	160	88	3	1	5	50		18	102		40	18	102		40								
23		100	254																							

Station : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																										1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1				2
13												1		1				1																											1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																	1					2
16												1		1				1																																		1	2
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31																																																				1
32																																																				1

User Comments:

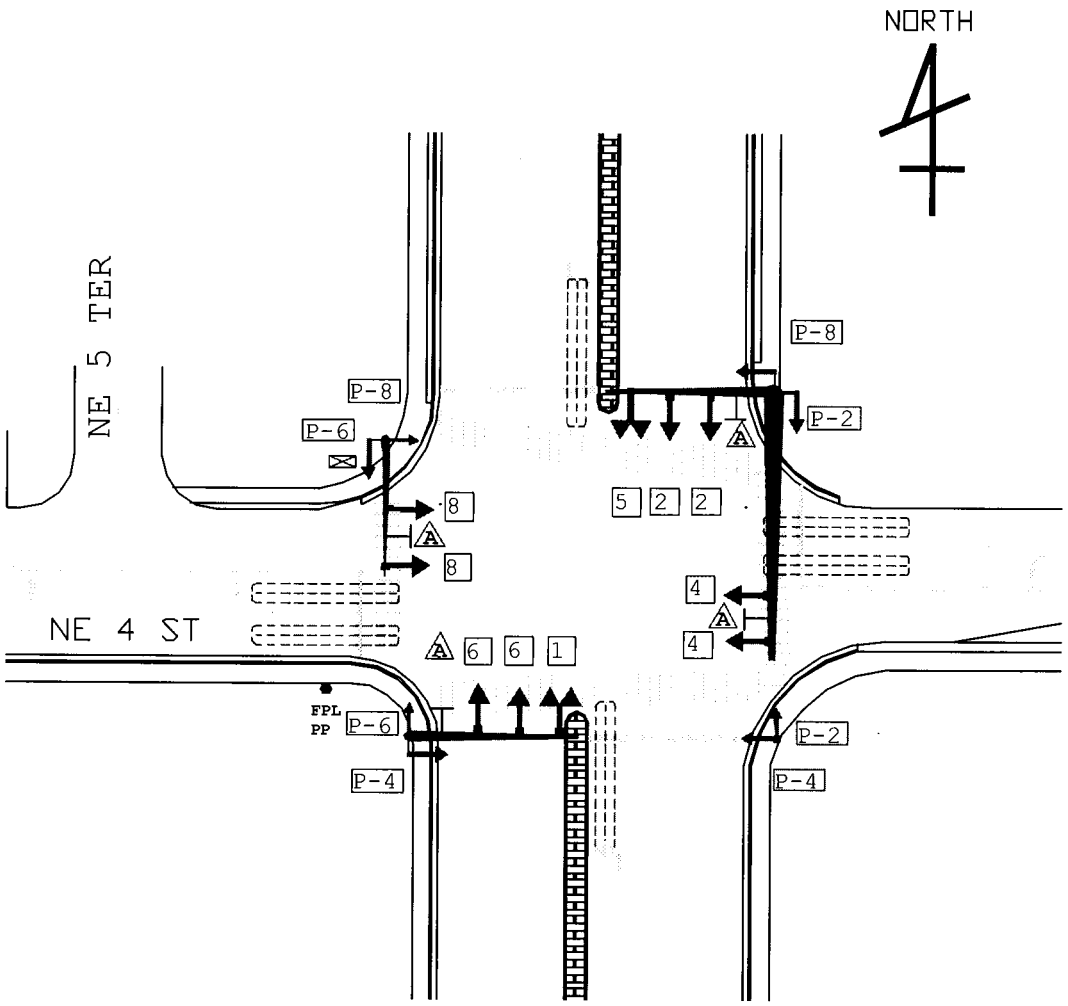
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION **FEDERAL HWY (US 1) & NE 4 ST**

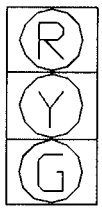
ORDER NO **FDOT** ISSUE DATE --- REVISION NO. **4** COMPLETION DATE _____

DWG. NO. 99-08-04-01 FILE NO. B-24 CITY FT. LAUDERDALE SCALE: 1" = 50'

DWG.-LARRY

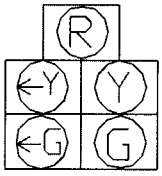


2 4 6 8



3-SECT
1-WAY
8-REQ'D

1 5



5-SECT
1-WAY
2-REQ'D

P-2 P-4
P-6 P-8

8-REQ'D

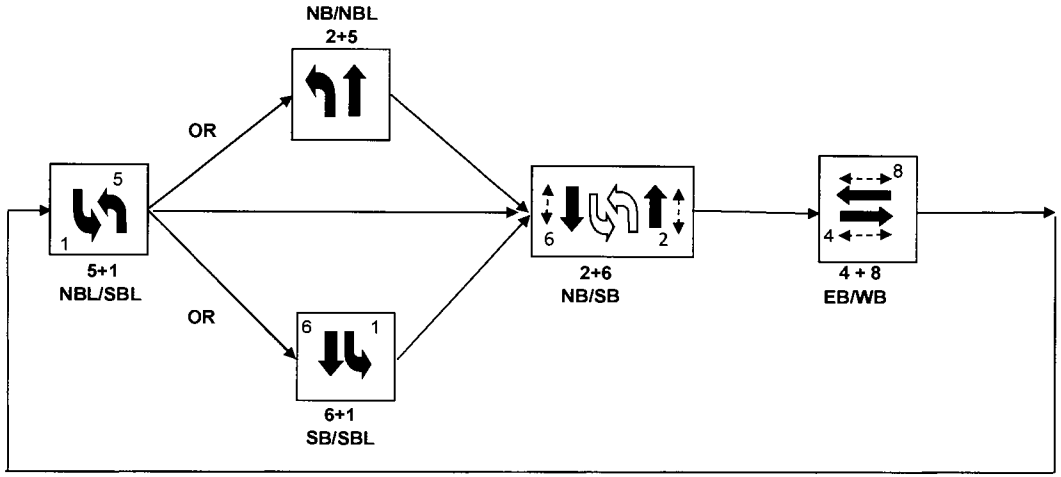
ILLUM SNS A

4-REQ'D

THIS REVISION ADDS NORTH-SOUTH SIGNALS PER FDOT JPA

Sequence of Operation for (2024) Federal Hwy (US 1/SR 5) and NE 4 Street

Ft. Lauderdale



BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	**Initial Operation Date**	10/21/71
Controller Type	2070	**System Number**	2040
Modification Number	12	**Modification Date**	06/14/2017
Drawing/Project No	10448	**FPL Grid Number**	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2040 - NE 3 Ave & NE 6 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 2040 - NE 3 Ave & NE 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
1		100	254																							
6		2	2	90	17	2	1		50			58		32		58		32								
9		3	3	90	11	3	1		50			58		32		58		32								
16		4	4	90	87	4	1		50			58		32		58		32								
18	15	3	3	90	11	3	1		50			58		32		58		32								
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
1		100	254																							
6		3	3	90	11	3	1		50			58		32		58		32								
23		100	254																							
Day Plan 3											**Easy**															
		100	254																							
1		100	254																							
6		3	3	90	11	3	1		50			58		32		58		32								
23		100	254																							

Station : 2040 - NE 3 Ave & NE 6 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																											1	1	1	1	1	1	1				2
12											1							1																											1	1	1	1	1	1	1			2
13												1		1				1																												1							2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1					2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
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27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

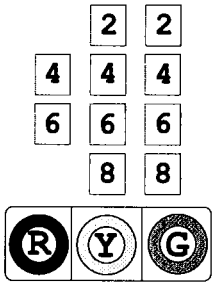
User Comments:

BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

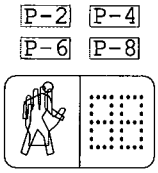
LOCATION **NE 3 Ave & NE 6 St/Sistrunk Blvd**

ORDER NO ____ ISSUE DATE ____ REVISION NO. **Mod 11** COMPLETION DATE ____

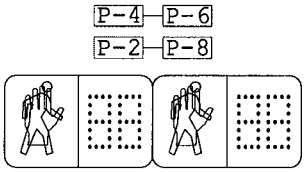
DWG. NO. ____ FILE NO. **2040** CITY **FORT LAUDERDALE** SCALE: 1" = 50'



3-SECT
1-WAY
10-REQ'D



1-WAY
4-REQ'D



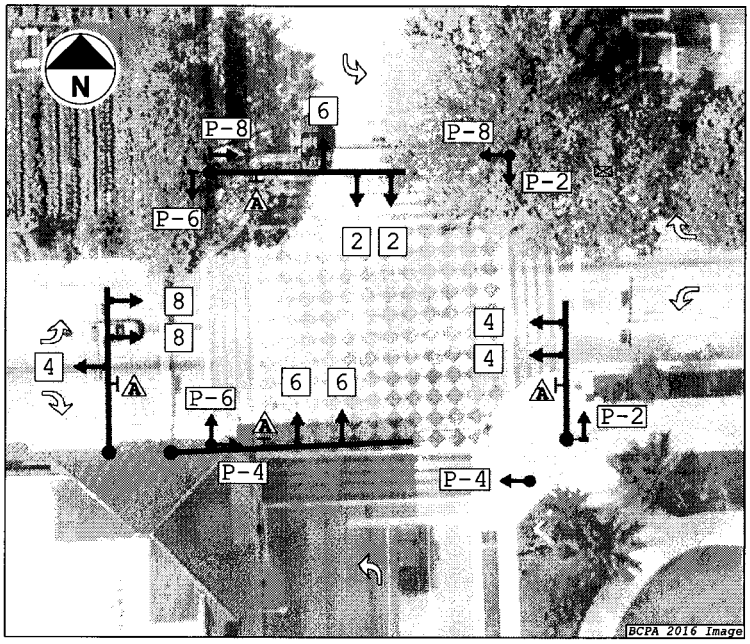
2-WAY
2-REQ'D

Illuminated
Street Name

4-REQ'D

NE 3 Ave

NE 6 St
Sistrunk Blvd



SIGNAL DISPLAY DETAILS

2 4 6 8 — R Y G — 3-SECT., 1-WAY

650-51-311 10 AS
659-106 30 EA
659-101 5 EA

P2 P4 P6 P8 — PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY

683-191 8 AS

C — PUSH BUTTON TO CROSS SISTRUNK Blvd. — 4 EA FTP-25-06 PAID FOR UNDER 665-11 AND 665-12

D — PUSH BUTTON TO CROSS N.E. 3rd Ave. — 4 EA FTP-25-06 PAID FOR UNDER 665-11 AND 665-12

SIGNAL OPERATION PLAN

PHASE 1 PHASE 2

TIMING FUNCTION

TF 1 | TF 2

②+⑥ ④+⑧

SIGNAL OPERATION NOTES

1. MAJOR STREET IS NE 3rd AVENUE
   MINOR STREET IS NE 6th STREET
2. ALL MAST ARM SIGNS SHALL BE MOUNTED AS DETAILED IN MAST ARM DETAILS SHEET, WITH WIND BEAM 75% OF THE LENGTH OF THE SIGNS.
3. PEDESTRIAN PUSH BUTTONS AND SIGNS SHALL BE MOUNTED AS SHOWN IN MAST ARM DATA SHEET.
4. SIGNAL COORDINATION PHASE IS 02
5. FLASHING OPERATION: 2,6 YELLOW 4,8 RED

NOTES

1. ALL MAST ARM FOUNDATIONS SHALL BE FLUSH WITH THE SIDEWALK.
2. CONTRACTOR TO RELOCATE AND RECONNECT COMMUNICATION (INTERCONNECT) TO NEW CONTROLLER CABINET. COST TO BE INCLUDED IN PAY ITEM 670-5-131.
3. SIGNAL INTERCONNECT MUST BE MAINTAINED AT ALL TIMES OF PROJECT.
4. NEW INTERCONNECT CABLE WILL BE REQUIRED TO BE INSTALLED IF SLACK DOES NOT MEET COUNTY STANDARDS WHEN CONNECTING NEW CONTROL CABINETS. ALL INTERCONNECT RELOCATIONS MUST BE PROVIDED BY A LICENSED AND QUALIFIED TRAFFIC SIGNAL CONTRACTOR.
5. FOR RELOCATION OF COUNTY STREET LIGHT POLES, CONTRACTOR IS RESPONSIBLE FOR ANY REQUIRED FOUNDATION DESIGN, ELECTRICAL DESIGN AND PERMITTING OF THE RELOCATED LIGHT POLES.

VIDEO DETECTOR ASSIGNMENT

DETECTOR UNIT #	DETECTOR OPERATION	ASSIGNED TO MOVEMENT	CONNECTED TO TIMING FUNCTION
V-1	NORMAL	5	5
V-2	NORMAL	2	2
V-3	NORMAL	8	8
V-4	NORMAL	4	4

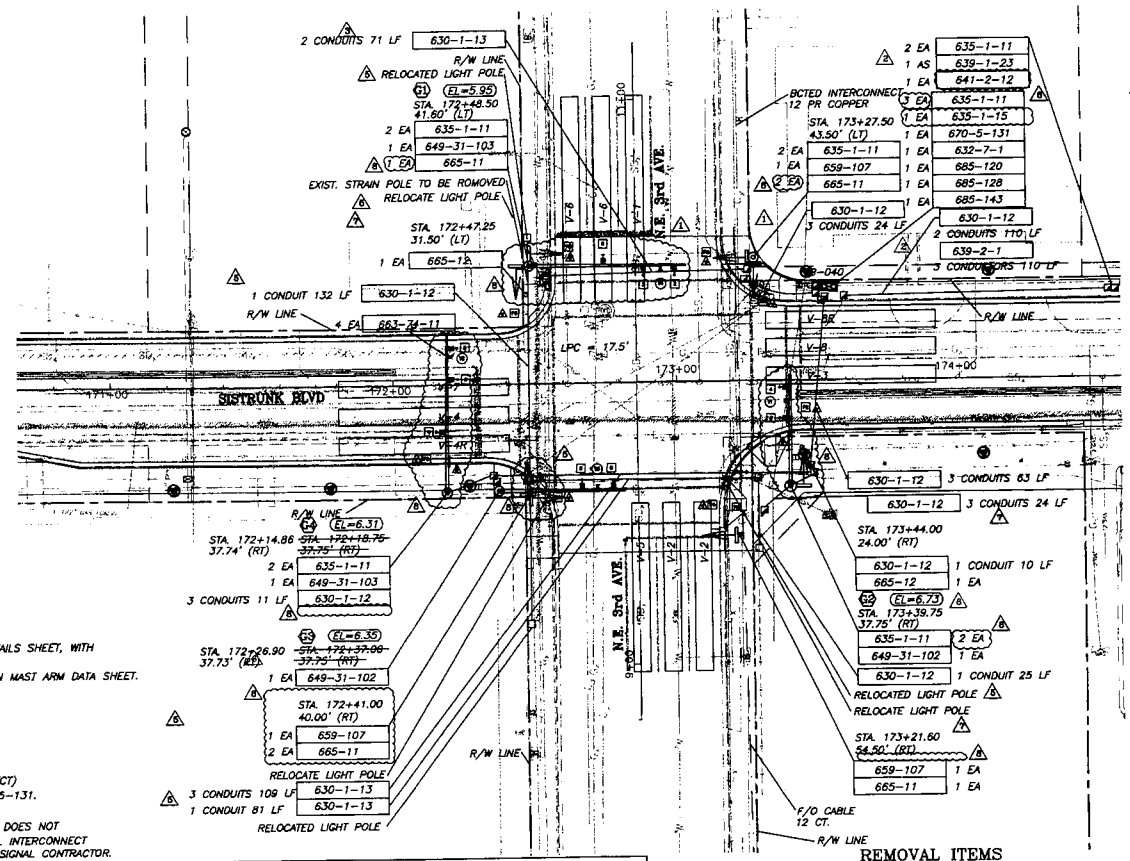
SIGN DETAILS

NE 6 ST — 60 in × 10 in

NE 6 ST — 10" — D3-1 (SERIES-C) 18" x 54" — 699-1-11 2 EA

NE 3 AVE — 10" — D3-1 (SERIES-C) 18" x 60" — 699-1-11

NE 3 AVE — 60 in × 20 in × 10 in



CONTROLLER TIMINGS

DIRECTION		SBL	NB	WBL	EB	NBL	SB	EBL	WB
MOVEMENT NO.		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN		6.0		7.0		6.0		7.0
	EXTENSION		2.0		2.0		2.0		2.0
	MAXIMUM GREEN 1		28.0		50.0		28.0		50.0
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE		4.0		4.0		4.0		4.0
	ALL RED		2.0		2.0		2.0		2.0
	PEDESTRIAN WALK		7.0		5.0		7.0		5.0
	PED. CLEARANCE		7.0		12.0		7.0		12.0
	RECALL		MIN		OFF		MIN		OFF
	GREEN RETURN		1		5		2		6

NGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY ENGINEER.
ALL SEQUENTIAL TIMING OF INITAL AND EXTENSION INTERVALS.

Revised signs, as-built, per County approved shop drawing review. CTA

REMOVAL ITEMS

690-10	SIGNAL HEAD TRAFFIC ASSEMBLY, REMOVAL	8 EA
690-20	SIGNAL PEDESTRIAN ASSEMBLY, REMOVAL	8 EA
690-32-1	POLE REMOVAL (SHALLOW)	1 EA
690-50	CONTOLLER ASSEMBLY, REMOVAL	1 EA
690-80	SPAN WIRE ASSEMBLY REMOVE	1 AS
690-90	CONDUIT & CABLING, REMOVE	1 PI
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	1 PI

FOR CONSTRUCTION

2040

JACOBS

State of Florida Professional Engineer License No. 44543
Douglas E. Norris

DRAWN BY: D.E.N. DATE: 3/19/09
CHECKED BY: D.E.N. SCALE: 1" = 20'
FIELD BOOK:

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

NO.	DATE	BY	CHK'D	DESCRIPTION
1	06/27/11	DN	KW	MOVED POLES
2	06/27/11	DN	KW	ADDED POWER SERVICE
3	06/27/11	DN	KW	UPDATE PATTERN
4	06/27/11	DN	KW	ADDED PHASE BUTTON SIGN
5	09/09/11	BW	KW	RELOCATED LIGHT POLES
6	09/22/11	BW	KW	ADDED PULL BOX
7	10/10/11	BW	KW	ADDED PED POLE
8	12/15/11	BW	KW	UPDATED PAT TIMING

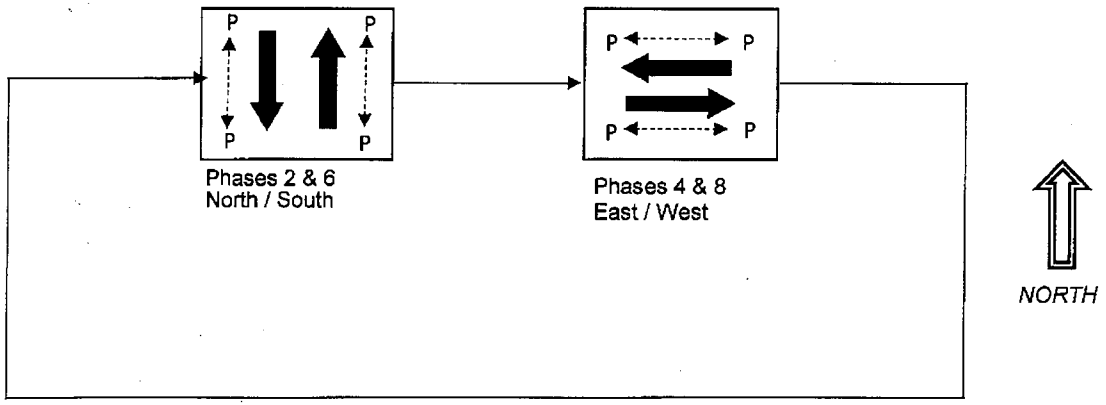
PROJECT # 10448
NE/NW 6th ST. (SISTRUNK BLVD.)
STREETSCAPE & ENHANCEMENT PROJECT
SIGNALIZATION PLANS - SECTION 4

SHEET NO. C84 OF 85
TOTAL: 237
CAD FILE: 10448-MULTI-237SGNL
DRAWING FILE NO. 4-126-65

Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



APPENDIX C

Peak Season Conversion Factors and Traffic Growth

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.02
2	01/07/2018 - 01/13/2018	1.01	1.03
3	01/14/2018 - 01/20/2018	1.01	1.03
4	01/21/2018 - 01/27/2018	1.00	1.02
* 5	01/28/2018 - 02/03/2018	0.99	1.01
* 6	02/04/2018 - 02/10/2018	0.97	0.99
* 7	02/11/2018 - 02/17/2018	0.96	0.98
* 8	02/18/2018 - 02/24/2018	0.96	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.98
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.98	1.00
*14	04/01/2018 - 04/07/2018	0.98	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.00
*16	04/15/2018 - 04/21/2018	0.99	1.01
*17	04/22/2018 - 04/28/2018	1.00	1.02
18	04/29/2018 - 05/05/2018	1.01	1.03
19	05/06/2018 - 05/12/2018	1.02	1.04
20	05/13/2018 - 05/19/2018	1.03	1.05
21	05/20/2018 - 05/26/2018	1.03	1.05
22	05/27/2018 - 06/02/2018	1.03	1.05
23	06/03/2018 - 06/09/2018	1.02	1.04
24	06/10/2018 - 06/16/2018	1.02	1.04
25	06/17/2018 - 06/23/2018	1.02	1.04
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.03	1.05
29	07/15/2018 - 07/21/2018	1.03	1.05
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.02	1.04
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.01	1.03
34	08/19/2018 - 08/25/2018	1.01	1.03
35	08/26/2018 - 09/01/2018	1.02	1.04
36	09/02/2018 - 09/08/2018	1.02	1.04
37	09/09/2018 - 09/15/2018	1.03	1.05
38	09/16/2018 - 09/22/2018	1.02	1.04
39	09/23/2018 - 09/29/2018	1.01	1.03
40	09/30/2018 - 10/06/2018	1.01	1.03
41	10/07/2018 - 10/13/2018	1.00	1.02
42	10/14/2018 - 10/20/2018	1.00	1.02
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.01	1.03
48	11/25/2018 - 12/01/2018	1.01	1.03
49	12/02/2018 - 12/08/2018	1.00	1.02
50	12/09/2018 - 12/15/2018	1.00	1.02
51	12/16/2018 - 12/22/2018	1.01	1.03
52	12/23/2018 - 12/29/2018	1.01	1.03
53	12/30/2018 - 12/31/2018	1.01	1.03

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0024 - SR 842/BROWARD BLVD - W OF SR 5/E OF NE 3 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	37000 C	E 19000	W 18000	9.00	54.50	3.30
2017	33000 C	E 17500	W 15500	9.00	51.90	2.90
2016	35500 C	E 19000	W 16500	9.00	54.10	2.90
2015	38500 C	E 20500	W 18000	9.00	54.00	2.90
2014	36000 C	E 19000	W 17000	9.00	54.20	2.90
2013	35500 C	E 19000	W 16500	9.00	53.60	2.90
2012	35500 C	E 19500	W 16000	9.00	52.20	2.90
2011	37000 C	E 18500	W 18500	9.00	52.50	4.10
2010	34000 C	E 17500	W 16500	8.35	52.69	4.10
2009	32500 C	E 17000	W 15500	8.53	53.89	4.10
2008	34500 C	E 18500	W 16000	8.81	54.16	3.00
2007	36000 C	E 18500	W 17500	8.63	55.75	3.00
2006	37500 C	E 19000	W 18500	8.40	55.34	3.70
2005	36500 C	E 19000	W 17500	8.20	51.70	2.30
2004	36500 C	E 18500	W 18000	9.10	55.30	2.30
2003	37000 C	E 19000	W 18000	8.60	57.50	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 3502 - NE 3RD ST WEST OF FEDERAL HWY (SIS CONNECTOR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2400 C	E 900	W 1500	9.00	54.50	4.80
2017	2300 C	E 800	W 1500	9.00	51.90	5.50
2016	2200 C	E 900	W 1300	9.00	54.10	3.90
2015	1750 C	E 900	W 850	9.00	54.00	4.80
2014	1600 C	E 600	W 1000	9.00	54.20	6.10
2013	1650 C	E 550	W 1100	9.00	53.60	4.50
2012	1550 C	E 550	W 1000	9.00	52.20	3.30
2011	1750 C	E 650	W 1100	9.00	52.50	7.40
2010	1750 C	E 650	W 1100	8.35	52.69	7.40
2009	2100 C	E 800	W 1300	8.53	53.89	3.50
2008	1850 C	E 750	W 1100	8.81	54.16	7.50
2007	1600 C	E 650	W 950	8.63	55.75	3.60
2006	1800 C	E 800	W 1000	8.40	55.34	3.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7373 - US 1, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	43500 C	N 21500	S 22000	9.00	54.10	2.00
2017	60000 C	N 29500	S 30500	9.00	53.80	2.00
2016	45500 C	N 22500	S 23000	9.00	55.20	3.60
2015	40500 C	N 18000	S 22500	9.00	54.90	3.60
2014	47500 C	N 23500	S 24000	9.00	54.50	3.30
2013	45000 C	N 22500	S 22500	9.00	54.60	2.90
2012	44500 C	N 23000	S 21500	9.00	55.00	2.90
2011	42500 C	N 22000	S 20500	9.00	54.50	2.20
2010	41000 C	N 20500	S 20500	9.37	54.06	2.20
2009	45000 C	N 22500	S 22500	9.31	53.74	2.20
2008	52500 S	N 27000	S 25500	9.70	54.48	3.10
2007	54500 F	N 28000	S 26500	9.10	53.47	3.40
2006	54500 C	N 28000	S 26500	9.48	53.59	4.20
2005	51000 C	N 25000	S 26000	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	47500 C	N 22500	S 25000	9.00	54.10	4.00
2017	50000 C	N 24500	S 25500	9.00	53.80	4.00
2016	37000 C	N 18000	S 19000	9.00	55.20	3.70
2015	40000 C	N 19000	S 21000	9.00	54.90	3.70
2014	37500 C	N 18500	S 19000	9.00	54.50	5.00
2013	40500 C	N 19000	S 21500	9.00	54.60	4.80
2012	43000 C	N 22500	S 20500	9.00	55.00	4.80
2011	41500 C	N 20500	S 21000	9.00	54.50	5.40
2010	38500 C	N 18500	S 20000	9.37	54.06	5.40
2009	41000 C	N 20000	S 21000	9.31	53.74	5.40
2008	33500 S	N 19000	S 14500	9.70	54.48	3.10
2007	35000 F	N 20000	S 15000	9.10	53.47	3.40
2006	35000 C	N 20000	S 15000	9.48	53.59	4.20
2005	43500 C	N 21000	S 22500	10.60	58.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7744 - SE 3 AVE, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	25500 S	N 13000	S 12500	9.00	54.50	2.30
2017	25500 F	N 13000	S 12500	9.00	51.90	2.30
2016	25500 C	N 13000	S 12500	9.00	54.10	2.30
2015	21000 S	N 10500	S 10500	9.00	54.00	3.40
2014	21000 F	N 10500	S 10500	9.00	54.20	1.10
2013	21000 C	N 10500	S 10500	9.00	53.60	1.10
2012	26500 C	N 12500	S 14000	9.00	52.20	1.10
2011	23000 C	N 11000	S 12000	9.00	52.50	5.90
2010	23000 C	N 12000	S 11000	8.35	52.69	5.90
2009	22500 C	N 11500	S 11000	8.53	53.89	1.20
2008	18400 C	N 8400	S 10000	8.81	54.16	8.20
2007	21500 C	N 11000	S 10500	8.63	55.75	4.80
2006	21900 C	N 12000	S 9900	8.40	55.34	2.90
2005	23500 C	N 11000	S 12500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7746 - ANDREWS AVE, S OF BROWARD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	16800 S	N 8400	S 8400	9.00	54.50	6.00
2017	16800 F	N 8400	S 8400	9.00	51.90	6.20
2016	16800 C	N 8400	S 8400	9.00	54.10	2.90
2015	21000 V	0	0	9.00	54.00	3.40
2014	20500 R			9.00	54.20	7.40
2013	20500 T	0	0	9.00	53.60	7.60
2012	20500 S	0	0	9.00	52.20	5.90
2011	20400 F	0	0	9.00	52.50	6.30
2010	20400 C	N 12000	S 8400	8.35	52.69	9.30
2009	19100 F	N 11000	S 8100	8.53	53.89	5.30
2008	19800 C	N 11500	S 8300	8.81	54.16	6.50
2007	22000 C	N 13000	S 9000	8.63	55.75	4.80
2006	19600 C	N 11500	S 8100	8.40	55.34	2.90
2005	19600 C	N 11500	S 8100	8.20	51.70	0.00

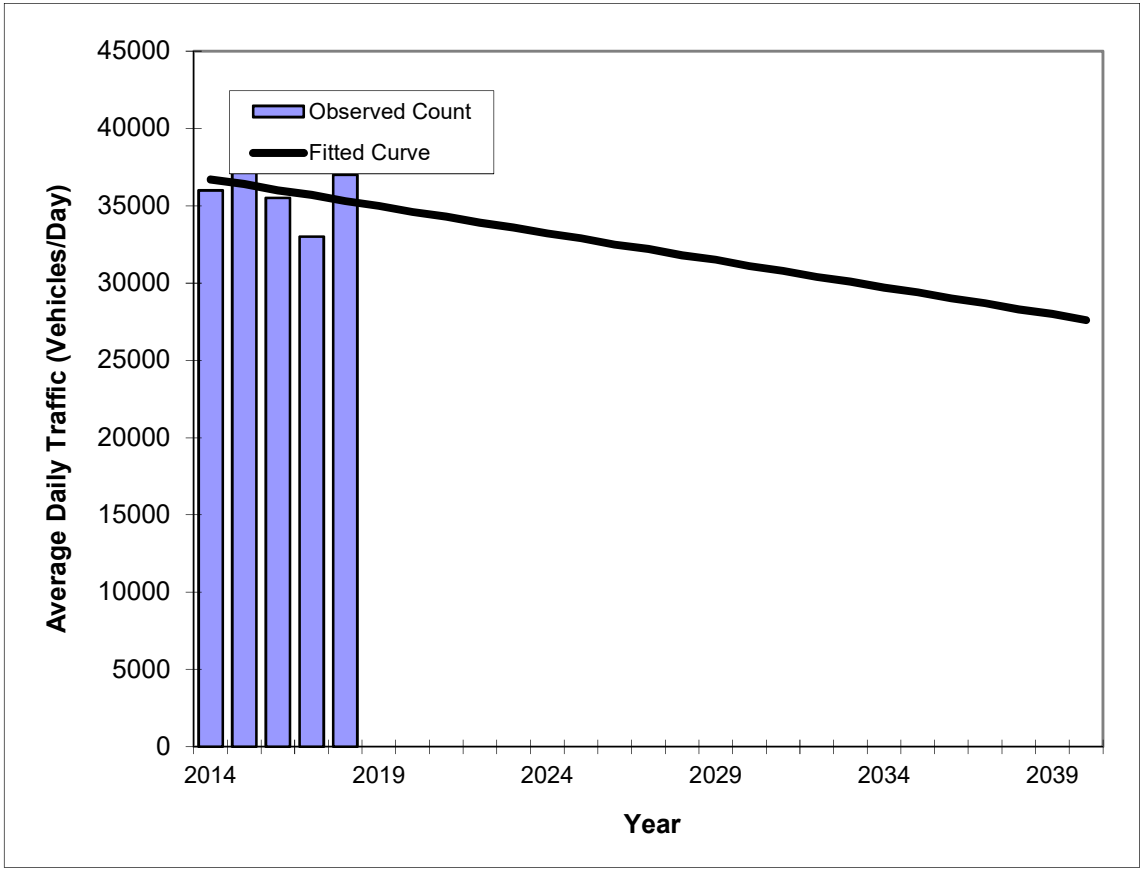
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 842/BROWARD BLVD -- W OF SR 5/E OF NE 3 AVE

PIN#	0
Location	1

County:	Broward
Station #:	0024
Highway:	SR 842/BROWARD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	36000	36700
2015	38500	36400
2016	35500	36000
2017	33000	35700
2018	37000	35300
2019 Opening Year Trend		
2019	N/A	35000
2021 Mid-Year Trend		
2021	N/A	34300
2022 Design Year Trend		
2022	N/A	33900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-350
Trend R-squared:	7.42%
Trend Annual Historic Growth Rate:	-0.95%
Trend Growth Rate (2018 to Design Year):	-0.99%
Printed:	10-Oct-19

Straight Line Growth Option

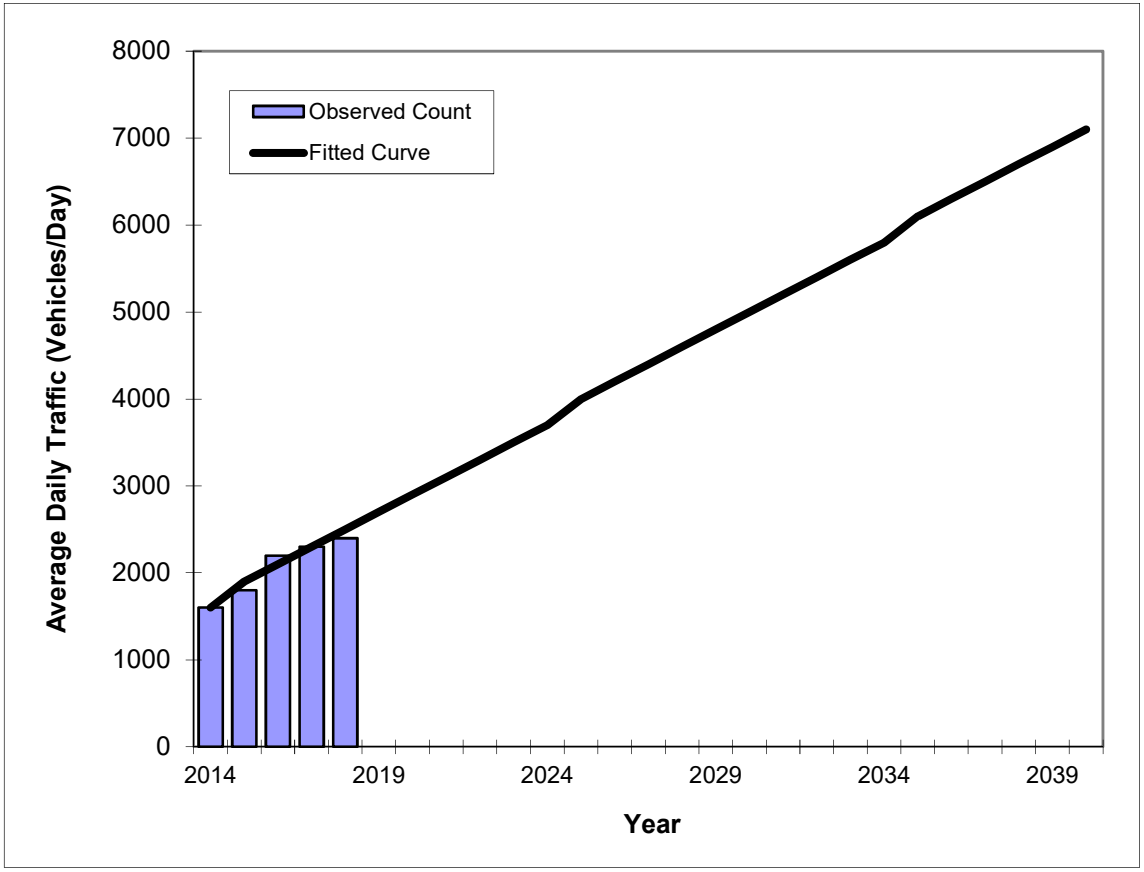
***Axle-Adjusted**

Traffic Trends - V2.0

NE 3RD -- WEST OF FEDERAL HWY

PIN#	0
Location	2

County:	Broward
Station #:	3502
Highway:	NE 3RD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	1600	1600
2015	1800	1900
2016	2200	2100
2017	2300	2300
2018	2400	2500
2019 Opening Year Trend		
2019	N/A	2700
2021 Mid-Year Trend		
2021	N/A	3100
2022 Design Year Trend		
2022	N/A	3300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	210
Trend R-squared:	93.43%
Trend Annual Historic Growth Rate:	14.06%
Trend Growth Rate (2018 to Design Year):	8.00%
Printed:	10-Oct-19

Straight Line Growth Option

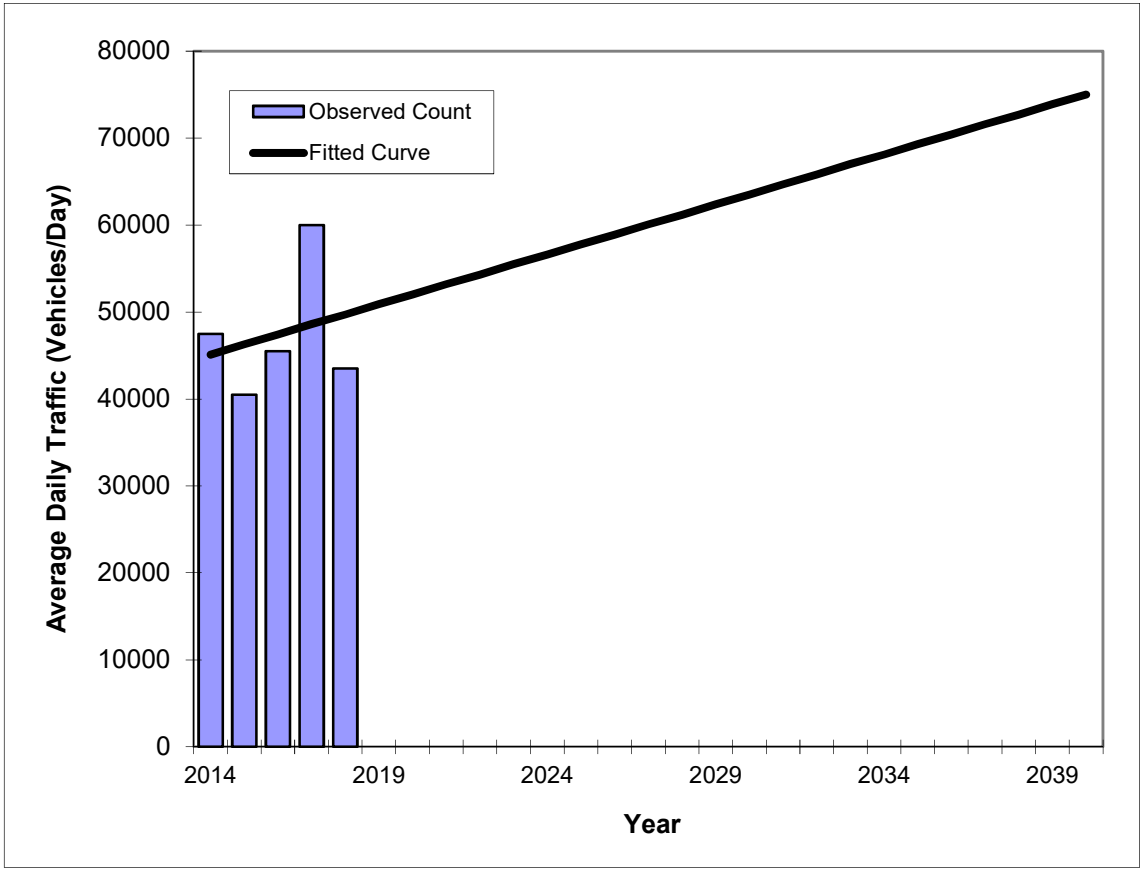
***Axle-Adjusted**

Traffic Trends - V2.0

NE 3RD -- WEST OF FEDERAL HWY

PIN#	0
Location	3

County:	Broward
Station #:	7373
Highway:	NE 3RD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	47500	45100
2015	40500	46300
2016	45500	47400
2017	60000	48600
2018	43500	49700
2019 Opening Year Trend		
2019	N/A	50900
2021 Mid-Year Trend		
2021	N/A	53200
2022 Design Year Trend		
2022	N/A	54300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,150
Trend R-squared:	5.87%
Trend Annual Historic Growth Rate:	2.55%
Trend Growth Rate (2018 to Design Year):	2.31%
Printed:	10-Oct-19

Straight Line Growth Option

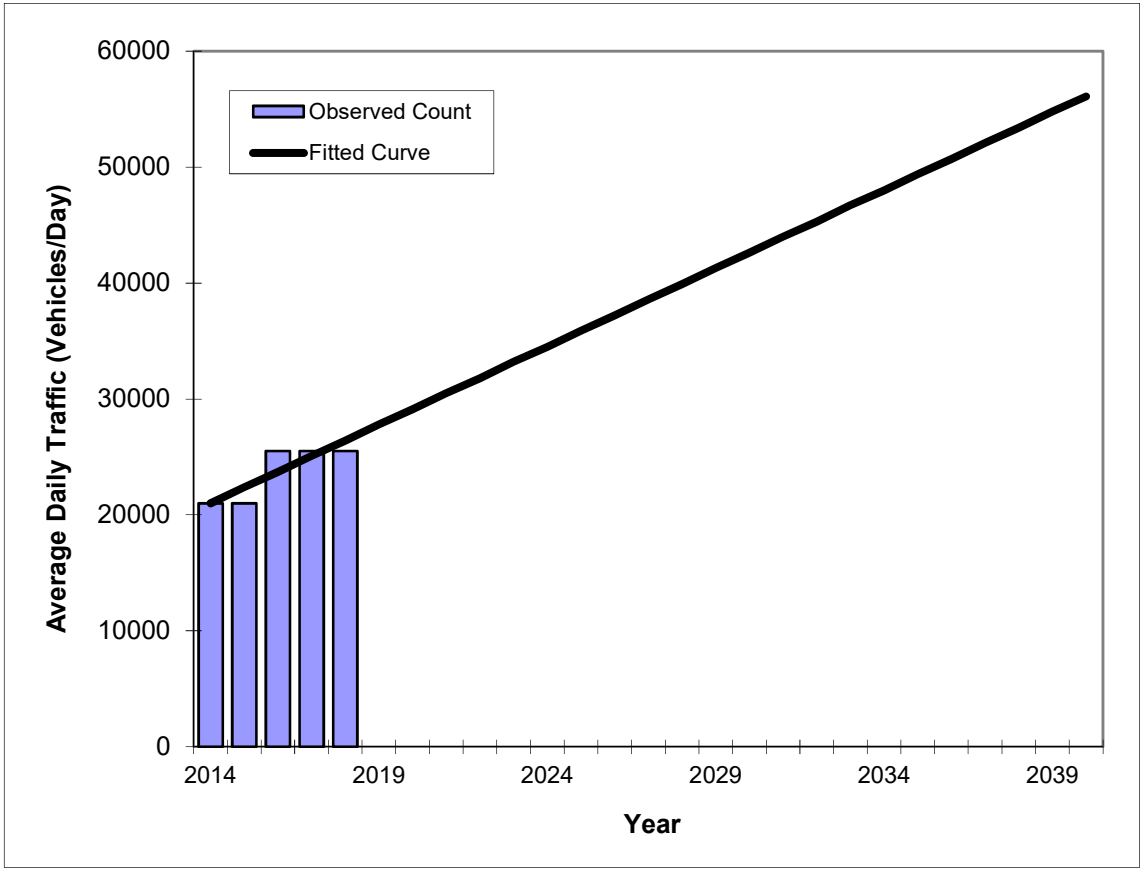
***Axle-Adjusted**

Traffic Trends - V2.0

SE 3 AVE -- S OF BROWARD BLVD

PIN#	0
Location	5

County:	Broward
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	21000	21000
2015	21000	22400
2016	25500	23700
2017	25500	25100
2018	25500	26400
2019 Opening Year Trend		
2019	N/A	27800
2021 Mid-Year Trend		
2021	N/A	30500
2022 Design Year Trend		
2022	N/A	31800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,350
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	6.43%
Trend Growth Rate (2018 to Design Year):	5.11%
Printed:	10-Oct-19

