DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 06/14/2024

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR), Section 47-24, Development Permits and Procedures, and must be filled out accurately with all applicable sections completed. Only complete the sections indicated for application type with N/A for those items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for submittal requirements, which can be found on the City's website.

Select the application type and approval level in **SECTION A** and complete the sections specified under each type.

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)

- ☐ New nonresidential less than 5,000 square feet
- ☐ Change of use *(if same impact or less than existing use)*
- ☐ Plat note or Nonvehicular access line (NVAL) amendment
- ☐ Administrative site plan
- ☐ Amendment to site plan*
- ☐ Affordable Housing per §166.04151(7) Fla. Stat. *(Live Local Act)*
- ☐ Property and right-of-way applications *(MOTs, construction staging)*
- ☐ Parking Agreements *(separate from site plans)*

COMPLETE SECTIONS B, C, D, G

☒ LEVEL II
DEVELOPMENT REVIEW COMMITTEE (DRC)

- ☐ 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 greater impact than existing use)*
- ☒ Development in Regional Activity Centers (RAC)*
- ☐ Development in Uptown Project Area*
- ☐ Regional Activity Center Signage
- ☐ Affordable Housing (≥10%)

COMPLETE SECTIONS B, C, D, E, F

☐ LEVEL III
PLANNING AND ZONING BOARD (PZB)

- ☐ 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

COMPLETE SECTIONS B, C, D, E, F

☐ LEVEL IV
CITY COMMISSION (CC)

- ☐ Land Use Amendment
- ☐ Rezoning
- ☐ Plat
- ☐ Public Purpose Use
- ☐ Central Beach Development of Significant Impact*
- ☐ Vacation of Right-of-Way

City Commission Review
No PZB Review

- ☐ Vacation of Easement*

COMPLETE SECTIONS B, C, D, E, F

☒ MISCELLANEOUS

- ☐ Affordable Workforce Housing Tax Reimbursement
- ☐ Community Residence
- ☐ Construction Noise Waiver
- ☒ Design Review Team (DRT)

COMPLETE SECTIONS B, C, D, I

☐ EXTENSION OR DEFERRAL

- ☐ Request to defer after an application is scheduled for public hearing
- ☐ Request extension to previously approved application *(request must be within original approval date timeframe)*

COMPLETE SECTIONS B, C, H

☐ APPEAL

- ☐ Appeal decision by approving body and De Novo hearing items

COMPLETE SECTIONS B, C, H

☐ PROPERTY AND RIGHT-OF-WAY

- ☐ Road Closures
- ☐ Construction Staging Plan
- ☐ Revocable licenses

COMPLETE SECTIONS B, C, H

*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	AROSA DEVELOPERS LLC	**Authorized Agent**	Stephanie J. Toothaker, Esq.
Address	Agent: 501 SW 2nd Avenue, Suite 1	**Address**	501 SW 2nd Avenue, Suite 1
City, State, Zip	Fort Lauderdale, FL 33301	**City, State, Zip**	Fort Lauderdale, FL 33301
Phone	Agent: 954.648.9376	**Phone**	954.648.9376
Email	Agent: stephanie@toothaker.org	**Email**	cc: estefania@toothaker.org
Proof of Ownership	Warrenty Deed	**Authorization Letter**	Provided
Applicant Signature:	**Signature** Digitally signed by Stephanie J. Toothaker Date: 2024.12.12 15:26:02 -05'00'	**Agent Signature:**	**Signature** Digitally signed by Stephanie J. Toothaker Date: 2024.12.12 15:26:16 -05'00'

C PARCEL INFORMATION

Address/General Location	401 NE 2 Street
Folio Number(s)	504210110330
Legal Description *(Brief)*	See survey
City Commission District	2 - Steven Glassman
Civic Association	Flagler Village Civic Association

D LAND USE INFORMATION

Existing Use	Surface Parking Lot
Land Use	Downtown RAC
Zoning District	RAC-CC
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	Downtown RAC
Proposed Zoning District	RAC-CC

E PROJECT INFORMATION

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

Project Name	315 NE 3rd Street
Project Description *(Describe in detail)*	Site Plan Level II Review: 607 Multifamily Units and 3,727 SF Commercial Use with Design Deviations and Affordable Housing Density Incentive Requests in Downtown RAC
Estimated Project Cost	$ N/A *(Estimated total project cost including land costs for all new development applications only)*
Waterway Use	No
Flex Units	N/A
Redevelopment Units	N/A
Flex Acreage	N/A
Residential Uses	
Single Family	N/A
Townhouses	N/A
Multifamily	607 units
Cluster/Zero Lot Line	N/A
Other	N/A
Total *(dwelling units)*	607 units

Residential Unit Mix	Efficiency / Studio	210 units	1- Bedroom	210 units
Affordable Housing Units	N/A		**% of AMI**	
Affordable Unit Mix	Efficiency / Studio	N/A	1- Bedroom	N/A

Traffic Study Required	Yes
Parking Reduction	No
Public Participation	Yes
Non-Residential Uses	
Commercial	3,727 SF
Restaurant	N/A
Office	N/A
Industrial	N/A
Other	N/A
Total *(square feet)*	3,727 SF

2-Bedroom	172 units	3-Bedroom or More	15 units
2-Bedroom	N/A	3-Bedroom or More	N/A

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)*	N/A	0.634 acres (27,624 SF)
Lot Density *(Units/acres)*	N/A	607 units / 0.634 ac = 957 du/ac
Lot Width	N/A	104'
Building Height *(Feet)*	None (subject to FAA approval)	54 stories (600'-0" above finish ground floor)
Structure Length	300'	103'-4 3/16"
Floor Area Ratio *(F.A.R)*	N/A	26.65
Lot Coverage	N/A	90% (25,053 SF / 27,624 SF)
Open Space	2,762 SF total (1,105 SF @ grade)	20,288 SF total (3,403 SF @ grade)
Landscape Area	690 SF @ grade	2,089 SF (1,390 SF on-site, 699 SF ROW)
Parking Spaces	607 spaces (52 spaces for Nola Lofts)	659 spaces (52 spaces for Nola Lofts)
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
Front	35' to CL (north) / 35' to CL (south)	36'-10" / 37'-0"
Side	0' (east)	0'
Corner / Side	0' (west)	0'
Rear	N/A	N/A

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	None	N/A	Not Applicable
Sides / Secondary Street	None	N/A	Not Applicable
Building Height	None (subject to FAA approval)	54 stories (600'-0" above finish ground floor)	Not Applicable
Streetwall Length	300'	103'-4 3/16"	Not Applicable
Podium Height	9 stories	10 stories	Deviation
Tower Separation	30' to E / W PL	13'-5" and 30' to W PL / 10'-2" and 30' to E PL	Deviation
Tower Floorplate *(square feet)*	12,500 SF	12,491 SF	Not Applicable
Residential Unit Size *(minimum)*	400 SF	400 SF	Not Applicable

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)		*Note: Deferral reques's are subject to a fee per deferral. See Fee Schedule for amount.		De Novo Hearing Due to City Commission Call-Up	

I MISCELLANEOUS

Provide information on the specific request.

Project Name	
Request Description	

AFFORDABLE HOUSING TAX REIMBURSEMENT*		COMMUNITY RESIDENCE		NOISE WAIVER*	
As Is Value	$	Residence Type		DRC Case Number	
Date		Certification		Request Start Date	
Completion Value	$	Length of Stay		Request End Date	
Date		Number of Residents		Construction Start Time	
Stabilized Value	$	Number of Live-in Staff		Construction End Time	
Date		Habitable Rooms Gross Floor Area		Sunday Construction Times	
Acquisition Value	$	DEVELOPMENT REVIEW TEAM (DRT)* Complete Section F		Noise Mitigation Plan Date of Plan	
Date				Previous Extension Resolution No. (if applicable)	

*Application is subject to specific fees based on hourly rate with minimum amount of: DRT $477, Affordable Housing Tax Reimbursement $2,500, Noise Waiver $954

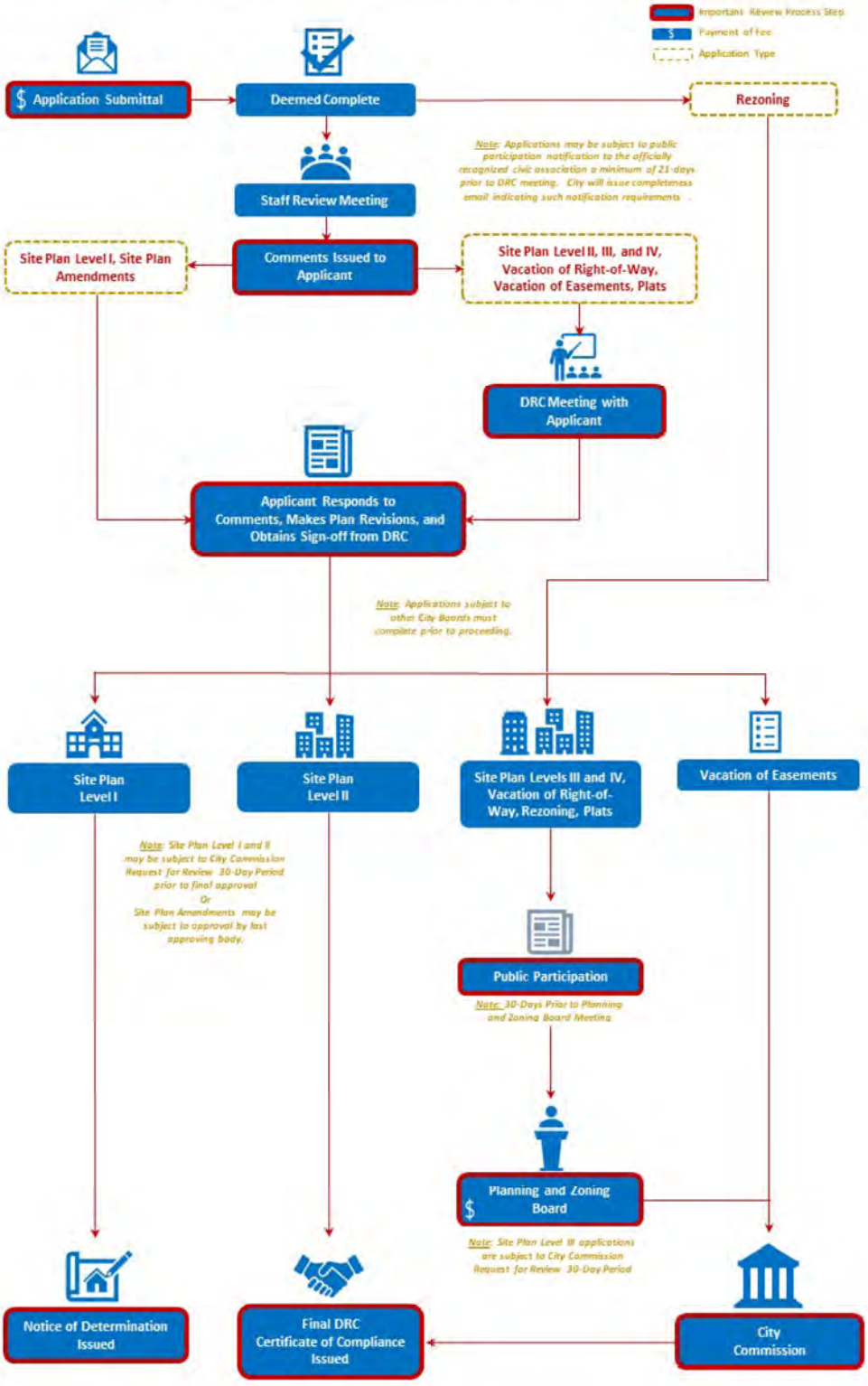
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- ☒ **Preliminary Development Meeting** completed on the following date: October 29, 2024
- ☒ **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** that includes all parcels within the proposed development.
- ☒ **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 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 delay 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: Below is the development review process flowchart with key steps to guide applicants.



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

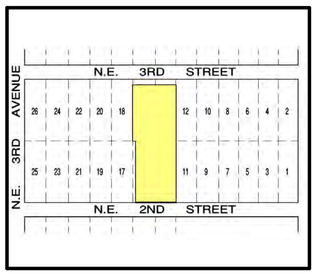
GENERAL URBAN DESIGN AND PLANNING QUESTIONS	LAUDERBUILD ASSISTANCE AND QUESTIONS
Planning Counter 954-828-6520, Option 5 planning@fortlauderdale.gov	DSD Customer Service 954-828-6520, Option 1 lauderbuild@fortlauderdale.gov

315 NE 3RD STREET

SITE PLAN LEVEL II REVIEW
CASE NO. UDP - 24073

FORT LAUDERDALE, FLORIDA
A NEW DEVELOPMENT
BY AROSA DEVELOPERS

SHEET NUMBER	SHEET NAME
General	
AR-000	COVER SHEET
Survey	
-	SURVEY
Architectural	
AR-000.1	FUTURE LAND USE AND ZONING MAPS
AR-001	SITE PLAN
AR-111	LEVEL 01 AND 02 FLOOR PLAN
AR-112	LEVEL 03 AND 04 FLOOR PLAN
AR-113	LEVEL 05 AND 06 FLOOR PLAN
AR-114	LEVEL 07 AND 08 FLOOR PLAN
AR-115	LEVEL 09 AND 10 FLOOR PLAN
AR-116	LEVEL 11 AND 11.5 FLOOR PLAN
AR-117	LEVEL 12 AND 13 TO 40 FLOOR PLAN
AR-118	LEVEL 41 TO 52 AND 53 TO 54 FLOOR PLAN
AR-119	ROOF FLOOR PLAN
AR-201	BUILDING ELEVATIONS
AR-202	BUILDING ELEVATIONS
AR-203	BUILDING ELEVATIONS - ENLARGEMENTS
AR-204	BUILDING ELEVATIONS - ENLARGEMENTS
AR-205	CONTEXT ELEVATIONS
AR-206	CONTEXT ELEVATIONS
AR-301	STREETSCAPE SECTIONS
AR-401	LEVEL 01 AND 02 FLOOR PLAN - PHOTOMETRICS
AR-402	LEVEL 03 TO 04 AND 05 TO 08 FLOOR PLAN - PHOTOMETRICS
AR-403	LEVEL 09 AND 10 FLOOR PLAN - PHOTOMETRICS
AR-601	SHADOW STUDY
AR-801	PERSPECTIVE & RENDERINGS
AR-802	PERSPECTIVE & RENDERINGS
AR-803	PERSPECTIVE & RENDERINGS
AR-804	PERSPECTIVE & RENDERINGS
AR-805	PERSPECTIVE & RENDERINGS
AR-806	PERSPECTIVE & RENDERINGS
AR-807	PERSPECTIVE & RENDERINGS
AR-901	EXISTING SITE PHOTOS - AERIALS
AR-902	EXISTING SITE PHOTOS - STREET VIEW
Civil	
C1	PAVEMENT MARKING & SIGNAGE PLAN
C2	CONCEPTUAL PAVING, GRADING, & DRAINAGE PLAN
C3	CONCEPTUAL WATER & SEWER PLAN
Landscape	
L.01	TREE DISPOSITIION
L.02	TREE PLANTING PLAN
L.03	SHRUB PLANTING PLAN
L.04	PLANTING DETAILS
L.05	PLANTING NOTES





DEVELOPER:
AROSA DEVELOPERS
199 Lee Avenue, Suite 787
Brooklyn, NY 11211

LANDSCAPE:
LAND FORM DESIGN GROUP
1421 Coral Ridge Drive
Fort Lauderdale, FL 33304
954.461.6191

ARCHITECTURE:
FSMY ARCHITECTS
888 S. Andrews Avenue, Suite 300
Fort Lauderdale, FL 33316
954.764.6575

CIVIL:
FLYNN ENGINEERING
241 Commercial Blvd.
Lauderdale-By-The-Sea, FL 33308
954.522.1004

LAND USE ATTORNEY:
TOOTHAKER.ORG
401 East Las Olas Boulevard, Suite 130-154
Fort Lauderdale, FL 33301
954.648.9376

TRAFFIC:
TRAFTECH
800 N University Drive, Suite 309
Tamarac, FL 33321
954.582.0988

FSMY ARCHITECTS + PLANNERS
888 SOUTH ANDREWS AVE. SUITE 300
FORT LAUDERDALE, FLORIDA 33316
PH:(954)764-6575 FAX:(954)764-8622

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/JV	JV/AM	JY

REVISIONS

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

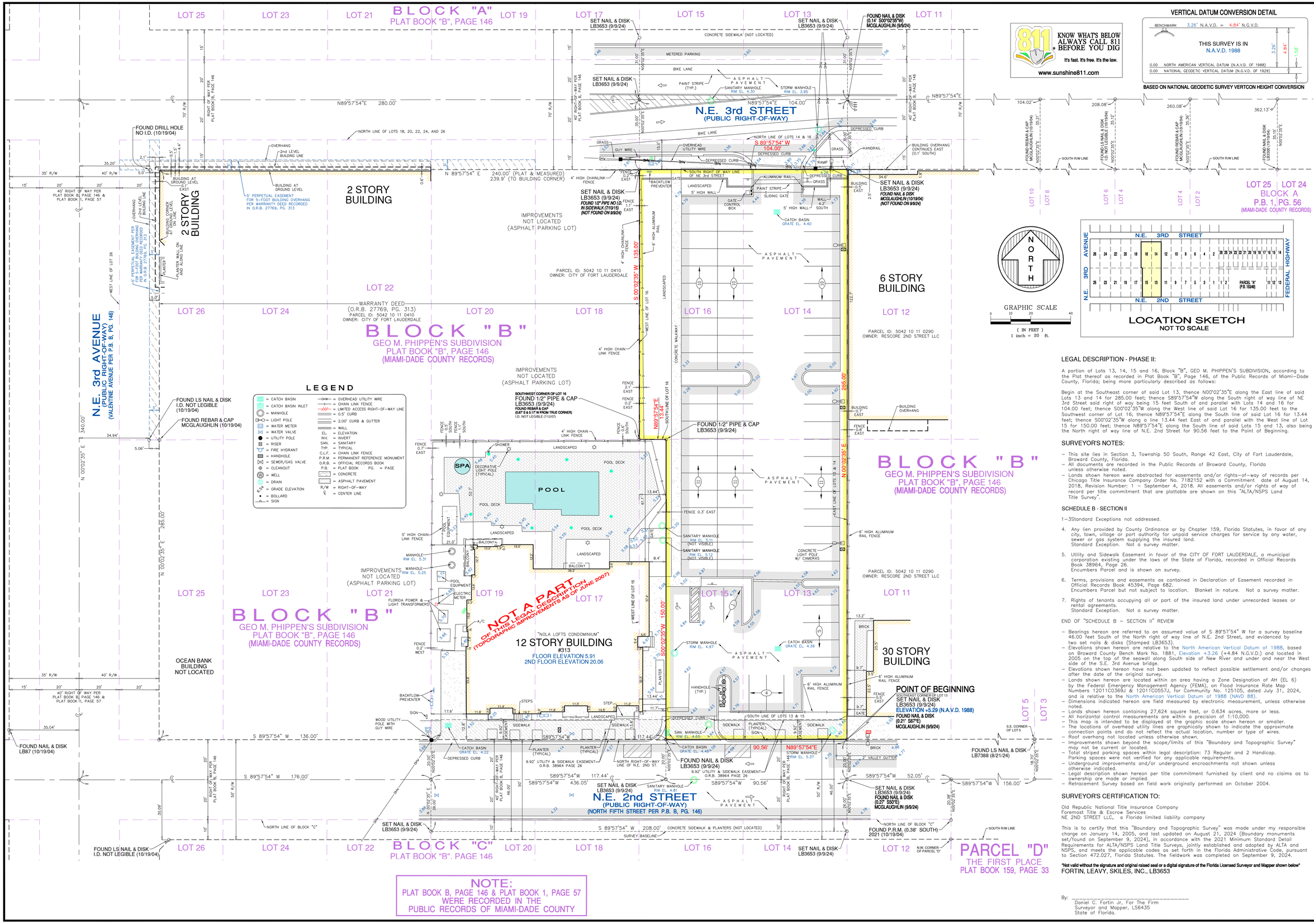
315 NE 3RD STREET

COVER SHEET

SITE PLAN APPROVAL

AR-000

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LEGAL DESCRIPTION - PHASE II:

A portion of Lots 13, 14, 15 and 16, Block "B", GEO M. PHIPPEN'S SUBDIVISION, according to the Plat thereof as recorded in Plat Book "B", Page 146, of the Public Records of Miami-Dade County, Florida; being more particularly described as follows:

Begin at the Southeast corner of said Lot 13, thence N00°02'35"E along the East line of said Lots 13 and 14 for 285.00 feet; thence S89°57'54"W along the South right of way line of NE 3rd Street said right of way being 15 feet South of and parallel with Lots 14 and 16 for 104.00 feet; thence S00°02'35"W along the West line of said Lot 16 for 135.00 feet to the Southwest corner of Lot 16; thence N89°57'54"E along the South line of said Lot 16 for 13.44 feet; thence S00°02'35"W along a line 13.44 feet East of and parallel with the West line of Lot 15 for 150.00 feet; thence N89°57'54"E along the South line of said Lots 15 and 13, also being the North right of way line of N.E. 2nd Street for 90.56 feet to the Point of Beginning.

SURVEYOR'S NOTES:

- This site lies in Section 3, Township 50 South, Range 42 East, City of Fort Lauderdale, Broward County, Florida.
- All documents are recorded in the Public Records of Broward County Florida unless otherwise noted.
- Lands shown hereon were abstracted for easements and/or rights-of-way of records per Chicago Title Insurance Company Order No. 7182152 with a Commitment date of August 14, 2018, Revision Number: 1 – September 4, 2018. All easements and/or rights of way of record per title commitment that are plottable are shown on this "ALTA/NSPS Land Title Survey".

SCHEDULE B - SECTION II

1–3Standard Exceptions not addressed.

4. Any lien provided by County Ordinance or by Chapter 159, Florida Statutes, in favor of any city, town, village or port authority for unpaid service charges for service by any water, sewer or gas system supplying the insured land. Standard Exception. Not a survey matter.

5. Utility and Sidewalk Easement in favor of the CITY OF FORT LAUDERDALE, a municipal corporation existing under the laws of the State of Florida, recorded in Official Records Book 38964, Page 26. Encumbers Parcel and is shown on survey.

6. Terms, provisions and easements as contained in Declaration of Easement recorded in Official Records Book 45394, Page 682. Encumbers Parcel but not subject to location. Blanket in nature. Not a survey matter.

7. Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. Standard Exception. Not a survey matter.

END OF "SCHEDULE B – SECTION II" REVIEW

- Bearings hereon are referred to an assumed value of S 89°57'54" W for a survey baseline 46.00 feet South of the North right of way line of N.E. 2nd Street, and evidenced by two set nails & disks (Stamped LB3653).
- Elevations shown hereon are relative to the North American Vertical Datum of 1988, based on Broward County Bench Mark No. 1881, Elevation +3.26 (+4.84 N.G.V.D.) and located in 2005 on the top of the seawall along South side of New River and under and near the West side of the S.E. 3rd Avenue bridge.
- Elevations shown hereon have not been updated to reflect possible settlement and/or changes after the date of the original survey.
- Lands shown hereon are located within an area having a Zone Designation of AH (EL 6) by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map Numbers 12011C0363J & 12011C0557J, for Community No. 125105, dated July 31, 2024, and is relative to the North American Vertical Datum of 1988 (NAVD 88).
- Dimensions indicated hereon are field measured by electronic measurement, unless otherwise noted.
- Lands shown hereon containing 27,624 square feet, or 0.634 acres, more or less.
- All horizontal control measurements are within a precision of 1:10,000.
- This map is intended to be displayed at the graphic scale shown hereon or smaller.
- The locations of overhead utility lines are graphically shown to indicate the approximate connection points and do not reflect the actual location, number or type of wires.
- Roof overhang not located unless otherwise shown.
- Improvements shown beyond the scope/limits of this "Boundary and Topographic Survey" may not be current or located.
- Total striped parking spaces within legal description: 73 Regular and 2 Handicap. Parking spaces were not verified for any applicable requirements.
- Underground improvements and/or underground encroachments not shown unless otherwise indicated.
- Legal description shown hereon per title commitment furnished by client and no claims as to ownership are made or implied.
- Retracement Survey based on field work originally performed on October 2004.

SURVEYOR'S CERTIFICATION TO:

Old Republic National Title Insurance Company
Foremost Title & Escrow Services
NE 2ND STREET LLC, a Florida limited liability company

This is to certify that this "Boundary and Topographic Survey" was made under my responsible charge on January 14, 2005, and last updated on August 21, 2024 (Boundary monuments set/found on September 9, 2024), in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and meets the applicable codes as set forth in the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. The fieldwork was completed on September 9, 2024.

"Not valid without the signature and original raised seal or a digital signature of the Florida Licensed Surveyor and Mapper shown below"

FORTIN, LEAVY, SKILES, INC., LB3653

By: _____
Daniel C. Fortin Jr. For The Firm
Surveyor and Mapper, LS6435
State of Florida.

This Drawing is the Property of Fortin, Leavy, Skiles, Inc. and is an Instrument of Service not to be Reproduced in Whole or in Part without the Express WRITTEN Permission of Same.

No.	O.N.	Revision Description	DFS/GEM
7	240497	UPDATE SURVEY (8/21/24) CC	DFS
6	190065	AMEND CERTIFICATION TO	DWF
5	181085	AMEND PER NEW TITLE COMMIT. & CERT. TO (9/7/18)	
4	151009	UPDATE SURVEY (7/10/15) SJH	MAP
3	150800	UPDATE SURVEY (6/3/15) RLL	MAP

FORTIN, LEAVY, SKILES, INC.
CONSULTING ENGINEERS, SURVEYORS & MAPPERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653
180 N.E. 168th Street, North Miami Beach, Florida 33162
Phone: 305-653-4493 / Email: fls@flsurvey.com

ALTA/NSPS LAND TITLE SURVEY

NOLA LOFTS II

CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA

Original Date	1/14/05
Scale	1" = 20'
Drawn By	ACS
CAD No.	041761
Plotted	9/23/24 12:56p
Ref. Dwg.	2004-306
Field Book	568/37 & 49, FLD SHT- JWL
Job No.	052133
Dwg. No.	2004-306-1-NAVD
Sheet	1 of 1



1 FUTURE LAND USE
3" = 1'-0"



2 ZONING MAP
3" = 1'-0"

FSMY ARCHITECTS + PLANNERS
888 SOUTH ANDREWS AVE. SUITE 300
FORT LAUDERDALE, FLORIDA 33316
PH:(954)764-6575 FAX:(954)764-8622

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/JV	JV/AM	JY

REVISIONS

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET



JIRO YATES
AR 91406

FUTURE LAND USE AND ZONING MAPS

SITE PLAN APPROVAL

AR-000.1

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1 SITE PLAN
1" = 20'-0"

SITE PLAN DATA

A. LAND USE DESIGNATION — DOWNTOWN REGIONAL ACTIVITY CENTER

B. ZONING DESIGNATION — RAC-CC

C. SITE AREA — 27,624 SF (0.634 ACRES)

D. WATER/WASTEWATER SERVICE PROVIDER — CITY OF FORT LAUDERDALE

E. RESIDENTIAL DEVELOPMENT DWELLING UNIT BREAKDOWN AND TYPE:

STUDIO (400-561 SF)	210 UNITS
1 BEDROOM (459 - 854 SF)	210 UNITS
2 BEDROOM (809-1116 SF)	172 UNITS
3 BEDROOM (1,416 SF)	15 UNITS
TOTAL	607 UNITS

F. NON-RESIDENTIAL FLOOR AREA

COMMERCIAL	3,727 SF

G. PARKING DATA (SELF-PARK LEVELS 02 TO 08, VALET LEVEL 09 TO 10)

PARKING REQUIRED

RESIDENTIAL	1.PER DWELLING UNIT = 607 SPACES
COMMERCIAL	EXEMPT
TOTAL	607 PARKING SPACES REQUIRED

PARKING PROVIDED	STANDARD	COMPACT	ADA/ FHA	PARALLEL	DOUBLE STACK	TRIPLE STACK	TOTAL
LEVEL 02	36	7	4	0	0	0	47
LEVEL 03	39	4	4	1	0	0	48
LEVEL 04	39	4	4	1	0	0	48
LEVEL 05	47	4	0	1	0	0	52
LEVEL 06	47	4	0	1	0	0	52
LEVEL 07	47	4	0	1	0	0	52
LEVEL 08	47	4	0	1	0	0	52
LEVEL 09	0	3	0	1	0	144	148
LEVEL 10	5	3	0	0	14	138	160
TOTAL PROVIDED	307	37	12	7	14	282	*659

*NOTE 1: 52 PARKING SPACES WILL BE PROVIDED FOR "NOLA LOFT" BUILDING.

H. LOADING ZONES — NOT REQUIRED

J. BUILDING FOOTPRINT COVERAGE — 25,053 SF
TOWER FLOOR PLATE AREA — 12,491 SF

K. F.A.R.

LEVEL 01 GROUND LEVEL	22,407 SF
LEVEL 02 GARAGE	23,430 SF
LEVEL 03-09 GARAGE (23,539 x 7)	164,773 SF
LEVEL 10 GARAGE	21,602 SF
LEVEL 11 AMENITY	6,872 SF
LEVEL 11.5 AMENITY	6,872 SF
LEVEL 12 AMENITY	7,736 SF
LEVEL 13-40 (U.O.N - 28 LEVELS) 11,259 SF X 28	315,252 SF
LEVEL 41-52 (U.O.N - 12 LEVELS) 11,259 SF X 12	135,108 SF
LEVEL 53-54 (U.O.N. -2 LEVELS) 11,259 SF X 2	22,518 SF
LEVEL ROOF	9,760 SF
TOTAL F.A.R. SQUARE FOOTAGE	736,330 SF
736,330 SF / 27,624 SF =	26.65 F.A.R.

L. NUMBER OF STORIES= — 54 STORIES

M. BUILDING HEIGHT OVERALL= — 600'-0" ABOVE FINISH GROUND FLOOR / 607.4' NAVD

N. BUILDING YARDS

	REQUIRED	PROVIDED
FRONT - NORTH	35' FEET TO ROAD CL	36'-10" FEET
FRONT - SOUTH	35' FEET TO ROAD CL	37'- 0" FEET
SIDE - EAST	0' FEET	0' FEET
SIDE - WEST	0' FEET	0' FEET

P. OPEN SPACE

	REQUIRED	PROVIDED
OPEN SPACE	27,624 SF x 10% = **2,762 SF**	16,885 SF @ AMENITY DECK 3,403 SF @ GRADE **20,288 SF TOTAL**
	40% REQ'D @ GRADE 2,762 SF x 40% = 1,105 SF	**3,403 SF @ GRADE**
LANDSCAPING ON SITE	2,762 SF x 25% = **690 SF**	1390 SF (ON SITE)
ROW	690 SF x 75% = 517 SF (75% WITHIN ROW MAY COUNT) 932 SF x 75% = 699 SF	699 SF (ROW) **2,089 SF**

Q. TYPE OF CONSTRUCTION — TYPE 1-A, SPRINKLERED (# OF STORIES AND AREA "UNLIMITED" TABLES 504.3a AND 504.4)

LEGAL DESCRIPTION

A PORTION OF LOTS 13, 14, 15 AND 16, BLOCK "B", GEO M. PHIPPEN'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "B", PAGE 146, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF SAID LOT 13, THENCE N00°02'35"E ALONG THE EAST LINE OF SAID LOTS 13 AND 14 FOR 285.00 FEET; THENCE S89°57'54"W ALONG THE SOUTH RIGHT OF WAY LINE OF NE 3RD STREET SAID RIGHT OF WAY BEING 15 FEET SOUTH OF AND PARALLEL WITH LOTS 14 AND 16 FOR 104.00 FEET; THENCE S00°02'35"W ALONG THE WEST LINE OF SAID LOT 16 FOR 135.00 FEET TO THE SOUTHWEST CORNER OF LOT 16; THENCE N89°57'54"E ALONG THE SOUTH LINE OF SAID LOT 16 FOR 13.44 FEET; THENCE S00°02'35"W ALONG A LINE 13.44 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 15 FOR 150.00 FEET; THENCE N89°57'54"E ALONG THE SOUTH LINE OF SAID LOTS 15 AND 13, ALSO BEING THE NORTH RIGHT OF WAY LINE OF N.E. 2ND STREET FOR 90.56 FEET TO THE POINT OF BEGINNING.

CODE DATA

1. PROJECT SHALL BE PERMITTED UNDER THE 2023 FLORIDA BUILDING CODE, 8TH EDITION. AND COMPLY WITH FAIR HOUSING ACT DESIGN PRINCIPLES WHERE APPLICABLE.

2. OCCUPANCIES UNDER THE BUILDING PERMIT SHALL BE CLASSIFIED "B", "S-2", "A-2", AND "R-2" PER FBC 2023 CHAPTER 3.

3. PARKING GARAGE SHALL BE "CLOSED" AND MECHANICALLY VENTILATED PER FBC 2023 SECTION 406.6.

4. LIFE SAFETY PLANS UNDER THE BUILDING PERMIT SHALL BE SUBJECT TO FBC 2023, CHAPTER 10 MEANS OF EGRESS - TYPICAL ALL FLOORS.

5. BUILDING SEPARATIONS SHALL COMPLY WITH FBC 2023 CHAPTER 6, TABLES 601 AND 705.5.

6. EXTERIOR WALL OPENINGS SHALL COMPLY WITH FBC 2023 CHAPTER 7, TABLE 705.8.

7. PARKING GARAGE SLOPES SHALL COMPLY WITH ULDR SECTION 47-20.9.A.

8. DUMPSTERS SHALL COMPLY WITH ULDR SECTION 47-19.4.

TRANSPORTATION AND MOBILITY

1. BICYCLE PARKING:

A. BIKE INTERIOR (B.I.) SPACES = 88 PROVIDED FOR 607 UNITS (809 BEDROOMS)

SPECIFICATION: ULTRA SPACE SAVER SQUARED - WALL MOUNTED - VERTICAL BIKE RACK FROM THE PARK ABD FACILITIES CATALOG OR APPROVED EQUAL

FIRE PROTECTION

1. PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA SEVENTH EDITION AND THE FLORIDA BUILDING CODE 2023

2. PER FBC 903.2.11.3. THE BUILDING SHALL HAVE FIRE SPRINKLERS.

POLICE

1. ALL EXTERIOR WINDOWS AND DOORS SHALL BE IMPACT RATED.

2. STAIRWELLS SHALL BE EGRESS ONLY ON GROUND LEVEL.

3. BUILDING SHALL BE FITTED WITH INTERCOM/VIDEO ACCESS CONTROL SYSTEMS AT ENTRY/EXIT POINTS, ELEVATORS, PARKING GARAGE, AND COMMON AREAS.

4. EACH RESIDENTIAL AND COMMERCIAL UNIT SHALL BE WIRED FOR A MONITORED SECURITY SYSTEM AND THE POOL DECK SHALL INCORPORATE SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN FROM ACCESSING THE POOL.

5. ELEVATORS SHALL BE ACCESS CONTROLLED.

6. UNIT ENTRY DOORS SHALL BE SOLID, IMPACT RESISTANT WITH DEADBOLT AND SHALL EACH BE FITTED WITH 180 DEGREE PEEPHOLE DOOR VIEWERS.

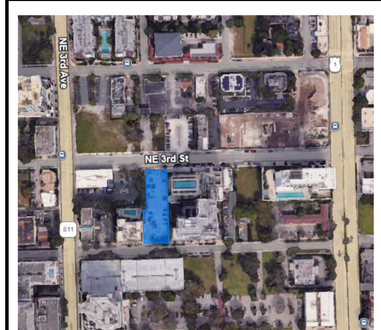
7. ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL, AND MAINTENANCE ROOMS WHERE APPLICABLE.

8. THE INTERIOR OF THE GARAGE SHALL BE PAINTED A LIGHT COLOR.

9. PARKING GARAGE SHALL PROVIDE ACCESS CONTROL FOR RESIDENTS.

NOTES

AERIAL



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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/JV	JV/AM	JY

R E V I S I O N S

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA — JIRO YATES — AR 91406 — REGISTERED ARCHITECT

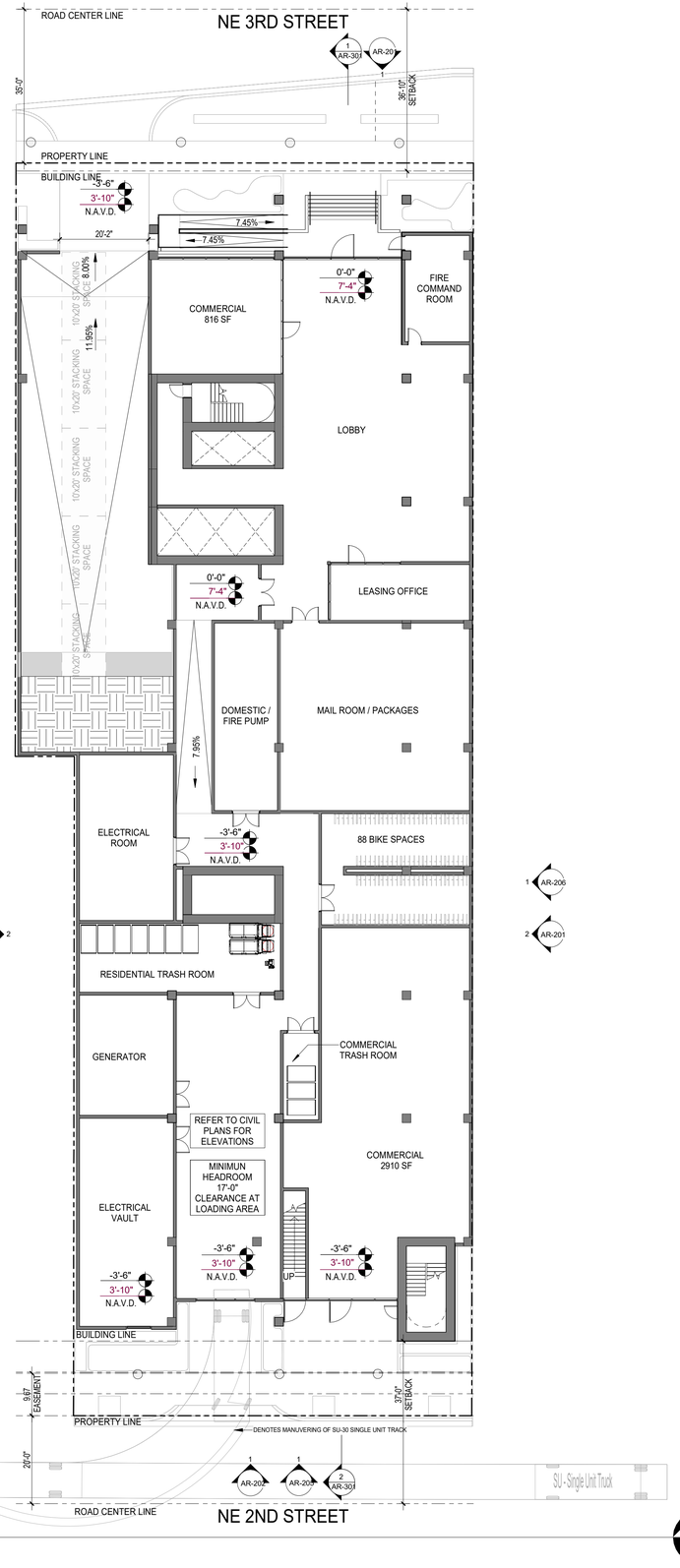
JIRO YATES
AR 91406

SITE PLAN

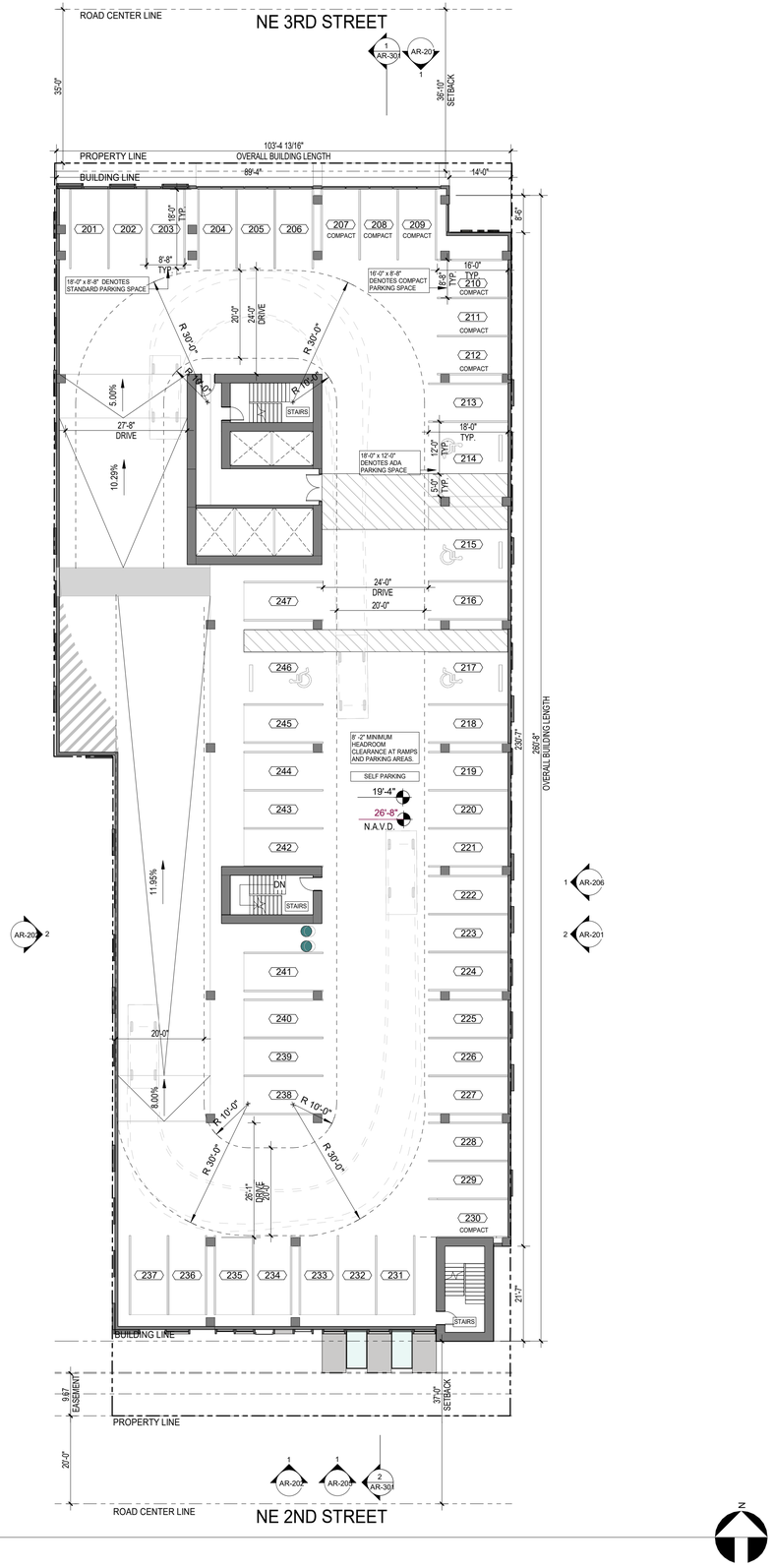
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AR-001

12/12/2024 3:03:41 PM



1 LEVEL 01 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 02 FLOOR PLAN
1/16" = 1'-0"

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12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

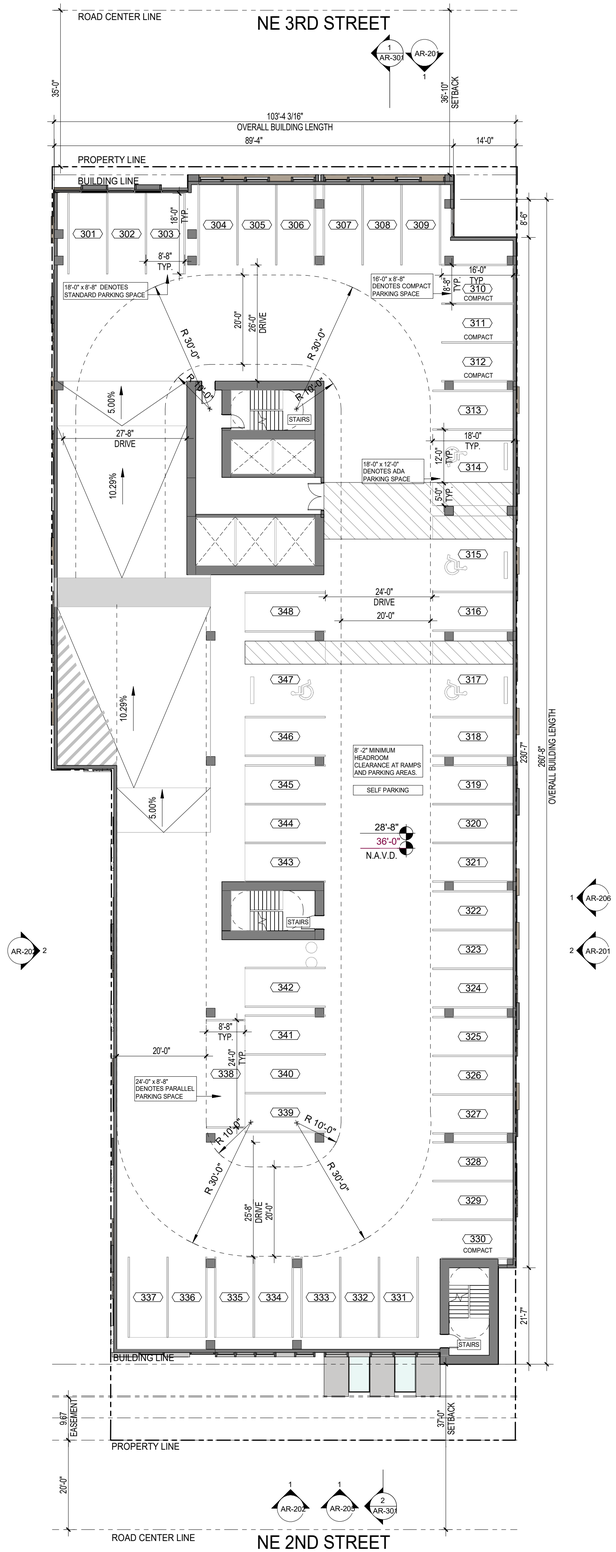
JIRO YATES
AR 91406

LEVEL 01 AND 02 FLOOR PLAN

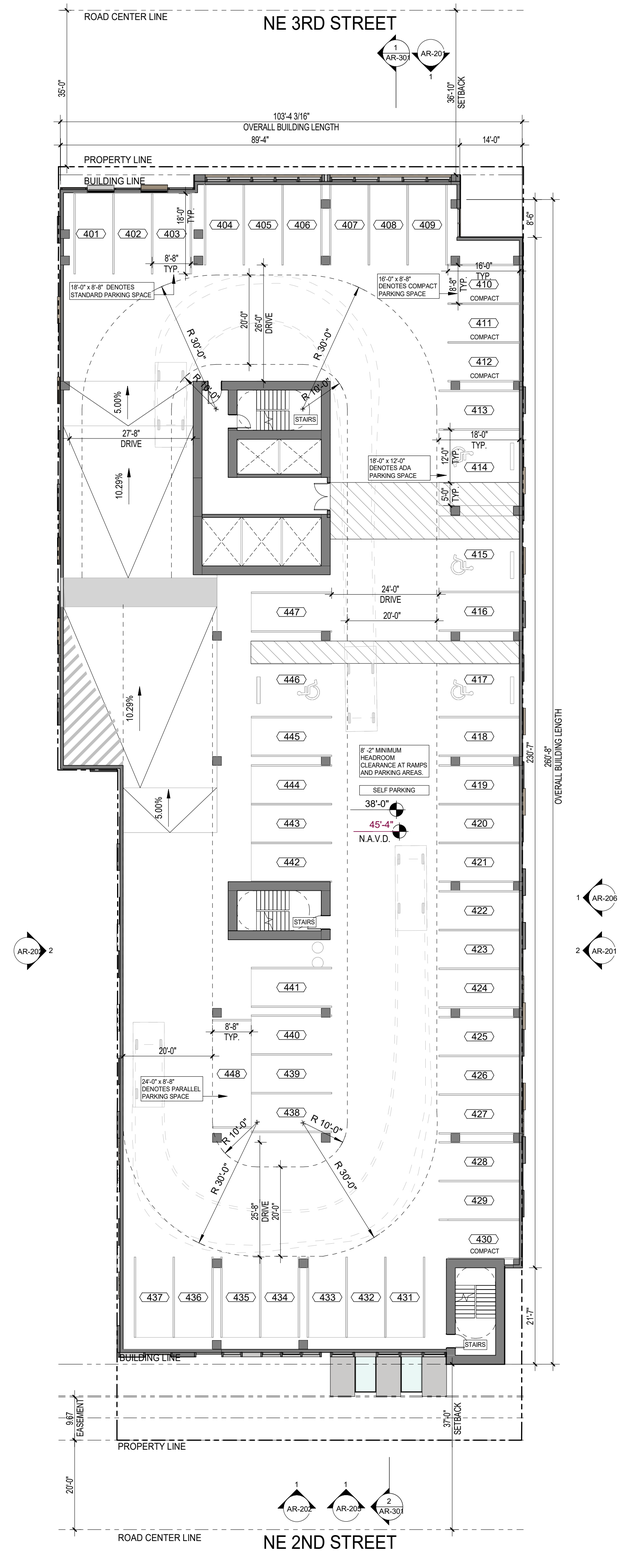
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AR-111

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1 LEVEL 03 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 04 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

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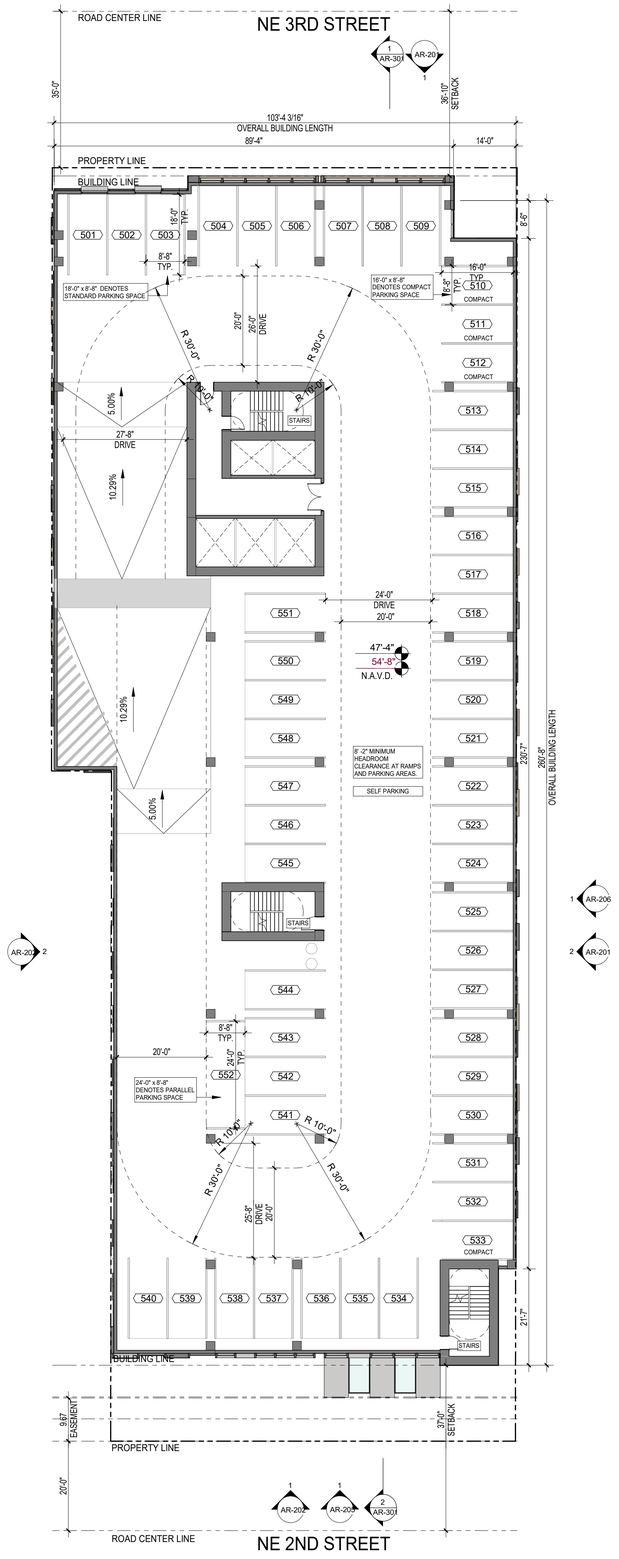
JIRO YATES
AR 91406

LEVEL 03 AND 04 FLOOR PLAN

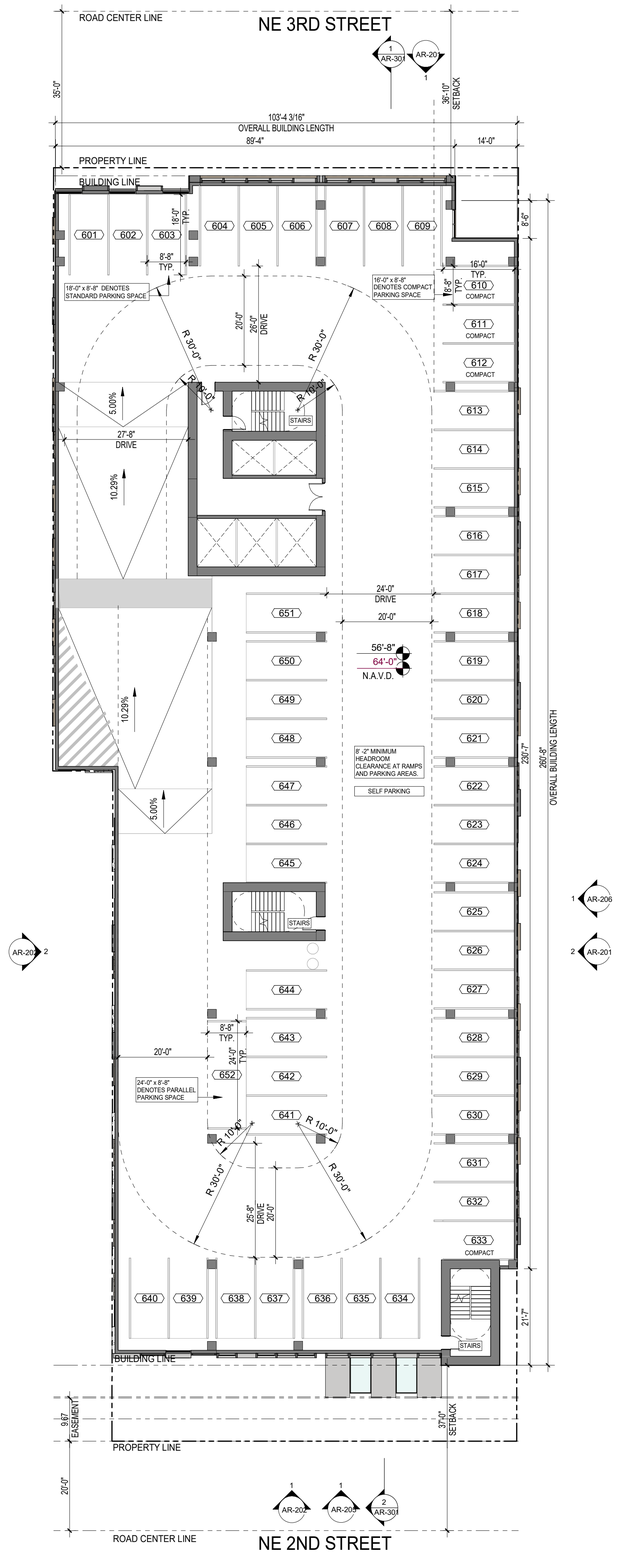
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AR-112

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1 LEVEL 05 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 06 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