Straight Line Growth Option

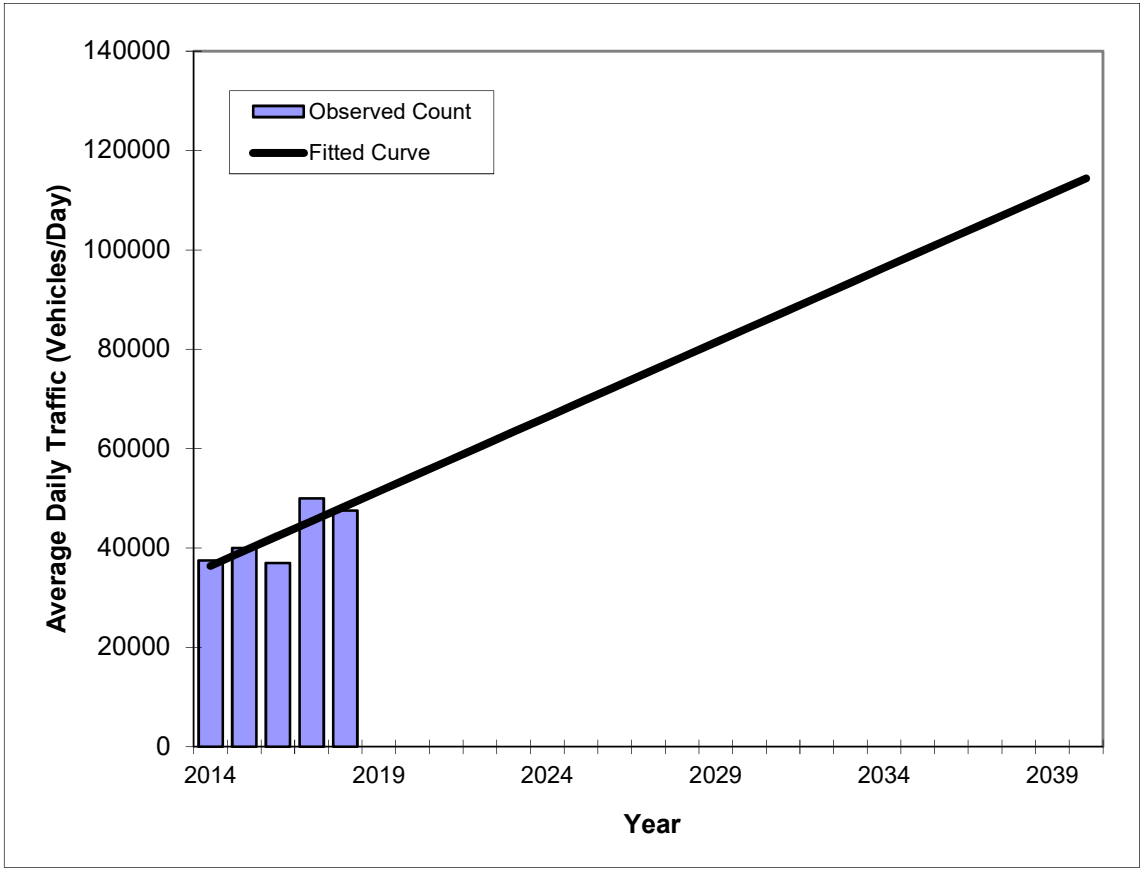
***Axle-Adjusted**

Traffic Trends - V2.0

US 1 -- N OF BROWARD BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	37500	36400
2015	40000	39400
2016	37000	42400
2017	50000	45400
2018	47500	48400
2019 Opening Year Trend		
2019	N/A	51400
2021 Mid-Year Trend		
2021	N/A	57400
2022 Design Year Trend		
2022	N/A	60400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	3,000
Trend R-squared:	63.07%
Trend Annual Historic Growth Rate:	8.24%
Trend Growth Rate (2018 to Design Year):	6.20%
Printed:	10-Oct-19

Straight Line Growth Option

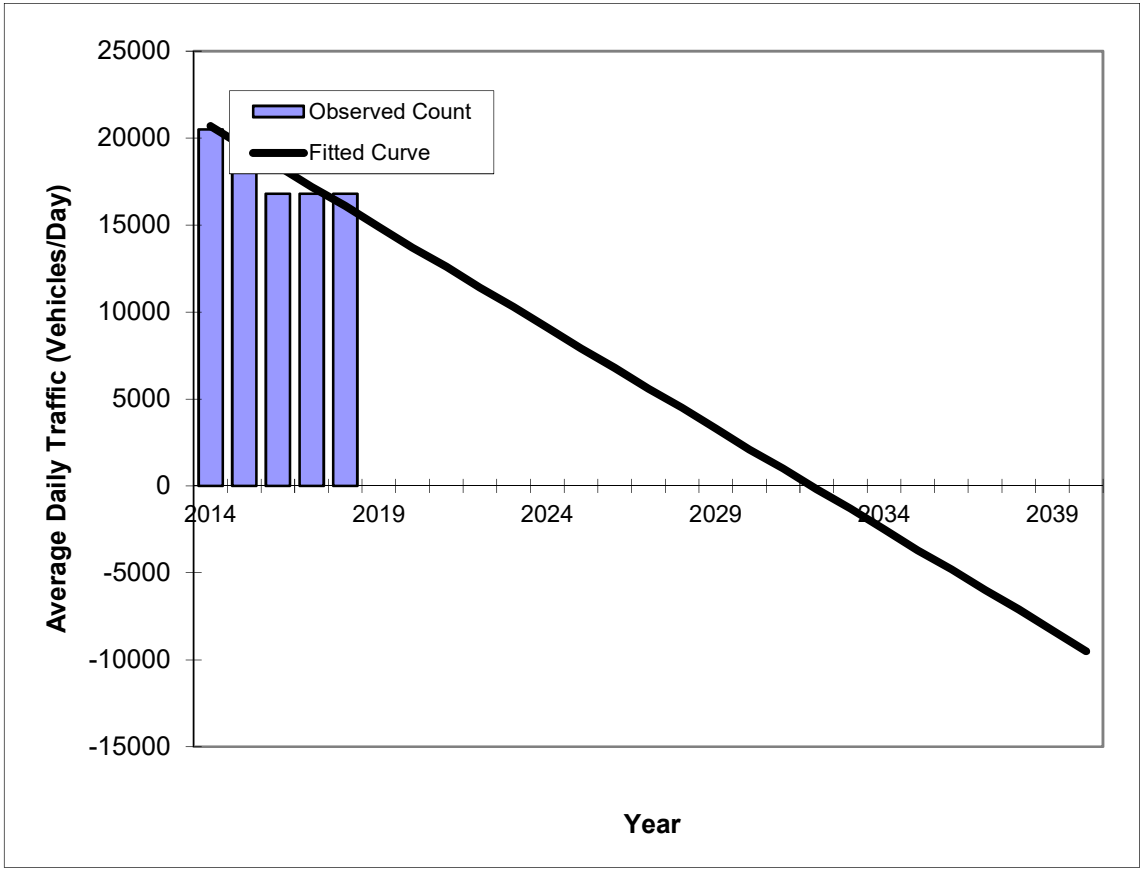
***Axle-Adjusted**

Traffic Trends - V2.0

ANDREWS AVE -- S OF BROWARD BLVD

PIN#	0
Location	6

County:	Broward
Station #:	7746
Highway:	ANDREWS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	20500	20700
2015	21000	19500
2016	16800	18400
2017	16800	17200
2018	16800	16100
2019 Opening Year Trend		
2019	N/A	14900
2021 Mid-Year Trend		
2021	N/A	12600
2022 Design Year Trend		
2022	N/A	11400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,160
Trend R-squared:	71.39%
Trend Annual Historic Growth Rate:	-5.56%
Trend Growth Rate (2018 to Design Year):	-7.30%
Printed:	10-Oct-19
Straight Line Growth Option	

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

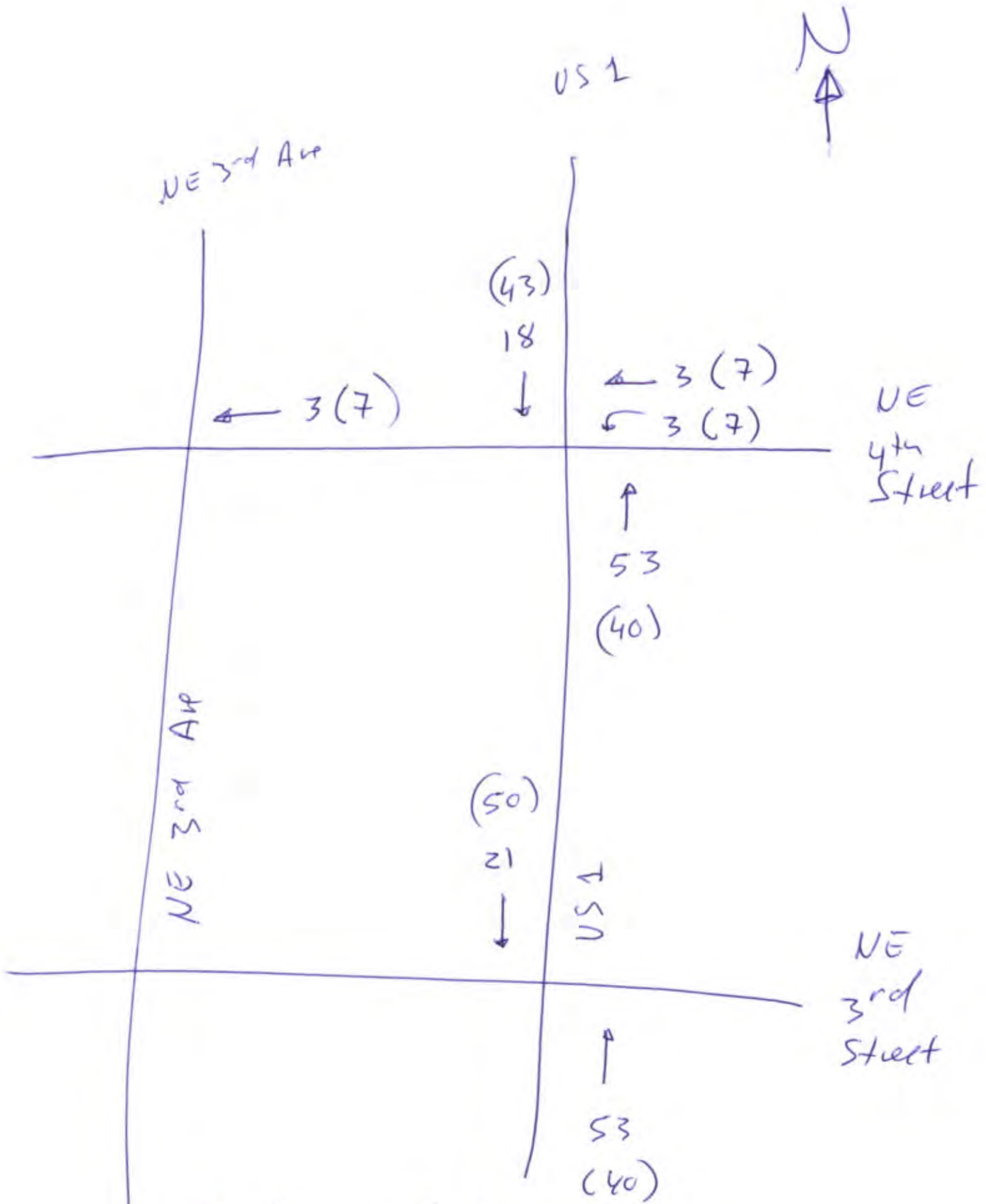
Description	Station #						
	0024	**3502**	**7373**	**7374**	**7744**	**7746**	
Trend Growth Rate(1)	-0.99	8.00	2.31	6.20	5.11	-7.3	
Adjusted Trend Growth Rate	0.50	8.00	2.31	6.20	5.11	0.50	
Average Growth Rate							3.77
Growth Rate Used							**3.77**

Notes:

1: Refer to Trend Analysis Chart

APPENDIX D

Committed Development Traffic



Fresh Market Distribution

North Parcel – 500 N Fed
South Parcel – 450 N Fed

FDOT Approved Right Out
500 North Federal

Existing Right-In, Right-Out
400 North Federal

Driveways to be Removed

Figure 1
Site Location
450-500 North Federal Highway

7-13-2014

Source: Cathy Sweetapple & Associates

TABLE 2B - 500 NORTH FEDERAL - NORTH PARCEL - DRC - R-14-024 TRIP GENERATION FOR THE PROPOSED USES								
LAND USE	**UNITS**	**ITE LUC**	**ITE 9TH EDITION**	**DAILY**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
RETAIL	5,457 SQ. FT.	820	T = 42.7 (X)	233	50%	117	50%	116
RESTAURANT	2,000 SQ. FT.	932	T = 127.15 (X)	254	50%	127	50%	127
OFFICE	15,865 SQ. FT.	710	Ln (T) = 0.76 Ln(X) + 3.68	324	50%	162	50%	162
GROSS TRIPS	23,322 SQ. FT.			**811**	50%	**406**	50%	**405**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	81	50%	41	50%	40
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	37	50%	18	50%	19
NET VEHICULAR TRIPS				**693**	50%	**347**	50%	**346**
LAND USE	**UNITS**	**ITE LUC**	**ITE 9TH EDITION**	**AM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
RETAIL	5,457 SQ. FT.	820	T = 0.96 (X)	5	62%	3	38%	2
RESTAURANT	2,000 SQ. FT.	932	T = 10.81 (X)	22	55%	12	45%	10
OFFICE	15,865 SQ. FT.	710	Ln (T) = 0.80 Ln(X) + 1.57	44	88%	39	12%	5
GROSS TRIPS	23,322 SQ. FT.			**71**	76%	**54**	24%	**17**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	7	76%	5	24%	2
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	3	76%	2	24%	1
NET VEHICULAR TRIPS				**61**	78%	**47**	22%	**14**
LAND USE	**UNITS**	**ITE LUC**	**ITE 9TH EDITION [1]**	**PM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
RETAIL	5,457 SQ. FT.	820	T = 3.71 (X)	20	48%	10	52%	10
RESTAURANT	2,000 SQ. FT.	932	T = 9.85 (X)	20	50%	12	40%	8
OFFICE	15,865 SQ. FT.	710	Ln (T) = 0.737 Ln(X) + 1.831	48	17%	8	83%	40
GROSS TRIPS	23,322 SQ. FT.			**88**	34%	**30**	66%	**58**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	9	34%	3	66%	6
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	4	34%	1	66%	3
NET VEHICULAR TRIPS				**75**	35%	**26**	65%	**49**

Note [1] - The PM peak hour trip generation formula for office use less than 100,000 SF has been obtained from the Broward County Trip Rates by Land Use - see Attachment 1. 7/14/2014

TABLE 2C - SOUTH PARCEL - 450 NORTH FEDERAL - DRC - R-14-025
TRIP GENERATION FOR THE PROPOSED USES

LAND USE	UNITS	ITE LUC	ITE 9TH EDITION	DAILY	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	12,568 SQ. FT.	820	T = 42.7 (X)	537	50%	268	50%	269
RESTAURANT	7,000 SQ. FT.	932	T = 127.15 (X)	890	50%	445	50%	445
OFFICE	11,273 SQ. FT.	710	Ln (T) = 0.76 Ln(X) + 3.68	250	50%	125	50%	125
GROSS TRIPS	30,841 SQ. FT.			**1,677**	50%	**838**	50%	**839**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	168	50%	84	50%	84
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	75	50%	38	50%	37
NET VEHICULAR TRIPS				**1,434**	50%	**716**	50%	**718**
LAND USE	**UNITS**	**ITE LUC**	**ITE 9TH EDITION**	**AM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
RETAIL	12,568 SQ. FT.	820	T = 0.96 (X)	12	62%	7	38%	5
RESTAURANT	7,000 SQ. FT.	932	T = 10.81 (X)	76	55%	42	45%	34
OFFICE	11,273 SQ. FT.	710	Ln (T) = 0.80 Ln(X) + 1.57	33	88%	29	12%	4
GROSS DRIVEWAY TRIPS	30,841 SQ. FT.			**121**	65%	**78**	35%	**43**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	12	65%	8	35%	4
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	5	65%	4	35%	1
NET VEHICULAR TRIPS				**102**	65%	**66**	35%	**38**
LAND USE	**UNITS**	**ITE LUC**	**ITE 9TH EDITION [1]**	**PM TRIPS**	**% IN**	**TRIPS IN**	**% OUT**	**TRIPS OUT**
RETAIL	12,568 SQ. FT.	820	T = 3.71 (X)	47	48%	22	52%	25
RESTAURANT	7,000 SQ. FT.	932	T = 9.85 (X)	69	60%	41	40%	28
OFFICE	11,273 SQ. FT.	710	Ln (T) = 0.737 Ln(X) + 1.831	37	17%	6	83%	31
GROSS TRIPS	30,841 SQ. FT.			**153**	45%	**69**	55%	**84**
INTERNALIZATION		10.00%	Mixed Use Internal Capture	15	45%	7	55%	8
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	7	45%	3	55%	4
NET VEHICULAR TRIPS				**130**	45%	**59**	55%	**72**

Note [1] - The PM peak hour trip generation formula for office use less than 100,000 SF has been obtained from the Broward County Trip Rates by Land Use - see Attachment 1. 7/14/2014

TABLE 4A - DISTRIBUTION OF PROJECT TRIPS

7/21/2014

Roadway	Limits	Existing Lanes	[1] Adopted LOS	See Figure 4A 500 North Federal Project Dist %	See Figure 4A 500 North Federal AM Trips 71	See Figure 4B 450 North Federal Project Dist %	See Figure 4B 450 North Federal AM Trips 121	See Figure 4A 500 North Federal Project Dist %	See Figure 4A 500 North Federal PM Trips 88	See Figure 4B 450 North Federal Project Dist %	See Figure 4B 450 North Federal PM Trips 153	[2] Two-Way Peak Hour MSV
US-1	Sunrise Blvd to NE 8 St	6LD	E	30.0%	21	30.0%	36	30.0%	26	30.0%	46	4590
US-1	NE 8 St to NE 6 St	6LD	E	30.0%	21	30.0%	36	30.0%	26	30.0%	46	4590
US-1	NE 6 St to 500 Egress	6LD	E	50.0%	36	50.0%	61	50.0%	44	50.0%	77	4590
US-1	500 Egress to NE 5 St	6LD	E	50.0%	36	50.0%	61	50.0%	44	50.0%	77	4590
US-1	NE 5 St to 400 Access	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	61	4590
US-1	400 Access to NE 4 St	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	61	4590
US-1	NE 4 St to NE 3 St	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	61	4590
US-1	NE 3 St to Broward Blvd	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	61	4590
NE 7 Ave	NE 6 St to NE 5 St	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 7 Ave	NE 5 St to NE 4 St	2LU	D	30.0%	21	20.0%	24	30.0%	26	20.0%	31	958
NE 7 Ave	NE 4 St to NE 3 St	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	8	958
NE 6 Street	NE 5 Ave to US-1	2LD	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	1320
NE 6 Street	US-1 to NE 7 Ave	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	8	1197
NE 6 Street	NE 7 Ave to NE 8 Ave	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	8	958
NE 5 Street	NE 5 Ave to US-1	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 5 Street	US-1 to 450-500 Access	2LU	D	70.0%	50	70.0%	85	70.0%	62	70.0%	107	958
NE 5 Street	450-500 Access to NE 7 Ave	2LU	D	50.0%	36	80.0%	97	50.0%	44	80.0%	122	958
NE 5 Street	NE 7 Ave to NE 8 Ave	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 4 Street	NE 5 Ave to US-1	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	1197
NE 4 Street	US-1 to 400 Access	2LU	D	20.0%	14	10.0%	12	20.0%	18	10.0%	15	1197
NE 4 Street	400 Access to NE 7 Ave	2LU	D	20.0%	14	10.0%	12	20.0%	18	10.0%	15	958
NE 4 Street	NE 7 Ave to NE 8 Ave	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	8	958

[1] The adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County.

[2] The MSVs for the study area roadways are based on Table 4 from the 2012 FDOT Quality/LOS Handbook, updated on 12/18/2012.

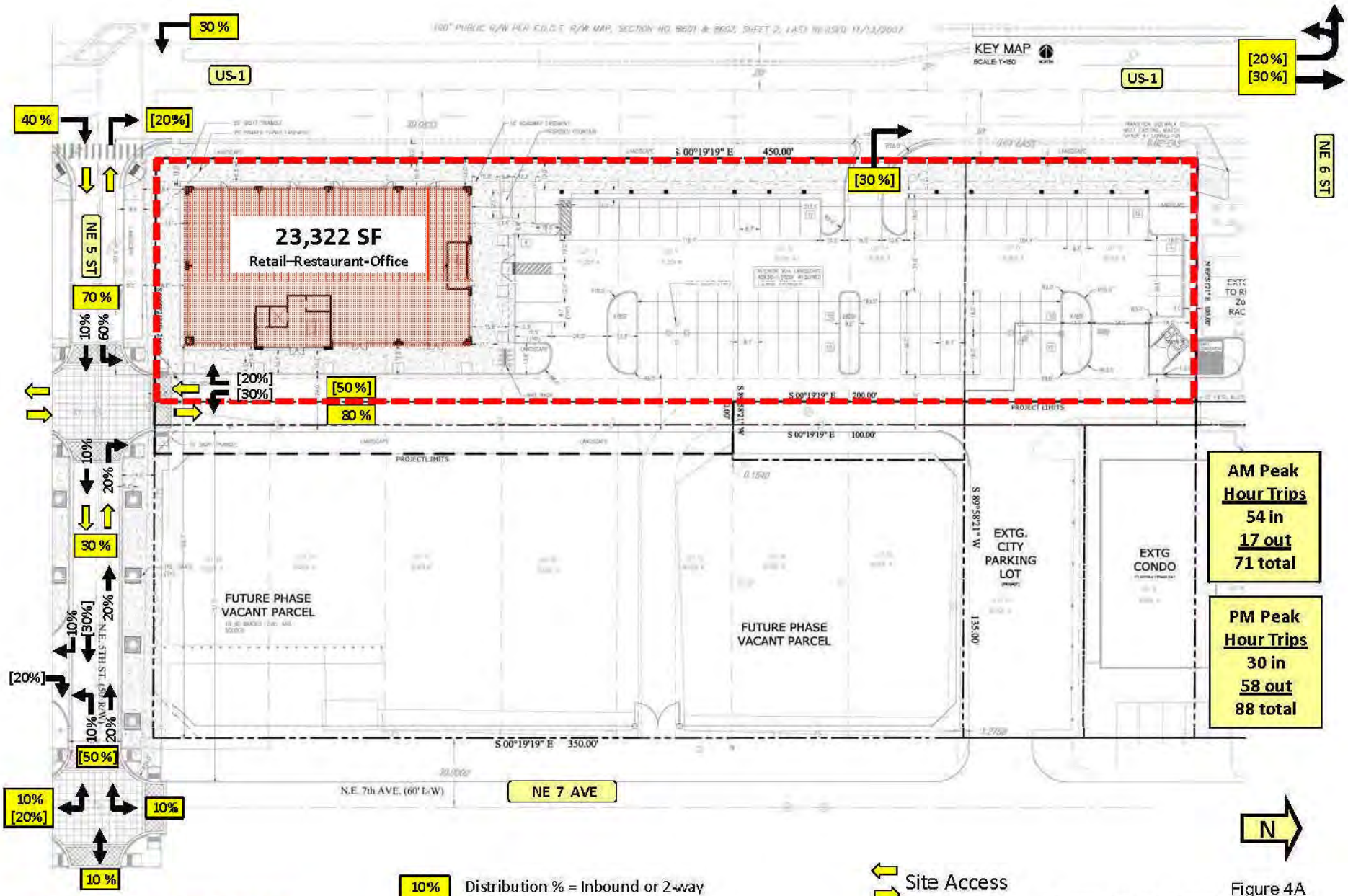


Figure 4A
North Parcel Project Distribution
450-500 North Federal Highway

7-21-2014

Source: Cathy Sweetapple & Associates

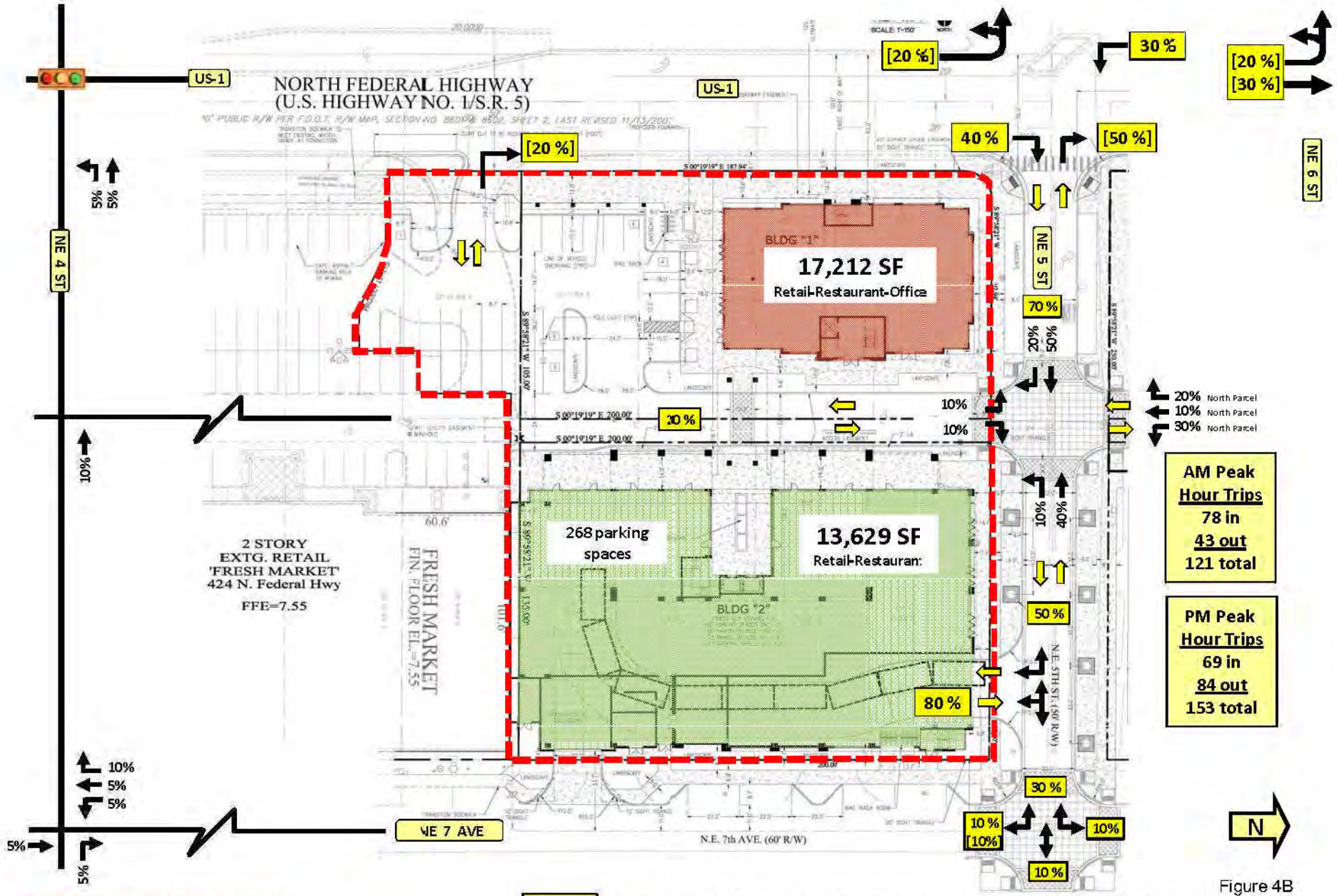
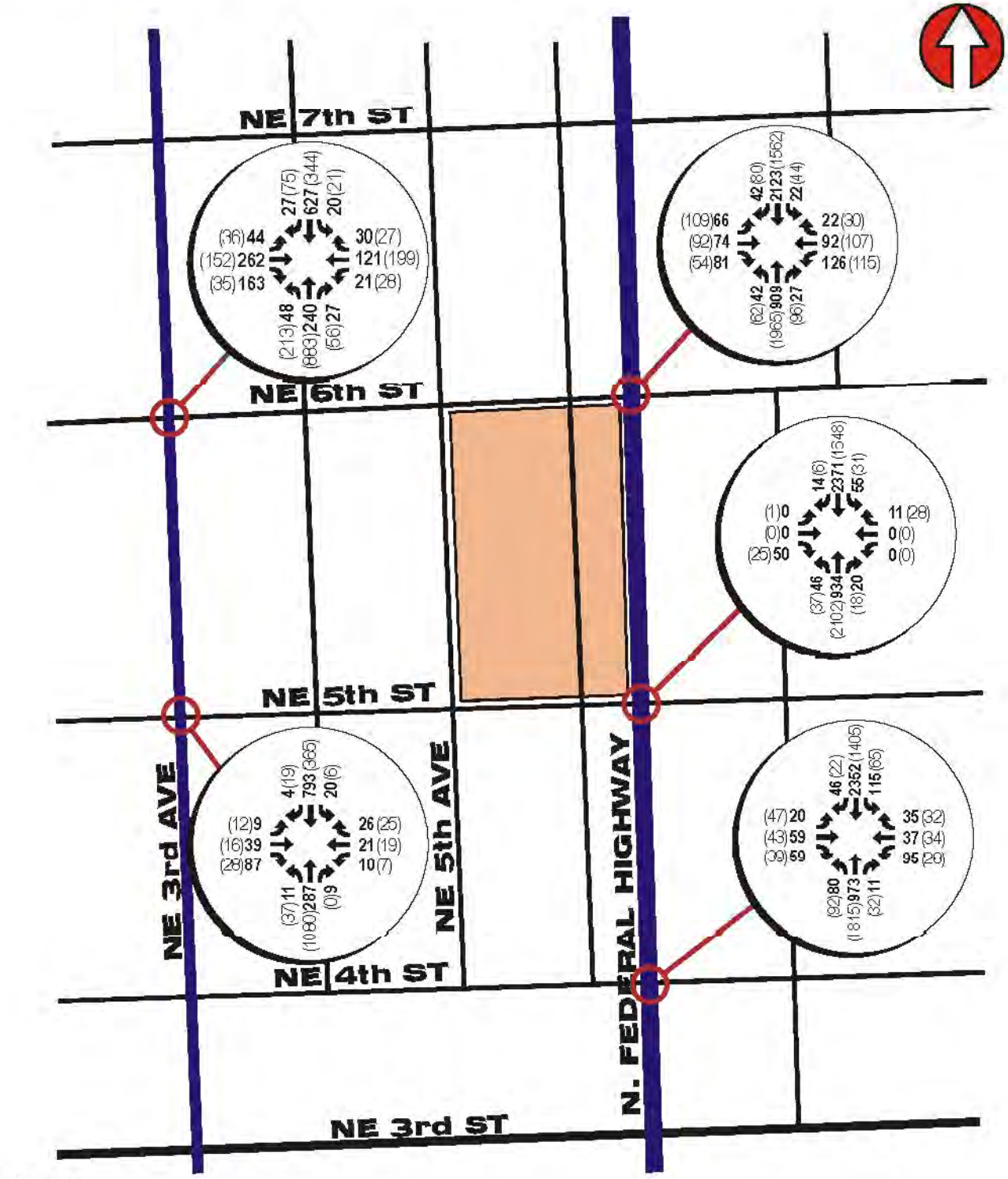


Figure 4B
South Parcel Project Distribution
450-500 North Federal Highway

7-21-2014

Source: Cathy Sweetapple & Associates



Legend

125 = AM Peak Traffic Volume
(144) = PM Peak Traffic Volume

Figure 5 – Future Background Traffic Volumes

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Future Total Traffic

Future total traffic volumes for the study area roadway network were calculated by combining project traffic volumes with future background traffic volumes. Resulting A.M. and P.M. peak hour future total traffic volumes are shown in Figure 6.

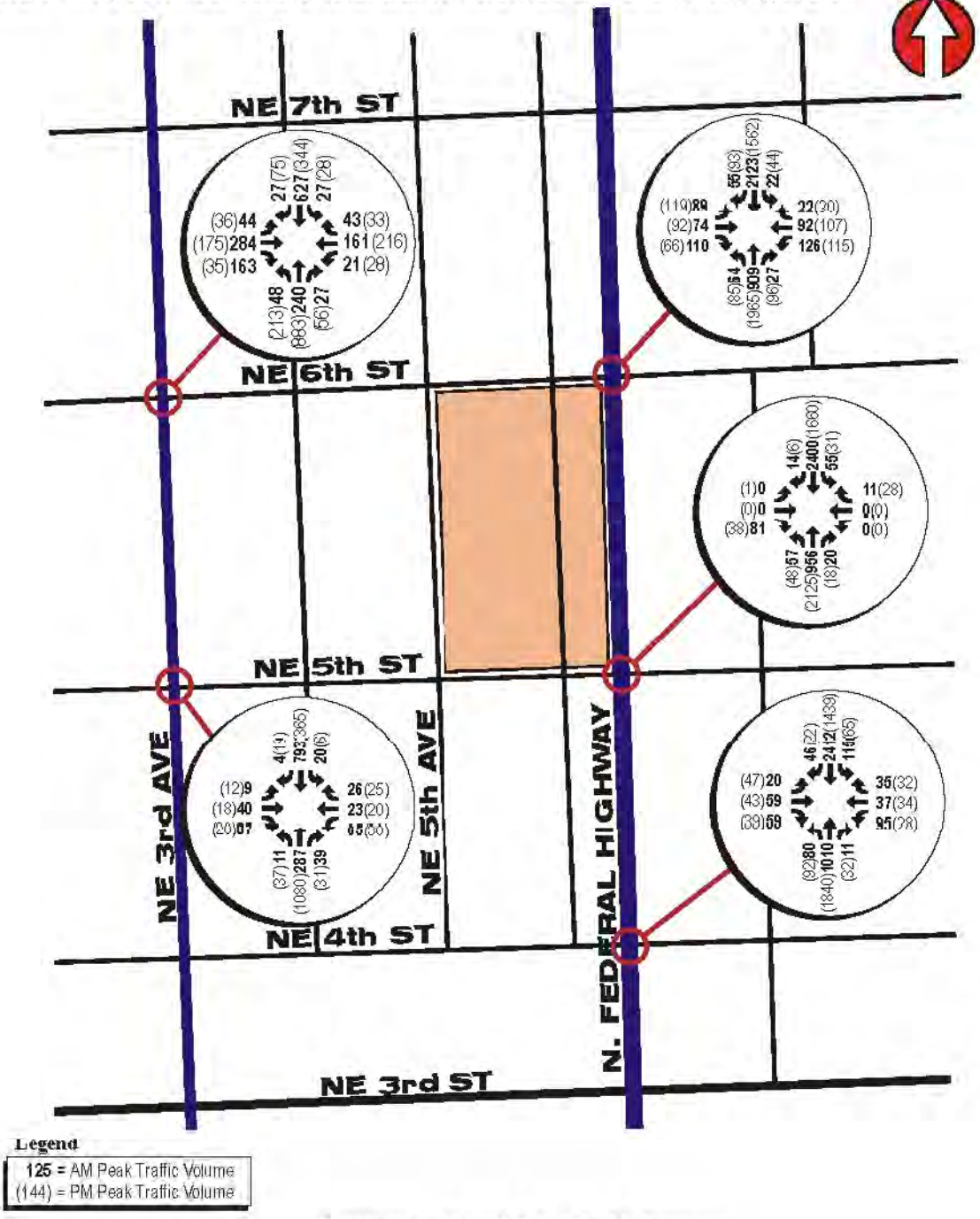

Figure 6 – Total Traffic Volumes

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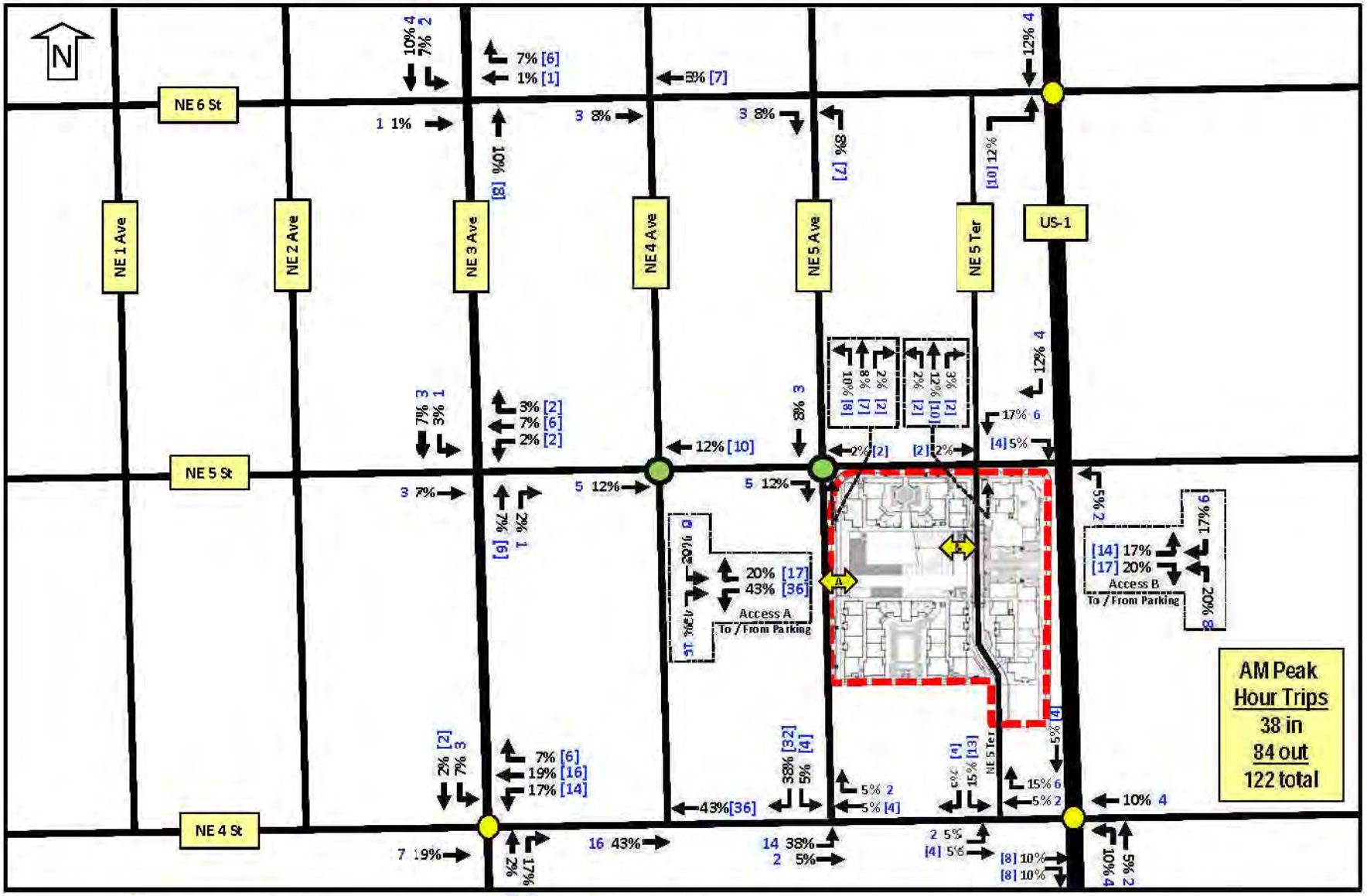
Legend

Site

Figure 1A
Site Location
The Pearl at Flagler Village

7-20-2012

Source: Cathy Sweetapple & Associates



Legend

Site

Signalized Intersections

Project Access to Structured Parking

- **XX%** - Project Distribution %
- **XX** - Inbound PM Peak Hour Trips
- **[XX]** - Outbound AM Peak Hour Trips

Note: Some rounding has occurred to maintain consistency with the intersection turning movements presented on Tables 7A through 7K.

Figure 3B
AM Peak Hour Turning Movements
The Pearl at Flagler Village

Source: Cathy Sweetapple & Associates

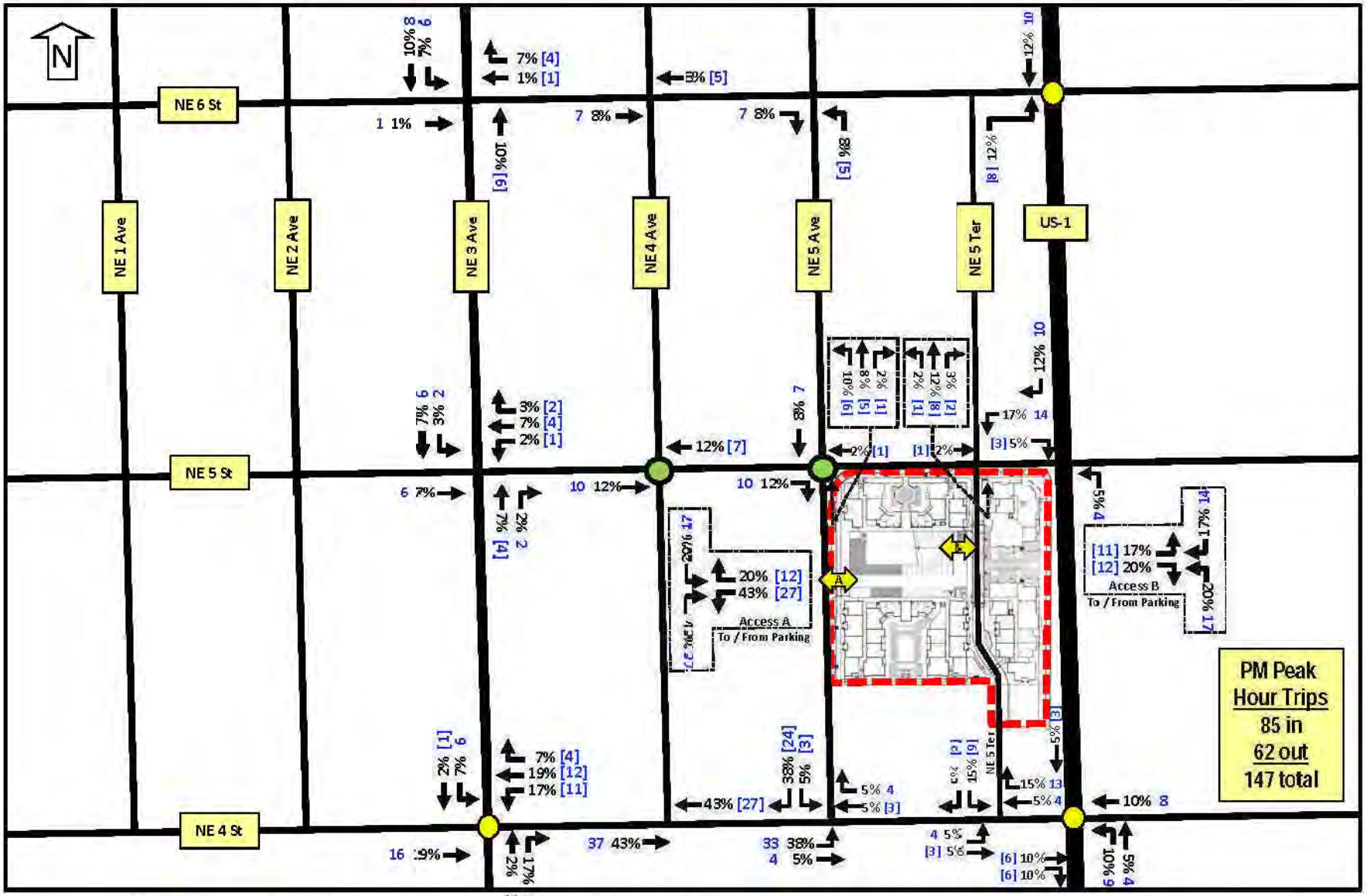
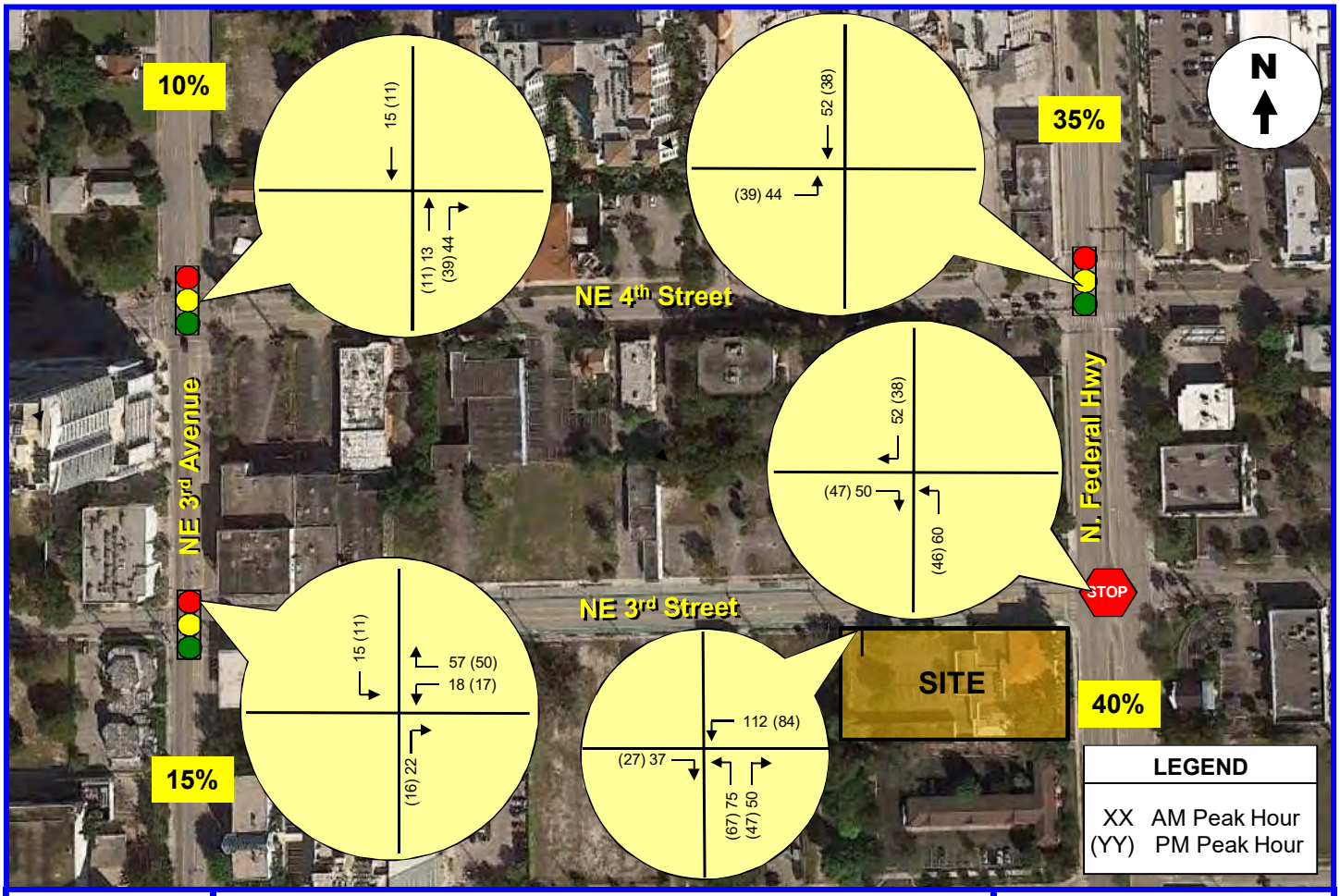
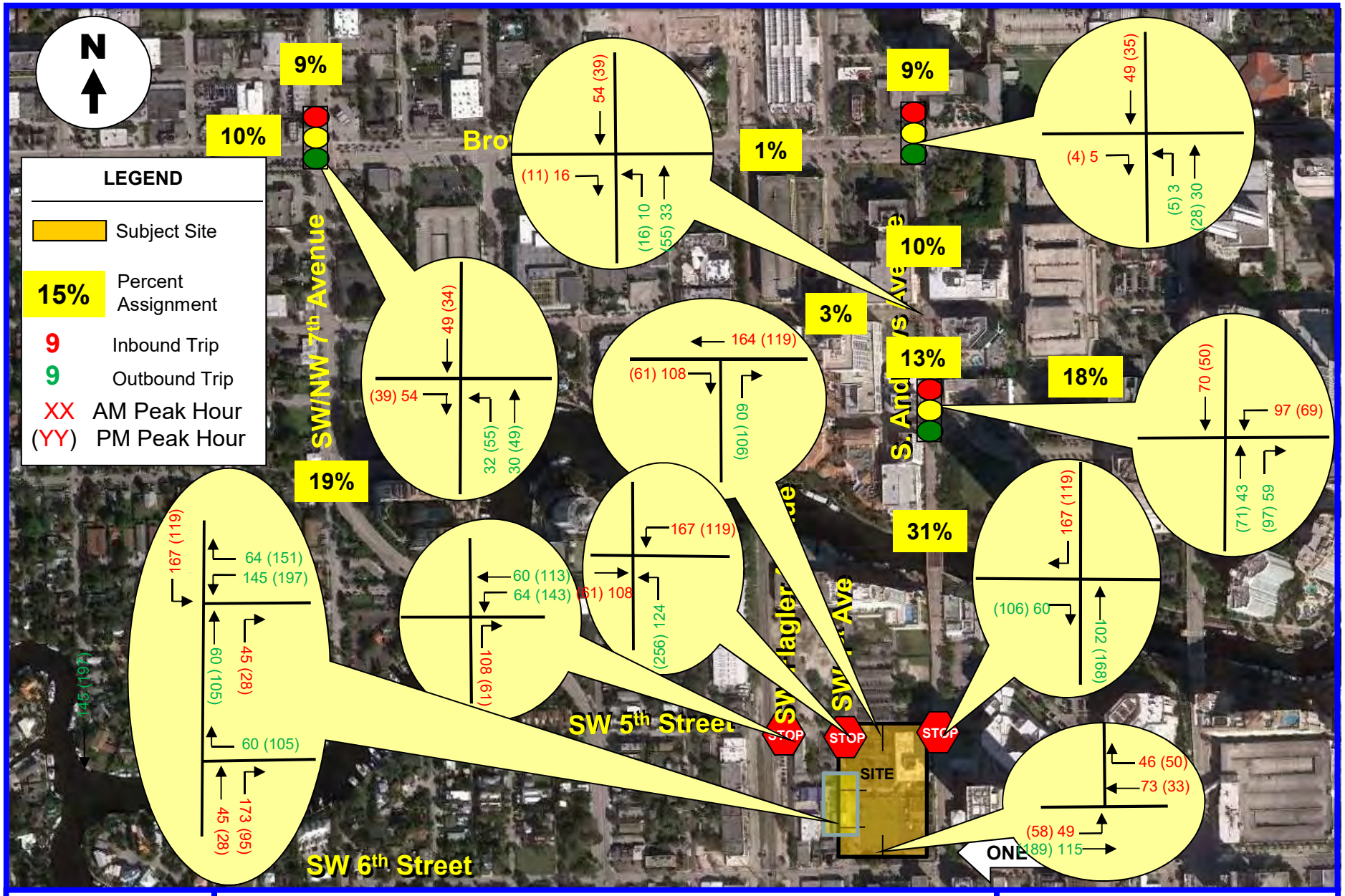


Figure 3C
PM Peak Hour Turning Movements
The Pearl at Flagler Village

Source: Cathy Sweetapple & Associates



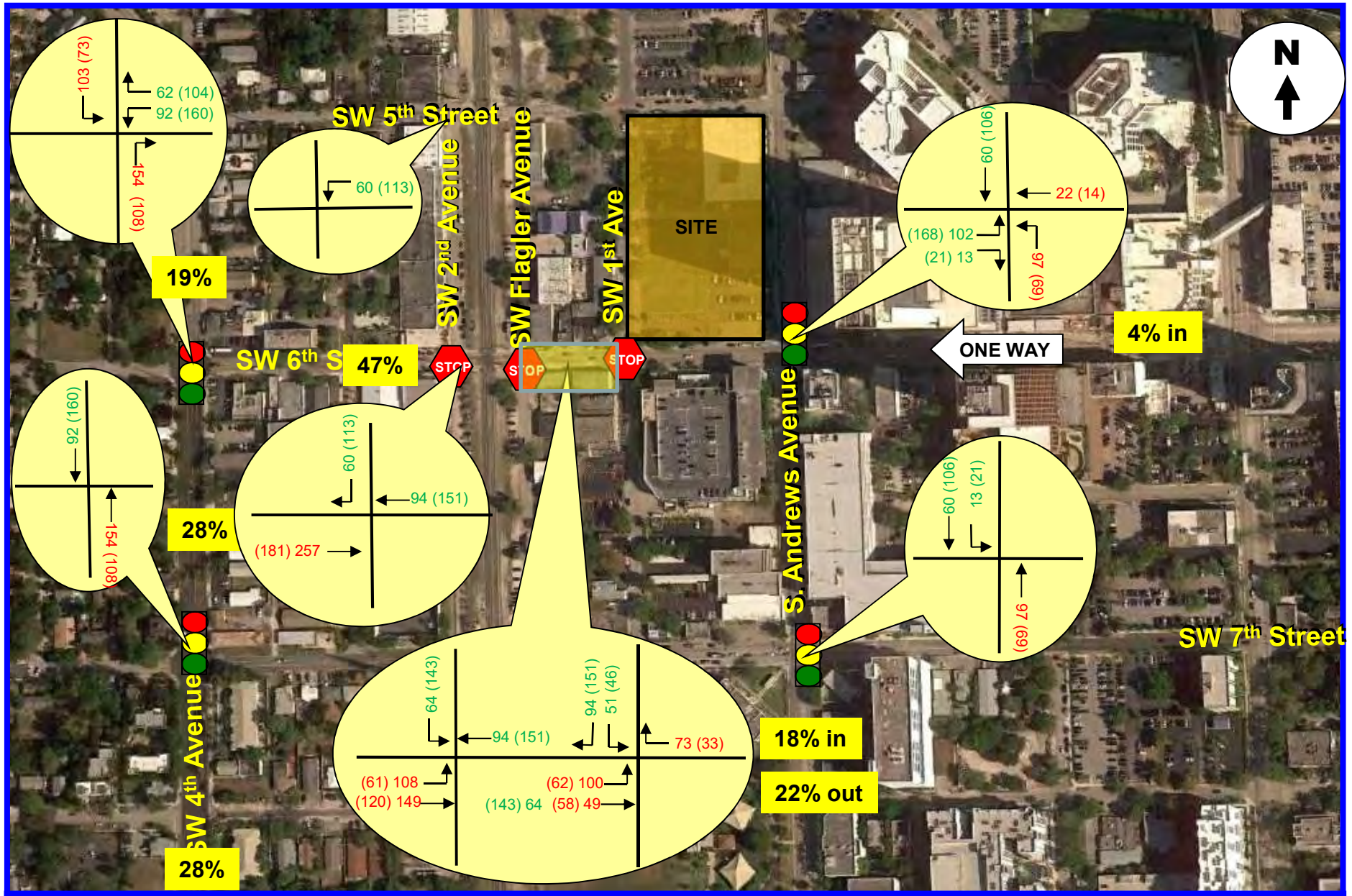
Traf Tech ENGINEERING, INC.	**PROJECT TRAFFIC ASSIGNMENT**	**FIGURE 4** 299 N. Federal Ft. Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT
New Project Trips

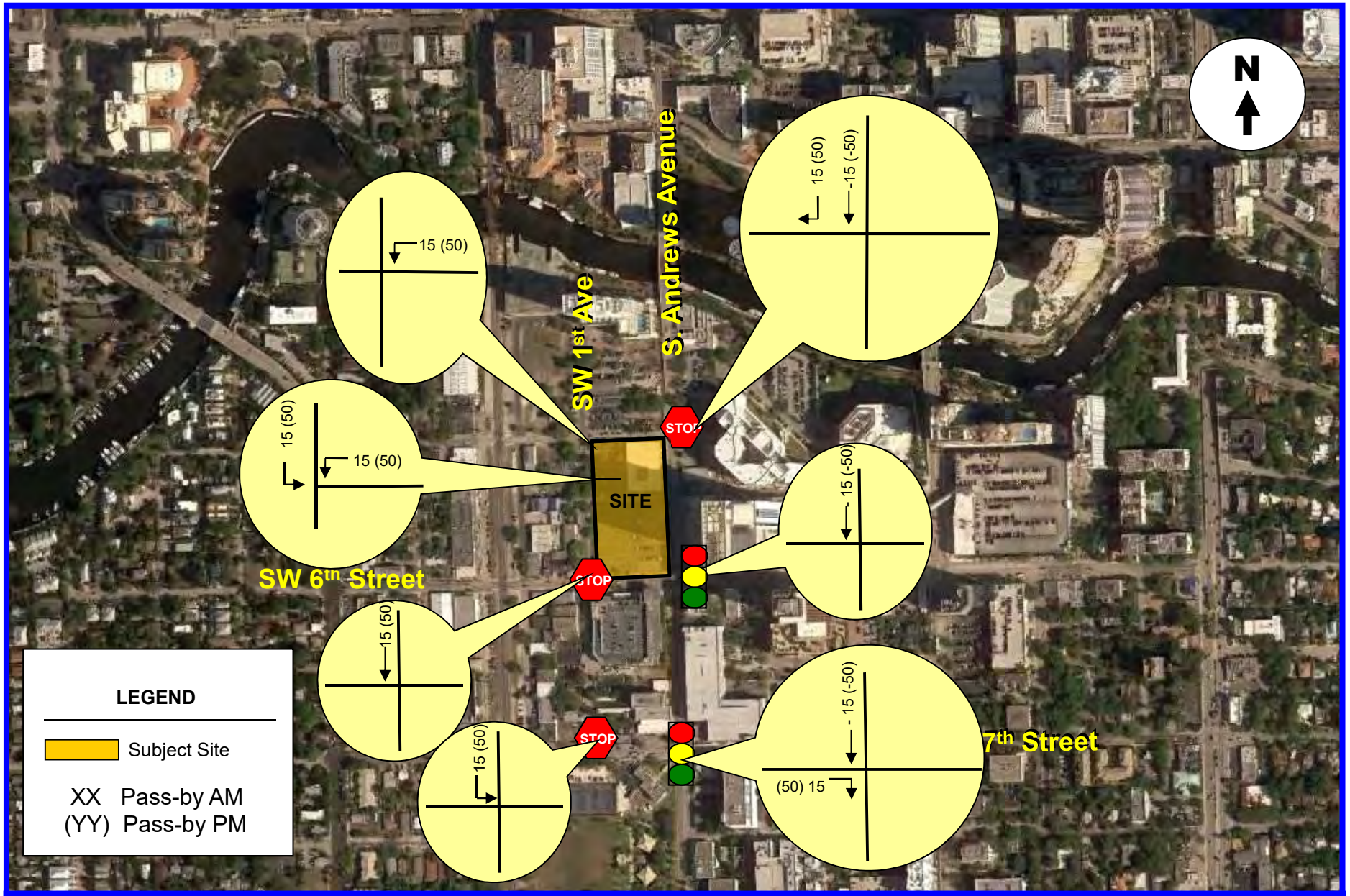
FIGURE 4A
Riverparc Square
Fort Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT
New Project Trips

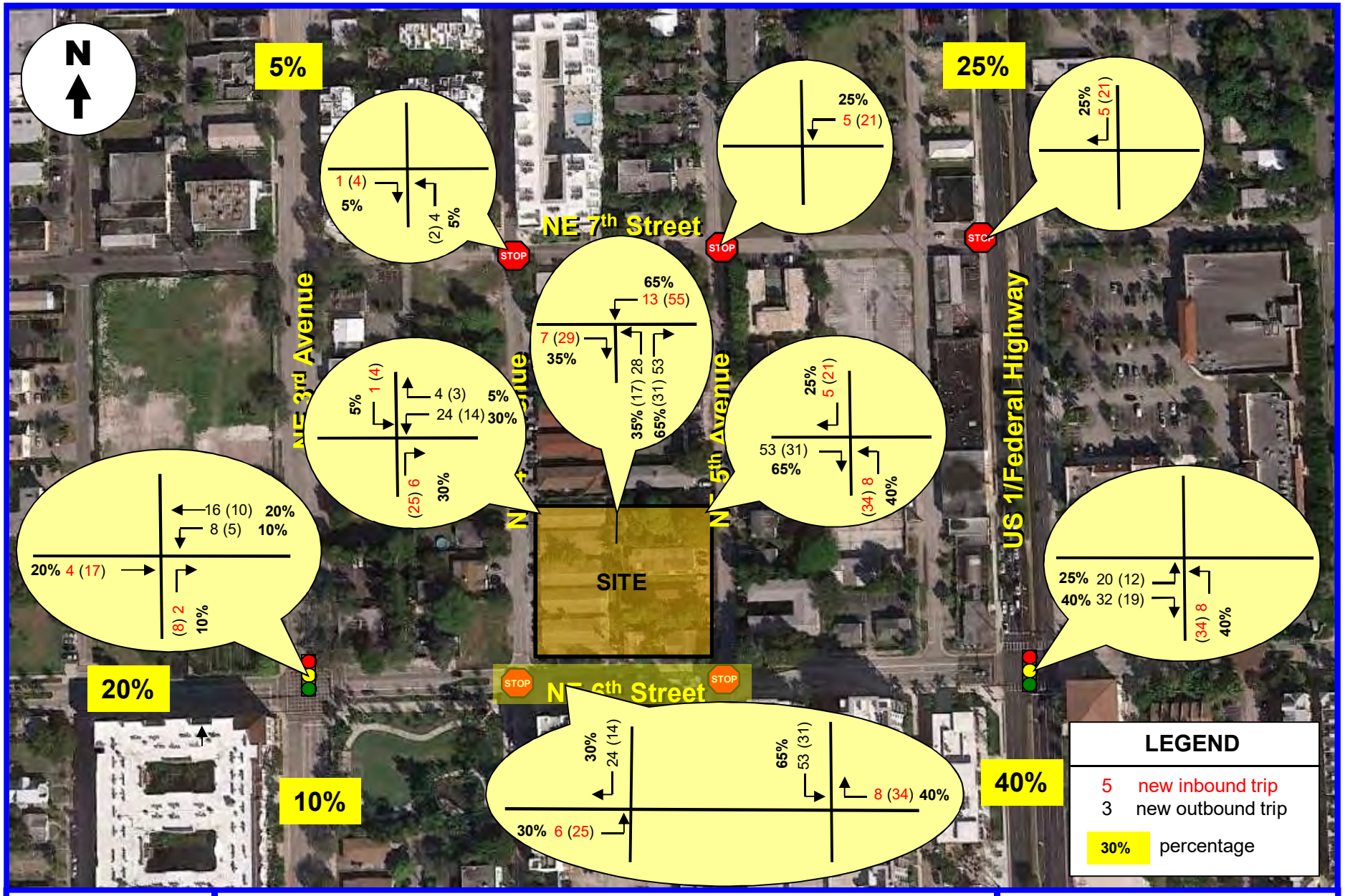
FIGURE 4B
Riverparc Square
Fort Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

PROJECT TRAFFIC ASSIGNMENT
Pass-By (Retail)

FIGURE 4C
Riverparc Square
Fort Lauderdale, Florida



Traf Tech
ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

FIGURE 4
Alta Flagler Village
Fort Lauderdale, Florida

TRAFFIC IMPACT ANALYSIS

FAT CITY
FORT LAUDERDALE, FL

PREPARED FOR:
ADACHE GROUP
ARCHITECTS

Kimley»Horn

Project #040879006
February 24, 2017
Revised May 11, 2017
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 4th Street & Andrews Ave
COUNT DATE: November 17, 2015
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	120	117	0	47	98	30	0	32	360	15	0	67	1,124	31
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
AM EXISTING CONDITIONS	**0**	**43**	**126**	**123**	**0**	**49**	**103**	**32**	**0**	**34**	**378**	**16**	**0**	**70**	**1,180**	**33**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	58	107	43	0	23	235	43	0	127	1,131	39	0	31	552	47
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
PM EXISTING CONDITIONS	**0**	**61**	**112**	**45**	**0**	**24**	**247**	**45**	**0**	**133**	**1,188**	**41**	**0**	**33**	**580**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	4	4	0	2	4	1	0	1	13	1	0	2	42	1
AM NON-PROJECT TRAFFIC	**0**	**45**	**214**	**127**	**0**	**51**	**116**	**33**	**0**	**35**	**391**	**17**	**0**	**72**	**1,222**	**34**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	4	2	0	1	9	2	0	5	42	1	0	1	21	2
PM NON-PROJECT TRAFFIC	**0**	**63**	**176**	**47**	**0**	**25**	**275**	**47**	**0**	**138**	**1,230**	**42**	**0**	**34**	**601**	**51**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering														26.0%	-26.0%	
Distribution	Exiting						26.0%										
Net New	Entering			6.0%			6.0%								17.0%	9.0%	
Distribution	Exiting							6.0%	17.0%			9.0%	6.0%				

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						2								4	-4	
Trips	Net New			19			19	15	43			23	15		53	28	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**19**	**0**	**0**	**21**	**15**	**43**	**0**	**0**	**23**	**15**	**0**	**57**	**24**	**0**
AM TOTAL TRAFFIC		**0**	**45**	**233**	**127**	**0**	**72**	**131**	**76**	**0**	**35**	**414**	**32**	**0**	**129**	**1,246**	**34**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						23								19	-19	
Trips	Net New			21			21	26	72			38	26		58	31	
PM TOTAL PROJECT TRAFFIC				**21**			**44**	**26**	**72**			**38**	**26**		**77**	**12**	
PM TOTAL TRAFFIC		**0**	**63**	**197**	**47**	**0**	**69**	**301**	**119**	**0**	**138**	**1,268**	**68**	**0**	**111**	**613**	**51**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	60	243	201	0	50	204	54	0	77	317	29	0	35	649	37
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**60**	**243**	**201**	**0**	**50**	**204**	**54**	**0**	**77**	**317**	**29**	**0**	**35**	**649**	**37**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	59	245	45	0	29	263	37	0	251	890	73	0	40	382	71
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**59**	**245**	**45**	**0**	**29**	**263**	**37**	**0**	**251**	**890**	**73**	**0**	**40**	**382**	**71**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	6	5	0	1	5	1	0	2	8	1	0	1	16	1
AM NON-PROJECT TRAFFIC	**0**	**62**	**249**	**206**	**0**	**51**	**209**	**55**	**0**	**79**	**325**	**30**	**0**	**36**	**665**	**38**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	6	1	0	1	7	1	0	6	22	2	0	1	10	2
PM NON-PROJECT TRAFFIC	**0**	**60**	**251**	**46**	**0**	**30**	**270**	**38**	**0**	**257**	**912**	**75**	**0**	**41**	**392**	**73**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							1.0%								6.0%	
Distribution	Exiting			1.0%								6.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			3				3				15				19	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**19**	**0**
AM TOTAL TRAFFIC		**0**	**62**	**252**	**206**	**0**	**51**	**212**	**55**	**0**	**79**	**340**	**30**	**0**	**36**	**684**	**38**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			4				3				26				21	
PM TOTAL PROJECT TRAFFIC				**4**				**3**				**26**				**21**	
PM TOTAL TRAFFIC		**0**	**60**	**255**	**46**	**0**	**30**	**273**	**38**	**0**	**257**	**938**	**75**	**0**	**41**	**413**	**73**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & NE 3rd Ave
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	23	146	103	0	96	121	34	0	38	335	41	0	65	922	28
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**23**	**146**	**103**	**0**	**96**	**121**	**34**	**0**	**38**	**335**	**41**	**0**	**65**	**922**	**28**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	39	141	36	0	36	196	58	0	125	1,087	123	0	38	409	49
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**39**	**141**	**36**	**0**	**36**	**196**	**58**	**0**	**125**	**1,087**	**123**	**0**	**38**	**409**	**49**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	4	3	0	2	3	1	0	1	8	1	0	2	23	1
AM NON-PROJECT TRAFFIC	**0**	**24**	**234**	**106**	**0**	**98**	**133**	**35**	**0**	**39**	**343**	**42**	**0**	**67**	**945**	**29**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	4	1	0	1	5	1	0	3	27	3	0	1	10	1
PM NON-PROJECT TRAFFIC	**0**	**40**	**205**	**37**	**0**	**37**	**220**	**59**	**0**	**128**	**1,114**	**126**	**0**	**39**	**419**	**50**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							17.0%			5.0%						6.0%
Distribution	Exiting		6.0%	17.0%	5.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		15	43	13			53			16						19
AM TOTAL PROJECT TRAFFIC		**0**	**15**	**43**	**13**	**0**	**0**	**53**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**19**
AM TOTAL TRAFFIC		**0**	**39**	**277**	**119**	**0**	**98**	**186**	**35**	**0**	**55**	**343**	**42**	**0**	**67**	**945**	**48**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		26	72	21			58			17						21
PM TOTAL PROJECT TRAFFIC			**26**	**72**	**21**			**58**			**17**						**21**
PM TOTAL TRAFFIC		**0**	**66**	**277**	**58**	**0**	**37**	**278**	**59**	**0**	**145**	**1,114**	**126**	**0**	**39**	**419**	**71**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 4th Street & Federal Hwy
COUNT DATE: February 16, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	41	89	116	0	74	56	22	0	80	909	40	0	103	2,035	63
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM EXISTING CONDITIONS	**0**	**41**	**89**	**116**	**0**	**74**	**56**	**22**	**0**	**80**	**909**	**40**	**0**	**103**	**2,035**	**63**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	71	87	69	0	100	102	38	0	125	1,656	68	0	94	1,053	56
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
PM EXISTING CONDITIONS	**0**	**71**	**87**	**69**	**0**	**100**	**102**	**38**	**0**	**125**	**1,656**	**68**	**0**	**94**	**1,053**	**56**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			84				9									
TOTAL "VESTED" TRAFFIC	0	0	84	0	0	0	9	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
AM BACKGROUND TRAFFIC GROWTH	0	1	2	3	0	2	1	1	0	2	23	1	0	3	51	2
AM NON-PROJECT TRAFFIC	**0**	**42**	**175**	**119**	**0**	**76**	**66**	**23**	**0**	**82**	**932**	**41**	**0**	**106**	**2,086**	**65**

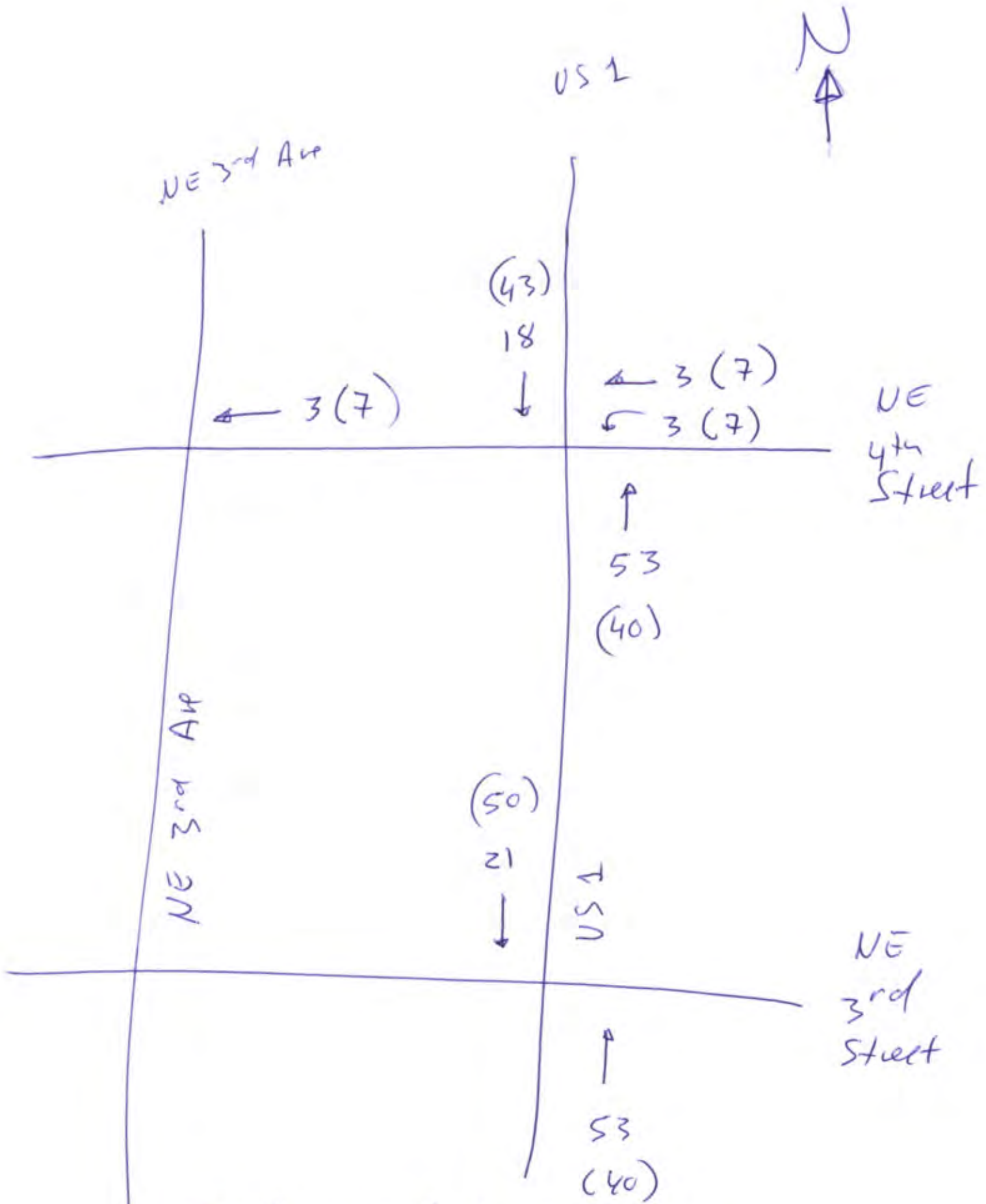
"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
All Aboard Florida Station			60				19									
TOTAL "VESTED" TRAFFIC	0	0	60	0	0	0	19	0	0	0	0	0	0	0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	2	2	0	3	3	1	0	3	42	2	0	2	27	1
PM NON-PROJECT TRAFFIC	**0**	**73**	**149**	**71**	**0**	**103**	**124**	**39**	**0**	**128**	**1,698**	**70**	**0**	**96**	**1,080**	**57**

"AM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"PM PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							4.0%			3.0%						7.0%
Distribution	Exiting		7.0%	4.0%	3.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		18	10	8			12			9						22
AM TOTAL PROJECT TRAFFIC		**0**	**18**	**10**	**8**	**0**	**0**	**12**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**22**
AM TOTAL TRAFFIC		**0**	**60**	**185**	**127**	**0**	**76**	**78**	**23**	**0**	**91**	**932**	**41**	**0**	**106**	**2,086**	**87**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		30	17	13			14			10						24
PM TOTAL PROJECT TRAFFIC			**30**	**17**	**13**			**14**			**10**						**24**
PM TOTAL TRAFFIC		**0**	**103**	**166**	**84**	**0**	**103**	**138**	**39**	**0**	**138**	**1,698**	**70**	**0**	**96**	**1,080**	**81**



Fresh Market Distribution

APPENDIX E

Projected Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

North Andrews Avenue and NW/NE 4th Street
AM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	28	303	21	72	1,037	55	37	131	134	40	114	47
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	29	315	22	75	1078	57	38	136	139	42	119	49
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											3	
Henry Square												
The Pearl								7			16	
299 North Federal												
Riverparc		30			49							
Alta Flagler Village												
FAT City		23	15	57	24			19		21	15	43
2022 Background Traffic	34	418	40	144	1,324	66	45	184	162	69	171	100
URBN@flagervillage				2				2			6	6
2022 Total Traffic	**34**	**418**	**40**	**146**	**1,324**	**66**	**45**	**186**	**162**	**69**	**177**	**106**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

North Andrews Avenue and NW/NE 4th Street
PM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	122	1,037	31	41	495	40	58	90	28	25	213	63
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	127	1078	32	43	515	42	60	94	29	26	222	66
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											7	
Henry Square												
The Pearl								16			12	
299 North Federal												
Riverparc		28			35							
Alta Flagler Village												
FAT City		38	26	77	12			21		44	26	72
2022 Background Traffic	147	1,317	63	126	644	48	70	146	34	74	302	148
URBN@flagervillage				5				5			4	4
2022 Total Traffic	**147**	**1,317**	**63**	**131**	**644**	**48**	**70**	**151**	**34**	**74**	**306**	**152**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 4th Street
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	16	276	32	46	776	16	19	127	57	39	100	66
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	17	287	33	48	807	17	20	132	59	41	104	69
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											3	
Henry Square		30			55							
The Pearl		1	6	3	2			7		14	16	6
299 North Federal		13	44		15							
Riverparc												
Alta Flagler Village		2			8							
FAT City	16					19	15	43	13		53	
2022 Background Traffic	35	379	89	58	1,016	38	38	203	82	61	193	86
URBN@flagervillage		12		54	32	12	4					18
2022 Total Traffic	**35**	**391**	**89**	**112**	**1,048**	**50**	**42**	**203**	**82**	**61**	**193**	**104**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 4th Street
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	86	801	76	36	379	31	31	133	36	27	164	52
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	89	833	79	37	394	32	32	138	37	28	171	54
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											7	
Henry Square		31			23							
The Pearl		2	15	6	1			16		11	12	4
299 North Federal		11	39		11							
Riverparc												
Alta Flagler Village		8			5							
FAT City	17					21	26	72	21		58	
2022 Background Traffic	121	1,018	146	49	497	58	63	248	64	44	275	67
URBN@flagervillage		30		31	20	7	10					45
2022 Total Traffic	**121**	**1,048**	**146**	**80**	**517**	**65**	**73**	**248**	**64**	**44**	**275**	**112**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 3rd Street
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	14	274	32	38	867	15	8	10	30	31	17	32
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	15	285	33	40	902	16	8	10	31	32	18	33
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											3	
Henry Square		30			55							
The Pearl		7			16							
299 North Federal			22	15						18		57
Riverparc												
Alta Flagler Village		2			8							
FAT City												
2022 Background Traffic	17	369	61	61	1,125	18	10	12	36	55	24	96
URBN@flagervillage		2		4	4	24	8					2
2022 Total Traffic	**17**	**371**	**61**	**65**	**1,129**	**42**	**18**	**12**	**36**	**55**	**24**	**98**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 3rd Street
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 3rd Street Eastbound			NE 3rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	11	980	17	24	436	11	15	5	19	26	18	64
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	11	1019	18	25	453	11	16	5	20	27	19	67
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market											3	
Henry Square		31			23							
The Pearl		17			12							
299 North Federal			16	11						17		50
Riverparc												
Alta Flagler Village		8			5							
FAT City												
2022 Background Traffic	13	1,238	37	40	566	13	18	6	23	48	25	127
URBN@flagervillage		5		3	3	14	20					5
2022 Total Traffic	**13**	**1,243**	**37**	**43**	**569**	**27**	**38**	**6**	**23**	**48**	**25**	**132**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

North Federal Highway and NE 4th Street
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	82	947	28	66	2,183	58	36	64	82	83	46	22
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	85	985	29	69	2270	60	37	67	85	86	48	23
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market		53			18					3	3	
Henry Square		37			60							
The Pearl	4	2			4			8	8		4	
299 North Federal					52		44					
Riverparc												
Alta Flagler Village		8			32							
FAT City	9					22	18	10	8		12	
2022 Background Traffic	112	1,242	34	80	2,799	92	105	95	115	103	74	27
URBN@flagervillage	8					8	24	6	24		2	
2022 Total Traffic	**120**	**1,242**	**34**	**80**	**2,799**	**100**	**129**	**101**	**139**	**103**	**76**	**27**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

North Federal Highway and NE 4th Street
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			NE 4th Street Eastbound			NE 4th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	152	1,419	51	93	1,311	40	57	89	48	126	100	29
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	158	1476	53	97	1363	42	59	93	50	131	104	30
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market		40			43					7	7	
Henry Square		25			34							
The Pearl	9	4			3			6	6		8	
299 North Federal					38		39					
Riverparc												
Alta Flagler Village		34			19							
FAT City	10					24	30	17	13		14	
2022 Background Traffic	202	1,814	62	112	1,718	72	138	130	77	159	150	35
URBN@flagervillage	20					20	14	3	14		5	
2022 Total Traffic	**222**	**1,814**	**62**	**112**	**1,718**	**92**	**152**	**133**	**91**	**159**	**155**	**35**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6th Street and NE 3rd Avenue
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	69	290	37	44	570	35	40	281	192	40	180	47
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	72	302	38	46	593	36	42	292	200	42	187	49
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market												
Henry Square				7				22			40	13
The Pearl		8		2	4			1			1	6
299 North Federal		13			15							
Riverparc												
Alta Flagler Village			2					4		8	16	
FAT City		15			19			3			3	
2022 Background Traffic	83	386	47	62	725	42	48	369	232	56	277	76
URBN@flagervillage	12	12			4				4			
2022 Total Traffic	**95**	**398**	**47**	**62**	**729**	**42**	**48**	**369**	**236**	**56**	**277**	**76**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6th Street and NE 3rd Avenue
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 6th Street Eastbound			NE 6th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (9/20/2018)	165	696	74	38	362	68	36	224	44	18	276	32
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2018 Peak Season Traffic	172	724	77	40	376	71	37	233	46	19	287	33
Annual Growth Rate	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Committed developments												
Fresh Market												
Henry Square				7				23			17	6
The Pearl		6		6	8			1			1	4
299 North Federal		11			11							
Riverparc												
Alta Flagler Village			8					17		5	10	
FAT City		26			21			4			3	
2022 Background Traffic	199	882	97	59	477	82	43	315	53	27	364	49
URBN@flagervillage	7	7			10				10			
2022 Total Traffic	**206**	**889**	**97**	**59**	**487**	**82**	**43**	**315**	**63**	**27**	**364**	**49**

Traf Tech
ENGINEERING, INC.

APPENDIX F

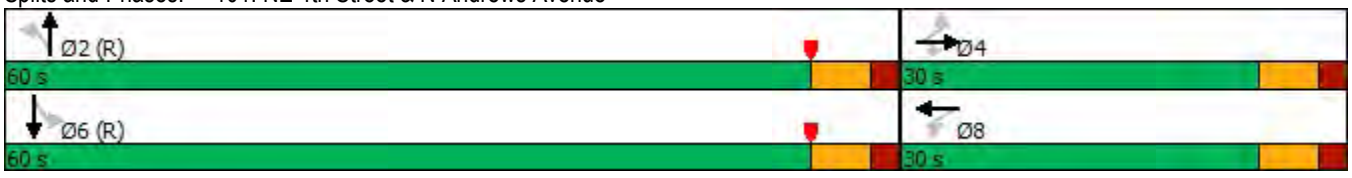
Intersection Capacity Analyses

Timings
101: NE 4th Street & N Andrews Avenue

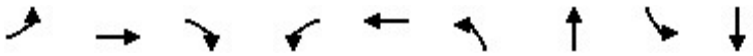
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	136	139	42	119	29	315	75	1078
Future Volume (vph)	38	136	139	42	119	29	315	75	1078
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.8	12.8	12.8	12.8	12.8	65.2	65.2	65.2	65.2
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.72	0.72	0.72	0.72
v/c Ratio	0.33	0.56	0.54	0.29	0.69	0.12	0.15	0.12	0.49
Control Delay	39.7	43.4	25.4	29.2	36.4	6.2	4.3	5.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	43.4	25.4	29.2	36.4	6.2	4.3	5.1	6.6
LOS	D	D	C	C	D	A	A	A	A
Approach Delay		35.0			35.0		4.4		6.5
Approach LOS		C			D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	149	153	46	185	32	370	82	1248
v/c Ratio	0.33	0.56	0.54	0.29	0.69	0.12	0.15	0.12	0.49
Control Delay	39.7	43.4	25.4	29.2	36.4	6.2	4.3	5.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	43.4	25.4	29.2	36.4	6.2	4.3	5.1	6.6
Queue Length 50th (ft)	22	80	41	25	90	5	27	12	132
Queue Length 95th (ft)	50	130	94	56	152	18	52	32	221
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	243	496	469	302	486	262	2528	689	2539
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.30	0.33	0.15	0.38	0.12	0.15	0.12	0.49

Intersection Summary

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	136	139	42	119	49	29	315	22	75	1078	57
Future Volume (veh/h)	38	136	139	42	119	49	29	315	22	75	1078	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.96	1.00		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	149	153	46	131	54	32	346	24	82	1185	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	340	281	198	226	93	309	2296	158	727	2334	124
Arrive On Green	0.18	0.18	0.18	0.06	0.06	0.06	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1175	1863	1539	1057	1237	510	443	3354	231	998	3410	181
Grp Volume(v), veh/h	42	149	153	46	0	185	32	182	188	82	614	634
Grp Sat Flow(s),veh/h/ln	1175	1863	1539	1057	0	1747	443	1770	1816	998	1770	1822
Q Serve(g_s), s	3.1	6.4	8.1	3.8	0.0	9.3	3.4	3.3	3.3	2.8	15.1	15.1
Cycle Q Clear(g_c), s	12.4	6.4	8.1	10.2	0.0	9.3	18.5	3.3	3.3	6.1	15.1	15.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	173	340	281	198	0	319	309	1211	1243	727	1211	1247
V/C Ratio(X)	0.24	0.44	0.55	0.23	0.00	0.58	0.10	0.15	0.15	0.11	0.51	0.51
Avail Cap(c_a), veh/h	272	497	410	287	0	466	309	1211	1243	727	1211	1247
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	32.7	33.4	42.5	0.0	38.9	11.4	5.0	5.0	6.1	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.2	0.0	0.5	0.7	0.3	0.3	0.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	3.5	1.1	0.0	4.5	0.5	1.7	1.7	0.8	7.8	8.1
LnGrp Delay(d),s/veh	39.8	33.0	34.0	42.7	0.0	39.4	12.0	5.3	5.3	6.4	8.4	8.4
LnGrp LOS	D	C	C	D		D	B	A	A	A	A	A
Approach Vol, veh/h		344			231			402			1330	
Approach Delay, s/veh		34.3			40.1			5.8			8.3	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.6		22.4		67.6		22.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		20.5		14.4		17.1		12.2
Green Ext Time (p_c), s		2.9		0.7		11.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

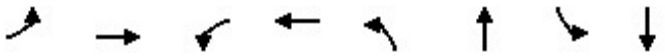
Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	132	41	104	17	287	48	807
Future Volume (vph)	20	132	41	104	17	287	48	807
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	14.0	14.0	14.0	14.0	64.0	64.0	64.0	64.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.71	0.71	0.71	0.71
v/c Ratio	0.15	0.71	0.35	0.63	0.05	0.14	0.07	0.36
Control Delay	36.1	47.5	39.8	37.0	4.1	3.4	9.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	47.5	39.8	37.0	4.1	3.4	9.2	10.9
LOS	D	D	D	D	A	A	A	B
Approach Delay		46.4		37.5		3.4		10.8
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	210	45	190	19	351	53	906
v/c Ratio	0.15	0.71	0.35	0.63	0.05	0.14	0.07	0.36
Control Delay	36.1	47.5	39.8	37.0	4.1	3.4	9.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	47.5	39.8	37.0	4.1	3.4	9.2	10.9
Queue Length 50th (ft)	13	112	23	81	2	13	15	168
Queue Length 95th (ft)	36	182	53	139	6	22	38	233
Internal Link Dist (ft)		653		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	270	528	239	529	393	2480	714	2509
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.40	0.19	0.36	0.05	0.14	0.07	0.36

Intersection Summary

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	132	59	41	104	69	17	287	33	48	807	17
Future Volume (veh/h)	20	132	59	41	104	69	17	287	33	48	807	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	145	65	45	114	76	19	315	36	53	887	19
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	228	102	163	195	130	473	2175	247	738	2406	52
Arrive On Green	0.06	0.06	0.06	0.19	0.19	0.19	0.68	0.68	0.68	0.90	0.90	0.90
Sat Flow, veh/h	1186	1218	546	1165	1042	695	612	3202	363	1022	3542	76
Grp Volume(v), veh/h	22	0	210	45	0	190	19	173	178	53	443	463
Grp Sat Flow(s),veh/h/ln	1186	0	1764	1165	0	1737	612	1770	1795	1022	1770	1849
Q Serve(g_s), s	1.6	0.0	10.5	3.4	0.0	9.0	1.0	3.1	3.2	0.7	3.3	3.3
Cycle Q Clear(g_c), s	10.6	0.0	10.5	13.8	0.0	9.0	4.3	3.1	3.2	3.9	3.3	3.3
Prop In Lane	1.00		0.31	1.00		0.40	1.00		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	184	0	331	163	0	326	473	1202	1220	738	1202	1256
V/C Ratio(X)	0.12	0.00	0.64	0.28	0.00	0.58	0.04	0.14	0.15	0.07	0.37	0.37
Avail Cap(c_a), veh/h	304	0	510	281	0	502	473	1202	1220	738	1202	1256
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.92	0.00	0.92	0.83	0.00	0.83	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	43.7	0.0	39.2	40.4	0.0	33.4	5.9	5.1	5.1	1.8	1.6	1.6
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.3	0.0	0.5	0.2	0.3	0.3	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.2	1.1	0.0	4.4	0.2	1.6	1.6	0.2	1.7	1.8
LnGrp Delay(d),s/veh	43.8	0.0	39.9	40.7	0.0	33.9	6.1	5.4	5.4	2.0	2.4	2.3
LnGrp LOS	D		D	D		C	A	A	A	A	A	A
Approach Vol, veh/h		232			235			370			959	
Approach Delay, s/veh		40.3			35.2			5.4			2.3	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.1		22.9		67.1		22.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		6.3		12.6		5.9		15.8
Green Ext Time (p_c), s		2.5		0.7		7.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	10	32	18	15	285	40	902
Future Volume (vph)	8	10	32	18	15	285	40	902
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.4		8.4	73.2	73.2	73.2	73.2
Actuated g/C Ratio		0.09		0.09	0.81	0.81	0.81	0.81
v/c Ratio		0.31		0.54	0.04	0.13	0.06	0.36
Control Delay		23.2		36.4	3.3	2.5	1.3	1.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.1
Total Delay		23.2		36.4	3.3	2.5	1.3	1.4
LOS		C		D	A	A	A	A
Approach Delay		23.2		36.4		2.6		1.4
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 4.5	Intersection LOS: A
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street

Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	93	17	357	45	1031
v/c Ratio	0.31	0.54	0.04	0.13	0.06	0.36
Control Delay	23.2	36.4	3.3	2.5	1.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	23.2	36.4	3.3	2.5	1.3	1.4
Queue Length 50th (ft)	11	31	2	18	2	21
Queue Length 95th (ft)	43	74	8	36	5	35
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	462	438	407	2827	807	2870
Starvation Cap Reductn	0	0	0	0	0	416
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.21	0.04	0.13	0.06	0.42

Intersection Summary

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	31	32	18	33	15	285	33	40	902	16
Future Volume (veh/h)	8	10	31	32	18	33	15	285	33	40	902	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	11	35	36	20	37	17	320	37	45	1013	18
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	52	116	105	57	71	490	2408	276	818	2679	48
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	123	461	1022	439	505	624	544	3198	367	1017	3558	63
Grp Volume(v), veh/h	55	0	0	93	0	0	17	176	181	45	504	527
Grp Sat Flow(s),veh/h/ln	1606	0	0	1568	0	0	544	1770	1796	1017	1770	1851
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.7	2.5	2.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	4.8	0.0	0.0	0.7	2.5	2.5	2.7	0.0	0.0
Prop In Lane	0.16		0.64	0.39		0.40	1.00		0.20	1.00		0.03
Lane Grp Cap(c), veh/h	229	0	0	234	0	0	490	1332	1352	818	1332	1394
V/C Ratio(X)	0.24	0.00	0.00	0.40	0.00	0.00	0.03	0.13	0.13	0.06	0.38	0.38
Avail Cap(c_a), veh/h	485	0	0	481	0	0	490	1332	1352	818	1332	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.6	0.0	0.0	37.4	0.0	0.0	2.8	3.1	3.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.2	0.2	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.2	0.0	0.0	0.1	1.2	1.3	0.1	0.3	0.3
LnGrp Delay(d),s/veh	36.8	0.0	0.0	37.8	0.0	0.0	3.0	3.3	3.3	0.2	0.8	0.7
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		55			93			374			1076	
Approach Delay, s/veh		36.8			37.8			3.2			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		73.8		16.2		73.8		16.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		4.5		4.7		4.7		6.8
Green Ext Time (p_c), s		0.8		0.1		2.5		0.3