STATE OF FLORIDA JIRO YATES AR 91406 REGISTERED ARCHITECT

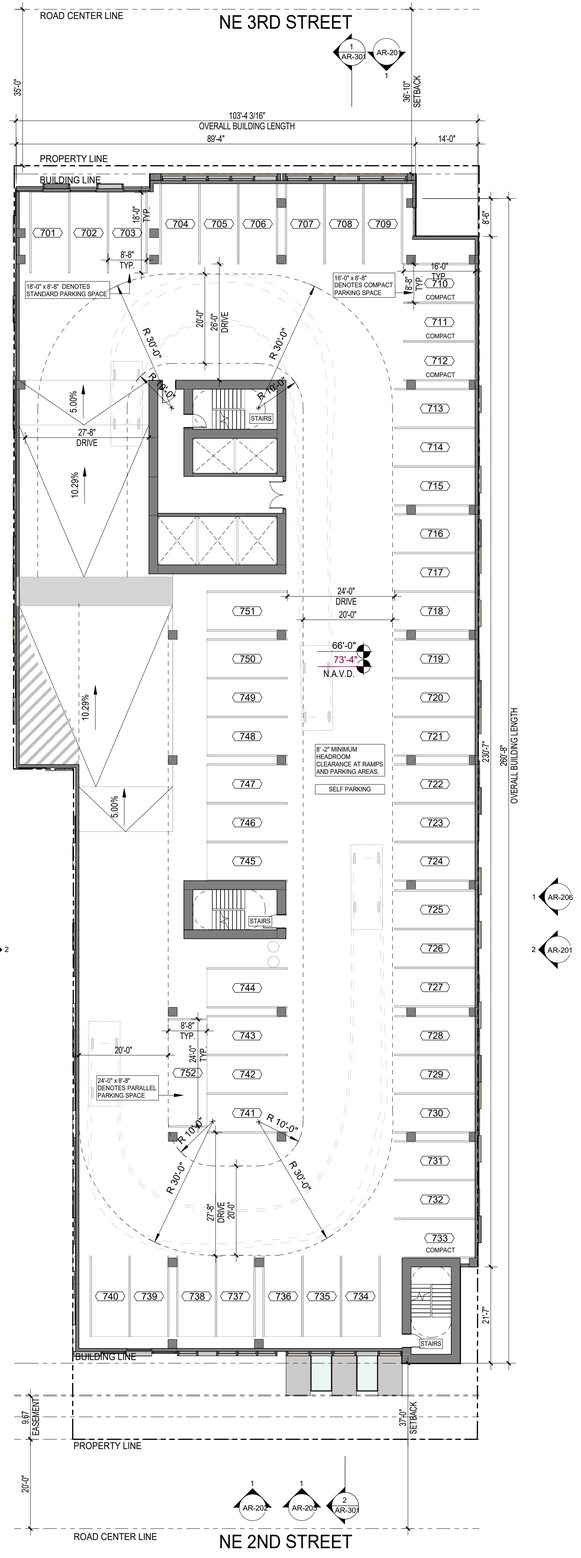
JIRO YATES
AR 91406

LEVEL 05 AND 06 FLOOR PLAN

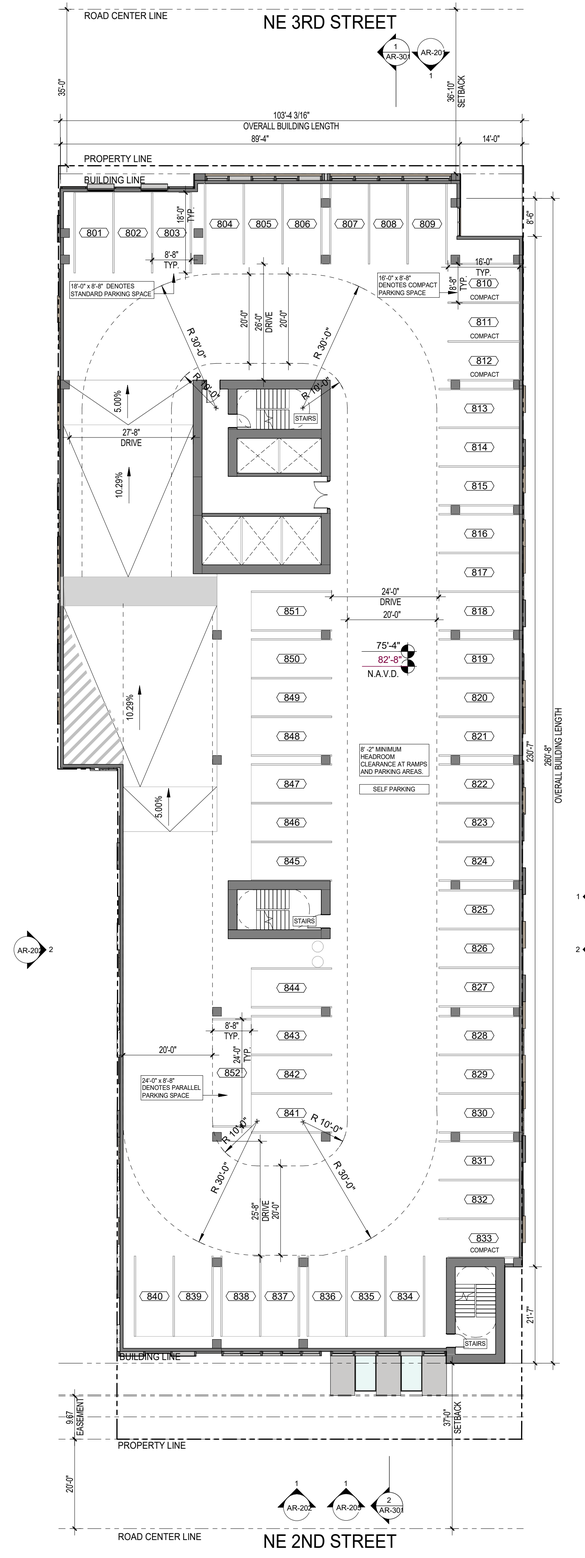
SITE PLAN APPROVAL

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AR-113



1 LEVEL 07 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 08 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

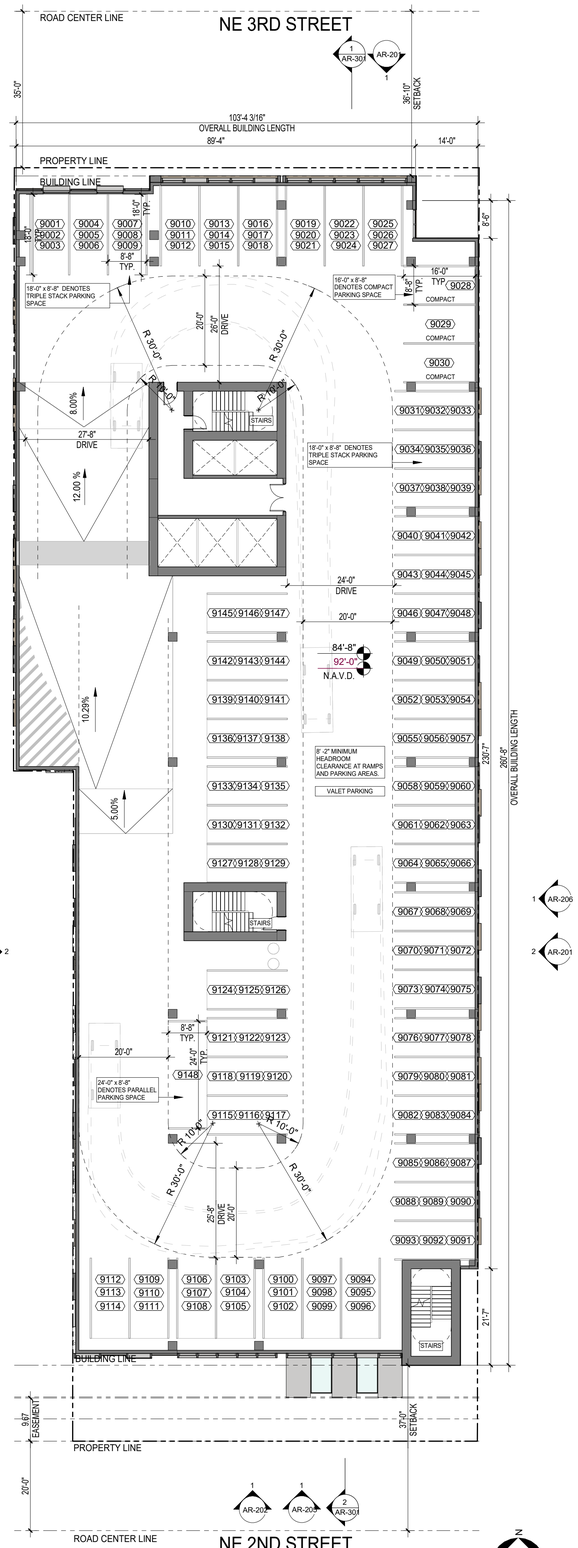
JIRO YATES
AR 91406

LEVEL 07 AND 08 FLOOR PLAN

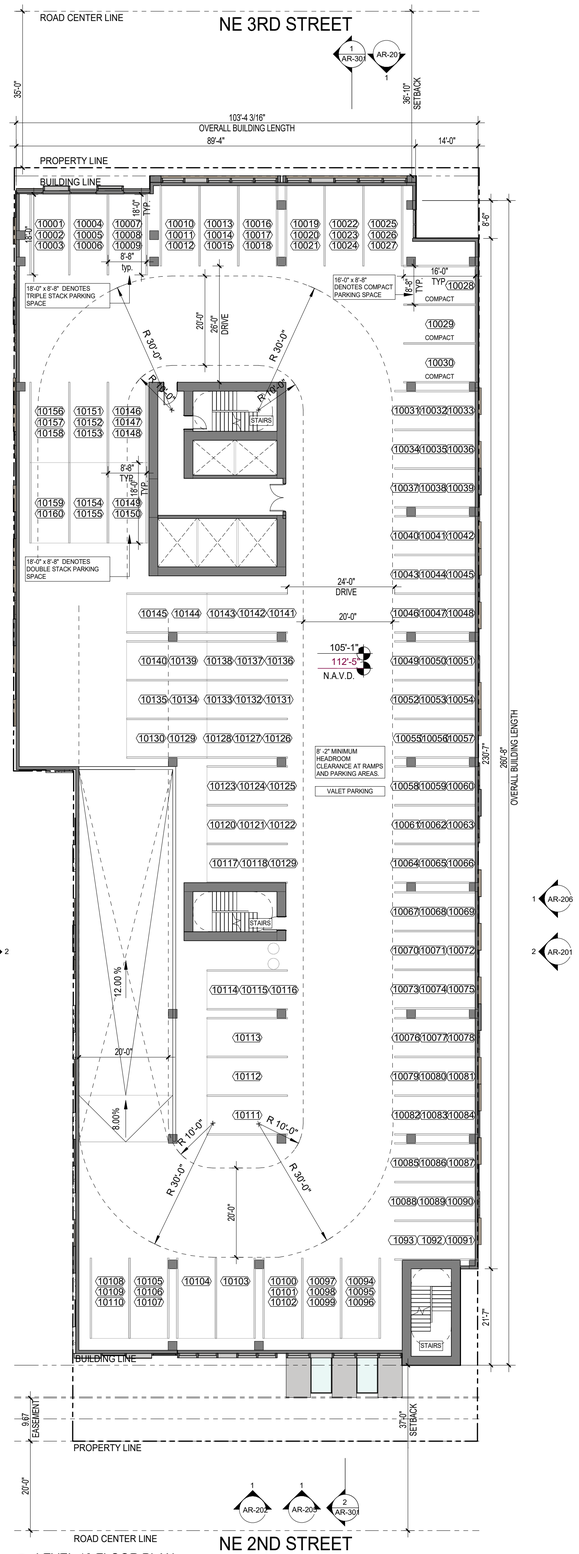
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AR-114

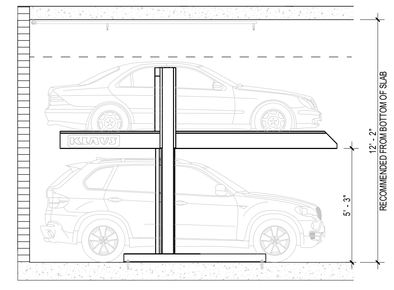
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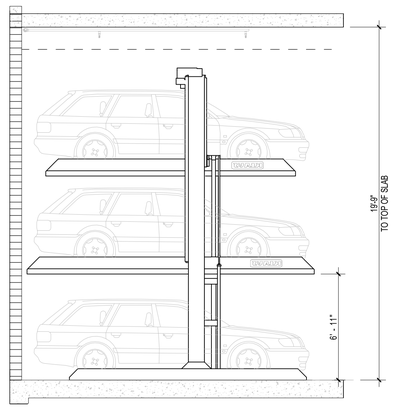
1 LEVEL 09 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 10 FLOOR PLAN
1/16" = 1'-0"



DOUBLE STACKING PARKING



3 Tripple Stacking
1/4" = 1'-0"

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315 NE 3RD STREET

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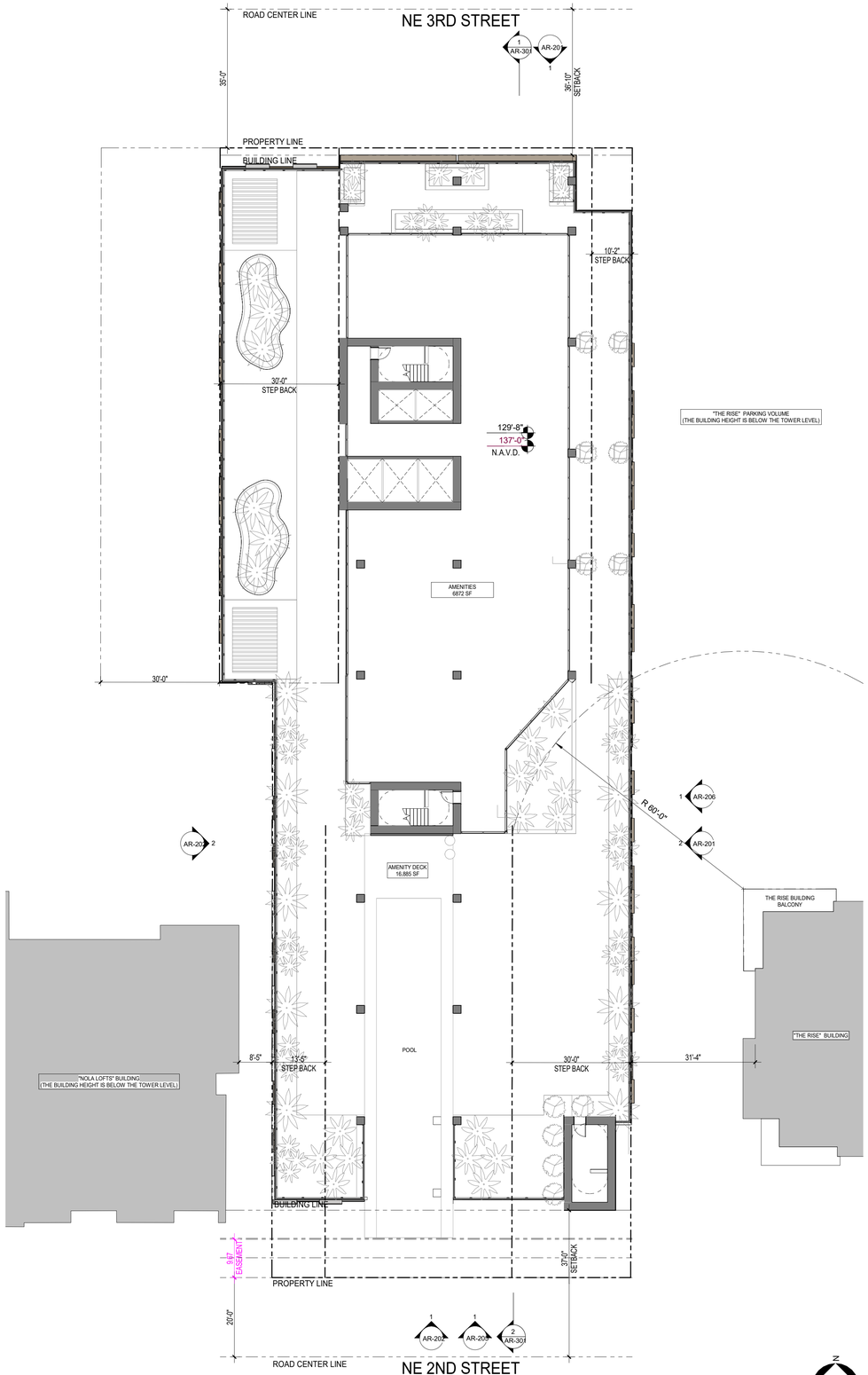
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LEVEL 09 AND 10 FLOOR PLAN

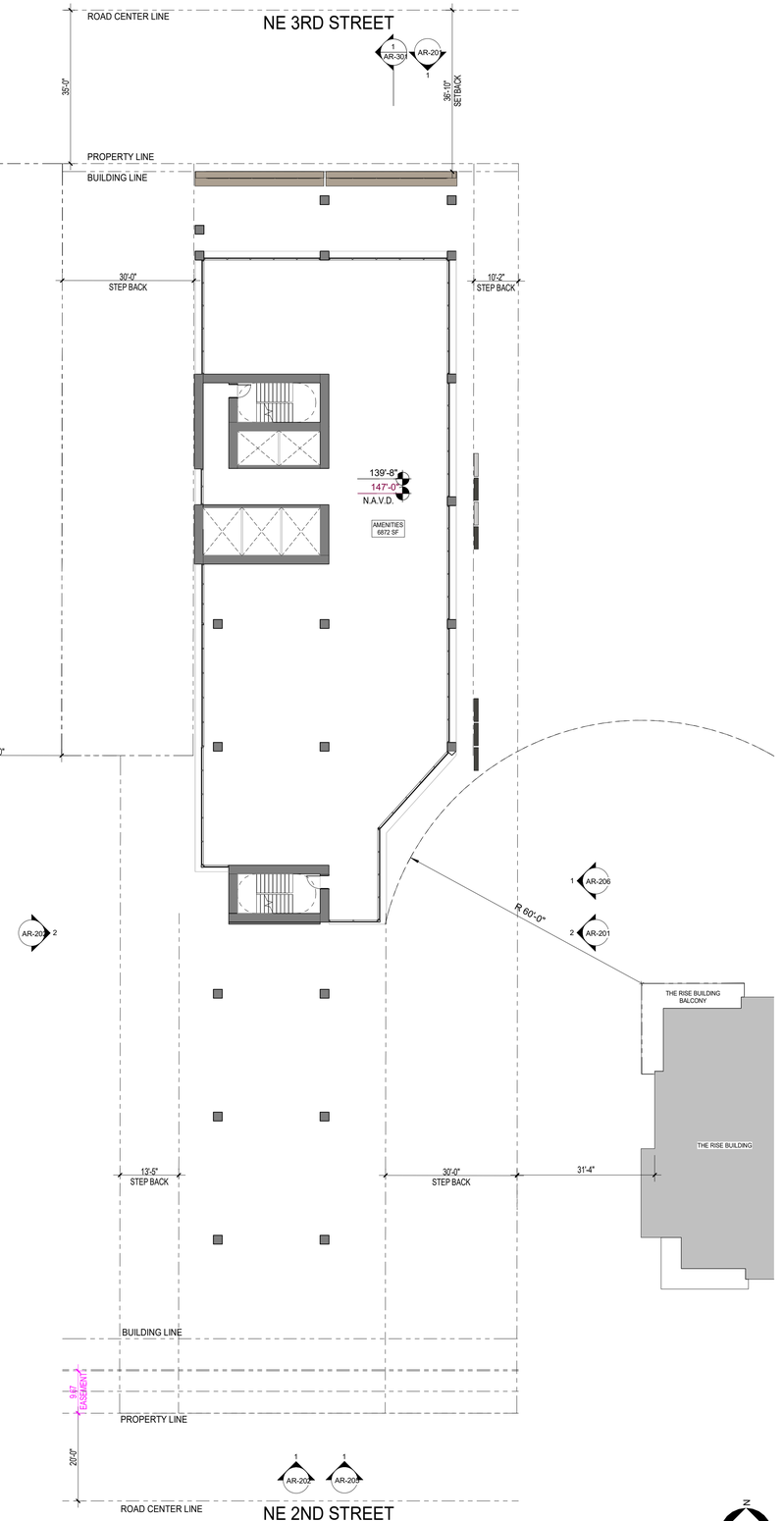
SITE PLAN APPROVAL

AR-115

12/12/2024 3:03:54 PM



1 LEVEL 11 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 11.5 FLOOR PLAN
1/16" = 1'-0"

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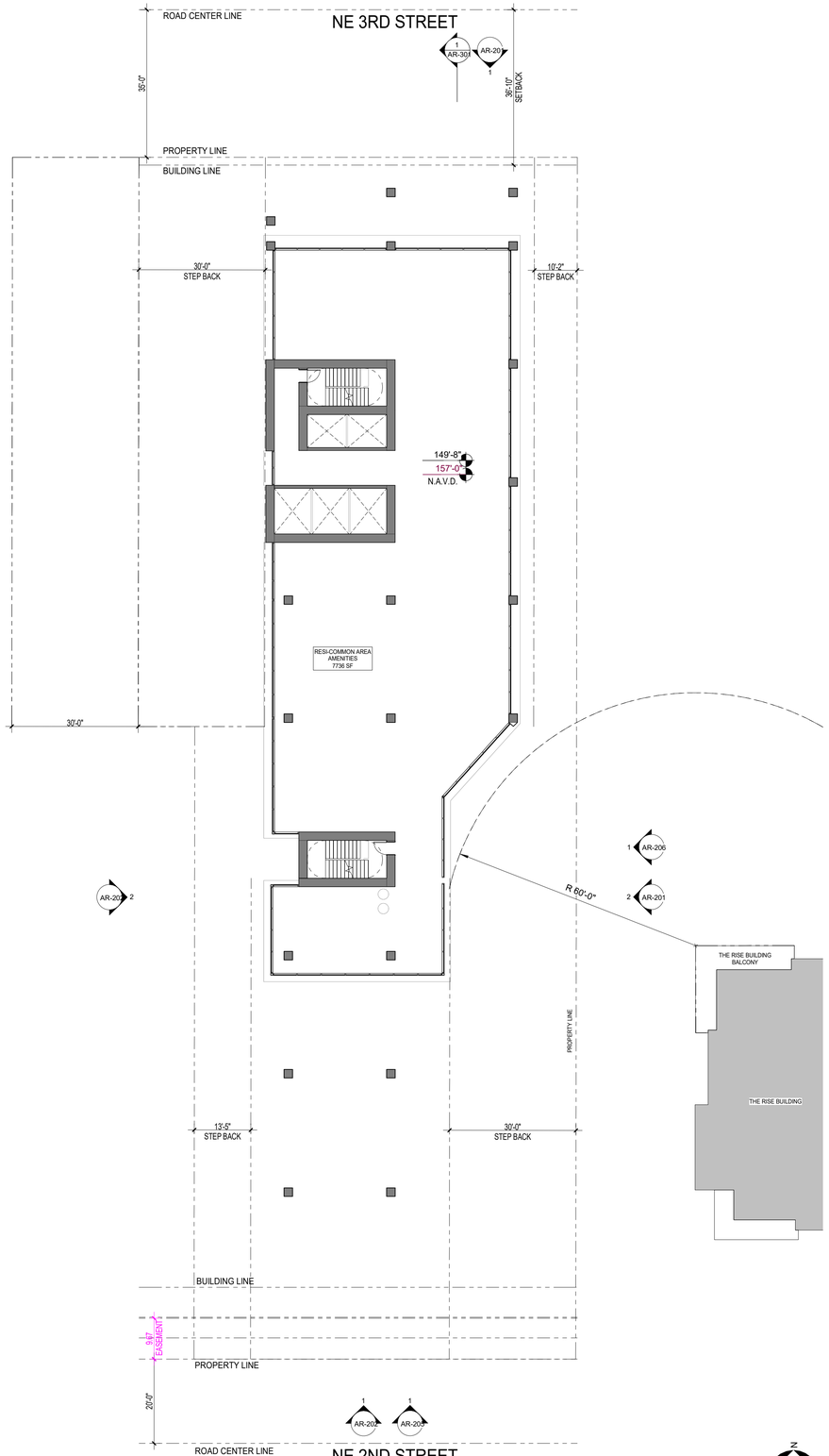
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LEVEL 11 AND 11.5 FLOOR PLAN

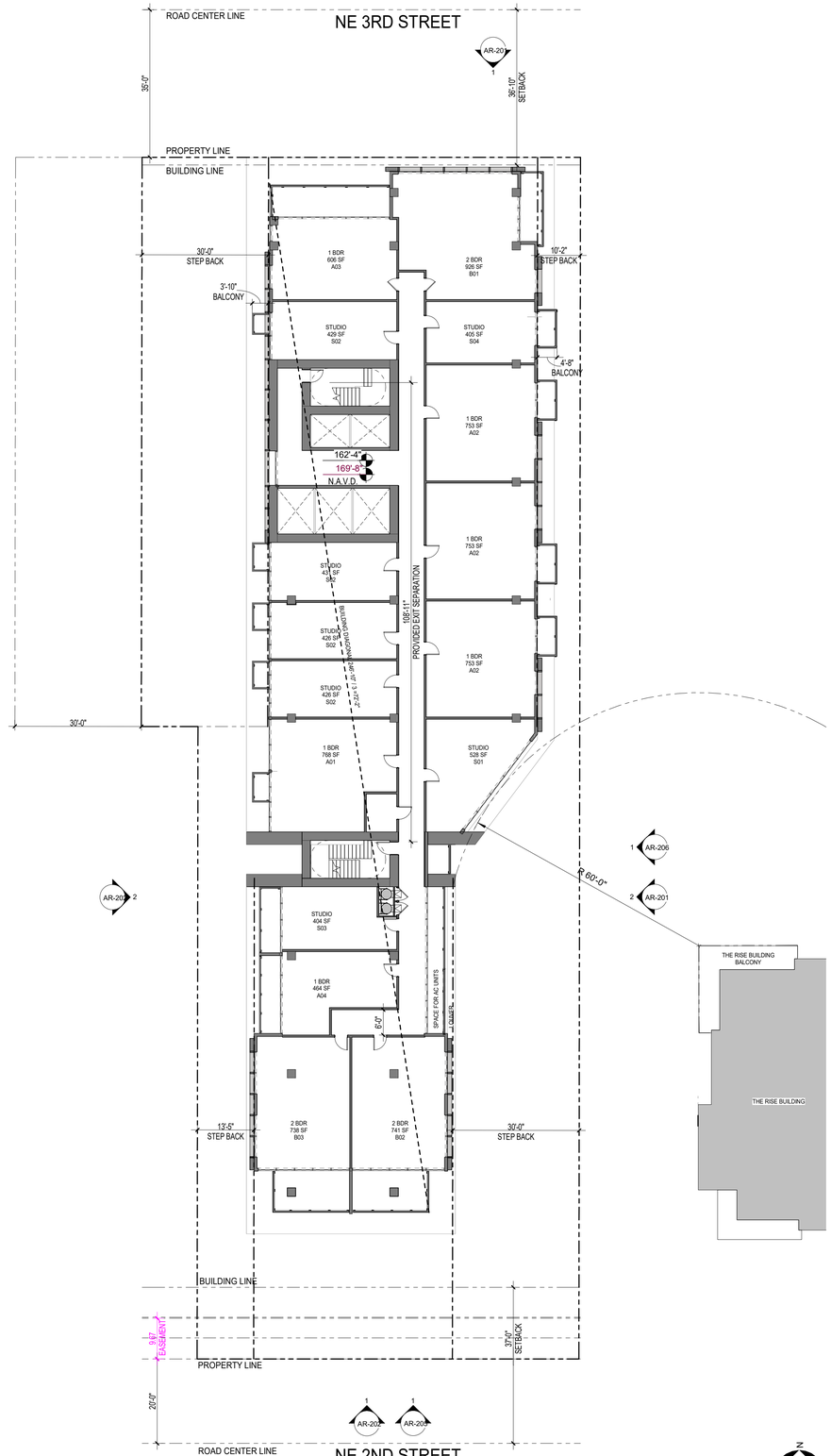
SITE PLAN APPROVAL

AR-116

12/12/2024 3:03:57 PM



1 LEVEL 12 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 13 TO 40 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

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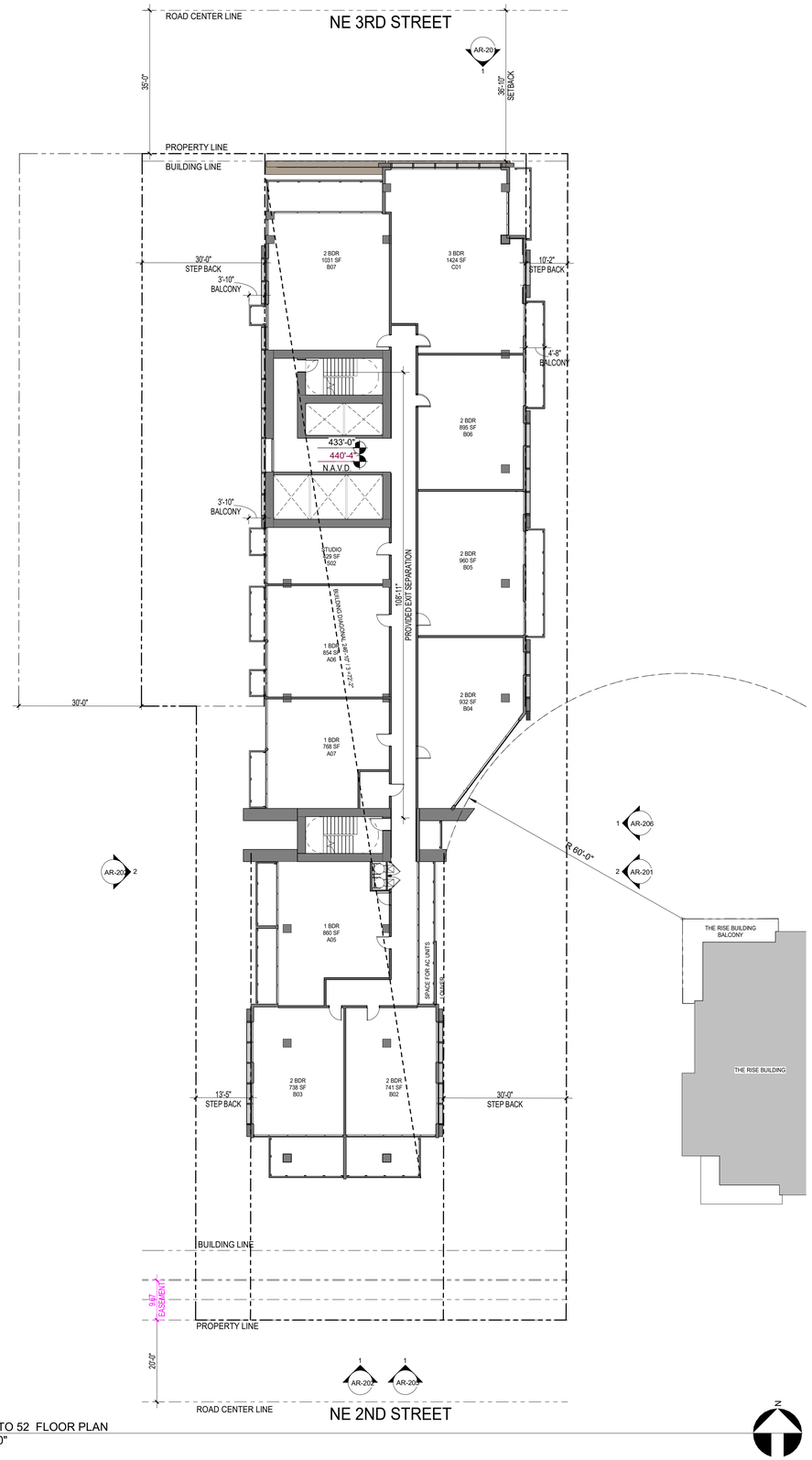
JIRO YATES
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LEVEL 12 AND 13 TO 40 FLOOR PLAN

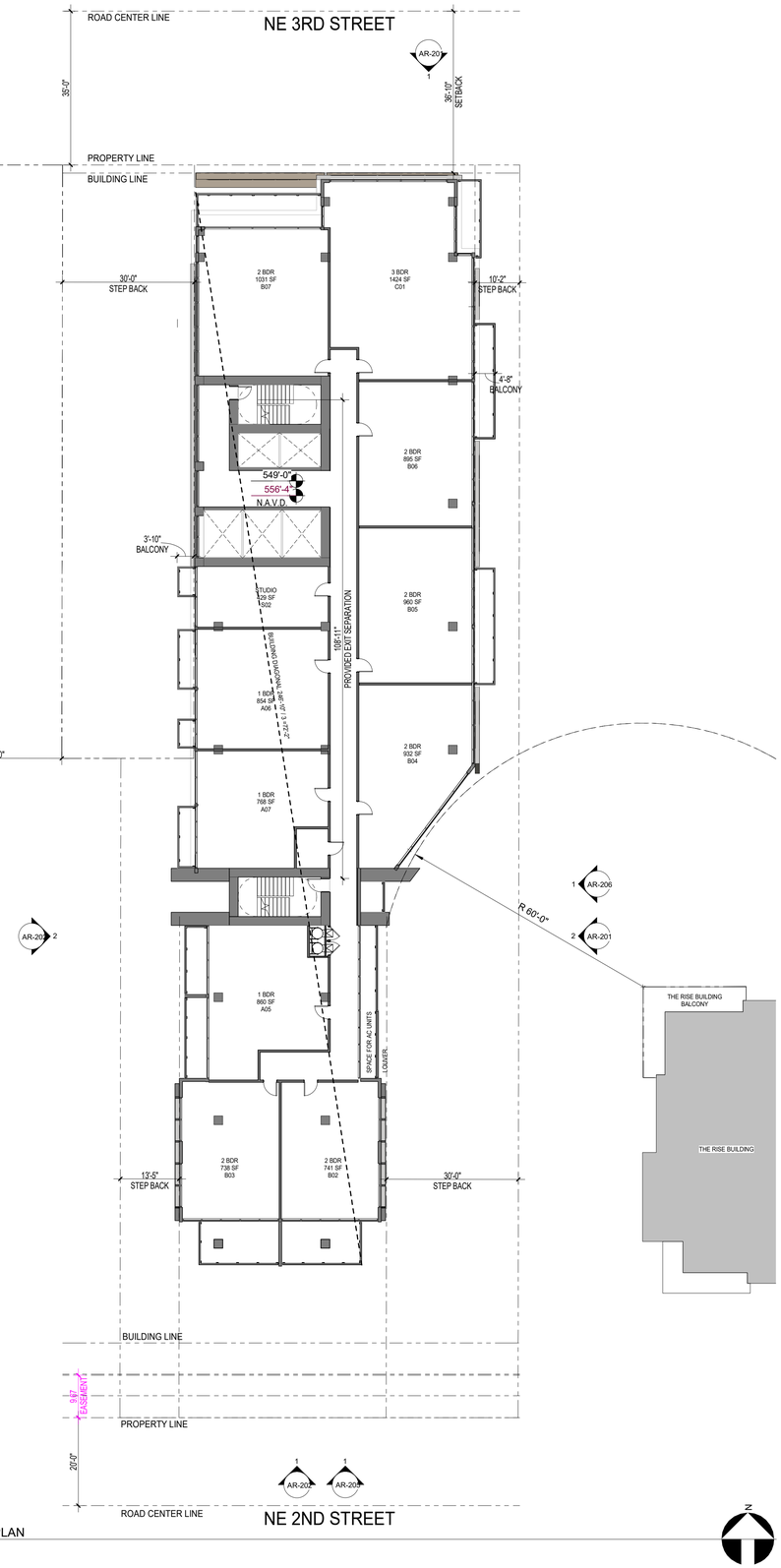
SITE PLAN APPROVAL

AR-117

12/12/2024 3:04:00 PM



1 LEVEL 41 TO 52 FLOOR PLAN
1/16" = 1'-0"



2 LEVEL 53 TO 54 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

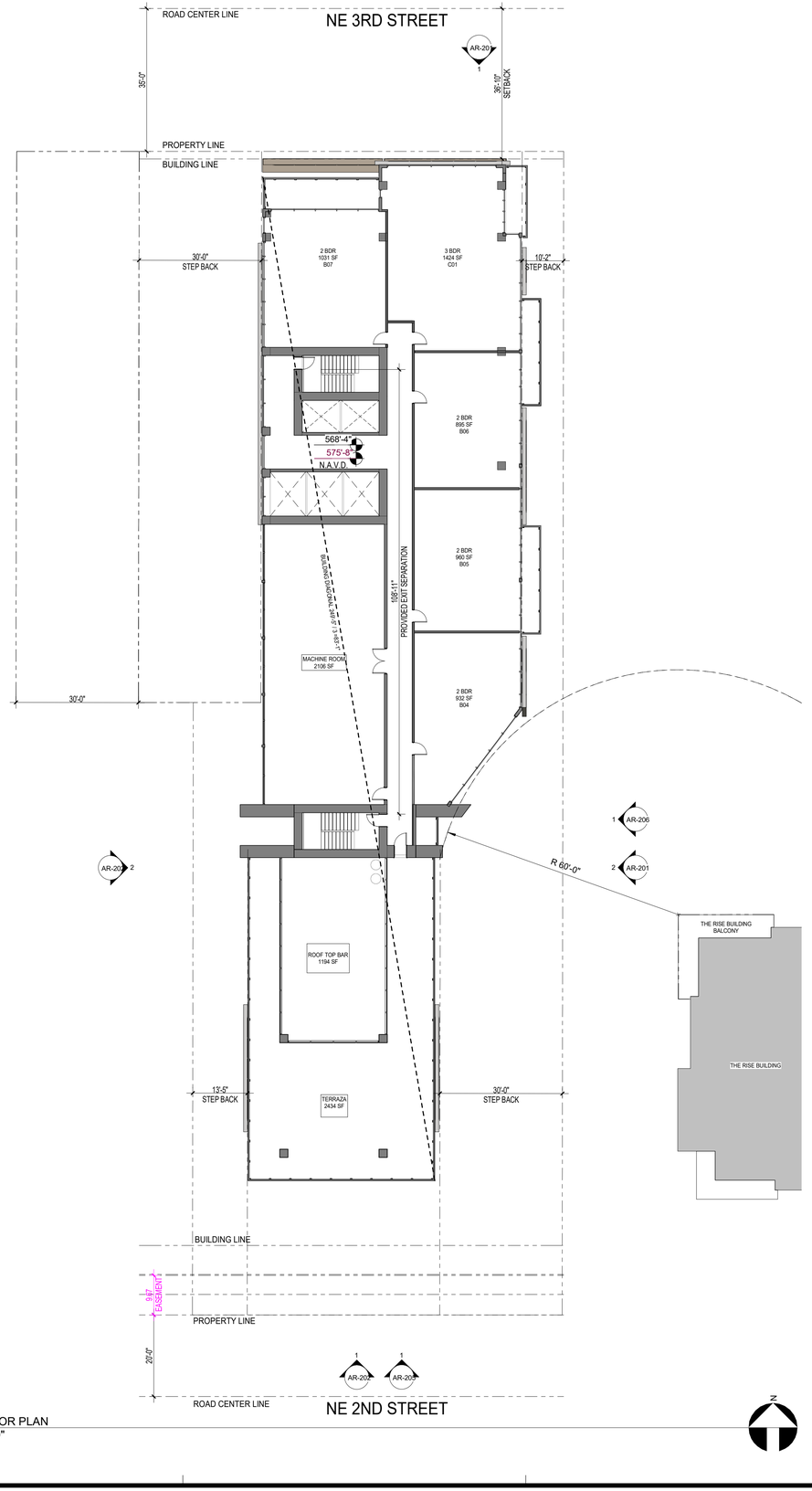
JIRO YATES
AR 91406

LEVEL 41 TO 52 AND 53 TO 54 FLOOR PLAN

SITE PLAN APPROVAL

AR-118

12/12/2024 3:04:03 PM



1 ROOF FLOOR PLAN
1/16" = 1'-0"

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12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

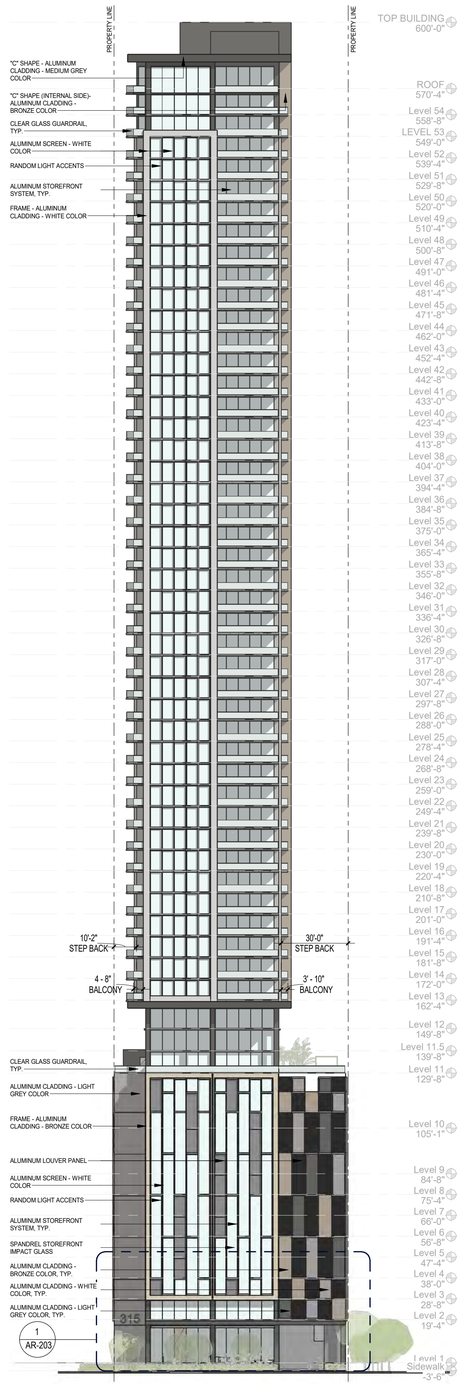
JIRO YATES
AR 91406

ROOF FLOOR PLAN

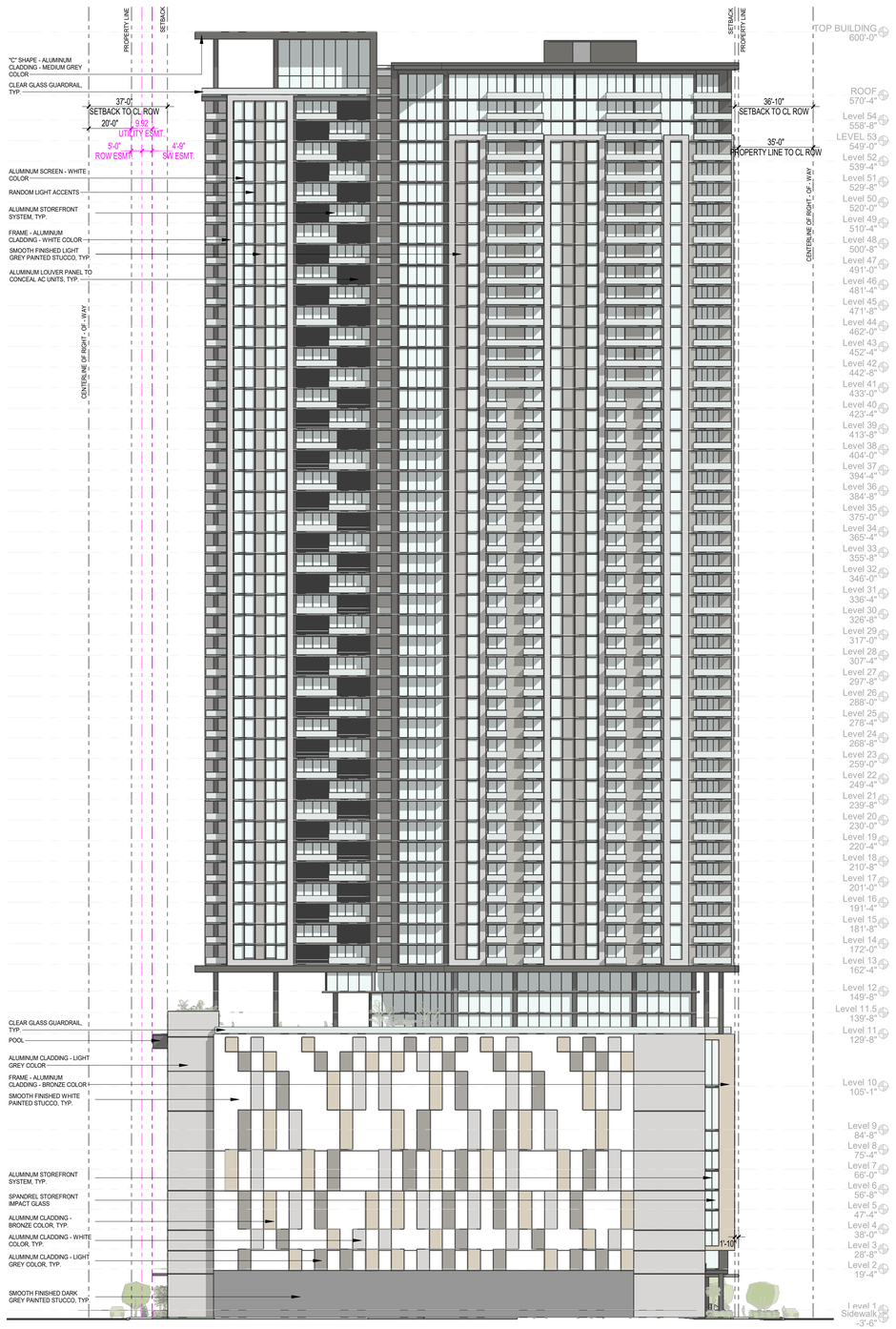
SITE PLAN APPROVAL

AR-119

12/12/2024 3:04:05 PM



1 NORTH - EXTERIOR ELEVATION
1/32" = 1'-0"



2 EAST - EXTERIOR ELEVATION
1/32" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

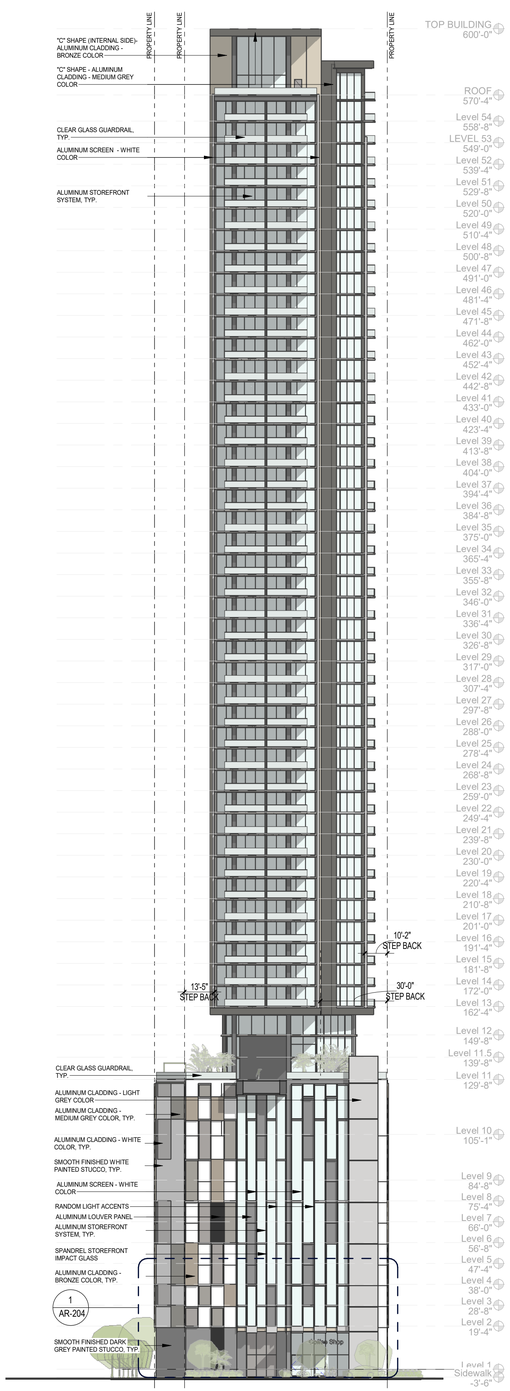
JIRO YATES
AR 91406

BUILDING ELEVATIONS

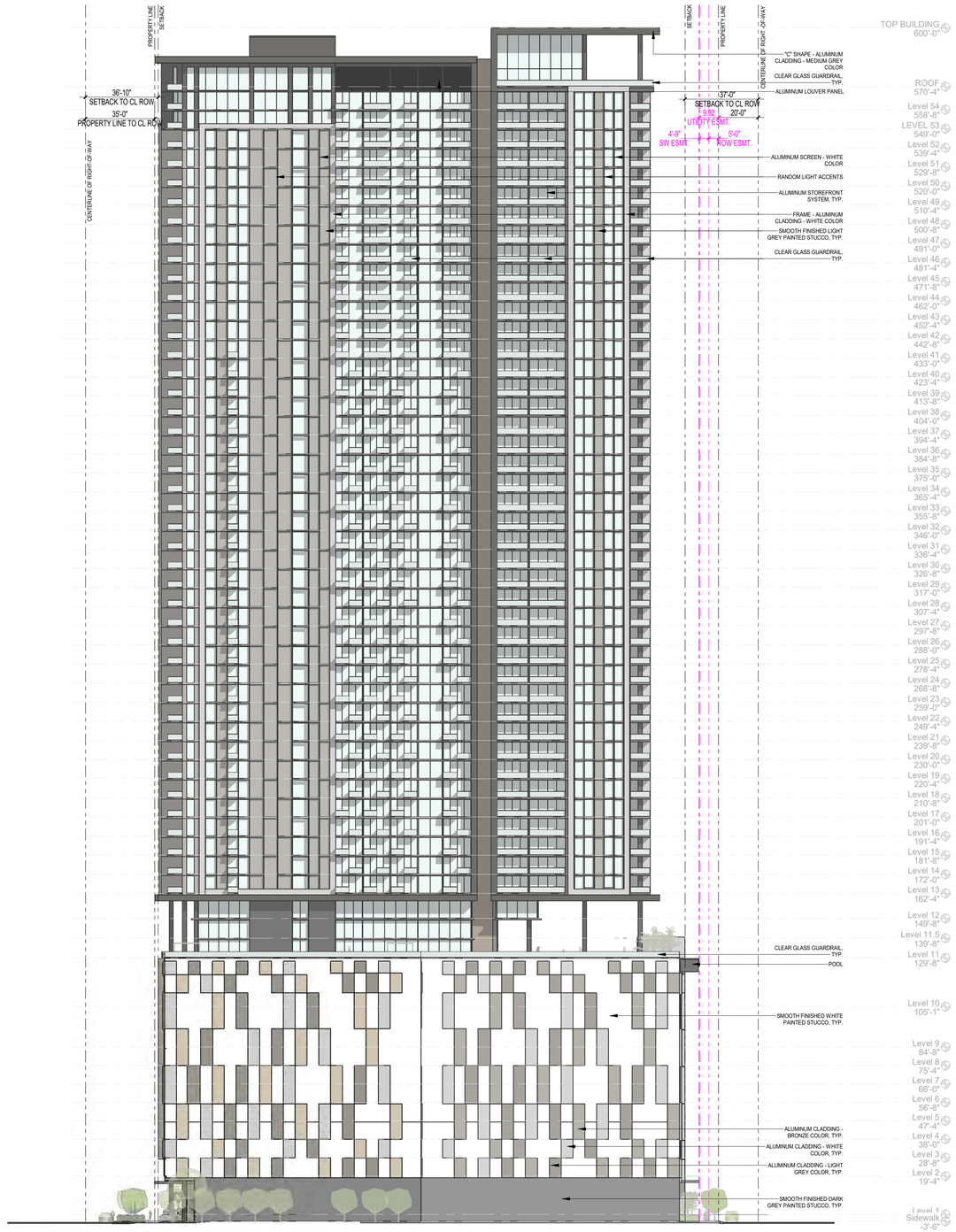
SITE PLAN APPROVAL

AR-201

12/12/2024 3:04:21 PM



1 SOUTH - EXTERIOR ELEVATION
1/32" = 1'-0"



2 WEST - EXTERIOR ELEVATION
1/32" = 1'-0"

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315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

JIRO YATES
AR 91406

BUILDING ELEVATIONS

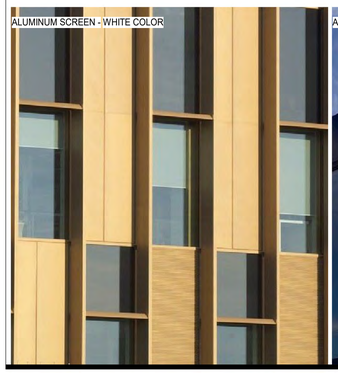
SITE PLAN APPROVAL

AR-202

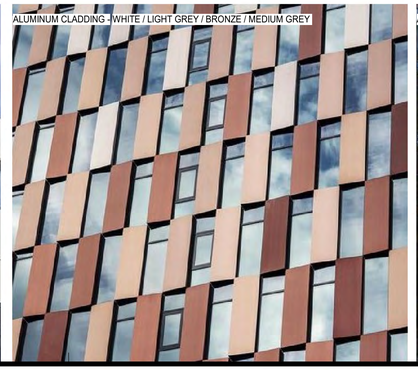
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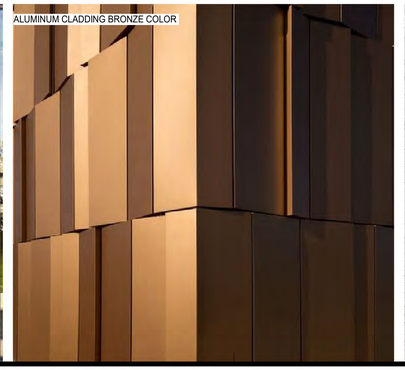
1 ENLARGED ELEVATION - NORTH
1/4" = 1'-0"













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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

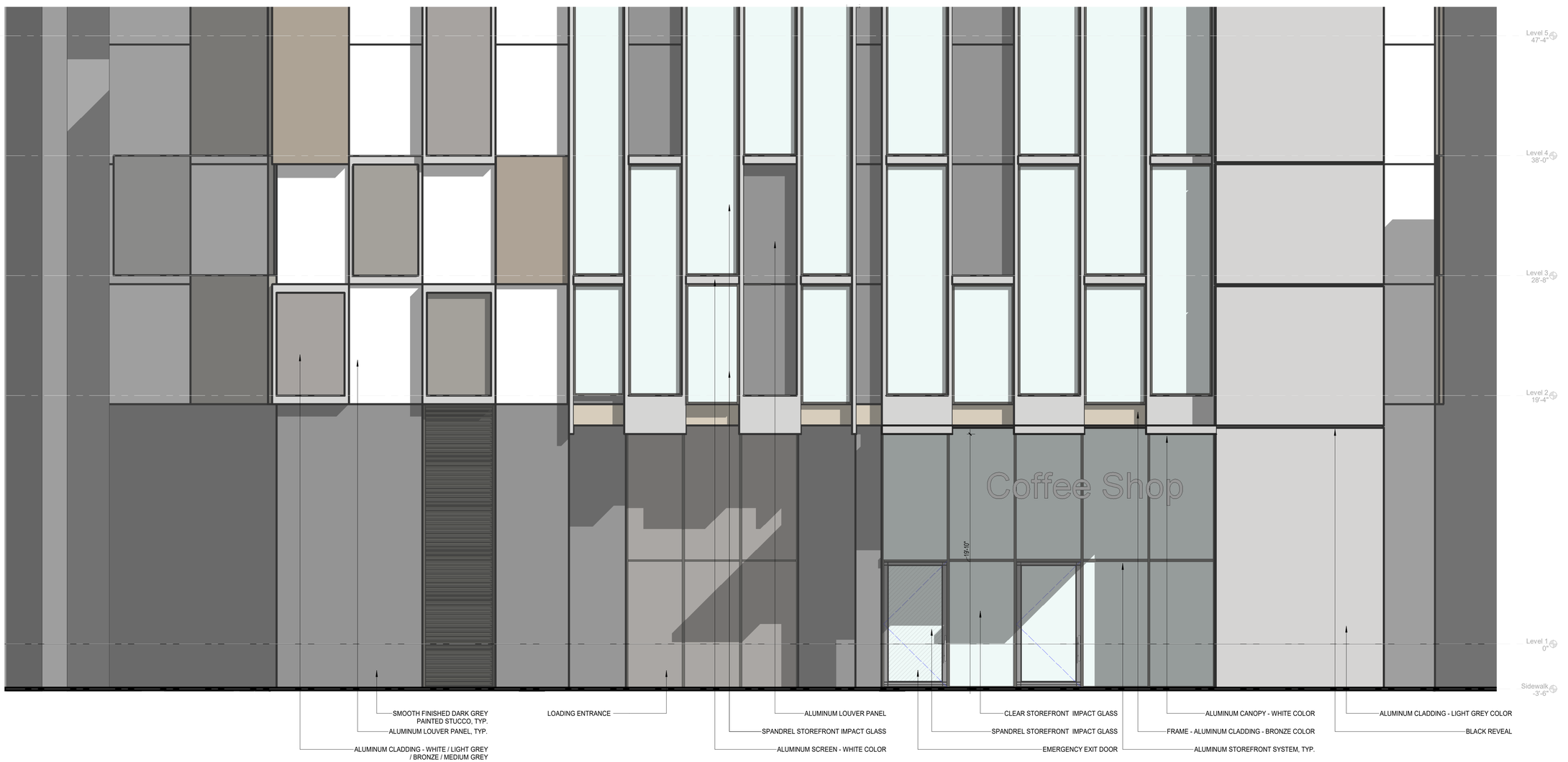
JIRO YATES
AR 91406

BUILDING ELEVATIONS - ENLARGEMENTS

SITE PLAN APPROVAL

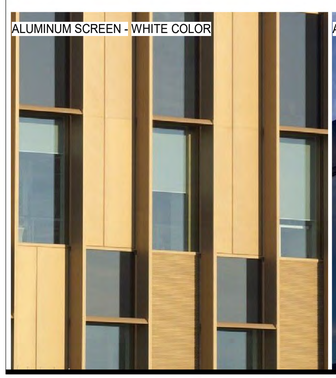
AR-203

2/12/2024 3:04:38 PM



SOUTH - EXTERIOR ELEVATION - Callout

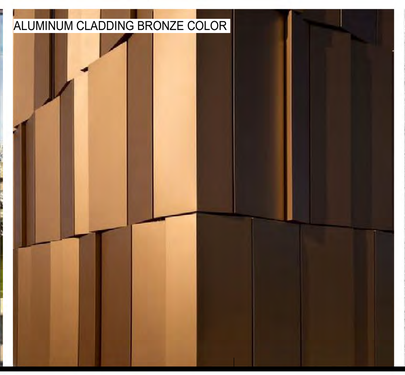
1 1/4" = 1'-0"