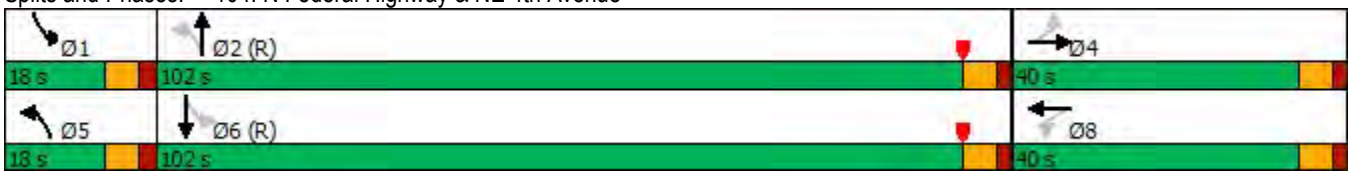
Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

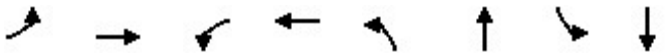
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	67	86	48	85	985	69	2270
Future Volume (vph)	37	67	86	48	85	985	69	2270
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	20.8	20.8	20.8	20.8	123.6	115.6	118.9	113.2
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.77	0.72	0.74	0.71
v/c Ratio	0.25	0.68	1.07	0.33	0.71	0.31	0.22	0.73
Control Delay	63.3	64.3	176.0	53.4	59.2	8.9	6.2	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	64.3	176.0	53.4	59.2	8.9	6.2	17.4
LOS	E	E	F	D	E	A	A	B
Approach Delay		64.1		120.6		12.8		17.1
Approach LOS		E		F		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	171	97	80	96	1140	78	2618
v/c Ratio	0.25	0.68	1.07	0.33	0.71	0.31	0.22	0.73
Control Delay	63.3	64.3	176.0	53.4	59.2	8.9	6.2	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	64.3	176.0	53.4	59.2	8.9	6.2	17.4
Queue Length 50th (ft)	40	136	~111	63	48	142	15	553
Queue Length 95th (ft)	76	204	#189	111	112	210	36	814
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	272	388	149	385	182	3656	428	3581
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.44	0.65	0.21	0.53	0.31	0.18	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	67	85	86	48	23	85	985	29	69	2270	60
Future Volume (veh/h)	37	67	85	86	48	23	85	985	29	69	2270	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	75	96	97	54	26	96	1107	33	78	2551	67
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	138	177	160	222	107	136	3423	102	378	3419	89
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.67	0.67	0.03	0.67	0.67
Sat Flow, veh/h	1306	740	948	1204	1186	571	1774	5074	151	1774	5095	133
Grp Volume(v), veh/h	42	0	171	97	0	80	96	739	401	78	1693	925
Grp Sat Flow(s),veh/h/ln	1306	0	1688	1204	0	1758	1774	1695	1835	1774	1695	1838
Q Serve(g_s), s	4.5	0.0	14.7	12.7	0.0	6.2	2.7	14.5	14.5	2.2	52.5	53.4
Cycle Q Clear(g_c), s	10.7	0.0	14.7	27.3	0.0	6.2	2.7	14.5	14.5	2.2	52.5	53.4
Prop In Lane	1.00		0.56	1.00		0.32	1.00		0.08	1.00		0.07
Lane Grp Cap(c), veh/h	239	0	316	160	0	329	136	2287	1238	378	2275	1234
V/C Ratio(X)	0.18	0.00	0.54	0.61	0.00	0.24	0.70	0.32	0.32	0.21	0.74	0.75
Avail Cap(c_a), veh/h	272	0	359	191	0	373	217	2287	1238	465	2275	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.00	0.79	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	0.0	58.8	71.2	0.0	55.4	32.6	10.8	10.8	8.4	17.3	17.4
Incr Delay (d2), s/veh	0.1	0.0	0.4	1.7	0.0	0.1	2.5	0.4	0.7	0.1	2.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	6.9	4.3	0.0	3.0	2.9	6.9	7.6	1.1	25.2	28.4
LnGrp Delay(d),s/veh	60.1	0.0	59.3	72.9	0.0	55.5	35.0	11.2	11.5	8.5	19.5	21.7
LnGrp LOS	E		E	E		E	D	B	B	A	B	C
Approach Vol, veh/h		213			177			1236			2696	
Approach Delay, s/veh		59.4			65.0			13.2			20.0	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	113.9		35.9	10.7	113.4		35.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	4.2	16.5		16.7	4.7	55.4		29.3
Green Ext Time (p_c), s	0.0	10.5		0.6	0.0	32.0		0.2

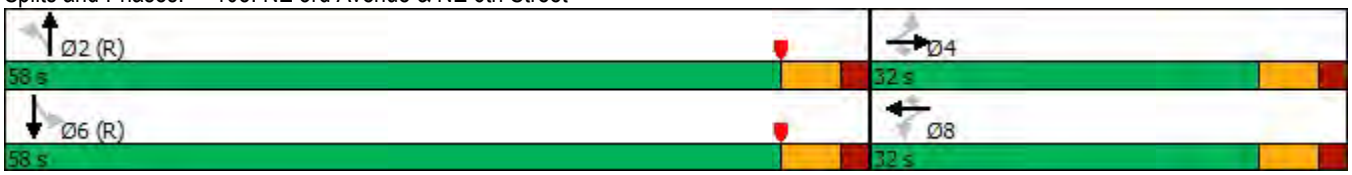
Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Timings
105: NE 3rd Avenue & NE 6th Street

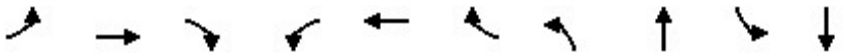
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	42	292	200	42	187	49	72	302	46	593
Future Volume (vph)	42	292	200	42	187	49	72	302	46	593
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.5	19.5	19.5	19.5	19.5	19.5	58.5	58.5	58.5	58.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.65	0.65	0.65
v/c Ratio	0.21	0.77	0.43	0.36	0.49	0.14	0.17	0.16	0.08	0.29
Control Delay	29.1	45.8	6.6	36.2	34.2	8.2	8.3	5.9	7.7	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	45.8	6.6	36.2	34.2	8.2	8.3	5.9	7.7	7.8
LOS	C	D	A	D	C	A	A	A	A	A
Approach Delay		29.8			29.9			6.4		7.8
Approach LOS		C			C			A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 17 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	311	213	45	199	52	77	361	49	669
v/c Ratio	0.21	0.77	0.43	0.36	0.49	0.14	0.17	0.16	0.08	0.29
Control Delay	29.1	45.8	6.6	36.2	34.2	8.2	8.3	5.9	7.7	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	45.8	6.6	36.2	34.2	8.2	8.3	5.9	7.7	7.8
Queue Length 50th (ft)	21	168	0	22	100	0	11	25	9	75
Queue Length 95th (ft)	47	236	51	51	150	26	42	62	28	128
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	290	538	596	168	538	484	461	2265	647	2277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.58	0.36	0.27	0.37	0.11	0.17	0.16	0.08	0.29

Intersection Summary

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	292	200	42	187	49	72	302	38	46	593	36
Future Volume (veh/h)	42	292	200	42	187	49	72	302	38	46	593	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	311	213	45	199	52	77	321	40	49	631	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	457	378	162	457	378	487	1966	243	623	2105	127
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.20	0.20	0.20	0.62	0.62	0.62
Sat Flow, veh/h	1114	1863	1538	870	1863	1538	762	3165	391	1011	3389	204
Grp Volume(v), veh/h	45	311	213	45	199	52	77	178	183	49	329	340
Grp Sat Flow(s),veh/h/ln	1114	1863	1538	870	1863	1538	762	1770	1787	1011	1770	1823
Q Serve(g_s), s	3.2	13.6	10.9	4.4	8.1	2.4	7.7	7.5	7.6	2.1	7.8	7.8
Cycle Q Clear(g_c), s	11.3	13.6	10.9	18.1	8.1	2.4	15.6	7.5	7.6	9.7	7.8	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.11
Lane Grp Cap(c), veh/h	253	457	378	162	457	378	487	1099	1110	623	1099	1132
V/C Ratio(X)	0.18	0.68	0.56	0.28	0.44	0.14	0.16	0.16	0.16	0.08	0.30	0.30
Avail Cap(c_a), veh/h	301	538	444	200	538	444	487	1099	1110	623	1099	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.8	29.7	38.9	28.7	26.5	23.1	16.5	16.6	10.1	7.9	7.9
Incr Delay (d2), s/veh	0.1	1.8	0.5	0.3	0.2	0.1	0.7	0.3	0.3	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.2	4.7	1.1	4.2	1.0	1.7	3.8	3.8	0.6	4.0	4.1
LnGrp Delay(d),s/veh	33.6	32.6	30.2	39.3	28.9	26.6	23.8	16.8	16.9	10.4	8.6	8.6
LnGrp LOS	C	C	C	D	C	C	C	B	B	B	A	A
Approach Vol, veh/h		569			296			438			718	
Approach Delay, s/veh		31.8			30.1			18.1			8.7	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9		28.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		17.6		15.6		11.7		20.1
Green Ext Time (p_c), s		2.9		1.3		5.0		0.5

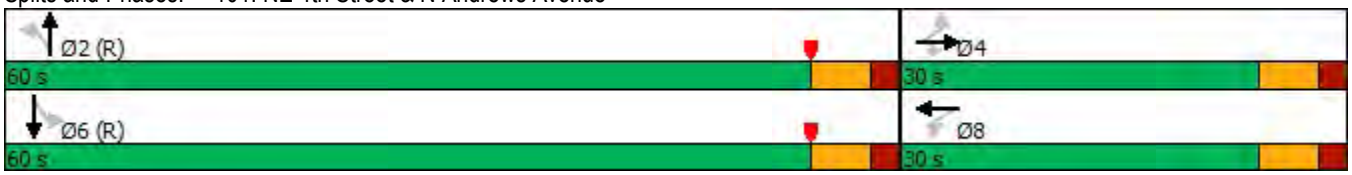
Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Timings
101: NE 4th Street & N Andrews Avenue

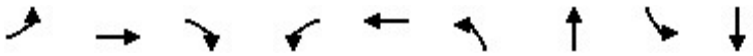
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	184	162	69	171	34	418	144	1324
Future Volume (vph)	45	184	162	69	171	34	418	144	1324
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.67	0.67	0.67	0.67
v/c Ratio	0.43	0.54	0.52	0.39	0.80	0.26	0.22	0.28	0.65
Control Delay	41.6	36.9	29.3	26.8	36.1	13.4	6.5	8.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	36.9	29.3	26.8	36.1	13.4	6.5	8.9	11.3
LOS	D	D	C	C	D	B	A	A	B
Approach Delay		34.3			34.2		7.0		11.1
Approach LOS		C			C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	202	178	76	298	37	503	158	1528
v/c Ratio	0.43	0.54	0.52	0.39	0.80	0.26	0.22	0.28	0.65
Control Delay	41.6	36.9	29.3	26.8	36.1	13.4	6.5	8.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	36.9	29.3	26.8	36.1	13.4	6.5	8.9	11.3
Queue Length 50th (ft)	24	103	70	40	149	8	50	33	240
Queue Length 95th (ft)	57	158	124	m71	233	32	86	79	377
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	153	496	443	258	486	145	2317	560	2339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.41	0.40	0.29	0.61	0.26	0.22	0.28	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	184	162	69	171	100	34	418	40	144	1324	66
Future Volume (veh/h)	45	184	162	69	171	100	34	418	40	144	1324	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	202	178	76	188	110	37	459	44	158	1455	73
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	447	372	226	261	153	198	2042	195	580	2145	107
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1071	1863	1550	990	1088	636	339	3258	311	885	3422	171
Grp Volume(v), veh/h	49	202	178	76	0	298	37	248	255	158	750	778
Grp Sat Flow(s),veh/h/ln	1071	1863	1550	990	0	1724	339	1770	1800	885	1770	1824
Q Serve(g_s), s	4.0	8.3	8.9	6.7	0.0	15.2	7.2	5.5	5.5	8.5	24.7	25.0
Cycle Q Clear(g_c), s	19.2	8.3	8.9	15.1	0.0	15.2	32.2	5.5	5.5	14.0	24.7	25.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.17	1.00		0.09
Lane Grp Cap(c), veh/h	156	447	372	226	0	414	198	1109	1128	580	1109	1143
V/C Ratio(X)	0.31	0.45	0.48	0.34	0.00	0.72	0.19	0.22	0.23	0.27	0.68	0.68
Avail Cap(c_a), veh/h	185	497	413	252	0	460	198	1109	1128	580	1109	1143
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.00	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	29.2	29.4	42.5	0.0	38.5	21.4	7.3	7.3	10.3	10.9	10.9
Incr Delay (d2), s/veh	0.4	0.3	0.4	0.2	0.0	2.5	2.1	0.5	0.5	1.2	3.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	3.8	1.9	0.0	7.6	0.8	2.8	2.8	2.2	12.9	13.4
LnGrp Delay(d),s/veh	41.1	29.4	29.7	42.7	0.0	41.0	23.5	7.8	7.8	11.5	14.2	14.2
LnGrp LOS	D	C	C	D		D	C	A	A	B	B	B
Approach Vol, veh/h		429			374			540			1686	
Approach Delay, s/veh		30.9			41.3			8.8			13.9	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		62.4		27.6		62.4		27.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		34.2		21.2		27.0		17.2
Green Ext Time (p_c), s		3.7		0.4		14.7		0.8

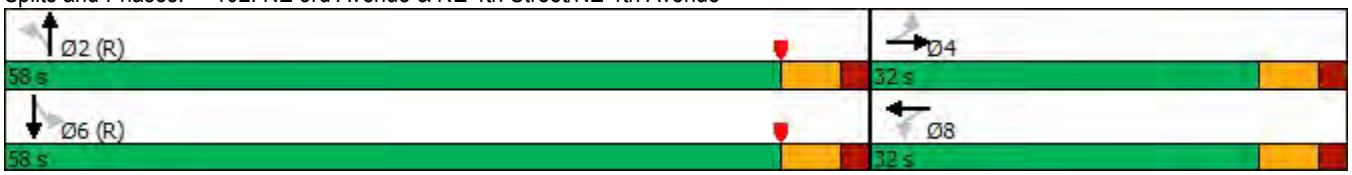
Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

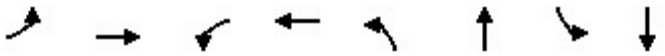
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	203	61	193	35	379	58	1016
Future Volume (vph)	38	203	61	193	35	379	58	1016
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	58.8	58.8	58.8	58.8
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.65	0.65	0.65	0.65
v/c Ratio	0.33	0.79	0.55	0.78	0.15	0.23	0.11	0.50
Control Delay	37.7	47.0	47.7	43.7	8.5	5.6	11.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	37.7	47.0	47.7	43.7	8.5	5.6	11.8	15.7
LOS	D	D	D	D	A	A	B	B
Approach Delay		45.9		44.4		5.8		15.5
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	313	67	307	38	514	64	1158
v/c Ratio	0.33	0.79	0.55	0.78	0.15	0.23	0.11	0.50
Control Delay	37.7	47.0	47.7	43.7	8.5	5.6	11.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	37.7	47.0	47.7	43.7	8.5	5.6	11.8	15.7
Queue Length 50th (ft)	24	173	34	152	5	31	20	246
Queue Length 95th (ft)	55	252	73	221	m33	68	m49	340
Internal Link Dist (ft)		653		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	171	529	164	528	246	2255	561	2301
Starvation Cap Reductn	0	0	0	0	0	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.59	0.41	0.58	0.15	0.23	0.11	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	203	82	61	193	86	35	379	89	58	1016	38
Future Volume (veh/h)	38	203	82	61	193	86	35	379	89	58	1016	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	223	90	67	212	95	38	416	98	64	1116	42
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	330	133	175	319	143	255	1721	402	553	2104	79
Arrive On Green	0.09	0.09	0.09	0.26	0.26	0.26	0.61	0.61	0.61	0.41	0.41	0.41
Sat Flow, veh/h	1067	1262	509	1061	1219	546	483	2844	664	880	3477	131
Grp Volume(v), veh/h	42	0	313	67	0	307	38	257	257	64	568	590
Grp Sat Flow(s),veh/h/ln	1067	0	1771	1061	0	1765	483	1770	1738	880	1770	1838
Q Serve(g_s), s	3.5	0.0	15.4	5.5	0.0	14.0	4.9	6.0	6.2	4.4	21.9	21.9
Cycle Q Clear(g_c), s	17.5	0.0	15.4	20.9	0.0	14.0	26.8	6.0	6.2	10.6	21.9	21.9
Prop In Lane	1.00		0.29	1.00		0.31	1.00		0.38	1.00		0.07
Lane Grp Cap(c), veh/h	193	0	463	175	0	461	255	1071	1052	553	1071	1113
V/C Ratio(X)	0.22	0.00	0.68	0.38	0.00	0.67	0.15	0.24	0.24	0.12	0.53	0.53
Avail Cap(c_a), veh/h	222	0	512	205	0	510	255	1071	1052	553	1071	1113
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.91	0.00	0.91	0.77	0.00	0.77	0.99	0.99	0.99	0.92	0.92	0.92
Uniform Delay (d), s/veh	45.2	0.0	37.4	39.8	0.0	29.7	19.9	8.2	8.2	15.8	17.1	17.1
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.4	0.0	1.6	1.2	0.5	0.5	0.4	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	7.8	1.6	0.0	7.0	0.7	3.1	3.1	1.1	11.2	11.7
LnGrp Delay(d),s/veh	45.4	0.0	39.5	40.2	0.0	31.3	21.1	8.7	8.8	16.2	18.8	18.7
LnGrp LOS	D		D	D		C	C	A	A	B	B	B
Approach Vol, veh/h		355			374			552			1222	
Approach Delay, s/veh		40.2			32.9			9.6			18.6	
Approach LOS		D			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.5		29.5		60.5		29.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		28.8		19.5		23.9		22.9
Green Ext Time (p_c), s		3.7		0.8		9.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	12	55	24	17	369	61	1125
Future Volume (vph)	10	12	55	24	17	369	61	1125
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		12.6		12.6	65.4	65.4	65.4	65.4
Actuated g/C Ratio		0.14		0.14	0.73	0.73	0.73	0.73
v/c Ratio		0.26		0.74	0.08	0.19	0.11	0.50
Control Delay		18.3		40.1	5.9	4.4	2.6	2.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		18.3		40.1	5.9	4.4	2.6	2.8
LOS		B		D	A	A	A	A
Approach Delay		18.3		40.1		4.4		2.8
Approach LOS		B		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street

Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	197	19	484	69	1284
v/c Ratio	0.26	0.74	0.08	0.19	0.11	0.50
Control Delay	18.3	40.1	5.9	4.4	2.6	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	40.1	5.9	4.4	2.6	2.8
Queue Length 50th (ft)	12	71	3	34	4	37
Queue Length 95th (ft)	43	130	12	67	m13	84
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	446	461	252	2513	638	2564
Starvation Cap Reductn	0	0	0	0	0	85
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.43	0.08	0.19	0.11	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	12	36	55	24	96	17	369	61	61	1125	18
Future Volume (veh/h)	10	12	36	55	24	96	17	369	61	61	1125	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	13	40	62	27	108	19	415	69	69	1264	20
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	82	179	119	54	146	377	2111	348	665	2477	39
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	150	475	1041	384	314	847	428	3039	502	906	3566	56
Grp Volume(v), veh/h	64	0	0	197	0	0	19	240	244	69	627	657
Grp Sat Flow(s),veh/h/ln	1666	0	0	1545	0	0	428	1770	1771	906	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	7.8	0.0	0.0	1.3	4.3	4.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	10.8	0.0	0.0	1.3	4.3	4.4	4.9	0.0	0.0
Prop In Lane	0.17		0.62	0.31		0.55	1.00		0.28	1.00		0.03
Lane Grp Cap(c), veh/h	333	0	0	319	0	0	377	1229	1230	665	1229	1287
V/C Ratio(X)	0.19	0.00	0.00	0.62	0.00	0.00	0.05	0.20	0.20	0.10	0.51	0.51
Avail Cap(c_a), veh/h	497	0	0	478	0	0	377	1229	1230	665	1229	1287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	32.1	0.0	0.0	35.2	0.0	0.0	4.4	4.9	4.9	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.4	0.4	0.3	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	4.7	0.0	0.0	0.2	2.2	2.2	0.2	0.4	0.4
LnGrp Delay(d),s/veh	32.2	0.0	0.0	35.9	0.0	0.0	4.6	5.2	5.2	0.4	1.3	1.2
LnGrp LOS	C			D			A	A	A	A	A	A
Approach Vol, veh/h		64			197			503			1353	
Approach Delay, s/veh		32.2			35.9			5.2			1.2	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		68.5		21.5		68.5		21.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		6.4		5.0		6.9		12.8
Green Ext Time (p_c), s		1.2		0.2		3.5		0.6

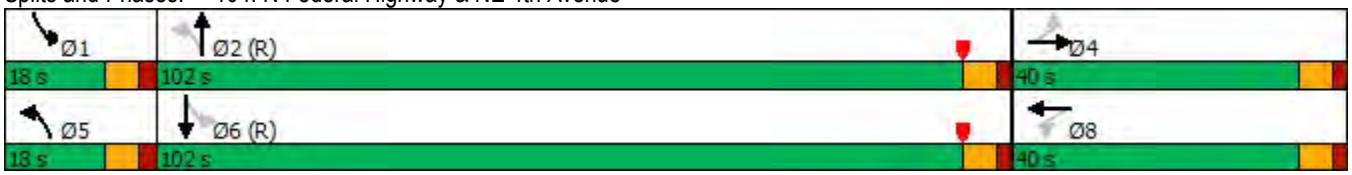
Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

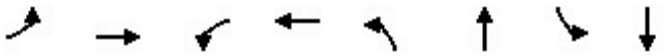
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	105	95	103	74	112	1242	80	2799
Future Volume (vph)	105	95	103	74	112	1242	80	2799
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	29.0	29.0	29.0	29.0	116.4	106.7	109.5	103.3
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.73	0.67	0.68	0.65
v/c Ratio	0.57	0.70	1.07	0.34	0.82	0.42	0.36	1.00
Control Delay	69.5	63.4	167.6	53.4	75.7	13.5	10.8	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	63.4	167.6	53.4	75.7	13.5	10.8	43.1
LOS	E	E	F	D	E	B	B	D
Approach Delay		65.4		111.2		18.5		42.2
Approach LOS		E		F		B		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 102.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	236	116	113	126	1434	90	3248
v/c Ratio	0.57	0.70	1.07	0.34	0.82	0.42	0.36	1.00
Control Delay	69.5	63.4	167.6	53.4	75.7	13.5	10.8	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	63.4	167.6	53.4	75.7	13.5	10.8	43.1
Queue Length 50th (ft)	111	196	121	92	81	258	25	~1345
Queue Length 95th (ft)	179	289	#249	151	#174	303	44	#1407
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	244	386	126	386	178	3375	316	3262
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.61	0.92	0.29	0.71	0.42	0.28	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	95	115	103	74	27	112	1242	34	80	2799	92
Future Volume (veh/h)	105	95	115	103	74	27	112	1242	34	80	2799	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	118	107	129	116	83	30	126	1396	38	90	3145	103
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	163	197	142	277	100	147	3278	89	289	3125	101
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.64	0.64	0.03	0.62	0.62
Sat Flow, veh/h	1269	768	926	1137	1305	472	1774	5089	139	1774	5059	164
Grp Volume(v), veh/h	118	0	236	116	0	113	126	930	504	90	2096	1152
Grp Sat Flow(s),veh/h/ln	1269	0	1693	1137	0	1776	1774	1695	1837	1774	1695	1833
Q Serve(g_s), s	13.8	0.0	20.4	13.6	0.0	8.6	7.2	21.5	21.5	3.0	98.8	98.8
Cycle Q Clear(g_c), s	22.4	0.0	20.4	34.0	0.0	8.6	7.2	21.5	21.5	3.0	98.8	98.8
Prop In Lane	1.00		0.55	1.00		0.27	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	247	0	360	142	0	377	147	2184	1183	289	2094	1132
V/C Ratio(X)	0.48	0.00	0.66	0.82	0.00	0.30	0.86	0.43	0.43	0.31	1.00	1.02
Avail Cap(c_a), veh/h	247	0	360	142	0	377	178	2184	1183	367	2094	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.00	0.68	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	0.0	57.6	74.3	0.0	53.0	54.7	14.0	14.0	11.6	30.6	30.6
Incr Delay (d2), s/veh	0.4	0.0	2.4	28.5	0.0	0.2	25.0	0.6	1.1	0.2	19.9	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	9.8	6.2	0.0	4.2	6.5	10.3	11.3	1.5	51.7	59.5
LnGrp Delay(d),s/veh	62.7	0.0	60.0	102.8	0.0	53.1	79.7	14.6	15.1	11.9	50.5	61.7
LnGrp LOS	E		E	F		D	E	B	B	B	F	F
Approach Vol, veh/h		354			229			1560			3338	
Approach Delay, s/veh		60.9			78.3			20.0			53.3	
Approach LOS		E			E			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	109.1		40.0	15.2	104.8		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.0	23.5		24.4	9.2	100.8		36.0
Green Ext Time (p_c), s	0.0	15.4		0.8	0.0	0.0		0.0

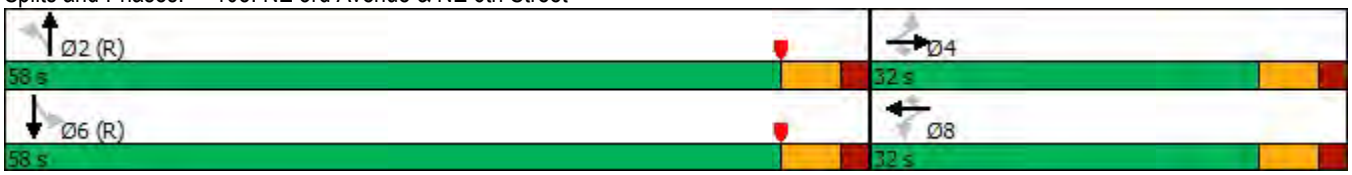
Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Timings
105: NE 3rd Avenue & NE 6th Street

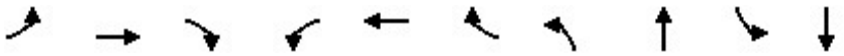
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	369	232	56	277	76	83	386	62	725
Future Volume (vph)	48	369	232	56	277	76	83	386	62	725
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	22.5	22.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.62	0.62	0.62	0.62
v/c Ratio	0.28	0.85	0.48	0.58	0.63	0.18	0.25	0.21	0.12	0.38
Control Delay	30.1	49.0	12.0	51.1	36.1	6.9	16.7	11.7	9.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	49.0	12.0	51.1	36.1	6.9	16.7	11.7	9.0	9.6
LOS	C	D	B	D	D	A	B	B	A	A
Approach Delay		34.4			32.8			12.5		9.6
Approach LOS		C			C			B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 17 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	393	247	60	295	81	88	461	66	816
v/c Ratio	0.28	0.85	0.48	0.58	0.63	0.18	0.25	0.21	0.12	0.38
Control Delay	30.1	49.0	12.0	51.1	36.1	6.9	16.7	11.7	9.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	49.0	12.0	51.1	36.1	6.9	16.7	11.7	9.0	9.6
Queue Length 50th (ft)	23	207	32	29	146	0	18	45	15	115
Queue Length 95th (ft)	54	#306	94	#79	223	33	m73	128	36	162
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	210	538	569	121	538	505	358	2153	558	2163
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.73	0.43	0.50	0.55	0.16	0.25	0.21	0.12	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	369	232	56	277	76	83	386	47	62	725	42
Future Volume (veh/h)	48	369	232	56	277	76	83	386	47	62	725	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	51	393	247	60	295	81	88	411	50	66	771	45
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	537	444	156	537	444	382	1836	222	512	1965	115
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.19	0.19	0.19	0.58	0.58	0.58
Sat Flow, veh/h	996	1863	1542	783	1863	1542	665	3173	384	923	3395	198
Grp Volume(v), veh/h	51	393	247	60	295	81	88	228	233	66	402	414
Grp Sat Flow(s),veh/h/ln	996	1863	1542	783	1863	1542	665	1770	1788	923	1770	1824
Q Serve(g_s), s	4.1	17.1	12.2	6.7	12.1	3.6	10.6	9.8	9.9	3.7	11.1	11.1
Cycle Q Clear(g_c), s	16.2	17.1	12.2	23.9	12.1	3.6	21.7	9.8	9.9	13.6	11.1	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.11
Lane Grp Cap(c), veh/h	234	537	444	156	537	444	382	1024	1034	512	1024	1055
V/C Ratio(X)	0.22	0.73	0.56	0.38	0.55	0.18	0.23	0.22	0.23	0.13	0.39	0.39
Avail Cap(c_a), veh/h	234	538	446	157	538	446	382	1024	1034	512	1024	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	28.9	27.2	39.7	27.1	24.1	29.1	19.3	19.4	13.7	10.3	10.3
Incr Delay (d2), s/veh	0.2	4.5	0.9	0.6	0.7	0.1	1.4	0.5	0.5	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.4	5.3	1.5	6.2	1.5	2.1	4.9	5.1	1.0	5.7	5.8
LnGrp Delay(d),s/veh	34.1	33.4	28.1	40.2	27.8	24.1	30.5	19.8	19.9	14.2	11.5	11.4
LnGrp LOS	C	C	C	D	C	C	C	B	B	B	B	B
Approach Vol, veh/h		691			436			549			882	
Approach Delay, s/veh		31.5			28.8			21.5			11.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.1		31.9		58.1		31.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		23.7		19.1		15.6		25.9
Green Ext Time (p_c), s		3.8		1.4		6.5		0.0

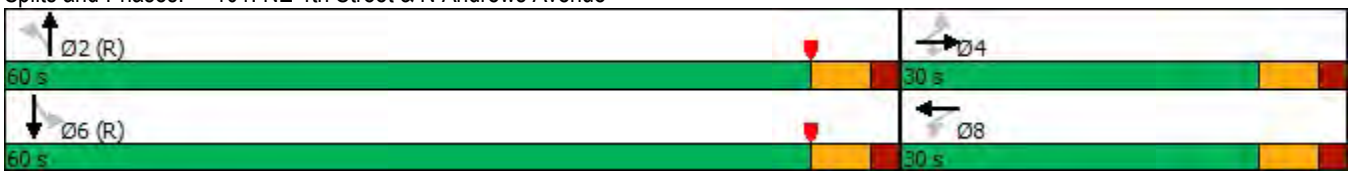
Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Timings
101: NE 4th Street & N Andrews Avenue

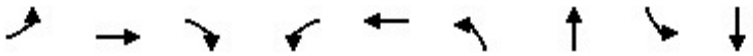
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	186	162	69	177	34	418	146	1324
Future Volume (vph)	45	186	162	69	177	34	418	146	1324
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.6	18.6	18.6	18.6	18.6	59.4	59.4	59.4	59.4
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	0.66
v/c Ratio	0.43	0.53	0.51	0.38	0.81	0.26	0.22	0.29	0.66
Control Delay	41.9	36.1	28.6	26.7	37.5	13.9	6.7	9.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	36.1	28.6	26.7	37.5	13.9	6.7	9.2	11.7
LOS	D	D	C	C	D	B	A	A	B
Approach Delay		33.7			35.4		7.2		11.5
Approach LOS		C			D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	204	178	76	311	37	503	160	1528
v/c Ratio	0.43	0.53	0.51	0.38	0.81	0.26	0.22	0.29	0.66
Control Delay	41.9	36.1	28.6	26.7	37.5	13.9	6.7	9.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	36.1	28.6	26.7	37.5	13.9	6.7	9.2	11.7
Queue Length 50th (ft)	24	103	69	39	156	8	51	35	246
Queue Length 95th (ft)	57	160	124	m67	242	32	86	80	377
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	146	496	443	259	486	141	2296	555	2318
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.41	0.40	0.29	0.64	0.26	0.22	0.29	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	186	162	69	177	106	34	418	40	146	1324	66
Future Volume (veh/h)	45	186	162	69	177	106	34	418	40	146	1324	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.97	1.00		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	204	178	76	195	116	37	459	44	160	1455	73
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	460	383	233	267	159	194	2019	193	573	2121	106
Arrive On Green	0.25	0.25	0.25	0.08	0.08	0.08	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1059	1863	1551	989	1081	643	339	3258	311	885	3422	171
Grp Volume(v), veh/h	49	204	178	76	0	311	37	248	255	160	750	778
Grp Sat Flow(s),veh/h/ln	1059	1863	1551	989	0	1723	339	1770	1799	885	1770	1824
Q Serve(g_s), s	4.1	8.3	8.8	6.7	0.0	15.9	7.3	5.6	5.6	8.8	25.2	25.5
Cycle Q Clear(g_c), s	19.9	8.3	8.8	15.1	0.0	15.9	32.8	5.6	5.6	14.4	25.2	25.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.17	1.00		0.09
Lane Grp Cap(c), veh/h	155	460	383	233	0	426	194	1097	1115	573	1097	1130
V/C Ratio(X)	0.32	0.44	0.46	0.33	0.00	0.73	0.19	0.23	0.23	0.28	0.68	0.69
Avail Cap(c_a), veh/h	176	497	414	252	0	460	194	1097	1115	573	1097	1130
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.00	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	28.7	28.8	42.1	0.0	38.4	22.2	7.6	7.6	10.8	11.3	11.3
Incr Delay (d2), s/veh	0.4	0.3	0.3	0.2	0.0	2.7	2.2	0.5	0.5	1.2	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	3.8	1.9	0.0	7.9	0.8	2.8	2.9	2.3	13.1	13.8
LnGrp Delay(d),s/veh	41.2	28.9	29.2	42.3	0.0	41.1	24.4	8.0	8.1	12.0	14.8	14.8
LnGrp LOS	D	C	C	D		D	C	A	A	B	B	B
Approach Vol, veh/h		431			387			540			1688	
Approach Delay, s/veh		30.4			41.3			9.2			14.5	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8		28.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		34.8		21.9		27.5		17.9
Green Ext Time (p_c), s		3.7		0.3		14.6		0.8

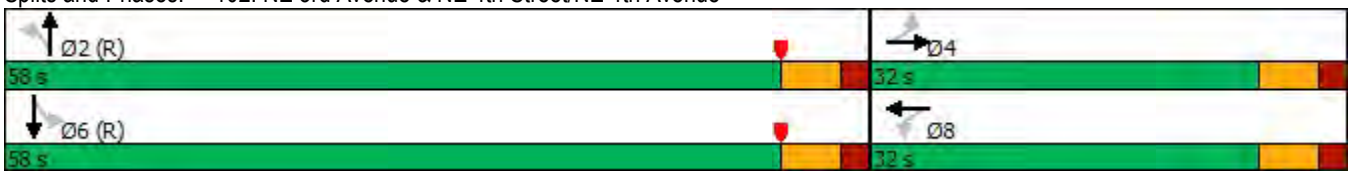
Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

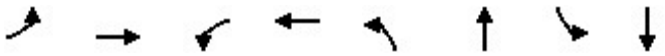
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	203	61	193	35	391	112	1048
Future Volume (vph)	42	203	61	193	35	391	112	1048
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.5	19.5	19.5	19.5	58.5	58.5	58.5	58.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.65	0.65	0.65	0.65
v/c Ratio	0.40	0.78	0.54	0.81	0.17	0.24	0.22	0.53
Control Delay	41.1	45.6	45.6	45.4	9.3	6.0	13.1	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	41.1	45.6	45.6	45.4	9.3	6.0	13.1	15.8
LOS	D	D	D	D	A	A	B	B
Approach Delay		45.1		45.5		6.2		15.6
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	313	67	326	38	528	123	1207
v/c Ratio	0.40	0.78	0.54	0.81	0.17	0.24	0.22	0.53
Control Delay	41.1	45.6	45.6	45.4	9.3	6.0	13.1	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	41.1	45.6	45.6	45.4	9.3	6.0	13.1	15.8
Queue Length 50th (ft)	26	172	34	161	5	43	39	255
Queue Length 95th (ft)	60	251	72	235	m23	75	86	351
Internal Link Dist (ft)		653		680		393		175
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	153	529	167	528	228	2244	551	2283
Starvation Cap Reductn	0	0	0	0	0	0	0	363
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.59	0.40	0.62	0.17	0.24	0.22	0.63

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	203	82	61	193	104	35	391	89	112	1048	50
Future Volume (veh/h)	42	203	82	61	193	104	35	391	89	112	1048	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	223	90	67	212	114	38	430	98	123	1152	55
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	330	133	176	298	160	240	1732	392	544	2080	99
Arrive On Green	0.09	0.09	0.09	0.26	0.26	0.26	0.60	0.60	0.60	0.41	0.41	0.41
Sat Flow, veh/h	1049	1262	509	1061	1140	613	461	2864	647	869	3438	164
Grp Volume(v), veh/h	46	0	313	67	0	326	38	264	264	123	593	614
Grp Sat Flow(s),veh/h/ln	1049	0	1771	1061	0	1753	461	1770	1742	869	1770	1832
Q Serve(g_s), s	3.9	0.0	15.4	5.5	0.0	15.2	5.3	6.2	6.3	9.0	23.1	23.1
Cycle Q Clear(g_c), s	19.1	0.0	15.4	20.9	0.0	15.2	28.4	6.2	6.3	15.4	23.1	23.1
Prop In Lane	1.00		0.29	1.00		0.35	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	178	0	464	176	0	459	240	1070	1054	544	1070	1108
V/C Ratio(X)	0.26	0.00	0.68	0.38	0.00	0.71	0.16	0.25	0.25	0.23	0.55	0.55
Avail Cap(c_a), veh/h	206	0	512	205	0	506	240	1070	1054	544	1070	1108
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.91	0.00	0.91	0.77	0.00	0.77	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	37.4	39.7	0.0	30.1	20.9	8.3	8.3	17.4	17.4	17.5
Incr Delay (d2), s/veh	0.3	0.0	2.1	0.4	0.0	2.5	1.4	0.5	0.6	1.0	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.8	1.6	0.0	7.7	0.8	3.2	3.2	2.3	11.9	12.3
LnGrp Delay(d),s/veh	46.8	0.0	39.5	40.1	0.0	32.7	22.2	8.8	8.8	18.4	19.5	19.5
LnGrp LOS	D		D	D		C	C	A	A	B	B	B
Approach Vol, veh/h		359			393			566			1330	
Approach Delay, s/veh		40.4			33.9			9.7			19.4	
Approach LOS		D			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.4		29.6		60.4		29.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		30.4		21.1		25.1		22.9
Green Ext Time (p_c), s		3.8		0.6		10.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	12	55	24	17	371	65	1129
Future Volume (vph)	18	12	55	24	17	371	65	1129
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		12.7		12.7	65.3	65.3	65.3	65.3
Actuated g/C Ratio		0.14		0.14	0.73	0.73	0.73	0.73
v/c Ratio		0.32		0.73	0.08	0.19	0.11	0.52
Control Delay		21.0		39.0	6.0	4.4	2.8	3.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		21.0		39.0	6.0	4.4	2.8	3.0
LOS		C		D	A	A	A	A
Approach Delay		21.0		39.0		4.5		3.0
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street

Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	199	19	486	73	1316
v/c Ratio	0.32	0.73	0.08	0.19	0.11	0.52
Control Delay	21.0	39.0	6.0	4.4	2.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	39.0	6.0	4.4	2.8	3.0
Queue Length 50th (ft)	17	72	3	35	4	42
Queue Length 95th (ft)	50	131	12	68	m14	91
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	405	469	241	2509	636	2552
Starvation Cap Reductn	0	0	0	0	0	95
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.42	0.08	0.19	0.11	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	12	36	55	24	98	17	371	61	65	1129	42
Future Volume (veh/h)	18	12	36	55	24	98	17	371	61	65	1129	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	20	13	40	62	27	110	19	417	69	73	1269	47
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	74	152	118	54	148	368	2111	347	663	2416	89
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	297	431	883	383	312	859	415	3041	500	904	3480	129
Grp Volume(v), veh/h	73	0	0	199	0	0	19	241	245	73	645	671
Grp Sat Flow(s),veh/h/ln	1612	0	0	1553	0	0	415	1770	1771	904	1770	1839
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.0	1.3	4.3	4.4	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	10.8	0.0	0.0	1.3	4.3	4.4	5.0	0.0	0.0
Prop In Lane	0.27		0.55	0.31		0.55	1.00		0.28	1.00		0.07
Lane Grp Cap(c), veh/h	329	0	0	320	0	0	368	1228	1230	663	1228	1277
V/C Ratio(X)	0.22	0.00	0.00	0.62	0.00	0.00	0.05	0.20	0.20	0.11	0.52	0.53
Avail Cap(c_a), veh/h	487	0	0	480	0	0	368	1228	1230	663	1228	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	32.2	0.0	0.0	35.2	0.0	0.0	4.4	4.9	4.9	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.4	0.4	0.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	4.8	0.0	0.0	0.2	2.2	2.2	0.2	0.5	0.5
LnGrp Delay(d),s/veh	32.3	0.0	0.0	35.9	0.0	0.0	4.7	5.2	5.2	0.5	1.3	1.3
LnGrp LOS	C			D			A	A	A	A	A	A
Approach Vol, veh/h		73			199			505			1389	
Approach Delay, s/veh		32.3			35.9			5.2			1.3	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		68.5		21.5		68.5		21.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		6.4		5.4		7.0		12.8
Green Ext Time (p_c), s		1.2		0.2		3.7		0.6

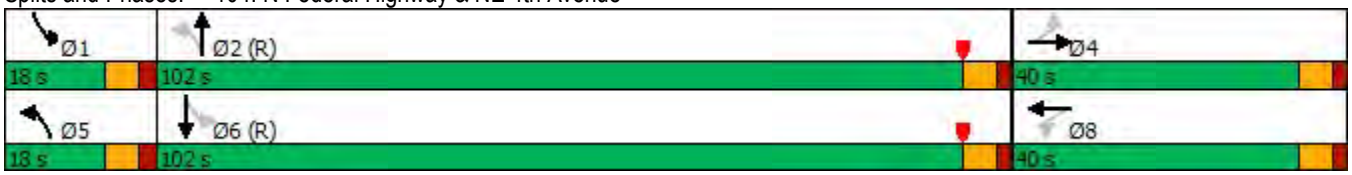
Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

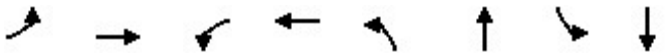
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	129	101	103	76	120	1242	80	2799
Future Volume (vph)	129	101	103	76	120	1242	80	2799
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	32.9	32.9	32.9	32.9	113.0	102.7	105.2	98.8
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.71	0.64	0.66	0.62
v/c Ratio	0.61	0.71	1.03	0.31	0.84	0.44	0.37	1.04
Control Delay	69.1	61.6	150.9	51.1	77.1	15.0	11.8	59.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	61.6	150.9	51.1	77.1	15.0	11.8	59.4
LOS	E	E	F	D	E	B	B	E
Approach Delay		64.2		101.2		20.4		58.1
Approach LOS		E		F		C		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	269	116	115	135	1434	90	3257
v/c Ratio	0.61	0.71	1.03	0.31	0.84	0.44	0.37	1.04
Control Delay	69.1	61.6	150.9	51.1	77.1	15.0	11.8	59.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	61.6	150.9	51.1	77.1	15.0	11.8	59.4
Queue Length 50th (ft)	138	226	122	93	88	266	26	~1382
Queue Length 95th (ft)	217	329	#258	154	#192	303	44	#1413
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	247	388	117	386	179	3248	305	3120
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.69	0.99	0.30	0.75	0.44	0.30	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	101	139	103	76	27	120	1242	34	80	2799	100
Future Volume (veh/h)	129	101	139	103	76	27	120	1242	34	80	2799	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	145	113	156	116	85	30	135	1396	38	90	3145	112
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	150	208	114	279	99	155	3277	89	289	3090	109
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.64	0.64	0.03	0.61	0.61
Sat Flow, veh/h	1267	707	977	1103	1314	464	1774	5089	139	1774	5043	177
Grp Volume(v), veh/h	145	0	269	116	0	115	135	930	504	90	2102	1155
Grp Sat Flow(s),veh/h/ln	1267	0	1684	1103	0	1778	1774	1695	1837	1774	1695	1830
Q Serve(g_s), s	17.4	0.0	24.0	10.0	0.0	8.7	8.0	21.5	21.5	3.0	98.0	98.0
Cycle Q Clear(g_c), s	26.1	0.0	24.0	34.0	0.0	8.7	8.0	21.5	21.5	3.0	98.0	98.0
Prop In Lane	1.00		0.58	1.00		0.26	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	245	0	358	114	0	378	155	2183	1183	289	2077	1121
V/C Ratio(X)	0.59	0.00	0.75	1.02	0.00	0.30	0.87	0.43	0.43	0.31	1.01	1.03
Avail Cap(c_a), veh/h	245	0	358	114	0	378	178	2183	1183	367	2077	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.75	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	0.0	59.0	77.0	0.0	53.0	55.7	14.0	14.0	11.8	31.0	31.0
Incr Delay (d2), s/veh	1.9	0.0	5.9	88.3	0.0	0.2	28.6	0.6	1.1	0.2	22.7	34.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	11.7	7.8	0.0	4.3	7.1	10.3	11.3	1.5	52.1	60.1
LnGrp Delay(d),s/veh	66.0	0.0	64.9	165.4	0.0	53.2	84.4	14.6	15.1	12.0	53.7	65.8
LnGrp LOS	E		E	F		D	F	B	B	B	F	F
Approach Vol, veh/h		414			231			1569			3347	
Approach Delay, s/veh		65.3			109.5			20.8			56.8	
Approach LOS		E			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	109.0		40.0	16.0	104.0		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.0	23.5		28.1	10.0	100.0		36.0
Green Ext Time (p_c), s	0.0	15.4		0.7	0.0	0.0		0.0

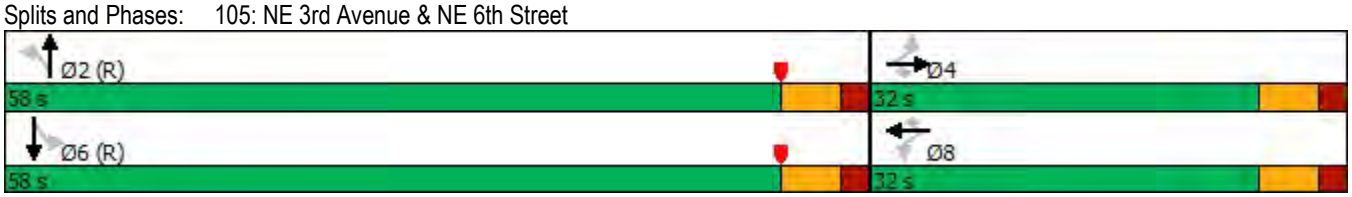
Intersection Summary	
HCM 2010 Ctrl Delay	49.4
HCM 2010 LOS	D

Timings
105: NE 3rd Avenue & NE 6th Street

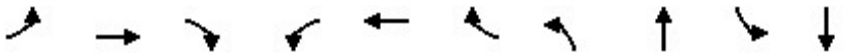
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	369	236	56	277	76	95	398	62	729
Future Volume (vph)	48	369	236	56	277	76	95	398	62	729
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	22.5	22.5	22.5	22.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.62	0.62	0.62	0.62
v/c Ratio	0.28	0.85	0.49	0.58	0.63	0.18	0.28	0.22	0.12	0.38
Control Delay	30.1	49.0	12.6	51.1	36.1	6.9	17.1	11.8	9.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	49.0	12.6	51.1	36.1	6.9	17.1	11.8	9.0	9.7
LOS	C	D	B	D	D	A	B	B	A	A
Approach Delay		34.5			32.8			12.7		9.6
Approach LOS		C			C			B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 17 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	393	251	60	295	81	101	473	66	821
v/c Ratio	0.28	0.85	0.49	0.58	0.63	0.18	0.28	0.22	0.12	0.38
Control Delay	30.1	49.0	12.6	51.1	36.1	6.9	17.1	11.8	9.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	49.0	12.6	51.1	36.1	6.9	17.1	11.8	9.0	9.7
Queue Length 50th (ft)	23	207	35	29	146	0	24	52	15	116
Queue Length 95th (ft)	54	#306	98	#79	223	33	m79	125	36	163
Internal Link Dist (ft)		287			200			195		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	210	538	567	121	538	505	356	2153	551	2163
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.73	0.44	0.50	0.55	0.16	0.28	0.22	0.12	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	369	236	56	277	76	95	398	47	62	729	42
Future Volume (veh/h)	48	369	236	56	277	76	95	398	47	62	729	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	51	393	251	60	295	81	101	423	50	66	776	45
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	537	444	156	537	444	380	1842	216	505	1965	114
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.19	0.19	0.19	0.58	0.58	0.58
Sat Flow, veh/h	996	1863	1542	780	1863	1542	662	3185	374	913	3397	197
Grp Volume(v), veh/h	51	393	251	60	295	81	101	234	239	66	404	417
Grp Sat Flow(s),veh/h/ln	996	1863	1542	780	1863	1542	662	1770	1789	913	1770	1824
Q Serve(g_s), s	4.1	17.1	12.5	6.8	12.1	3.6	12.3	10.1	10.2	3.7	11.2	11.2
Cycle Q Clear(g_c), s	16.2	17.1	12.5	23.9	12.1	3.6	23.5	10.1	10.2	13.9	11.2	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.11
Lane Grp Cap(c), veh/h	234	537	444	156	537	444	380	1024	1035	505	1024	1055
V/C Ratio(X)	0.22	0.73	0.56	0.38	0.55	0.18	0.27	0.23	0.23	0.13	0.39	0.40
Avail Cap(c_a), veh/h	234	538	446	157	538	446	380	1024	1035	505	1024	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	28.9	27.2	39.7	27.1	24.1	29.9	19.4	19.5	13.9	10.4	10.4
Incr Delay (d2), s/veh	0.2	4.4	1.0	0.6	0.7	0.1	1.7	0.5	0.5	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.4	5.4	1.5	6.2	1.5	2.4	5.1	5.2	1.0	5.7	5.9
LnGrp Delay(d),s/veh	34.1	33.3	28.3	40.2	27.8	24.1	31.6	19.9	20.0	14.4	11.5	11.5
LnGrp LOS	C	C	C	D	C	C	C	B	B	B	B	B
Approach Vol, veh/h		695			436			574			887	
Approach Delay, s/veh		31.6			28.8			22.0			11.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.1		31.9		58.1		31.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		25.5		19.1		15.9		25.9
Green Ext Time (p_c), s		4.0		1.4		6.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	98	34	503	1013	8
Future Vol, veh/h	24	98	34	503	1013	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	107	37	547	1101	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1454	555	1110	0	-	0
Stage 1	1106	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	121	475	625	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	475	625	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	1.1	0
HCM LOS	D		

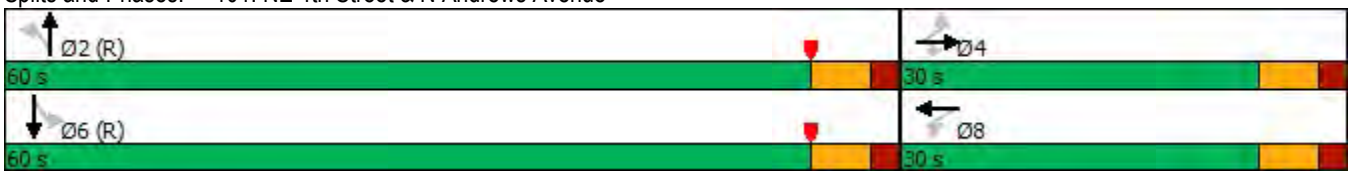
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	625	-	289	-	-
HCM Lane V/C Ratio	0.059	-	0.459	-	-
HCM Control Delay (s)	11.1	0.4	27.6	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.3	-	-

Timings
101: NE 4th Street & N Andrews Avenue

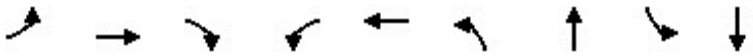
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	60	94	29	26	222	127	1078	43	515
Future Volume (vph)	60	94	29	26	222	127	1078	43	515
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0	59.0	59.0	59.0	59.0
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	0.66
v/c Ratio	0.57	0.26	0.09	0.11	0.81	0.28	0.53	0.21	0.27
Control Delay	50.8	29.9	8.7	37.0	57.6	9.4	9.8	10.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	29.9	8.7	37.0	57.6	9.4	9.8	10.5	7.2
LOS	D	C	A	D	E	A	A	B	A
Approach Delay		33.4			55.8		9.8		7.4
Approach LOS		C			E		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	103	32	29	317	140	1220	47	612
v/c Ratio	0.57	0.26	0.09	0.11	0.81	0.28	0.53	0.21	0.27
Control Delay	50.8	29.9	8.7	37.0	57.6	9.4	9.8	10.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	29.9	8.7	37.0	57.6	9.4	9.8	10.5	7.2
Queue Length 50th (ft)	34	49	0	16	181	31	173	10	67
Queue Length 95th (ft)	75	87	20	m39	266	72	261	32	107
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	145	496	441	341	489	500	2310	226	2290
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.21	0.07	0.09	0.65	0.28	0.53	0.21	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	94	29	26	222	66	127	1078	32	43	515	42
Future Volume (veh/h)	60	94	29	26	222	66	127	1078	32	43	515	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	66	103	32	29	244	73	140	1185	35	47	566	46
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	477	403	345	353	105	506	2142	63	267	2022	164
Arrive On Green	0.26	0.26	0.26	0.08	0.08	0.08	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1057	1863	1574	1244	1376	412	804	3509	104	455	3312	269
Grp Volume(v), veh/h	66	103	32	29	0	317	140	597	623	47	302	310
Grp Sat Flow(s),veh/h/ln	1057	1863	1574	1244	0	1787	804	1770	1843	455	1770	1811
Q Serve(g_s), s	5.5	3.9	1.4	2.0	0.0	15.5	8.9	17.9	17.9	6.1	7.2	7.2
Cycle Q Clear(g_c), s	21.0	3.9	1.4	5.9	0.0	15.5	16.2	17.9	17.9	24.0	7.2	7.2
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.06	1.00		0.15
Lane Grp Cap(c), veh/h	169	477	403	345	0	458	506	1080	1125	267	1080	1105
V/C Ratio(X)	0.39	0.22	0.08	0.08	0.00	0.69	0.28	0.55	0.55	0.18	0.28	0.28
Avail Cap(c_a), veh/h	180	497	420	358	0	477	506	1080	1125	267	1080	1105
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	26.3	25.4	35.2	0.0	37.7	12.0	10.3	10.3	17.4	8.2	8.2
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	0.0	2.6	1.4	2.0	2.0	1.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	0.6	0.7	0.0	8.0	2.2	9.2	9.6	0.9	3.7	3.8
LnGrp Delay(d),s/veh	40.8	26.4	25.4	35.2	0.0	40.4	13.4	12.4	12.3	18.8	8.9	8.9
LnGrp LOS	D	C	C	D		D	B	B	B	B	A	A
Approach Vol, veh/h		201			346			1360			659	
Approach Delay, s/veh		31.0			39.9			12.4			9.6	
Approach LOS		C			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.9		29.1		60.9		29.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		19.9		23.0		26.0		17.5
Green Ext Time (p_c), s		12.0		0.1		4.8		0.7

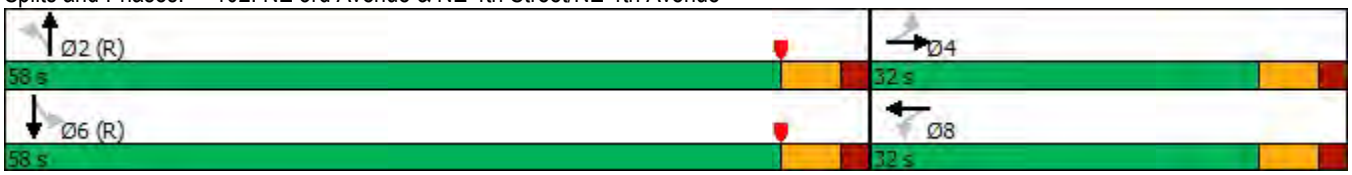
Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

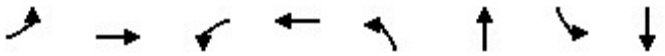
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	138	28	171	89	833	37	394
Future Volume (vph)	32	138	28	171	89	833	37	394
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	16.0	16.0	16.0	16.0	62.0	62.0	62.0	62.0
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.69	0.69	0.69	0.69
v/c Ratio	0.27	0.58	0.18	0.74	0.16	0.42	0.12	0.19
Control Delay	29.3	30.5	31.5	45.5	3.8	4.5	14.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	29.3	30.5	31.5	45.5	3.8	4.6	14.2	10.8
LOS	C	C	C	D	A	A	B	B
Approach Delay		30.3		43.9		4.5		11.1
Approach LOS		C		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 42 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	193	31	247	98	1002	41	468
v/c Ratio	0.27	0.58	0.18	0.74	0.16	0.42	0.12	0.19
Control Delay	29.3	30.5	31.5	45.5	3.8	4.5	14.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	29.3	30.5	31.5	45.5	3.8	4.6	14.2	10.8
Queue Length 50th (ft)	11	102	15	124	7	36	11	67
Queue Length 95th (ft)	m36	163	37	189	15	111	41	134
Internal Link Dist (ft)		653		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	208	530	280	529	614	2406	333	2408
Starvation Cap Reductn	0	0	0	0	0	330	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.36	0.11	0.47	0.16	0.48	0.12	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	138	37	28	171	54	89	833	79	37	394	32
Future Volume (veh/h)	32	138	37	28	171	54	89	833	79	37	394	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	152	41	31	188	59	98	915	87	41	433	35
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	274	74	210	264	83	601	2196	209	456	2231	180
Arrive On Green	0.39	0.39	0.39	0.19	0.19	0.19	1.00	1.00	1.00	0.22	0.22	0.22
Sat Flow, veh/h	1126	1412	381	1182	1359	426	920	3265	310	559	3317	267
Grp Volume(v), veh/h	35	0	193	31	0	247	98	496	506	41	230	238
Grp Sat Flow(s),veh/h/ln	1126	0	1793	1182	0	1785	920	1770	1806	559	1770	1814
Q Serve(g_s), s	2.6	0.0	7.6	2.2	0.0	11.6	1.8	0.0	0.0	5.3	9.5	9.6
Cycle Q Clear(g_c), s	14.2	0.0	7.6	9.7	0.0	11.6	11.4	0.0	0.0	5.3	9.5	9.6
Prop In Lane	1.00		0.21	1.00		0.24	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	153	0	348	210	0	346	601	1190	1215	456	1190	1220
V/C Ratio(X)	0.23	0.00	0.55	0.15	0.00	0.71	0.16	0.42	0.42	0.09	0.19	0.19
Avail Cap(c_a), veh/h	260	0	518	322	0	516	601	1190	1215	456	1190	1220
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.98	0.00	0.98	0.81	0.00	0.81	0.92	0.92	0.92	0.99	0.99	0.99
Uniform Delay (d), s/veh	32.0	0.0	24.5	36.6	0.0	33.9	0.9	0.0	0.0	13.5	15.2	15.2
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.1	0.0	0.8	0.5	1.0	1.0	0.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.7	0.7	0.0	5.8	0.5	0.3	0.3	0.9	4.8	5.0
LnGrp Delay(d),s/veh	32.2	0.0	25.0	36.7	0.0	34.8	1.4	1.0	1.0	13.9	15.5	15.5
LnGrp LOS	C		C	D		C	A	A	A	B	B	B
Approach Vol, veh/h		228			278			1100			509	
Approach Delay, s/veh		26.1			35.0			1.0			15.4	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		66.5		23.5		66.5		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		13.4		16.2		11.6		13.6
Green Ext Time (p_c), s		8.9		0.5		3.6		0.8

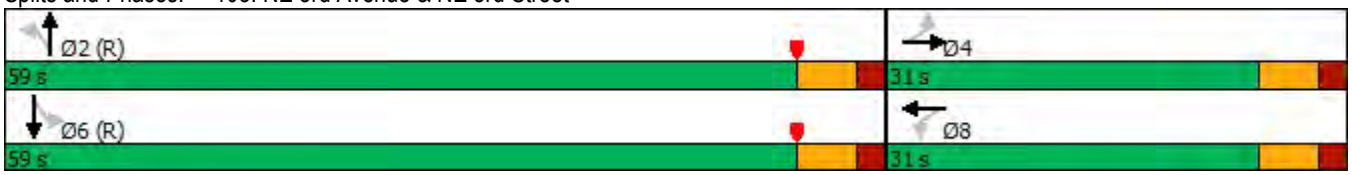
Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	5	27	19	11	1019	25	453
Future Volume (vph)	16	5	27	19	11	1019	25	453
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		8.2		8.2	69.8	69.8	69.8	69.8
Actuated g/C Ratio		0.09		0.09	0.78	0.78	0.78	0.78
v/c Ratio		0.30		0.58	0.02	0.40	0.07	0.18
Control Delay		28.3		29.4	3.0	4.0	1.2	1.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		28.3		29.4	3.0	4.0	1.2	1.4
LOS		C		C	A	A	A	A
Approach Delay		28.3		29.4		4.0		1.4
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street



Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	119	12	1092	26	489
v/c Ratio	0.30	0.58	0.02	0.40	0.07	0.18
Control Delay	28.3	29.4	3.0	4.0	1.2	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	29.4	3.0	4.0	1.2	1.4
Queue Length 50th (ft)	12	26	1	76	1	20
Queue Length 95th (ft)	42	76	6	137	2	8
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	389	476	681	2734	357	2730
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.25	0.02	0.40	0.07	0.18

Intersection Summary

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	5	20	27	19	67	11	1019	18	25	453	11
Future Volume (veh/h)	16	5	20	27	19	67	11	1019	18	25	453	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	5	21	28	20	71	12	1073	19	26	477	12
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	45	99	80	49	117	749	2642	47	405	2619	66
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	472	363	797	246	394	946	901	3558	63	514	3528	89
Grp Volume(v), veh/h	43	0	0	119	0	0	12	534	558	26	239	250
Grp Sat Flow(s),veh/h/ln	1632	0	0	1585	0	0	901	1770	1851	514	1770	1847
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.3	10.0	10.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	6.3	0.0	0.0	0.3	10.0	10.0	10.7	0.0	0.0
Prop In Lane	0.40		0.49	0.24		0.60	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	258	0	0	246	0	0	749	1314	1375	405	1314	1371
V/C Ratio(X)	0.17	0.00	0.00	0.48	0.00	0.00	0.02	0.41	0.41	0.06	0.18	0.18
Avail Cap(c_a), veh/h	483	0	0	484	0	0	749	1314	1375	405	1314	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	35.4	0.0	0.0	37.2	0.0	0.0	3.0	4.3	4.3	0.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.9	0.9	0.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	2.8	0.0	0.0	0.1	5.1	5.3	0.1	0.1	0.1
LnGrp Delay(d),s/veh	35.5	0.0	0.0	37.8	0.0	0.0	3.1	5.2	5.2	1.1	0.3	0.3
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		43			119			1104			515	
Approach Delay, s/veh		35.5			37.8			5.2			0.3	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		72.8		17.2		72.8		17.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		12.0		4.0		12.7		8.3
Green Ext Time (p_c), s		2.7		0.1		1.2		0.4

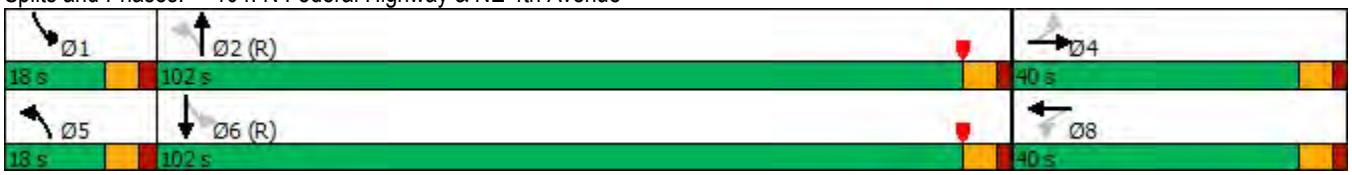
Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

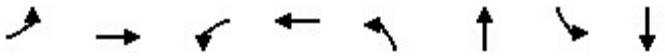
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	93	131	104	158	1476	97	1363
Future Volume (vph)	59	93	131	104	158	1476	97	1363
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	25.3	25.3	25.3	25.3	118.8	110.3	114.6	108.2
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.74	0.69	0.72	0.68
v/c Ratio	0.41	0.52	0.95	0.49	0.61	0.46	0.45	0.43
Control Delay	66.5	60.6	127.9	62.1	15.8	12.7	12.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	60.6	127.9	62.1	15.8	12.7	12.5	13.3
LOS	E	E	F	E	B	B	B	B
Approach Delay		62.3		94.6		13.0		13.2
Approach LOS		E		F		B		B

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	151	138	141	166	1610	102	1479
v/c Ratio	0.41	0.52	0.95	0.49	0.61	0.46	0.45	0.43
Control Delay	66.5	60.6	127.9	62.1	15.8	12.7	12.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	60.6	127.9	62.1	15.8	12.7	12.5	13.3
Queue Length 50th (ft)	59	132	145	128	41	264	24	242
Queue Length 95th (ft)	105	197	#237	192	77	364	50	344
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	205	384	195	386	309	3484	287	3422
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.39	0.71	0.37	0.54	0.46	0.36	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	93	50	131	104	30	158	1476	53	97	1363	42
Future Volume (veh/h)	59	93	50	131	104	30	158	1476	53	97	1363	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	98	53	138	109	32	166	1554	56	102	1435	44
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	227	123	198	277	81	303	3297	119	259	3252	100
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.65	0.65	0.03	0.64	0.64
Sat Flow, veh/h	1231	1132	612	1220	1380	405	1774	5038	182	1774	5069	155
Grp Volume(v), veh/h	62	0	151	138	0	141	166	1046	564	102	960	519
Grp Sat Flow(s),veh/h/ln	1231	0	1745	1220	0	1785	1774	1695	1830	1774	1695	1834
Q Serve(g_s), s	7.4	0.0	12.1	17.8	0.0	11.0	5.2	24.7	24.7	3.2	22.6	22.6
Cycle Q Clear(g_c), s	18.3	0.0	12.1	30.0	0.0	11.0	5.2	24.7	24.7	3.2	22.6	22.6
Prop In Lane	1.00		0.35	1.00		0.23	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	208	0	350	198	0	358	303	2219	1197	259	2175	1177
V/C Ratio(X)	0.30	0.00	0.43	0.70	0.00	0.39	0.55	0.47	0.47	0.39	0.44	0.44
Avail Cap(c_a), veh/h	222	0	371	212	0	379	356	2219	1197	335	2175	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.00	0.86	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	0.0	55.9	69.0	0.0	55.5	11.7	13.8	13.8	11.4	14.3	14.3
Incr Delay (d2), s/veh	0.3	0.0	0.3	7.2	0.0	0.3	0.6	0.7	1.3	0.4	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	5.9	6.4	0.0	5.4	2.5	11.7	12.8	1.6	10.7	11.8
LnGrp Delay(d),s/veh	63.7	0.0	56.2	76.2	0.0	55.7	12.2	14.5	15.2	11.8	15.0	15.5
LnGrp LOS	E		E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		213			279			1776			1581	
Approach Delay, s/veh		58.4			65.9			14.5			15.0	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	110.7		38.1	13.2	108.6		38.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.2	26.7		20.3	7.2	24.6		32.0
Green Ext Time (p_c), s	0.0	19.0		0.5	0.1	16.2		0.2

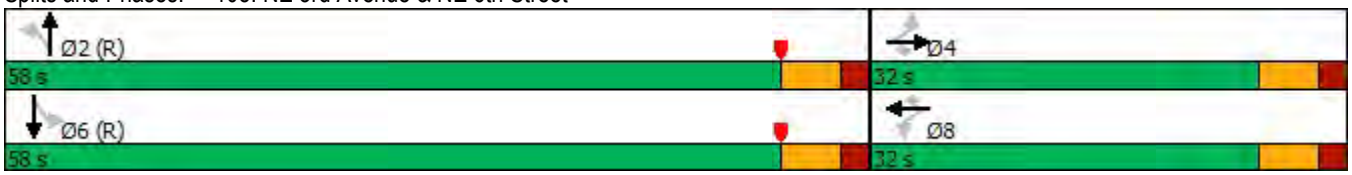
Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Timings
105: NE 3rd Avenue & NE 6th Street

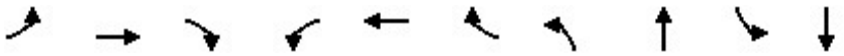
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	233	46	19	287	33	172	724	40	376
Future Volume (vph)	37	233	46	19	287	33	172	724	40	376
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	19.2	19.2	58.8	58.8	58.8	58.8
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.65	0.65	0.65	0.65
v/c Ratio	0.32	0.63	0.13	0.12	0.78	0.10	0.32	0.38	0.12	0.21
Control Delay	35.1	38.7	8.4	27.5	46.4	9.0	18.1	15.1	8.4	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	38.7	8.4	27.5	46.4	9.0	18.1	15.1	8.4	6.7
LOS	D	D	A	C	D	A	B	B	A	A
Approach Delay		33.9			41.8			15.6		6.8
Approach LOS		C			D			B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	251	49	20	309	35	185	861	43	480
v/c Ratio	0.32	0.63	0.13	0.12	0.78	0.10	0.32	0.38	0.12	0.21
Control Delay	35.1	38.7	8.4	27.5	46.4	9.0	18.1	15.1	8.4	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	38.7	8.4	27.5	46.4	9.0	18.1	15.1	8.4	6.7
Queue Length 50th (ft)	19	131	0	9	166	0	60	147	8	46
Queue Length 95th (ft)	46	188	26	26	234	21	165	301	27	84
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	168	538	483	230	538	475	570	2279	368	2246
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.47	0.10	0.09	0.57	0.07	0.32	0.38	0.12	0.21

Intersection Summary

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	233	46	19	287	33	172	724	77	40	376	71
Future Volume (veh/h)	37	233	46	19	287	33	172	724	77	40	376	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	40	251	49	20	309	35	185	778	83	43	404	76
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	430	363	199	430	363	603	2047	218	411	1888	352
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1029	1863	1569	1070	1863	1569	905	3221	344	638	2970	554
Grp Volume(v), veh/h	40	251	49	20	309	35	185	427	434	43	239	241
Grp Sat Flow(s),veh/h/ln	1029	1863	1569	1070	1863	1569	905	1770	1795	638	1770	1754
Q Serve(g_s), s	3.4	10.8	2.2	1.5	13.8	1.6	9.8	10.4	10.4	3.1	5.1	5.2
Cycle Q Clear(g_c), s	17.1	10.8	2.2	12.3	13.8	1.6	15.0	10.4	10.4	13.6	5.1	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.32
Lane Grp Cap(c), veh/h	160	430	363	199	430	363	603	1125	1141	411	1125	1115
V/C Ratio(X)	0.25	0.58	0.14	0.10	0.72	0.10	0.31	0.38	0.38	0.10	0.21	0.22
Avail Cap(c_a), veh/h	220	538	453	261	538	453	603	1125	1141	411	1125	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	30.8	27.5	36.2	31.9	27.2	10.1	7.9	7.9	11.1	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.5	0.1	0.1	2.3	0.0	1.2	0.9	0.9	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.6	1.0	0.5	7.3	0.7	2.6	5.3	5.3	0.6	2.6	2.6
LnGrp Delay(d),s/veh	40.1	31.2	27.5	36.3	34.2	27.3	11.3	8.8	8.8	11.6	7.3	7.4
LnGrp LOS	D	C	C	D	C	C	B	A	A	B	A	A
Approach Vol, veh/h		340			364			1046			523	
Approach Delay, s/veh		31.7			33.6			9.2			7.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		63.2		26.8		63.2		26.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		17.0		19.1		15.6		15.8
Green Ext Time (p_c), s		8.0		0.7		3.7		1.0

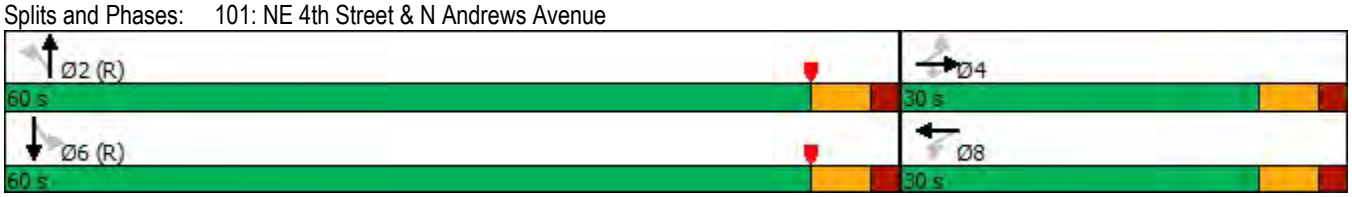
Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Timings
101: NE 4th Street & N Andrews Avenue

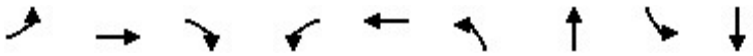
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	146	34	74	302	147	1317	126	644
Future Volume (vph)	70	146	34	74	302	147	1317	126	644
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.0	24.0	24.0	24.0	24.0	54.0	54.0	54.0	54.0
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.60	0.60
v/c Ratio	0.94	0.32	0.08	0.25	1.01	0.44	0.72	1.25	0.36
Control Delay	122.0	28.7	9.1	36.1	83.1	14.5	15.1	193.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.0	28.7	9.1	36.1	83.1	14.5	15.1	193.3	9.6
LOS	F	C	A	D	F	B	B	F	A
Approach Delay		52.3			76.5		15.0		37.8
Approach LOS		D			E		B		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	160	37	81	495	162	1516	138	761
v/c Ratio	0.94	0.32	0.08	0.25	1.01	0.44	0.72	1.25	0.36
Control Delay	122.0	28.7	9.1	36.1	83.1	14.5	15.1	193.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.0	28.7	9.1	36.1	83.1	14.5	15.1	193.3	9.6
Queue Length 50th (ft)	43	73	0	45	~297	46	291	~99	104
Queue Length 95th (ft)	#131	128	23	m75	#492	97	372	#153	138
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	82	496	442	318	489	369	2108	110	2100
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.32	0.08	0.25	1.01	0.44	0.72	1.25	0.36

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	146	34	74	302	148	147	1317	63	126	644	48
Future Volume (veh/h)	70	146	34	74	302	148	147	1317	63	126	644	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	160	37	81	332	163	162	1447	69	138	708	53
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	497	420	313	314	154	425	2062	98	186	2001	150
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	899	1863	1574	1177	1178	579	701	3437	163	343	3335	249
Grp Volume(v), veh/h	77	160	37	81	0	495	162	743	773	138	375	386
Grp Sat Flow(s),veh/h/ln	899	1863	1574	1177	0	1757	701	1770	1831	343	1770	1815
Q Serve(g_s), s	0.0	6.2	1.6	5.9	0.0	24.0	13.7	26.1	26.3	27.7	9.7	9.7
Cycle Q Clear(g_c), s	24.0	6.2	1.6	12.1	0.0	24.0	23.5	26.1	26.3	54.0	9.7	9.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.09	1.00		0.14
Lane Grp Cap(c), veh/h	80	497	420	313	0	468	425	1062	1099	186	1062	1089
V/C Ratio(X)	0.96	0.32	0.09	0.26	0.00	1.06	0.38	0.70	0.70	0.74	0.35	0.35
Avail Cap(c_a), veh/h	80	497	420	313	0	468	425	1062	1099	186	1062	1089
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.00	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	26.5	24.8	38.6	0.0	41.0	15.1	12.4	12.5	34.4	9.1	9.1
Incr Delay (d2), s/veh	87.2	0.1	0.0	0.1	0.0	49.5	2.6	3.8	3.8	23.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.2	0.7	1.9	0.0	18.1	3.0	13.7	14.3	4.6	5.0	5.1
LnGrp Delay(d),s/veh	132.2	26.6	24.8	38.7	0.0	90.6	17.7	16.3	16.2	57.8	10.1	10.0
LnGrp LOS	F	C	C	D		F	B	B	B	E	B	B
Approach Vol, veh/h		274			576			1678			899	
Approach Delay, s/veh		56.0			83.3			16.4			17.4	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		28.3		26.0		56.0		26.0
Green Ext Time (p_c), s		14.6		0.0		0.0		0.0

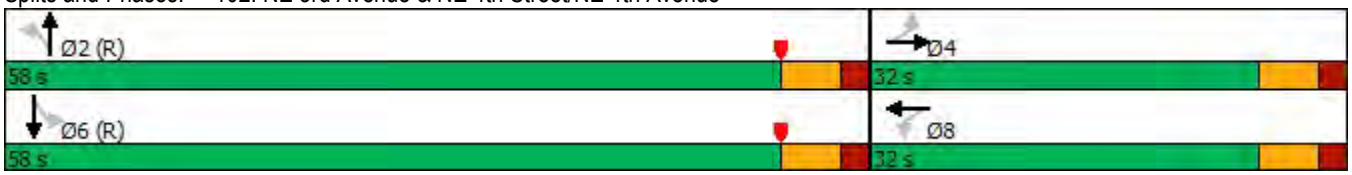
Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

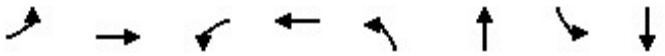
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	248	44	275	121	1018	49	497
Future Volume (vph)	63	248	44	275	121	1018	49	497
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	21.6	21.6	21.6	21.6	56.4	56.4	56.4	56.4
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.63	0.63	0.63	0.63
v/c Ratio	0.65	0.77	0.36	0.85	0.28	0.59	0.28	0.28
Control Delay	51.2	37.9	35.3	48.9	5.6	6.9	24.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	51.2	37.9	35.3	48.9	5.6	7.0	24.9	16.2
LOS	D	D	D	D	A	A	C	B
Approach Delay		40.1		47.3		6.9		16.9
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 42 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	343	48	376	133	1279	54	610
v/c Ratio	0.65	0.77	0.36	0.85	0.28	0.59	0.28	0.28
Control Delay	51.2	37.9	35.3	48.9	5.6	6.9	24.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	51.2	37.9	35.3	48.9	5.6	7.0	24.9	16.2
Queue Length 50th (ft)	40	194	22	195	13	127	23	133
Queue Length 95th (ft)	m61	m238	54	286	23	75	62	187
Internal Link Dist (ft)		653		680		393		450
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	127	529	158	530	476	2179	190	2182
Starvation Cap Reductn	0	0	0	0	0	109	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.65	0.30	0.71	0.28	0.62	0.28	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	248	64	44	275	67	121	1018	146	49	497	58
Future Volume (veh/h)	63	248	64	44	275	67	121	1018	146	49	497	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	273	70	48	302	74	133	1119	160	54	546	64
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	401	103	230	405	99	435	1821	260	332	1870	219
Arrive On Green	0.56	0.56	0.56	0.28	0.28	0.28	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	1001	1430	367	1032	1445	354	807	3108	443	430	3191	373
Grp Volume(v), veh/h	69	0	343	48	0	376	133	636	643	54	302	308
Grp Sat Flow(s),veh/h/ln	1001	0	1797	1032	0	1799	807	1770	1781	430	1770	1794
Q Serve(g_s), s	5.9	0.0	12.2	3.8	0.0	17.1	5.2	0.0	0.0	9.5	13.1	13.2
Cycle Q Clear(g_c), s	23.0	0.0	12.2	16.0	0.0	17.1	18.4	0.0	0.0	9.5	13.1	13.2
Prop In Lane	1.00		0.20	1.00		0.20	1.00		0.25	1.00		0.21
Lane Grp Cap(c), veh/h	171	0	504	230	0	505	435	1037	1044	332	1037	1052
V/C Ratio(X)	0.40	0.00	0.68	0.21	0.00	0.75	0.31	0.61	0.62	0.16	0.29	0.29
Avail Cap(c_a), veh/h	179	0	519	238	0	520	435	1037	1044	332	1037	1052
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.57	0.00	0.57	0.55	0.00	0.55	0.83	0.83	0.83	0.97	0.97	0.97
Uniform Delay (d), s/veh	27.4	0.0	16.9	34.5	0.0	29.4	2.3	0.0	0.0	18.9	20.3	20.3
Incr Delay (d2), s/veh	0.3	0.0	1.6	0.1	0.0	2.7	1.5	2.3	2.3	1.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	6.1	1.1	0.0	8.8	1.3	0.6	0.7	1.2	6.7	6.8
LnGrp Delay(d),s/veh	27.7	0.0	18.5	34.6	0.0	32.2	3.8	2.3	2.3	19.9	21.0	21.0
LnGrp LOS	C		B	C		C	A	A	A	B	C	C
Approach Vol, veh/h		412			424			1412			664	
Approach Delay, s/veh		20.0			32.5			2.4			20.9	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.8		31.2		58.8		31.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		20.4		25.0		15.2		19.1
Green Ext Time (p_c), s		12.6		0.2		5.3		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	6	48	25	13	1238	40	566
Future Volume (vph)	18	6	48	25	13	1238	40	566
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.8		13.8	64.2	64.2	64.2	64.2
Actuated g/C Ratio		0.15		0.15	0.71	0.71	0.71	0.71
v/c Ratio		0.23		0.76	0.03	0.53	0.19	0.24
Control Delay		21.0		43.4	5.5	7.7	3.5	1.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		21.0		43.4	5.5	7.7	3.5	1.7
LOS		C		D	A	A	A	A
Approach Delay		21.0		43.4		7.7		1.9
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street

Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	211	14	1342	42	610
v/c Ratio	0.23	0.76	0.03	0.53	0.19	0.24
Control Delay	21.0	43.4	5.5	7.7	3.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	43.4	5.5	7.7	3.5	1.7
Queue Length 50th (ft)	12	86	2	157	1	7
Queue Length 95th (ft)	40	149	10	271	m7	27
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	372	460	557	2512	225	2514
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	16	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.46	0.03	0.54	0.19	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	6	23	48	25	127	13	1238	37	40	566	13
Future Volume (veh/h)	18	6	23	48	25	127	13	1238	37	40	566	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	6	24	51	26	134	14	1303	39	42	596	14
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	54	124	99	51	175	637	2424	72	286	2442	57
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	431	306	707	282	290	996	806	3508	105	405	3534	83
Grp Volume(v), veh/h	49	0	0	211	0	0	14	657	685	42	298	312
Grp Sat Flow(s),veh/h/ln	1444	0	0	1568	0	0	806	1770	1844	405	1770	1848
Q Serve(g_s), s	0.0	0.0	0.0	7.6	0.0	0.0	0.5	16.4	16.5	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	11.4	0.0	0.0	0.5	16.4	16.5	19.4	0.0	0.0
Prop In Lane	0.39		0.49	0.24		0.64	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	309	0	0	325	0	0	637	1222	1274	286	1222	1276
V/C Ratio(X)	0.16	0.00	0.00	0.65	0.00	0.00	0.02	0.54	0.54	0.15	0.24	0.24
Avail Cap(c_a), veh/h	455	0	0	482	0	0	637	1222	1274	286	1222	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	31.5	0.0	0.0	35.2	0.0	0.0	4.4	6.8	6.8	2.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.1	1.7	1.6	1.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	5.1	0.0	0.0	0.1	8.4	8.8	0.4	0.2	0.2
LnGrp Delay(d),s/veh	31.6	0.0	0.0	36.0	0.0	0.0	4.4	8.5	8.5	3.6	0.5	0.4
LnGrp LOS	C			D			A	A	A	A	A	A
Approach Vol, veh/h		49			211			1356			652	
Approach Delay, s/veh		31.6			36.0			8.5			0.7	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		68.2		21.8		68.2		21.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		18.5		4.2		21.4		13.4
Green Ext Time (p_c), s		3.6		0.1		1.7		0.6

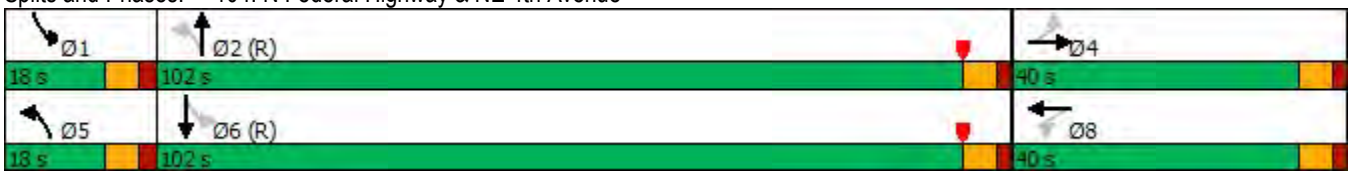
Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

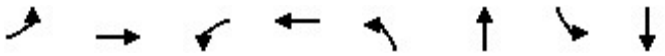
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	138	130	159	150	202	1814	112	1718
Future Volume (vph)	138	130	159	150	202	1814	112	1718
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	34.0	34.0	34.0	34.0	111.2	99.4	104.6	96.0
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.70	0.62	0.65	0.60
v/c Ratio	0.80	0.57	1.02	0.50	1.01	0.63	0.70	0.62
Control Delay	90.3	58.4	136.9	58.7	100.5	20.2	42.2	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.3	58.4	136.9	58.7	100.5	20.2	42.2	21.5
LOS	F	E	F	E	F	C	D	C
Approach Delay		71.1		94.8		28.0		22.7
Approach LOS		E		F		C		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	145	218	167	195	213	1974	118	1884
v/c Ratio	0.80	0.57	1.02	0.50	1.01	0.63	0.70	0.62
Control Delay	90.3	58.4	136.9	58.7	100.5	20.2	42.2	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.3	58.4	136.9	58.7	100.5	20.2	42.2	21.5
Queue Length 50th (ft)	146	191	~185	175	~144	447	39	441
Queue Length 95th (ft)	#270	284	#345	262	#331	523	110	487
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	181	384	163	388	210	3141	206	3031
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.57	1.02	0.50	1.01	0.63	0.57	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	130	77	159	150	35	202	1814	62	112	1718	72
Future Volume (veh/h)	138	130	77	159	150	35	202	1814	62	112	1718	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	145	137	81	167	158	37	213	1909	65	118	1808	76
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	232	137	160	309	72	243	3221	110	203	3092	130
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.64	0.64	0.04	0.62	0.62
Sat Flow, veh/h	1175	1093	646	1151	1456	341	1774	5050	172	1774	5005	210
Grp Volume(v), veh/h	145	0	218	167	0	195	213	1281	693	118	1224	660
Grp Sat Flow(s),veh/h/ln	1175	0	1739	1151	0	1797	1774	1695	1831	1774	1695	1824
Q Serve(g_s), s	18.7	0.0	18.1	15.9	0.0	15.3	7.1	35.2	35.3	3.9	34.6	34.7
Cycle Q Clear(g_c), s	34.0	0.0	18.1	34.0	0.0	15.3	7.1	35.2	35.3	3.9	34.6	34.7
Prop In Lane	1.00		0.37	1.00		0.19	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	182	0	370	160	0	382	243	2162	1168	203	2094	1127
V/C Ratio(X)	0.80	0.00	0.59	1.05	0.00	0.51	0.88	0.59	0.59	0.58	0.58	0.59
Avail Cap(c_a), veh/h	182	0	370	160	0	382	274	2162	1168	270	2094	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.00	0.64	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	56.7	74.3	0.0	55.7	25.6	16.9	16.9	17.1	18.3	18.3
Incr Delay (d2), s/veh	13.5	0.0	1.1	83.9	0.0	0.5	22.2	1.2	2.2	1.0	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	8.8	10.8	0.0	7.7	7.3	16.7	18.4	2.3	16.5	18.1
LnGrp Delay(d),s/veh	84.7	0.0	57.8	158.3	0.0	56.1	47.8	18.1	19.1	18.1	19.5	20.5
LnGrp LOS	F		E	F		E	D	B	B	B	B	C
Approach Vol, veh/h		363			362			2187			2002	
Approach Delay, s/veh		68.5			103.2			21.3			19.8	
Approach LOS		E			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	108.1		40.0	15.2	104.8		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	5.9	37.3		36.0	9.1	36.7		36.0
Green Ext Time (p_c), s	0.0	26.6		0.0	0.1	24.6		0.0

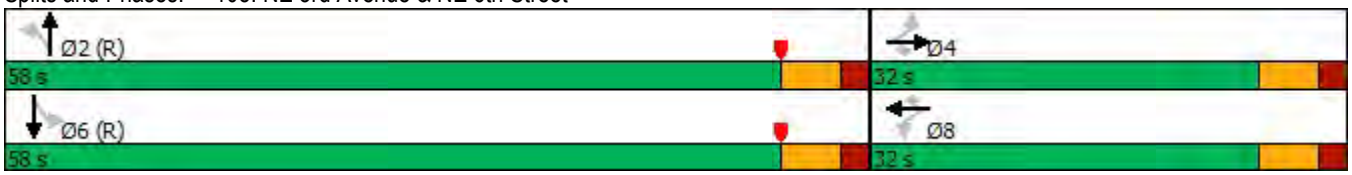
Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Timings
105: NE 3rd Avenue & NE 6th Street

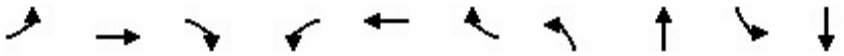
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	43	315	53	27	364	49	199	882	59	477
Future Volume (vph)	43	315	53	27	364	49	199	882	59	477
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	22.2	22.2	22.2	22.2	55.8	55.8	55.8	55.8
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.62	0.62	0.62	0.62
v/c Ratio	0.45	0.74	0.13	0.20	0.85	0.12	0.45	0.49	0.24	0.28
Control Delay	42.2	40.9	7.7	28.9	49.7	7.8	23.9	20.2	12.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	40.9	7.7	28.9	49.7	7.8	23.9	20.2	12.0	8.3
LOS	D	D	A	C	D	A	C	C	B	A
Approach Delay		36.7			43.7			20.9		8.6
Approach LOS		D			D			C		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	339	57	29	391	53	214	1052	63	601
v/c Ratio	0.45	0.74	0.13	0.20	0.85	0.12	0.45	0.49	0.24	0.28
Control Delay	42.2	40.9	7.7	28.9	49.7	7.8	23.9	20.2	12.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	40.9	7.7	28.9	49.7	7.8	23.9	20.2	12.0	8.3
Queue Length 50th (ft)	22	175	0	13	209	0	109	284	15	72
Queue Length 95th (ft)	57	259	27	36	304	26	m185	359	42	109
Internal Link Dist (ft)		287			200			450		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	120	538	489	167	538	487	471	2161	261	2139
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.63	0.12	0.17	0.73	0.11	0.45	0.49	0.24	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	315	53	27	364	49	199	882	97	59	477	82
Future Volume (veh/h)	43	315	53	27	364	49	199	882	97	59	477	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	339	57	29	391	53	214	948	104	63	513	88
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	505	426	187	505	426	495	1911	210	280	1795	307
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.40	0.40	0.40	0.60	0.60	0.60
Sat Flow, veh/h	939	1863	1571	981	1863	1571	811	3211	352	534	3016	515
Grp Volume(v), veh/h	46	339	57	29	391	53	214	522	530	63	300	301
Grp Sat Flow(s),veh/h/ln	939	1863	1571	981	1863	1571	811	1770	1793	534	1770	1761
Q Serve(g_s), s	4.3	14.6	2.5	2.4	17.4	2.3	19.0	19.9	19.9	7.5	7.4	7.5
Cycle Q Clear(g_c), s	21.7	14.6	2.5	17.0	17.4	2.3	26.5	19.9	19.9	27.5	7.4	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	153	505	426	187	505	426	495	1054	1068	280	1054	1048
V/C Ratio(X)	0.30	0.67	0.13	0.15	0.77	0.12	0.43	0.50	0.50	0.23	0.28	0.29
Avail Cap(c_a), veh/h	170	538	454	204	538	454	495	1054	1068	280	1054	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.2	24.8	36.8	30.2	24.7	21.9	16.9	16.9	20.0	8.9	8.9
Incr Delay (d2), s/veh	0.4	2.3	0.1	0.1	5.7	0.0	2.1	1.3	1.3	1.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.8	1.1	0.7	9.7	1.0	4.5	10.1	10.3	1.2	3.8	3.8
LnGrp Delay(d),s/veh	40.7	31.5	24.8	36.9	36.0	24.8	24.0	18.2	18.2	21.9	9.6	9.6
LnGrp LOS	D	C	C	D	D	C	C	B	B	C	A	A
Approach Vol, veh/h		442			473			1266			664	
Approach Delay, s/veh		31.6			34.8			19.2			10.7	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		59.6		30.4		59.6		30.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		28.5		23.7		29.5		19.4
Green Ext Time (p_c), s		9.4		0.4		4.6		1.0