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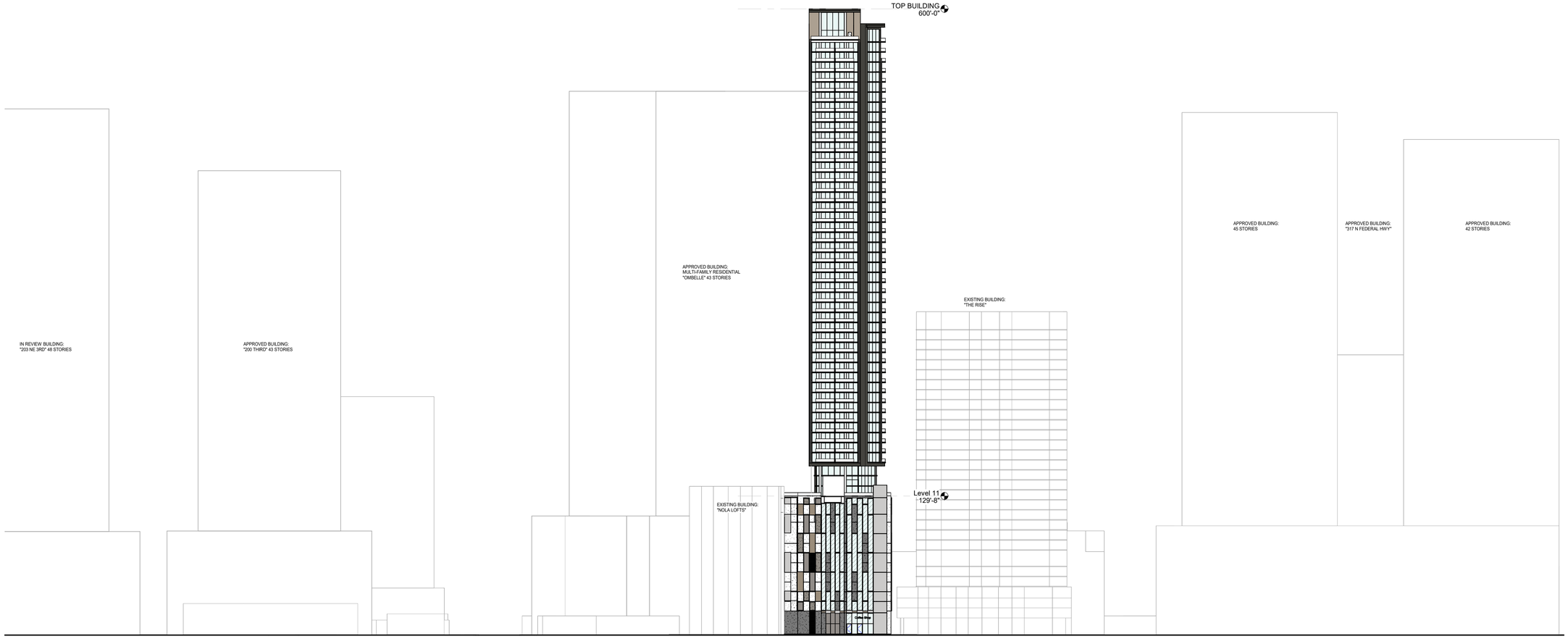
JIRO YATES
AR 91406

BUILDING ELEVATIONS - ENLARGEMENTS

SITE PLAN APPROVAL

AR-204

2/12/2024 3:04:40 PM



1 CONTEXT -SOUTH ELEVATION
1" = 50'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

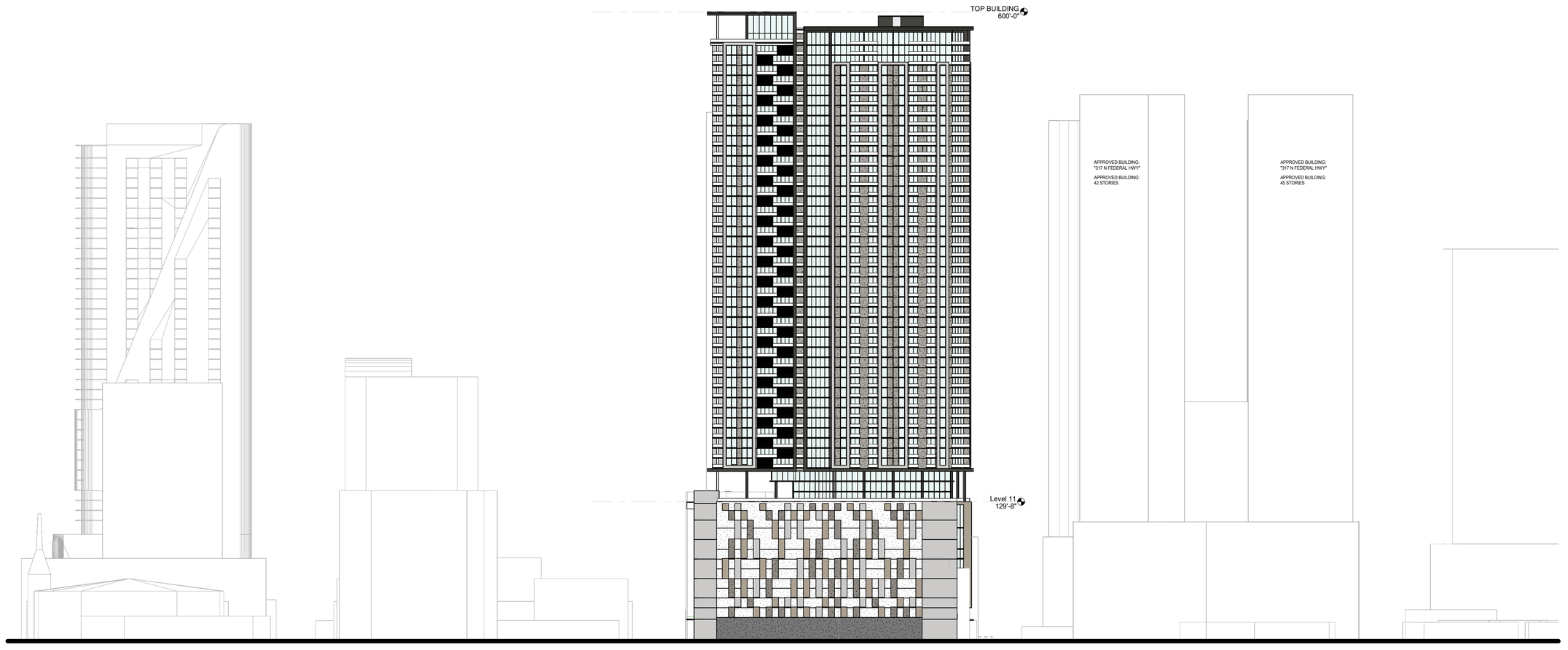
JIRO YATES
AR 91406

CONTEXT ELEVATIONS

SITE PLAN APPROVAL

AR-205

12/12/2024 3:04:43 PM



1 CONTEXT - EAST ELEVATION
1" = 50'-0"

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315 NE 3RD STREET

STATE OF FLORIDA
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REGISTERED ARCHITECT

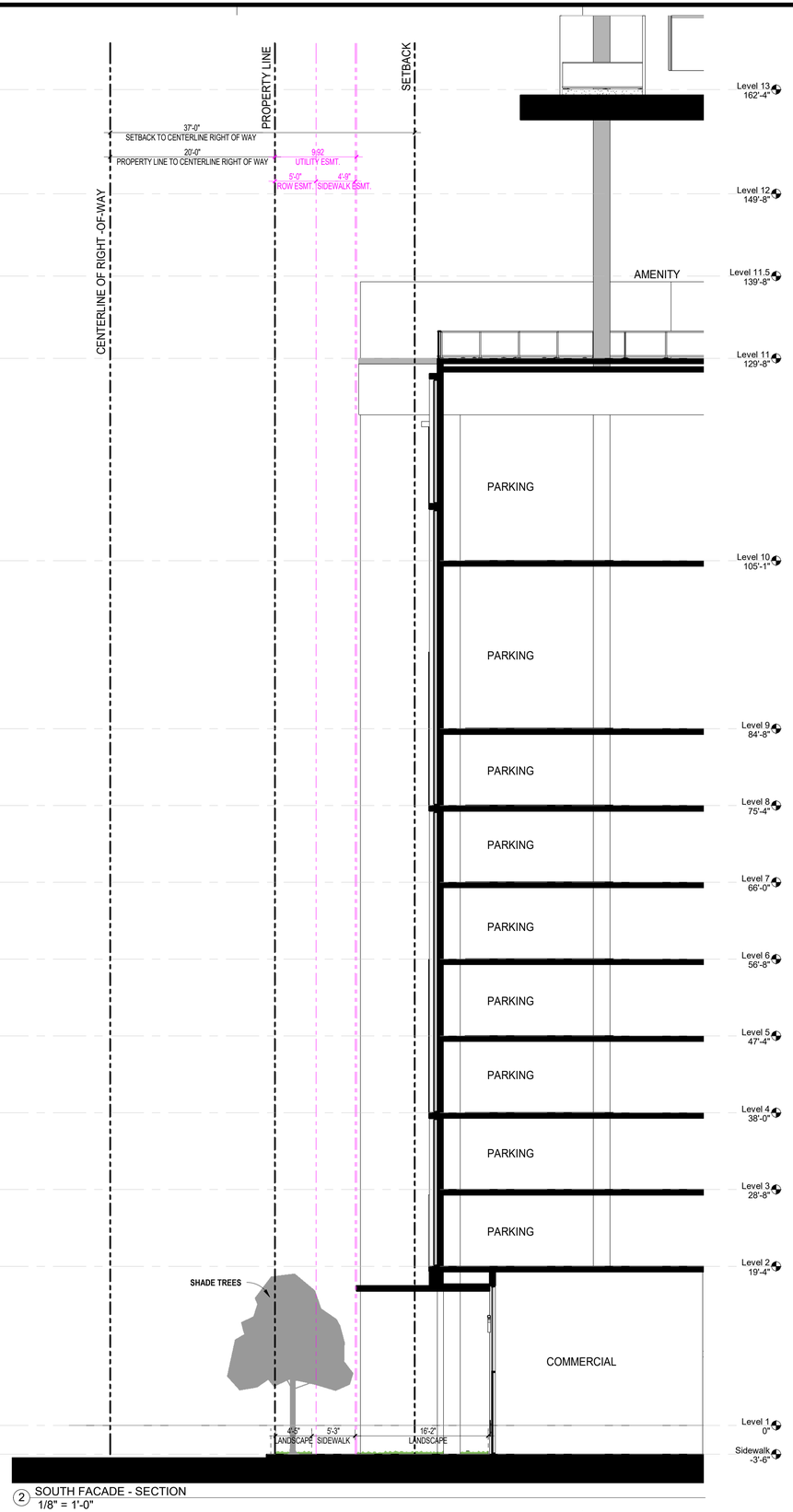
JIRO YATES
AR 91406

CONTEXT ELEVATIONS

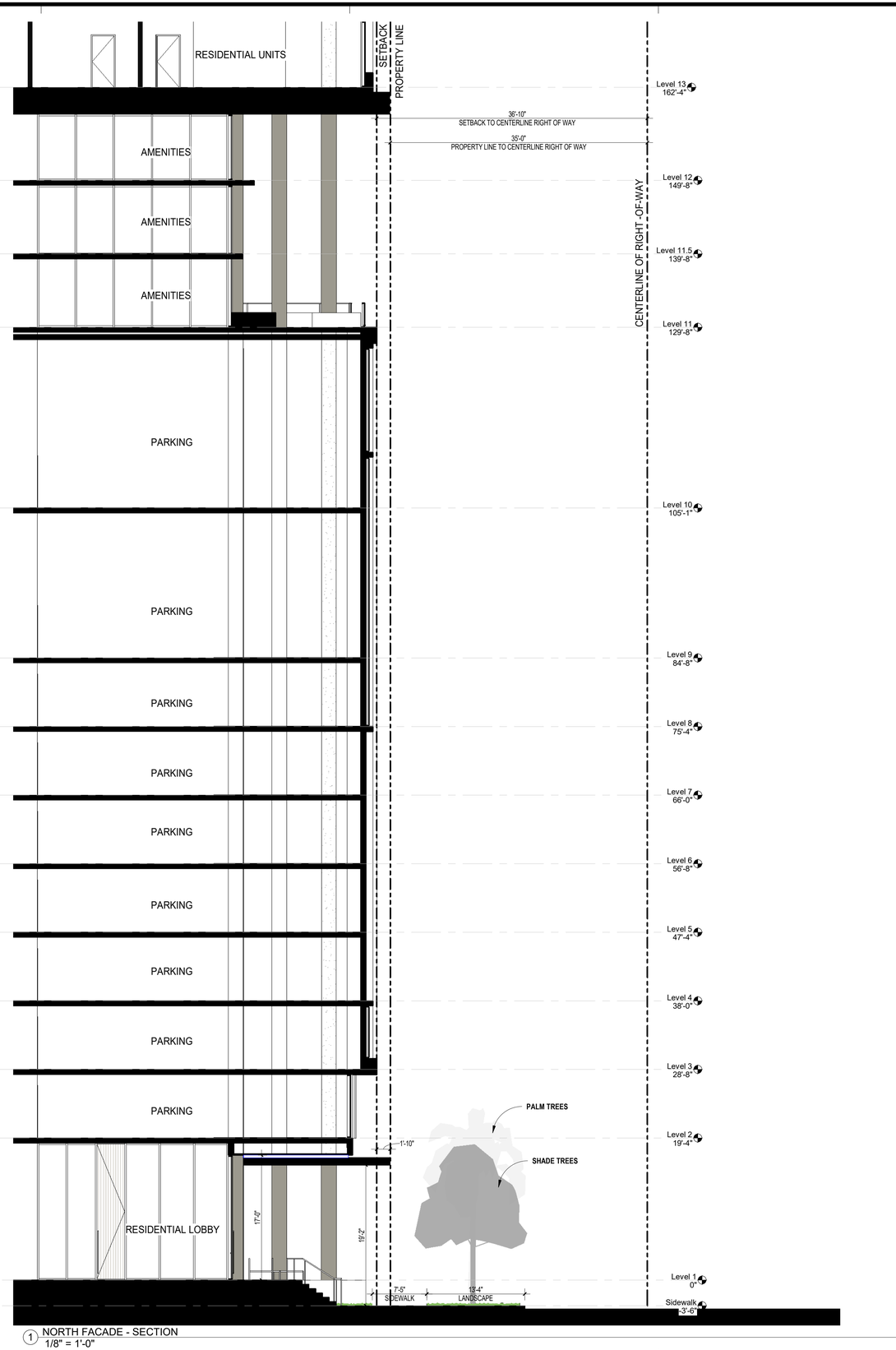
SITE PLAN APPROVAL

AR-206

12/12/2024 3:04:51 PM



② SOUTH FACADE - SECTION
1/8" = 1'-0"



① NORTH FACADE - SECTION
1/8" = 1'-0"

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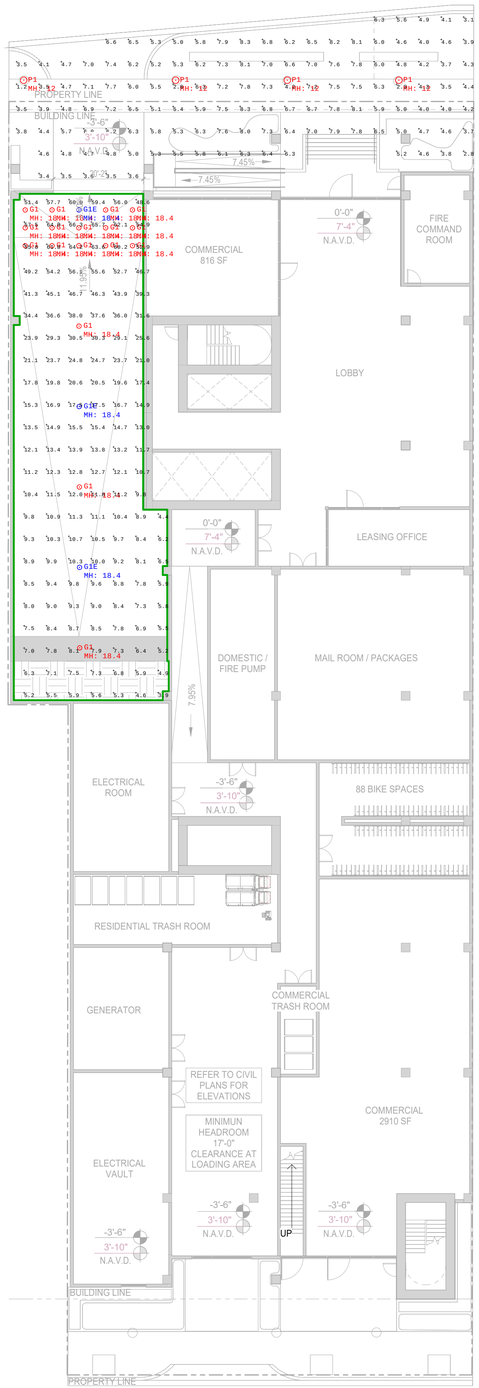
JIRO YATES
AR 91406

STREETSCAPE SECTIONS

SITE PLAN APPROVAL

AR-301

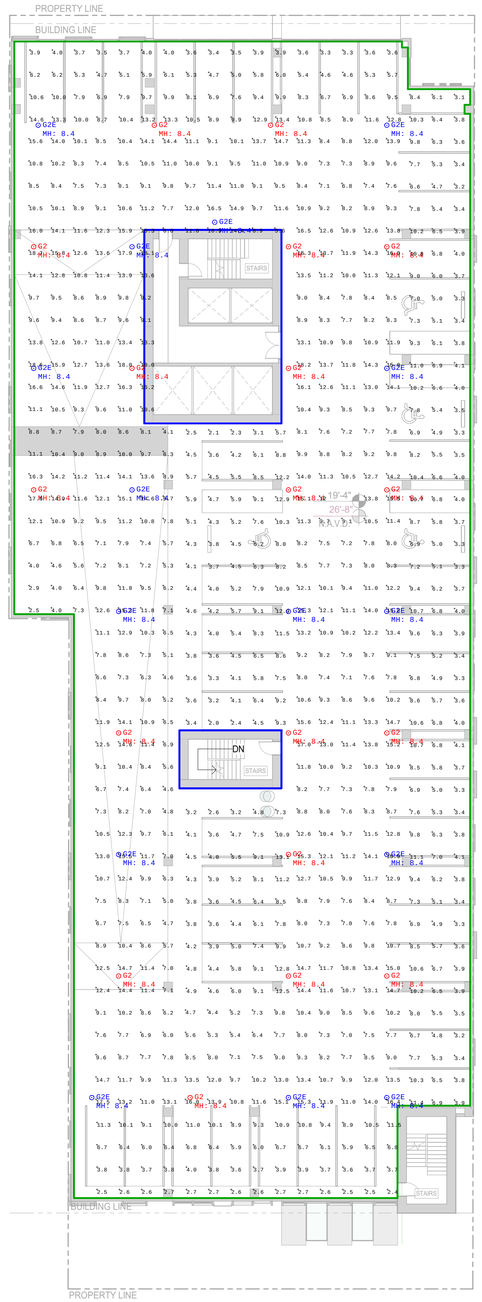
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Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	17	G1	Single	VersaLED GL9-MS-1L-QT-MCT (60W)	0.900	7700	60	1020
	3	G1E	Single	VersaLED GL9-MS-1L-QT-MCT (60W) (Connected to Generator)	0.900	7700	60	180
	4	P1	Single	Luminis EC813-L2W55-RS	0.900	10100	110	440

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Garage Entrance	Illuminance	Fc	59.01	66.3	48.6	1.21	1.36
Ramp_Floor	Illuminance	Fc	13.13	38.0	3.9	3.37	9.74
Sidewalk	Illuminance	Fc	5.64	8.3	1.2	4.70	6.92

1 LEVEL 01 FLOOR PLAN
1/16" = 1'-0"



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	18	G2	Single	VersaLED GL9-MS-1L-QT-MCT (46W)	0.900	6500	46	828
	15	G2E	Single	VersaLED GL9-MS-1L-QT-MCT (46W) (Connected to Generator)	0.900	6500	46	690

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lanes and Ramp	Illuminance	Fc	10.32	18.7	2.5	4.13	7.48
Parking Spaces_Floor	Illuminance	Fc	6.21	14.6	2.0	3.11	7.30

2 LEVEL 02 FLOOR PLAN
1/16" = 1'-0"

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315 NE 3RD STREET

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REGISTERED ARCHITECT

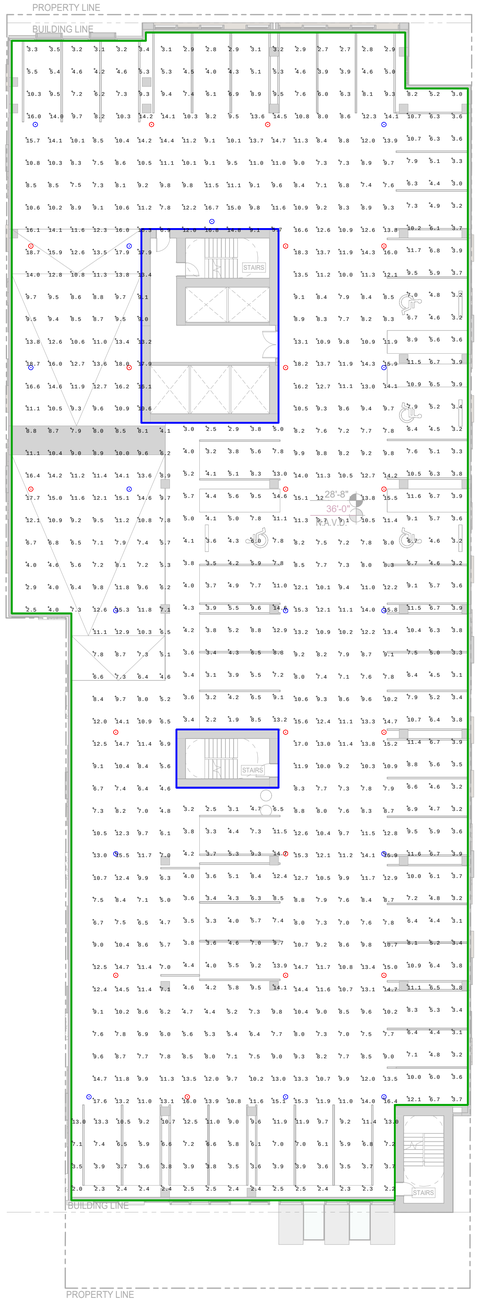
JIRO YATES
AR 91406

LEVEL 01 AND 02 FLOOR PLAN - PHOTOMETRICS

SITE PLAN APPROVAL

AR-401

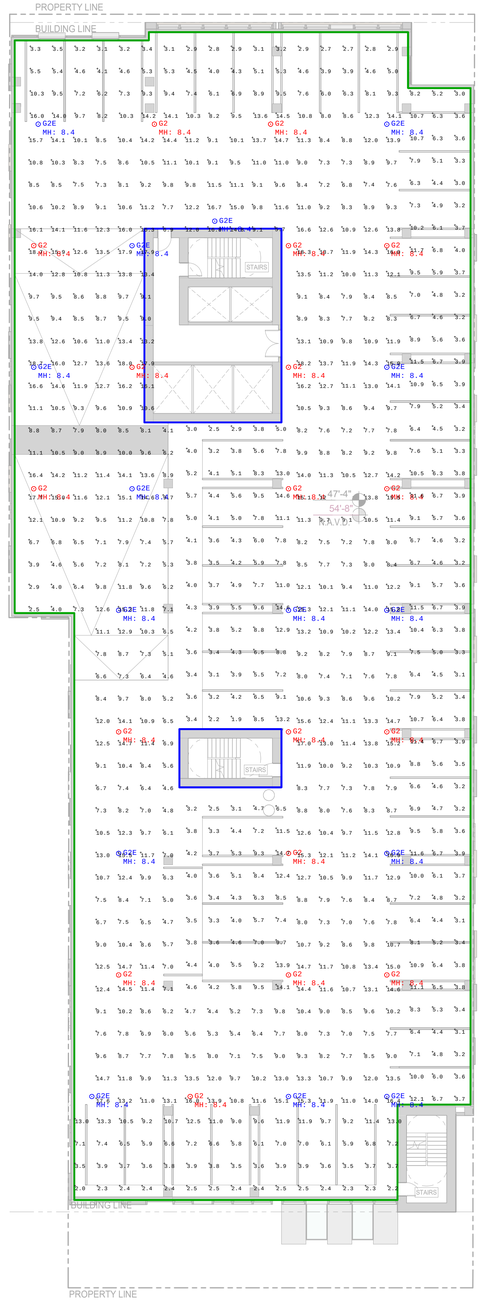
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Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	15	G2E	Single	VersaLED GL9-MS-1L-QT-MCT (46W) (Connected to Generator)	0.900	6500	46	690
	18	G2	Single	VersaLED GL9-MS-1L-QT-MCT (46W)	0.900	6500	46	828

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lanes and Ramp	Illuminance	Fc	10.33	18.7	2.5	4.13	7.48
Parking Space_Floor	Illuminance	Fc	6.12	16.0	1.9	3.22	8.42

1 LEVEL 03 TO 04 FLOOR PLAN
1/16" = 1'-0"



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	18	G2	Single	VersaLED GL9-MS-1L-QT-MCT (46W)	0.900	6500	46	828
	15	G2E	Single	VersaLED GL9-MS-1L-QT-MCT (46W) (Connected to Generator)	0.900	6500	46	690

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lanes and Ramp	Illuminance	Fc	10.33	18.7	2.5	4.13	7.48
Parking Space_Floor	Illuminance	Fc	6.12	16.0	1.9	3.22	8.42

2 LEVEL 05 TO 08 FLOOR PLAN
1/16" = 1'-0"

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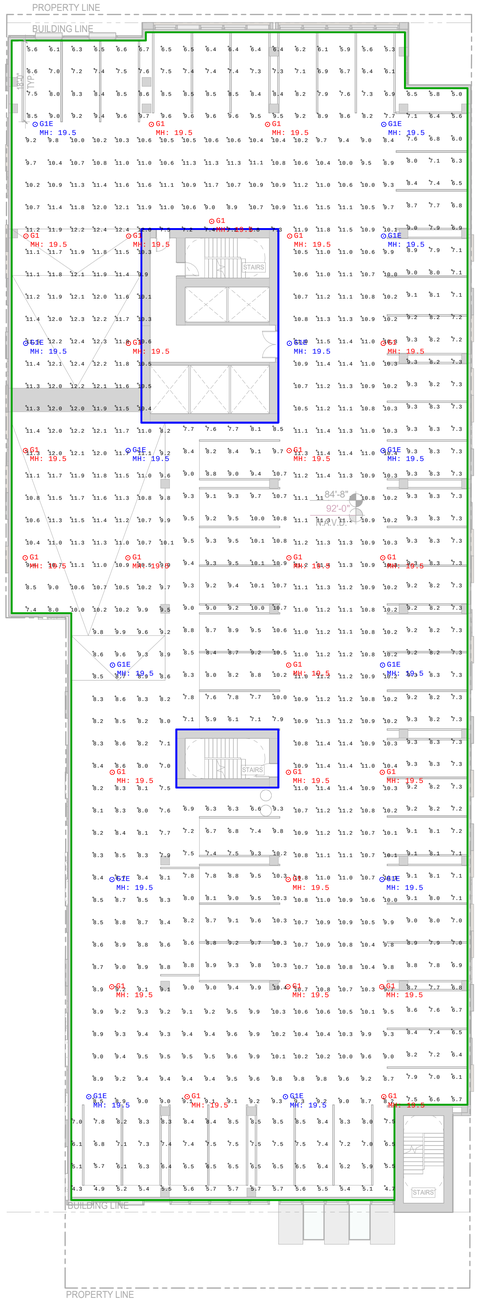
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AR 91406

LEVEL 03 TO 04 AND 05 TO 08 FLOOR PLAN - PHOTOMETRICS

SITE PLAN APPROVAL

AR-402

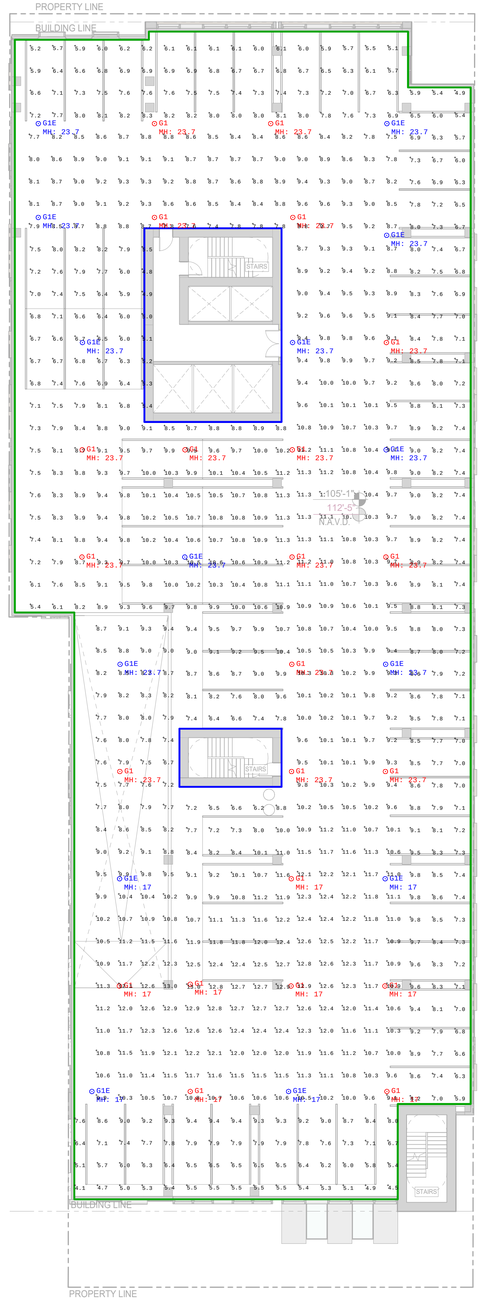
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Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
⊙	24	G1	Single	VersaLED GL9-MS-1L-QT-MCT (60W)	0.900	7700	60	1440
⊙	13	G1E	Single	VersaLED GL9-MS-1L-QT-MCT (60W) (Connected to Generator)	0.900	7700	60	780

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lanes and Ramp	Illuminance	Fc	10.33	12.4	6.8	1.52	1.82
Parking Space_Floor	Illuminance	Fc	7.97	10.9	4.3	1.85	2.53

1 LEVEL 09 FLOOR PLAN
1/16" = 1'-0"



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
⊙	14	G1E	Single	VersaLED GL9-MS-1L-QT-MCT (60W) (Connected to Generator)	0.900	7700	60	840
⊙	22	G1	Single	VersaLED GL9-MS-1L-QT-MCT (60W)	0.900	7700	60	1320

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lanes and Ramp	Illuminance	Fc	10.01	13.0	6.7	1.49	1.94
Parking Space_Floor	Illuminance	Fc	8.11	13.0	4.1	1.98	3.17

2 LEVEL 10 FLOOR PLAN
1/16" = 1'-0"

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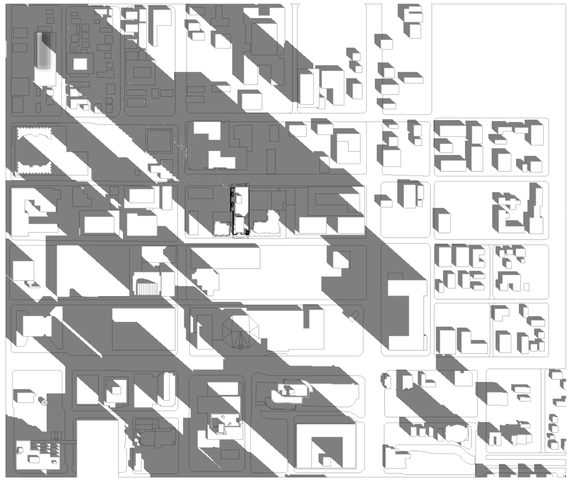
JIRO YATES
AR 91406

LEVEL 09 AND 10 FLOOR PLAN - PHOTOMETRICS

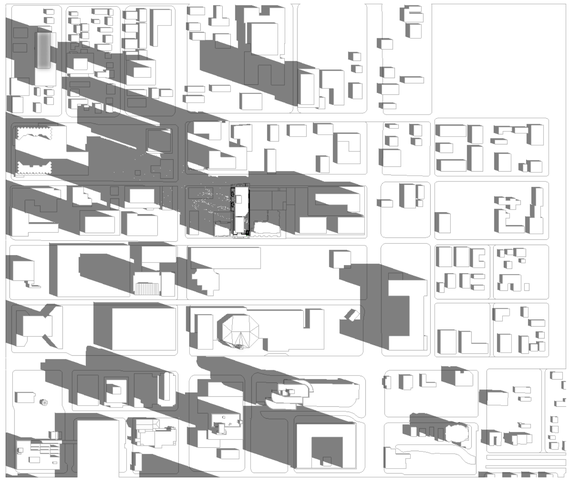
SITE PLAN APPROVAL

AR-403

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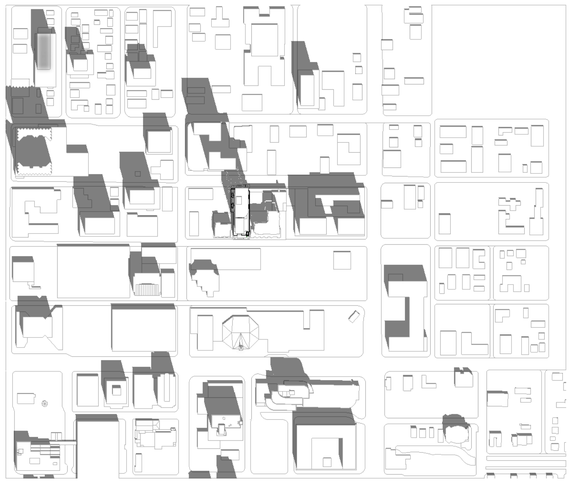
4 SHADOW STUDY - DEC 21 9 AM
1" = 400'-0"



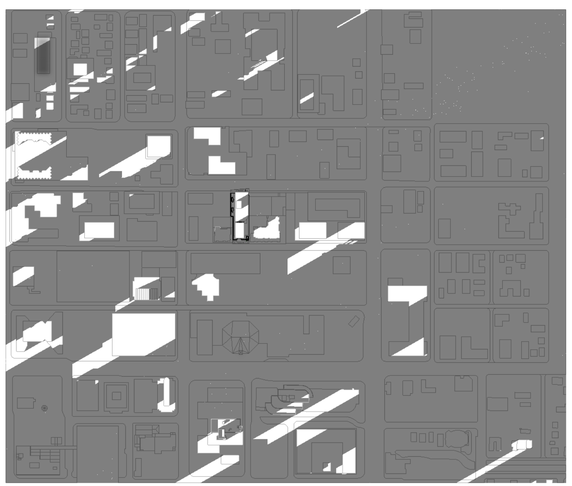
1 SHADOW STUDY - MAR 21 9 AM
1" = 400'-0"



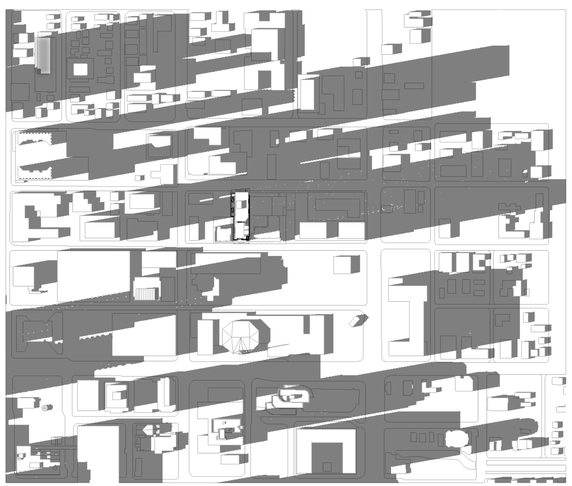
5 SHADOW STUDY - DEC 21 12 PM
1" = 400'-0"



2 SHADOW STUDY - MAR 21 12 PM
1" = 400'-0"



6 SHADOW STUDY - DEC 21 5 PM
1" = 400'-0"



3 SHADOW STUDY - MAR 21 5 PM
1" = 400'-0"

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315 NE 3RD STREET

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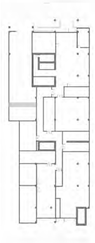
JIRO YATES
AR 91406

SHADOW STUDY

SITE PLAN APPROVAL

AR-601

12/12/2024 3:06:27 PM





1 PERSPECTIVE SW
3" = 1'-0"

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
JY/JV	JV/AM	JY

REVISIONS

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

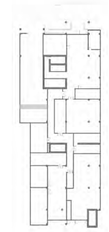
JIRO YATES
AR 91406

PERSPECTIVE & RENDERINGS

SITE PLAN APPROVAL

AR-801

12/12/2024 3:06:29 PM





1 PERSPECTIVE SE
3" = 1'-0"

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315 NE 3RD STREET

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STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

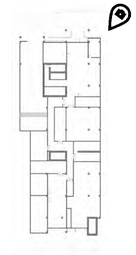
JIRO YATES
AR 91406

PERSPECTIVE & RENDERINGS

SITE PLAN APPROVAL

AR-802

2/12/2024 3:06:29 PM





1 PERSPECTIVE NE
3" = 1'-0"

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12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

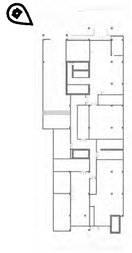
JIRO YATES
AR 91406

PERSPECTIVE & RENDERINGS

SITE PLAN APPROVAL

AR-803

12/12/2024 3:06:30 PM





1 PODIUM NORTH
3" = 1'-0"

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REVISIONS

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12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

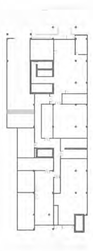
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AR 91406

PERSPECTIVE & RENDERINGS

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AR-804

12/12/2024 3:06:30 PM





1 LOBBY ENTRANCE
3" = 1'-0"

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DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

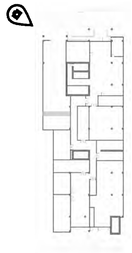
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AR 91406

PERSPECTIVE & RENDERINGS

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AR-805

12/12/2024 3:06:30 PM





1 COMMERCIAL ENTRANCE
3" = 1'-0"

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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

JIRO YATES
AR 91406

PERSPECTIVE & RENDERINGS

SITE PLAN APPROVAL

AR-806

12/12/2024 3:08:31 PM



1 NE CORNER - AERIAL RENDERING
3" = 1'-0"



2 NW CORNER - AERIAL RENDERING
3" = 1'-0"



3 SE CORNER - AERIAL RENDERING
3" = 1'-0"



4 SW CORNER - AERIAL RENDERING
3" = 1'-0"

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DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

JIRO YATES
AR 91406

PERSPECTIVE & RENDERINGS

SITE PLAN APPROVAL

AR-807

12/12/2024 3:06:33 PM



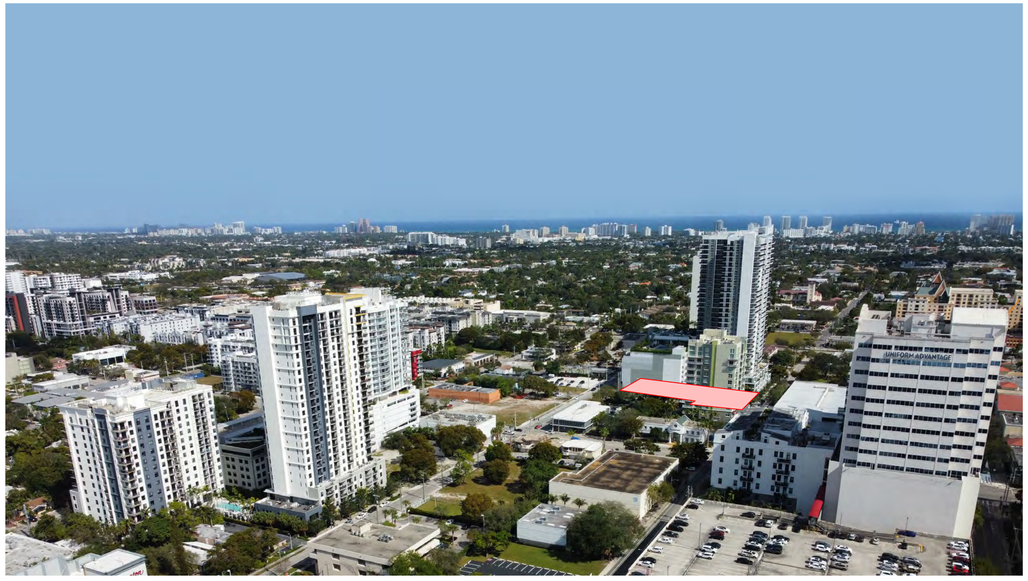
1 EXISTING CONTEXT - NE VIEW
3" = 1'-0"



2 EXISTING CONTEXT - NW VIEW
3" = 1'-0"



3 EXISTING CONTEXT - SE VIEW
3" = 1'-0"



4 EXISTING CONTEXT - SW VIEW
3" = 1'-0"

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DATE:	COMM:
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315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

JIRO YATES
AR 91406

EXISTING SITE PHOTOS - AERIALS

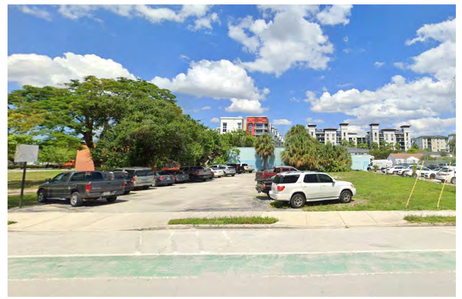
SITE PLAN APPROVAL

AR-901

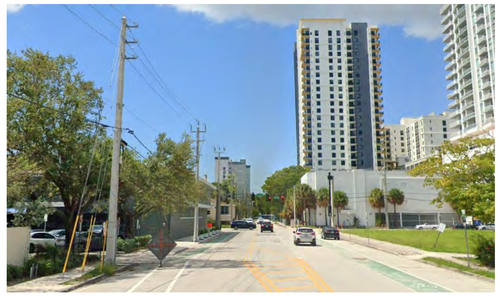
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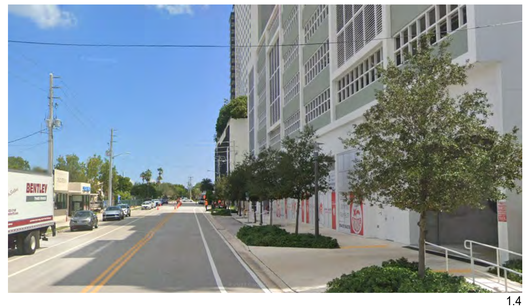
1.1



1.2

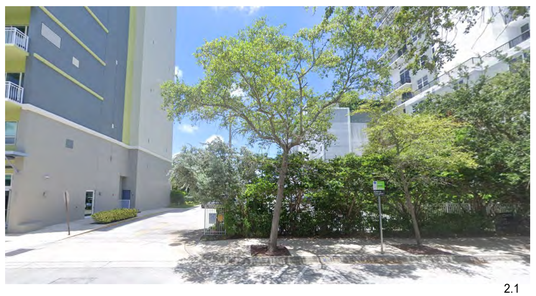


1.3



1.4

② NE 3RD STREET VIEW AREA 1
3" = 1'-0"



2.1

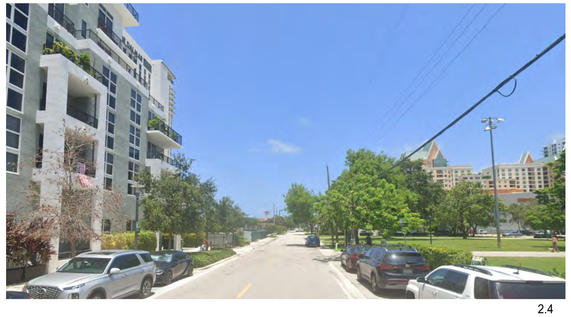


2.2

③ NE 2ND STREET VIEW AREA 2
3" = 1'-0"

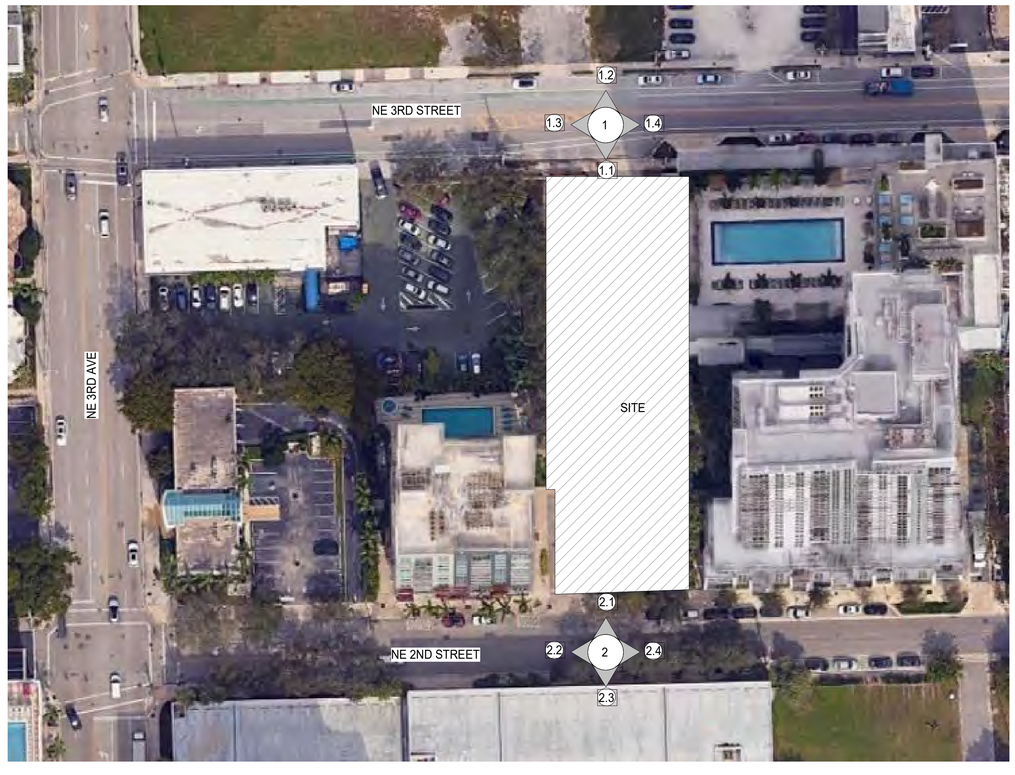


2.3



2.4

④ NE 2ND STREET VIEW AREA - 2
3" = 1'-0"



① STREET VIEW KEY PLAN
3" = 1'-0"

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R E V I S I O N S

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

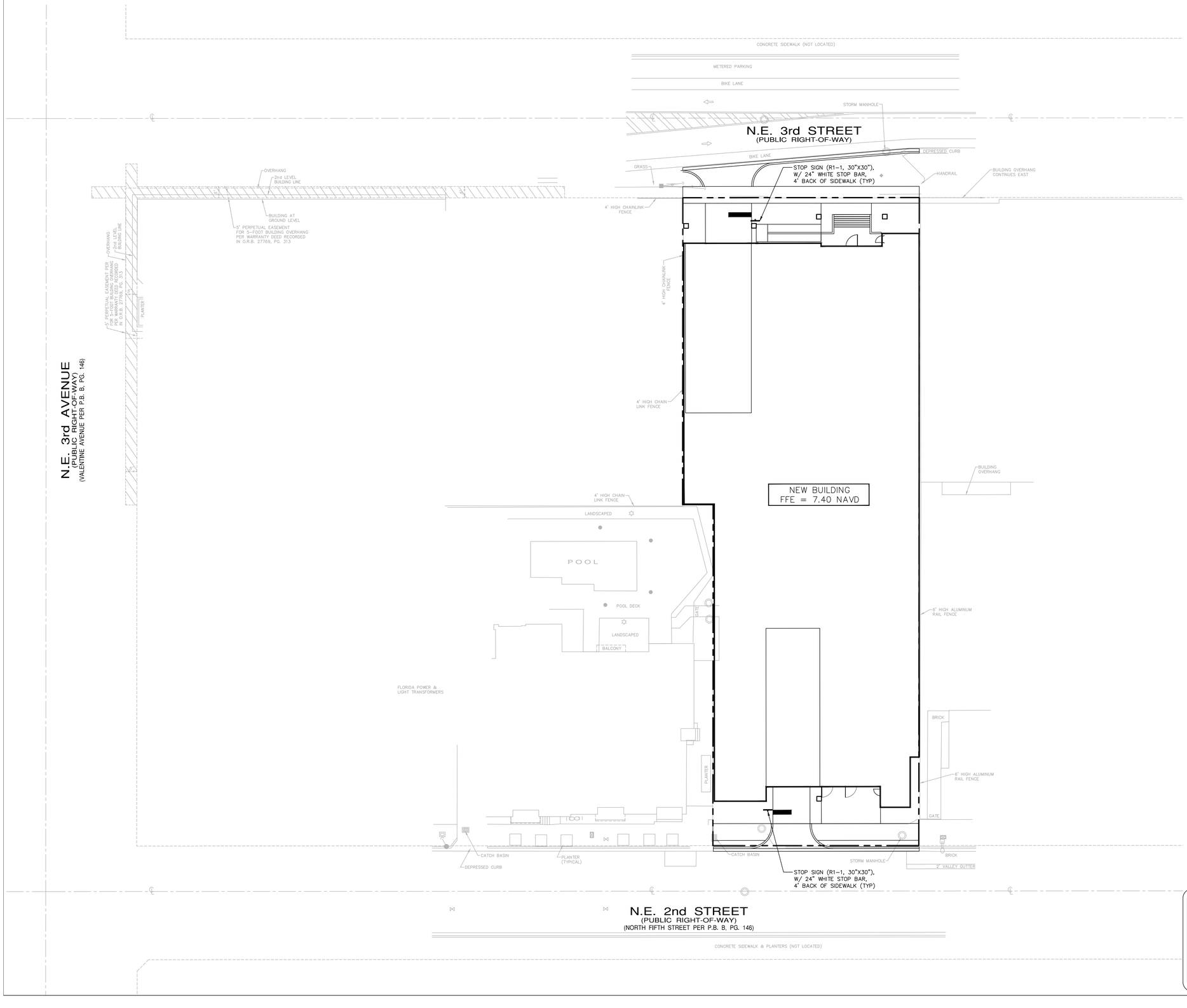
JIRO YATES
AR 91406

EXISTING SITE PHOTOS - STREET VIEW

SITE PLAN APPROVAL

AR-902

12/12/2024 3:06:35 PM



LEGEND:

- PROPOSED ELEVATION (NAVD)
- EXISTING ELEVATION (NAVD)
- PROPOSED CATCH BASIN
- PROPOSED PLUG
- TEE
- WATER METER
- DOUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SIDE
- REDUCED PRESSURE BACKFLOW PREVENTOR
- DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
- PROPOSED MANHOLE
- WATER MAIN
- SANITARY FORCE MAIN
- VALVE
- FIRE HYDRANT
- SIAMESE CONNECTION
- CLEANOUT
- EDGE OF PROPOSED PAVEMENT (ASPHALT)
- DIRECTION OF SURFACE DRAINAGE
- SAMPLE POINT
- EXIST. WATER MAIN
- EXIST. UTILITY LINE TO BE ABANDONED IN PLACE

SIGNAGE AND MARKING NOTES:

1. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) AND B.C.T.E.D. STANDARDS (CURRENT EDITION).
2. ALL PAVEMENT MARKING AND SIGNAGE DAMAGED DURING CONSTRUCTION, SHALL BE RESTORED TO BROWARD COUNTY TRAFFIC ENGINEERING STANDARD (CURRENT EDITION).
3. REMOVAL OF PAVEMENT MARKINGS SHALL BE BY SAND OR HYDROBLASTING AS REQUIRED BY B.C.T.E.D.
4. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE THERMOPLASTIC WITH THE EXCEPTION OF PARKING STALL STRIPING WHICH SHALL BE REGULAR PAINT.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SHANE H. GRABSKI, P.E. ON 12/12/2024

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VERTICAL DATUM CONVERSION

GRADING SHOWN UTILIZES N.A.V.D. 88

N.G.V.D. 29

+1.51

N.A.V.D. 88

N.A.V.D. 88 = N.G.V.D. 29 - 1.51'
N.G.V.D. 29 = N.A.V.D. 88 + 1.51'

FLYNN ENGINEERING
241 COMMERCIAL BLVD., LAUDERDALE-BY-THE-SEA, FL 33308
PHONE (954) 522-1004 | WWW.FLYNNENGINEERING.COM
EB# 6578

Sheet Title: PAVEMENT MARKING & SIGNAGE PLAN

Job Title: 315 NE 3RD STREET
315 NE 3RD STREET
FORT LAUDERDALE, FLORIDA 33301

NORTH

Revisions

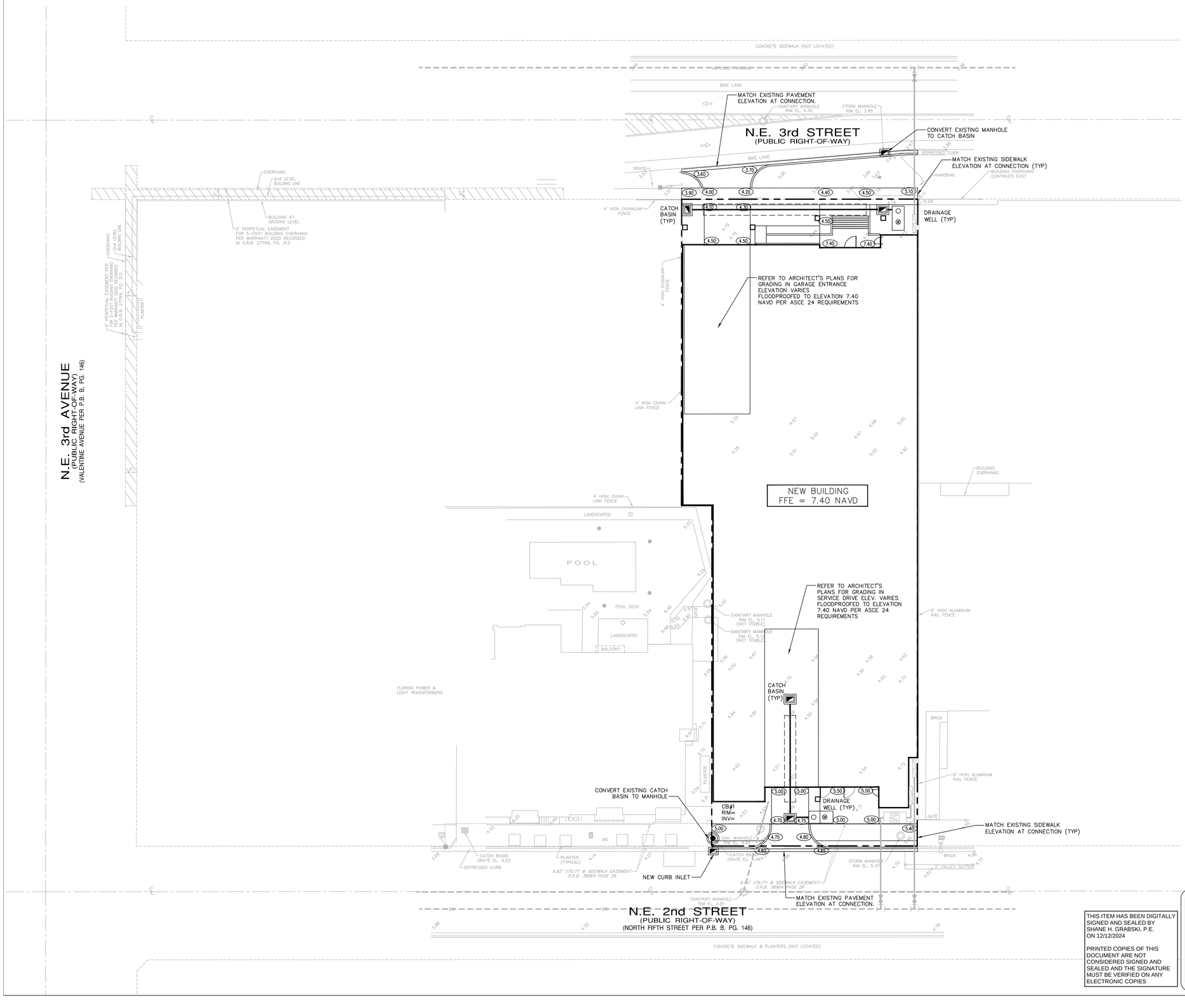
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7		
8		

Phase:
PERMIT DOCUMENTS

SEAL

SHANE H. GRABSKI LICENSE No 84265 STATE OF FLORIDA PROFESSIONAL ENGINEER

Scale: 1"=20'	Date 12/06/22
Job No. 24-1831.00	Plot Date 12/12/24
Drawn by SHG	Sheet No. C1
Proj. Mgr. SHG	
Appr. by SHG	1 of 3



LEGEND:

0.00	PROPOSED ELEVATION (NAVD)
*5.32	EXISTING ELEVATION (NAVD)
	PROPOSED CATCH BASIN
	PROPOSED PLUG
	TEE
M	WATER METER
	DOUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SIDE
	REDUCED PRESSURE BACKFLOW PREVENTOR
	DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
	PROPOSED MANHOLE
– W –	WATER MAIN
–FM–	SANITARY FORCE MAIN
	VALVE
	FIRE HYDRANT
	SIAMESE CONNECTION
	CLEANOUT
	EDGE OF PROPOSED PAVEMENT (ASPHALT)
	DIRECTION OF SURFACE DRAINAGE
	SAMPLE POINT
–///–	EXIST. WATER MAIN
×××	EXIST. UTILITY LINE TO BE ABANDONED IN PLACE

FLOOD ZONE " AH " ELEV (6.0) NAVD
ON FIRM MAP #12011C0369J & 12011C0557J, DATED JULY 31, 2024

BROWARD COUNTY FUTURE 100 YEAR
3 DAY CONTOUR= ELEV. (7.0) NAVD

DESIGN FLOOD ELEVATION 100 YEAR 3 DAY STORM= ELEV. (X.XX) NAVD

AVERAGE WET SEASON WATER LEVEL= ELEV. (X.X) NAVD

GRADING AND DRAINAGE NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF FORT LAUDERDALE.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL GIVE TIMELY NOTIFICATION TO ALL UTILITY COMPANIES WITH FACILITIES IN THE AREA.