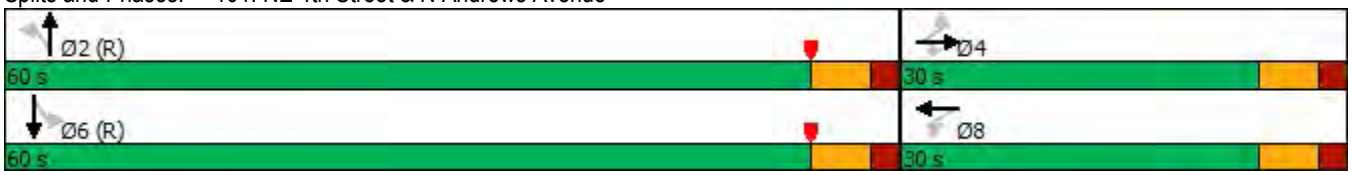
Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Timings
101: NE 4th Street & N Andrews Avenue

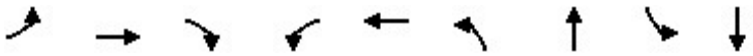
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	151	34	74	306	147	1317	131	644
Future Volume (vph)	70	151	34	74	306	147	1317	131	644
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.0	24.0	24.0	24.0	24.0	54.0	54.0	54.0	54.0
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.60	0.60
v/c Ratio	0.94	0.33	0.08	0.26	1.03	0.44	0.72	1.31	0.36
Control Delay	122.0	28.9	9.1	35.1	85.9	14.5	15.1	213.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.0	28.9	9.1	35.1	85.9	14.5	15.1	213.6	9.6
LOS	F	C	A	D	F	B	B	F	A
Approach Delay		51.9			78.9		15.0		42.1
Approach LOS		D			E		B		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NE 4th Street & N Andrews Avenue



Queues
101: NE 4th Street & N Andrews Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	166	37	81	503	162	1516	144	761
v/c Ratio	0.94	0.33	0.08	0.26	1.03	0.44	0.72	1.31	0.36
Control Delay	122.0	28.9	9.1	35.1	85.9	14.5	15.1	213.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.0	28.9	9.1	35.1	85.9	14.5	15.1	213.6	9.6
Queue Length 50th (ft)	43	76	0	45	~306	46	291	~106	104
Queue Length 95th (ft)	#131	132	23	m71	m#480	97	372	#163	138
Internal Link Dist (ft)		335			653		393		185
Turn Bay Length (ft)	150		150	150		150		150	
Base Capacity (vph)	82	496	442	313	488	369	2108	110	2100
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.33	0.08	0.26	1.03	0.44	0.72	1.31	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
101: NE 4th Street & N Andrews Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	151	34	74	306	152	147	1317	63	131	644	48
Future Volume (veh/h)	70	151	34	74	306	152	147	1317	63	131	644	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	166	37	81	336	167	162	1447	69	144	708	53
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	497	420	308	313	155	425	2062	98	186	2001	150
Arrive On Green	0.27	0.27	0.27	0.09	0.09	0.09	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	892	1863	1574	1171	1173	583	701	3437	163	343	3335	249
Grp Volume(v), veh/h	77	166	37	81	0	503	162	743	773	144	375	386
Grp Sat Flow(s),veh/h/ln	892	1863	1574	1171	0	1756	701	1770	1831	343	1770	1815
Q Serve(g_s), s	0.0	6.5	1.6	6.0	0.0	24.0	13.7	26.1	26.3	27.7	9.7	9.7
Cycle Q Clear(g_c), s	24.0	6.5	1.6	12.4	0.0	24.0	23.5	26.1	26.3	54.0	9.7	9.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.09	1.00		0.14
Lane Grp Cap(c), veh/h	80	497	420	308	0	468	425	1062	1099	186	1062	1089
V/C Ratio(X)	0.96	0.33	0.09	0.26	0.00	1.07	0.38	0.70	0.70	0.78	0.35	0.35
Avail Cap(c_a), veh/h	80	497	420	308	0	468	425	1062	1099	186	1062	1089
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.00	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	26.6	24.8	38.9	0.0	41.0	15.1	12.4	12.5	34.8	9.1	9.1
Incr Delay (d2), s/veh	87.2	0.1	0.0	0.1	0.0	53.6	2.6	3.8	3.8	26.5	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.3	0.7	1.9	0.0	18.6	3.0	13.7	14.3	4.9	5.0	5.1
LnGrp Delay(d),s/veh	132.2	26.7	24.8	38.9	0.0	94.7	17.7	16.3	16.2	61.4	10.1	10.0
LnGrp LOS	F	C	C	D		F	B	B	B	E	B	B
Approach Vol, veh/h		280			584			1678			905	
Approach Delay, s/veh		55.5			86.9			16.4			18.2	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		54.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s		28.3		26.0		56.0		26.0
Green Ext Time (p_c), s		14.6		0.0		0.0		0.0

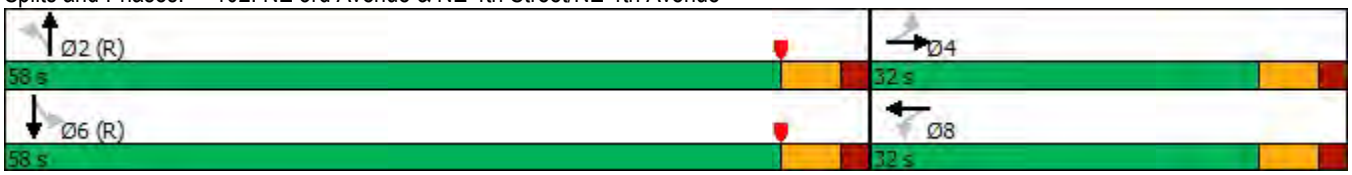
Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Timings
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

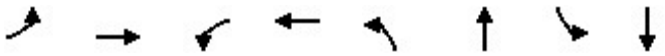
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	248	44	275	121	1048	80	517
Future Volume (vph)	73	248	44	275	121	1048	80	517
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.5	23.5	23.5	23.5	54.5	54.5	54.5	54.5
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.61	0.61	0.61	0.61
v/c Ratio	0.84	0.72	0.30	0.89	0.30	0.62	0.53	0.30
Control Delay	78.9	34.3	31.2	51.3	6.6	8.5	37.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	78.9	34.3	31.2	51.3	6.6	8.6	37.8	16.5
LOS	E	C	C	D	A	A	D	B
Approach Delay		42.7		49.3		8.4		19.1
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 42 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	343	48	425	133	1312	88	639
v/c Ratio	0.84	0.72	0.30	0.89	0.30	0.62	0.53	0.30
Control Delay	78.9	34.3	31.2	51.3	6.6	8.5	37.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	78.9	34.3	31.2	51.3	6.6	8.6	37.8	16.5
Queue Length 50th (ft)	37	194	21	212	20	264	46	144
Queue Length 95th (ft)	m#79	m234	53	#362	25	84	#107	190
Internal Link Dist (ft)		653		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	105	529	175	529	440	2111	167	2109
Starvation Cap Reductn	0	0	0	0	0	95	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.65	0.27	0.80	0.30	0.65	0.53	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
102: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	248	64	44	275	112	121	1048	146	80	517	65
Future Volume (veh/h)	73	248	64	44	275	112	121	1048	146	80	517	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	80	273	70	48	302	123	133	1152	160	88	568	71
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	413	106	244	363	148	412	1803	250	321	1829	228
Arrive On Green	0.58	0.58	0.58	0.29	0.29	0.29	1.00	1.00	1.00	0.19	0.19	0.19
Sat Flow, veh/h	957	1430	367	1032	1258	512	786	3121	432	417	3165	395
Grp Volume(v), veh/h	80	0	343	48	0	425	133	652	660	88	317	322
Grp Sat Flow(s),veh/h/ln	957	0	1797	1032	0	1770	786	1770	1783	417	1770	1790
Q Serve(g_s), s	5.8	0.0	11.7	3.7	0.0	20.2	5.8	0.0	0.0	16.5	13.9	13.9
Cycle Q Clear(g_c), s	26.0	0.0	11.7	15.4	0.0	20.2	19.7	0.0	0.0	16.5	13.9	13.9
Prop In Lane	1.00		0.20	1.00		0.29	1.00		0.24	1.00		0.22
Lane Grp Cap(c), veh/h	142	0	519	244	0	511	412	1022	1030	321	1022	1034
V/C Ratio(X)	0.57	0.00	0.66	0.20	0.00	0.83	0.32	0.64	0.64	0.27	0.31	0.31
Avail Cap(c_a), veh/h	142	0	519	244	0	511	412	1022	1030	321	1022	1034
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.52	0.00	0.52	0.42	0.00	0.42	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	16.0	33.4	0.0	29.9	2.6	0.0	0.0	22.1	21.0	21.0
Incr Delay (d2), s/veh	1.7	0.0	1.3	0.1	0.0	4.7	1.7	2.5	2.5	2.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	5.9	1.1	0.0	10.5	1.4	0.7	0.7	2.1	7.0	7.1
LnGrp Delay(d),s/veh	31.5	0.0	17.3	33.5	0.0	34.6	4.3	2.5	2.5	24.2	21.8	21.8
LnGrp LOS	C		B	C		C	A	A	A	C	C	C
Approach Vol, veh/h		423			473			1445			727	
Approach Delay, s/veh		20.0			34.5			2.7			22.1	
Approach LOS		B			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.0		32.0		58.0		32.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		21.7		28.0		18.5		22.2
Green Ext Time (p_c), s		12.8		0.0		6.2		0.7

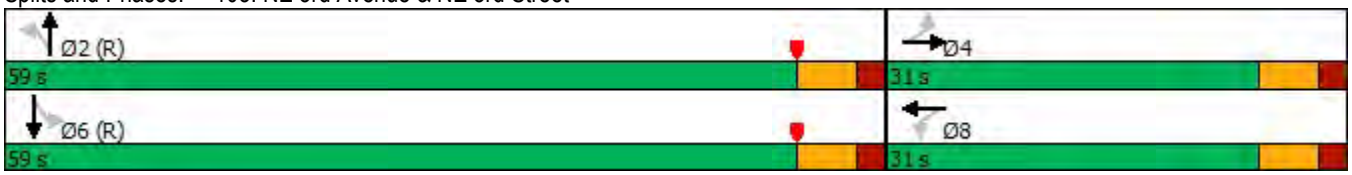
Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Timings
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	6	48	25	13	1243	43	569
Future Volume (vph)	38	6	48	25	13	1243	43	569
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.2		14.2	63.8	63.8	63.8	63.8
Actuated g/C Ratio		0.16		0.16	0.71	0.71	0.71	0.71
v/c Ratio		0.40		0.76	0.03	0.54	0.20	0.25
Control Delay		29.3		43.1	5.6	7.9	4.1	2.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		29.3		43.1	5.6	7.9	4.1	2.0
LOS		C		D	A	A	A	A
Approach Delay		29.3		43.1		7.9		2.1
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street



Queues
103: NE 3rd Avenue & NE 3rd Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	216	14	1347	45	627
v/c Ratio	0.40	0.76	0.03	0.54	0.20	0.25
Control Delay	29.3	43.1	5.6	7.9	4.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	43.1	5.6	7.9	4.1	2.0
Queue Length 50th (ft)	23	89	2	160	1	10
Queue Length 95th (ft)	58	152	10	278	m9	33
Internal Link Dist (ft)	180	289		201		393
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	291	461	545	2498	220	2490
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.47	0.03	0.54	0.20	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
103: NE 3rd Avenue & NE 3rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	6	23	48	25	132	13	1243	37	43	569	27
Future Volume (veh/h)	38	6	23	48	25	132	13	1243	37	43	569	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	40	6	24	51	26	139	14	1308	39	45	599	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	35	74	99	51	180	626	2416	72	283	2370	111
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	602	198	417	277	284	1012	794	3509	105	404	3442	161
Grp Volume(v), veh/h	70	0	0	216	0	0	14	659	688	45	308	319
Grp Sat Flow(s),veh/h/ln	1217	0	0	1573	0	0	794	1770	1844	404	1770	1833
Q Serve(g_s), s	0.0	0.0	0.0	7.5	0.0	0.0	0.5	16.6	16.7	3.2	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	11.7	0.0	0.0	0.5	16.6	16.7	19.9	0.0	0.0
Prop In Lane	0.57		0.34	0.24		0.64	1.00		0.06	1.00		0.09
Lane Grp Cap(c), veh/h	280	0	0	330	0	0	626	1218	1269	283	1218	1262
V/C Ratio(X)	0.25	0.00	0.00	0.66	0.00	0.00	0.02	0.54	0.54	0.16	0.25	0.25
Avail Cap(c_a), veh/h	415	0	0	483	0	0	626	1218	1269	283	1218	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	31.9	0.0	0.0	35.1	0.0	0.0	4.4	7.0	7.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.1	1.7	1.7	1.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	5.2	0.0	0.0	0.1	8.6	9.0	0.4	0.2	0.2
LnGrp Delay(d),s/veh	32.1	0.0	0.0	35.9	0.0	0.0	4.5	8.7	8.6	3.8	0.5	0.5
LnGrp LOS	C			D			A	A	A	A	A	A
Approach Vol, veh/h		70			216			1361			672	
Approach Delay, s/veh		32.1			35.9			8.6			0.7	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		68.0		22.0		68.0		22.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		53.0		25.0		53.0		25.0
Max Q Clear Time (g_c+I1), s		18.7		6.1		21.9		13.7
Green Ext Time (p_c), s		3.6		0.2		1.8		0.6

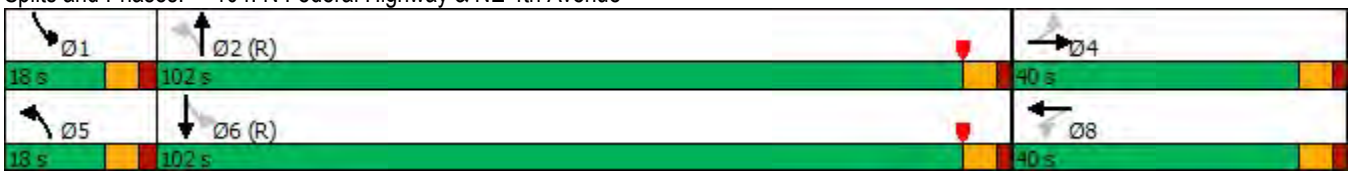
Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Timings
104: N Federal Highway & NE 4th Avenue

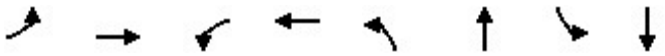
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	152	133	159	155	222	1814	112	1718
Future Volume (vph)	152	133	159	155	222	1814	112	1718
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	38.0	38.0	38.0	38.0	10.0	30.0	10.0	30.0
Total Split (s)	40.0	40.0	40.0	40.0	18.0	102.0	18.0	102.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	11.3%	63.8%	11.3%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	34.0	34.0	34.0	34.0	111.2	99.4	104.6	96.0
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.70	0.62	0.65	0.60
v/c Ratio	0.90	0.61	1.12	0.52	1.13	0.63	0.70	0.63
Control Delay	107.1	59.8	164.7	59.5	135.8	20.2	42.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.1	59.8	164.7	59.5	135.8	20.2	42.2	21.6
LOS	F	E	F	E	F	C	D	C
Approach Delay		78.9		107.3		32.4		22.8
Approach LOS		E		F		C		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 88 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 37.7	Intersection LOS: D
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: N Federal Highway & NE 4th Avenue



Queues
104: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	236	167	200	234	1974	118	1905
v/c Ratio	0.90	0.61	1.12	0.52	1.13	0.63	0.70	0.63
Control Delay	107.1	59.8	164.7	59.5	135.8	20.2	42.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.1	59.8	164.7	59.5	135.8	20.2	42.2	21.6
Queue Length 50th (ft)	165	207	~200	182	~199	447	39	449
Queue Length 95th (ft)	#313	306	#361	269	#389	523	110	495
Internal Link Dist (ft)		680		565		213		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	177	384	149	387	207	3141	206	3024
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.61	1.12	0.52	1.13	0.63	0.57	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
104: N Federal Highway & NE 4th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	133	91	159	155	35	222	1814	62	112	1718	92
Future Volume (veh/h)	152	133	91	159	155	35	222	1814	62	112	1718	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	160	140	96	167	163	37	234	1909	65	118	1808	97
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	218	149	145	312	71	254	3218	109	204	3003	161
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.07	0.64	0.64	0.04	0.61	0.61
Sat Flow, veh/h	1170	1025	703	1133	1466	333	1774	5050	172	1774	4940	265
Grp Volume(v), veh/h	160	0	236	167	0	200	234	1281	693	118	1240	665
Grp Sat Flow(s),veh/h/ln	1170	0	1728	1133	0	1799	1774	1695	1831	1774	1695	1815
Q Serve(g_s), s	18.2	0.0	19.9	14.1	0.0	15.8	8.7	35.2	35.4	4.0	36.2	36.3
Cycle Q Clear(g_c), s	34.0	0.0	19.9	34.0	0.0	15.8	8.7	35.2	35.4	4.0	36.2	36.3
Prop In Lane	1.00		0.41	1.00		0.19	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	178	0	367	145	0	382	254	2160	1167	204	2061	1103
V/C Ratio(X)	0.90	0.00	0.64	1.15	0.00	0.52	0.92	0.59	0.59	0.58	0.60	0.60
Avail Cap(c_a), veh/h	178	0	367	145	0	382	268	2160	1167	270	2061	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.00	0.68	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	0.0	57.5	75.2	0.0	55.8	30.0	16.9	16.9	17.1	19.4	19.4
Incr Delay (d2), s/veh	29.6	0.0	2.0	122.4	0.0	0.6	33.3	1.2	2.2	1.0	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.0	9.7	11.3	0.0	7.9	12.5	16.7	18.4	2.2	17.2	18.9
LnGrp Delay(d),s/veh	102.0	0.0	59.5	197.5	0.0	56.5	63.3	18.1	19.2	18.1	20.7	21.9
LnGrp LOS	F		E	F		E	E	B	B	B	C	C
Approach Vol, veh/h		396			367			2208			2023	
Approach Delay, s/veh		76.7			120.7			23.2			20.9	
Approach LOS		E			F			C			C	

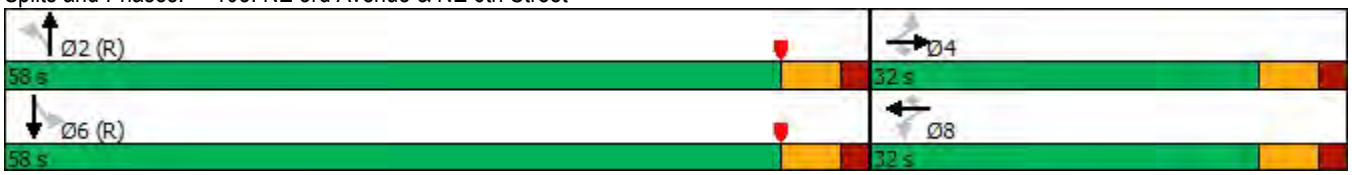
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	108.0		40.0	16.7	103.3		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	12.0	96.0		34.0	12.0	96.0		34.0
Max Q Clear Time (g_c+I1), s	6.0	37.4		36.0	10.7	38.3		36.0
Green Ext Time (p_c), s	0.0	26.6		0.0	0.0	24.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

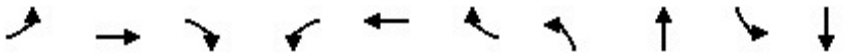
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	43	315	63	27	364	49	206	889	59	487
Future Volume (vph)	43	315	63	27	364	49	206	889	59	487
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	58.0	58.0	58.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	22.2	22.2	22.2	22.2	55.8	55.8	55.8	55.8
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.62	0.62	0.62	0.62
v/c Ratio	0.45	0.74	0.16	0.20	0.85	0.12	0.48	0.49	0.24	0.29
Control Delay	42.2	40.9	7.3	28.9	49.7	7.8	22.9	19.0	12.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	40.9	7.3	28.9	49.7	7.8	22.9	19.0	12.1	8.4
LOS	D	D	A	C	D	A	C	B	B	A
Approach Delay		36.0			43.7			19.7		8.7
Approach LOS		D			D			B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 6th Street



Queues
105: NE 3rd Avenue & NE 6th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	339	68	29	391	53	222	1060	63	612
v/c Ratio	0.45	0.74	0.16	0.20	0.85	0.12	0.48	0.49	0.24	0.29
Control Delay	42.2	40.9	7.3	28.9	49.7	7.8	22.9	19.0	12.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	40.9	7.3	28.9	49.7	7.8	22.9	19.0	12.1	8.4
Queue Length 50th (ft)	22	175	0	13	209	0	108	271	15	74
Queue Length 95th (ft)	57	259	30	36	304	26	m179	345	42	112
Internal Link Dist (ft)		287			200			185		157
Turn Bay Length (ft)	150		150	150		150	150		150	
Base Capacity (vph)	120	538	497	167	538	487	465	2162	259	2138
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.63	0.14	0.17	0.73	0.11	0.48	0.49	0.24	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
105: NE 3rd Avenue & NE 6th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	315	63	27	364	49	206	889	97	59	487	82
Future Volume (veh/h)	43	315	63	27	364	49	206	889	97	59	487	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	339	68	29	391	53	222	956	104	63	524	88
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	506	426	186	506	426	489	1913	208	277	1802	301
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.40	0.40	0.40	0.60	0.60	0.60
Sat Flow, veh/h	939	1863	1571	971	1863	1571	803	3214	350	530	3026	506
Grp Volume(v), veh/h	46	339	68	29	391	53	222	526	534	63	305	307
Grp Sat Flow(s),veh/h/ln	939	1863	1571	971	1863	1571	803	1770	1794	530	1770	1763
Q Serve(g_s), s	4.3	14.6	3.0	2.5	17.4	2.3	20.1	20.1	20.1	7.6	7.6	7.7
Cycle Q Clear(g_c), s	21.7	14.6	3.0	17.1	17.4	2.3	27.8	20.1	20.1	27.7	7.6	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.29
Lane Grp Cap(c), veh/h	153	506	426	186	506	426	489	1053	1068	277	1053	1049
V/C Ratio(X)	0.30	0.67	0.16	0.16	0.77	0.12	0.45	0.50	0.50	0.23	0.29	0.29
Avail Cap(c_a), veh/h	170	538	454	203	538	454	489	1053	1068	277	1053	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.2	25.0	36.8	30.2	24.7	22.4	17.0	17.0	20.1	8.9	8.9
Incr Delay (d2), s/veh	0.4	2.3	0.1	0.1	5.7	0.0	3.0	1.7	1.7	1.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.8	1.3	0.7	9.7	1.0	4.9	10.3	10.5	1.3	3.9	3.9
LnGrp Delay(d),s/veh	40.6	31.5	25.0	36.9	36.0	24.8	25.4	18.7	18.7	22.0	9.6	9.6
LnGrp LOS	D	C	C	D	D	C	C	B	B	C	A	A
Approach Vol, veh/h		453			473			1282			675	
Approach Delay, s/veh		31.4			34.8			19.8			10.8	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		59.6		30.4		59.6		30.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		52.0		26.0		52.0		26.0
Max Q Clear Time (g_c+I1), s		29.8		23.7		29.7		19.4
Green Ext Time (p_c), s		9.3		0.4		4.7		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.9

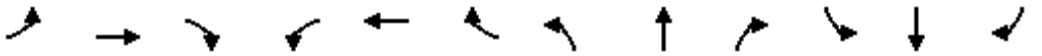
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	58	85	1148	557	20
Future Vol, veh/h	14	58	85	1148	557	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	63	92	1248	605	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1424	314	627	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	127	682	951	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	682	951	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	951	-	87	682	-	-
HCM Lane V/C Ratio	0.097	-	0.175	0.092	-	-
HCM Control Delay (s)	9.2	1.3	55	10.8	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.3	-	-

Future Background Conditions Synchro Reports



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	250	82	102	177	50	23	438	99	83	815	37
Future Volume (veh/h)	28	250	82	102	177	50	23	438	99	83	815	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	34	301	99	129	224	63	25	476	108	92	906	41
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	331	467	154	244	483	136	258	1477	333	167	1474	66
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1109	1369	450	993	1415	398	597	2904	655	223	2897	130
Grp Volume(v), veh/h	34	0	400	129	0	287	25	292	292	508	0	531
Grp Sat Flow(s),veh/h/ln	1109	0	1819	993	0	1814	597	1791	1767	1571	0	1679
Q Serve(g_s), s	2.0	0.0	14.9	10.1	0.0	9.9	2.5	7.7	7.8	10.0	0.0	18.2
Cycle Q Clear(g_c), s	11.9	0.0	14.9	24.9	0.0	9.9	20.7	7.7	7.8	17.8	0.0	18.2
Prop In Lane	1.00		0.25	1.00		0.22	1.00		0.37	0.18		0.08
Lane Grp Cap(c), veh/h	331	0	621	244	0	619	258	911	899	852	0	854
V/C Ratio(X)	0.10	0.00	0.64	0.53	0.00	0.46	0.10	0.32	0.32	0.60	0.00	0.62
Avail Cap(c_a), veh/h	355	0	659	265	0	657	258	911	899	852	0	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	22.2	32.8	0.0	20.6	21.6	11.5	11.6	13.7	0.0	14.1
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.7	0.0	0.2	0.7	0.9	1.0	3.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.3	2.4	0.0	4.0	0.4	3.0	3.0	6.6	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	23.7	33.4	0.0	20.8	22.3	12.5	12.5	16.8	0.0	17.5
LnGrp LOS	C	A	C	C	A	C	C	B	B	B	A	B
Approach Vol, veh/h		434			416			609			1039	
Approach Delay, s/veh		23.8			24.7			12.9			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.7		33.3		46.7		33.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		22.7		16.9		20.2		26.9				
Green Ext Time (p_c), s		3.5		1.4		7.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

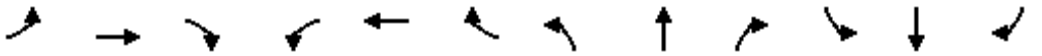
HCM 6th Signalized Intersection Summary
21: NE 3rd Ave & NE 4th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	242	35	62	303	92	114	977	140	62	496	38
Future Volume (veh/h)	61	242	35	62	303	92	114	977	140	62	496	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	67	266	38	75	365	111	133	1136	163	77	612	47
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	1	1	1
Cap, veh/h	181	548	78	313	464	141	358	1614	231	118	1084	93
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	933	1626	232	1075	1376	419	781	3145	450	119	2111	181
Grp Volume(v), veh/h	67	0	304	75	0	476	133	646	653	300	0	436
Grp Sat Flow(s),veh/h/ln	933	0	1858	1075	0	1795	781	1791	1804	729	0	1683
Q Serve(g_s), s	5.6	0.0	10.4	4.8	0.0	19.1	10.8	21.9	22.1	10.5	0.0	13.6
Cycle Q Clear(g_c), s	24.7	0.0	10.4	15.1	0.0	19.1	24.4	21.9	22.1	32.6	0.0	13.6
Prop In Lane	1.00		0.13	1.00		0.23	1.00		0.25	0.26		0.11
Lane Grp Cap(c), veh/h	181	0	626	313	0	604	358	919	926	431	0	864
V/C Ratio(X)	0.37	0.00	0.49	0.24	0.00	0.79	0.37	0.70	0.71	0.70	0.00	0.51
Avail Cap(c_a), veh/h	193	0	650	327	0	628	358	919	926	431	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	21.0	27.0	0.0	23.9	20.8	14.8	14.9	16.2	0.0	12.8
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	5.8	2.9	4.5	4.5	9.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	4.3	1.2	0.0	8.7	2.2	9.2	9.3	3.9	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	21.3	27.2	0.0	29.7	23.8	19.3	19.4	25.2	0.0	14.9
LnGrp LOS	D	A	C	C	A	C	C	B	B	C	A	B
Approach Vol, veh/h		371			551			1432			736	
Approach Delay, s/veh		23.8			29.4			19.7			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		32.9		47.1		32.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		28.0		40.0		28.0				
Max Q Clear Time (g_c+I1), s		26.4		26.7		34.6		21.1				
Green Ext Time (p_c), s		8.1		0.2		2.5		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

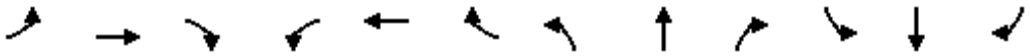


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	330	191	55	337	43	89	388	64	41	581	50
Future Volume (veh/h)	73	330	191	55	337	43	89	388	64	41	581	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	79	359	208	59	359	46	102	446	74	50	709	61
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	207	536	454	190	540	458	399	1713	282	521	1872	161
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	972	1856	1572	844	1870	1585	699	3053	503	889	3337	287
Grp Volume(v), veh/h	79	359	208	59	359	46	102	258	262	50	380	390
Grp Sat Flow(s),veh/h/ln	972	1856	1572	844	1870	1585	699	1777	1780	889	1791	1834
Q Serve(g_s), s	6.2	13.6	8.7	5.3	13.5	1.7	7.6	6.0	6.1	2.5	9.5	9.5
Cycle Q Clear(g_c), s	19.7	13.6	8.7	18.9	13.5	1.7	17.1	6.0	6.1	8.5	9.5	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.16
Lane Grp Cap(c), veh/h	207	536	454	190	540	458	399	997	999	521	1005	1029
V/C Ratio(X)	0.38	0.67	0.46	0.31	0.66	0.10	0.26	0.26	0.26	0.10	0.38	0.38
Avail Cap(c_a), veh/h	290	696	590	263	701	594	399	997	999	521	1005	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	25.1	23.3	33.4	25.0	20.8	14.6	9.0	9.0	11.2	9.8	9.8
Incr Delay (d2), s/veh	0.4	0.7	0.3	0.3	0.7	0.0	1.5	0.6	0.6	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.8	3.1	1.1	5.7	0.6	1.3	2.3	2.3	0.5	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	25.8	23.6	33.8	25.7	20.9	16.1	9.6	9.7	11.6	10.9	10.9
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		646			464			622			820	
Approach Delay, s/veh		26.1			26.2			10.7			10.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.9		29.1		50.9		29.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		38.0		30.0		38.0		30.0				
Max Q Clear Time (g_c+I1), s		19.1		21.7		11.5		20.9				
Green Ext Time (p_c), s		3.9		1.4		5.6		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

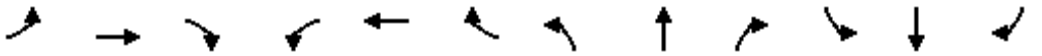


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	363	73	67	412	47	210	715	120	41	403	65
Future Volume (veh/h)	50	363	73	67	412	47	210	715	120	41	403	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	54	390	78	74	458	52	247	841	141	49	486	78
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	2	1	1	1	1	1	1	1	1	1
Cap, veh/h	173	593	495	216	589	499	475	1650	277	300	1663	266
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	904	1900	1585	932	1885	1598	853	3069	515	578	3093	494
Grp Volume(v), veh/h	54	390	78	74	458	52	247	491	491	49	280	284
Grp Sat Flow(s),veh/h/ln	904	1900	1585	932	1885	1598	853	1791	1793	578	1791	1796
Q Serve(g_s), s	4.6	14.2	2.8	6.0	17.7	1.9	17.9	14.0	14.0	4.7	6.9	6.9
Cycle Q Clear(g_c), s	22.3	14.2	2.8	20.2	17.7	1.9	24.8	14.0	14.0	18.7	6.9	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.28
Lane Grp Cap(c), veh/h	173	593	495	216	589	499	475	963	964	300	963	966
V/C Ratio(X)	0.31	0.66	0.16	0.34	0.78	0.10	0.52	0.51	0.51	0.16	0.29	0.29
Avail Cap(c_a), veh/h	207	665	555	251	660	559	475	963	964	300	963	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	23.8	19.9	32.5	25.0	19.6	17.0	11.8	11.8	17.7	10.1	10.2
Incr Delay (d2), s/veh	0.4	1.4	0.1	0.3	4.5	0.0	4.0	1.9	1.9	1.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	1.0	1.3	8.1	0.7	3.8	5.5	5.5	0.7	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	25.2	19.9	32.9	29.5	19.6	21.0	13.7	13.7	18.9	10.9	10.9
LnGrp LOS	D	C	B	C	C	B	C	B	B	B	B	B
Approach Vol, veh/h		522			584			1229			613	
Approach Delay, s/veh		25.5			29.0			15.2			11.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		31.0		49.0		31.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		28.0		40.0		28.0				
Max Q Clear Time (g_c+I1), s		26.8		24.3		20.7		22.2				
Green Ext Time (p_c), s		6.6		0.7		3.9		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

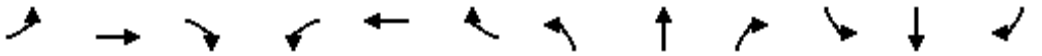
HCM 6th Signalized Intersection Summary
22: US 1 & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	199	94	92	99	21	72	1060	31	63	1554	52
Future Volume (veh/h)	145	199	94	92	99	21	72	1060	31	63	1554	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	196	269	127	121	130	28	94	1377	40	66	1636	55
Peak Hour Factor	0.74	0.74	0.74	0.76	0.76	0.76	0.77	0.77	0.77	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	1	1	1
Cap, veh/h	372	397	187	179	489	105	197	2710	79	232	2673	90
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.04	0.53	0.53	0.03	0.52	0.52
Sat Flow, veh/h	1238	1211	572	988	1491	321	1781	5100	148	1795	5113	172
Grp Volume(v), veh/h	196	0	396	121	0	158	94	919	498	66	1098	593
Grp Sat Flow(s),veh/h/ln	1238	0	1782	988	0	1813	1781	1702	1844	1795	1716	1854
Q Serve(g_s), s	22.2	0.0	30.7	19.3	0.0	10.3	3.9	27.7	27.7	2.7	35.9	35.9
Cycle Q Clear(g_c), s	32.4	0.0	30.7	50.0	0.0	10.3	3.9	27.7	27.7	2.7	35.9	35.9
Prop In Lane	1.00		0.32	1.00		0.18	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	372	0	585	179	0	595	197	1809	980	232	1794	969
V/C Ratio(X)	0.53	0.00	0.68	0.67	0.00	0.27	0.48	0.51	0.51	0.28	0.61	0.61
Avail Cap(c_a), veh/h	414	0	646	214	0	657	277	1809	980	272	1794	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	46.4	68.0	0.0	39.6	22.3	24.1	24.1	19.4	26.8	26.8
Incr Delay (d2), s/veh	0.4	0.0	1.8	4.1	0.0	0.1	0.7	1.0	1.9	0.2	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	14.0	5.1	0.0	4.7	1.7	11.4	12.6	1.2	15.0	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	48.3	72.1	0.0	39.7	23.0	25.1	25.9	19.6	28.4	29.7
LnGrp LOS	D	A	D	E	A	D	C	C	C	B	C	C
Approach Vol, veh/h		592			279			1511			1757	
Approach Delay, s/veh		49.5			53.7			25.2			28.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	91.0		58.5	11.9	89.7		58.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	76.0		58.0	13.0	71.0		58.0				
Max Q Clear Time (g_c+I1), s	4.7	29.7		34.4	5.9	37.9		52.0				
Green Ext Time (p_c), s	0.0	13.3		2.0	0.0	15.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									

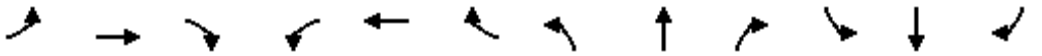


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	194	75	107	164	29	192	1503	56	73	1399	107
Future Volume (veh/h)	126	194	75	107	164	29	192	1503	56	73	1399	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	135	209	81	137	210	37	202	1582	59	77	1473	113
Peak Hour Factor	0.93	0.93	0.93	0.78	0.78	0.78	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	235	360	140	198	435	77	270	2945	110	219	2665	204
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.58	0.58	0.03	0.55	0.55
Sat Flow, veh/h	1142	1294	501	1098	1561	275	1795	5092	190	1795	4875	374
Grp Volume(v), veh/h	135	0	290	137	0	247	202	1066	575	77	1037	549
Grp Sat Flow(s),veh/h/ln	1142	0	1795	1098	0	1836	1795	1716	1851	1795	1716	1818
Q Serve(g_s), s	17.9	0.0	22.2	19.6	0.0	17.9	7.8	30.4	30.4	3.0	31.4	31.4
Cycle Q Clear(g_c), s	35.8	0.0	22.2	41.9	0.0	17.9	7.8	30.4	30.4	3.0	31.4	31.4
Prop In Lane	1.00		0.28	1.00		0.15	1.00		0.10	1.00		0.21
Lane Grp Cap(c), veh/h	235	0	500	198	0	511	270	1984	1071	219	1876	994
V/C Ratio(X)	0.57	0.00	0.58	0.69	0.00	0.48	0.75	0.54	0.54	0.35	0.55	0.55
Avail Cap(c_a), veh/h	274	0	561	235	0	574	462	1984	1071	266	1876	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	49.7	67.7	0.0	48.1	22.0	20.6	20.6	17.6	23.6	23.6
Incr Delay (d2), s/veh	0.8	0.0	0.6	4.5	0.0	0.3	1.6	1.0	1.9	0.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	10.2	5.8	0.0	8.4	3.3	12.4	13.6	1.3	13.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	50.2	72.2	0.0	48.4	23.6	21.7	22.6	18.0	24.7	25.8
LnGrp LOS	E	A	D	E	A	D	C	C	C	B	C	C
Approach Vol, veh/h		425			384			1843			1663	
Approach Delay, s/veh		54.5			56.9			22.2			24.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	98.5		50.6	15.9	93.5		50.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	83.0		50.0	27.0	65.0		50.0				
Max Q Clear Time (g_c+I1), s	5.0	32.4		37.8	9.8	33.4		43.9				
Green Ext Time (p_c), s	0.0	17.3		1.2	0.1	14.0		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		29.4	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
11: US 1 & NE 6th St

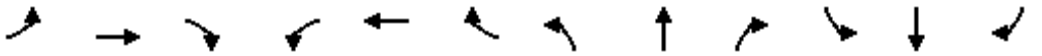


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	108	33	137	131	132	73	1115	36	21	1469	76
Future Volume (veh/h)	102	108	33	137	131	132	73	1115	36	21	1469	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	124	132	40	159	152	153	80	1225	40	24	1708	88
Peak Hour Factor	0.82	0.82	0.82	0.86	0.86	0.86	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	183	533	452	322	242	243	99	3009	98	30	2733	141
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.59	0.59	0.02	0.55	0.55
Sat Flow, veh/h	1083	1885	1598	1213	855	861	1795	5119	167	1781	4972	256
Grp Volume(v), veh/h	124	132	40	159	0	305	80	821	444	24	1169	627
Grp Sat Flow(s),veh/h/ln	1083	1885	1598	1213	0	1715	1795	1716	1855	1781	1702	1824
Q Serve(g_s), s	18.0	8.6	2.9	18.6	0.0	24.8	7.1	20.7	20.8	2.1	37.7	37.8
Cycle Q Clear(g_c), s	42.9	8.6	2.9	27.3	0.0	24.8	7.1	20.7	20.8	2.1	37.7	37.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.09	1.00		0.14
Lane Grp Cap(c), veh/h	183	533	452	322	0	485	99	2016	1090	30	1871	1003
V/C Ratio(X)	0.68	0.25	0.09	0.49	0.00	0.63	0.81	0.41	0.41	0.79	0.62	0.63
Avail Cap(c_a), veh/h	215	589	499	359	0	536	168	2016	1090	67	1871	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	44.3	42.2	54.8	0.0	50.1	74.8	17.9	17.9	78.4	24.7	24.7
Incr Delay (d2), s/veh	4.4	0.1	0.0	0.4	0.0	1.3	5.8	0.6	1.1	15.5	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	4.1	1.2	5.7	0.0	10.8	3.4	8.4	9.2	1.1	15.5	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	44.3	42.2	55.2	0.0	51.3	80.5	18.5	19.0	93.9	26.3	27.7
LnGrp LOS	E	D	D	E	A	D	F	B	B	F	C	C
Approach Vol, veh/h		296			464			1345			1820	
Approach Delay, s/veh		56.1			52.7			22.3			27.7	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	100.0		51.2	14.8	93.9		51.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	86.0		50.0	15.0	77.0		50.0				
Max Q Clear Time (g_c+I1), s	4.1	22.8		29.3	9.1	39.8		44.9				
Green Ext Time (p_c), s	0.0	11.5		1.4	0.0	17.9		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
11: US 1 & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	202	47	133	196	100	170	1364	58	44	1426	157
Future Volume (veh/h)	122	202	47	133	196	100	170	1364	58	44	1426	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	139	230	53	153	225	115	179	1436	61	51	1639	180
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.95	0.95	0.95	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	197	580	491	280	364	186	200	2752	117	66	2207	242
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.54	0.54	0.04	0.47	0.47
Sat Flow, veh/h	1049	1885	1598	1114	1185	606	1795	5062	215	1795	4707	516
Grp Volume(v), veh/h	139	230	53	153	0	340	179	973	524	51	1194	625
Grp Sat Flow(s),veh/h/ln	1049	1885	1598	1114	0	1791	1795	1716	1846	1795	1716	1792
Q Serve(g_s), s	20.9	15.4	3.8	20.1	0.0	26.0	15.7	28.9	28.9	4.5	45.3	45.6
Cycle Q Clear(g_c), s	46.9	15.4	3.8	35.5	0.0	26.0	15.7	28.9	28.9	4.5	45.3	45.6
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.12	1.00		0.29
Lane Grp Cap(c), veh/h	197	580	491	280	0	551	200	1865	1004	66	1608	840
V/C Ratio(X)	0.70	0.40	0.11	0.55	0.00	0.62	0.90	0.52	0.52	0.78	0.74	0.74
Avail Cap(c_a), veh/h	209	601	509	293	0	571	269	1865	1004	112	1608	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	43.7	39.7	57.7	0.0	47.4	70.2	23.3	23.3	76.4	34.6	34.7
Incr Delay (d2), s/veh	7.9	0.2	0.0	0.9	0.0	1.3	20.5	1.0	1.9	7.2	3.1	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	7.3	1.5	5.7	0.0	11.8	8.4	12.0	13.1	2.2	19.5	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	43.9	39.7	58.6	0.0	48.7	90.7	24.3	25.2	83.6	37.8	40.6
LnGrp LOS	E	D	D	E	A	D	F	C	C	F	D	D
Approach Vol, veh/h		422			493			1676			1870	
Approach Delay, s/veh		53.7			51.8			31.7			40.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	93.0		55.2	23.8	81.0		55.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	81.0		51.0	24.0	67.0		51.0				
Max Q Clear Time (g_c+I1), s	6.5	30.9		37.5	17.7	47.6		48.9				
Green Ext Time (p_c), s	0.0	14.8		1.4	0.1	12.5		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		39.5	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	6	17	34	31	27	58	9	483	7	16	822	6
Future Vol, veh/h	6	17	34	31	27	58	9	483	7	16	822	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	77	77	77	93	93	93	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	7	20	39	40	35	75	10	519	8	17	893	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1228	1478	450	1034	1477	264	900	0	0	527	0	0
Stage 1	931	931	-	543	543	-	-	-	-	-	-	-
Stage 2	297	547	-	491	934	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	136	127	562	189	127	741	751	-	-	1036	-	-
Stage 1	291	348	-	497	523	-	-	-	-	-	-	-
Stage 2	693	521	-	533	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	121	562	148	121	741	751	-	-	1036	-	-
Mov Cap-2 Maneuver	91	121	-	148	121	-	-	-	-	-	-	-
Stage 1	285	337	-	488	513	-	-	-	-	-	-	-
Stage 2	569	511	-	452	336	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.1	47.5	0.3	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	751	-	-	214	227	1036	-	-
HCM Lane V/C Ratio	0.013	-	-	0.306	0.664	0.017	-	-
HCM Control Delay (s)	9.9	0.1	-	29.1	47.5	8.5	0.1	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	4.1	0.1	-	-

Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	24	25	12	26	35	18	996	40	21	501	17
Future Vol, veh/h	11	24	25	12	26	35	18	996	40	21	501	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	73	73	73	92	92	92	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	15	34	35	16	36	48	20	1083	43	25	596	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1256	1822	308	1510	1811	563	616	0	0	1126	0	0
Stage 1	656	656	-	1145	1145	-	-	-	-	-	-	-
Stage 2	600	1166	-	365	666	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	129	77	691	84	79	475	967	-	-	622	-	-
Stage 1	423	463	-	216	277	-	-	-	-	-	-	-
Stage 2	457	268	-	632	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	64	68	691	45	70	475	967	-	-	622	-	-
Mov Cap-2 Maneuver	64	68	-	45	70	-	-	-	-	-	-	-
Stage 1	399	435	-	204	261	-	-	-	-	-	-	-
Stage 2	335	253	-	519	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	110.5	157.1	0.3	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	967	-	-	107	103	622	-	-
HCM Lane V/C Ratio	0.02	-	-	0.79	0.971	0.04	-	-
HCM Control Delay (s)	8.8	0.2	-	110.5	157.1	11	0.3	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.4	5.9	0.1	-	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	90	87	58
Demand Flow Rate, veh/h	51	92	87	58
Vehicles Circulating, veh/h	49	76	43	130
Vehicles Exiting, veh/h	139	54	57	38
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.5	3.2	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	51	92	87	58
Cap Entry Lane, veh/h	1313	1277	1321	1209
Entry HV Adj Factor	0.994	0.983	1.000	1.000
Flow Entry, veh/h	51	90	87	58
Cap Entry, veh/h	1304	1255	1321	1209
V/C Ratio	0.039	0.072	0.066	0.048
Control Delay, s/veh	3.1	3.5	3.2	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	104	93	105	81
Demand Flow Rate, veh/h	104	93	105	81
Vehicles Circulating, veh/h	97	86	88	110
Vehicles Exiting, veh/h	94	107	113	69
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.4	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	104	93	105	81
Cap Entry Lane, veh/h	1250	1264	1261	1233
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	104	93	105	81
Cap Entry, veh/h	1250	1264	1261	1233
V/C Ratio	0.083	0.074	0.083	0.066
Control Delay, s/veh	3.6	3.4	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	0	0	24	29	1217	38	83	1549	22
Future Vol, veh/h	0	0	75	0	0	24	29	1217	38	83	1549	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	81	81	81	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	0	0	107	0	0	30	34	1415	44	91	1702	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	863	-	-	730	1726	0	0	1459	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	259	0	0	317	172	-	-	233	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	259	-	-	317	172	-	-	233	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.4	17.5	0.7	1.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	172	-	-	259	317	233	-	-
HCM Lane V/C Ratio	0.196	-	-	0.414	0.093	0.391	-	-
HCM Control Delay (s)	31	-	-	28.4	17.5	30.1	-	-
HCM Lane LOS	D	-	-	D	C	D	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1.9	0.3	1.8	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	48	0	0	73	83	1531	41	39	1488	64
Future Vol, veh/h	0	0	48	0	0	73	83	1531	41	39	1488	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	83	83	83	95	95	95	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	74	0	0	88	87	1612	43	43	1653	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	862	-	-	828	1724	0	0	1655	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.11	-	-
Pot Cap-1 Maneuver	0	0	259	0	0	273	174	-	-	189	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	259	-	-	273	174	-	-	189	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.4	24.3	2.3	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	174	-	-	259	273	189	-	-
HCM Lane V/C Ratio	0.502	-	-	0.285	0.322	0.229	-	-
HCM Control Delay (s)	44.9	-	-	24.4	24.3	29.6	-	-
HCM Lane LOS	E	-	-	C	C	D	-	-
HCM 95th %tile Q(veh)	2.5	-	-	1.1	1.3	0.9	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	397	20	13	325	12	31	7	29	49	12	64
Future Vol, veh/h	25	397	20	13	325	12	31	7	29	49	12	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	2	2	2
Mvmt Flow	27	427	22	14	349	13	35	8	33	56	14	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	362	0	0	449	0	0	919	882	438	897	887	356
Stage 1	-	-	-	-	-	-	492	492	-	384	384	-
Stage 2	-	-	-	-	-	-	427	390	-	513	503	-
Critical Hdwy	4.13	-	-	4.11	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.209	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1117	-	-	254	287	623	261	283	688
Stage 1	-	-	-	-	-	-	562	551	-	639	611	-
Stage 2	-	-	-	-	-	-	610	611	-	544	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1117	-	-	211	274	623	233	270	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	274	-	233	270	-
Stage 1	-	-	-	-	-	-	545	534	-	620	601	-
Stage 2	-	-	-	-	-	-	525	601	-	492	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	20.6	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	1191	-	-	1117	-	-	359
HCM Lane V/C Ratio	0.249	0.023	-	-	0.013	-	-	0.396
HCM Control Delay (s)	20.6	8.1	0	-	8.3	0	-	21.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	80	423	31	30	472	31	12	20	32	37	24	54
Future Vol, veh/h	80	423	31	30	472	31	12	20	32	37	24	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	77	77	77	79	79	79
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	88	465	34	34	530	35	16	26	42	47	30	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	565	0	0	499	0	0	1323	1291	482	1308	1291	548
Stage 1	-	-	-	-	-	-	658	658	-	616	616	-
Stage 2	-	-	-	-	-	-	665	633	-	692	675	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.11	6.51	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.509	4.009	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1017	-	-	1070	-	-	134	164	586	138	165	540
Stage 1	-	-	-	-	-	-	455	463	-	481	485	-
Stage 2	-	-	-	-	-	-	451	475	-	437	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1017	-	-	1070	-	-	86	138	586	96	138	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	138	-	96	138	-
Stage 1	-	-	-	-	-	-	400	407	-	423	462	-
Stage 2	-	-	-	-	-	-	351	453	-	334	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.5	38.2	84.5
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	189	1017	-	-	1070	-	-	174
HCM Lane V/C Ratio	0.44	0.086	-	-	0.032	-	-	0.837
HCM Control Delay (s)	38.2	8.9	0	-	8.5	0	-	84.5
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2	0.3	-	-	0.1	-	-	5.8

Appendix E

Trip Distribution

SERPM MODEL OUTPUT - 2045 AADT

SERPM MODEL OUTPUT - Select Zone Analysis

Appendix F

Future Build Conditions Analysis Supporting Documents

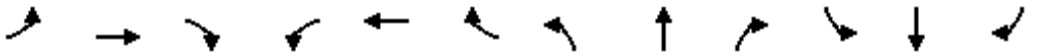
Future Build Conditions Synchro Reports

HCM 6th Signalized Intersection Summary
21: NE 3rd Ave & NE 4th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	250	82	102	177	50	23	443	99	83	825	41
Future Volume (veh/h)	30	250	82	102	177	50	23	443	99	83	825	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	36	301	99	129	224	63	25	482	108	92	917	46
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	331	467	154	244	483	136	252	1481	330	165	1467	73
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1109	1369	450	993	1415	398	588	2911	648	219	2883	143
Grp Volume(v), veh/h	36	0	400	129	0	287	25	295	295	517	0	538
Grp Sat Flow(s),veh/h/ln	1109	0	1819	993	0	1814	588	1791	1768	1569	0	1676
Q Serve(g_s), s	2.1	0.0	14.9	10.1	0.0	9.9	2.6	7.8	7.9	10.5	0.0	18.6
Cycle Q Clear(g_c), s	12.0	0.0	14.9	24.9	0.0	9.9	21.2	7.8	7.9	18.4	0.0	18.6
Prop In Lane	1.00		0.25	1.00		0.22	1.00		0.37	0.18		0.09
Lane Grp Cap(c), veh/h	331	0	621	244	0	619	252	911	900	851	0	853
V/C Ratio(X)	0.11	0.00	0.64	0.53	0.00	0.46	0.10	0.32	0.33	0.61	0.00	0.63
Avail Cap(c_a), veh/h	355	0	659	265	0	657	252	911	900	851	0	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	22.2	32.8	0.0	20.6	21.9	11.6	11.6	13.9	0.0	14.2
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.7	0.0	0.2	0.8	0.9	1.0	3.2	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	6.3	2.4	0.0	4.0	0.4	3.1	3.1	6.8	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	23.7	33.4	0.0	20.8	22.7	12.5	12.6	17.1	0.0	17.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	B	A	B
Approach Vol, veh/h		436			416			615			1055	
Approach Delay, s/veh		23.8			24.7			12.9			17.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.7		33.3		46.7		33.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		23.2		16.9		20.6		26.9				
Green Ext Time (p_c), s		3.5		1.4		7.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

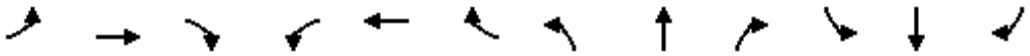


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	242	35	62	303	92	114	988	140	62	501	40
Future Volume (veh/h)	64	242	35	62	303	92	114	988	140	62	501	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	70	266	38	75	365	111	133	1149	163	77	619	49
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	1	1	1
Cap, veh/h	183	551	79	315	466	142	351	1610	228	115	1074	95
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	933	1626	232	1075	1376	419	775	3150	446	114	2102	187
Grp Volume(v), veh/h	70	0	304	75	0	476	133	652	660	304	0	441
Grp Sat Flow(s),veh/h/ln	933	0	1858	1075	0	1795	775	1791	1805	721	0	1682
Q Serve(g_s), s	5.8	0.0	10.3	4.7	0.0	19.1	11.0	22.4	22.6	10.9	0.0	13.9
Cycle Q Clear(g_c), s	24.9	0.0	10.3	15.1	0.0	19.1	24.9	22.4	22.6	33.5	0.0	13.9
Prop In Lane	1.00		0.13	1.00		0.23	1.00		0.25	0.25		0.11
Lane Grp Cap(c), veh/h	183	0	630	315	0	608	351	915	923	425	0	860
V/C Ratio(X)	0.38	0.00	0.48	0.24	0.00	0.78	0.38	0.71	0.72	0.71	0.00	0.51
Avail Cap(c_a), veh/h	194	0	650	327	0	628	351	915	923	425	0	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	20.9	26.9	0.0	23.8	21.2	15.0	15.1	16.5	0.0	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	5.6	3.1	4.7	4.7	9.9	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	4.3	1.2	0.0	8.6	2.2	9.4	9.5	4.1	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	21.1	27.0	0.0	29.4	24.3	19.7	19.8	26.4	0.0	15.1
LnGrp LOS	D	A	C	C	A	C	C	B	B	C	A	B
Approach Vol, veh/h		374			551			1445			745	
Approach Delay, s/veh		23.8			29.1			20.2			19.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.9		33.1		46.9		33.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		28.0		40.0		28.0				
Max Q Clear Time (g_c+I1), s		26.9		26.9		35.5		21.1				
Green Ext Time (p_c), s		7.9		0.2		2.2		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

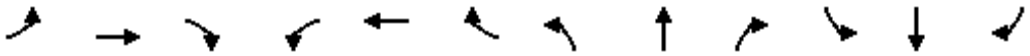


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	334	191	55	344	49	93	392	64	43	582	50
Future Volume (veh/h)	73	334	191	55	344	49	93	392	64	43	582	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	79	363	208	59	366	52	107	451	74	52	710	61
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	206	543	461	192	548	464	395	1704	278	515	1860	160
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	961	1856	1572	841	1870	1585	698	3059	499	885	3338	287
Grp Volume(v), veh/h	79	363	208	59	366	52	107	261	264	52	381	390
Grp Sat Flow(s),veh/h/ln	961	1856	1572	841	1870	1585	698	1777	1781	885	1791	1834
Q Serve(g_s), s	6.3	13.8	8.6	5.3	13.8	1.9	8.1	6.1	6.2	2.6	9.6	9.6
Cycle Q Clear(g_c), s	20.1	13.8	8.6	19.1	13.8	1.9	17.7	6.1	6.2	8.8	9.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.16
Lane Grp Cap(c), veh/h	206	543	461	192	548	464	395	990	992	515	998	1022
V/C Ratio(X)	0.38	0.67	0.45	0.31	0.67	0.11	0.27	0.26	0.27	0.10	0.38	0.38
Avail Cap(c_a), veh/h	285	696	590	261	701	594	395	990	992	515	998	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	24.9	23.0	33.2	24.9	20.7	15.0	9.2	9.2	11.5	10.0	10.0
Incr Delay (d2), s/veh	0.4	0.8	0.3	0.3	0.8	0.0	1.7	0.6	0.7	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.8	3.1	1.1	5.9	0.7	1.4	2.3	2.3	0.5	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	25.7	23.3	33.6	25.7	20.7	16.6	9.8	9.9	11.9	11.1	11.1
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		650			477			632			823	
Approach Delay, s/veh		25.9			26.1			11.0			11.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.6		29.4		50.6		29.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		38.0		30.0		38.0		30.0				
Max Q Clear Time (g_c+I1), s		19.7		22.1		11.6		21.1				
Green Ext Time (p_c), s		3.9		1.4		5.6		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: NE 3rd Ave & NE 6th St

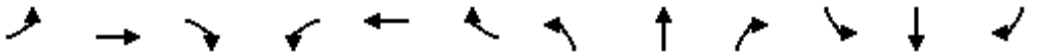


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	372	73	67	415	50	212	716	120	47	406	65
Future Volume (veh/h)	50	372	73	67	415	50	212	716	120	47	406	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	54	400	78	74	461	56	249	842	141	57	489	78
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	2	1	1	1	1	1	1	1	1	1
Cap, veh/h	173	597	498	211	592	502	472	1645	275	298	1659	263
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	898	1900	1585	924	1885	1598	851	3070	514	577	3096	492
Grp Volume(v), veh/h	54	400	78	74	461	56	249	491	492	57	282	285
Grp Sat Flow(s),veh/h/ln	898	1900	1585	924	1885	1598	851	1791	1793	577	1791	1797
Q Serve(g_s), s	4.6	14.6	2.8	6.1	17.8	2.0	18.3	14.0	14.0	5.6	6.9	7.0
Cycle Q Clear(g_c), s	22.4	14.6	2.8	20.7	17.8	2.0	25.3	14.0	14.0	19.6	6.9	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.27
Lane Grp Cap(c), veh/h	173	597	498	211	592	502	472	960	961	298	960	963
V/C Ratio(X)	0.31	0.67	0.16	0.35	0.78	0.11	0.53	0.51	0.51	0.19	0.29	0.30
Avail Cap(c_a), veh/h	205	665	555	244	660	559	472	960	961	298	960	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	23.8	19.8	32.8	24.9	19.5	17.2	11.9	11.9	18.1	10.2	10.2
Incr Delay (d2), s/veh	0.4	1.6	0.1	0.4	4.6	0.0	4.2	1.9	1.9	1.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.4	1.0	1.3	8.2	0.7	3.8	5.6	5.6	0.8	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	25.5	19.8	33.2	29.5	19.5	21.4	13.8	13.8	19.6	11.0	11.0
LnGrp LOS	D	C	B	C	C	B	C	B	B	B	B	B
Approach Vol, veh/h		532			591			1232			624	
Approach Delay, s/veh		25.7			29.0			15.3			11.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.9		31.1		48.9		31.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		28.0		40.0		28.0				
Max Q Clear Time (g_c+I1), s		27.3		24.4		21.6		22.7				
Green Ext Time (p_c), s		6.5		0.7		3.9		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

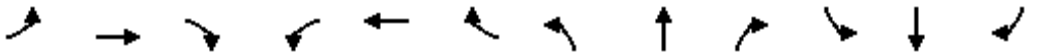
HCM 6th Signalized Intersection Summary
22: US 1 & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	199	94	92	99	21	75	1062	31	63	1568	52
Future Volume (veh/h)	145	199	94	92	99	21	75	1062	31	63	1568	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	196	269	127	121	130	28	97	1379	40	66	1651	55
Peak Hour Factor	0.74	0.74	0.74	0.76	0.76	0.76	0.77	0.77	0.77	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	1	1	1
Cap, veh/h	372	397	187	179	489	105	196	2710	79	232	2670	89
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.04	0.53	0.53	0.03	0.52	0.52
Sat Flow, veh/h	1238	1211	572	988	1491	321	1781	5100	148	1795	5115	170
Grp Volume(v), veh/h	196	0	396	121	0	158	97	920	499	66	1107	599
Grp Sat Flow(s),veh/h/ln	1238	0	1782	988	0	1813	1781	1702	1844	1795	1716	1855
Q Serve(g_s), s	22.2	0.0	30.7	19.3	0.0	10.3	4.1	27.8	27.8	2.7	36.4	36.5
Cycle Q Clear(g_c), s	32.4	0.0	30.7	50.0	0.0	10.3	4.1	27.8	27.8	2.7	36.4	36.5
Prop In Lane	1.00		0.32	1.00		0.18	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	372	0	585	179	0	595	196	1809	980	232	1791	968
V/C Ratio(X)	0.53	0.00	0.68	0.67	0.00	0.27	0.49	0.51	0.51	0.28	0.62	0.62
Avail Cap(c_a), veh/h	414	0	646	214	0	657	274	1809	980	271	1791	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	46.4	68.0	0.0	39.6	22.7	24.1	24.1	19.4	27.0	27.0
Incr Delay (d2), s/veh	0.4	0.0	1.8	4.1	0.0	0.1	0.7	1.0	1.9	0.2	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	14.0	5.1	0.0	4.7	1.7	11.4	12.6	1.2	15.2	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	48.3	72.1	0.0	39.7	23.4	25.1	26.0	19.7	28.6	30.0
LnGrp LOS	D	A	D	E	A	D	C	C	C	B	C	C
Approach Vol, veh/h		592			279			1516			1772	
Approach Delay, s/veh		49.5			53.7			25.3			28.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	91.0		58.5	12.0	89.5		58.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	76.0		58.0	13.0	71.0		58.0				
Max Q Clear Time (g_c+I1), s	4.7	29.8		34.4	6.1	38.5		52.0				
Green Ext Time (p_c), s	0.0	13.3		2.0	0.0	15.6		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

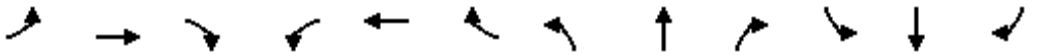


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	194	75	107	164	29	198	1506	56	73	1405	107
Future Volume (veh/h)	126	194	75	107	164	29	198	1506	56	73	1405	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	135	209	81	137	210	37	208	1585	59	77	1479	113
Peak Hour Factor	0.93	0.93	0.93	0.78	0.78	0.78	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	235	360	139	198	434	77	271	2947	110	219	2661	203
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.58	0.58	0.03	0.55	0.55
Sat Flow, veh/h	1142	1294	501	1098	1561	275	1795	5093	190	1795	4877	373
Grp Volume(v), veh/h	135	0	290	137	0	247	208	1068	576	77	1040	552
Grp Sat Flow(s),veh/h/ln	1142	0	1795	1098	0	1836	1795	1716	1851	1795	1716	1818
Q Serve(g_s), s	17.9	0.0	22.3	19.6	0.0	18.0	8.0	30.5	30.5	3.0	31.6	31.7
Cycle Q Clear(g_c), s	35.8	0.0	22.3	41.9	0.0	18.0	8.0	30.5	30.5	3.0	31.6	31.7
Prop In Lane	1.00		0.28	1.00		0.15	1.00		0.10	1.00		0.20
Lane Grp Cap(c), veh/h	235	0	499	198	0	511	271	1986	1071	219	1872	992
V/C Ratio(X)	0.58	0.00	0.58	0.69	0.00	0.48	0.77	0.54	0.54	0.35	0.56	0.56
Avail Cap(c_a), veh/h	267	0	550	229	0	562	471	1986	1071	265	1872	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	0.0	49.7	67.7	0.0	48.2	22.8	20.6	20.6	17.7	23.7	23.7
Incr Delay (d2), s/veh	1.0	0.0	0.7	5.2	0.0	0.3	1.7	1.0	1.9	0.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	10.2	5.8	0.0	8.4	3.7	12.4	13.7	1.3	13.1	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	0.0	50.4	72.9	0.0	48.4	24.5	21.7	22.6	18.0	24.9	25.9
LnGrp LOS	E	A	D	E	A	D	C	C	C	B	C	C
Approach Vol, veh/h		425			384			1852			1669	
Approach Delay, s/veh		54.7			57.2			22.3			24.9	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	98.6		50.5	16.2	93.3		50.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	84.0		49.0	28.0	65.0		49.0				
Max Q Clear Time (g_c+I1), s	5.0	32.5		37.8	10.0	33.7		43.9				
Green Ext Time (p_c), s	0.0	17.4		1.1	0.2	14.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		29.6	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
11: US 1 & NE 6th St

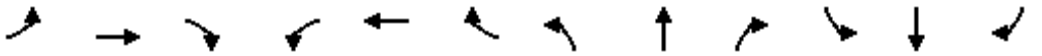


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	112	33	137	131	132	73	1115	36	21	1472	78
Future Volume (veh/h)	113	112	33	137	131	132	73	1115	36	21	1472	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	138	137	40	159	152	153	80	1225	40	24	1712	91
Peak Hour Factor	0.82	0.82	0.82	0.86	0.86	0.86	0.91	0.91	0.91	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	197	553	469	333	251	253	99	2954	96	30	2675	142
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.06	0.58	0.58	0.02	0.54	0.54
Sat Flow, veh/h	1083	1885	1598	1207	855	861	1795	5119	167	1781	4963	264
Grp Volume(v), veh/h	138	137	40	159	0	305	80	821	444	24	1174	629
Grp Sat Flow(s),veh/h/ln	1083	1885	1598	1207	0	1715	1795	1716	1855	1781	1702	1823
Q Serve(g_s), s	20.1	8.9	2.9	18.5	0.0	24.4	7.1	21.3	21.3	2.1	38.8	38.9
Cycle Q Clear(g_c), s	44.5	8.9	2.9	27.3	0.0	24.4	7.1	21.3	21.3	2.1	38.8	38.9
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.09	1.00		0.14
Lane Grp Cap(c), veh/h	197	553	469	333	0	503	99	1980	1070	30	1835	982
V/C Ratio(X)	0.70	0.25	0.09	0.48	0.00	0.61	0.81	0.41	0.41	0.79	0.64	0.64
Avail Cap(c_a), veh/h	231	613	519	371	0	558	157	1980	1070	67	1835	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	43.1	41.0	53.5	0.0	48.6	74.8	18.8	18.8	78.4	26.0	26.0
Incr Delay (d2), s/veh	5.2	0.1	0.0	0.4	0.0	0.9	6.9	0.6	1.2	15.5	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.2	1.2	5.7	0.0	10.6	3.4	8.6	9.5	1.1	16.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	43.1	41.0	53.9	0.0	49.5	81.7	19.5	20.0	93.9	27.7	29.2
LnGrp LOS	E	D	D	D	A	D	F	B	C	F	C	C
Approach Vol, veh/h		315			464			1345			1827	
Approach Delay, s/veh		55.9			51.0			23.3			29.1	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	98.3		53.0	14.8	92.2		53.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	84.0		52.0	14.0	76.0		52.0				
Max Q Clear Time (g_c+I1), s	4.1	23.3		29.3	9.1	40.9		46.5				
Green Ext Time (p_c), s	0.0	11.5		1.5	0.0	17.5		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		31.8	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
11: US 1 & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	204	47	133	196	100	170	1364	58	44	1431	163
Future Volume (veh/h)	126	204	47	133	196	100	170	1364	58	44	1431	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	143	232	53	153	225	115	179	1436	61	51	1645	187
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.95	0.95	0.95	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	201	585	496	282	368	188	200	2738	116	66	2185	248
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.54	0.54	0.04	0.47	0.47
Sat Flow, veh/h	1049	1885	1598	1112	1185	606	1795	5062	215	1795	4689	532
Grp Volume(v), veh/h	143	232	53	153	0	340	179	973	524	51	1203	629
Grp Sat Flow(s),veh/h/ln	1049	1885	1598	1112	0	1791	1795	1716	1846	1795	1716	1789
Q Serve(g_s), s	21.5	15.5	3.8	20.1	0.0	25.9	15.7	29.1	29.1	4.5	46.1	46.3
Cycle Q Clear(g_c), s	47.4	15.5	3.8	35.6	0.0	25.9	15.7	29.1	29.1	4.5	46.1	46.3
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.12	1.00		0.30
Lane Grp Cap(c), veh/h	201	585	496	282	0	556	200	1856	999	66	1599	834
V/C Ratio(X)	0.71	0.40	0.11	0.54	0.00	0.61	0.90	0.52	0.52	0.78	0.75	0.75
Avail Cap(c_a), veh/h	210	601	509	292	0	571	258	1856	999	112	1599	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	43.4	39.4	57.4	0.0	47.0	70.2	23.5	23.5	76.4	35.1	35.2
Incr Delay (d2), s/veh	8.6	0.2	0.0	0.9	0.0	1.3	22.7	1.1	2.0	7.2	3.3	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	7.3	1.5	5.7	0.0	11.8	8.5	12.0	13.2	2.2	19.8	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	43.6	39.4	58.3	0.0	48.3	92.9	24.6	25.5	83.6	38.4	41.5
LnGrp LOS	E	D	D	E	A	D	F	C	C	F	D	D
Approach Vol, veh/h		428			493			1676			1883	
Approach Delay, s/veh		53.8			51.4			32.2			40.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	92.5		55.6	23.8	80.6		55.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	81.0		51.0	23.0	68.0		51.0				
Max Q Clear Time (g_c+I1), s	6.5	31.1		37.6	17.7	48.3		49.4				
Green Ext Time (p_c), s	0.0	14.8		1.4	0.1	12.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		39.9	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	6	18	34	45	30	64	9	483	13	17	822	6
Future Vol, veh/h	6	18	34	45	30	64	9	483	13	17	822	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	77	77	77	93	93	93	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	7	21	39	58	39	83	10	519	14	18	893	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1232	1486	450	1039	1482	267	900	0	0	533	0	0
Stage 1	933	933	-	546	546	-	-	-	-	-	-	-
Stage 2	299	553	-	493	936	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	136	126	562	188	126	737	751	-	-	1031	-	-
Stage 1	290	348	-	495	521	-	-	-	-	-	-	-
Stage 2	691	518	-	532	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	119	562	146	119	737	751	-	-	1031	-	-
Mov Cap-2 Maneuver	87	119	-	146	119	-	-	-	-	-	-	-
Stage 1	284	336	-	486	511	-	-	-	-	-	-	-
Stage 2	556	508	-	448	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	73	0.3	0.3
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	751	-	-	207	215	1031	-	-
HCM Lane V/C Ratio	0.013	-	-	0.322	0.84	0.018	-	-
HCM Control Delay (s)	9.9	0.1	-	30.4	73	8.6	0.1	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	6.3	0.1	-	-

Intersection	
Int Delay, s/veh	21.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	26	25	18	27	38	18	996	54	24	501	17
Future Vol, veh/h	11	26	25	18	27	38	18	996	54	24	501	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	73	73	73	92	92	92	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	15	37	35	25	37	52	20	1083	59	29	596	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1264	1846	308	1528	1827	571	616	0	0	1142	0	0
Stage 1	664	664	-	1153	1153	-	-	-	-	-	-	-
Stage 2	600	1182	-	375	674	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	127	75	691	82	78	469	967	-	-	613	-	-
Stage 1	419	459	-	213	274	-	-	-	-	-	-	-
Stage 2	457	264	-	624	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	66	691	40	68	469	967	-	-	613	-	-
Mov Cap-2 Maneuver	59	66	-	40	68	-	-	-	-	-	-	-
Stage 1	395	426	-	201	258	-	-	-	-	-	-	-
Stage 2	328	249	-	502	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	131.8	272.7	0.3	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	967	-	-	101	89	613	-	-
HCM Lane V/C Ratio	0.02	-	-	0.865	1.278	0.047	-	-
HCM Control Delay (s)	8.8	0.2	-	131.8	272.7	11.2	0.4	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.9	8.3	0.1	-	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	95	90	107
Demand Flow Rate, veh/h	61	97	90	107
Vehicles Circulating, veh/h	69	89	69	130
Vehicles Exiting, veh/h	168	70	61	56
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.5	3.4	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	61	97	90	107
Cap Entry Lane, veh/h	1286	1260	1286	1209
Entry HV Adj Factor	0.995	0.984	1.000	1.000
Flow Entry, veh/h	61	95	90	107
Cap Entry, veh/h	1279	1240	1286	1209
V/C Ratio	0.047	0.077	0.070	0.089
Control Delay, s/veh	3.2	3.5	3.4	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	126	103	113	105
Demand Flow Rate, veh/h	126	103	113	105
Vehicles Circulating, veh/h	107	116	117	110
Vehicles Exiting, veh/h	108	114	116	109
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.6	3.7	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	126	103	113	105
Cap Entry Lane, veh/h	1237	1226	1225	1233
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	126	103	113	105
Cap Entry, veh/h	1237	1226	1225	1233
V/C Ratio	0.102	0.084	0.092	0.085
Control Delay, s/veh	3.7	3.6	3.7	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	89	0	0	24	30	1217	38	83	1549	25
Future Vol, veh/h	0	0	89	0	0	24	30	1217	38	83	1549	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	81	81	81	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	0	0	127	0	0	30	35	1415	44	91	1702	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	865	-	-	730	1729	0	0	1459	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	258	0	0	317	171	-	-	233	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	258	-	-	317	171	-	-	233	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.8	17.5	0.7	1.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	171	-	-	258	317	233	-	-
HCM Lane V/C Ratio	0.204	-	-	0.493	0.093	0.391	-	-
HCM Control Delay (s)	31.4	-	-	31.8	17.5	30.1	-	-
HCM Lane LOS	D	-	-	D	C	D	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.5	0.3	1.8	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	0	73	86	1531	41	39	1488	69
Future Vol, veh/h	0	0	54	0	0	73	86	1531	41	39	1488	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	83	83	83	95	95	95	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	83	0	0	88	91	1612	43	43	1653	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	865	-	-	828	1730	0	0	1655	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.11	-	-
Pot Cap-1 Maneuver	0	0	258	0	0	273	173	-	-	189	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	258	-	-	273	173	-	-	189	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.4	24.3	2.4	0.7
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	173	-	-	258	273	189	-	-
HCM Lane V/C Ratio	0.523	-	-	0.322	0.322	0.229	-	-
HCM Control Delay (s)	46.6	-	-	25.4	24.3	29.6	-	-
HCM Lane LOS	E	-	-	D	C	D	-	-
HCM 95th %tile Q(veh)	2.6	-	-	1.3	1.3	0.9	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	25	397	26	16	325	12	45	7	43	49	13	64
Future Vol, veh/h	25	397	26	16	325	12	45	7	43	49	13	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	1	1	1	0	0	0	2	2	2
Mvmt Flow	27	427	28	17	349	13	51	8	49	56	15	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	362	0	0	455	0	0	929	891	441	914	899	356
Stage 1	-	-	-	-	-	-	495	495	-	390	390	-
Stage 2	-	-	-	-	-	-	434	396	-	524	509	-
Critical Hdwy	4.13	-	-	4.11	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.209	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1111	-	-	250	284	621	254	279	688
Stage 1	-	-	-	-	-	-	560	549	-	634	608	-
Stage 2	-	-	-	-	-	-	604	607	-	537	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1111	-	-	206	270	621	220	266	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	270	-	220	266	-
Stage 1	-	-	-	-	-	-	543	533	-	615	596	-
Stage 2	-	-	-	-	-	-	517	595	-	473	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	23.3	22.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1191	-	-	1111	-	-	346
HCM Lane V/C Ratio	0.356	0.023	-	-	0.015	-	-	0.414
HCM Control Delay (s)	23.3	8.1	0	-	8.3	0	-	22.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	2

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	80	423	45	36	472	31	18	20	38	37	26	54
Future Vol, veh/h	80	423	45	36	472	31	18	20	38	37	26	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	77	77	77	79	79	79
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	88	465	49	40	530	35	23	26	49	47	33	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	565	0	0	514	0	0	1344	1311	490	1331	1318	548
Stage 1	-	-	-	-	-	-	666	666	-	628	628	-
Stage 2	-	-	-	-	-	-	678	645	-	703	690	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.11	6.51	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.509	4.009	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1017	-	-	1057	-	-	129	160	580	133	159	540
Stage 1	-	-	-	-	-	-	450	459	-	474	479	-
Stage 2	-	-	-	-	-	-	444	469	-	431	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1017	-	-	1057	-	-	80	133	580	90	132	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	133	-	90	132	-
Stage 1	-	-	-	-	-	-	395	403	-	416	453	-
Stage 2	-	-	-	-	-	-	340	443	-	324	394	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.6	50.9	100.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	172	1017	-	-	1057	-	-	165
HCM Lane V/C Ratio	0.574	0.086	-	-	0.038	-	-	0.898
HCM Control Delay (s)	50.9	8.9	0	-	8.5	0	-	100.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3	0.3	-	-	0.1	-	-	6.5

Appendix G

American Community Survey's Means of Transportation to Work data

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 425.01; Broward County; Florida

Label	Estimate	Margin of Error
Total:	3,732	±556
Car, truck, or van:	2,413	±600
Drove alone	2,072	±445
Carpooled:	341	±384
In 2-person carpool	275	±360
In 3-person carpool	0	±15
In 4-person carpool	0	±15
In 5- or 6-person carpool	66	±103
In 7-or-more-person carpool	0	±15
Public transportation (excluding taxicab):	25	±43
Bus	0	±15
Subway or elevated rail	0	±15
Long-distance train or commuter rail	25	±43
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	0	±15
Motorcycle	38	±44
Bicycle	0	±15
Walked	155	±195
Other means	186	±160
Worked from home	915	±313

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2022
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the
Methodology
section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represent through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may diff from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of th median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associate with a median was larger than the median itself.

N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)
The estimate or margin of error is not applicable or not available.

median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**
The margin of error could not be computed because there were an insufficient number of sample observations.

***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Appendix H

Additional Analyses Supporting Documents

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT
24669521	2022	5/31/2022 4:10	5/31/2022 0:00	Off Road	Off Road	Injury	Possible Injury	NIGHT
25085963	2022	7/15/2022 16:17	7/15/2022 0:00	Same Direction Sidesw	Sideswipe	No Injury	No Injury	DAY
25085931	2022	7/14/2022 15:53	7/14/2022 0:00	Rear End	Rear End	No Injury	No Injury	DAY
25080429	2022	1/12/2022 23:38	1/12/2022 0:00	Right Angle	Angle	Injury	Non-Incapacitating Injury	NIGHT
25081657	2022	2/23/2022 13:32	2/23/2022 0:00	Rear End	Rear End	No Injury	No Injury	DAY
25082728	2022	3/26/2022 20:20	3/26/2022 0:00	Rear End	Rear End	No Injury	No Injury	NIGHT
25086977	2022	8/22/2022 17:00	8/22/2022 0:00	Rear End	Rear End	No Injury	No Injury	DAY
25549573	2022	12/16/2022 14:48	12/17/2022 12:39	Backed Into	Other	No Injury	No Injury	DAY
25085152	2022	6/16/2022 14:00	6/16/2022 0:00	Same Direction Sidesw	Sideswipe	No Injury	No Injury	DAY
25089044	2022	9/21/2022 16:40	9/21/2022 0:00	Rear End	Rear End	No Injury	No Injury	DAY
25089761	2022	10/2/2022 1:40	11/14/2022 20:24	Head On	Head On	No Injury	No Injury	NIGHT
25089791	2022	12/4/2022 22:20	12/6/2022 7:45	Opposing Sideswipe	Sideswipe	No Injury	No Injury	NIGHT
25083662	2022	4/25/2022 14:40	4/25/2022 0:00	Other	Other	No Injury	No Injury	DAY
25082021	2022	3/5/2022 15:52	3/10/2022 0:00	Other	Other	No Injury	No Injury	DAY
25082602	2022	3/22/2022 18:14	3/22/2022 0:00	Single Vehicle	Other	No Injury	No Injury	DAY
25084824	2022	6/3/2022 18:24	6/3/2022 0:00	Same Direction Sidesw	Sideswipe	No Injury	No Injury	DAY
24274800	2022	1/4/2022 12:50	1/5/2022 0:00	Rear End	Rear End	No Injury	No Injury	DAY

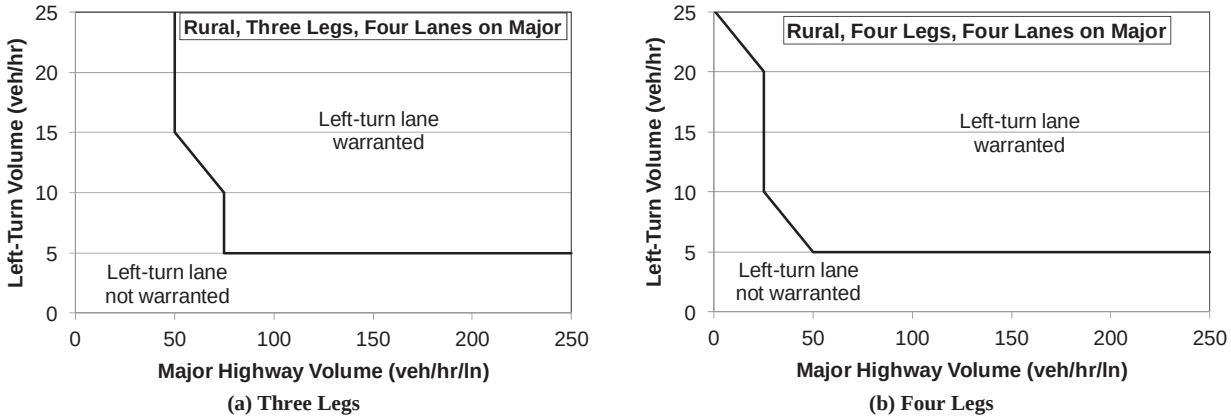


Figure 3. Recommended left-turn lane warrants for intersections on rural four-lane highways.

- Crash modification factors available in the AASHTO *Highway Safety Manual* (*4*), and
- Construction costs.

For rural conditions, different safety performance functions are provided for two- and four-lane highways and for three- and four-leg intersections. For urban and suburban arterials, prediction equations are provided for three-leg and four-leg intersections. Separate urban and suburban prediction equations are not provided based on the number of lanes on the major road approach. The prediction equations are not a function of speed limit; therefore, the developed warrants also are not a function of speed limit.

A range of values was used in the benefit-cost evaluation to identify volume conditions when the installation of a left-turn lane at unsignalized intersections and major driveways would be cost-effective. Plots and tables were developed that indicate combinations of major road traffic and left-turn lane volume where a left-turn lane would be recommended. Warrants were developed using the following:

- A range of values for the economic value of a statistical life,
- Crash costs based on values in the *Highway Safety Manual,*
- A range of construction costs, and
- A benefit-cost ratio of 1.0 and 2.0.

The research team suggested a benefit-cost ratio of 1.0 along with the mid-range economic value of a statistical life and moderate construction cost to identify the warrants for a left-turn treatment. For urban and suburban areas, that is a left-turn lane. For rural areas, that is a bypass lane. Benefit-cost ratio of 2.0 has been argued as being a more practical value to use to offset the potential variability in other assumptions. The warrants based on a benefit-cost ratio of 2.0 were selected for a left-turn lane on rural highways. These values were similar to the warrants that resulted when the lower crash costs based on older *Highway Safety Manual* costs were used.

Left-turn lanes can reduce the potential for collisions and improve capacity by removing stopped vehicles from the main travel lane. Left-turn lane warrants were developed as part of NCHRP Project 3-91 using an economic analysis procedure for rural, two-lane highways; rural, four-lane highways; and urban and suburban roadways. The methodology presented in the NCHRP Project 3-91 report (*1*) could also be used if a transportation agency has available local values for delay

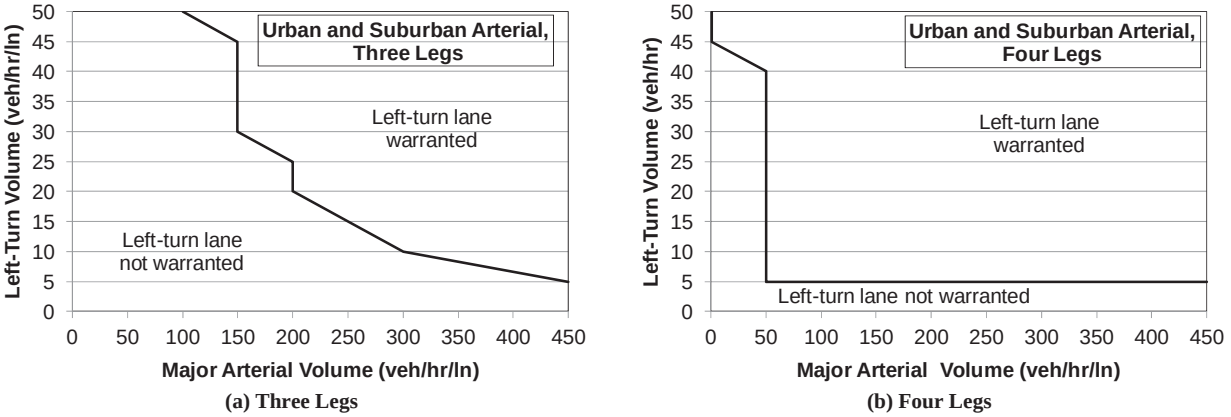


Figure 4. Recommended left-turn lane warrants for intersections on urban and suburban arterials.

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When Not to Consider Exclusive Right-Turn Lanes

- Dense or built-out corridors with limited space
- Right-turn lane that would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross the right-turn lane resulting in multiple threat crashes
- Context classifications C2T, C4, C5, or C6

When Exclusive Right-Turn Lanes are Beneficial

There are instances when adding an exclusive right-turn lane for unsignalized driveways are beneficial to traffic operations and safety. ***Table 27*** provides some guidance for this situation based on the speed limit of the roadway and how many right turns occur per hour. Locations where the Auto and Truck Modal Emphasis is "High" may be appropriate for consideration of Exclusive Right Turn Lanes.

Table 27 – Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway[10]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125[1]
Over 45 mph	35 – 55[2]
Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.	
Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.	
[1] The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).	
[2] The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).	

Source: NCHRP Report 420 (Impacts of Access Management Techniques)

These recommendations are primarily based on the research done in NCHRP Report 420, Impacts of Access Management Techniques, Chapter 4 – Unsignalized Access Spacing (Technique 1B), and Use of Speed Differential as a Measure to Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections.

In the *NCHRP Report 420*, the observed high-speed roads, 30 to 40 right-turn vehicles per hour caused evasive maneuvers on 5 - 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right-turn vehicles caused 15 - 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In this study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

[10] May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

Erin Santiago
Arborist FL-5705A
LIAF Inspector #2018-0214
The Santiago Group LLC
thesantiagogroupllc@gmail.com
(954) 947-1087

September 11, 2023

ISA Certified Arborist Report
The following is an arborist report for 500 NE 3rd Avenue and 501, 505, & 512 NE 4th Avenue Fort Lauderdale, Florida. The purpose of this report is to inventory and evaluate the condition of the trees as well as to articulate my opinion whether any trees on site meet the code definition of specimen trees.

This report is not a risk assessment on a Level 2 or 3 as described by the Levels and Scope of Tree Risk Assessment from the ANSI A300 Part 9: Tree, shrub, and Other Woody Plant Management – Standard Practices. The Santiago Group LLC cannot be held liable for damage to the tree or damage caused by the tree.

Methods
An on-site visual inspection at ground level was made on September 11, 2023, to observe the trees. The size of each tree was measured as diameter at breast height (DBH), breast height being 4.5 feet above ground utilizing diameter measure tape. Tree height and canopy were estimated. Some DBH measurements were estimated when access to the tree or tree parts could not be obtained. The condition rating of the tree was calculated by rating its various attributes. Refer to plans and the survey for locations and proposed actions.

Appendixes
See Appendix A for Tree Inventory and Condition, Appendix B for Discussion and Photographs of trees with a DBH of 18" or greater, and Appendix C for Tree Protection Specifications.