3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO SAFEGUARD ALL EXISTING STRUCTURES, UTILITIES, AND SURVEY MARKERS.

4. ALL STORM DRAINAGE LINE FROM THE BLDG SHALL BE LAID @ 1.0% MINIMUM SLOPE UNLESS NOTED OTHERWISE ON PLANS.

5. CLEANOUTS ON STORM DRAINAGE LINES ARE TO BE ADJUSTED TO BE FLUSH W/FINISHED GRADE.

6. CONTRACTOR SHALL PROVIDE FITTINGS (WYES, TEE, REDUCERS, ETC.) AS REQUIRED TO FURNISH A COMPLETE WORKING SYSTEM BASED ON THE LAYOUT SHOWN ON THESE PLANS.

7. LANDSCAPED AREAS SHALL BE GRADED TO DRAIN TO THE CATCH BASIN INLETS. FIELD ADJUST GRADING AS REQUIRED.

8. SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE BUILDING PLUMBING CONTRACTOR FOR EXACT LOCATION OF CONNECTION POINTS BETWEEN THE BUILDING AND SITE WATER, SEWER AND DRAINAGE LINES (VERTICALLY AND HORIZONTALLY).

9. RECTANGULAR CATCH BASIN AND YARD DRAIN GRATES SHALL BE INSTALLED SUCH THAT THE LONG AXIS OF GRATE PARALLELS THE CLOSEST ADJACENT WALK, BLDG., DRIVE WAY, PROPERTY LINE, OR ROADWAY.

10. COORDINATE LOCATION IN FIELD OF ALL CATCH BASINS & YARD DRAINS WITH LANDSCAPE CONTRACTOR TO AVOID CONFLICTS.

11. CENTERLINE OF YARD DRAINS @ BASE OF DOWN SPOUTS MUST ALIGN WITH CENTERLINE OF DOWN SPOUT PRIOR TO FINAL ACCEPTANCE BY OWNER. REFERENCE ARCH. PLANS FOR EXACT LOCATION OF DOWN SPOUTS.

12. SLOPE ON SIDEWALKS SHALL NOT EXCEED 5% SLOPE IN DIRECTION OF TRAVEL OR 2% CROSS SLOPE. NOTIFY ENGINEER PRIOR TO CONSTRUCTION OF ANY GRADING THAT DOES NOT COMPLY WITH THIS REQUIREMENT.

13. SLOPE IN HANDICAP PARKING AND ACCESS AISLES SHALL NOT EXCEED 2% CROSS SLOPE. NOTIFY ENGINEER PRIOR TO CONSTRUCTION OF ANY GRADING THAT DOES NOT COMPLY WITH THIS REQUIREMENT.

14. SLOPE IN CROSSWALKS SHALL NOT EXCEED 2% CROSS SLOPE. NOTIFY ENGINEER PRIOR TO CONSTRUCTION OF ANY GRADING THAT DOES NOT COMPLY WITH THIS REQUIREMENT.

15. SURVEY INFORMATION BASED ON SURVEY PROVIDED BY AVIROM & ASSOCIATES, INC. DATED _____, 2018.

16. ELEVATIONS SHOWN ARE NAVD88.

17. FINAL RIM ELEVATIONS SHALL BE FIELD ADJUSTED TO MATCH SLOPE OF PROPOSED PAVEMENT.

*18. FINAL RIM ELEVATIONS FOR THE DRAINAGE STRUCTURES WITHIN THE GARAGE TO BE BASED ON ARCHITECT'S GRADING PLAN.

**19. DRAINAGE WELLS TO BE DRILLED IN THE ORDER THAT THEY ARE NUMBERED ON PLANS UNTIL TOTAL CAPACITY OF _____ GPM IS MET. WELL CAPACITY TO BE CONFIRMED WITH ENGINEER AFTER DRILLING EACH DRAINAGE WELL. CONTRACTOR RESPONSIBLE FOR ALLOWING ACCESS AND CLEARANCE FOR DRILLING OF ALL DRAINAGE WELLS UNTIL CAPACITY IS MET.

20. ASPHALT PAVEMENT RESTORATION ON CITY RIGHT-OF-WAY MUST BE PERFORMED BY A LICENSED ENGINEERING CONTRACTOR OR PAVING CONTRACTOR IN BROWARD COUNTY.

21. CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION FOR INSTALLED EXFILTRATION TRENCH (DEPTH, WIDTH, AND LENGTH) ON PAVING, GRADING & DRAINAGE AS-BUILT.

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GRADING SHOWN UTILIZES N.A.V.D. 88

N.G.V.D. 29
+1.51
N.A.V.D. 88

N.A.V.D. 88 = N.G.V.D. 29 – 1.51'
N.G.V.D. 29 = N.A.V.D. 88 + 1.51'

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EB# 6578

Sheet Title
CONCEPTUAL PAVING, GRADING, & DRAINAGE PLAN

Job Title
315 NE 3RD STREET
315 NE 3RD STREET
FORT LAUDERDALE, FLORIDA 33301

NORTH

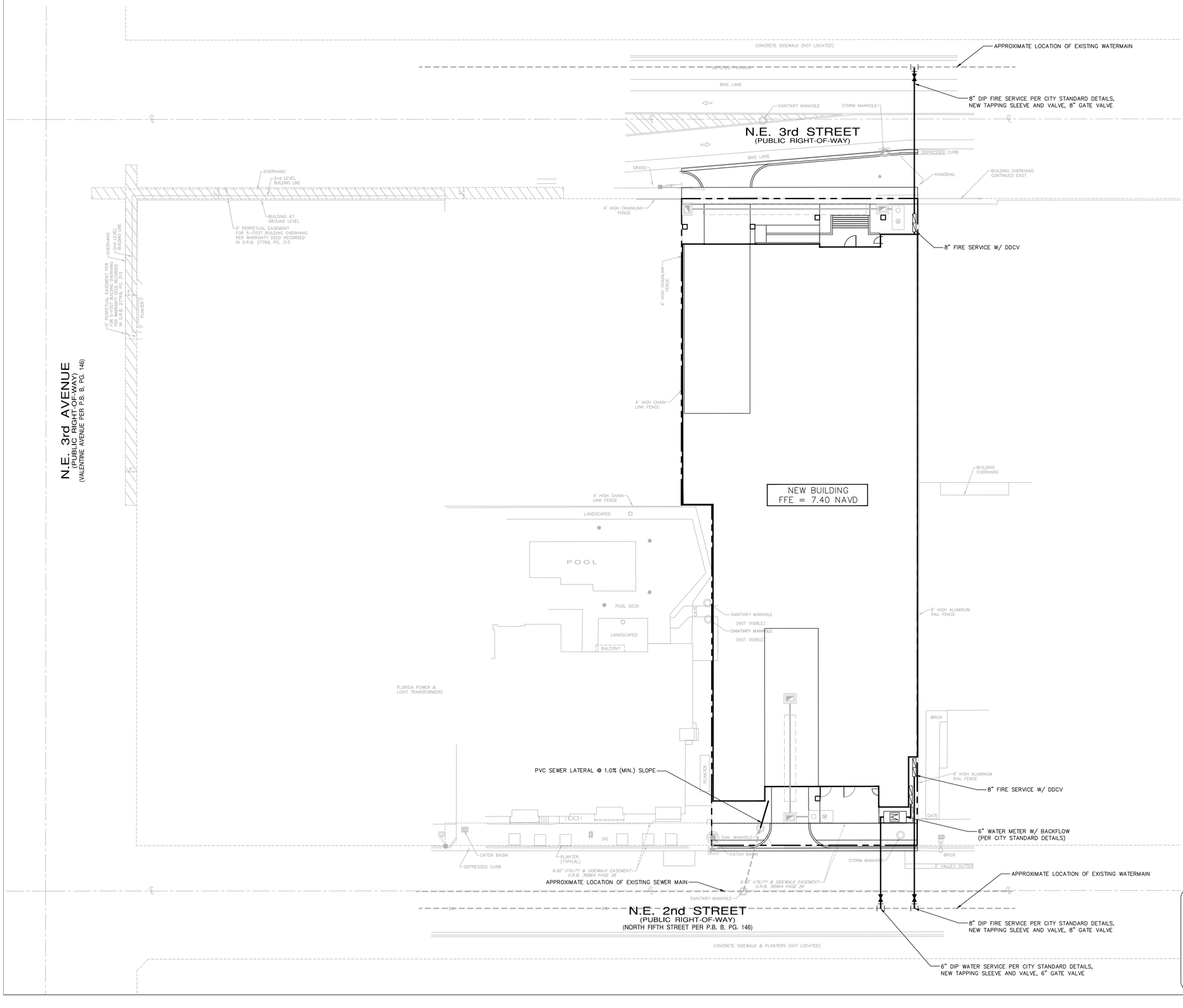
Revisions

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Phase:
PERMIT DOCUMENTS

SEAL
SHANE H. GRABSKI LICENSE No 84265 STATE OF FLORIDA PROFESSIONAL ENGINEER

Scale: 1"=20'	Date 12/06/22
Job No. 24-1831.00	Plot Date 12/12/24
Drawn by SHG	Sheet No. C2
Proj. Mgr. SHG	
Appr. by SHG	2 of 3



LEGEND:

- PROPOSED ELEVATION (NAVD)
- EXISTING ELEVATION (NAVD)
- PROPOSED CATCH BASIN
- PROPOSED PLUG
- TEE
- WATER METER
- DOUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SIDE
- REDUCED PRESSURE BACKFLOW PREVENTOR
- DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
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- WATER MAIN
- SANITARY FORCE MAIN
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- FIRE HYDRANT
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- CLEANOUT
- EDGE OF PROPOSED PAVEMENT (ASPHALT)
- DIRECTION OF SURFACE DRAINAGE
- SAMPLE POINT
- EXIST. WATER MAIN
- EXIST. UTILITY LINE TO BE ABANDONED IN PLACE

WATER AND SEWER NOTES:

1.CONTRACTOR SHALL PROVIDE FITTINGS (WYES, TEE, REDUCERS, ETC.) AS REQUIRED TO FURNISH A COMPLETE WORKING SYSTEM BASED ON THE LAYOUT SHOWN ON THESE PLANS.

2. CONTRACTOR SHALL PROVIDE ANY EASEMENT DOCUMENTATION AROUND MH'S, BACKFLOW PREVENTORS, MAINLINES, METERS, ETC. AS REQUIRED BY THE CITY SO THAT THE OWNER MAY RECORD ANY EASEMENTS WITH THE CITY. CONTRACTOR'S SURVEYOR MUST COORDINATE WITH THE CITY AND PROVIDE ALL NECESSARY EASEMENT DOCUMENTATION TO THE OWNER. THE OWNER MUST THEN PROVIDE ALL RECORDED UTILITY EASEMENT DOCUMENTS TO THE CITY PRIOR TO FINAL ACCEPTANCE.

3. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE CITY UTILITY DEPT. ANY WATER MAIN CONNECTIONS. UTILITY CONNECTIONS AND SCHEDULE MUST BE APPROVED BY THE CITY PRIOR TO IMPLEMENTATION. THE CONTRACTOR IS REQUIRED TO PAY FOR ALL COSTS ASSOCIATED WITH THIS WORK REGARDLESS OF WHETHER OR NOT THE UTILITY OR THE CONTRACTOR PERFORMS THE WORK.

4. SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE BUILDING PLUMBING CONTRACTOR FOR EXACT LOCATION OF CONNECTION POINTS BETWEEN THE BUILDING AND SITE WATER, SEWER AND DRAINAGE LINES (VERTICALLY AND HORIZONTALLY).

5. W.M./S.S. MAINS TO BE LOCATED 5' CLEAR OF ALL OBSTRUCTIONS, POLES, BOXES, CULVERTS, ETC. W.M./S.S. MAINS MUST BE LOCATED 5' FROM TREES. F.H.'S MUST HAVE A 7.5' CLEAR RADIUS FROM ALL OBSTRUCTIONS.

6. PRESSURE TESTING AND CERTIFICATION SHALL FOLLOW THE FDEP, CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT, AND FLYNN ENGINEERING SERVICES STANDARDS.

7. 18" VERTICAL CLEARANCE PREFERRED FOR ALL UTILITY CROSSINGS. MINIMUM OF 12" REQUIRED FOR WM-WM CROSSING AND WM-FM CROSSING. CONTRACTOR SHALL CALL 811 AND LOCATE UTILITY CROSSINGS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES. ALL SANITARY SEWER LATERALS SHALL CROSS UNDER WATER MAINS WHERE ABLE. IF THE WATER MAIN MUST CROSS BELOW THE SEWER, A MINIMUM OF 12' SEPARATION SHALL BE PROVIDED. A 20 FOOT SECTION OF DUCTILE IRON PIPE WATER MAIN CENTERED CROSSING IS REQUIRED IF LESS THAN 18" VERTICAL SEPARATION OCCURS BETWEEN SEWER AND WATER MAIN.

8. ALL UNDERGROUND UTILITIES TO BE REMOVED SHALL BE CAPPED OFF AT THE POINT NEAREST TO THE UTILITIES OR DRAINAGE LINES THAT WILL REMAIN IN SERVICE. NOTIFY THE ENGINEER OF RECORD BEFORE REMOVING ANY UTILITIES THAT ARE CURRENTLY IN SERVICE. THE CONTRACTOR SHALL NOT REMOVE ANY UTILITY SERVICE TO ANY EXISTING BUILDING THAT WILL REMAIN AND SHALL DIG UP AND COMPLETELY REMOVE AND/OR ABANDON ANY UTILITY SERVICE THAT IS NO LONGER REQUIRED. THE CONTRACTOR SHALL INFORM AND CONSULT THE ENGINEER OF RECORD PRIOR TO REMOVING ANY LINES.

9. CONTRACTOR SHALL VERIFY EXISTING WATER MAIN LOCATION AND ELEVATION AND NOTIFY THE ENGINEER OF ANY DIFFERENCE FROM THE DESIGN PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

10. CLEANOUTS AND MANHOLES ON SANITARY LINES ARE TO BE ADJUSTED TO BE FLUSH WITH FINISHED GRADE.

11. PROPOSED FIRE LINES (I.E. MAINS, SERVICES, SIAMESE CONNECTION LINES, ETC.) TO BE INSTALLED BY A STATE LICENSED FIRE LINE CONTRACTOR PER F.S. 633.

12. FIRE LINES TO BE INSPECTED BY A CERTIFIED FIRE LINE INSPECTOR.

13. STATE LICENSED FIRE LINE CONTRACTOR, UPON COMPLETION OF REQUIRED TESTING, SHALL ISSUE A "LICENSED UNDERGROUND TEST CERTIFICATE" PRIOR TO ACCEPTANCE FOR PLACING FIRE LINE INTO SERVICE.

14. CORING INTO EXISTING MANHOLE MAY RESULT IN COMPLETE RECONSTRUCTION OF EXISTING MANHOLE AT CONTRACTOR'S EXPENSE IF MANHOLE IS IN A DETERIORATED CONDITION.

*15. ON-SITE MANHOLES TO HAVE STANDARD SANITARY SEWER USF 420 COVER.

16. THE MINIMUM COVER DEPTHS FOR PVC AND DIP SEWER MAINS AR RESPECTIVELY 36 INCHES AND 30 INCHES.

17. EXFILTRATION TESTING AND LAMPING OF THE GRAVITY SEWER SHALL BE COORDINATED BY THE CONTRACTOR PRIOR TO THE COMPLETION OF THE PROJECT.

18. ALL WATER AND SEWER WORK IN THE PUBLIC RIGHT-OF-WAY, PRIVATE THOROUGHFARES OR UTILITY EASEMENT MUST BE PERFORMED BY A LICENSED ENGINEERING CONTRACTOR OR CERTIFIED UNDERGROUND UTILITY AND EXCAVATION CONTRACTOR IN BROWARD COUNTY.

19. FINAL SEWER MANHOLE RIM ELEVATIONS SHALL BE ADJUSTED TO MATCH FINAL PAVEMENT ELEVATIONS AND MATCH PAVEMENT SLOPE AS APPLICABLE.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SHANE H. GRABSKI, P.E. ON 12/12/2024

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IT'S THE LAW!
811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

VERTICAL DATUM CONVERSION

GRADING SHOWN UTILIZES N.A.V.D. 88

N.G.V.D. 29

1'

N.A.V.D. 88

N.A.V.D. 88 = N.G.V.D. 29 - 1.51'
N.G.V.D. 29 = N.A.V.D. 88 + 1.51'

FLYNN ENGINEERING
241 COMMERCIAL BLVD., LAUDERDALE-BY-THE-SEA, FL 33308
PHONE (954) 522-1004 | WWW.FLYNNENGINEERING.COM
EB# 6578

Sheet Title
CONCEPTUAL
WATER & SEWER PLAN

Job Title
315 NE 3RD STREET
315 NE 3RD STREET
FORT LAUDERDALE, FLORIDA 33301

NORTH

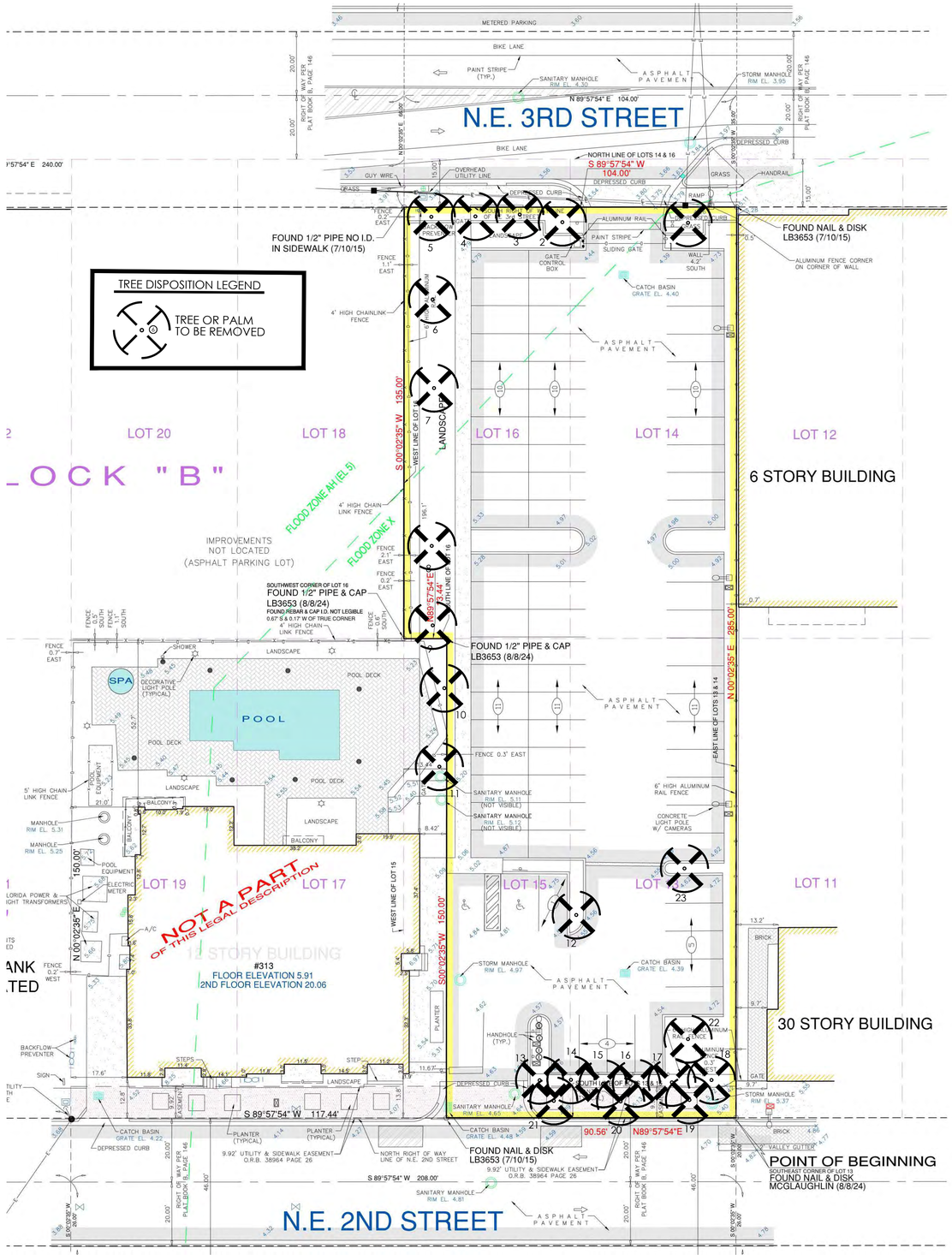
Revisions

1		
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Phase:
PERMIT DOCUMENTS

SEAL
SHANE H. GRABSKI
LICENSE
No 84265
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Scale: 1"=20'	Date 12/06/22
Job No. 24-1831.00	Plot Date 12/12/24
Drawn by SHG	Sheet No. C3
Proj. Mgr. SHG	
Appr. by SHG	3 of 3



315 NE 3rd STREET

FORT LAUDERDALE, FLORIDA

Existing Tree Disposition — ** denotes native

TREE NO.	TREE / PALM SPECIES	HEIGHT / SPREAD / DBH	DISPOSITION / CONDITION	CLASSIFICATION	TREE FUND	or CALIPER REPLCEMENT
1	**Lagerstromia indica**	**16' ht x 10' spr, Multi - Avg 6" DBH**	**REMOVE - 62%**	**C**	**$145**	**2.2"**
	Crape Myrtle					
2	**Lagerstromia indica**	**16' ht x 10' spr, Multi - Avg 6" DBH**	**REMOVE - 62%**	**C**	**$145**	**2.2"**
	Crape Myrtle					
3	**Lagerstromia indica**	**16' ht x 10' spr, Multi - Avg 6" DBH**	**REMOVE - 62%**	**C**	**$145**	**2.2"**
	Crape Myrtle					
4	**Lagerstromia indica**	**16' ht x 10' spr, Multi - Avg 6" DBH**	**REMOVE - 62%**	**C**	**$145**	**2.2"**
	Crape Myrtle					
5	**Lagerstromia indica**	**16' ht x 10' spr, Multi - Avg 6" DBH**	**REMOVE - 62%**	**C**	**$145**	**2.2"**
	Crape Myrtle					
6	**Quercues virginiana ****	**36' ht x 22' spr., 10" DBH**	**REMOVE - 62%**	**A**	**$403**	**6.2"**
	Live Oak					
7	**Quercues virginiana ****	**40' ht x 38' spr., 12" DBH**	**REMOVE - 62%**	**A**	**$484**	**7.4"**
	Live Oak					
8	**Quercues virginiana ****	**36' ht x 22' spr., 10" DBH**	**REMOVE - 62%**	**A**	**$403**	**6.2"**
	Live Oak					
9	**Quercues virginiana ****	**36' ht x 22' spr., 10" DBH**	**REMOVE - 62%**	**A**	**$403**	**6.2"**
	Live Oak					
10	**Quercues virginiana ****	**36' ht x 22' spr., 10" DBH**	**REMOVE - 62%**	**A**	**$403**	**6.2"**
	Live Oak					
11	**Quercues virginiana ****	**36' ht x 22' spr., 10" DBH**	**REMOVE - 62%**	**A**	**$403**	**6.2"**
	Live Oak					
12	**Archontophoenix alexandrae**	**22' ct ht**	**REMOVE - 84%**	**n/a**	**$180**	
	King Alexandra Palm					
13	**Conocarpus erectus 'serceus' ****	**15' ht x 10' spr., Multi - Avg 4"**	**REMOVE - 50%**	**A**	**$130**	**2"**
	Silver Buttonwood					
14	**Ligustrum japonicum**	**15' ht x 10' spr., Multi - Avg 8"**	**REMOVE - 50%**	**C**	**$156**	**2.4"**
	Japanese Privet					
15	**Ligustrum japonicum**	**15' ht x 10' spr., Multi - Avg 8"**	**REMOVE - 50%**	**C**	**$156**	**2.4"**
	Japanese Privet					
16	**Ligustrum japonicum**	**15' ht x 10' spr., Multi - Avg 8"**	**REMOVE - 50%**	**C**	**$156**	**2.4"**
	Japanese Privet					
17	**Ligustrum japonicum**	**15' ht x 10' spr., Multi - Avg 8"**	**REMOVE - 50%**	**C**	**$156**	**2.4"**
	Japanese Privet					
18	**Conocarpus erectus 'serceus' ****	**15' ht x 10' spr., Multi - Avg 4"**	**REMOVE - 50%**	**A**	**$130**	**2"**
	Silver Buttonwood					
19	**Quercues virginiana ****	**32' ht x 24' spr., 11" DBH**	**REMOVE - 62%**	**A**	**$443**	**6.8"**
	Live Oak					
20	**Quercues virginiana ****	**32' ht x 16' spr., 5" DBH**	**REMOVE - 62%**	**A**	**$202**	**3.1"**
	Live Oak					
21	**Quercues virginiana ****	**40' ht x 40' spr., 14" DBH**	**REMOVE - 62%**	**A**	**$564**	**8.7"**
	Live Oak					
22	**Bursera simaruba ****	**30' ht x 28' spr., 15" DBH**	**REMOVE - 50%**	**A**	**$488**	**7.5"**
	Gumbo Limbo					
23	**Archontophoenix alexandrae**	**16' ct ht**	**REMOVE - 84%**	**n/a**	**$180**	
	King Alexandra Palm					

TREE DISPOSITION PLAN
SCALE: N.T.S.

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FORT LAUDERDALE, FLORIDA 33312
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12/12/24	3rdST2024

315 NE 3rd STREET

315 NE 3rd STREET
FORT LAUDERDALE, FLORIDA

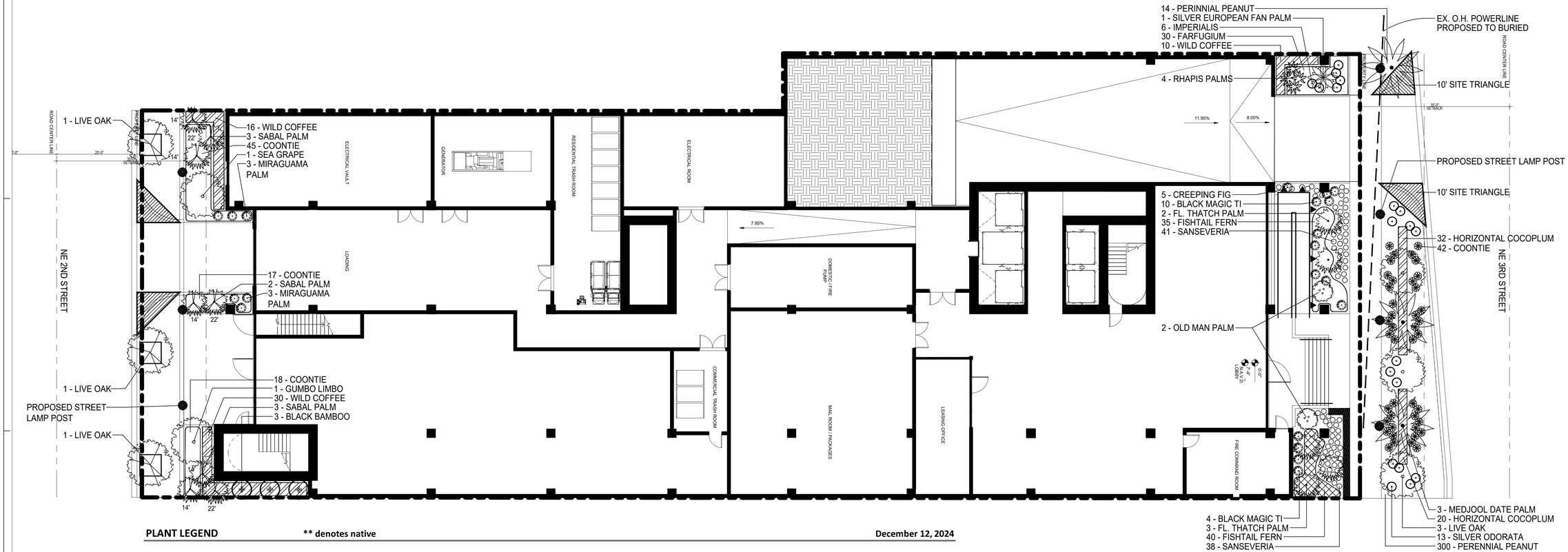
REGISTERED LANDSCAPE ARCHITECT MICHAEL MATEER JARVIS
LA 6667280
STATE OF FLORIDA

TREE DISPOSITION PLAN

DRC REVIEW

L.01

12/12/24



PLANT LEGEND **** denotes native** **December 12, 2024**

BAMBOO

QUANTITY	BOTANICAL NAME	COMMON NAME	MIN. CONTAINER	SIZE	SPACING	NOTES
3	*Phyllostachys nigra*	Black Bamboo	45 Gal	12-14' ht.	As Shown	5-7 culms per pot

SHADE TREES

QUANTITY	BOTANICAL NAME	COMMON NAME	CALIPER	SIZE	SPACING	NOTES
6	*Quercus virginiana* **	Southern Live Oak	4"	18' x 7'	As Shown	Single leader, matched Specimens
1	*Bursera simaruba* **	Gumbo Limbo	4"	18' x 7'	As Shown	Specimen, Heavy Trunk, Unique character
1	*Coccoloba uvifera* **	Seagrape	6"	20' x 10'	As Shown	Specimen, Heavy Trunk, Unique character

PALMS

QUANTITY	BOTANICAL NAME	COMMON NAME	BROWN TRUNK HT.	SIZE	SPACING	NOTES
4	*Rhapis excelsa*	Lady Palm	25 Gal.	25 Gal	As Shown	Full to base
2	*Coccothrinax crinita*	Old Man Palm	45 Gal.	45 Gal.	As Shown	single trunk specimen
6	*Coccothrinax miraguama*	Miraguama Palm	25 Gal.	4-5' oa ht	As Shown	Single trunk
1	*Chamaerops humilis - Silver*	Silver European Fan Palm	FG, 8-10' oa ht.	FG, 8-10' oa ht.	As Shown	5-7 hds min., Specimen
8	*Sabal palmetto* **	Sabal Palm	14 & 22' ct ht	14 & 22' ct ht	As Shown	slicks, straight trunks
5	*Thrinax radiata* **	Florida Thatch Palm	4' ct ht	4' ct ht	As Shown	matched hts, single trunks
3	*Phoenix dactylifera 'Medjool'*	Medjool Date Palm	18' ct ht.	18' ct ht.	As Shown	matched hts Specimens

SHRUBS/GROUNDCOVERS

PATTERN	QUANTITY	BOTANICAL NAME	COMMON NAME	MIN. CONT.	SIZE	SPACING	NOTES
	5	*Ficus pumila*	Creeping Fig	1 Gal	6" x 6"	As Shown	
	80	*Zamia integrifolia* **	Coontie	7 Gal.	18" x 18"	24" O.C.	
	14	*Cordyline fruticosa 'Black Magic'*	Black Magic Ti Plant	7 Gal.	7 Gal	As Shown	
	75	*Microsorum punctatum* **	Fishtail Fern	3 Gal.	14" x 14"	24" O.C.	
	79	*Sansevieria trifasciata var. laurentii*	Variegated Snake Plant	3 Gal.	18" x 18"	As Shown	
	13	*Alcantarea odorata*	Silver Odorata	6 @ 3Gal, 7 @ 7 Gal.	3 & 7 Gal.	As Shown	stagger sizes in field
	314	*Arachis glabrata*	Perennial Peanut	1 Gal.	6" x 6"	12" O.C.	75% coverage at time of planting
	52	*Chrysobalanus icaco 'Horizontalis'* **	Horizontal Cocoplum	7 Gal.	24" x 24"	24" O.C.	
	56	*Psychotria nervosa* **	Wild Coffee	7 Gal.	30" x 24"	24" O.C.	
	6	*Aechmea imperialias*	Imperialis	7 Gal.	24" x 24"	As Shown	
	6	*Farfugium japonicum*	Tractor seat, Leopard Plant	7 Gal.	24" x 24"	24" O.C.	

8 trees / 16 Palms - 21 Native, 3 Drought Tolerant = 87% Native
700 Shrubs/Groundcovers - 675 Native/Drought Tolerant = 96% Native/Drought Tolerant
No Lawn

LANDSCAPE CALCULATIONS FOR DEVELOPMENT AREA

TOTAL SITE AREA		**27,624 SF (0.634 ACRES)**	
BUILDING FOOTPRINT COVERAGE AREA		25,053 SF	90%
VEHICULAR USE AREA (VUA)		147 SF	1%
PEDESTRIAN WALKWAYS (IMPERVIOUS)		1,034 SF	4%
LANDSCAPE AREA (PERVIOUS)		1,390 SF	5%

VUA LANDSCAPE REQUIREMENTS (47-21.9)

		REQUIRED	PROVIDED
VEHICULAR USE AREA (min. of 20% VUA required)		98 SF	147 SF
VUA TREES (1/1,000 SF)			
SHADE TREE 3" CAL. (25% of VUA)		0.3	1
SHADE TREE 2" CAL. (25% of VUA)		0.3	
FLOWERING TREE (20% of VUA)		0.2	
PALM TREE (20% of VUA)		0.2	2
OPTIONAL SPECIES (10% of VUA)		0.1	1
VUA SHRUBS (6/1,000 SF)		1	4

NET LOT AREA TREES (SEC. 47-21.10)

		REQUIRED	PROVIDED
NET LOT AREA TREES (1/1,000 SF) NOT VUA		2	2 Trees, 8 Palms
SHADE TREE 3" CAL. (25% of VUA)		1.2	2
SHADE TREE 2" CAL. (25% of VUA)		1.2	
FLOWERING TREE (20% of VUA)		0.9	
PALM TREE (20% of VUA)		0.9	8
OPTIONAL SPECIES (10% of VUA)		0.5	
VUA SHRUBS (6/1,000 SF)		10	20+

STREET TREE REQUIREMENTS

		REQUIRED	PROVIDED
TOTAL STREET TREES		6	6 Trees, 3 Palms

PLANTING PLAN
SCALE: 1" = 10'-0"

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315 NE 3rd STREET

315 NE 3rd STREET
FORT LAUDERDAE, FLORIDA

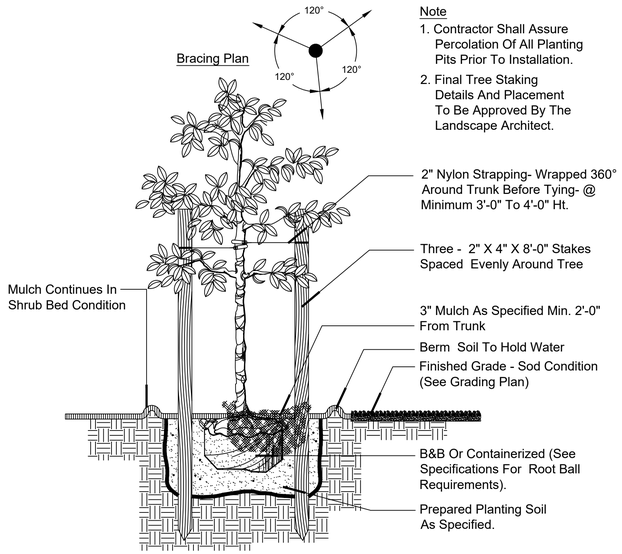
REGISTERED LANDSCAPE ARCHITECT MICHAEL MATEER JANUS LA 6667280 STATE OF FLORIDA

PLANTING PLAN

DRC REVIEW

L.02

12/12/24

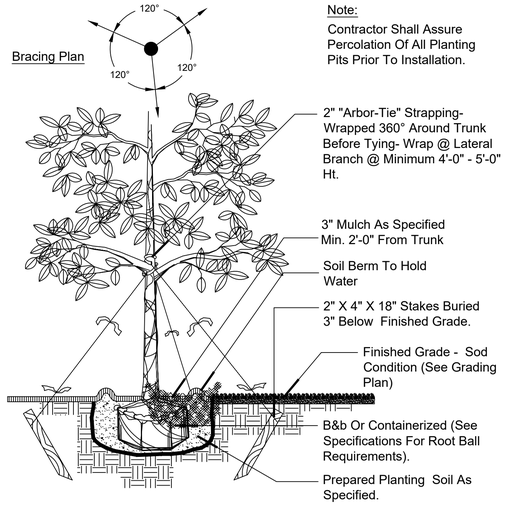


Note

1. Contractor Shall Assure Percolation Of All Planting Pits Prior To Installation.
2. Final Tree Staking Details And Placement To Be Approved By The Landscape Architect.

1 Small Tree Planting Detail

Section — Not To Scale



Note:

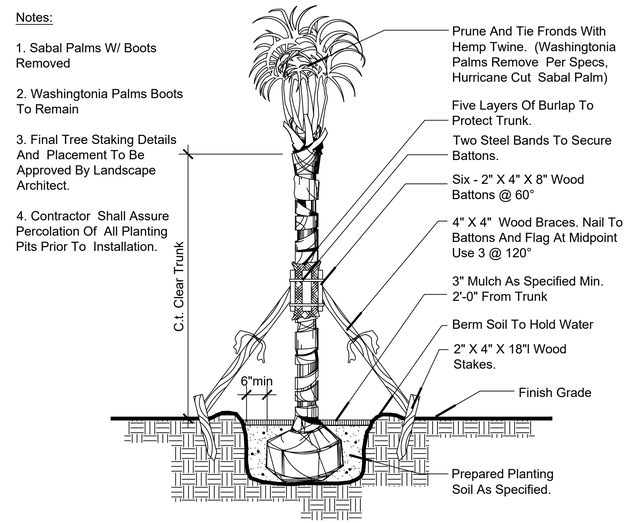
Contractor Shall Assure Percolation Of All Planting Pits Prior To Installation.

2 Large Tree Planting Detail

Section — Not To Scale

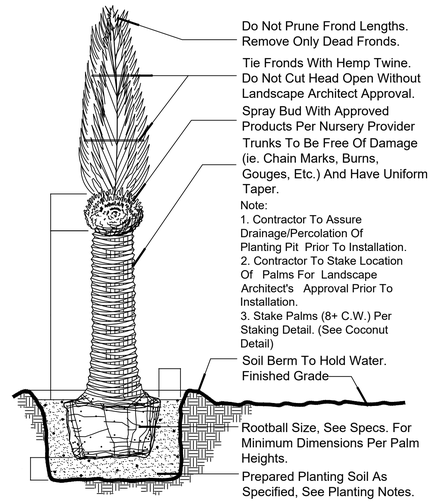
Notes:

1. Sabal Palms W/ Boots Removed
2. Washingtonia Palms Boots To Remain
3. Final Tree Staking Details And Placement To Be Approved By Landscape Architect.
4. Contractor Shall Assure Percolation Of All Planting Pits Prior To Installation.



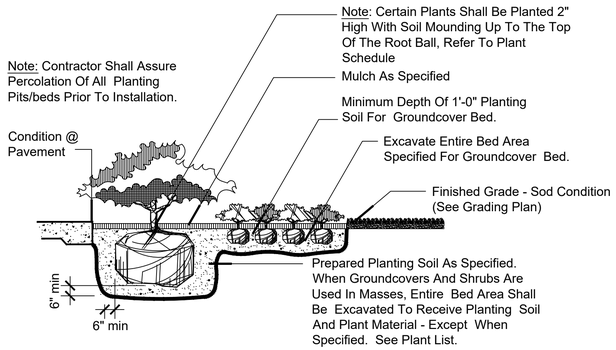
3 Fan Palm Planting Detail

Section — Not To Scale



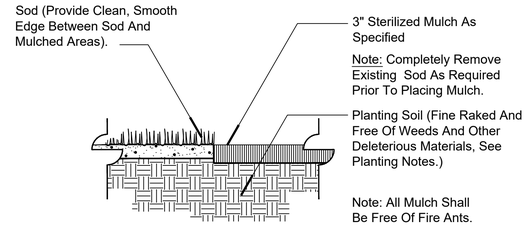
4 Date Palm Planting Detail

Section — Not To Scale



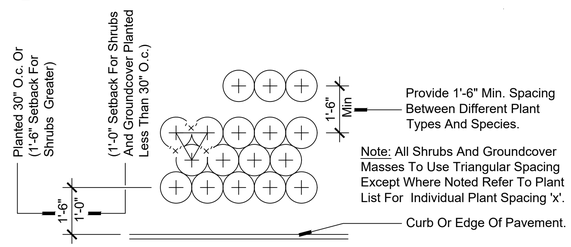
5 Shrub And Groundcover Detail

Section — Not To Scale



6 Mulch Detail

Section — Not To Scale



7 Typical Plant Spacing Detail

Plan — Not To Scale

SOIL PREPARATION AND SOIL MIX

1. Apply Roundup (manufactured by Monsanto Corp.) according to manufacturer's rate and specification within limits of all areas to be planted. Protect existing plants to remain from overspray or spray within root zone. Contractor to ensure total weed eradication.
2. Before replacing topsoil, rake subsoil surface clear of stones (1" diameter and larger), debris, rubbish, and remaining roots from removed plant material.
3. Scarify subsoil to a depth of three inches(3").
4. Contractor to apply "Surflan" or approved pre-emergent herbicide in accordance with manufacturer's rate and specifications.
5. Lanscape Contractor shall be responsible for confirming all planting soil types and specifications with Landscape Architect prior to bid. Contractor to submit laboratory soil tests of the soil mixture for approval by Landscape Architect.
6. Florida peat shall be free of deleterious materials that would be harmful to plant growth, shall be free of nematodes, shall be of uniform quality and shall have a pH value between 5.3 and 6.5 (as determined in accordance with ASTM E70). Florida peat shall be sterilized to make free of all viable nut grass and other undesirable weeds.
7. Topsoil shall be natural, fertile, agricultural soil capable of sustaining vigorous plant growth. It shall be of uniform composition throughout, with admixture of subsoil. It shall be free of stones, lumps, live plants an their roots, sticks, and other extraneous matter. Spread topsoil mixture to minimum depth of 2" through- out all sod areas and 12" in all shrub and groundcover beds. Remove all rocks and other objects over 1" in diameter.
8. Smooth all soil mixture to four inches(4") below top of surrounding pavement edges.
9. Smooth topsoil mixture to two inches(2") below finish grade in areas to be sodded.
10. Topsoil shall not be extremely acid or alkaline, nor contain toxic substances which may be harmful to plant growth. The topsoil pH shall be in the range of pH 5.5 to 6.5. If necessary, the Contractor shall apply the appropriate soil amendments adjusting soil pH to assure a pH range of 5.5 to 6.5.
11. Finish grade all topsoil areas to a smooth, even surface, assuring positive drainage away from the structures and eliminate any low areas which may collect water.
12. Contractor to remove debris and excess material immediately from job site.
13. Minimum topsoil (approved plant mix) for shrubs and groundcover is 12" depth.
14. The contractor shall bear all costs of testing of soils, amendments, etc. associated with the work and the specifications. Prior to commencement of the landscape planting work the Contractor shall provide complete soil tests to be submitted to the Landscape Architect for approval.

PLANTING DETAILS
SCALE: N.T.S.

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315 NE 3rd STREET

315 NE 3rd STREET
FORT LAUDERDAE, FLORIDA

REGISTERED LANDSCAPE ARCHITECT MICHAEL MATEER JANIS LA 6667280 STATE OF FLORIDA

PLANTING DETAILS

DRC REVIEW

L.03

12/12/24

GENERAL PLANTING NOTES:

1. The Contractor shall be responsible for verifying all underground utilities prior to digging in any area. The Contractor shall notify all necessary utility companies 48 hours minimum prior to digging for verification of all underground utilities, irrigation and all other obstructions and coordinate with Owner's Representative prior to initiating operations. Drawings are prepared according to the best information available at the time of preparing documents.

2. The Contractor is responsible to ensure proper watering and maintenance of new and relocated materials during the warranty period.

3. Contractor is to report any discrepancies between the construction drawings and field conditions to the Owner's Representative immediately.

4. All relocated plant material shall be tagged and numbered. The Contractor shall notify and coordinate this work with the Landscape Architect and Owner's Representative prior to initiating root pruning or field digging the trees.

5. Contractor shall familiarize himself/herself with existing site conditions prior to initiating planting. All existing site furnishings, paving, landscape and other elements to remain shall be protected from any damage throughout all construction phases unless otherwise noted.

6. Landscape Contractor shall coordinate all work with related contractors and with the general construction of the project in order not to impede the progress of the work of others or the Contractor's own work. Landscape contractor shall provide schedule of his/her works two weeks in advance, beginning two weeks prior to commencing landscape trade construction.

7. Contractor shall be responsible to remove existing ground cover for all planting beds as specified prior to planting relocated material. Contractor shall be responsible to replace all portions of existing landscape and hardscape areas damaged while completing planting installation with same grass or materials species to the satisfaction of the Owner's Representative.

8. The location of the landscape holding area will be identified by the Owner or Owner's Representative. The Contractor shall adhere to the access routes to and from the holding area without disrupting or impeding access to the site by others. Contractor is responsible for the maintenance of all plant materials, including temporary irrigation and fertilization if necessary during construction, while being held in landscape holding areas.

9. The Contractor shall bear all costs of testing of soils, amendments, etc. associated with the work and included in the specifications. Prior to commencement of the landscape planting work the Contractor shall provide complete soil tests with recommendations for the installation area. A standard soil test should include the following test parameters: pH, organic matter, total exchange capacity, sulfur, phosphorous, calcium, magnesium, potassium, sodium, boron, iron, manganese, copper, zinc, aluminium, and percentage base saturation for Ca, Mg, K and Na.

10. All plant material that may need to be replaced shall be in full and strict accordance to Florida No. 1 grade, according to the "Grades and Standards for Nursery Plants", published by the Florida Department of Agriculture and Consumer Services, the project manual and/or specifications. Plant material in some cases may exceed Florida No.1 grade in order to meet the minimum requirements for the project.

11. Landscape Contractor shall field stake the location of all plant material prior to initiating installation for the review and approval of the Owner's Representative and/or Landscape Architect.

12. Landscape Contractor shall field adjust location of plant material as necessary to avoid damage to all existing underground utilities and/or existing above ground elements. All changes required shall be completed at the Contractor's expense and shall be coordinated with the Owner's Representative and the Landscape Architect.

13. Any substitutions in size and/or plant material must be approved by the Landscape Architect or Owner's Representative prior to modification of the contract, purchasing and delivery of plants. All plants will be subject to approval by Landscape Architect and/or Owner's Representative before planting can begin. All plant materials will not include any plants considered to be invasive South Florida's native plant communities.

14. Contractor shall refer to the landscape planting details,general notes and the project manual and/or specifications for further and complete landscape planting instructions.

15. Landscape Contractor shall coordinate all planting work with permanent or temporary irrigation work. Landscape Contractor shall be responsible for all hand watering as required by Owner's Representative to supplement irrigation watering and rainfall. Landscape Contractor shall be responsible for hand watering in all planting areas, regardless of the status of existing or proposed irrigation.

16. Landscape Contractor shall clean the work areas at the end of each working day. Rubbish and debris shall be collected and deposited off-site daily. All materials, products and equipment shall be stored in an organized fashion as directed by the Owner's Representative.

17. Landscape Contractor shall re-grade all areas disturbed by plant removal, relocation and/or installation work. Landscape Contractor shall replace (by equal size and quality) any and all existing plant material disturbed or damaged by plant removal, relocation, and/or installation work.

18. Guying /staking practices shall not permit nails, screws, wires etc. , to penetrate outer surface of tree or palm. Trees or palms rejected due to this practice shall be replaced at the Contractor's expense.

19. All wooden stakes shall be painted with exterior grade paint, from Duron/Sherwin Williams - color Historic Charleston Green (DCR099)

20. Burlap material, wire cages, plastic straps, etc., must be cut and removed from top one - third (1/3) of root ball.

21. Trees grown in grow bags or grow bag type material are not allowed.

22. All planting materials shall meet or exceed Florida Grade # 1 as specified in Grades and Standards for Nursery Plants and Part II, Palms and Trees, current edition.

23. All landscape and specifications shall meet or exceed the minimum requirements as shown in appropriate municipal codes.

24. The Contractor shall not relocate or demolish any existing trees or palms on site before appropriate tree relocation and clearing and grubbing permits are obtained from the appropriate municipalities. The following guidelines shall be utilized to ensure successful transplanting of trees designed for transplanting:
    a. Any tree being relocated shall not be unnecessarily damaged during removal, transport or replanting of that tree.
    b. If the trees have a dormant period, they should be transplanted during that time. Trees should not be transplanted during periods of strong, dry winter winds or during droughts.
    c. Adequate space for root and crown development shall be provided.
    d. Trees shall be root and canopy pruned according to sound arboricultural standards prior to transplanting.
    e. During and following transplanting, the root ball shall be kept moist at all times.
    f. Transplanted trees shall be braced for at least one (1) year.
    g. Transplanted trees shall not be fertilized at planting time, but shall be watered sufficiently until the tree growth is re-established.
    h. All crown pruning shall be done in accordance with National Arborist Association standards or palm pruning in accordance with city standards and/or the standards listed in "Arboriculture Second Edition" by Richard W. Harris, as amended.

26. The Contractor shall be responsible for the guarantee of all plant material for a period of twelve (12) months from the date substantial completion. Substantial completion constitutes the beginning of guarantee period.

27. All Existing trees to remain shall be protected by installing protective barriers around the dripline of trees. The protective barriers shall be seen easily by operators of trucks and other equipment. Protective barriers shall be constructed of sturdy materials (not flagging or ribbons) and shall be installed prior to and maintenance throughout construction and/or land development:
    a. Do not store or use materials or equipment within the dripline of any tree to be relocated on site unless the activity is being done to protect trees.
    b. Do not discharge or contaminate the soil within the dripline of any tree to be relocated on site with any construction materials such as paint,oil, solvents, petroleum products, asphalt, concrete, mortar, or other materials that may cause adverse impacts.
    c. Clearing of vegetation within the dripline of trees designated for preservation shall only be by hand or light rubber wheeled equipment that will not damage tree roots.
    d. Make no attachments, other than those of a protective and non-damaging nature, to any tree to be retained on the site.
    e. Do not change the natural grade above the root system within the dripline of any tree to be retained on site unless it can be demonstrated that it will not damage the tree.
    f. Avoid any encroachments, excavations or severe grade changes within the dripline of preserved trees unless it can be demonstrated that it will not impact any tree.
    g. Vehicles should not be stored or driven over the roots anytime.

28. Plant size specifications take precedence over container size.

29. Contractor to verify quantities and report any discrepancies to Owners representative and/or Landscape Architect.

30. All plants noted for removal shall be removed and properly disposed of off-site at contractor's expense unless otherwise noted.

31. Before replacing topsoil, rake subsoil surface clear of stones (1" diameter and larger), debris, rubbish, and remaining roots from removed plant material.

32. Scarify subsoil to a depth of six inches (6").

33. Planting soil mix for trees, shrubs, and groundcover shall consist of a thoroughly blended mixture of:
    a. Palms
        60% dean DOT sand
        40% Approved Topsoil/ Florida Peat Mixture
    b. Trees/Shrubs/Groundcover
        70% clean DOT sand
        30% Approved Topsoil/ Florida Peat Mixture

34. Florida peat shall be free of deleterious materials that would be harmful to plant growth, shall be free of nematodes, shall be of uniform quality, and shall have a pH value between 5.3 and 6.5 (as determined in accordance with ASTM E70). Florida peat shall be sterilized to make free of all viable nut grass and other undesirable weeds.

35. Topsoil shall be natural, fertile, agricultural soil capable of sustaining vigorous plant growth. It shall be of uniform composition throughout, with admixture of subsoil. It shall be free of stones, lumps, live plants and their roots, sticks, and other extraneous matter. Spread topsoil mixture to minimum depth of six inches (6") in all areas to be landscaped. Remove all rocks and other objects over one inches (1") in diameter.

36. Smooth all soil mixture to five inches (5") below top of surrounding pavement edges. This allows room for 3" of mulch and 2" clear space below top of pavement.

37. Smooth topsoil mixture to two inches (2") below finish grade in areas to be sodded.

38. All landscape areas shall be covered with Eucalyptus or sterilized seed free Melaleuca mulch to a minimum depth of three inches (3") of cover when settled. Cypress bark mulch shall not be used.

39. Contractor shall remove all staking of trees and palms after twelve (12) months of substantial completion.

40. The Contractor shall comply with all state local water quality standards.

41. Any public land corner within the limits of construction is to be protected. If a corner monument is in danger of being destroyed and has not been properly reference, the contractor should notify the district location surveyor without delay.

42. Contractor shall coordinate all planting work with the irrigation work. Contractor shall inspect irrigation system and ensure that adequate water is available before beginning planting operations.

ALL QUESTIONS AND CLARIFICATION SHALL BE FORWARDED TO THE LANDSCAPE ARCHITECT IN WRITTEN FORM VIA EMAIL TO: malcolm@landform-design.com

PLANTING NOTES
SCALE: N.T.S.

LAND FORM DESIGN GROUP, INC.

1729 SW 13th COURT
FORT LAUDERDALE, FLORIDA 33312
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REVISIONS

DATE:	COMM:
12/12/24	3rdST2024

315 NE 3rd STREET

315 NE 3rd STREET
FORT LAUDERDAE, FLORIDA

REGISTERED LANDSCAPE ARCHITECT
MONNEL MATEER JANVIS
LA 6667280
STATE OF FLORIDA

PLANTING NOTES

DRC REVIEW

L.04

12/12/24

TOOTHAKER.ORG

December 13, 2024

VIA LAUDERBUILD
DEVELOPMENT REVIEW COMMITTEE
URBAN DESIGN & PLANNING DIVISION
DEVELOPMENT SERVICES DEPARTMENT
CITY OF FORT LAUDERDALE
700 NW 19th AVENUE
FORT LAUDERDALE, FL 33311

RE: ULDR Narrative
UDP-S24073 – 315 NE 3rd Street
Site Plan Level II Review: 607 Multifamily Units and 3,727 SF Commercial Use with Design Deviations in Downtown RAC

This firm represents AROSA DEVELOPERS LLC (the "Applicant"), contract purchaser of the real property located at 315 NE 3rd Street, Fort Lauderdale, FL 33301, Folio No. 504210110330 (the "Property"). Applicant is requesting Site Plan Level II approval to develop a 54-story mixed use building with 607 multifamily units and 3,727 square feet of commercial use (the "Project" or "315 NE 3rd Street"). The Property is located in the Regional Activity Center – City Center ("RAC-CC") District within the "Downtown Core" Character Area as defined in the Downtown Master Plan ("DMP"). We hereby provide the following responses demonstrating the Project's compliance with the Unified Land Development Regulations ("ULDR"). An analysis of the Project's compliance with the DMP is provided separately.

UNIFIED LAND DEVELOPMENT REGULATIONS ANALYSIS

Provided below is a point-by-point analysis the ULDR criteria applicable to the Project:

ULDR Section 47-13.20, Downtown RAC Review Process and Special Regulations;
ULDR Section 47-13.21, Table of dimensional requirements for the RAC District;
ULDR Section 47-23.16, Affordable Housing Regulations;
ULDR Section 47-25.2, Adequacy Requirements; and
ULDR Section 47-25.3, Neighborhood Compatibility Requirements

Sec. 47-13.20 - Downtown RAC review process and special regulations

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: Project complies. Refer to separate point-by-point narrative addressing the DMP 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: Project complies. Refer to separate point-by-point narrative addressing the DMP 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: Project complies. Refer to separate point-by-point narrative addressing the DMP 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: Refer to separate point-by-point narrative addressing the DMP 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. *Not applicable. As such, this section has been omitted.*

3. *Not applicable. As such, this section has been omitted.*

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 Property is zoned RAC-CC within the Downtown Core Character Area. Refer to separate point-by-point narrative addressing the DMP Design Guidelines.

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: Not applicable. Applicant is proposing to provide an Affordable Housing Payment in Lieu in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

   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: Not applicable. Applicant is proposing to provide an Affordable Housing Payment in Lieu in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

   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: Not applicable. Applicant is proposing to provide an Affordable Housing Payment in Lieu in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

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

   a. *Not applicable. As such, this section has been omitted.*

   b. *Not applicable. As such, this section has been omitted.*

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: Acknowledged and will comply.

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 and will comply.

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: Not applicable.

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;Not applicable. As such, this section has been omitted.
      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: Project complies. 2,762 SF of open space is required, of which 40% (or 1,105 SF) is required to be at grade. The Project proposes 20,288 SF open space total, including 3,403 SF at grade.

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. *Not applicable. As such, this section has been omitted.*
   b. *Not applicable. As such, this section has been omitted.*

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. *Not applicable. As such, this section has been omitted.*

Response: Not applicable. The Project is not located within a transition zone.

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.
Response: Not applicable. The proposed project does not have surface parking.

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: Not applicable. The proposed project does not have surface parking.

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.

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:

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: Street trees and sidewalks are designed to meet requirements of subsection H.2.

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 proposed building is located adjacent to two local streets (NE 3rd Street and NE 2nd Street). Minimum 7'-5" sidewalk is proposed along NE 3rd Street and 5'-3" along NE 2nd Street.

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

Response: Not applicable.

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 and will comply.

l. ***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. *Not applicable. As such, this section has been omitted.*
b. *Not applicable. As such, this section has been omitted.*

2. Additional criteria.
   a. *Not applicable. As such, this section has been omitted.*
   b. *Not applicable. As such, this section has been omitted.*

Response: Not applicable. 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.
   Response: Not applicable. the Project is not along the New River Waterfront Corridor.

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.
   Response: Not applicable. the Project is not along the New River Waterfront Corridor.

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.

Sec. 47-13.21. Table of dimensional requirements for the RAC District.

Response: The table below provides a summary of the quantitative dimensions in the DMP and those proposed for the Project. The Applicant complies with the dimensional requirements of ULDR Section 47-13.21 except as where deviations are requested as noted below.

Downtown Core Standard	Required	Proposed	Complies or Deviates
Maximum Building Height	None (subject to FAA approval)	54-stories	Complies
Maximum Building Streetwall Length	300'	103'-4"	Complies
Maximum Tower Floorplate Size	12,500 SF for entirety of tower up	12,491 SF	Complies
Maximum Podium Height	9 stories	10 stories	**Deviation Request**
Minimum Tower Stepback	None	N/A	N/A
Minimum Tower Separation	30' to PL	13'-5" and 30' from Tower Face to W PL 10'-2" and 30' from Tower Face to E PL 3'-10' – 4'-8" Balcony Encroachments	**Deviation Request**
Minimum Residential Unit Size	400 SF	400 SF	Complies

Sec. 47-23.16. Affordable housing regulations.

B. Affordable Housing Incentives.
Response: Not applicable. As such, this section has been omitted

2. Affordable Housing Density Incentives.
   a. Uptown Urban Village.
   Response: Not applicable. As such, this section has been omitted.

   b. SRAC-SA Zoning Districts.
   Response: Not applicable. As such, this section has been omitted.

   c. Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.
   Response: Applicant is proposing to provide an Affordable Housing Payment in Lieu Fee in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

C. Exemptions.
Response: Not applicable. As such, this section has been omitted.

D. Affordable Housing General Requirements.
1. Application and Affordable Housing Development Plan:
2. Affordable Housing Development Agreement and Deed Restriction.
3. Income Limits:
4. Resale of For Sale Affordable Housing Units:
5. Rental of Affordable Housing Units:
6. Annual Affidavit:
7. Conversion:

Response: Not applicable. As such, sections D.1. through D.7 have been omitted.

8. Payment In-Lieu of Affordable Housing:
   a. City affordable housing set-aside requirements per Sections 47-23.16.B.1, 47-23.16.B.2.a, and 47-23.16.B.2.b. of the ULDR may be satisfied via an in-lieu payment to the City of Fort Lauderdale Affordable Housing Trust Fund equal to $10,000.00 per unit for the total number of units within the development which sum shall increase by 3% annually. Residential flexibility units are excluded from satisfying affordable housing set-aside requirements through in-lieu payments. In-lieu of fees shall be paid at the time of issuance of building permits.
   Response: Applicant is proposing to provide an Affordable Housing Payment in Lieu Fee in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

   b. County affordable unit requirements, per Section 47-23.16.B.2.c. of the ULDR may be satisfied via an in-lieu payment to the Broward County Affordable Housing Trust Fund equal to $10,000.00 per unit for the total number of units within the development which sum shall increase by 3% annually.
   Fifty percent (50%) of in-lieu fees may be paid into the City of Fort Lauderdale Affordable Housing Trust Fund, provided the City requires said monies to be used for the construction

of new affordable units or home repair. All in-lieu payments shall be made at the time of issuance of building permits.
Response: Not applicable.

c. Payment in-lieu of fees shall apply to the total number of units in a development. The applicant shall provide an analysis of the payment in-lieu of affordable housing fees, to be provided at the time of application submission.
Response: Applicant is proposing to provide an Affordable Housing Payment in Lieu Fee in accordance with Section 47-23.16.B.2.c., Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing.

d. In-lieu of payments shall be placed into an affordable housing trust fund based on the policy used for unit distribution. If unit distribution is based on Section 47-23.16.B.2.c of the ULDR, in-lieu payments shall be equally split between the Broward County Affordable Housing Trust Fund and the City of Fort Lauderdale Affordable Housing Trust Fund. If unit distribution is based on Section 47-23.16.B.1. of the ULDR, Section 47-23.16.B.2.a of the ULDR, or Section 47-23.16.B.2.b of the ULDR for units distributed from a Regional Activity Center unit pool, in-lieu payments shall be placed into the City of Fort Lauderdale Affordable Housing Trust Fund.
Response: Acknowledged.

E. Expedited Review Process:
Response: Acknowledged.

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.
Response: The adequacy requirements are applicable to the Project.

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 communication 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: Project complies. Drainage calculations are provided as part of this application.

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, a application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:
   - Broward County Ordinance No. 89-6.
   - Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
   - 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: The Property was previously developed with a surface parking lot. The proposed redevelopment will not 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: Adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

F. ***Parks and open space.***

1. The manner and amount of providing park and open space is as provided in Section 47-38A, Park Impact Fees, of the ULDR.
2. No building permit shall be issued until the park impact fee required by Section 47- 38A of the ULDR has been paid in full by the applicant.

Response: Acknowledged and will comply.

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: Acknowledged and taken under advisement.

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 submitted a Water and Wastewater Capacity Availability request which will be provided during the DRC review process.

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.
      Response: Applicant submitted a Water and Wastewater Capacity Availability request which will be provided during the DRC review process.

J. ***Schools.*** For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.
   Response: A Preliminary SCAD will be provided during the DRC process and will pay all applicable impact fees at time of 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. 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 and will be provided as part of this application.

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: Project complies. Drainage calculations are provided as part of this application.

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;
    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 trafficways 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 trafficways.
        iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, 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: Refer to Traffic Study dated December 2, 2024.

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: Right of way easements as necessary will be provided to meet City standards.

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: Project complies. At the street level, commercial spaces are strategically positioned along the north and south facades to activate the sidewalk. Shade trees are incorporated along

the streets, continuing the existing urban pattern and following the DMP guidelines for local streets.

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: Not applicable.

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 and will comply where applicable.

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: Project complies. Refer to DMP Narrative.

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 submitted a Water and Wastewater Capacity Availability request which will be provided during the DRC review process.

O. ***Trash management requirements***. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for offsite 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: Project will comply as applicable.

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: Not applicable.

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: Not applicable. The Property is located west of the Intracoastal Waterway.

Sec. 47-25.3. Neighborhood compatibility requirements.

A. The neighborhood compatibility requirements are as follows:

1. *Adequacy requirements.* See Sec. 47-25.2.
Response: Refer to point-by-point narrative addressing the adequacy requirements.

2. *Smoke, odor, emissions of particulate matter and noise.*
   a. Documentation from the Broward County Department of Natural Resource Protection (DNRP) or a report by a certified engineer, licensed in the State of Florida, that the proposed development will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that a DNRP permit for such facility is not required.
   b. Where a DNRP license is required in accordance with Chapter 27, Pollution Control, of the Code of Broward County, all supporting documentation and information to obtain such permit shall be submitted to the DRC as part of a site plan review.
   c. Such DNRP licenses shall be required to be issued and copies provided to the city prior to the issuance of a building permit for the proposed development.
   Response:Should any DRNP licenses be required, the applicant will apply and obtai n as applicable.

3. *Design and performance standards.*
   a. *Lighting.* No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3 in a manner which illuminates abutting residential property and no source of incandescent or mercury vapor illumination shall be directly visible from any abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.
      i. Glare. Any nonresidential operation or activity producing glare shall be conducted so that direct or indirect illumination of light shall not cause illumination in excess of one (1) footcandle on any abutting residential property except as provided in subsection iii. of this subsection a.

ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining into any residential window if there is to be nonresidential parking on the premises after dark.

iii. In addition to the above, parking lots and garages will be subject to the provisions of Sections 47-20.14 and if in conflict with the provisions of this section, the more restrictive provisions shall apply.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. However, the Project is designed to prevent light pollution.

b. *Control of appearance.* The following design standards are provided to protect the character of abutting residential areas from the visual impact which may result from a use which is subject to the requirements of this Sec. 47-25.3.

i. *Architectural features.* The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:

a) Fenestration such as windows, doors and openings in the building wall; and

b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:

1. Detail and embellishments:
   a. Balconies,
   b. Color and material banding,
   c. Decorative metal grates over windows,
   d. Uniform cornice heights,
   e. Awnings.
2. Form and mass:
   a. Building mass changes including projection and recession,
   b. Multiple types and angles of roofline, or any combination thereof.

c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. However, the Project incorporates several architectural features as more specifically described in the DMP Narrative.

ii. *Loading facilities.* Loading and service facilities shall be screened so as not to be visible from abutting residential uses or vacant residential zoned property.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. However, the Project internalizes the loading within the building.

iii. *Screening of rooftop mechanical equipment.* All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building volume and shall be required to be screened with material that matches the material used for the

principal structure and shall be at least as high as six (6) inches above the top most surface of the roof mounted structure.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. However, all mechanical equipment will be fully screened and integrated into the east façade of the building, ensuring that it remains unobtrusive and seamlessly part of the overall design.

c. *Setback regulations.* When a nonresidential use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, there shall be an additional setback required for any yard of that use which is contiguous to the residential property, as follows:

i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to one-half (½) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. The Project complies with the Downtown Core setback requirements.

d. *Bufferyard requirements.* Excluding parks, open space and conservation areas, when a use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, the property where the use is located shall be required to have a landscaped strip area and a physical barrier between it and the residential property. Such landscape strip shall meet the following requirements:

i. *Landscape strip requirements.* A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When walls are required on nonresidential property abutting an alley, required shrubbery shall be installed and located within the landscape area on the exterior of the wall.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. The Project complies with the Downtown Core setback requirements.

ii. *Parking restrictions.* No parking shall be located within twelve (12) feet of the property line, within the yard area required by the district in which the proposed nonresidential use is located, when such yard is contiguous to residential property.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts.

iii. *Dumpster regulations.* All solid waste refuse containers (dumpsters) shall be set back a minimum of twelve (12) feet from any property line which is contiguous to residential property, and shall be screened in accordance with the Dumpster requirements, as provided in Section 47-19, Accessory Uses, Buildings and Structures.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. However, refuse is internalized

within the building.

iv. *Wall requirements.* A wall shall be required on the nonresidential property, a minimum of five (5) feet in height, constructed in accordance with Section 47-19.5 and subject to the following:

a) Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5,

b) Shall be located within, and along the length of the property line which abuts the residential property,

c) When the nonresidential property is located adjacent to an alley such wall shall be located at least five (5) feet from the right-of-way line located closest to the nonresidential property,

d) When a utility, or other public purpose easement, on the nonresidential property precludes the construction of a wall, then an opaque fence, constructed in accordance with the standards described in Section 47-19.5, may be erected in lieu of the wall required by subsection iv. above. The use of an opaque fence as a physical barrier between nonresidential and residential property shall be reviewed and recommended by the city engineer.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts.

v. *Application to existing uses.* [*intentionally omitted*]

e. *Neighborhood compatibility and preservation.* In addition to the review requirements provided in subsections A.1, A.2 and A.3.a, b, c, and d, the following review criteria shall also apply as provided below:

i. All developments subject to this Sec. 47-25.3 shall comply with the following:

a) Development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. Refer to the DMP Narrative.

b) Consideration shall be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood, conflicts

with any applicable ULDR provision, then the provisions of the ULDR shall prevail. In order to ensure that a development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

Response: Neighborhood compatibility requirements do not apply to the Downtown Regional Activity Center Districts. Refer to the DMP Narrative.

ii. Reserved.

iii. Reserved.

iv. All development that is located on land within the CBA zoning districts;

AND

All development that is zoned RMM-25, RMH-25 and RMH-60 east of the Intracoastal Waterway;

AND

All nonresidential development lying east of the Intracoastal Waterway.

[*Intentionally omitted*]

Respectfully submitted,

Digitally signed by Stephanie J. Toothaker
Date: 2024.12.13 20:16:51 -05'00'

Stephanie J. Toothaker, Esq.

315 NE 3RD STREET - Project Description Narrative

DECEMBER 4, 2024

City of Fort Lauderdale
Urban Design and Planning
700 NW 19th Avenue
Fort Lauderdale, Florida 33311 954.828.6520

The proposed **315 NE 3rd Street** project is a 54-story, multi-family residential building located in the Downtown Core at the intersection of NE 3rd Street and NE 3rd Avenue. The building will offer a total of 607 residential units, including studios, 1-bedroom, 2-bedroom, and 3-bedroom apartments, along with ground-level commercial space designed to engage the urban streetscape.
Parking is provided within a 10-level podium, fully screened from view, ensuring the building's modern appearance. The ground level also accommodates internal loading and trash facilities to maintain a clean and efficient site layout.
Situated within the RAC-CC Zoning district in the Downtown Core Character Area, the design complies with the Downtown Masterplan Guidelines. The building's street section aligns with Local Streets Guidelines and does not fall within a Transition Zone.

The project thoughtfully addresses the surrounding urban fabric through its scale, façade articulation, and skyline impact. At the street level, commercial spaces are strategically positioned along the North and South facades to activate the sidewalk. Shade trees are incorporated along the streets, continuing the existing urban pattern and following the guidelines for local streets.

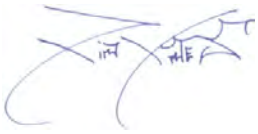
The scale and frontage of the podium are designed to minimize the visual impact of the lower levels, incorporating a combination of glazing, a white aluminum screen with a geometric pattern, and colored aluminum panels. The building features an expressive design with two "C" shapes, creating a striking visual element and a unique, dynamic silhouette. On the south side, a rooftop bar with double-height glazing and a terrace provides expansive views of the city. The inner surface of the "C" shapes is finished in bronze, and will be subtly illuminated from below, casting a soft glow that accentuates the building's presence on the skyline.

The tower itself is carefully articulated with the same "C" shapes, helping to draw the eye upward and add dynamic visual interest. The faces of the tower are modulated with white aluminum screening, complemented by open balconies and expansive glass facades on all four sides. These design elements work together to break up the massing, giving the tower a more refined, vertical profile.

All mechanical equipment will be fully screened and integrated into the East façade of the building, ensuring that it remains unobtrusive and seamlessly part of the overall design.

The design of **315 NE 3rd Street** represents a thoughtful integration of modern architecture with the surrounding urban environment. Through its innovative massing, dynamic façades, and attention to detail, the project enhances the skyline while offering high-quality residential units in a vibrant downtown location. The building's design successfully addresses its context, contributing to the growth and vitality of the city's core.

Cordially yours,



Jiro Yates
Vice President / Design Partner

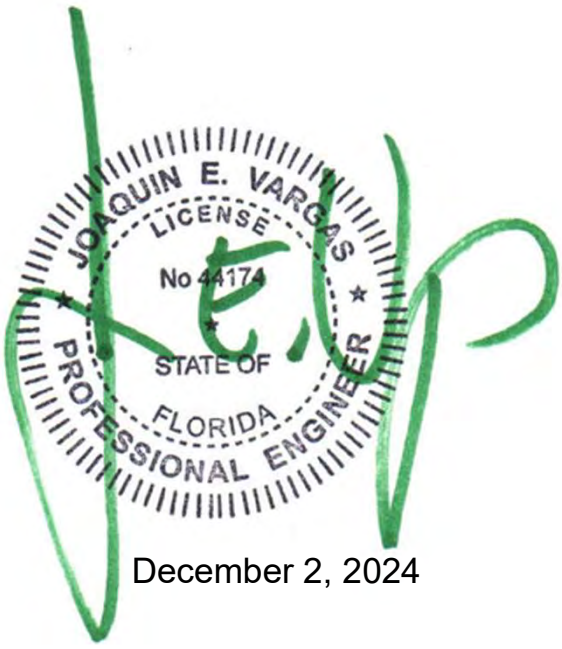
315 NE 3rd Street

Fort Lauderdale, Florida 33301

prepared for:

Arosa Developers

traffic statement



December 2, 2024

TRAFTECH ENGINEERING, INC.

December 2024

TRAFTECH
ENGINEERING, INC.

December 2, 2024

Mr. Alexander Lichtman
Arosa Developers
199 Lee Avenue Suite 787
Brooklyn, New York 11211

Re: 315 NE 3rd Street - Traffic Study

Dear Alex:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic impact study associated with the proposed residential development planned to be located on the south side of NE 3rd Street, east of NE 3rd Avenue in the City of Fort Lauderdale in Broward County, Florida. The traffic study documents the traffic impacts associated with the project.

It has been a pleasure working with Arosa Developers on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

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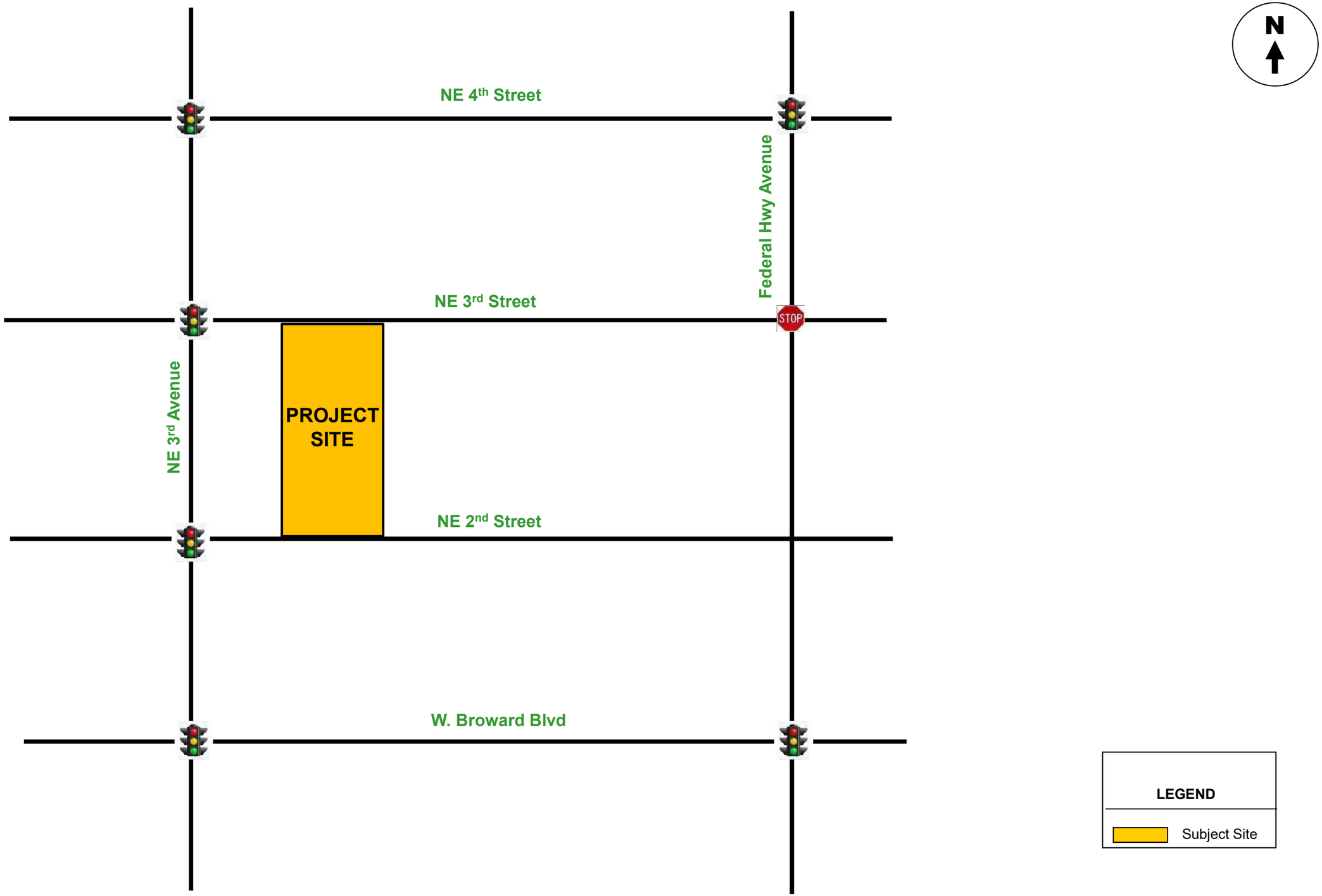
Appendix A: Site Plan & Traffic Methodology
Appendix B: Traffic Counts
Appendix C: Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments
Appendix D: Future Turning Movement Volumes
Appendix E: SYNCHRO Analyses

INTRODUCTION

315 NE 3rd Street is a proposed residential development planned to be located on the south side of NE 3rd Street, east of NE 3rd Avenue 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 Arosa Developers 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
315 NE 3rd Street
Fort Lauderdale, Florida

INVENTORY

Existing Land Use

The project site currently developed with a surface parking lot.

Proposed Land Uses and Access

The proposed development consists of the following land uses and intensity:

- 607 residential units (high rise)
- 3,726 square feet of retail use
- Parking garage

Access to the parking garage is planned via one full driveway on NE 3rd Street. The proposed residential development is anticipated to be built and occupied in 2028. 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

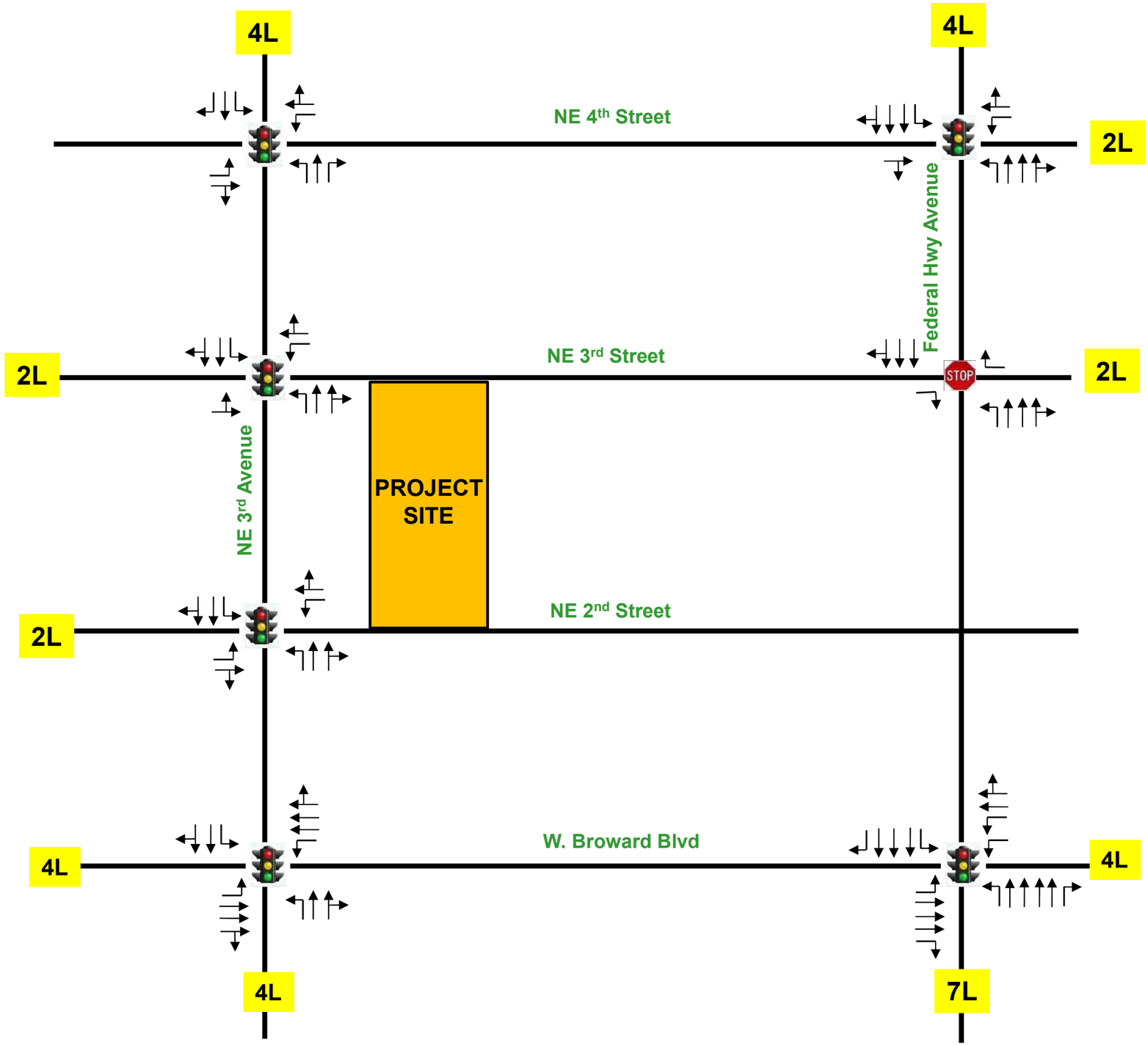
The roadway system located near the project site includes Federal Highway, NE 3rd Avenue, Broward Boulevard, NE 3rd Street, NE 4th Street, and NE 2nd Street. Federal Highway and Broward Boulevard are six-lane divided major arterials near the project site. NE 3rd Avenue is a four-lane undivided facility and NE 3rd Street, NE 4th Street, and NE 2nd Street are all two-lane local streets.

Nearby Intersections

Seven intersections plus the NE 3rd Street access driveway were identified as the locations that will be impacted the most by the proposed project. These seven intersections include:

1. NE 3rd Avenue and NE 4th Street (signalized)
2. N Federal Highway and NE 4th Street (signalized)
3. NE 3rd Avenue and NE 3rd Street (signalized)
4. N Federal Highway and NE 3rd Street (directional median opening)
5. NE 3rd Avenue and NE 2nd Street (signalized)
6. NE 3rd Avenue and Broward Boulevard (signalized)
7. N Federal Highway and Broward Boulevard (signalized)

Figure 2 shows the existing lane geometry of the seven 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
315 NE 3rd Street
Fort Lauderdale, Florida

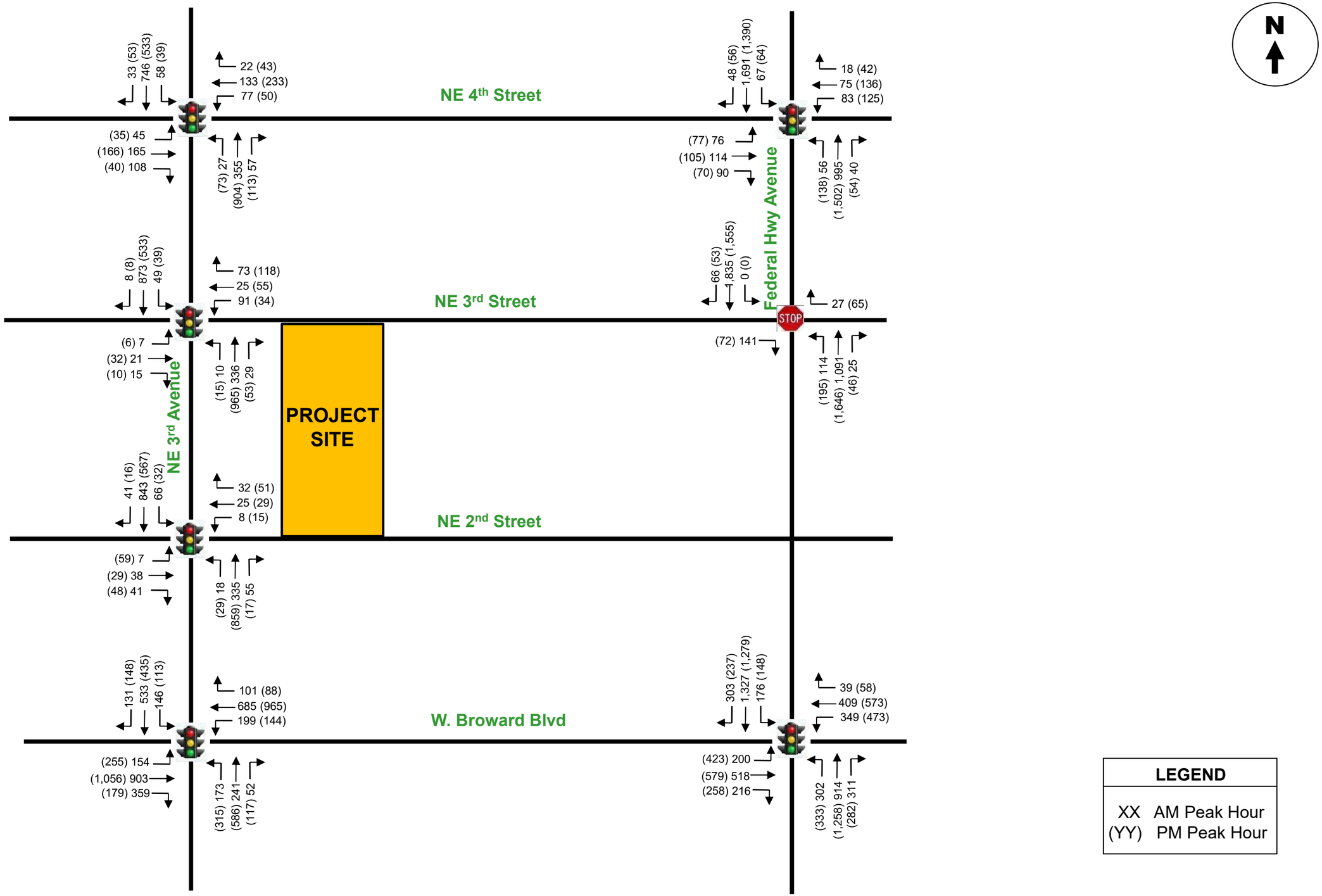
TRAFFIC COUNTS

Traf Tech Engineering, Inc., collected intersection turning movement counts at the seven study intersections. The intersection turning movement counts were collected on Thursday, November 7, 2024 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following seven intersections located near the project site:

1. NE 3rd Avenue and NE 4th Street
2. N Federal Highway and NE 4th Street
3. NE 3rd Avenue and NE 3rd Street
4. N Federal Highway and NE 3rd Street
5. NE 3rd Avenue and NE 2nd Street
6. NE 3rd Avenue and Broward Boulevard
7. N Federal Highway and Broward Boulevard

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 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.

Figure 3 shows the 2024 peak season AM and PM peak hour traffic volumes.



LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour

FIGURE 3
315 NE 3rd Street
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* (11th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed uses include ITE's Land Use 222 – Multifamily Housing (High Rise) Close to Rail Transit and ITE's Land Use 822 (Strip Retail Plaza <40K). Table 1 summarizes the project trips associated with the proposed residential development.

Table 1
315 NE 3rd Street
Trip Generation Analysis
Fort Lauderdale, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed								
Multi-Family Housing (High-Rise) [1]	607 DU	1,161	13	107	120	70	31	101
Retail <40K	3,726 SF	203	5	4	9	13	12	25
Total		**1,364**	**18**	**111**	**129**	**83**	**43**	**126**

Source: ITE Trip Generation Manual (11th Edition).

[1] *Close to rail transit service in a dense multi-use urban setting.*

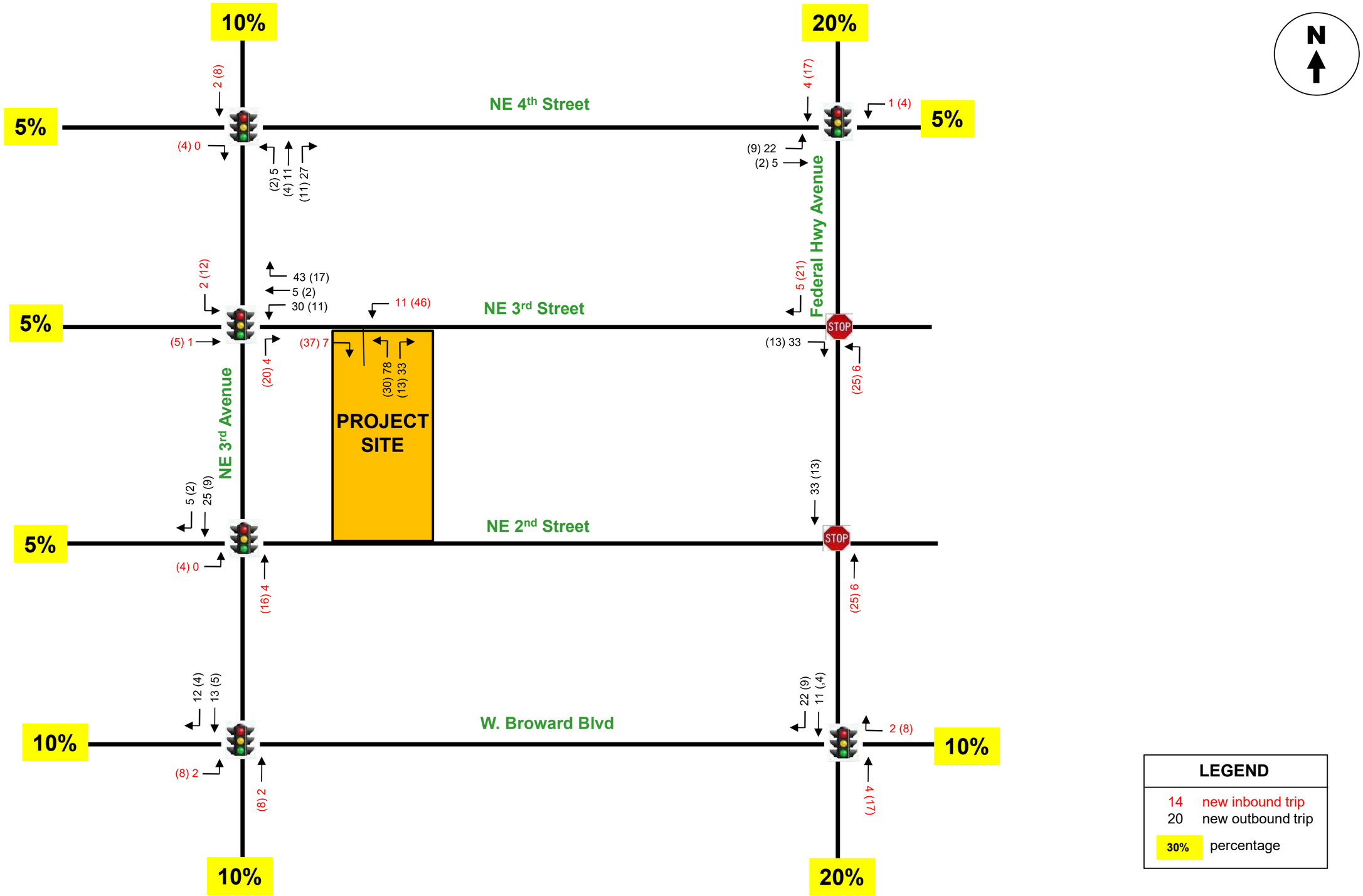
As indicated in Table 1, the trips generated by the proposed residential development consists of approximately 129 trips during the AM peak hour (18 inbound and 111 outbound) and approximately 126 trips during the PM peak hour (83 inbound and 43 outbound).

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 4th Street
- 5% to and from the west via NE 4th Street
- 10% to and from the east via Broward Boulevard
- 10% to and from the west via Broward Boulevard
- 5% to and from the west via NE 3rd Street
- 5% to and from the west via NE 2nd Street

The 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.



TRAFTECH ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

FIGURE 4
315 NE 3rd Street
Fort Lauderdale, Florida

TRAFFIC ANALYSIS

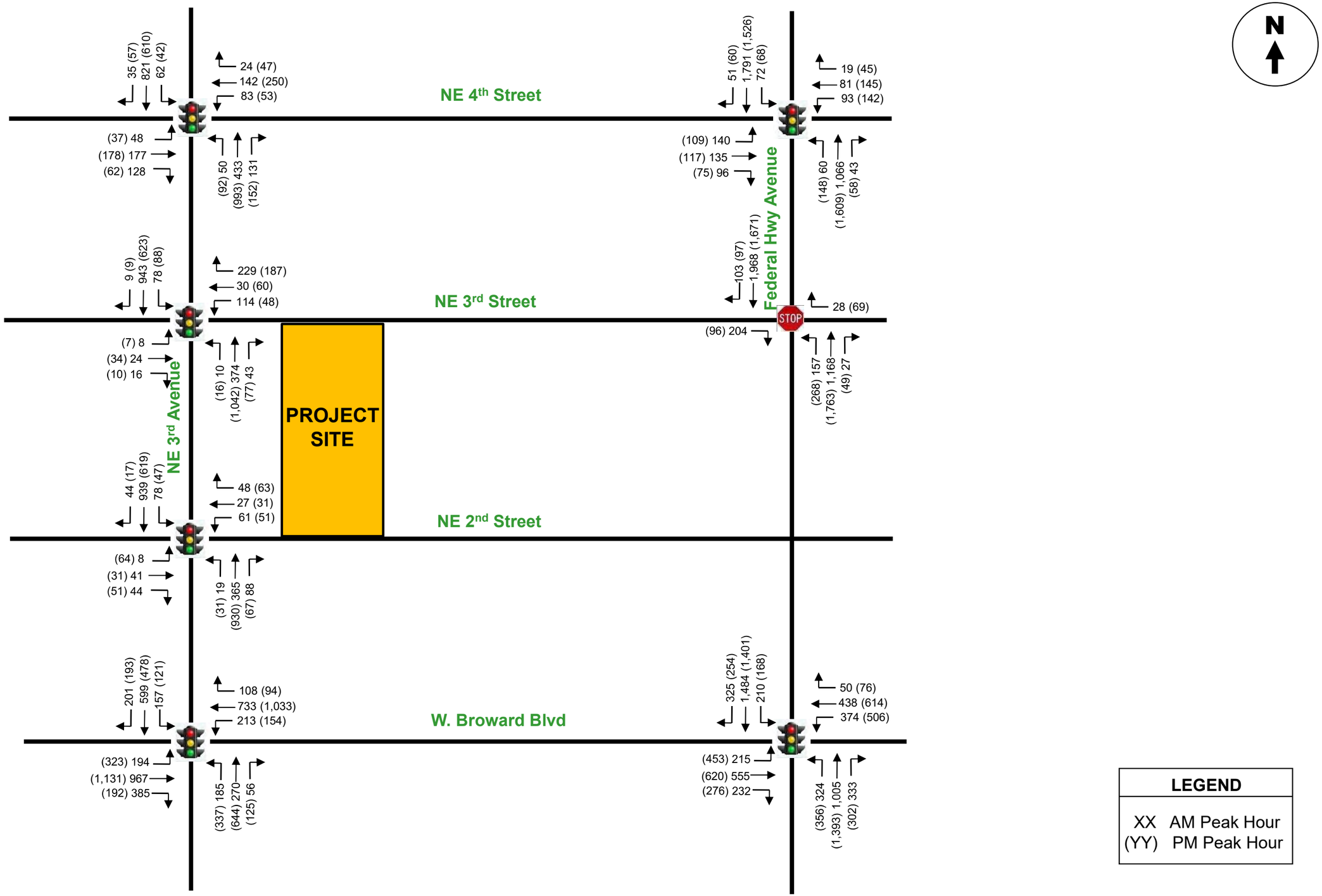
This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

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 2028 traffic volumes (project anticipated to be built and occupied by the year 2028), 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 November to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.06 is required to convert traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2024 peak season traffic volumes to the year 2028. 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 1.7% 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: 201 N. Federal Highway and 317 N. Federal Highway. The new trips generated by the proposed project (refer to Figure 4) were added to the 2028 background traffic in order to develop total traffic conditions.

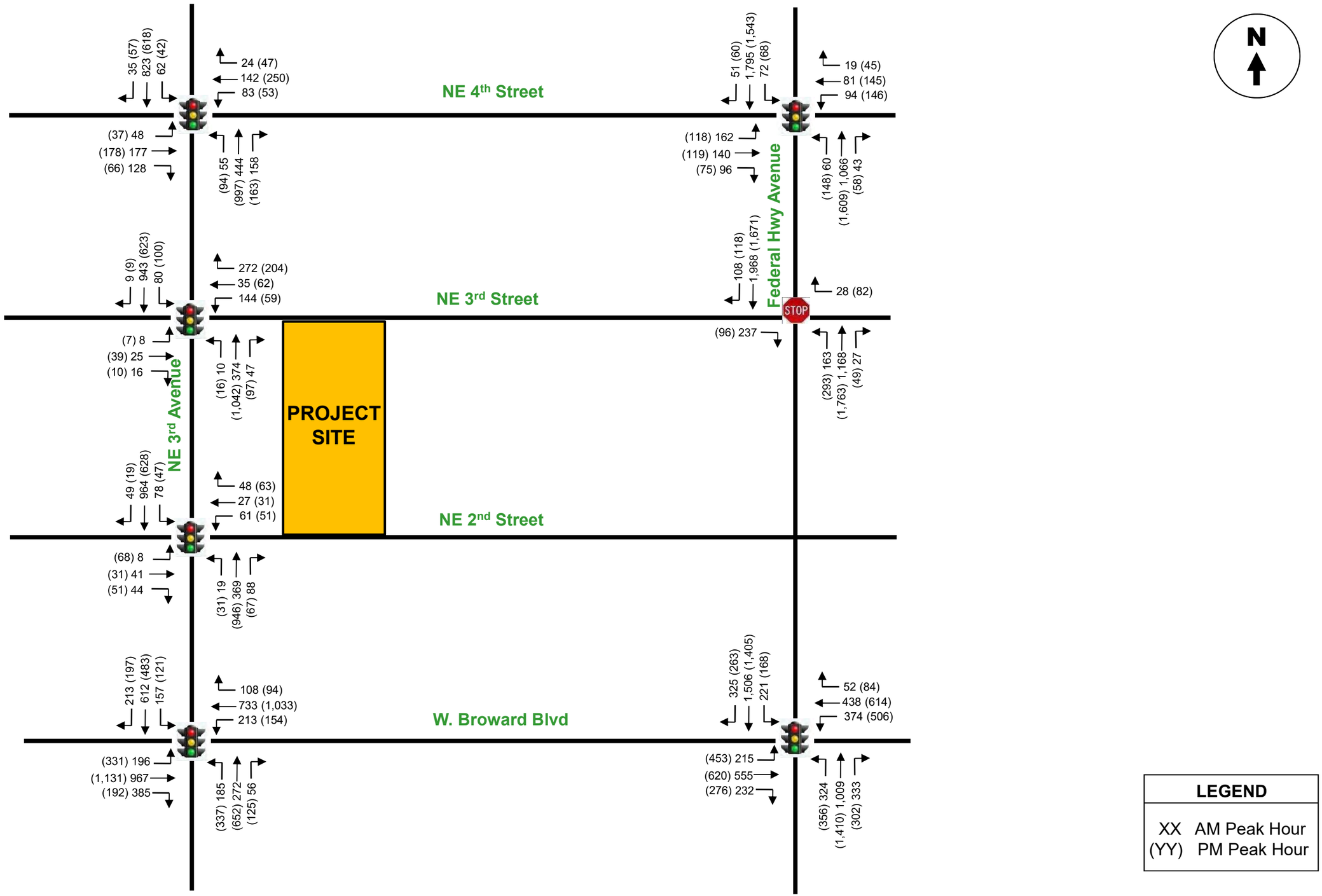
The future traffic projections for the study intersections (peak season adjustments, growth rates, committed development trips and project traffic) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2028 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the subject residential project.



TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC – Year 2028
AM & (PM) Peak Hour

FIGURE 5
315 NE 3rd Street
Fort Lauderdale, Florida



LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC VOLUMES with Project Trips
(Year 2028 Peak Season)

FIGURE 6
315 NE 3rd Street
Fort Lauderdale, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the seven study intersections and the residential driveway 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
315 NE 3rd Street

Intersection	2024 Existing	Future Traffic Conditions 2028 w/o Project	Future Traffic Conditions 2028 With Project
101: NE 3rd Avenue & NE 4th Street	B (B) 19.6 (11.7)	C (B) 30.9 (12.4)	C (B) 30.6 (12.4)
102: N Federal Highway & NE 4th Avenue	C (C) 23.2 (24.8)	C (C) 25.3 (28.3)	C (C) 26.0 (29.2)
103: NE 3rd Avenue & NE 3rd Street	A (A) 5.5 (5.1)	A (A) 8.7 (6.7)	B (A) 11.5 (7.5)
104: N. Federal Highway & NE 3rd Street EB WB	 C (C) 18.6 (15.1) B (B) 11.4 (14.7)	 D (C) 25.6 (17.0) B (B) 11.6 (15.5)	 D (C) 30.3 (17.1) B (C) 11.6 (15.9)
105: NE 3rd Avenue & NE 2nd Street	A (A) 3.9 (4.6)	A (A) 4.8 (4.9)	A (A) 4.7 (4.9)
106: Broward Boulevard & NE 3rd Avenue	D (D) 51.7 (52.6)	E (E) 72.2 (64.9)	E (E) 75.9 (66.2)
107: Broward Boulevard & Federal Highway	E (F) 66.0 (86.7)	E (F) 75.1 (101.6)	E (F) 76.1 (102.5)
201: NE 3rd Street & Driveway			B (B) 12.2 (14.1)

Source: Highway Capacity Manual 7th 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 2028 with the proposed project in place, except for two intersection, Broward Boulevard & NE 3rd Avenue and N Federal Highway and Broward Boulevard. These intersections are projected to operate deficiently without the project in place. The increase in delay due to the project trips is less than four (4) seconds (minimal impacts).

The computer printouts of the intersection capacity analyses are contained in Appendix E.

Transit Services

Currently, Broward County Transit (BCT) routes 10, 20, and 50 serve the study area. BCT Route 50 travels north and south along NE 3rd Avenue. For northbound traffic, there is a bus stop on the east side of NE 3rd Avenue, just north of NE 3rd Street. For southbound traffic, there is a bus stop on the west side of NE 3rd Avenue, just north of NE 3rd Street. Pedestrian features are provided at the intersection of NE 3rd Street and NE 3rd Avenue.

CONCLUSIONS AND RECOMMENDATIONS

315 NE 3rd Street is a proposed residential development planned to be located on the south side of NE 3rd Street, east of NE 3rd Avenue in the City of Fort Lauderdale in Broward County, Florida. The site will be re-developed with the following land uses and intensities:

- 607 residential units (high rise)
- 3,726 square feet of retail use
- Parking garage

Access to the site consists of one full-access driveway on NE 3rd Street. The conclusions of the traffic study are presented below:

- The project trips anticipated to be generated by the proposed residential development consist of approximately 129 trips during the AM peak hour (18 inbound and 111 outbound) and approximately 126 trips during the PM peak hour (83 inbound and 43 outbound).

- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, with two exceptions. The exceptions are Broward Boulevard & NE 3rd Avenue and N Federal Highway and Broward Boulevard. The impacts created by the subject residential development to these two deficient intersections is minimal (less than 4 seconds of additional delay).

Based on the above, the proposed project will not have a negative effect to traffic conditions near the project site.

APPENDIX A

Site Plan & Methodology



1 SITE PLAN
1" = 20'-0"

SITE PLAN DATA

A. LAND USE DESIGNATION — DOWNTOWN REGIONAL ACTIVITY CENTER

B. ZONING DESIGNATION — RAC-CC

C. SITE AREA - GROSS — 27,624 SF (0.634 ACRES)

D. WATER/WASTEWATER SERVICE PROVIDER — CITY OF FORT LAUDERDALE

E. RESIDENTIAL DEVELOPMENT DWELLING UNIT BREAKDOWN AND TYPE:

STUDIO (400-561 SF)	210 UNITS
1 BEDROOM (459 - 854 SF)	210 UNITS
2 BEDROOM (809-1116 SF)	172 UNITS
3 BEDROOM (1,416 SF)	15 UNITS
TOTAL	607 UNITS

F. NON-RESIDENTIAL FLOOR AREA
COMMERCIAL — 3,727 SF

G. PARKING DATA (SELF-PARK LEVELS 02 TO 08, VALET LEVEL 09 TO 10)

PARKING REQUIRED

RESIDENTIAL	1.PER DWELLING UNIT = 607 SPACES
COMMERCIAL	EXEMPT
TOTAL	607 PARKING SPACES REQUIRED

PARKING PROVIDED	STANDARD	COMPACT	ADA/FHA	PARALLEL	D/STACK	T/STACK	TOTAL
LEVEL 02	36	7	4	0	0	0	47
LEVEL 03	39	4	4	1	0	0	48
LEVEL 04	39	4	4	1	0	0	48
LEVEL 05	47	4	0	1	0	0	52
LEVEL 06	47	4	0	1	0	0	52
LEVEL 07	47	4	0	1	0	0	52
LEVEL 08	47	4	0	1	0	0	52
LEVEL 09	0	3	0	1	0	144	148
LEVEL 10	5	3	0	0	14	138	160
TOTAL PROVIDED	307	37	12	7	14	282	*659

*NOTE 1: 52 PARKING SPACES WILL BE PROVIDED FOR "NOLA LOFT" BUILDING.

H. LOADING ZONES — NOT REQUIRED

J. BUILDING FOOTPRINT COVERAGE — 25,053 SF
TOWER FLOOR PLATE AREA — 12,491 SF

K. F.A.R.

LEVEL 01 GROUND LEVEL	22,407 SF
LEVEL 02 GARAGE	23,430 SF
LEVEL 03-09 GARAGE (23,539 x 7)	164,773 SF
LEVEL 10 GARAGE	21,602 SF
LEVEL 11 AMENITY	6,872 SF
LEVEL 11.5 AMENITY	6,872 SF
LEVEL 12 AMENITY	7,736 SF
LEVEL 13-40 (U.O.N - 28 LEVELS) 11,259 SF X 28	315,252 SF
LEVEL 41-52 (U.O.N - 12 LEVELS) 11,259 SF X 12	135,108 SF
LEVEL 53-54 (U.O.N. -2 LEVELS) 11,259 SF X 2	22,518 SF
LEVEL ROOF	9,760 SF
TOTAL F.A.R. SQUARE FOOTAGE	736,330 SF
736,330 SF / 27,624 SF =	26.65 F.A.R.

L. NUMBER OF STORIES= — 54 STORIES

M. BUILDING HEIGHT OVERALL= — 600'-0" ABOVE FINISH GROUND FLOOR / 607.4' NAVD

N. BUILDING YARDS

	REQUIRED	PROVIDED
FRONT - NORTH	35' FEET TO ROAD CL	36'-10" FEET
FRONT - SOUTH	35' FEET TO ROAD CL	37'- 0" FEET
SIDE - EAST	0' FEET	0' FEET
SIDE - WEST	0' FEET	0' FEET

P. OPEN SPACE

	REQUIRED	PROVIDED
OPEN SPACE	27,624 SF x 10% = **2,762 SF**	16,885 SF @ AMENITY DECK 3,403 SF @ GRADE **20,288 SF TOTAL**
	40% REQ'D @ GRADE 2,762 SF x 40% = 1,105 SF	**3,403 SF @ GRADE**
LANDSCAPING ON SITE	2,762 SF x 25% = **690 SF**	1390 SF (ON SITE)
ROW	690 SF x 75% = 517 SF (75% WITHIN ROW MAY COUNT) 932 SF x 75%= 699 SF	699 SF (ROW) **2,089 SF**

Q. TYPE OF CONSTRUCTION — TYPE 1-A, SPRINKLERED
(# OF STORIES AND AREA "UNLIMITED" TABLES 504.3a AND 504.4)

LEGAL DESCRIPTION

A PORTION OF LOTS 13, 14, 15 AND 16, BLOCK "B", GEO M. PHIPPEN'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "B", PAGE 146, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF SAID LOT 13, THENCE N00°02'35"E ALONG THE EAST LINE OF SAID LOTS 13 AND 14 FOR 285.00 FEET; THENCE S89°57'54"W ALONG THE SOUTH RIGHT OF WAY LINE OF NE 3RD STREET SAID RIGHT OF WAY BEING 15 FEET SOUTH OF AND PARALLEL WITH LOTS 14 AND 16 FOR 104.00 FEET; THENCE S00°02'35"W ALONG THE WEST LINE OF SAID LOT 16 FOR 135.00 FEET TO THE SOUTHWEST CORNER OF LOT 16; THENCE N89°57'54"E ALONG THE SOUTH LINE OF SAID LOT 16 FOR 13.44 FEET; THENCE S00°02'35"W ALONG A LINE 13.44 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 15 FOR 150.00 FEET; THENCE N89°57'54"E ALONG THE SOUTH LINE OF SAID LOTS 15 AND 13, ALSO BEING THE NORTH RIGHT OF WAY LINE OF N.E. 2ND STREET FOR 90.56 FEET TO THE POINT OF BEGINNING.