Respectfully submitted,

Erin Santiago
ISA Certified Arborist FL-5705A | LIAF Inspector #2018-0214

Appendix A: Tree Inventory and Condition

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2069	Live Oak	*Quercus virginiana*	13	25	45%
2070	Live Oak	*Quercus virginiana*	13	26	45%
2071	Sabal Palm	*Sabal palmetto*	9	6CT 15OA	75%
2072	Live Oak	*Quercus virginiana*	18	34	55%
2073	Foxtail Palm	*Wodetia bifurcata*	15	23CT 26OA	45%
2074	Foxtail Palm dbl	*Wodetia bifurcata*	9+11	22CT 27OA	70%
2077	dead				
2078	Yellow Tabebuia	*Tabebuia caraiba*	14	18	50%
2079	Yellow Tabebuia	*Tabebuia caraiba*	7	16	55%
2080	Yellow Tabebuia	*Tabebuia caraiba*	20	18	60%
2081	Foxtail Palm dbl	*Wodetia bifurcata*	9+10	19CT 23OA	70%
2082	Foxtail Palm	*Wodetia bifurcata*	14	22CT 27OA	65%
2083	Foxtail Palm dbl	*Wodetia bifurcata*	9+11	19CT 23OA	60%
2084	Foxtail Palm	*Wodetia bifurcata*	14	22CT 27OA	65%
2085	Foxtail Palm dbl	*Wodetia bifurcata*	9+9	19CT 23OA	60%

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2086	Royal Poinciana	*Delonix regia*	16	28	60%
2087	Live Oak	*Quercus virginiana*	13	30	65%
2088	Mahogany	*Swietenia mahagoni*	20	30	50%
2089	Adonidia Palm dbl	*Veitchia merrillii*	6+7	30CT 34OA	50%
2090	Yellow Tabebuia	*Tabebuia caraiba*	8	18	40%
2091	Yellow Tabebuia	*Tabebuia caraiba*	8	16	30%
2092	Mahogany	*Swietenia mahagoni*	25	45	50%
2093	Mahogany	*Swietenia mahagoni*	30	37	55%
2094	Laurel Oak	*Quercus laurifolia*	14	22	30%
2095	Foxtail Palm	*Wodetia bifurcata*	5	16CT 20OA	60%
2096	Foxtail Palm	*Wodetia bifurcata*	3	8CT 12OA	40%
2097	Foxtail Palm	*Wodetia bifurcata*	2	8CT 12OA	20%
2098	Sabal Palm	*Sabal palmetto*	10	17CT 25OA	55%
2099	Live Oak	*Quercus virginiana*	14	30	45%
2100	Mahogany	*Swietenia mahagoni*	36	40	50%
2101	Live Oak	*Quercus virginiana*	13	40	30%

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2102	Sabal Palm	*Sabal palmetto*	10	14CT 20OA	75%
2103	Live Oak	*Quercus virginiana*	18	30	55%
2104	Carrotwood	*Cupaniopsis anacardiodes*	14	25	0%
2105	Mahogany	*Swietenia mahagoni*	24	40	50%
2106	Mahogany	*Swietenia mahagoni*	5	24	40%
2106	Yellow Tabebuia	*Tabebuia caraiba*	12	26	50%
2107	Mahogany	*Swietenia mahagoni*	4	24	40%
2108	Mahogany	*Swietenia mahagoni*	7	24	40%
2109	Mahogany	*Swietenia mahagoni*	3	24	40%
2110	Mahogany	*Swietenia mahagoni*	4	24	40%
2111	Mahogany	*Swietenia mahagoni*	12	30	25%
2112	Montgomery Palm dbl	*Veitchia arecina*	3+2	8CT 14OA	75%
2113	Mahogany	*Swietenia mahagoni*	18	50	60%
2114	Laurel Oak	*Quercus laurifolia*	18	30	40%
2115	Laurel Oak	*Quercus laurifolia*	14	30	40%
2116	Mahogany	*Swietenia mahagoni*	23	50	60%

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2117	Foxtail Palm	*Wodetia bifurcata*	10	23CT 26OA	60%
2118	Foxtail Palm	*Wodetia bifurcata*	10	23CT 26OA	65%
2119	Foxtail Palm	*Wodetia bifurcata*	10	21CT 27OA	65%
2120	Foxtail Palm	*Wodetia bifurcata*	10	21CT 27OA	70%
2123	Sabal Palm	*Sabal palmetto*	10	6CT 15OA	75%
2124	Sabal Palm	*Sabal palmetto*	n/a	3CT 9OA	75%
2125	Mahogany	*Swietenia mahagoni*	40	40	40%
2126	Mahogany	*Swietenia mahagoni*	36	40	55%
2127	Silver Buttonwood	*Conocarpus erectus var. sericeus*	15	12	50%
2128	Umbrella Tree	*Schefflera actinophylla*	16	23	0%
2129	Mahogany	*Swietenia mahagoni*	19	30	45%
2130	Live Oak	*Quercus virginiana*	8	30	50%
2131	Live Oak	*Quercus virginiana*	10	30	50%
2132	Montgomery Palm dbl	*Veitchia arecina*	2+2	7CT 11OA	75%
2133	Montgomery Palm dbl	*Veitchia arecina*	3+5	11CT 16OA	75%
2134	Strangler Fig	*Ficus aurea*	3	18	50%

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2135	Bischofia	*Bischofia javanica*	20	25	0%
2136	Norfolk Island Pine	*Araucaria heterophylla*	5	18	65%
2139	Spindle Palm	*Hyophorbe verschaffeltii*	11	9CT 12OA	40%
2140	Solitaire Palm tpl	*Ptychosperma elegans*	2+1+3	20CT 23OA	70%
2141	Solitaire Palm tpl	*Ptychosperma elegans*	2+1+2	17CT 20OA	60%
2142	Solitaire Palm tpl	*Ptychosperma elegans*	3+2+2	20CT 23OA	70%
2143	Solitaire Palm	*Ptychosperma elegans*	3	18CT 21OA	70%
2144	Live Oak	*Quercus virginiana*	19	26	45%
2145	Live Oak	*Quercus virginiana*	7	18	55%
2146	Live Oak	*Quercus virginiana*	7	18	45%
2147	Live Oak	*Quercus virginiana*	19	26	40%
2153	Foxtail Palm	*Wodetia bifurcata*	6	16CT 22OA	65%
2154	Foxtail Palm	*Wodetia bifurcata*	4	16CT 20OA	60%
2155	Mahogany	*Swietenia mahagoni*	20	40	45%
2156	Mahogany	*Swietenia mahagoni*	25	40	45%
2157	Montgomery Palm dbl	*Veitchia arecina*	1+1.5	6CT 11OA	75%

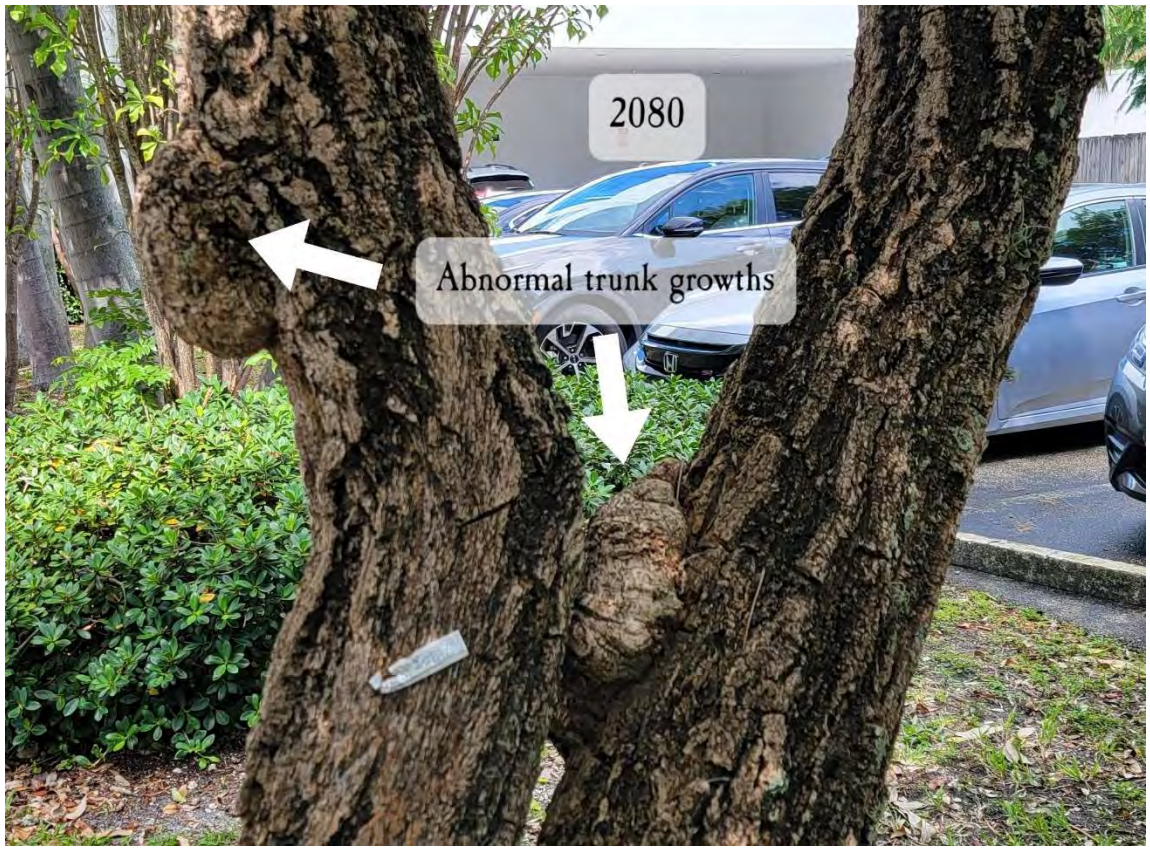
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2158	Montgomery Palm dbl	*Veitchia arecina*	4+4+2	13CT 20OA	75%
2159	Mahogany	*Swietenia mahagoni*	4	20	60%
2160	Montgomery Palm dbl	*Veitchia arecina*	5+5+2	16CT 23OA	75%
2161	Mahogany	*Swietenia mahagoni*	3	15	50%
2162	Mahogany	*Swietenia mahagoni*	3	18	50%
2188	Live Oak	*Quercus virginiana*	16	36	55%

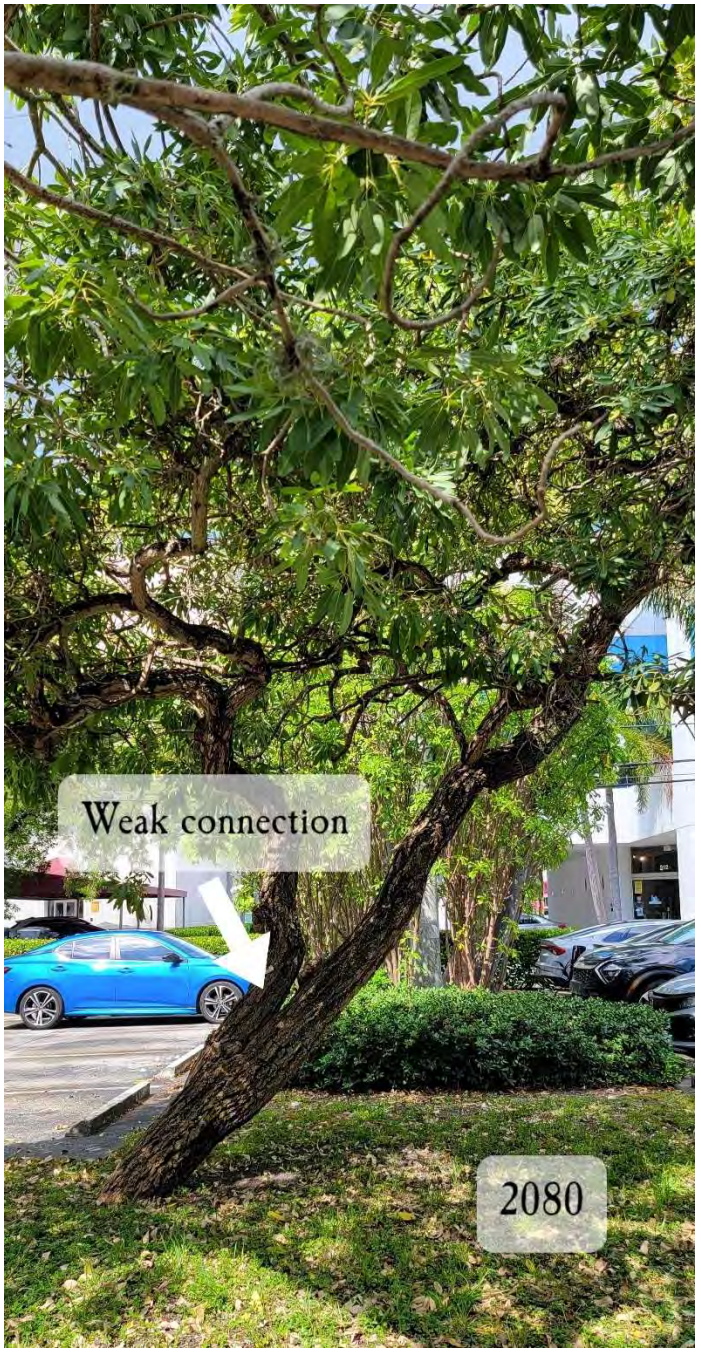
*Note: CT Height on palms is "clear trunk" from grade to the lowest frond. OA is "overall height" which is assumed for all broadleaf trees. Many palms such as Sabals palm have boots along their trunks. In these cases, DBH was estimated as if the tree did not have boots.

Appendix C: Discussion and Photographs

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2072	Live Oak	*Quercus virginiana*	18	34	55%
Constricted root zone with impact to pavement. Insect frass at base. Codominance. Monitor. This tree is not a specimen in my opinion due to its structure.					

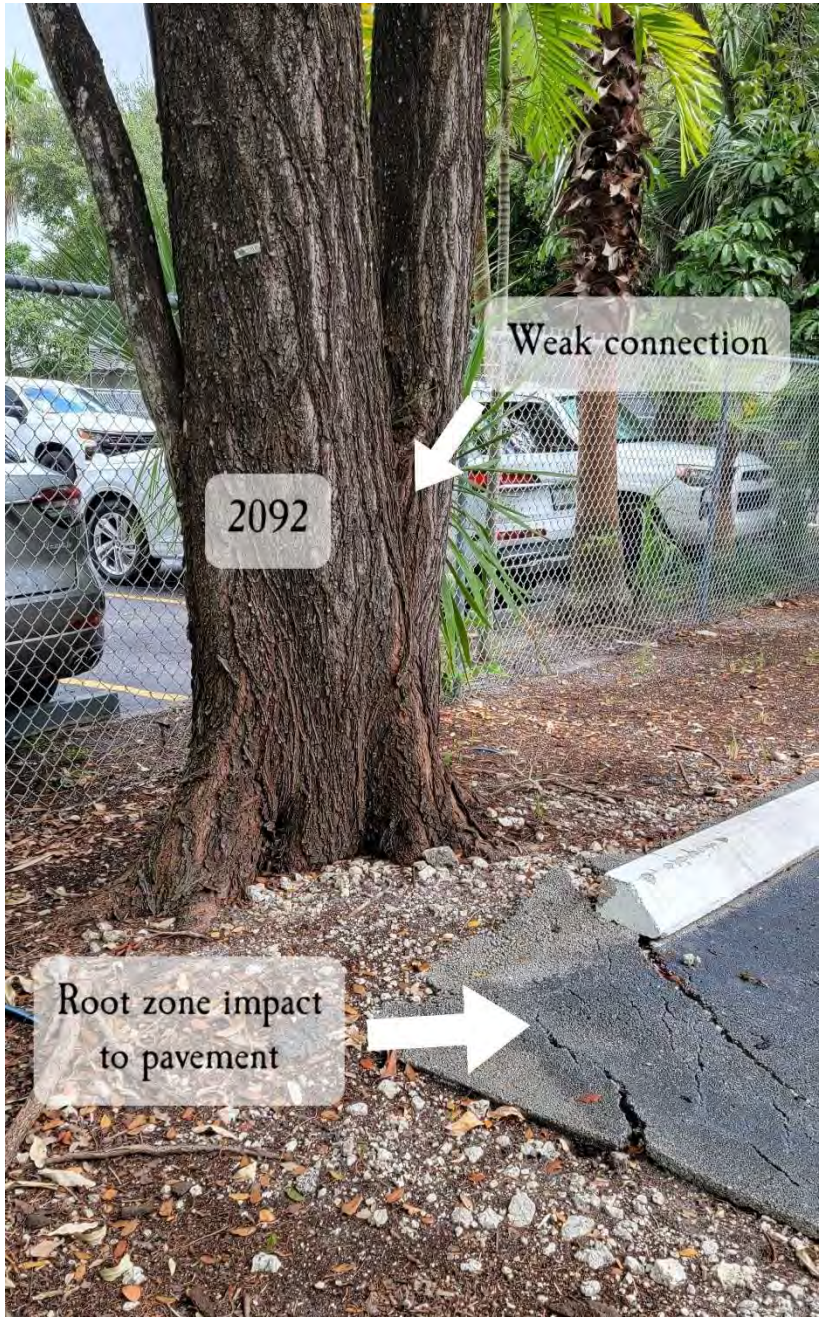
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2080	Yellow Tabebuia	*Tabebuia caraiba*	20	18	60%
Severe codominance. Most of the canopy and trunk is distributed to the north. There are abnormal growth formations along the trunk and scaffolds. This tree is not a specimen in my opinion due to its structure.					





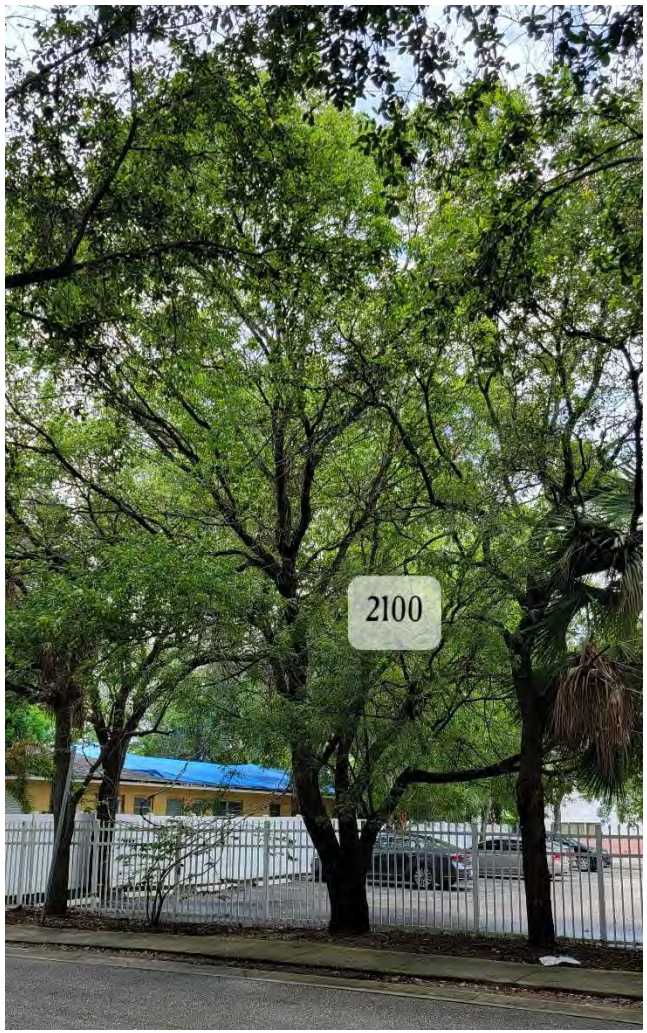
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2088	Mahogany	*Swietenia mahagoni*	20	30	50%
Codominance with weak connections. Constricted root zone with root impact to pavement. This tree is not a specimen in my opinion due to its structure.					

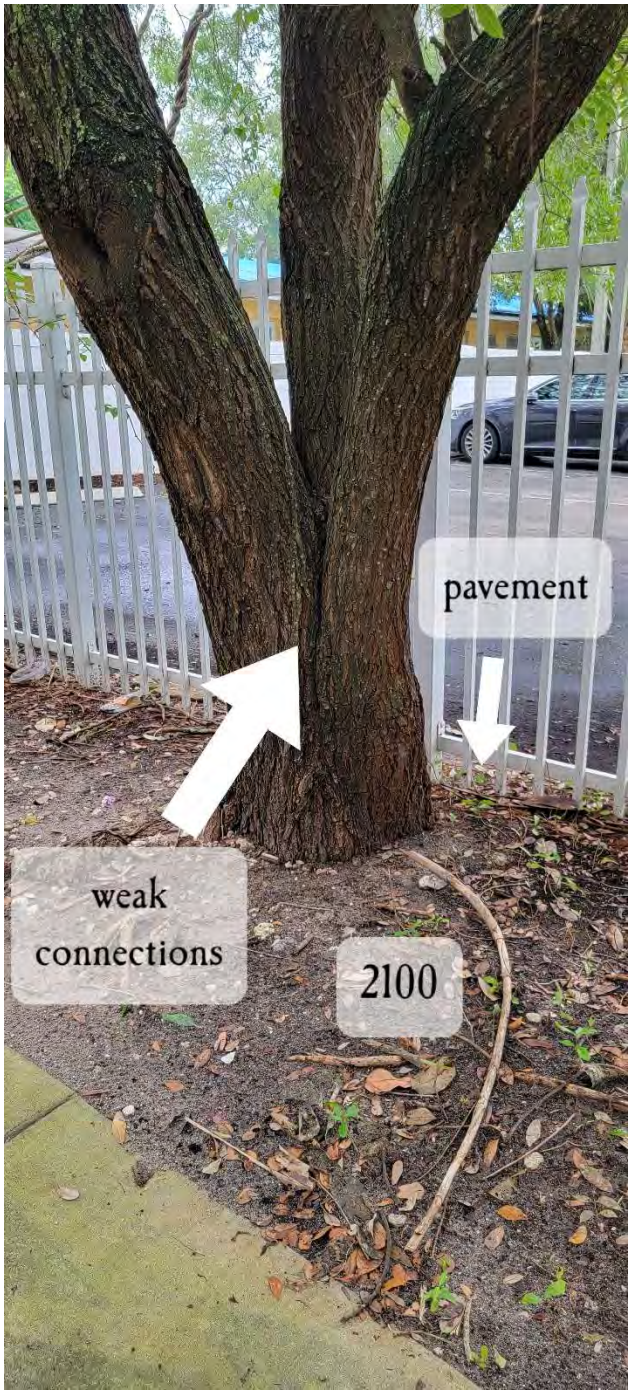
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2092	Mahogany	*Swietenia mahagoni*	25	45	50%
Codominance with weak connections. Constricted root zone with root impact to pavement. This tree is not a specimen in my opinion due to its structure.					



Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2093	Mahogany	*Swietenia mahagoni*	30	37	55%
Severe codominance with likely bark inclusion. Constricted root zone with girdling on the south side. Monitor. This tree is not a specimen in my opinion due to its structure.					

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2100	Mahogany	*Swietenia mahagoni*	36	40	50%
Severe codominance with weak connections. Poor root structure due to proximity to pavement. Root impact to pavement. This tree is not a specimen in my opinion due to its structure.					





Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2103	Live Oak	*Quercus virginiana*	18	30	55%
Twig dieback. Mediocre structure due to competition. Mediocre wound response. Root constriction on the east side due to proximity to pavement. This tree is not a specimen in my opinion due to its health and structure.					

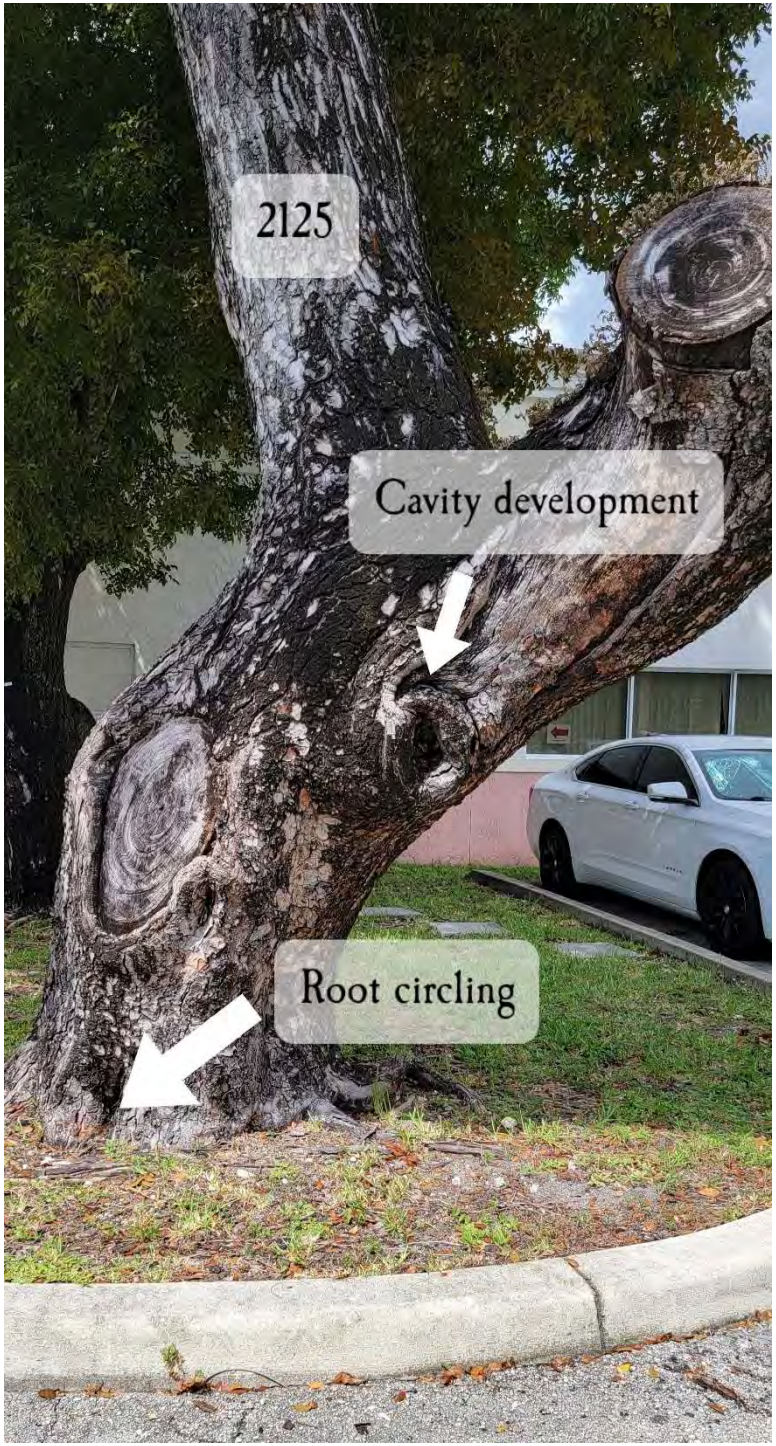
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2105	Mahogany	*Swietenia mahagoni*	24	40	50%
Severe codominance with possible bark inclusion. Poor root structure due to proximity to pavement. Possible fungal impact. This tree is not a specimen in my opinion due to its health and structure.					

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2113	Mahogany	*Swietenia mahagoni*	18	50	60%
Areas of dieback. Some weak connections. Structure has been impacted by competition. This tree is not a specimen in my opinion due to its health and structure.					

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2114	Laurel Oak	*Quercus laurifolia*	18	30	40%
Severe codominance. Structure impacted by competition. Lack of vigor. Cavities where decay outpaced wound response. This tree is not a specimen in my opinion due to its health and structure.					

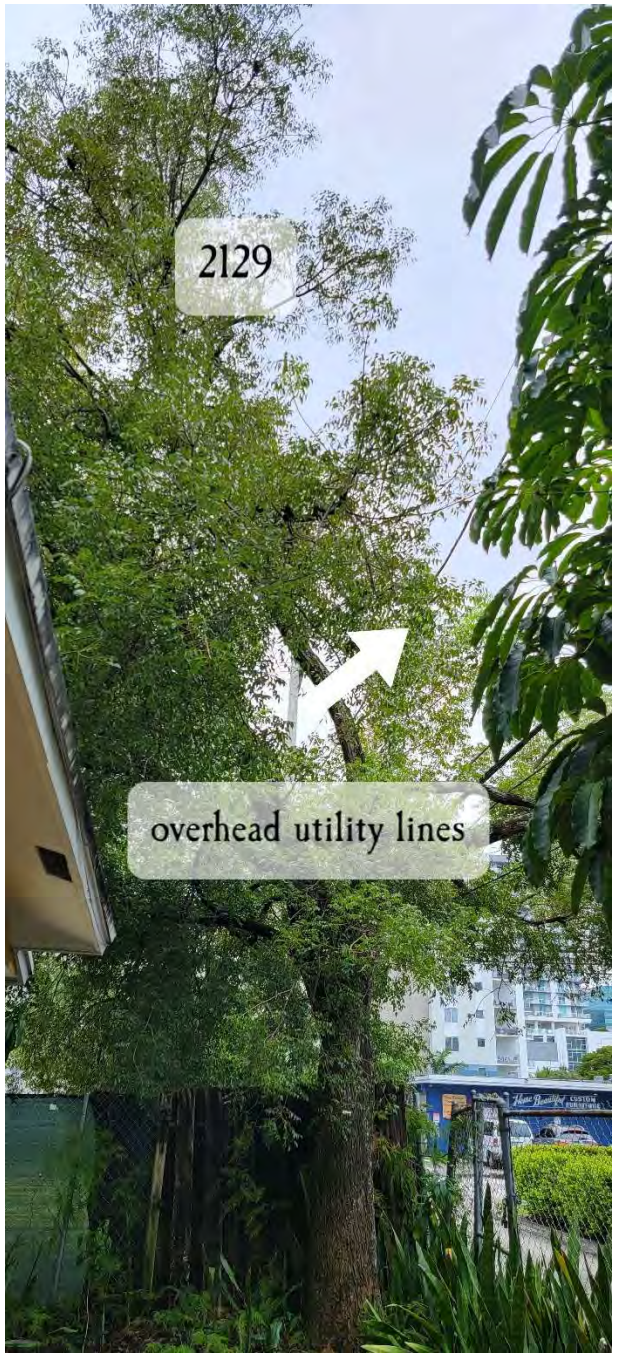
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2116	Mahogany	*Swietenia mahagoni*	23	50	60%
Codominance. Twig dieback. Mediocre root structure. Structure impacted by competition. This tree is not a specimen in my opinion due to its health and structure.					

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2125	Mahogany	*Swietenia mahagoni*	40	40	45%
Significant scaffold loss. Evident wound response, but significant wound surface area yet to cover. Cavity development. Root constriction with circling on the southeast side. Structure impacted by competition.					
Tree #	**Common Name**	***Botanical Name***	**DBH (inches)**	**Height (feet)**	**Condition Factor/ Rating**
2126	Mahogany	*Swietenia mahagoni*	36	40	55%
Significant scaffold loss. Structure impacted by competition. Predominant surface roots. These trees are not specimens in my opinion due to their structures. It should be noted that both of these trees are likely very old, and they seem to have compartmentalized well.					

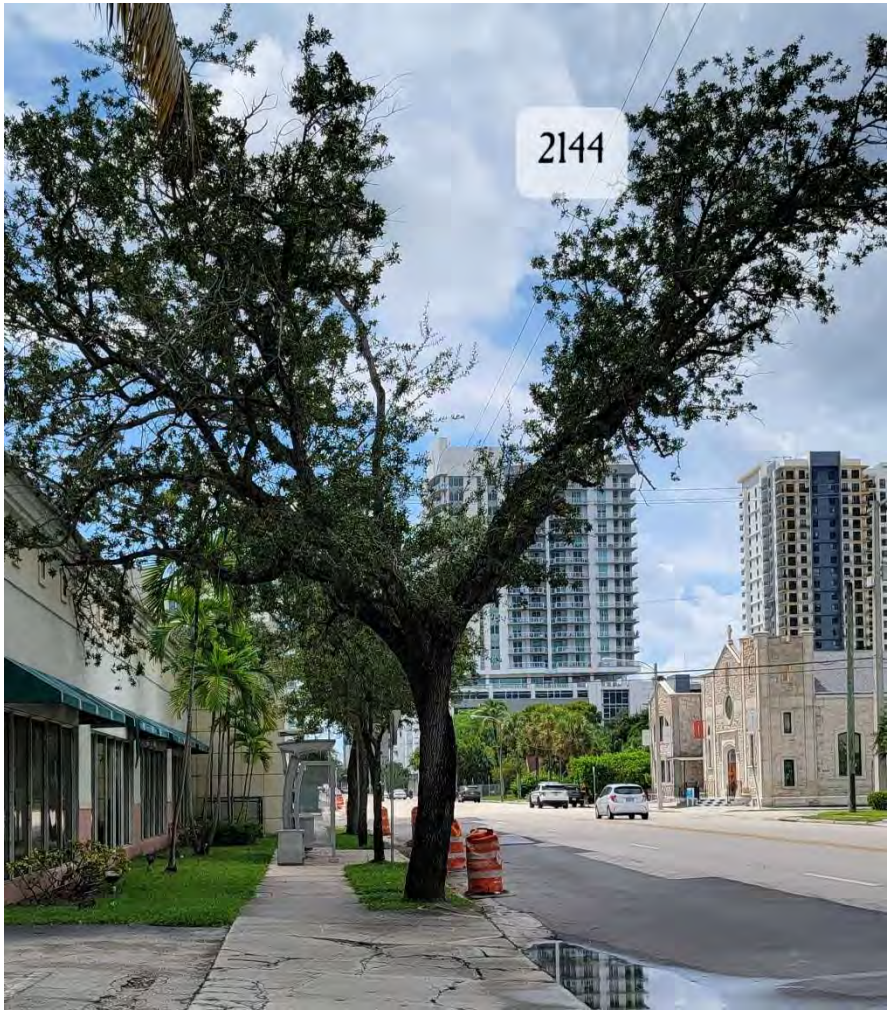

2125
Cavity development
Root circling

2126

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2129	Mahogany	*Swietenia mahagoni*	19	30	45%
Codominant stems with likely bark inclusion. Utility trimmed impacting canopy balance. This tree is not a specimen in my opinion due to its structure.					



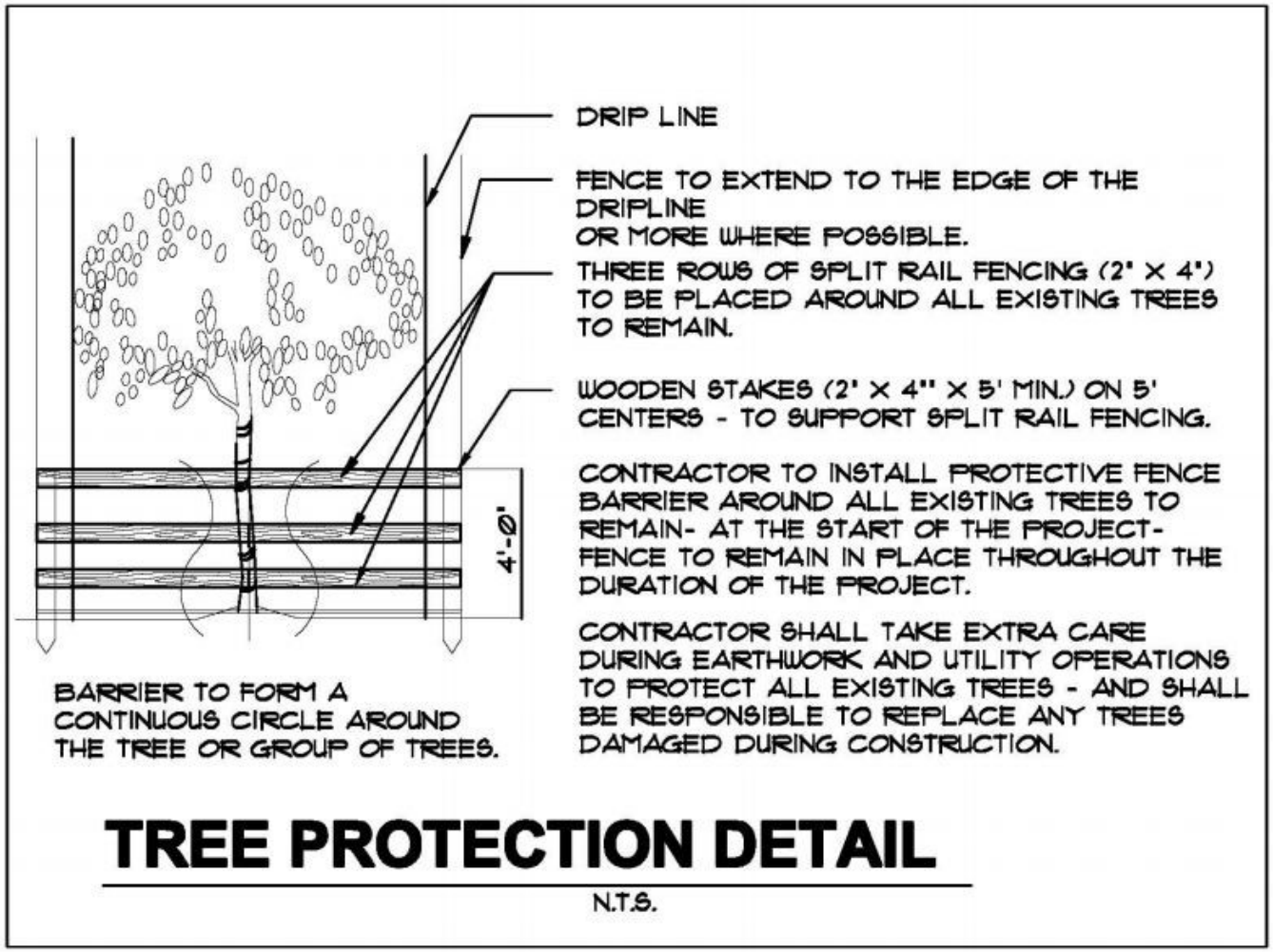
Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2144	Live Oak	*Quercus virginiana*	19	26	45%
Utility trimmed with significant canopy void. Severely constricted root zone with impact to sidewalk. Small twig dieback. Sparse. This tree is not a specimen in my opinion due to its health and structure.					



Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2147	Live Oak	*Quercus virginiana*	19	26	40%
Severe codominance with mediocre connection. Constricted root zone with sidewalk lifting. Utility trimmed with canopy void. This tree is not a specimen in my opinion due to its structure.					

Tree #	Common Name	*Botanical Name*	DBH (inches)	Height (feet)	Condition Factor/ Rating
2155	Mahogany	*Swietenia mahagoni*	20	40	45%
Severe codominance with weak connection. Dieback. Damage. Structure impacted by competition. This tree is not a specimen in my opinion due to its structure.					
Tree #	**Common Name**	***Botanical Name***	**DBH (inches)**	**Height (feet)**	**Condition Factor/ Rating**
2156	Mahogany	*Swietenia mahagoni*	25	40	45%
Severe codominance with likely fungal impact. Poor root structure due to its proximity to pavement. Root impact to pavement. Dieback. Damage. This tree is not a specimen in my opinion due to its health and structure.					

Appendix C: Tree Protection Detail



April 19, 2022

David Soloman, City Clerk
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

Re: Land use, zoning and permitting for property located at 500 NE 3 Ave ., 501/505/512 NE 4 Ave., all located in the City of Fort Lauderdale, FL 33301 ("Property")

Dear City Clerk:

We hereby authorize Lochrie & Chakas, P.A. to act as agents in connection with all land use and zoning matters related to properties referenced above located in the City of Fort Lauderdale, FL.

Sincerely,

501 NE Holdings LP

By: _____

Printed Name: David Resnick

Title: Vice President

Date: 4/28/22

STATE OF FLORIDA)
) ss
COUNTY OF MIAMI-DADE)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged by DAVID RESNICK who is the VICE PRESIDENT of 501 NE Holdings LP and who is personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this 28 day of APRIL, 2022.

Elisa Seguin
Comm. # GG934923
Expires: March 24, 2024
Bonded Thru Aaron Notary

_____
Notary Public

ELISA SEGUIN
Typed, printed or stamped name of Notary Public

My Commission Expires: MARCH 24, 2024

DEVELOPMENT SERVICES DEPARTMENT

URBAN DESIGN AND PLANNING DIVISION

AFFIDAVIT FORM

Applications: As Required | Rev. 07/21/2022

INSTRUCTIONS: Indicate with an [X] for the type of meeting, provide the applicable project information, hearing date, and indicate applicable public notice requirements. Sign the affidavit with notary. For specific public notice requirements, refer to the Public Participation and Sign Notice Guide or contact the Case Planner. Please print legibly.

STATE OF FLORIDA, BROWARD COUNTY
AFFIDAVIT PUBLIC NOTICE REQUIREMENTS

[X] DEVELOPMENT REVIEW COMMITTEE [ ] PLANNING AND ZONING BOARD [ ] HISTORIC PRESERVATION BOARD [ ] CITY COMMISSION

CASE NUMBER: UDP-S23067/V23008 **PROPERTY:** 500 NE 3rd Avenue **MEETING DATE:** January 9, 2024

APPLICANT OR AGENT (IF REPRESENTING APPLICANT): Andrew J. Schein, Esq. **APPEAL REQUEST:** No

BEFORE ME, the undersigned authority, personally appeared Andrew J. Schein who upon being duly sworn and cautioned, under oath deposes and says:

1. Affiant is the Applicant or Agent representing the applicant in the above cited City of Fort Lauderdale Review Case.
2. The Affiant/Applicant has completed the following (indicate all applicable sections with an [X])

[X] DEVELOPMENT REVIEW COMMITTEE MAIL NOTICE

a. Affiant has been mailed a letter(s) or sent an email(s) to all official city-recognized civic organization(s) within 300 feet of the proposed project. The letter(s) or email(s) sent by the Affiant includes a notification of the date, time, and place of the Development Review Committee meeting.

b. Letter or email referenced above in (a) was sent at least **twenty-one (21) days** prior to the date of the Development Review Committee meeting noted above.

c. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design and Planning office **ten (10) days** prior to the date of Development Review Committee and if the Affidavit is not submitted, the meeting on this case shall be cancelled.

[ ] PROJECT PRESENTATION MEETING

a. Affiant has sent a letter(s) via regular mail or sent an email(s) to all property owners whose real property is located within three hundred (300) feet of the proposed project and mailed a letter(s) or sent an email(s) to all official city-recognized civic organization(s) within 300 feet of the proposed project. The letter(s) or email(s) sent by the Affiant includes a notification of the date, time, and place of the Applicant's Project Presentation meeting.

b. Letter referenced above (a) was mailed prior to the submittal of the application to the Planning and Zoning Board application. Applicant's Project Presentation meeting was held at least **thirty (30) days** prior to the date of the Planning and Zoning Board meeting.

c. Affiant has prepared a summary of the Project Presentation meeting cited above that documents the date(s), time(s), location(s), number of participants, presentation material and general summary of the discussion and comments expressed during the process.

d. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design and Planning office **fifteen (15) days** prior to the date of the Planning and Zoning Board meeting and if the Affidavit has not submitted, the Public Hearing on this case shall be cancelled.

[ ] HISTORIC PRESERVATION BOARD MAIL NOTICE

a. Affiant has paid for and ensured that letters were mailed to all property owners located within three hundred (300) feet of the property that is the subject of the application. The letter sent by mail to the property owners includes a notification of the date, time, and place of the Historic Preservation Board meeting.

b. Letter referenced above (a) was sent at least **fifteen (15) days** prior to the date set for the first Historic Preservation Board meeting cited above.

c. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design and Planning office **ten (10) days** prior to the date of Historic Preservation Board and if the Affidavit is not submitted, the meeting on this case shall be cancelled.

[ ] 10-DAY PUBLIC SIGN NOTICE or [ ] 15-DAY PUBLIC SIGN NOTICE

a. Posted or has caused to be posted on the Property signage provided by the City of Fort Lauderdale, which such signage notifies the date, time and place of the meeting.

b. That _____ **(provide number of signs posted)** sign(s) as referenced above (a) was posted on _____ **(provide date of posting)** the property in such manner as to be visible from adjacent streets and waterways and was posted a minimum **(see above marked 10 or 15 days)** prior to the date of the meeting cited above and has remained continuously posted until the date of execution and filing of this Affidavit. Said sign(s) shall be visible from and within twenty (20) feet of streets and waterways, and shall be securely fastened to a stake, fence, or building.

c. Affiant acknowledges that the sign must remain posted on the property until the final disposition of the case. Should the application be continued, deferred or re-heard, the sign shall be amended to reflect the new dates.

d. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design and Planning office **five (5) calendar days** prior to the meeting date and if the Affidavit has not submitted, the meeting on this case shall be cancelled.

3. Affiant is familiar with the nature of an oath or affirmation and is familiar with the laws of perjury in the State of Florida and the penaltiesthereto.

_____
AFFIANT SIGNATURE

IF APPLICANT COMPLETE BELOW

STATE OF FLORIDA:
COUNTY OF Broward:

The foregoing instrument was sworn to and subscribed before me by means of [X] physical presence or [ ] online notarization, this 18 day of DEC, 2023 by Andrew Schein who is personally known to me or who has produced _____ as identification.

[SEAL]

ELIZABETH MENDEZ
Notary Public - State of Florida
Commission # HH 373260
My Comm. Expires Apr 21, 2027
Bonded through National Notary Assn.

IF AN AGENT COMPLETE BELOW

STATE OF FLORIDA
COUNTY OF _____:

The foregoing instrument was sworn to and subscribed before me by means of [ ] physical presence or [ ] online notarization, this _____ day of _____, 2022 by _____ of _____, a Florida corporation, on behalf of the corporation. He/she is personally known to me or has produced _____ as identification.

_____
(Signature of Notary Public – State of Florida)

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

Andrew Schein

From: fortlauderdale@enotify.visioninternet.com
Sent: Wednesday, December 06, 2023 9:50 AM
To: Andrew Schein
Subject: Water and Wastewater Capacity Availability Request Form

A new entry to a form/survey has been submitted.

Form Name:	Water and Wastewater Capacity Availability Request Form
Date & Time:	December 06, 2023 9:50 AM
Response #:	451
Submitter ID:	77033
IP address:	170.55.195.55
Time to complete:	14 min. , 5 sec.

Survey Details

Page 1

CONTACT INFORMATION

(○) **Agent**

Attorney

Name	Andrew Schein
Email	ASchein@lochrielaw.com
Phone	(954) 617-8919

PROJECT INFORMATION

Project Name	Flagler Village Residences
Project Folio Number	504203020320, 504203020260, 504203020300, 504203020310
Project Address	500 NE 3rd Avenue
Development Review Committee (DRC) Case Number	UDP-S23067
Area/Zone for Pump Station	Not answered

Provide a brief project description

345 multifamily residential units and 3,645 SF of retail uses

ATTACHMENTS

Site plan showing all connections to water and sewer utilities.	C-04 - WATER.pdf	**ERC Calculations based on City of Fort Lauderdale "Guidelines for Calculation of Sanitary Sewer Connection Fees".**	DRC-ERC Calculations-Flagler Village Residences.pdf

Thank you,
City of Fort Lauderdale, FL

This is an automated message generated by Granicus. Please do not reply directly to this email.