CODE DATA

1. PROJECT SHALL BE PERMITTED UNDER THE 2023 FLORIDA BUILDING CODE, 8TH EDITION. AND COMPLY WITH FAIR HOUSING ACT DESIGN PRINCIPLES WHERE APPLICABLE.

2. OCCUPANCIES UNDER THE BUILDING PERMIT SHALL BE CLASSIFIED "B", "S-2", "A-2", AND "R-2" PER FBC 2023 CHAPTER 3.

3. PARKING GARAGE SHALL BE "CLOSED" AND MECHANICALLY VENTILATED PER FBC 2023 SECTION 406.6.

4. LIFE SAFETY PLANS UNDER THE BUILDING PERMIT SHALL BE SUBJECT TO FBC 2023, CHAPTER 10 MEANS OF EGRESS - TYPICAL ALL FLOORS.

5. BUILDING SEPARATIONS SHALL COMPLY WITH FBC 2023 CHAPTER 6, TABLES 601 AND 705.5.

6. EXTERIOR WALL OPENINGS SHALL COMPLY WITH FBC 2023 CHAPTER 7, TABLE 705.8.

7. PARKING GARAGE SLOPES SHALL COMPLY WITH ULDR SECTION 47-20.9.A.

8. DUMPSTERS SHALL COMPLY WITH ULDR SECTION 47-19.4.

TRANSPORTATION AND MOBILITY

1. BICYCLE PARKING:

A. BIKE INTEIROR (B.I.) SPACES = 88 PROVIDED FOR 607 UNITS (809 BEDROOMS)

SPECIFICATION: ULTRA SPACE SAVER SQUARED - WALL MOUNTED - VERTICAL BIKE RACK FROM THE PARK ABD FACILITIES CATALOG OR APPROVED EQUAL

FIRE PROTECTION

1. PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA SEVENTH EDITION AND THE FLORIDA BUILDING CODE 2023

2. PER FBC 903.2.11.3. THE BUILDING SHALL HAVE FIRE SPRINKLERS.

POLICE

1. ALL EXTERIOR WINDOWS AND DOORS SHALL BE IMPACT RATED.

2. STAIRWELLS SHALL BE EGRESS ONLY ON GROUND LEVEL.

3. BUILDING SHALL BE FITTED WITH INTERCOM/VIDEO ACCESS CONTROL SYSTEMS AT ENTRY/EXIT POINTS, ELEVATORS, PARKING GARAGE, AND COMMON AREAS.

4. EACH RESIDENTIAL AND COMMERCIAL UNIT SHALL BE WIRED FOR A MONITORED SECURITY SYSTEM AND THE POOL DECK SHALL INCORPORATE SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN FROM ACCESSING THE POOL.

5. ELEVATORS SHALL BE ACCESS CONTROLLED.

6. UNIT ENTRY DOORS SHALL BE SOLID, IMPACT RESISTANT WITH DEADBOLT AND SHALL EACH BE FITTED WITH 180 DEGREE PEEPHOLE DOOR VIEWERS.

7. ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL, AND MAINTENANCE ROOMS WHERE APPLICABLE.

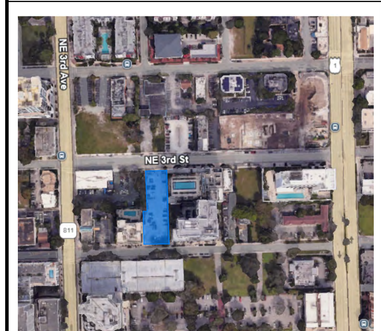
8. THE INTERIOR OF THE GARAGE SHALL BE PAINTED A LIGHT COLOR.

9. EMERGENCY COMMUNICATION DEVICES SHALL BE PLACED IN THE PARKING GARAGE, POOL, AND COMMON AREAS.

10. PARKING GARAGE SHALL PROVIDE ACCESS CONTROL FOR RESIDENTS.

NOTES

AERIAL



FSMY ARCHITECTS + PLANNERS
888 SOUTH ANDREWS AVE. SUITE 300
FORT LAUDERDALE, FLORIDA 33316
PH:(954)764-6575 FAX:(954)764-8622

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CA # AAC000447

DESIGNED	DRAWN	CHECKED
Designer	Author	Checker

R E V I S I O N S

DATE:	COMM:
12/02/2024	24020

315 NE 3RD STREET

315 NE 3RD STREET

SITE PLAN

SITE PLAN APPROVAL

AR-001

12/2/2024 12:36:33 PM

315 NE 3rd Street – Fort Lauderdale

Traffic Methodology Meeting

10/31/24 with B. Restrepo

A full traffic study is needed

- Multi-family Housing (High-Rise) in a dense multi use urban setting and close to rail transit.
- Must account for retail
- Pass-by and Internalization
- No Multimodal reduction since we are using the "close to rail" setting

Intersections

- NE 3rd Avenue
    - 4th Street
    - 3rd Street
    - 2nd Street
    - Broward
- US 1
    - 4th Street
    - 3rd Street
    - Broward

Projects to be Included in background

- 201 N. Federal Highway
- 317 N. Federal Highway

APPENDIX B

Traffic Counts

Traff Tech Engineering Inc.

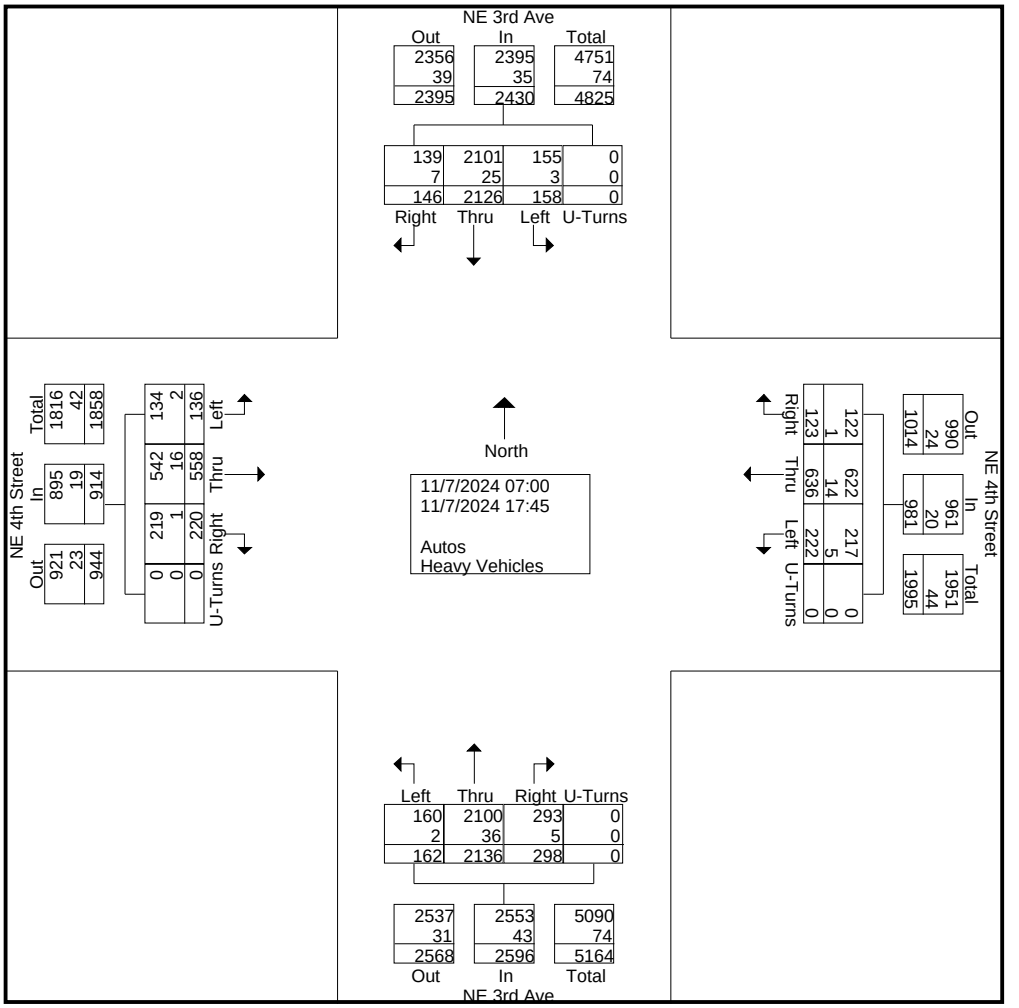
File Name : 1- NE 3rd Ave & NE 4th St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

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	7	78	4	0	89	4	12	7	0	23	16	87	2	0	105	5	20	5	0	30	247
07:15	3	113	10	0	126	3	18	20	0	41	10	65	4	0	79	9	22	4	0	35	281
07:30	6	150	11	0	167	5	28	16	0	49	5	68	6	0	79	17	30	4	0	51	346
07:45	9	157	4	0	170	7	28	16	0	51	10	76	4	0	90	20	30	13	0	63	374
Total	25	498	29	0	552	19	86	59	0	164	41	296	16	0	353	51	102	26	0	179	1248
08:00	7	175	8	0	190	2	31	19	0	52	11	85	5	0	101	21	37	11	0	69	412
08:15	8	90	5	0	103	3	35	20	0	58	13	78	7	0	98	16	15	6	0	37	296
08:30	11	286	27	0	324	11	34	13	0	58	13	97	6	0	116	52	73	17	0	142	640
08:45	5	153	15	0	173	5	25	21	0	51	17	75	7	0	99	13	31	8	0	52	375
Total	31	704	55	0	790	21	125	73	0	219	54	335	25	0	414	102	156	42	0	300	1723
*** BREAK ***																					
16:00	9	89	8	0	106	6	48	12	0	66	24	173	9	0	206	7	28	9	0	44	422
16:15	10	111	11	0	132	10	51	8	0	69	22	156	11	0	189	12	34	12	0	58	448
16:30	15	107	3	0	125	9	51	15	0	75	22	178	20	0	220	4	32	7	0	43	463
16:45	11	117	5	0	133	12	45	11	0	68	24	192	17	0	233	7	47	7	0	61	495
Total	45	424	27	0	496	37	195	46	0	278	92	699	57	0	848	30	141	35	0	206	1828
17:00	12	104	8	0	124	11	64	8	0	83	18	223	22	0	263	9	37	14	0	60	530
17:15	13	121	5	0	139	9	59	12	0	80	32	246	19	0	297	10	29	7	0	46	562
17:30	14	161	19	0	194	9	52	16	0	77	33	192	11	0	236	12	44	5	0	61	568
17:45	6	114	15	0	135	17	55	8	0	80	28	145	12	0	185	6	49	7	0	62	462
Total	45	500	47	0	592	46	230	44	0	320	111	806	64	0	981	37	159	33	0	229	2122
Grand Total	146	2126	158	0	2430	123	636	222	0	981	298	2136	162	0	2596	220	558	136	0	914	6921
Apprch %	6	87.5	6.5	0		12.5	64.8	22.6	0		11.5	82.3	6.2	0		24.1	61.1	14.9	0		
Total %	2.1	30.7	2.3	0	35.1	1.8	9.2	3.2	0	14.2	4.3	30.9	2.3	0	37.5	3.2	8.1	2	0	13.2	
Autos	139	2101	155	0	2395	122	622	217	0	961	293	2100	160	0	2553	219	542	134	0	895	6804
% Autos	95.2	98.8	98.1	0	98.6	99.2	97.8	97.7	0	98	98.3	98.3	98.8	0	98.3	99.5	97.1	98.5	0	97.9	98.3
Heavy Vehicles	7	25	3	0	35	1	14	5	0	20	5	36	2	0	43	1	16	2	0	19	117
% Heavy Vehicles	4.8	1.2	1.9	0	1.4	0.8	2.2	2.3	0	2	1.7	1.7	1.2	0	1.7	0.5	2.9	1.5	0	2.1	1.7

Traff Tech Engineering Inc.

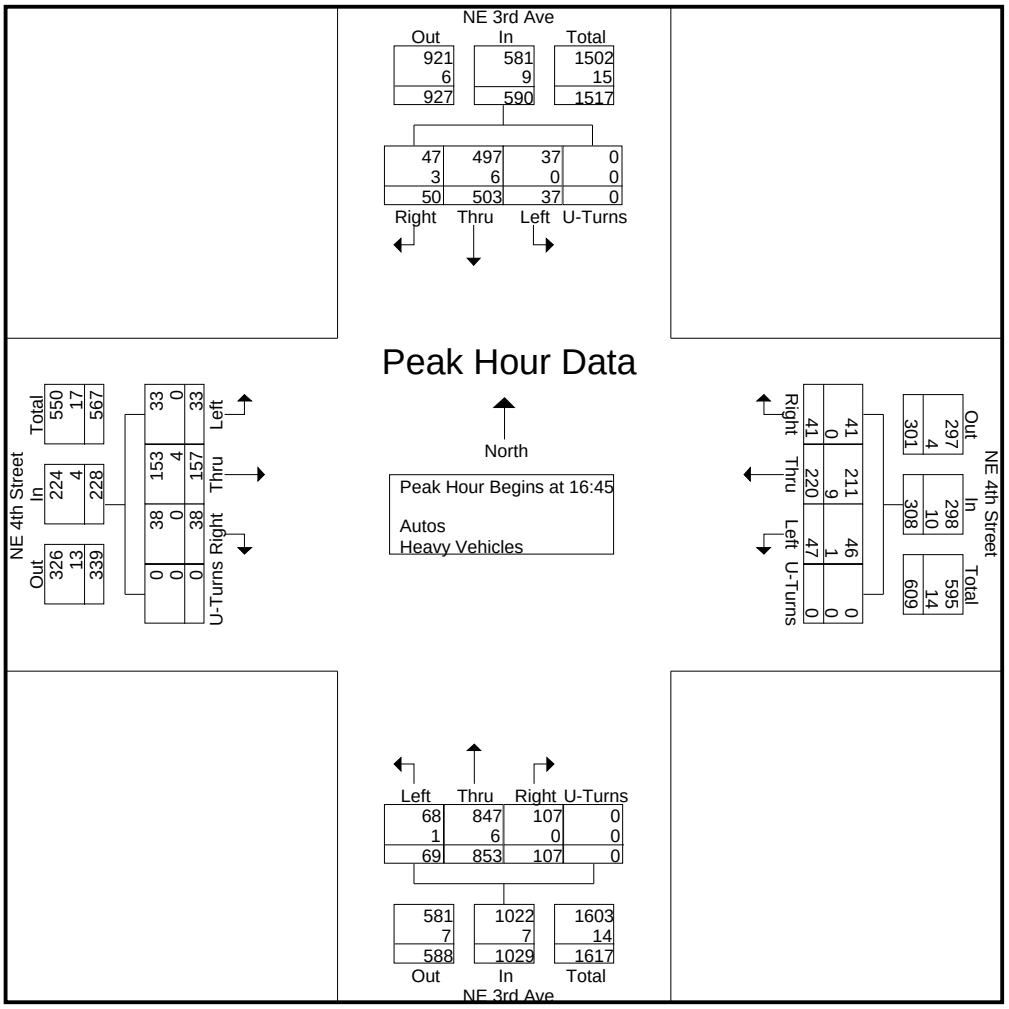
File Name : 1- NE 3rd Ave & NE 4th St
Site Code : 00000000
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Traff Tech Engineering Inc.

File Name : 1- NE 3rd Ave & NE 4th St
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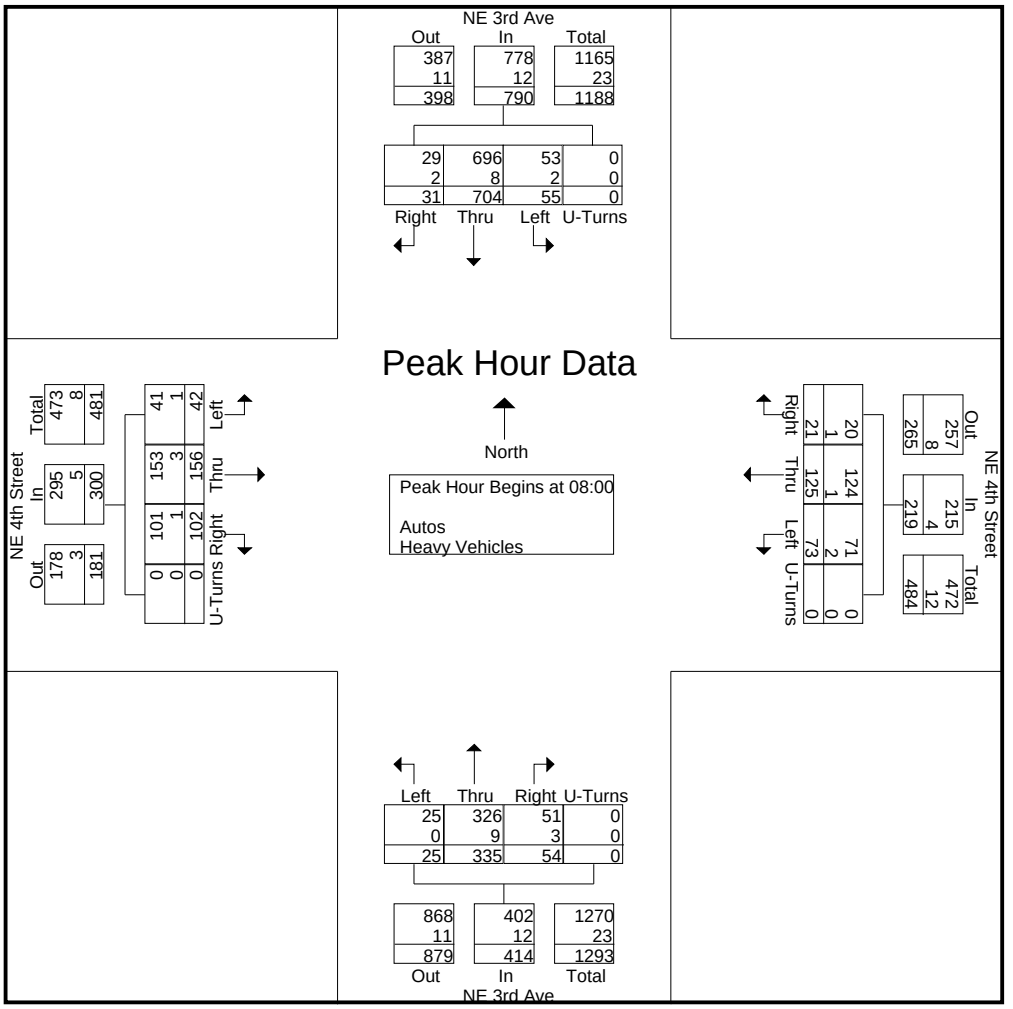
	NE 3rd Ave From North					NE 4th Street From East					NE 3rd Ave From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	11	117	5	0	133	**12**	45	11	0	68	24	192	17	0	233	7	**47**	7	0	**61**	495
17:00	12	104	8	0	124	11	**64**	8	0	**83**	18	223	**22**	0	263	9	37	**14**	0	60	530
17:15	13	121	5	0	139	9	59	12	0	80	32	**246**	19	0	**297**	10	29	7	0	46	562
17:30	**14**	**161**	**19**	0	**194**	9	52	**16**	0	77	**33**	192	11	0	236	**12**	44	5	0	61	**568**
Total Volume	50	503	37	0	590	41	220	47	0	308	107	853	69	0	1029	38	157	33	0	228	2155
% App. Total	8.5	85.3	6.3	0		13.3	71.4	15.3	0		10.4	82.9	6.7	0		16.7	68.9	14.5	0		
PHF	.893	.781	.487	.000	.760	.854	.859	.734	.000	.928	.811	.867	.784	.000	.866	.792	.835	.589	.000	.934	.949
Autos	47	497	37	0	581	41	211	46	0	298	107	847	68	0	1022	38	153	33	0	224	2125
% Autos	94.0	98.8	100	0	98.5	100	95.9	97.9	0	96.8	100	99.3	98.6	0	99.3	100	97.5	100	0	98.2	98.6
Heavy Vehicles	3	6	0	0	9	0	9	1	0	10	0	6	1	0	7	0	4	0	0	4	30
% Heavy Vehicles	6.0	1.2	0	0	1.5	0	4.1	2.1	0	3.2	0	0.7	1.4	0	0.7	0	2.5	0	0	1.8	1.4



Traff Tech Engineering Inc.

File Name : 1- NE 3rd Ave & NE 4th St
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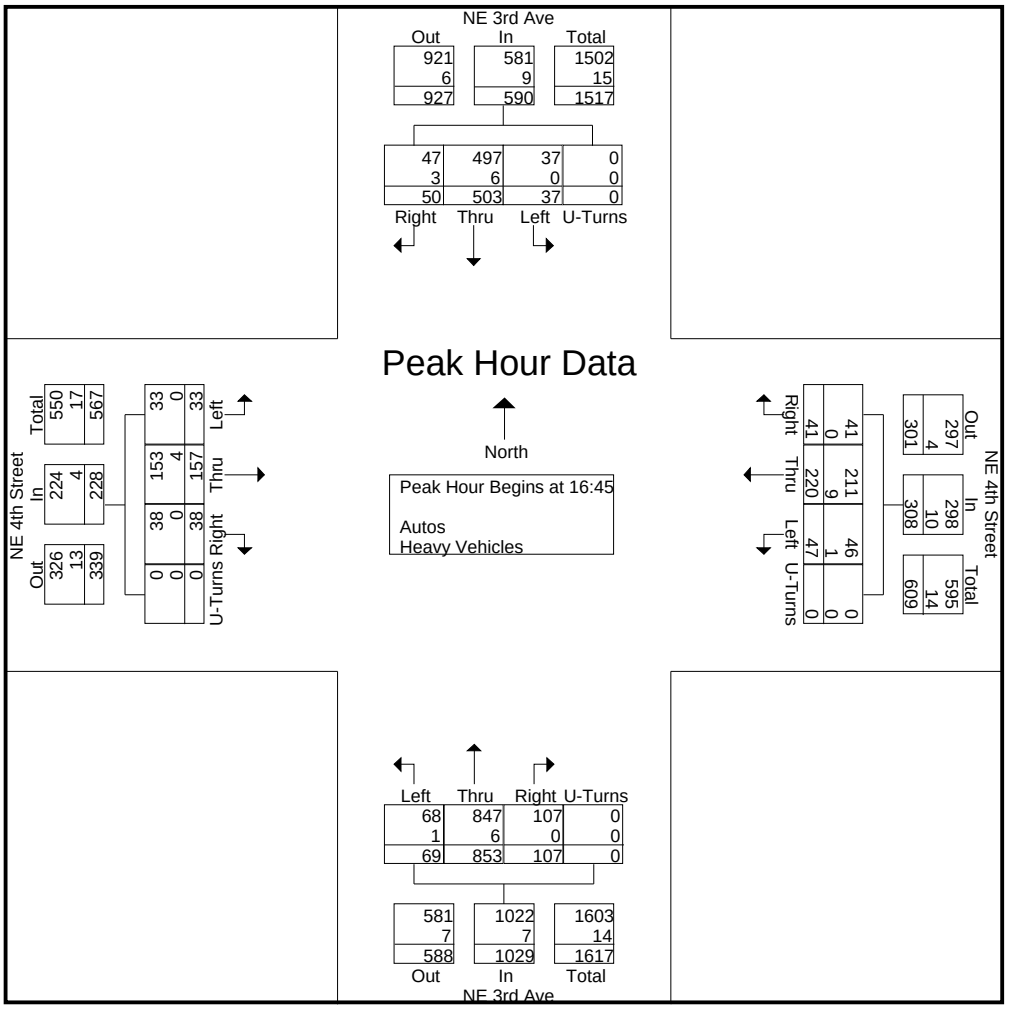
	NE 3rd Ave From North					NE 4th Street From East					NE 3rd Ave From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	7	175	8	0	190	2	31	19	0	52	11	85	5	0	101	21	37	11	0	69	412
08:15	8	90	5	0	103	3	**35**	20	0	**58**	13	78	**7**	0	98	16	15	6	0	37	296
08:30	**11**	**286**	**27**	0	**324**	**11**	34	13	0	58	13	**97**	6	0	**116**	**52**	**73**	**17**	0	**142**	**640**
08:45	5	153	15	0	173	5	25	**21**	0	51	**17**	75	7	0	99	13	31	8	0	52	375
Total Volume	31	704	55	0	790	21	125	73	0	219	54	335	25	0	414	102	156	42	0	300	1723
% App. Total	3.9	89.1	7	0		9.6	57.1	33.3	0		13	80.9	6	0		34	52	14	0		
PHF	.705	.615	.509	.000	.610	.477	.893	.869	.000	.944	.794	.863	.893	.000	.892	.490	.534	.618	.000	.528	.673
Autos	29	696	53	0	778	20	124	71	0	215	51	326	25	0	402	101	153	41	0	295	1690
% Autos	93.5	98.9	96.4	0	98.5	95.2	99.2	97.3	0	98.2	94.4	97.3	100	0	97.1	99.0	98.1	97.6	0	98.3	98.1
Heavy Vehicles	2	8	2	0	12	1	1	2	0	4	3	9	0	0	12	1	3	1	0	5	33
% Heavy Vehicles	6.5	1.1	3.6	0	1.5	4.8	0.8	2.7	0	1.8	5.6	2.7	0	0	2.9	1.0	1.9	2.4	0	1.7	1.9



Traff Tech Engineering Inc.

File Name : 1- NE 3rd Ave & NE 4th St
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	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	11	117	5	0	133	**12**	45	11	0	68	24	192	17	0	233	7	**47**	7	0	**61**	495
17:00	12	104	8	0	124	11	**64**	8	0	**83**	18	223	**22**	0	263	9	37	**14**	0	60	530
17:15	13	121	5	0	139	9	59	12	0	80	32	**246**	19	0	**297**	10	29	7	0	46	562
17:30	**14**	**161**	**19**	0	**194**	9	52	**16**	0	77	**33**	192	11	0	236	**12**	44	5	0	61	**568**
Total Volume	50	503	37	0	590	41	220	47	0	308	107	853	69	0	1029	38	157	33	0	228	2155
% App. Total	8.5	85.3	6.3	0		13.3	71.4	15.3	0		10.4	82.9	6.7	0		16.7	68.9	14.5	0		
PHF	.893	.781	.487	.000	.760	.854	.859	.734	.000	.928	.811	.867	.784	.000	.866	.792	.835	.589	.000	.934	.949
Autos	47	497	37	0	581	41	211	46	0	298	107	847	68	0	1022	38	153	33	0	224	2125
% Autos	94.0	98.8	100	0	98.5	100	95.9	97.9	0	96.8	100	99.3	98.6	0	99.3	100	97.5	100	0	98.2	98.6
Heavy Vehicles	3	6	0	0	9	0	9	1	0	10	0	6	1	0	7	0	4	0	0	4	30
% Heavy Vehicles	6.0	1.2	0	0	1.5	0	4.1	2.1	0	3.2	0	0.7	1.4	0	0.7	0	2.5	0	0	1.8	1.4



Traff Tech Engineering Inc.

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Groups Printed- Peds & Bikes

	NE 3rd Ave From North				NE 4th Street From East				NE 3rd Ave From South				NE 4th Street From West				
Start Time																	Int. Total
07:00	0	0	0	3	3	0	0	5	0	0	0	2	1	0	0	2	16
07:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	7
07:30	2	0	0	1	0	0	0	20	0	0	0	3	0	0	0	1	27
07:45	0	0	0	6	0	0	0	6	0	0	0	0	1	0	0	2	15
Total	2	0	0	12	3	0	0	33	0	0	0	5	2	0	0	8	65
08:00	0	0	0	4	2	0	0	11	0	0	0	2	1	0	0	1	21
08:15	1	0	0	5	0	0	0	8	0	0	0	0	0	0	0	2	16
08:30	0	0	0	0	2	0	0	1	1	0	0	3	1	0	0	2	10
08:45	0	0	0	2	0	0	0	4	0	0	0	2	0	0	0	0	8
Total	1	0	0	11	4	0	0	24	1	0	0	7	2	0	0	5	55
*** BREAK ***																	
16:00	0	0	0	4	1	0	0	0	0	0	0	2	1	0	0	2	10
16:15	1	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	7
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
16:45	0	0	0	4	0	0	0	3	1	0	0	2	1	0	0	2	13
Total	1	0	0	10	1	0	0	7	1	0	0	5	2	0	0	6	33
17:00	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	9	12
17:15	0	0	0	10	0	0	0	4	0	0	0	6	5	0	0	7	32
17:30	0	0	0	7	0	0	0	1	1	0	0	4	0	0	0	3	16
17:45	0	0	0	4	0	0	0	0	0	0	0	1	3	0	0	0	8
Total	0	0	0	23	0	0	0	5	1	0	0	11	9	0	0	19	68
Grand Total	4	0	0	56	8	0	0	69	3	0	0	28	15	0	0	38	221
Apprch %	6.7	0	0	93.3	10.4	0	0	89.6	9.7	0	0	90.3	28.3	0	0	71.7	
Total %	1.8	0	0	25.3	3.6	0	0	31.2	1.4	0	0	12.7	6.8	0	0	17.2	

Traff Tech Engineering Inc.

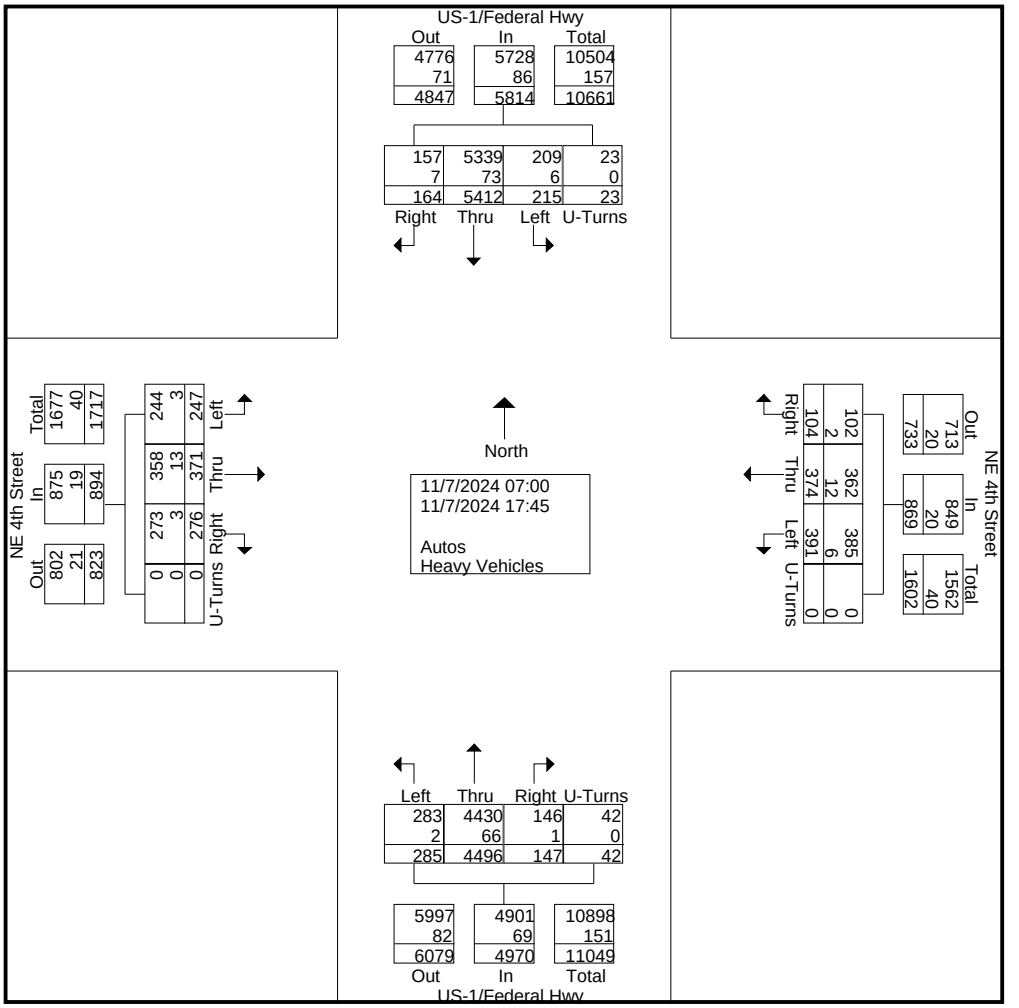
File Name : 2- US-1 & NE 4th St
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Groups Printed- Autos - Heavy Vehicles

	US-1/Federal Hwy From North					NE 4th Street From East					US-1/Federal Hwy 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	226	10	0	242	2	6	14	0	22	6	158	3	2	169	18	10	8	0	36	469
07:15	6	307	26	0	339	5	11	17	0	33	4	206	6	2	218	18	17	8	0	43	633
07:30	6	361	21	1	389	13	22	28	0	63	5	252	5	1	263	27	20	13	0	60	775
07:45	6	353	6	1	366	4	17	20	0	41	8	246	13	2	269	14	16	10	0	40	716
Total	24	1247	63	2	1336	24	56	79	0	159	23	862	27	7	919	77	63	39	0	179	2593
08:00	12	392	13	0	417	2	15	20	0	37	8	232	7	4	251	20	17	20	0	57	762
08:15	12	397	10	1	420	6	24	22	0	52	9	237	8	1	255	15	11	16	0	42	769
08:30	13	368	14	1	396	2	13	13	0	28	13	215	10	3	241	24	37	25	0	86	751
08:45	8	401	22	2	433	7	19	23	0	49	8	255	16	4	283	26	43	11	0	80	845
Total	45	1558	59	4	1666	17	71	78	0	166	38	939	41	12	1030	85	108	72	0	265	3127
*** BREAK ***																					
16:00	15	345	12	1	373	7	26	33	0	66	5	291	22	3	321	7	26	10	0	43	803
16:15	7	302	14	2	325	4	24	22	0	50	6	284	25	5	320	16	32	16	0	64	759
16:30	9	339	6	4	358	4	38	36	0	78	11	357	31	4	403	11	17	19	0	47	886
16:45	11	310	10	1	332	8	31	25	0	64	13	346	20	0	379	14	26	18	0	58	833
Total	42	1296	42	8	1388	23	119	116	0	258	35	1278	98	12	1423	48	101	63	0	212	3281
17:00	18	281	16	2	317	12	29	25	0	66	15	344	28	5	392	12	14	10	0	36	811
17:15	13	355	13	3	384	12	33	37	0	82	15	357	36	3	411	16	28	18	0	62	939
17:30	9	327	13	3	352	10	33	32	0	75	6	357	24	2	389	20	29	24	0	73	889
17:45	13	348	9	1	371	6	33	24	0	63	15	359	31	1	406	18	28	21	0	67	907
Total	53	1311	51	9	1424	40	128	118	0	286	51	1417	119	11	1598	66	99	73	0	238	3546
Grand Total	164	5412	215	23	5814	104	374	391	0	869	147	4496	285	42	4970	276	371	247	0	894	12547
Apprch %	2.8	93.1	3.7	0.4		12	43	45	0		3	90.5	5.7	0.8		30.9	41.5	27.6	0		
Total %	1.3	43.1	1.7	0.2	46.3	0.8	3	3.1	0	6.9	1.2	35.8	2.3	0.3	39.6	2.2	3	2	0	7.1	
Autos	157	5339	209	23	5728	102	362	385	0	849	146	4430	283	42	4901	273	358	244	0	875	12353
% Autos	95.7	98.7	97.2	100	98.5	98.1	96.8	98.5	0	97.7	99.3	98.5	99.3	100	98.6	98.9	96.5	98.8	0	97.9	98.5
Heavy Vehicles																					
% Heavy Vehicles	4.3	1.3	2.8	0	1.5	1.9	3.2	1.5	0	2.3	0.7	1.5	0.7	0	1.4	1.1	3.5	1.2	0	2.1	1.5

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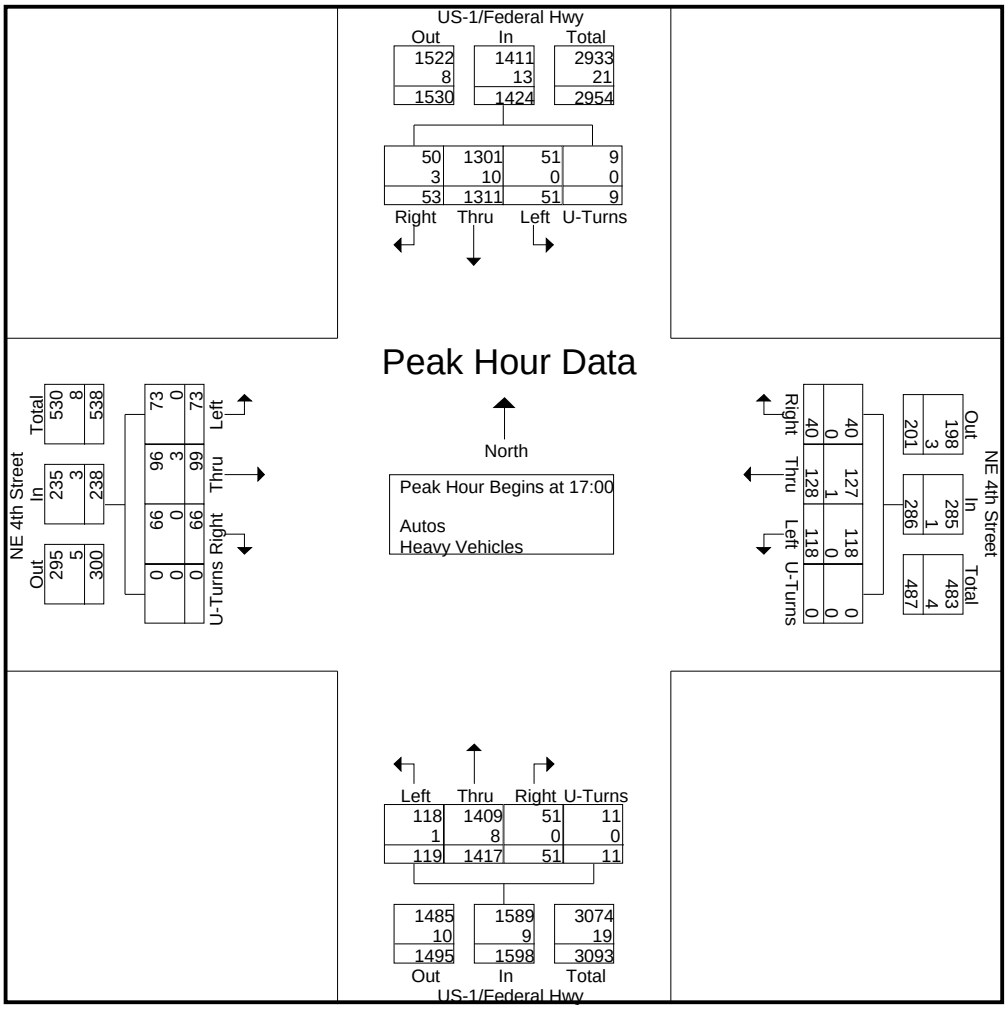
File Name : 2- US-1 & NE 4th St
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File Name : 2- US-1 & NE 4th St
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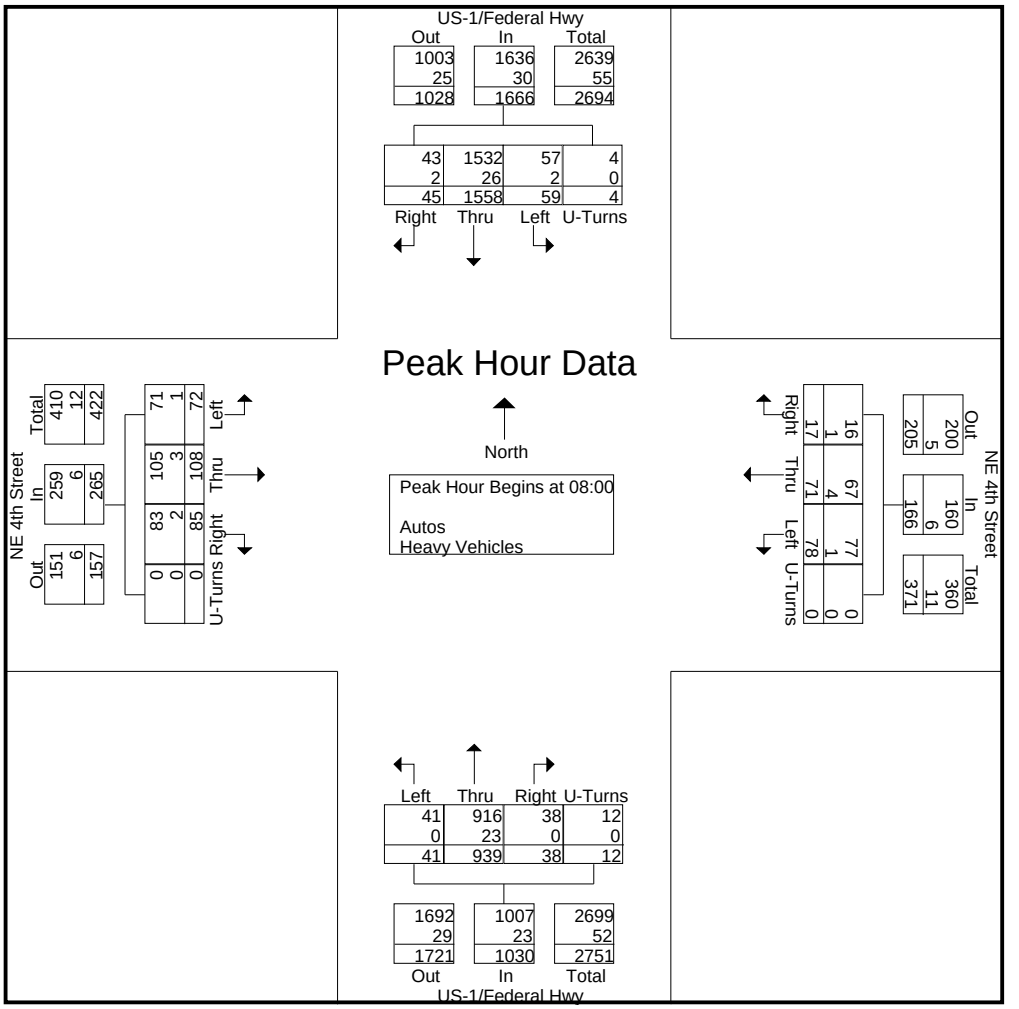
	US-1/Federal Hwy From North					NE 4th Street From East					US-1/Federal Hwy From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**18**	281	**16**	2	317	**12**	29	25	0	66	**15**	344	28	**5**	392	12	14	10	0	36	811
17:15	13	**355**	13	**3**	**384**	12	**33**	**37**	0	**82**	15	357	**36**	3	**411**	16	28	18	0	62	**939**
17:30	9	327	13	3	352	10	33	32	0	75	6	357	24	2	389	**20**	**29**	**24**	0	**73**	889
17:45	13	348	9	1	371	6	33	24	0	63	15	**359**	31	1	406	18	28	21	0	67	907
Total Volume	53	1311	51	9	1424	40	128	118	0	286	51	1417	119	11	1598	66	99	73	0	238	3546
% App. Total	3.7	92.1	3.6	0.6		14	44.8	41.3	0		3.2	88.7	7.4	0.7		27.7	41.6	30.7	0		
PHF	.736	.923	.797	.750	.927	.833	.970	.797	.000	.872	.850	.987	.826	.550	.972	.825	.853	.760	.000	.815	.944
Autos	50	1301	51	9	1411	40	127	118	0	285	51	1409	118	11	1589	66	96	73	0	235	3520
% Autos	94.3	99.2	100	100	99.1	100	99.2	100	0	99.7	100	99.4	99.2	100	99.4	100	97.0	100	0	98.7	99.3
Heavy Vehicles	3	10	0	0	13	0	1	0	0	1	0	8	1	0	9	0	3	0	0	3	26
% Heavy Vehicles	5.7	0.8	0	0	0.9	0	0.8	0	0	0.3	0	0.6	0.8	0	0.6	0	3.0	0	0	1.3	0.7



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File Name : 2- US-1 & NE 4th St
Site Code : 00000000
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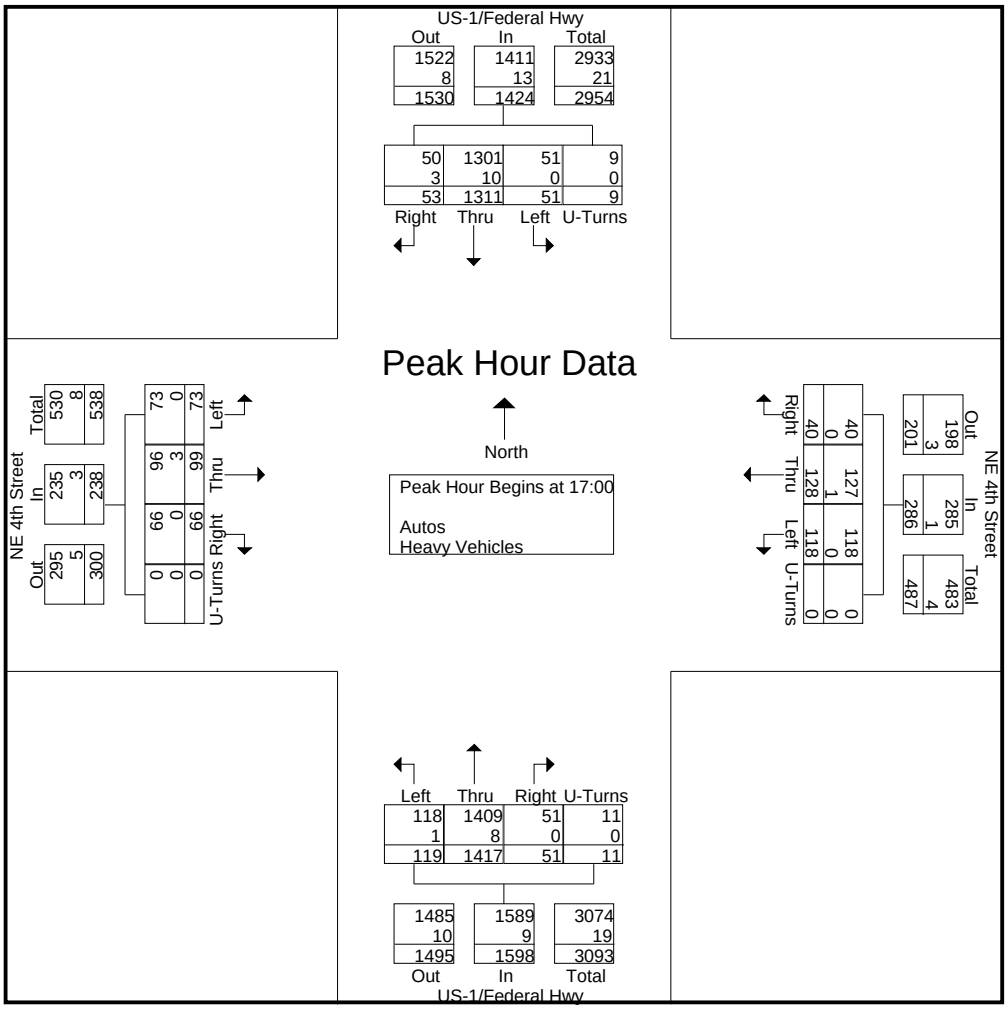
	US-1/Federal Hwy From North					NE 4th Street From East					US-1/Federal Hwy From South					NE 4th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	12	392	13	0	417	2	15	20	0	37	8	232	7	**4**	251	20	17	20	0	57	762
08:15	12	397	10	1	420	6	**24**	22	0	**52**	9	237	8	1	255	15	11	16	0	42	769
08:30	**13**	368	14	1	396	2	13	13	0	28	**13**	215	10	3	241	24	37	**25**	0	**86**	751
08:45	8	**401**	**22**	**2**	**433**	**7**	19	**23**	0	49	8	**255**	**16**	4	**283**	**26**	**43**	11	0	80	**845**
Total Volume	45	1558	59	4	1666	17	71	78	0	166	38	939	41	12	1030	85	108	72	0	265	3127
% App. Total	2.7	93.5	3.5	0.2		10.2	42.8	47	0		3.7	91.2	4	1.2		32.1	40.8	27.2	0		
PHF	.865	.971	.670	.500	.962	.607	.740	.848	.000	.798	.731	.921	.641	.750	.910	.817	.628	.720	.000	.770	.925
Autos	43	1532	57	4	1636	16	67	77	0	160	38	916	41	12	1007	83	105	71	0	259	3062
% Autos	95.6	98.3	96.6	100	98.2	94.1	94.4	98.7	0	96.4	100	97.6	100	100	97.8	97.6	97.2	98.6	0	97.7	97.9
Heavy Vehicles	2	26	2	0	30	1	4	1	0	6	0	23	0	0	23	2	3	1	0	6	65
% Heavy Vehicles	4.4	1.7	3.4	0	1.8	5.9	5.6	1.3	0	3.6	0	2.4	0	0	2.2	2.4	2.8	1.4	0	2.3	2.1



Traff Tech Engineering Inc.

File Name : 2- US-1 & NE 4th St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 5

	US-1/Federal Hwy From North					NE 4th Street From East					US-1/Federal Hwy 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	**18**	281	**16**	2	317	**12**	29	25	0	66	**15**	344	28	**5**	392	12	14	10	0	36	811
17:15	13	**355**	13	**3**	**384**	12	**33**	**37**	0	**82**	15	357	**36**	3	**411**	16	28	18	0	62	**939**
17:30	9	327	13	3	352	10	33	32	0	75	6	357	24	2	389	**20**	**29**	**24**	0	**73**	889
17:45	13	348	9	1	371	6	33	24	0	63	15	**359**	31	1	406	18	28	21	0	67	907
Total Volume	53	1311	51	9	1424	40	128	118	0	286	51	1417	119	11	1598	66	99	73	0	238	3546
% App. Total	3.7	92.1	3.6	0.6		14	44.8	41.3	0		3.2	88.7	7.4	0.7		27.7	41.6	30.7	0		
PHF	.736	.923	.797	.750	.927	.833	.970	.797	.000	.872	.850	.987	.826	.550	.972	.825	.853	.760	.000	.815	.944
Autos	50	1301	51	9	1411	40	127	118	0	285	51	1409	118	11	1589	66	96	73	0	235	3520
% Autos	94.3	99.2	100	100	99.1	100	99.2	100	0	99.7	100	99.4	99.2	100	99.4	100	97.0	100	0	98.7	99.3
Heavy Vehicles	3	10	0	0	13	0	1	0	0	1	0	8	1	0	9	0	3	0	0	3	26
% Heavy Vehicles	5.7	0.8	0	0	0.9	0	0.8	0	0	0.3	0	0.6	0.8	0	0.6	0	3.0	0	0	1.3	0.7



Traff Tech Engineering Inc.

File Name : 2- US-1 & NE 4th St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Peds & Bikes

	US-1/Federal Hwy From North				NE 4th Street From East				US-1/Federal Hwy From South				NE 4th Street From West				
Start Time																	Int. Total
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	5
07:15	0	0	0	4	1	0	0	1	0	0	0	2	0	0	0	1	9
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
07:45	0	0	0	1	1	0	0	2	0	0	0	2	0	0	0	3	9
Total	1	0	0	6	2	0	0	5	0	0	0	4	0	0	0	8	26
08:00	0	0	0	7	2	0	0	2	0	0	0	0	1	0	0	6	18
08:15	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	4
08:30	1	0	0	2	1	0	0	1	0	0	0	0	1	0	0	3	9
08:45	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4	8
Total	1	0	0	11	4	0	0	6	0	0	0	2	2	0	0	13	39
*** BREAK ***																	
16:00	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	7
16:15	2	0	0	4	0	0	0	1	0	0	0	0	0	0	0	4	11
16:30	0	0	0	7	1	0	0	2	0	0	0	4	1	0	0	6	21
16:45	0	0	0	12	3	0	0	0	0	0	0	0	1	0	0	2	18
Total	2	0	0	26	4	0	0	5	0	0	0	6	2	0	0	12	57
17:00	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	1	7
17:15	0	0	0	4	1	0	0	1	1	0	0	8	0	0	0	13	28
17:30	0	0	0	12	2	0	0	3	1	0	0	3	0	0	0	1	22
17:45	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	3	12
Total	0	0	0	21	3	0	0	8	2	0	0	14	3	0	0	18	69
Grand Total	4	0	0	64	13	0	0	24	2	0	0	26	7	0	0	51	191
Apprch %	5.9	0	0	94.1	35.1	0	0	64.9	7.1	0	0	92.9	12.1	0	0	87.9	
Total %	2.1	0	0	33.5	6.8	0	0	12.6	1	0	0	13.6	3.7	0	0	26.7	

Traff Tech Engineering Inc.

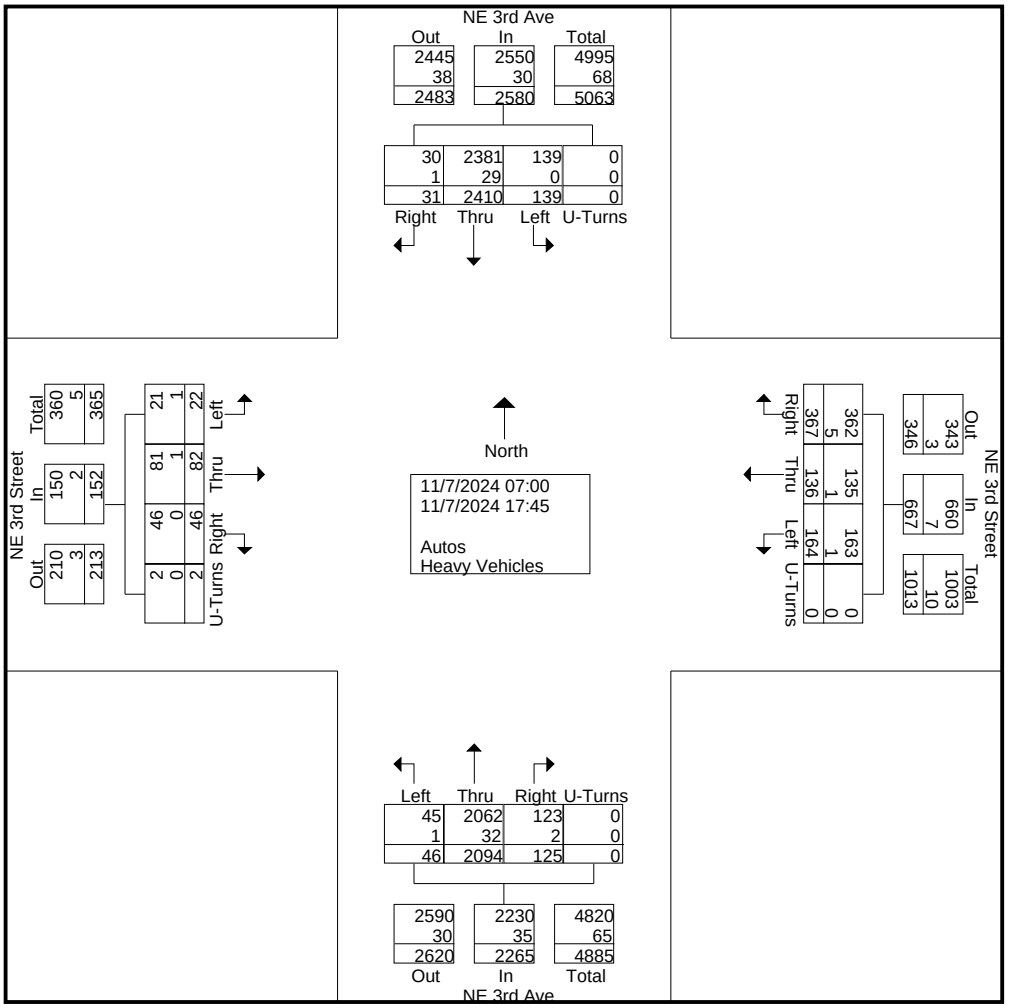
File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

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	0	88	5	0	93	26	7	7	0	40	12	79	1	0	92	3	2	0	1	6	231
07:15	3	139	9	0	151	20	4	8	0	32	3	58	0	0	61	1	6	2	0	9	253
07:30	0	199	8	0	207	21	8	7	0	36	7	56	3	0	66	7	5	1	0	13	322
07:45	1	156	6	0	163	19	5	8	0	32	6	67	4	0	77	1	6	0	0	7	279
Total	4	582	28	0	614	86	24	30	0	140	28	260	8	0	296	12	19	3	1	35	1085
08:00	1	207	9	0	217	26	7	26	0	59	11	72	4	0	87	4	5	1	0	10	373
08:15	1	118	6	0	125	16	7	18	0	41	4	79	1	0	84	0	0	2	0	2	252
08:30	2	287	16	0	305	21	6	9	0	36	5	91	4	0	100	7	8	4	0	19	460
08:45	4	212	15	0	231	23	4	16	0	43	7	75	0	0	82	3	7	0	0	10	366
Total	8	824	46	0	878	86	24	69	0	179	27	317	9	0	353	14	20	7	0	41	1451
*** BREAK ***																					
16:00	2	99	7	0	108	22	12	6	0	40	5	185	4	0	194	3	5	2	1	11	353
16:15	4	115	7	0	126	30	10	12	0	52	5	167	8	0	180	2	4	1	0	7	365
16:30	3	124	6	0	133	30	10	7	0	47	9	177	1	0	187	1	1	1	0	3	370
16:45	0	124	10	0	134	23	8	3	0	34	8	211	4	0	223	6	9	3	0	18	409
Total	9	462	30	0	501	105	40	28	0	173	27	740	17	0	784	12	19	7	1	39	1497
17:00	2	128	5	0	135	35	16	7	0	58	16	229	2	0	247	1	6	1	0	8	448
17:15	1	121	7	0	129	38	16	14	0	68	14	254	2	0	270	1	14	1	0	16	483
17:30	5	169	16	0	190	15	12	8	0	35	12	216	6	0	234	1	1	1	0	3	462
17:45	2	124	7	0	133	2	4	8	0	14	1	78	2	0	81	5	3	2	0	10	238
Total	10	542	35	0	587	90	48	37	0	175	43	777	12	0	832	8	24	5	0	37	1631
Grand Total	31	2410	139	0	2580	367	136	164	0	667	125	2094	46	0	2265	46	82	22	2	152	5664
Apprch %	1.2	93.4	5.4	0		55	20.4	24.6	0		5.5	92.5	2	0		30.3	53.9	14.5	1.3		
Total %	0.5	42.5	2.5	0	45.6	6.5	2.4	2.9	0	11.8	2.2	37	0.8	0	40	0.8	1.4	0.4	0	2.7	
Autos	30	2381	139	0	2550	362	135	163	0	660	123	2062	45	0	2230	46	81	21	2	150	5590
% Autos	96.8	98.8	100	0	98.8	98.6	99.3	99.4	0	99	98.4	98.5	97.8	0	98.5	100	98.8	95.5	100	98.7	98.7
Heavy Vehicles	1	29	0	0	30	5	1	1	0	7	2	32	1	0	35	0	1	1	0	2	74
% Heavy Vehicles	3.2	1.2	0	0	1.2	1.4	0.7	0.6	0	1	1.6	1.5	2.2	0	1.5	0	1.2	4.5	0	1.3	1.3

Traff Tech Engineering Inc.

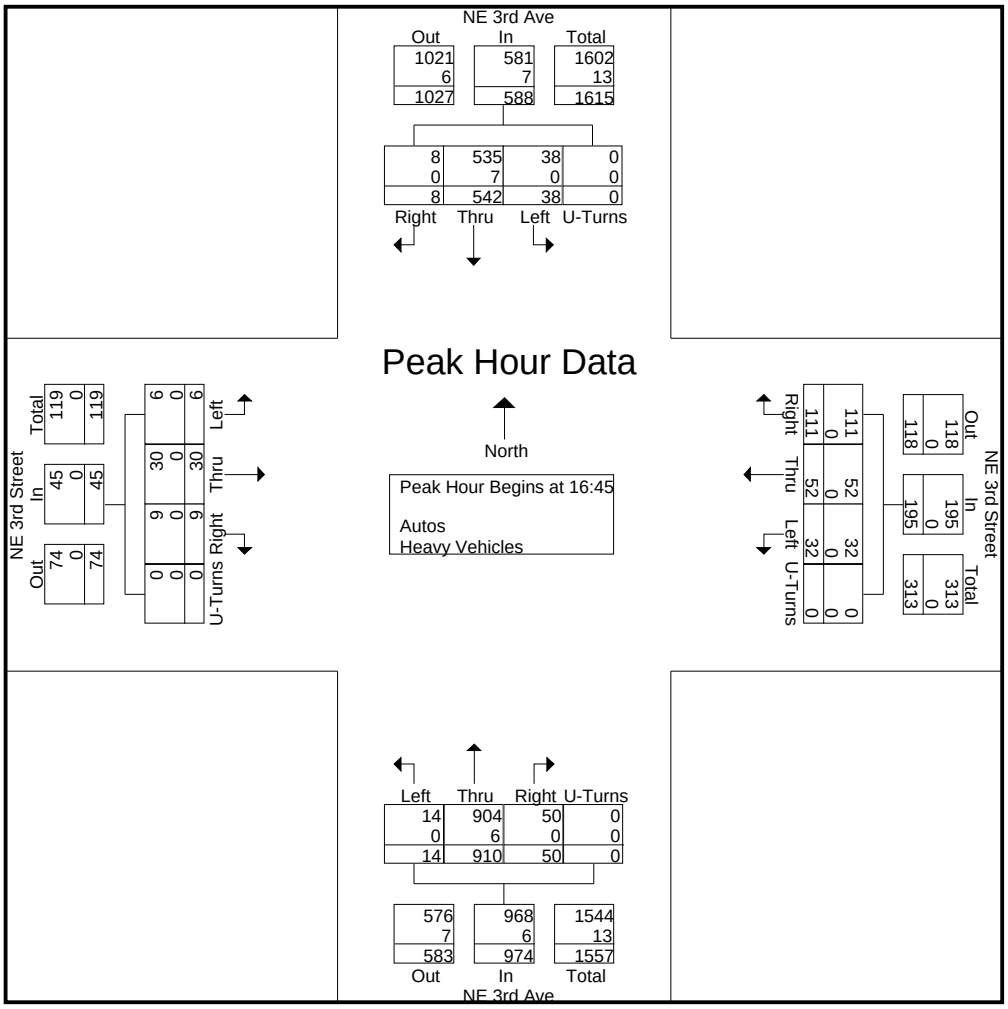
File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
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Traff Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 3

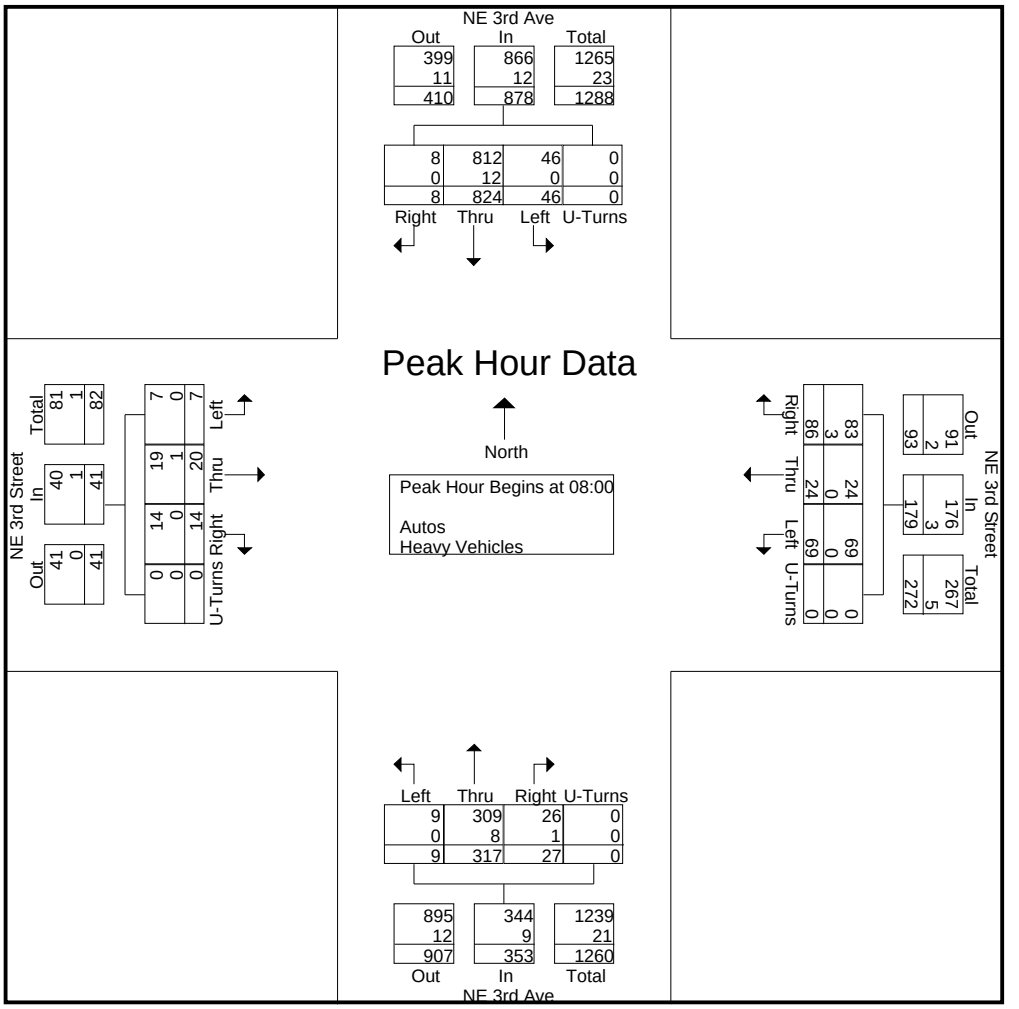
	NE 3rd Ave From North					NE 3rd Street From East					NE 3rd Ave From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	124	10	0	134	23	8	3	0	34	8	211	4	0	223	**6**	9	**3**	0	**18**	409
17:00	2	128	5	0	135	35	**16**	7	0	58	**16**	229	2	0	247	1	6	1	0	8	448
17:15	1	121	7	0	129	**38**	16	**14**	0	**68**	14	**254**	2	0	**270**	1	**14**	1	0	16	**483**
17:30	**5**	**169**	**16**	0	**190**	15	12	8	0	35	12	216	**6**	0	234	1	1	1	0	3	462
Total Volume	8	542	38	0	588	111	52	32	0	195	50	910	14	0	974	9	30	6	0	45	1802
% App. Total	1.4	92.2	6.5	0		56.9	26.7	16.4	0		5.1	93.4	1.4	0		20	66.7	13.3	0		
PHF	.400	.802	.594	.000	.774	.730	.813	.571	.000	.717	.781	.896	.583	.000	.902	.375	.536	.500	.000	.625	.933
Autos	8	535	38	0	581	111	52	32	0	195	50	904	14	0	968	9	30	6	0	45	1789
% Autos	100	98.7	100	0	98.8	100	100	100	0	100	100	99.3	100	0	99.4	100	100	100	0	100	99.3
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.7



Traff Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
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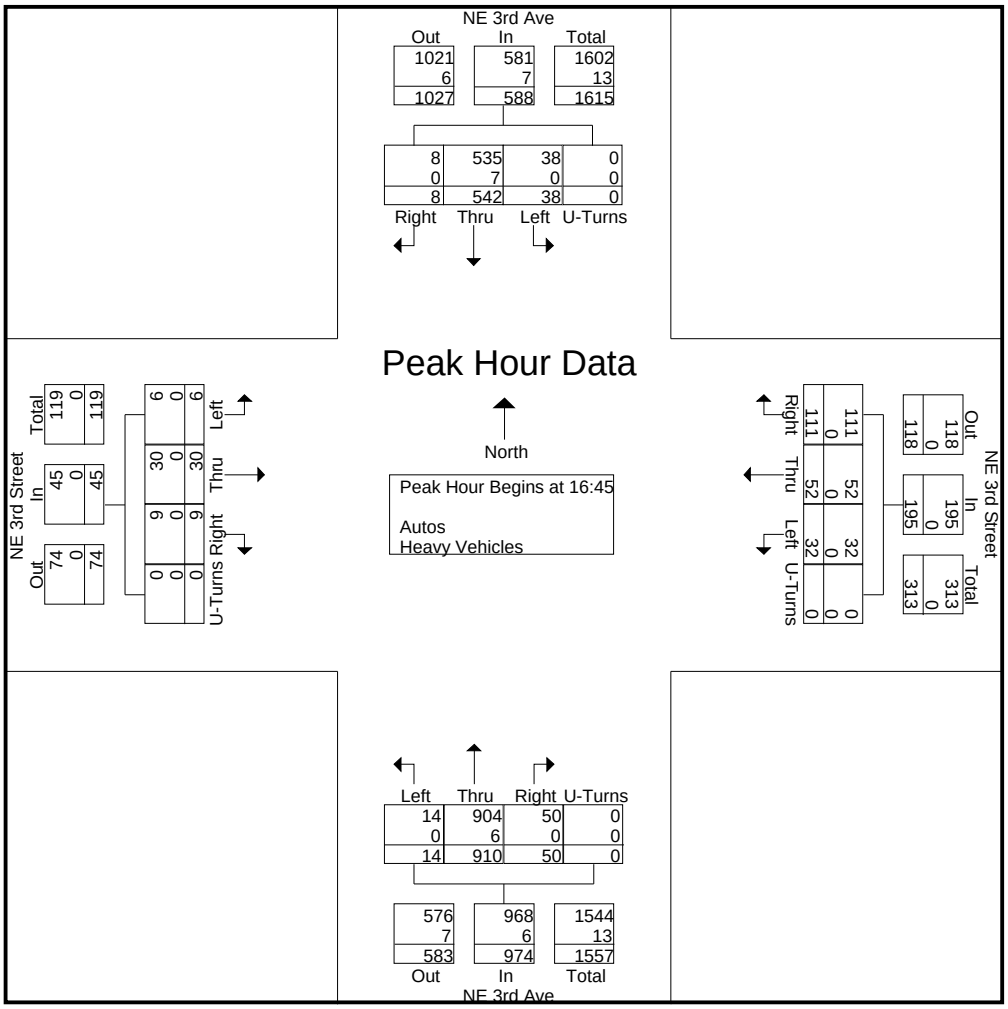
	NE 3rd Ave From North					NE 3rd Street From East					NE 3rd Ave From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	207	9	0	217	**26**	**7**	**26**	0	**59**	**11**	72	**4**	0	87	4	5	1	0	10	373
08:15	1	118	6	0	125	16	7	18	0	41	4	79	1	0	84	0	0	2	0	2	252
08:30	2	**287**	**16**	0	**305**	21	6	9	0	36	5	**91**	4	0	**100**	**7**	**8**	**4**	0	**19**	**460**
08:45	**4**	212	15	0	231	23	4	16	0	43	7	75	0	0	82	3	7	0	0	10	366
Total Volume	8	824	46	0	878	86	24	69	0	179	27	317	9	0	353	14	20	7	0	41	1451
% App. Total	0.9	93.8	5.2	0		48	13.4	38.5	0		7.6	89.8	2.5	0		34.1	48.8	17.1	0		
PHF	.500	.718	.719	.000	.720	.827	.857	.663	.000	.758	.614	.871	.563	.000	.883	.500	.625	.438	.000	.539	.789
Autos	8	812	46	0	866	83	24	69	0	176	26	309	9	0	344	14	19	7	0	40	1426
% Autos	100	98.5	100	0	98.6	96.5	100	100	0	98.3	96.3	97.5	100	0	97.5	100	95.0	100	0	97.6	98.3
Heavy Vehicles	0	12	0	0	12	3	0	0	0	3	1	8	0	0	9	0	1	0	0	1	25
% Heavy Vehicles	0	1.5	0	0	1.4	3.5	0	0	0	1.7	3.7	2.5	0	0	2.5	0	5.0	0	0	2.4	1.7



Traff Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
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Page No : 5

	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 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	124	10	0	134	23	8	3	0	34	8	211	4	0	223	**6**	9	**3**	0	**18**	409
17:00	2	128	5	0	135	35	**16**	7	0	58	**16**	229	2	0	247	1	6	1	0	8	448
17:15	1	121	7	0	129	**38**	16	**14**	0	**68**	14	**254**	2	0	**270**	1	**14**	1	0	16	**483**
17:30	**5**	**169**	**16**	0	**190**	15	12	8	0	35	12	216	**6**	0	234	1	1	1	0	3	462
Total Volume	8	542	38	0	588	111	52	32	0	195	50	910	14	0	974	9	30	6	0	45	1802
% App. Total	1.4	92.2	6.5	0		56.9	26.7	16.4	0		5.1	93.4	1.4	0		20	66.7	13.3	0		
PHF	.400	.802	.594	.000	.774	.730	.813	.571	.000	.717	.781	.896	.583	.000	.902	.375	.536	.500	.000	.625	.933
Autos	8	535	38	0	581	111	52	32	0	195	50	904	14	0	968	9	30	6	0	45	1789
% Autos	100	98.7	100	0	98.8	100	100	100	0	100	100	99.3	100	0	99.4	100	100	100	0	100	99.3
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.7



Traff Tech Engineering Inc.

File Name : 3- NE 3rd Ave & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave From North				NE 3rd Street From East				NE 3rd Ave From South				NE 3rd Street From West				
Start Time																	Int. Total
07:00	0	0	0	1	2	0	0	8	0	0	0	3	0	0	0	2	16
07:15	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	3	11
07:30	0	0	0	0	0	0	0	10	1	0	0	2	0	0	0	0	13
07:45	0	0	0	0	0	0	0	7	0	0	0	2	1	0	0	1	11
Total	0	0	0	3	2	0	0	31	1	0	0	7	1	0	0	6	51
08:00	0	0	0	1	1	0	0	9	0	0	0	2	0	0	0	2	15
08:15	0	0	0	0	1	0	0	6	0	0	0	3	0	0	0	1	11
08:30	0	0	0	1	2	0	0	5	0	0	0	2	1	0	0	1	12
08:45	0	0	0	1	1	0	0	5	0	0	0	1	1	0	0	5	14
Total	0	0	0	3	5	0	0	25	0	0	0	8	2	0	0	9	52
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	8	0	0	0	4	1	0	0	7	20
16:15	0	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	6
16:30	0	0	0	0	3	0	0	4	0	0	0	1	0	0	0	2	10
16:45	1	0	0	3	2	0	0	10	0	0	0	3	2	0	0	4	25
Total	1	0	0	3	6	0	0	25	0	0	0	9	3	0	0	14	61
17:00	0	0	0	2	1	0	0	6	0	0	0	1	1	0	0	11	22
17:15	0	0	0	3	0	0	0	12	0	0	0	1	0	0	0	1	17
17:30	1	0	0	3	2	0	0	6	0	0	0	8	1	0	0	10	31
17:45	0	0	0	1	0	0	0	3	0	0	0	0	5	0	0	8	17
Total	1	0	0	9	3	0	0	27	0	0	0	10	7	0	0	30	87
Grand Total	2	0	0	18	16	0	0	108	1	0	0	34	13	0	0	59	251
Apprch %	10	0	0	90	12.9	0	0	87.1	2.9	0	0	97.1	18.1	0	0	81.9	
Total %	0.8	0	0	7.2	6.4	0	0	43	0.4	0	0	13.5	5.2	0	0	23.5	

Traff Tech Engineering Inc.

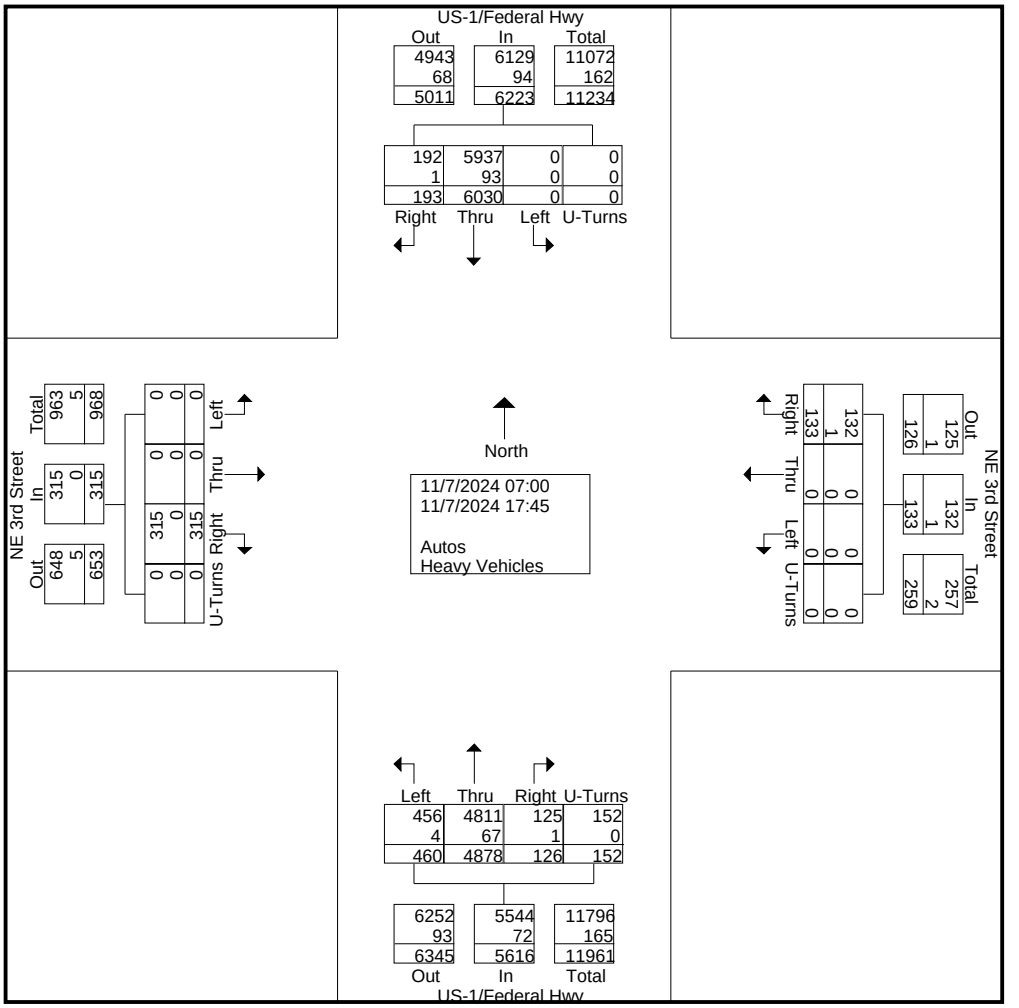
File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	US-1/Federal Hwy From North					NE 3rd Street From East					US-1/Federal Hwy 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	17	252	0	0	269	0	0	0	0	0	1	174	29	6	210	16	0	0	0	16	495
07:15	7	334	0	0	341	2	0	0	0	2	1	211	22	8	242	16	0	0	0	16	601
07:30	5	409	0	0	414	3	0	0	0	3	10	284	23	6	323	21	0	0	0	21	761
07:45	11	384	0	0	395	3	0	0	0	3	7	259	25	8	299	17	0	0	0	17	714
Total	40	1379	0	0	1419	8	0	0	0	8	19	928	99	28	1074	70	0	0	0	70	2571
08:00	17	421	0	0	438	3	0	0	0	3	5	255	20	6	286	30	0	0	0	30	757
08:15	21	434	0	0	455	6	0	0	0	6	6	257	13	8	284	42	0	0	0	42	787
08:30	12	437	0	0	449	8	0	0	0	8	5	239	22	6	272	31	0	0	0	31	760
08:45	12	439	0	0	451	8	0	0	0	8	8	278	24	9	319	30	0	0	0	30	808
Total	62	1731	0	0	1793	25	0	0	0	25	24	1029	79	29	1161	133	0	0	0	133	3112
*** BREAK ***																					
16:00	11	381	0	0	392	9	0	0	0	9	14	304	26	13	357	8	0	0	0	8	766
16:15	16	332	0	0	348	12	0	0	0	12	13	313	39	21	386	8	0	0	0	8	754
16:30	5	388	0	0	393	11	0	0	0	11	6	380	36	17	439	10	0	0	0	10	853
16:45	9	352	0	0	361	7	0	0	0	7	7	371	31	10	419	18	0	0	0	18	805
Total	41	1453	0	0	1494	39	0	0	0	39	40	1368	132	61	1601	44	0	0	0	44	3178
17:00	15	302	0	0	317	16	0	0	0	16	13	365	55	8	441	16	0	0	0	16	790
17:15	21	393	0	0	414	11	0	0	0	11	9	450	43	11	513	19	0	0	0	19	957
17:30	8	373	0	0	381	11	0	0	0	11	9	350	30	5	394	20	0	0	0	20	806
17:45	6	399	0	0	405	23	0	0	0	23	12	388	22	10	432	13	0	0	0	13	873
Total	50	1467	0	0	1517	61	0	0	0	61	43	1553	150	34	1780	68	0	0	0	68	3426
Grand Total	193	6030	0	0	6223	133	0	0	0	133	126	4878	460	152	5616	315	0	0	0	315	12287
Apprch %	3.1	96.9	0	0		100	0	0	0		2.2	86.9	8.2	2.7		100	0	0	0		
Total %	1.6	49.1	0	0	50.6	1.1	0	0	0	1.1	1	39.7	3.7	1.2	45.7	2.6	0	0	0	2.6	
Autos	192	5937	0	0	6129	132	0	0	0	132	125	4811	456	152	5544	315	0	0	0	315	12120
% Autos	99.5	98.5	0	0	98.5	99.2	0	0	0	99.2	99.2	98.6	99.1	100	98.7	100	0	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0.5	1.5	0	0	1.5	0.8	0	0	0	0.8	0.8	1.4	0.9	0	1.3	0	0	0	0	0	1.4

Traff Tech Engineering Inc.

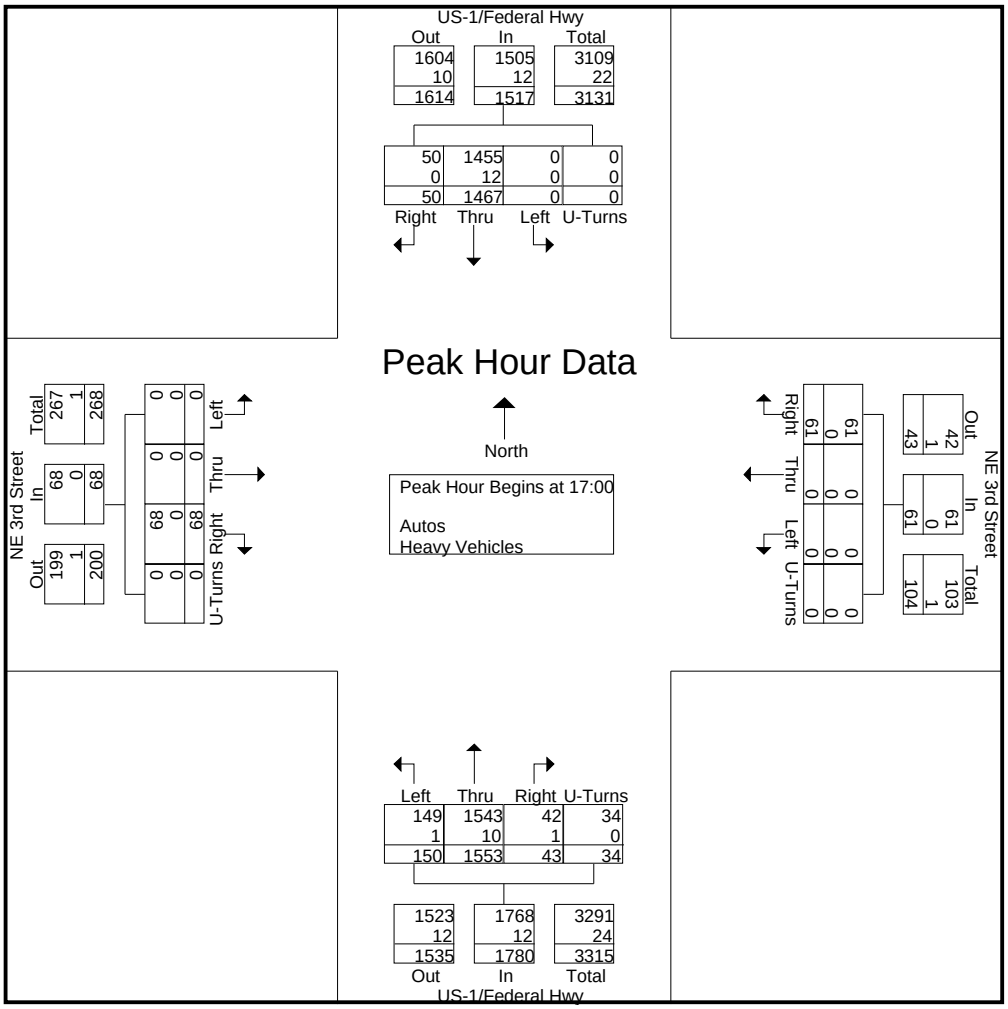
File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
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Traff Tech Engineering Inc.

File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
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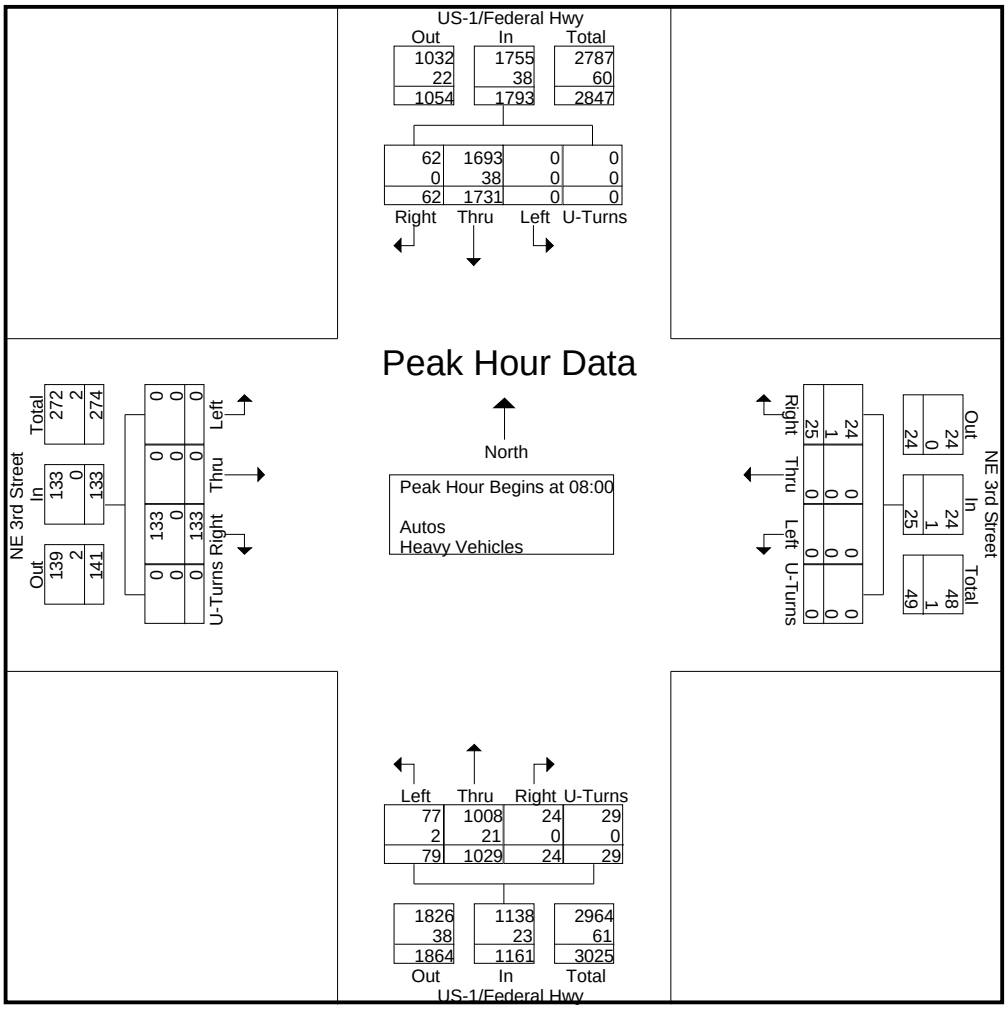
	US-1/Federal Hwy From North					NE 3rd Street From East					US-1/Federal Hwy From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	15	302	0	0	317	16	0	0	0	16	**13**	365	**55**	8	441	16	0	0	0	16	790
17:15	**21**	393	0	0	**414**	11	0	0	0	11	9	**450**	43	**11**	**513**	19	0	0	0	19	**957**
17:30	8	373	0	0	381	11	0	0	0	11	9	350	30	5	394	**20**	0	0	0	**20**	806
17:45	6	**399**	0	0	405	**23**	0	0	0	**23**	12	388	22	10	432	13	0	0	0	13	873
Total Volume	50	1467	0	0	1517	61	0	0	0	61	43	1553	150	34	1780	68	0	0	0	68	3426
% App. Total	3.3	96.7	0	0		100	0	0	0		2.4	87.2	8.4	1.9		100	0	0	0		
PHF	.595	.919	.000	.000	.916	.663	.000	.000	.000	.663	.827	.863	.682	.773	.867	.850	.000	.000	.000	.850	.895
Autos	50	1455	0	0	1505	61	0	0	0	61	42	1543	149	34	1768	68	0	0	0	68	3402
% Autos	100	99.2	0	0	99.2	100	0	0	0	100	97.7	99.4	99.3	100	99.3	100	0	0	0	100	99.3
Heavy Vehicles	0	12	0	0	12	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	24
% Heavy Vehicles	0	0.8	0	0	0.8	0	0	0	0	0	2.3	0.6	0.7	0	0.7	0	0	0	0	0	0.7



Traff Tech Engineering Inc.

File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 4

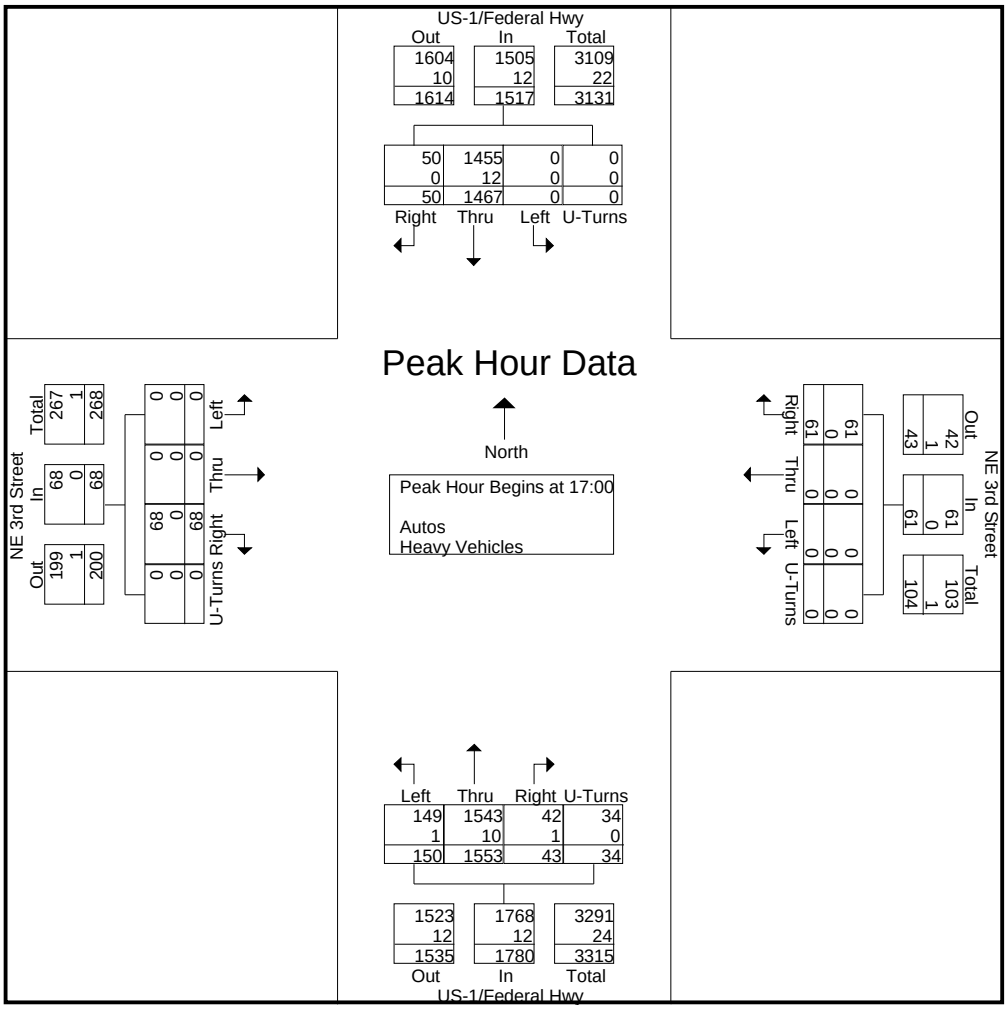
	US-1/Federal Hwy From North					NE 3rd Street From East					US-1/Federal Hwy From South					NE 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	17	421	0	0	438	3	0	0	0	3	5	255	20	6	286	30	0	0	0	30	757
08:15	**21**	434	0	0	**455**	6	0	0	0	6	6	257	13	8	284	**42**	0	0	0	**42**	787
08:30	12	437	0	0	449	**8**	0	0	0	**8**	5	239	22	6	272	31	0	0	0	31	760
08:45	12	**439**	0	0	451	8	0	0	0	8	**8**	**278**	**24**	**9**	**319**	30	0	0	0	30	**808**
Total Volume	62	1731	0	0	1793	25	0	0	0	25	24	1029	79	29	1161	133	0	0	0	133	3112
% App. Total	3.5	96.5	0	0		100	0	0	0		2.1	88.6	6.8	2.5		100	0	0	0		
PHF	.738	.986	.000	.000	.985	.781	.000	.000	.000	.781	.750	.925	.823	.806	.910	.792	.000	.000	.000	.792	.963
Autos	62	1693	0	0	1755	24	0	0	0	24	24	1008	77	29	1138	133	0	0	0	133	3050
% Autos	100	97.8	0	0	97.9	96.0	0	0	0	96.0	100	98.0	97.5	100	98.0	100	0	0	0	100	98.0
Heavy Vehicles	0	38	0	0	38	1	0	0	0	1	0	21	2	0	23	0	0	0	0	0	62
% Heavy Vehicles	0	2.2	0	0	2.1	4.0	0	0	0	4.0	0	2.0	2.5	0	2.0	0	0	0	0	0	2.0



Traff Tech Engineering Inc.

File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
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	US-1/Federal Hwy From North					NE 3rd Street From East					US-1/Federal Hwy 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 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	15	302	0	0	317	16	0	0	0	16	**13**	365	**55**	8	441	16	0	0	0	16	790
17:15	**21**	393	0	0	**414**	11	0	0	0	11	9	**450**	43	**11**	**513**	19	0	0	0	19	**957**
17:30	8	373	0	0	381	11	0	0	0	11	9	350	30	5	394	**20**	0	0	0	**20**	806
17:45	6	**399**	0	0	405	**23**	0	0	0	**23**	12	388	22	10	432	13	0	0	0	13	873
Total Volume	50	1467	0	0	1517	61	0	0	0	61	43	1553	150	34	1780	68	0	0	0	68	3426
% App. Total	3.3	96.7	0	0		100	0	0	0		2.4	87.2	8.4	1.9		100	0	0	0		
PHF	.595	.919	.000	.000	.916	.663	.000	.000	.000	.663	.827	.863	.682	.773	.867	.850	.000	.000	.000	.850	.895
Autos	50	1455	0	0	1505	61	0	0	0	61	42	1543	149	34	1768	68	0	0	0	68	3402
% Autos	100	99.2	0	0	99.2	100	0	0	0	100	97.7	99.4	99.3	100	99.3	100	0	0	0	100	99.3
Heavy Vehicles	0	12	0	0	12	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	24
% Heavy Vehicles	0	0.8	0	0	0.8	0	0	0	0	0	2.3	0.6	0.7	0	0.7	0	0	0	0	0	0.7



Traff Tech Engineering Inc.

File Name : 4- US-1 & NE 3rd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Peds & Bikes

	US-1/Federal Hwy From North				NE 3rd Street From East				US-1/Federal Hwy From South				NE 3rd Street From West				
Start Time																	Int. Total
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	7
07:15	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	7
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	7
Total	0	0	0	2	1	0	0	5	0	0	0	1	0	0	0	14	23
08:00	0	0	0	4	0	0	0	0	0	0	0	1	1	0	0	13	19
08:15	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	10	15
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	8
08:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	8
Total	0	0	0	8	1	0	0	3	0	0	0	1	2	0	0	35	50
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	5
16:15	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	8	12
16:30	0	0	0	1	0	0	0	2	0	0	0	0	4	0	0	5	12
16:45	0	0	0	4	0	0	0	0	0	0	0	1	1	0	0	5	11
Total	0	0	0	6	0	0	0	4	0	0	0	1	10	0	0	19	40
17:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	8	10
17:15	0	0	0	3	1	0	0	3	0	0	0	1	0	0	0	15	23
17:30	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	5	8
17:45	0	0	0	0	2	0	0	5	0	0	0	1	4	0	0	14	26
Total	0	0	0	3	3	0	0	10	0	0	0	3	6	0	0	42	67
Grand Total	0	0	0	19	5	0	0	22	0	0	0	6	18	0	0	110	180
Apprch %	0	0	0	100	18.5	0	0	81.5	0	0	0	100	14.1	0	0	85.9	
Total %	0	0	0	10.6	2.8	0	0	12.2	0	0	0	3.3	10	0	0	61.1	

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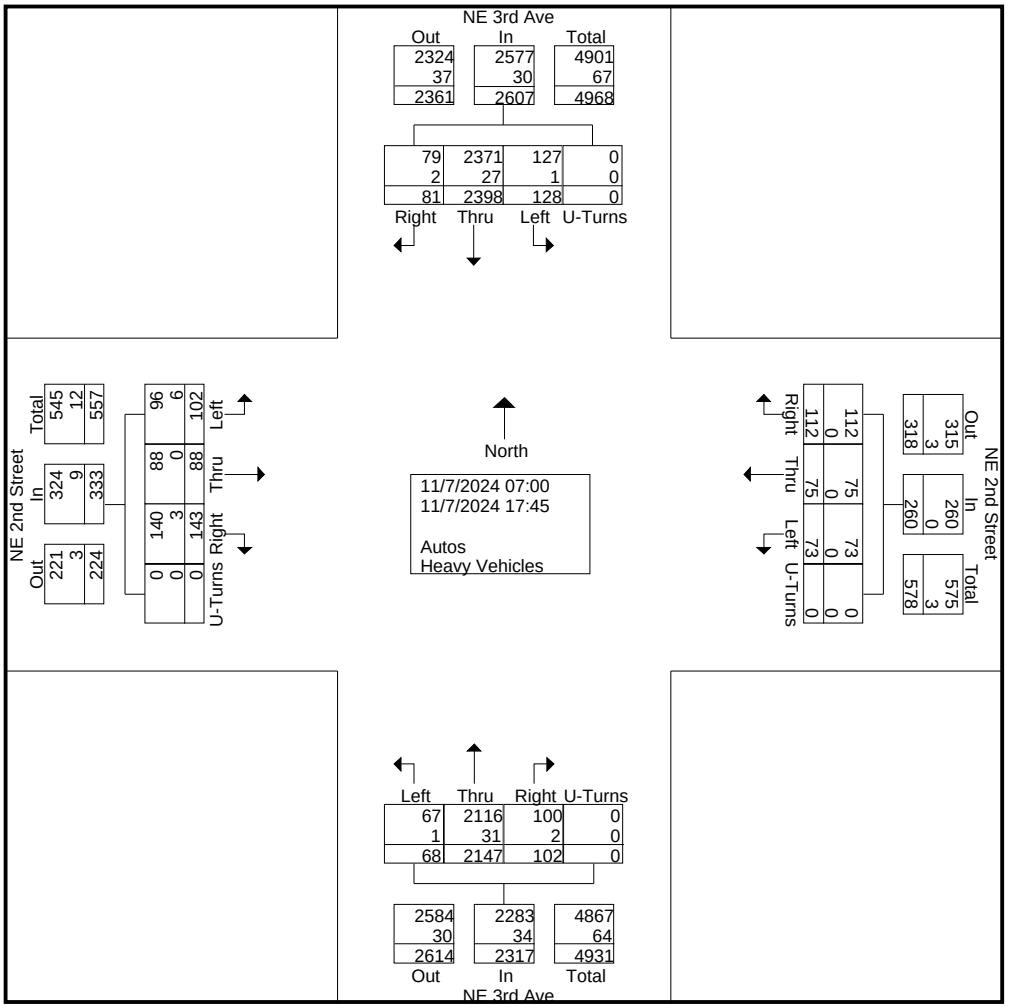
File Name : 5- NE 3rd Ave & NE 2nd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave From North					NE 2nd Street From East					NE 3rd Ave From South					NE 2nd 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	3	95	3	0	101	3	1	0	0	4	3	86	3	0	92	3	4	2	0	9	206
07:15	2	133	1	0	136	3	0	3	0	6	4	57	2	0	63	6	1	2	0	9	214
07:30	3	167	5	0	175	2	3	3	0	8	7	62	3	0	72	7	2	1	0	10	265
07:45	4	194	4	0	202	4	4	4	0	12	5	73	0	0	78	8	7	1	0	16	308
Total	12	589	13	0	614	12	8	10	0	30	19	278	8	0	305	24	14	6	0	44	993
08:00	10	213	13	0	236	3	6	1	0	10	12	87	3	0	102	5	5	1	0	11	359
08:15	6	114	10	0	130	7	6	4	0	17	8	74	5	0	87	5	3	2	0	10	244
08:30	7	262	21	0	290	8	6	2	0	16	17	86	1	0	104	11	12	3	0	26	436
08:45	16	206	18	0	240	12	6	1	0	19	15	69	8	0	92	18	16	1	0	35	386
Total	39	795	62	0	896	30	24	8	0	62	52	316	17	0	385	39	36	7	0	82	1425
*** BREAK ***																					
16:00	3	102	4	0	109	6	2	6	0	14	2	175	10	0	187	6	2	7	0	15	325
16:15	4	121	5	0	130	5	2	13	0	20	6	164	2	0	172	7	1	4	0	12	334
16:30	4	122	6	0	132	7	5	10	0	22	5	179	2	0	186	10	5	8	0	23	363
16:45	3	118	10	0	131	12	5	6	0	23	4	202	6	0	212	7	4	10	0	21	387
Total	14	463	25	0	502	30	14	35	0	79	17	720	20	0	757	30	12	29	0	71	1409
17:00	2	114	6	0	122	15	8	1	0	24	2	216	6	0	224	8	7	18	0	33	403
17:15	3	137	8	0	148	13	5	3	0	21	7	247	9	0	263	14	6	16	0	36	468
17:30	7	166	6	0	179	8	9	4	0	21	3	205	6	0	214	16	10	12	0	38	452
17:45	4	134	8	0	146	4	7	12	0	23	2	165	2	0	169	12	3	14	0	29	367
Total	16	551	28	0	595	40	29	20	0	89	14	833	23	0	870	50	26	60	0	136	1690
Grand Total	81	2398	128	0	2607	112	75	73	0	260	102	2147	68	0	2317	143	88	102	0	333	5517
Apprch %	3.1	92	4.9	0		43.1	28.8	28.1	0		4.4	92.7	2.9	0		42.9	26.4	30.6	0		
Total %	1.5	43.5	2.3	0	47.3	2	1.4	1.3	0	4.7	1.8	38.9	1.2	0	42	2.6	1.6	1.8	0	6	
Autos	79	2371	127	0	2577	112	75	73	0	260	100	2116	67	0	2283	140	88	96	0	324	5444
% Autos	97.5	98.9	99.2	0	98.8	100	100	100	0	100	98	98.6	98.5	0	98.5	97.9	100	94.1	0	97.3	98.7
Heavy Vehicles	2	27	1	0	30	0	0	0	0	0	2	31	1	0	34	3	0	6	0	9	73
% Heavy Vehicles	2.5	1.1	0.8	0	1.2	0	0	0	0	0	2	1.4	1.5	0	1.5	2.1	0	5.9	0	2.7	1.3

Traff Tech Engineering Inc.

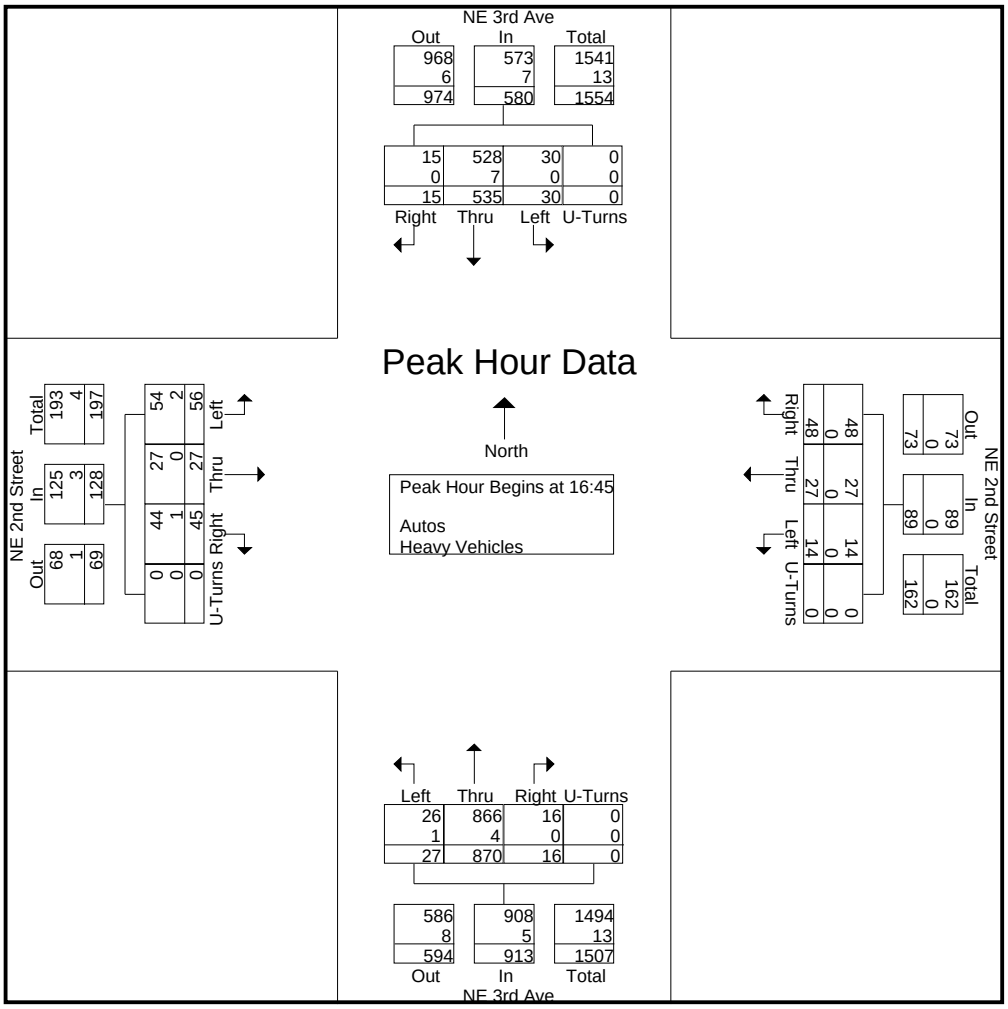
File Name : 5- NE 3rd Ave & NE 2nd St
Site Code : 00000000
Start Date : 11/7/2024
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Traff Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 2nd St
Site Code : 00000000
Start Date : 11/7/2024
Page No : 3

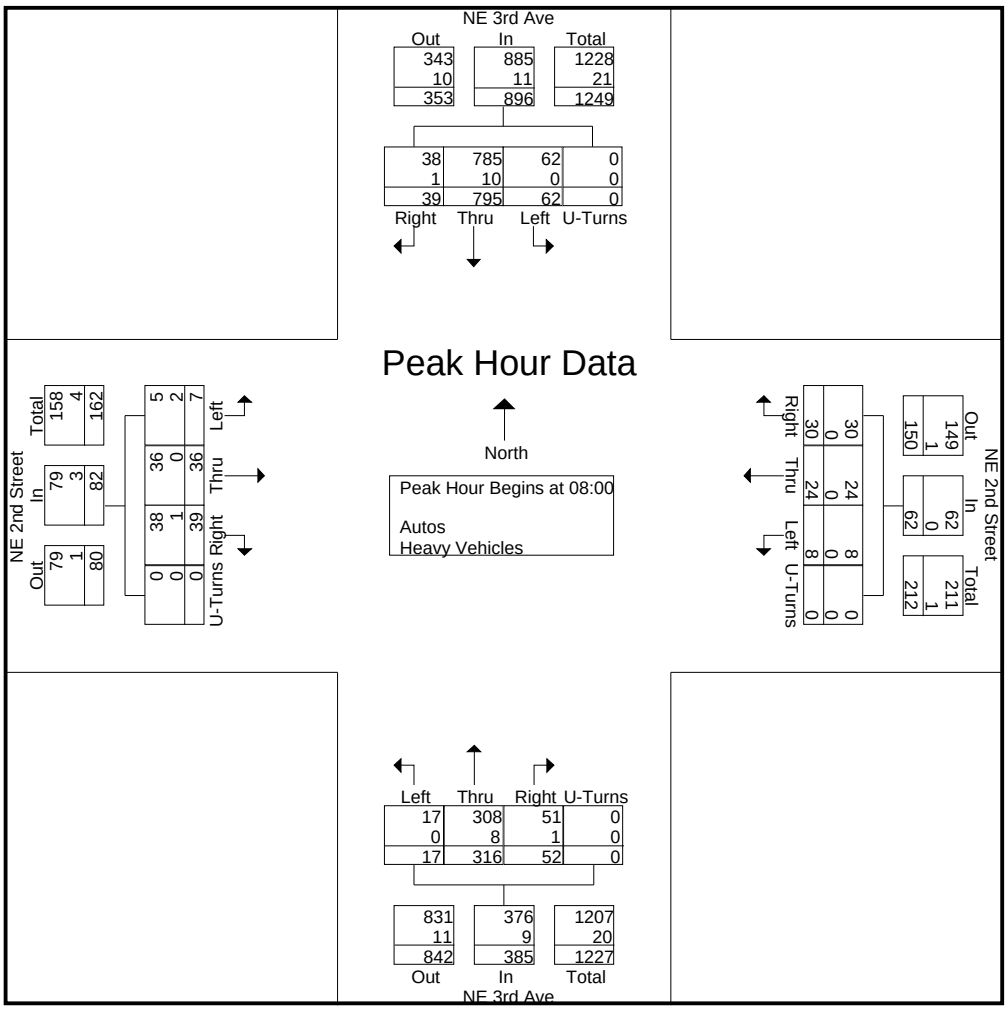
	NE 3rd Ave From North					NE 2nd Street From East					NE 3rd Ave From South					NE 2nd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	3	118	**10**	0	131	12	5	**6**	0	23	4	202	6	0	212	7	4	10	0	21	387
17:00	2	114	6	0	122	**15**	8	1	0	**24**	2	216	6	0	224	8	7	**18**	0	33	403
17:15	3	137	8	0	148	13	5	3	0	21	**7**	**247**	**9**	0	**263**	14	6	16	0	36	**468**
17:30	**7**	**166**	6	0	**179**	8	**9**	4	0	21	3	205	6	0	214	**16**	**10**	12	0	**38**	452
Total Volume	15	535	30	0	580	48	27	14	0	89	16	870	27	0	913	45	27	56	0	128	1710
% App. Total	2.6	92.2	5.2	0		53.9	30.3	15.7	0		1.8	95.3	3	0		35.2	21.1	43.8	0		
PHF	.536	.806	.750	.000	.810	.800	.750	.583	.000	.927	.571	.881	.750	.000	.868	.703	.675	.778	.000	.842	.913
Autos	15	528	30	0	573	48	27	14	0	89	16	866	26	0	908	44	27	54	0	125	1695
% Autos	100	98.7	100	0	98.8	100	100	100	0	100	100	99.5	96.3	0	99.5	97.8	100	96.4	0	97.7	99.1
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	2	0	3	15
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	0.5	3.7	0	0.5	2.2	0	3.6	0	2.3	0.9



Traff Tech Engineering Inc.

File Name : 5- NE 3rd Ave & NE 2nd St
Site Code : 00000000
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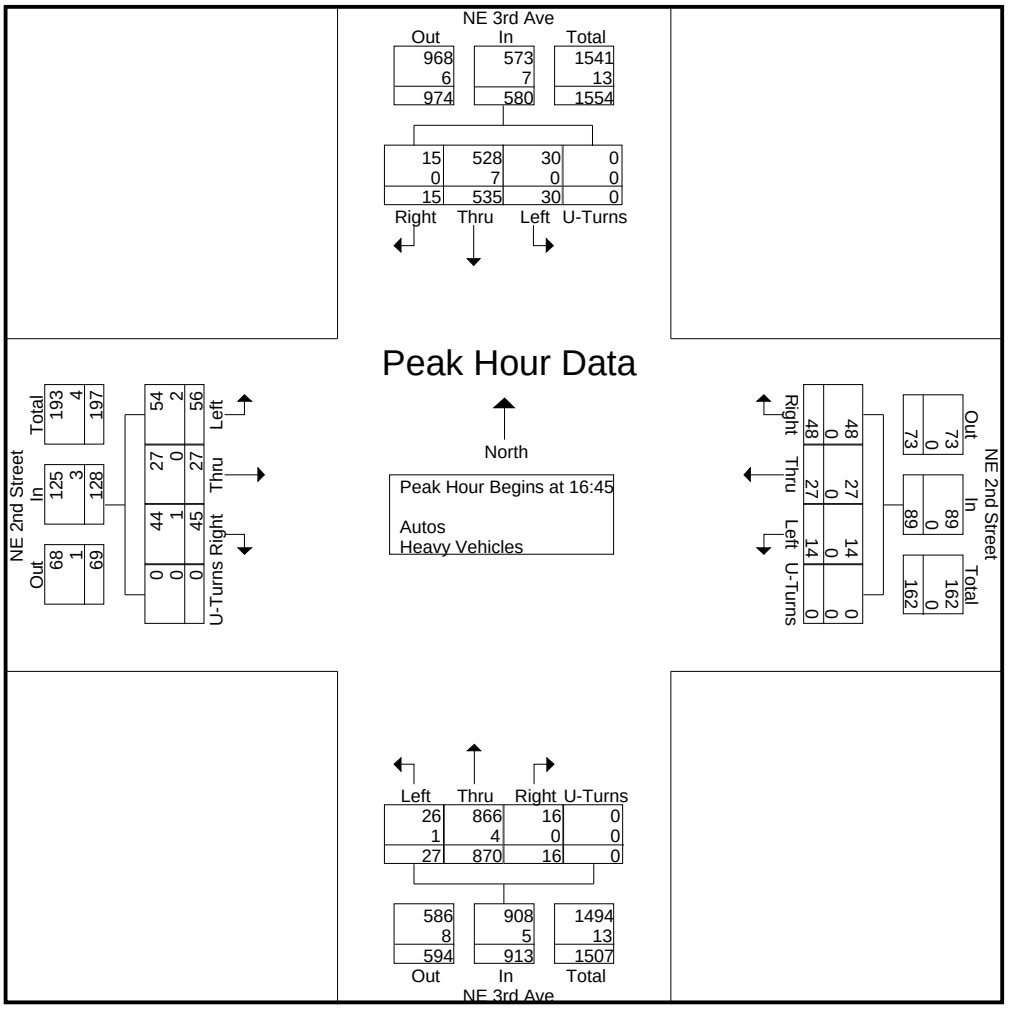
	NE 3rd Ave From North					NE 2nd Street From East					NE 3rd Ave From South					NE 2nd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	10	213	13	0	236	3	**6**	1	0	10	12	**87**	3	0	102	5	5	1	0	11	359
08:15	6	114	10	0	130	7	6	**4**	0	17	8	74	5	0	87	5	3	2	0	10	244
08:30	7	**262**	**21**	0	**290**	8	6	2	0	16	**17**	86	1	0	**104**	11	12	**3**	0	26	**436**
08:45	**16**	206	18	0	240	**12**	6	1	0	**19**	15	69	**8**	0	92	**18**	**16**	1	0	**35**	386
Total Volume	39	795	62	0	896	30	24	8	0	62	52	316	17	0	385	39	36	7	0	82	1425
% App. Total	4.4	88.7	6.9	0		48.4	38.7	12.9	0		13.5	82.1	4.4	0		47.6	43.9	8.5	0		
PHF	.609	.759	.738	.000	.772	.625	1.00	.500	.000	.816	.765	.908	.531	.000	.925	.542	.563	.583	.000	.586	.817
Autos	38	785	62	0	885	30	24	8	0	62	51	308	17	0	376	38	36	5	0	79	1402
% Autos	97.4	98.7	100	0	98.8	100	100	100	0	100	98.1	97.5	100	0	97.7	97.4	100	71.4	0	96.3	98.4
Heavy Vehicles	1	10	0	0	11	0	0	0	0	0	1	8	0	0	9	1	0	2	0	3	23
% Heavy Vehicles	2.6	1.3	0	0	1.2	0	0	0	0	0	1.9	2.5	0	0	2.3	2.6	0	28.6	0	3.7	1.6



Traff Tech Engineering Inc.

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	NE 3rd Ave From North					NE 2nd Street From East					NE 3rd Ave From South					NE 2nd 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	3	118	**10**	0	131	12	5	**6**	0	23	4	202	6	0	212	7	4	10	0	21	387
17:00	2	114	6	0	122	**15**	8	1	0	**24**	2	216	6	0	224	8	7	**18**	0	33	403
17:15	3	137	8	0	148	13	5	3	0	21	**7**	**247**	**9**	0	**263**	14	6	16	0	36	**468**
17:30	**7**	**166**	6	0	**179**	8	**9**	4	0	21	3	205	6	0	214	**16**	**10**	12	0	**38**	452
Total Volume	15	535	30	0	580	48	27	14	0	89	16	870	27	0	913	45	27	56	0	128	1710
% App. Total	2.6	92.2	5.2	0		53.9	30.3	15.7	0		1.8	95.3	3	0		35.2	21.1	43.8	0		
PHF	.536	.806	.750	.000	.810	.800	.750	.583	.000	.927	.571	.881	.750	.000	.868	.703	.675	.778	.000	.842	.913
Autos	15	528	30	0	573	48	27	14	0	89	16	866	26	0	908	44	27	54	0	125	1695
% Autos	100	98.7	100	0	98.8	100	100	100	0	100	100	99.5	96.3	0	99.5	97.8	100	96.4	0	97.7	99.1
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	2	0	3	15
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	0.5	3.7	0	0.5	2.2	0	3.6	0	2.3	0.9



Traff Tech Engineering Inc.

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Groups Printed- Peds & Bikes

	NE 3rd Ave From North				NE 2nd Street From East				NE 3rd Ave From South				NE 2nd Street From West				
Start Time																	Int. Total
07:00	1	0	0	2	1	0	0	6	0	0	0	3	3	0	0	1	17
07:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	2	9
07:30	0	0	0	1	1	0	0	8	0	0	0	0	0	0	0	1	11
07:45	0	0	0	0	1	0	0	5	0	0	0	1	1	0	0	4	12
Total	1	0	0	3	3	0	0	26	0	0	0	4	4	0	0	8	49
08:00	0	0	0	0	1	0	0	10	1	0	0	2	1	0	0	1	16
08:15	0	0	0	1	1	0	0	9	0	0	0	1	0	0	0	4	16
08:30	0	0	0	0	2	0	0	5	0	0	0	2	0	0	0	2	11
08:45	0	0	0	0	1	0	0	12	0	0	0	1	0	0	0	6	20
Total	0	0	0	1	5	0	0	36	1	0	0	6	1	0	0	13	63
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	4	0	0	0	2	1	0	0	3	10
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
16:30	0	0	0	1	3	0	0	3	0	0	0	1	1	0	0	3	12
16:45	0	0	0	0	1	0	0	3	0	0	0	0	2	0	0	4	10
Total	0	0	0	1	4	0	0	11	0	0	0	3	4	0	0	11	34
17:00	0	0	0	3	2	0	0	8	0	0	0	2	2	0	0	4	21
17:15	0	0	0	0	0	0	0	2	2	0	0	2	3	0	0	1	10
17:30	1	0	0	0	0	0	0	1	0	0	0	1	3	0	0	3	9
17:45	0	0	0	0	0	0	0	4	0	0	0	0	7	0	0	9	20
Total	1	0	0	3	2	0	0	15	2	0	0	5	15	0	0	17	60
Grand Total	2	0	0	8	14	0	0	88	3	0	0	18	24	0	0	49	206
Apprch %	20	0	0	80	13.7	0	0	86.3	14.3	0	0	85.7	32.9	0	0	67.1	
Total %	1	0	0	3.9	6.8	0	0	42.7	1.5	0	0	8.7	11.7	0	0	23.8	

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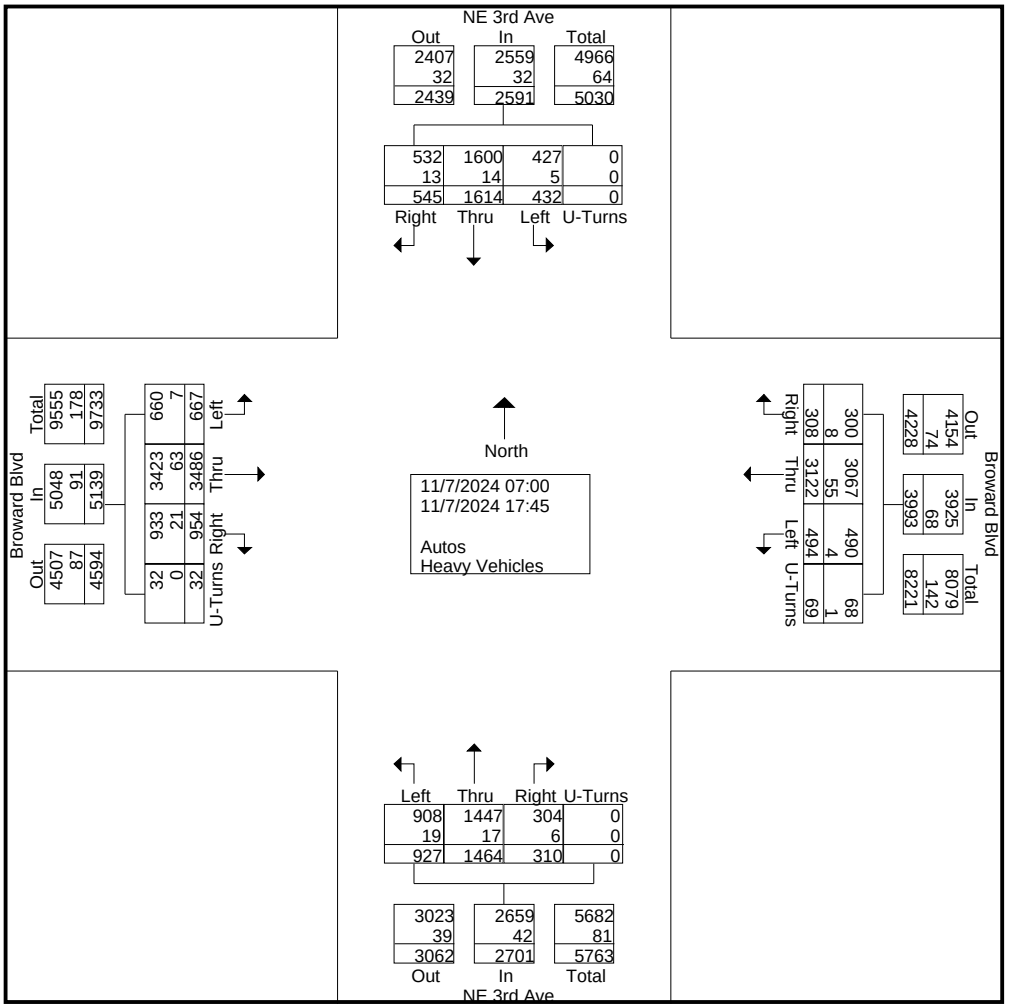
File Name : 6- NE 3rd Ave & Broward Blvd
Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	NE 3rd Ave From North					Broward Blvd From East					NE 3rd Ave From South					Broward Blvd 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	33	55	20	0	108	8	124	14	0	146	6	50	49	0	105	54	162	31	0	247	606
07:15	24	81	23	0	128	15	150	26	1	192	14	32	26	0	72	80	192	26	1	299	691
07:30	39	114	22	0	175	17	184	35	5	241	11	38	33	0	82	73	156	28	0	257	755
07:45	34	133	32	0	199	17	148	32	2	199	10	42	44	0	96	92	243	42	0	377	871
Total	130	383	97	0	610	57	606	107	8	778	41	162	152	0	355	299	753	127	1	1180	2923
08:00	40	116	31	0	187	12	183	34	4	233	8	62	36	0	106	92	250	31	1	374	900
08:15	37	85	13	0	135	24	165	52	4	245	14	46	37	0	97	21	87	31	1	140	617
08:30	22	147	50	0	219	28	158	41	7	234	7	64	42	0	113	125	241	39	3	408	974
08:45	25	155	44	0	224	31	140	42	4	217	20	55	48	0	123	101	274	39	0	414	978
Total	124	503	138	0	765	95	646	169	19	929	49	227	163	0	439	339	852	140	5	1336	3469
*** BREAK ***																					
16:00	42	66	16	0	124	14	249	21	6	290	24	137	79	0	240	34	217	41	7	299	953
16:15	47	89	24	0	160	19	270	14	7	310	25	111	81	0	217	34	214	40	4	292	979
16:30	36	65	27	0	128	20	243	31	6	300	26	117	73	0	216	42	229	45	1	317	961
16:45	26	98	23	0	147	20	198	38	1	257	35	160	82	0	277	37	225	44	3	309	990
Total	151	318	90	0	559	73	960	104	20	1157	110	525	315	0	950	147	885	170	15	1217	3883
17:00	22	94	25	0	141	25	210	20	3	258	25	189	81	0	295	31	226	55	5	317	1011
17:15	33	95	20	0	148	25	225	31	5	286	31	129	68	0	228	41	253	67	4	365	1027
17:30	45	121	31	0	197	12	204	39	8	263	31	129	81	0	241	36	246	63	1	346	1047
17:45	40	100	31	0	171	21	271	24	6	322	23	103	67	0	193	61	271	45	1	378	1064
Total	140	410	107	0	657	83	910	114	22	1129	110	550	297	0	957	169	996	230	11	1406	4149
Grand Total	545	1614	432	0	2591	308	3122	494	69	3993	310	1464	927	0	2701	954	3486	667	32	5139	14424
Apprch %	21	62.3	16.7	0		7.7	78.2	12.4	1.7		11.5	54.2	34.3	0		18.6	67.8	13	0.6		
Total %	3.8	11.2	3	0	18	2.1	21.6	3.4	0.5	27.7	2.1	10.1	6.4	0	18.7	6.6	24.2	4.6	0.2	35.6	
Autos	532	1600	427	0	2559	300	3067	490	68	3925	304	1447	908	0	2659	933	3423	660	32	5048	14191
% Autos	97.6	99.1	98.8	0	98.8	97.4	98.2	99.2	98.6	98.3	98.1	98.8	98	0	98.4	97.8	98.2	99	100	98.2	98.4
Heavy Vehicles																					
% Heavy Vehicles	2.4	0.9	1.2	0	1.2	2.6	1.8	0.8	1.4	1.7	1.9	1.2	2	0	1.6	2.2	1.8	1	0	1.8	1.6

Traff Tech Engineering Inc.

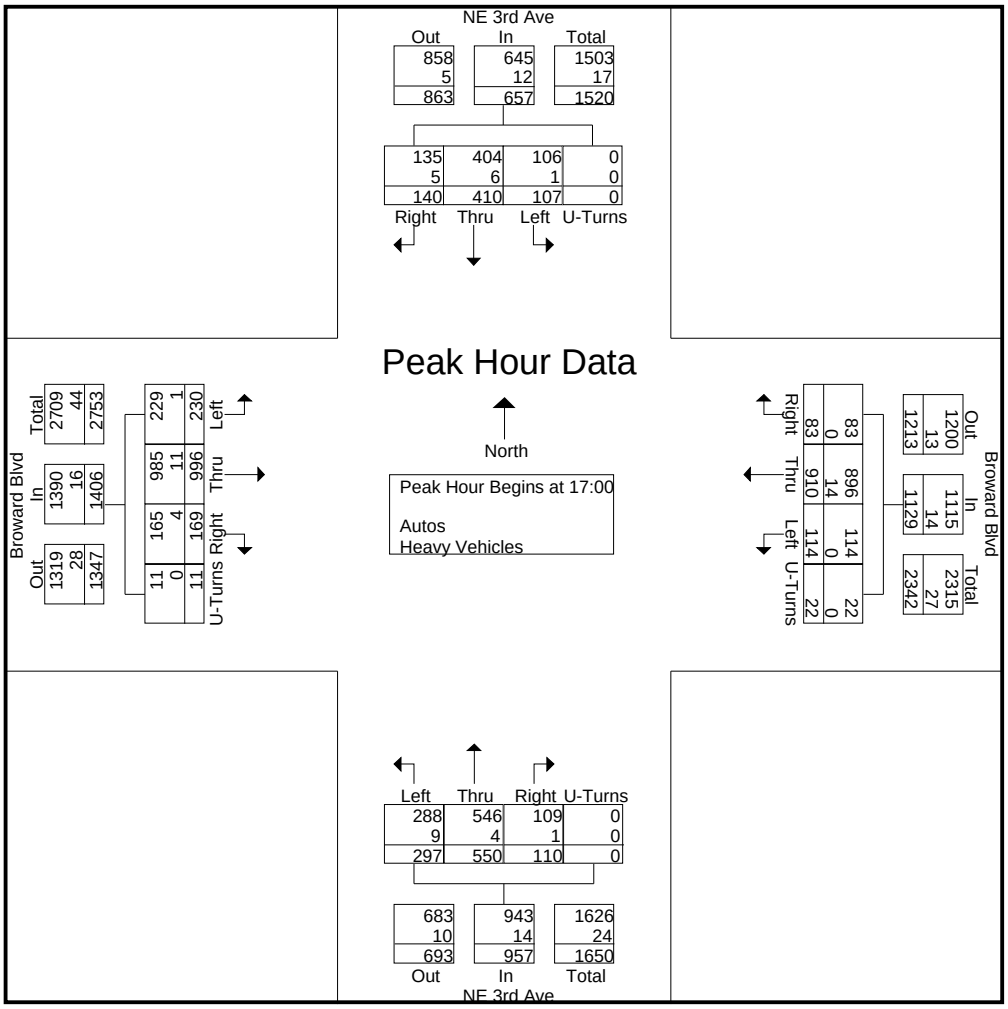
File Name : 6- NE 3rd Ave & Broward Blvd
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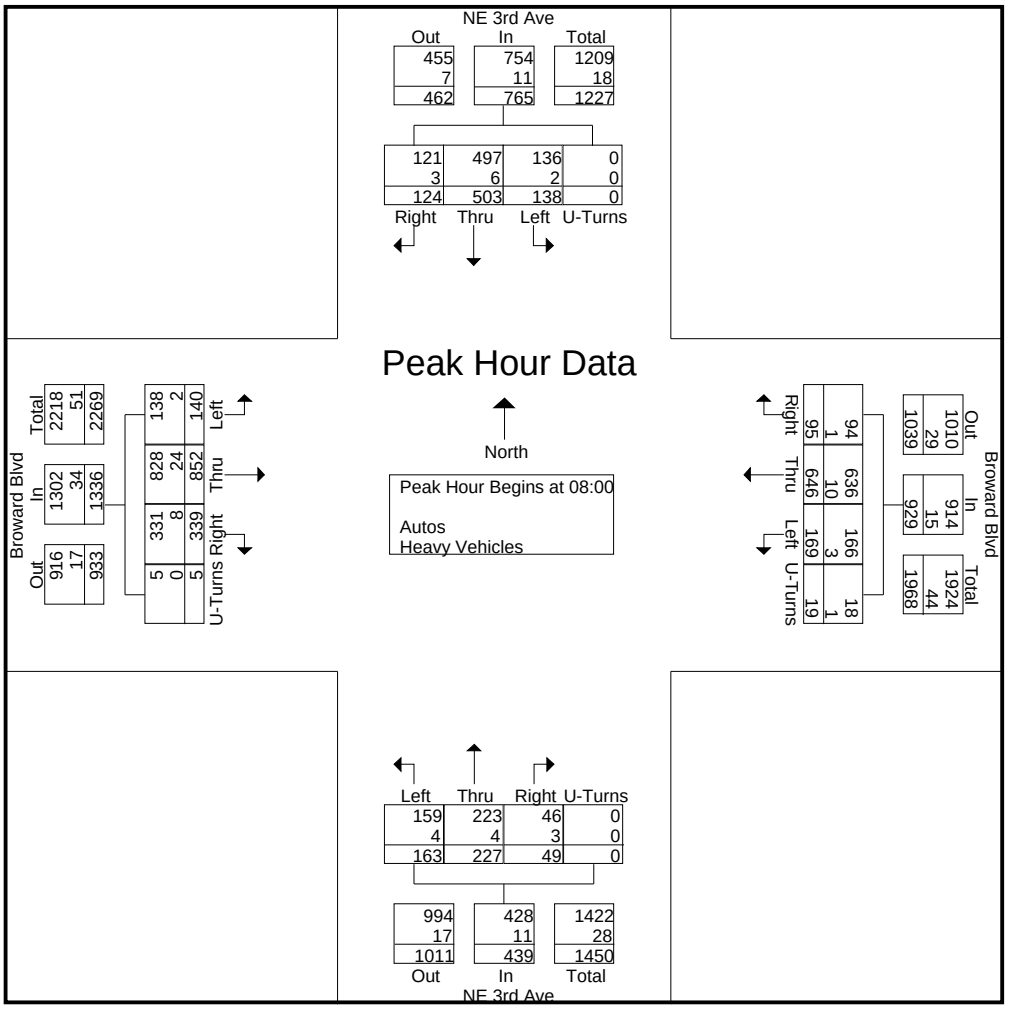
	NE 3rd Ave From North					Broward Blvd From East					NE 3rd Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	22	94	25	0	141	**25**	210	20	3	258	25	**189**	**81**	0	**295**	31	226	55	**5**	317	1011
17:15	33	95	20	0	148	25	225	31	5	286	**31**	129	68	0	228	41	253	**67**	4	365	1027
17:30	**45**	**121**	**31**	0	**197**	12	204	**39**	**8**	263	31	129	81	0	241	36	246	63	1	346	1047
17:45	40	100	31	0	171	21	**271**	24	6	**322**	23	103	67	0	193	**61**	**271**	45	1	**378**	**1064**
Total Volume	140	410	107	0	657	83	910	114	22	1129	110	550	297	0	957	169	996	230	11	1406	4149
% App. Total	21.3	62.4	16.3	0		7.4	80.6	10.1	1.9		11.5	57.5	31	0		12	70.8	16.4	0.8		
PHF	.778	.847	.863	.000	.834	.830	.839	.731	.688	.877	.887	.728	.917	.000	.811	.693	.919	.858	.550	.930	.975
Autos	135	404	106	0	645	83	896	114	22	1115	109	546	288	0	943	165	985	229	11	1390	4093
% Autos	96.4	98.5	99.1	0	98.2	100	98.5	100	100	98.8	99.1	99.3	97.0	0	98.5	97.6	98.9	99.6	100	98.9	98.7
Heavy Vehicles	5	6	1	0	12	0	14	0	0	14	1	4	9	0	14	4	11	1	0	16	56
% Heavy Vehicles	3.6	1.5	0.9	0	1.8	0	1.5	0	0	1.2	0.9	0.7	3.0	0	1.5	2.4	1.1	0.4	0	1.1	1.3



Traff Tech Engineering Inc.

File Name : 6- NE 3rd Ave & Broward Blvd
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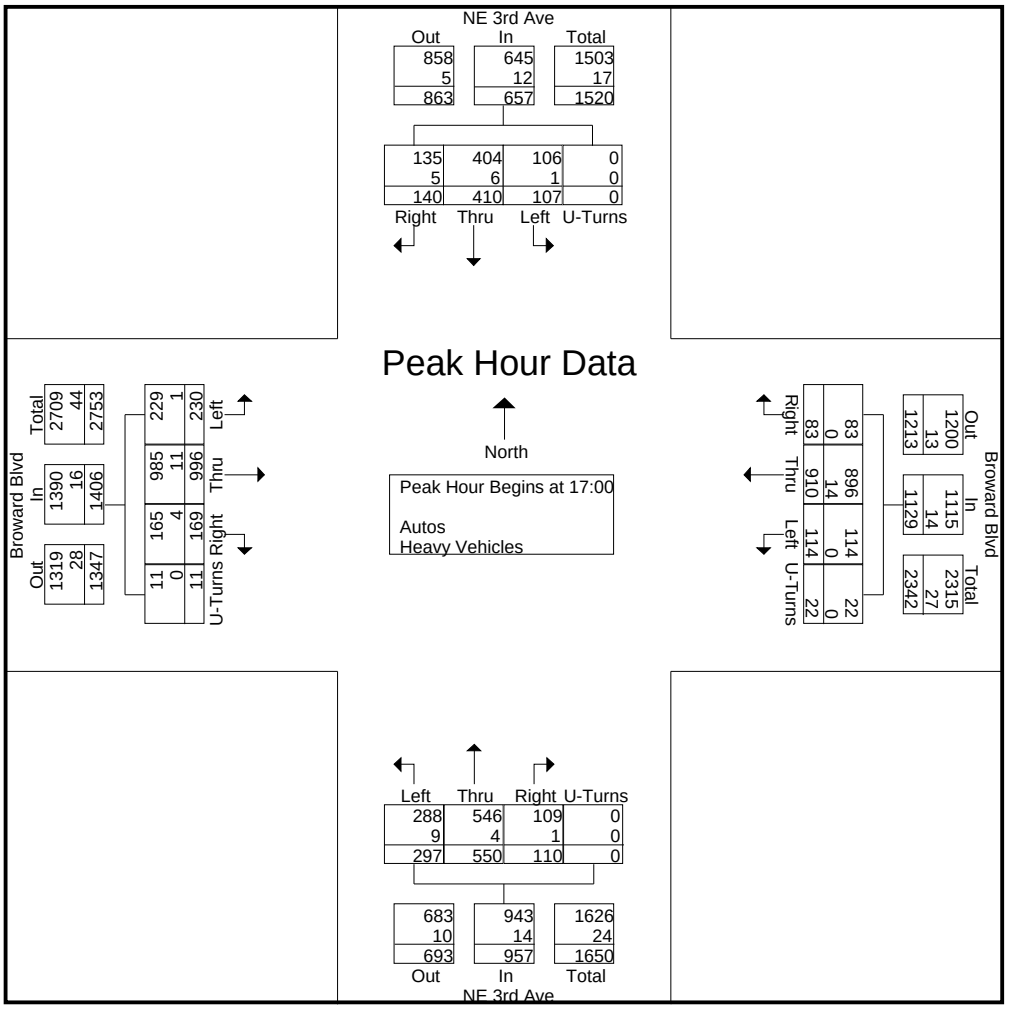
	NE 3rd Ave From North					Broward Blvd From East					NE 3rd Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	**40**	116	31	0	187	12	**183**	34	4	233	8	62	36	0	106	92	250	31	1	374	900
08:15	37	85	13	0	135	24	165	**52**	4	**245**	14	46	37	0	97	21	87	31	1	140	617
08:30	22	147	**50**	0	219	28	158	41	**7**	234	7	**64**	42	0	113	**125**	241	**39**	**3**	408	974
08:45	25	**155**	44	0	**224**	**31**	140	42	4	217	**20**	55	**48**	0	**123**	101	**274**	39	0	**414**	**978**
Total Volume	124	503	138	0	765	95	646	169	19	929	49	227	163	0	439	339	852	140	5	1336	3469
% App. Total	16.2	65.8	18	0		10.2	69.5	18.2	2		11.2	51.7	37.1	0		25.4	63.8	10.5	0.4		
PHF	.775	.811	.690	.000	.854	.766	.883	.813	.679	.948	.613	.887	.849	.000	.892	.678	.777	.897	.417	.807	.887
Autos	121	497	136	0	754	94	636	166	18	914	46	223	159	0	428	331	828	138	5	1302	3398
% Autos	97.6	98.8	98.6	0	98.6	98.9	98.5	98.2	94.7	98.4	93.9	98.2	97.5	0	97.5	97.6	97.2	98.6	100	97.5	98.0
Heavy Vehicles	3	6	2	0	11	1	10	3	1	15	3	4	4	0	11	8	24	2	0	34	71
% Heavy Vehicles	2.4	1.2	1.4	0	1.4	1.1	1.5	1.8	5.3	1.6	6.1	1.8	2.5	0	2.5	2.4	2.8	1.4	0	2.5	2.0



Traff Tech Engineering Inc.

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	NE 3rd Ave From North					Broward Blvd From East					NE 3rd Ave From South					Broward Blvd 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	22	94	25	0	141	**25**	210	20	3	258	25	**189**	**81**	0	**295**	31	226	55	**5**	317	1011
17:15	33	95	20	0	148	25	225	31	5	286	**31**	129	68	0	228	41	253	**67**	4	365	1027
17:30	**45**	**121**	**31**	0	**197**	12	204	**39**	**8**	263	31	129	81	0	241	36	246	63	1	346	1047
17:45	40	100	31	0	171	21	**271**	24	6	**322**	23	103	67	0	193	**61**	**271**	45	1	**378**	**1064**
Total Volume	140	410	107	0	657	83	910	114	22	1129	110	550	297	0	957	169	996	230	11	1406	4149
% App. Total	21.3	62.4	16.3	0		7.4	80.6	10.1	1.9		11.5	57.5	31	0		12	70.8	16.4	0.8		
PHF	.778	.847	.863	.000	.834	.830	.839	.731	.688	.877	.887	.728	.917	.000	.811	.693	.919	.858	.550	.930	.975
Autos	135	404	106	0	645	83	896	114	22	1115	109	546	288	0	943	165	985	229	11	1390	4093
% Autos	96.4	98.5	99.1	0	98.2	100	98.5	100	100	98.8	99.1	99.3	97.0	0	98.5	97.6	98.9	99.6	100	98.9	98.7
Heavy Vehicles	5	6	1	0	12	0	14	0	0	14	1	4	9	0	14	4	11	1	0	16	56
% Heavy Vehicles	3.6	1.5	0.9	0	1.8	0	1.5	0	0	1.2	0.9	0.7	3.0	0	1.5	2.4	1.1	0.4	0	1.1	1.3



Traff Tech Engineering Inc.

File Name : 6- NE 3rd Ave & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Peds & Bikes

	NE 3rd Ave From North				Broward Blvd From East				NE 3rd Ave From South				Broward Blvd From West				
Start Time																	Int. Total
07:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	6
07:15	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	5	14
07:30	0	0	0	0	1	0	0	7	0	0	0	0	0	0	0	5	13
07:45	1	0	0	5	0	0	0	4	1	0	0	0	0	0	0	5	16
Total	1	0	0	8	3	0	0	19	1	0	0	0	0	0	0	17	49
08:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	5
08:15	0	0	0	2	1	0	0	6	0	0	0	0	1	0	0	4	14
08:30	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	3	16
08:45	0	0	0	2	2	0	0	7	0	0	0	0	1	0	0	8	20
Total	0	0	0	9	3	0	0	24	0	0	0	0	2	0	0	17	55
*** BREAK ***																	
16:00	4	0	0	1	0	0	0	15	0	0	0	0	0	0	0	0	20
16:15	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	1	5
16:30	1	0	0	7	1	0	0	9	0	0	0	3	0	0	0	1	22
16:45	0	0	0	3	1	0	0	7	0	0	0	0	1	0	0	0	12
Total	5	0	0	12	2	0	0	32	2	0	0	3	1	0	0	2	59
17:00	0	0	0	2	1	0	0	11	0	0	0	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	6	9
17:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21	22
17:45	0	0	0	1	4	0	0	13	0	0	0	0	4	0	0	8	30
Total	0	0	0	3	6	0	0	26	0	0	0	0	5	0	0	35	75
Grand Total	6	0	0	32	14	0	0	101	3	0	0	3	8	0	0	71	238
Apprch %	15.8	0	0	84.2	12.2	0	0	87.8	50	0	0	50	10.1	0	0	89.9	
Total %	2.5	0	0	13.4	5.9	0	0	42.4	1.3	0	0	1.3	3.4	0	0	29.8	

Traff Tech Engineering Inc.

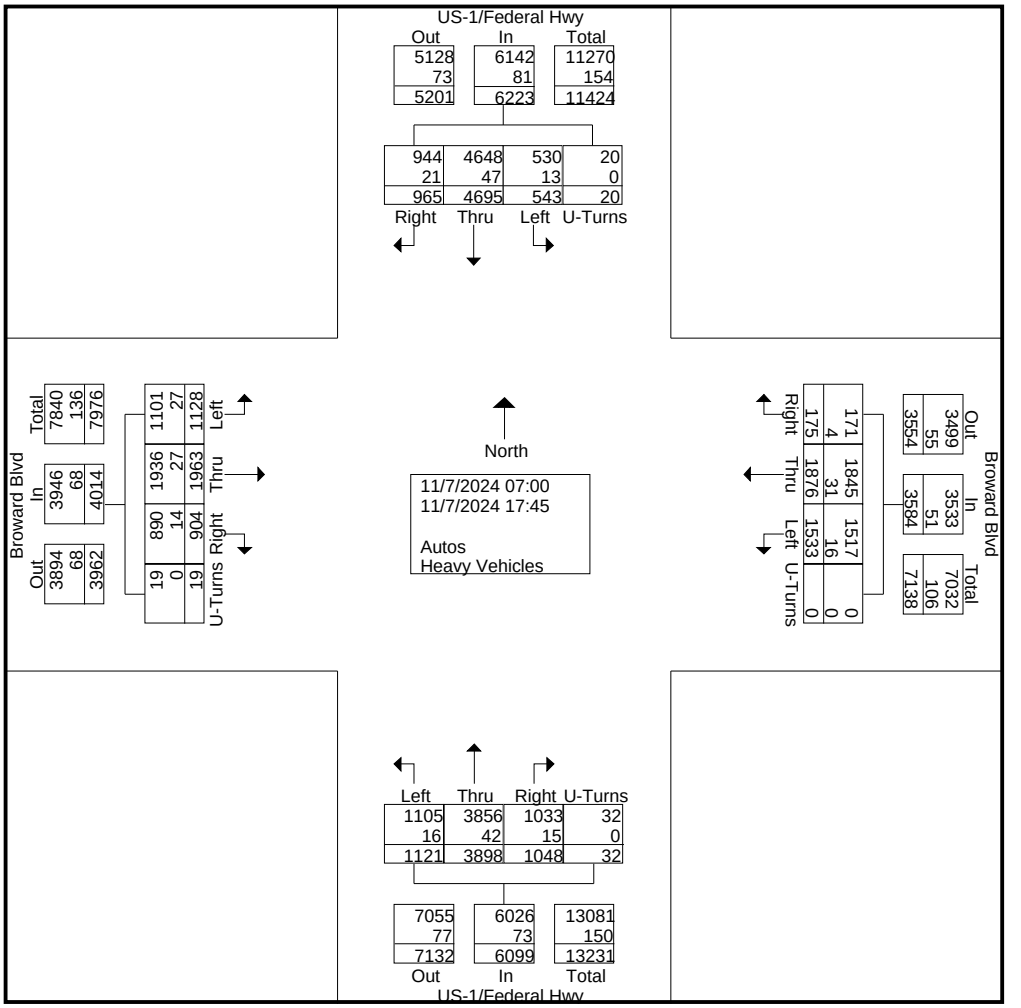
File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	US-1/Federal Hwy From North					Broward Blvd From East					US-1/Federal Hwy From South					Broward Blvd 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	48	171	27	3	249	3	63	59	0	125	26	145	50	4	225	48	80	34	0	162	761
07:15	38	277	16	0	331	2	83	87	0	172	63	208	59	0	330	48	96	43	1	188	1021
07:30	59	298	35	0	392	5	121	121	0	247	76	243	52	4	375	57	88	54	2	201	1215
07:45	80	374	32	0	486	4	92	93	0	189	65	213	58	3	339	66	120	55	0	241	1255
Total	225	1120	110	3	1458	14	359	360	0	733	230	809	219	11	1269	219	384	186	3	792	4252
08:00	69	262	37	0	368	6	87	81	0	174	90	218	65	4	377	50	134	47	0	231	1150
08:15	75	325	30	2	432	5	108	77	0	190	58	207	77	2	344	29	66	47	1	143	1109
08:30	70	318	45	0	433	8	93	81	0	182	71	209	64	0	344	55	127	43	0	225	1184
08:45	72	347	50	2	471	18	98	90	0	206	74	228	72	1	375	70	162	50	1	283	1335
Total	286	1252	162	4	1704	37	386	329	0	752	293	862	278	7	1440	204	489	187	2	882	4778
*** BREAK ***																					
16:00	63	278	37	2	380	20	149	75	0	244	58	224	81	2	365	60	128	84	1	273	1262
16:15	49	252	36	2	339	18	156	95	0	269	63	244	77	3	387	59	131	90	2	282	1277
16:30	76	331	34	2	443	13	151	113	0	277	68	302	79	1	450	57	131	96	0	284	1454
16:45	42	255	28	3	328	18	134	115	0	267	70	270	81	0	421	62	154	95	2	313	1329
Total	230	1116	135	9	1490	69	590	398	0	1057	259	1040	318	6	1623	238	544	365	5	1152	5322
17:00	45	265	29	1	340	16	118	123	0	257	66	312	74	1	453	53	116	87	2	258	1308
17:15	55	292	36	0	383	11	138	118	0	267	68	292	82	2	444	73	140	107	1	321	1415
17:30	63	337	32	1	433	13	147	110	0	270	59	292	70	2	423	66	153	97	3	319	1445
17:45	61	313	39	2	415	15	138	95	0	248	73	291	80	3	447	51	137	99	3	290	1400
Total	224	1207	136	4	1571	55	541	446	0	1042	266	1187	306	8	1767	243	546	390	9	1188	5568
Grand Total	965	4695	543	20	6223	175	1876	1533	0	3584	1048	3898	1121	32	6099	904	1963	1128	19	4014	19920
Apprch %	15.5	75.4	8.7	0.3		4.9	52.3	42.8	0		17.2	63.9	18.4	0.5		22.5	48.9	28.1	0.5		
Total %	4.8	23.6	2.7	0.1	31.2	0.9	9.4	7.7	0	18	5.3	19.6	5.6	0.2	30.6	4.5	9.9	5.7	0.1	20.2	
Autos	944	4648	530	20	6142	171	1845	1517	0	3533	1033	3856	1105	32	6026	890	1936	1101	19	3946	19647
% Autos	97.8	99	97.6	100	98.7	97.7	98.3	99	0	98.6	98.6	98.9	98.6	100	98.8	98.5	98.6	97.6	100	98.3	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.2	1	2.4	0	1.3	2.3	1.7	1	0	1.4	1.4	1.1	1.4	0	1.2	1.5	1.4	2.4	0	1.7	1.4

Traff Tech Engineering Inc.

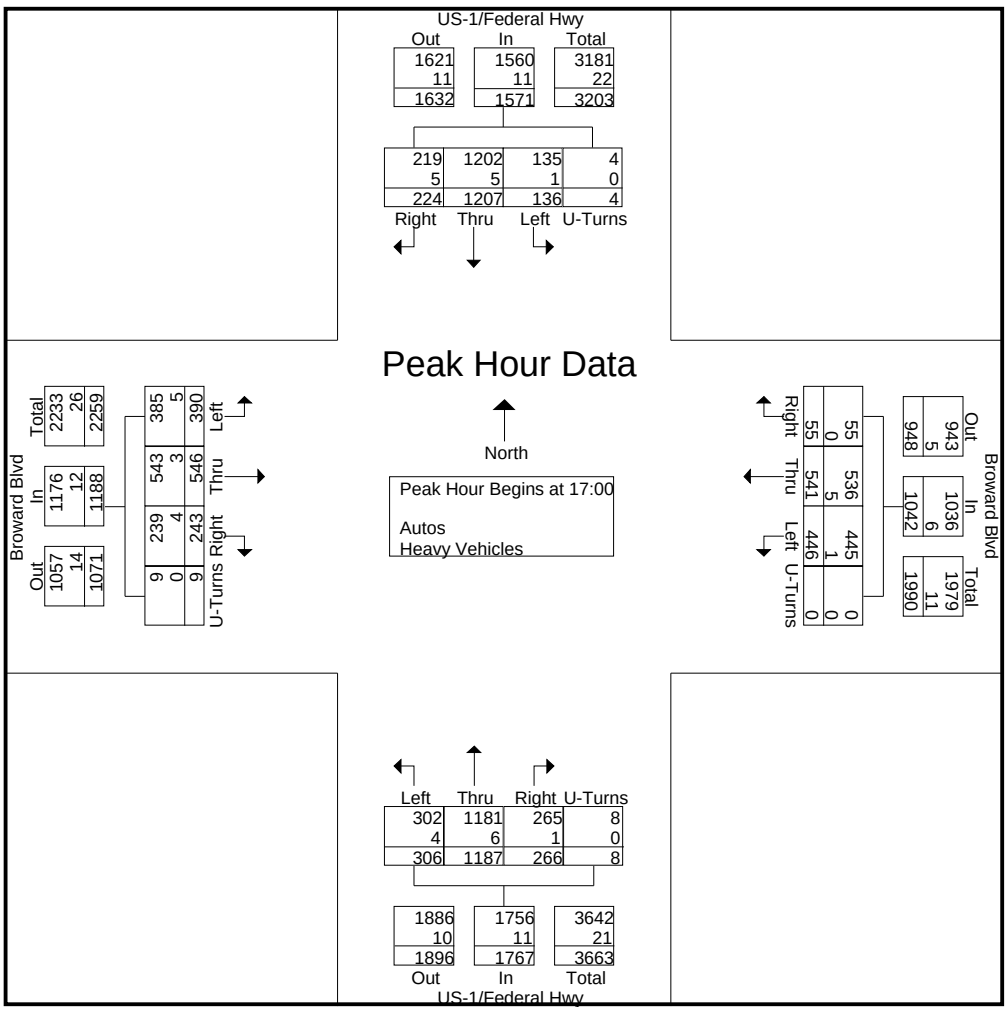
File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 2



Traff Tech Engineering Inc.

File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 3

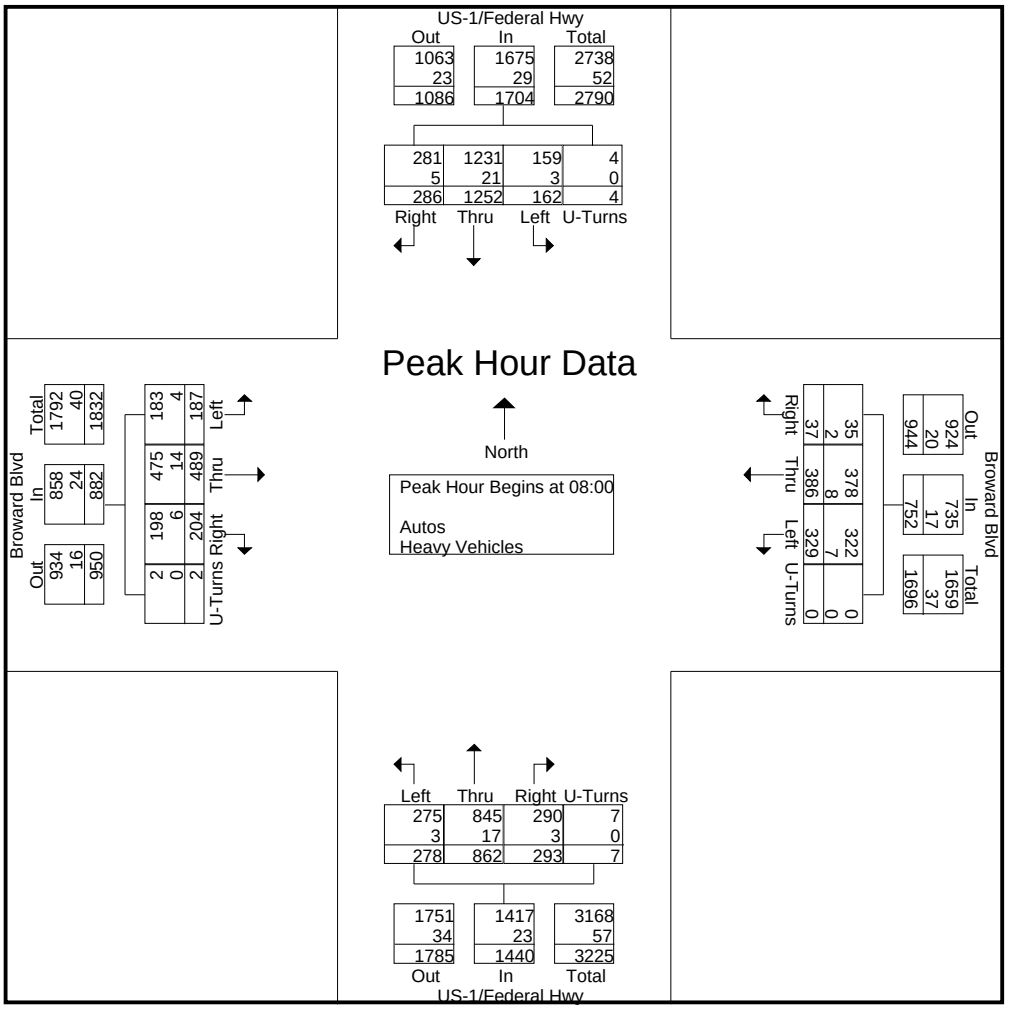
	US-1/Federal Hwy From North					Broward Blvd From East					US-1/Federal Hwy From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	45	265	29	1	340	**16**	118	**123**	0	257	66	**312**	74	1	**453**	53	116	87	2	258	1308
17:15	55	292	36	0	383	11	138	118	0	267	68	292	**82**	2	444	**73**	140	**107**	1	**321**	1415
17:30	**63**	**337**	32	1	**433**	13	**147**	110	0	**270**	59	292	70	2	423	66	**153**	97	**3**	319	**1445**
17:45	61	313	**39**	**2**	415	15	138	95	0	248	**73**	291	80	**3**	447	51	137	99	3	290	1400
Total Volume	224	1207	136	4	1571	55	541	446	0	1042	266	1187	306	8	1767	243	546	390	9	1188	5568
% App. Total	14.3	76.8	8.7	0.3		5.3	51.9	42.8	0		15.1	67.2	17.3	0.5		20.5	46	32.8	0.8		
PHF	.889	.895	.872	.500	.907	.859	.920	.907	.000	.965	.911	.951	.933	.667	.975	.832	.892	.911	.750	.925	.963
Autos	219	1202	135	4	1560	55	536	445	0	1036	265	1181	302	8	1756	239	543	385	9	1176	5528
% Autos	97.8	99.6	99.3	100	99.3	100	99.1	99.8	0	99.4	99.6	99.5	98.7	100	99.4	98.4	99.5	98.7	100	99.0	99.3
Heavy Vehicles	5	5	1	0	11	0	5	1	0	6	1	6	4	0	11	4	3	5	0	12	40
% Heavy Vehicles	2.2	0.4	0.7	0	0.7	0	0.9	0.2	0	0.6	0.4	0.5	1.3	0	0.6	1.6	0.5	1.3	0	1.0	0.7



Traff Tech Engineering Inc.

File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 4

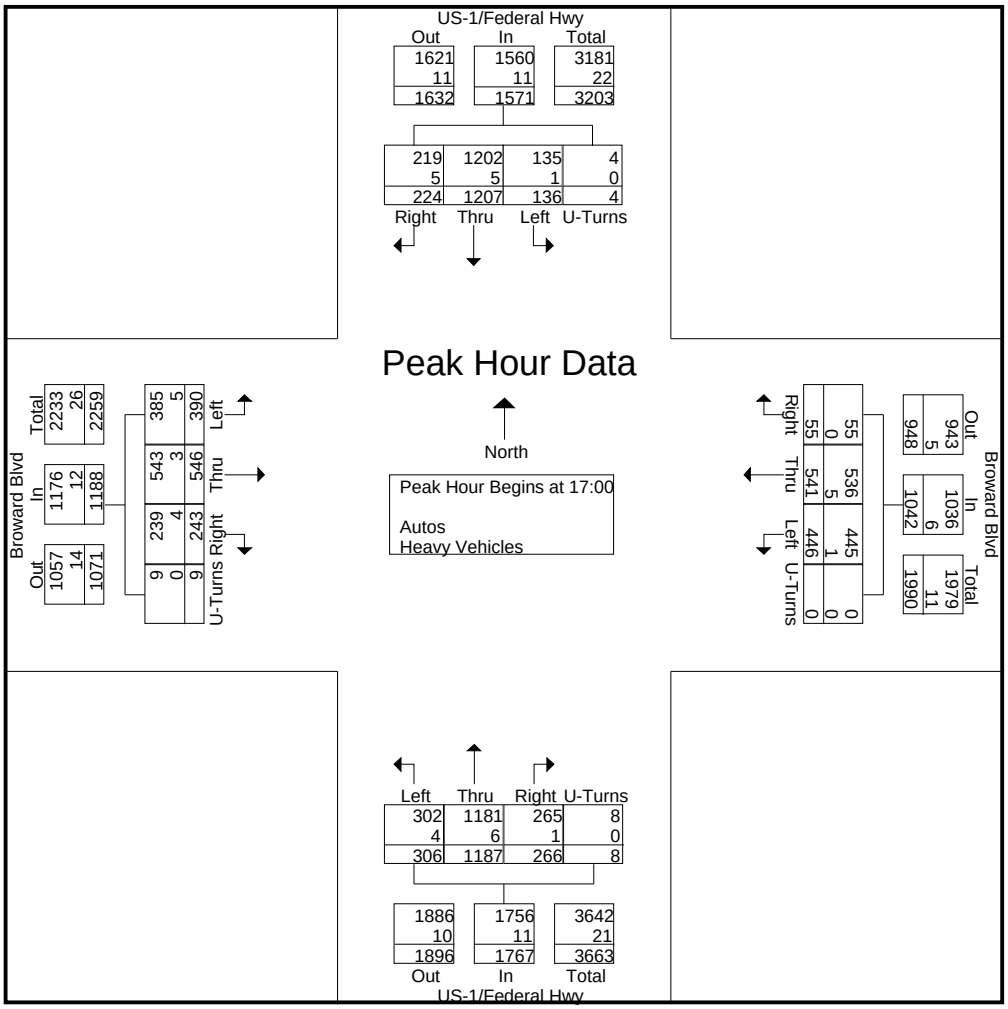
	US-1/Federal Hwy From North					Broward Blvd From East					US-1/Federal Hwy From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	69	262	37	0	368	6	87	81	0	174	**90**	218	65	**4**	**377**	50	134	47	0	231	1150
08:15	**75**	325	30	**2**	432	5	**108**	77	0	190	58	207	**77**	2	344	29	66	47	**1**	143	1109
08:30	70	318	45	0	433	8	93	81	0	182	71	209	64	0	344	55	127	43	0	225	1184
08:45	72	**347**	**50**	2	**471**	**18**	98	**90**	0	**206**	74	**228**	72	1	375	**70**	**162**	**50**	1	**283**	**1335**
Total Volume	286	1252	162	4	1704	37	386	329	0	752	293	862	278	7	1440	204	489	187	2	882	4778
% App. Total	16.8	73.5	9.5	0.2		4.9	51.3	43.8	0		20.3	59.9	19.3	0.5		23.1	55.4	21.2	0.2		
PHF	.953	.902	.810	.500	.904	.514	.894	.914	.000	.913	.814	.945	.903	.438	.955	.729	.755	.935	.500	.779	.895
Autos	281	1231	159	4	1675	35	378	322	0	735	290	845	275	7	1417	198	475	183	2	858	4685
% Autos	98.3	98.3	98.1	100	98.3	94.6	97.9	97.9	0	97.7	99.0	98.0	98.9	100	98.4	97.1	97.1	97.9	100	97.3	98.1
Heavy Vehicles	5	21	3	0	29	2	8	7	0	17	3	17	3	0	23	6	14	4	0	24	93
% Heavy Vehicles	1.7	1.7	1.9	0	1.7	5.4	2.1	2.1	0	2.3	1.0	2.0	1.1	0	1.6	2.9	2.9	2.1	0	2.7	1.9



Traff Tech Engineering Inc.

File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 5

	US-1/Federal Hwy From North					Broward Blvd From East					US-1/Federal Hwy From South					Broward Blvd 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	45	265	29	1	340	**16**	118	**123**	0	257	66	**312**	74	1	**453**	53	116	87	2	258	1308
17:15	55	292	36	0	383	11	138	118	0	267	68	292	**82**	2	444	**73**	140	**107**	1	**321**	1415
17:30	**63**	**337**	32	1	**433**	13	**147**	110	0	**270**	59	292	70	2	423	66	**153**	97	**3**	319	**1445**
17:45	61	313	**39**	**2**	415	15	138	95	0	248	**73**	291	80	**3**	447	51	137	99	3	290	1400
Total Volume	224	1207	136	4	1571	55	541	446	0	1042	266	1187	306	8	1767	243	546	390	9	1188	5568
% App. Total	14.3	76.8	8.7	0.3		5.3	51.9	42.8	0		15.1	67.2	17.3	0.5		20.5	46	32.8	0.8		
PHF	.889	.895	.872	.500	.907	.859	.920	.907	.000	.965	.911	.951	.933	.667	.975	.832	.892	.911	.750	.925	.963
Autos	219	1202	135	4	1560	55	536	445	0	1036	265	1181	302	8	1756	239	543	385	9	1176	5528
% Autos	97.8	99.6	99.3	100	99.3	100	99.1	99.8	0	99.4	99.6	99.5	98.7	100	99.4	98.4	99.5	98.7	100	99.0	99.3
Heavy Vehicles	5	5	1	0	11	0	5	1	0	6	1	6	4	0	11	4	3	5	0	12	40
% Heavy Vehicles	2.2	0.4	0.7	0	0.7	0	0.9	0.2	0	0.6	0.4	0.5	1.3	0	0.6	1.6	0.5	1.3	0	1.0	0.7



Traff Tech Engineering Inc.

File Name : 7- US-1 & Broward Blvd
Site Code : 00000000
Start Date : 11/7/2024
Page No : 1

Groups Printed- Peds & Bikes

	US-1/Federal Hwy From North				Broward Blvd From East				US-1/Federal Hwy From South				Broward Blvd From West				
Start Time																	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	7	9
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	2	0	0	0	6	9
07:45	0	0	0	0	0	0	0	1	1	0	0	9	0	0	0	16	27
Total	0	0	0	0	0	0	0	3	1	0	0	12	0	0	0	31	47
08:00	0	0	0	0	1	0	0	1	0	0	0	10	0	0	0	4	16
08:15	0	0	0	11	0	0	0	2	0	0	0	16	2	0	0	11	42
08:30	1	0	0	0	0	0	0	0	2	0	0	5	3	0	0	20	31
08:45	0	0	0	0	0	0	0	5	0	0	0	8	0	0	0	8	21
Total	1	0	0	11	1	0	0	8	2	0	0	39	5	0	0	43	110
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	5	2	0	0	13	1	0	0	3	25
16:15	0	0	0	0	0	0	0	10	3	0	0	23	1	0	0	21	58
16:30	2	0	0	5	0	0	0	1	0	0	0	8	1	0	0	13	30
16:45	0	0	0	0	2	0	0	2	1	0	0	2	2	0	0	5	14
Total	3	0	0	5	2	0	0	18	6	0	0	46	5	0	0	42	127
17:00	0	0	0	1	1	0	0	0	0	0	0	8	1	0	0	10	21
17:15	2	0	0	0	0	0	0	0	4	0	0	29	0	0	0	22	57
17:30	0	0	0	4	0	0	0	0	1	0	0	6	1	0	0	9	21
17:45	0	0	0	1	0	0	0	1	0	0	0	6	2	0	0	17	27
Total	2	0	0	6	1	0	0	1	5	0	0	49	4	0	0	58	126
Grand Total	6	0	0	22	4	0	0	30	14	0	0	146	14	0	0	174	410
Apprch %	21.4	0	0	78.6	11.8	0	0	88.2	8.8	0	0	91.2	7.4	0	0	92.6	
Total %	1.5	0	0	5.4	1	0	0	7.3	3.4	0	0	35.6	3.4	0	0	42.4	

APPENDIX C

Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments

Broward County **Signal Timing Sheet** **11/26/2024**

7120 : 2023 - US 1 & Broward Blvd (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NR)	3 (WL)	4 (ER)	5 (NL)	6 (SR)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
MAX 1	20	45	25	30	25	45	20	30	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clr	0	25	0	26	0	25	0	25	0	0	0	0	0	0	0	0
MIN GRN	4	12	4	7	4	12	4	7	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5	0	0	0	0	0	0	0	0
Yel 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

Phase Option [1.1.2]

	1 (SL)	2 (NR)	3 (WL)	4 (ER)	5 (NL)	6 (SR)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Enable P	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 Calls									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Enable Simul Gap									ON	ON	ON	ON	ON	ON	ON	ON
Guarantd Passage																
Rest In Walk		ON				ON										
Condit'l Service																
Added Init Calc	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SL1)	2 (NR1)	3 (WL2)	4 (ER1)	5 (NL2)	6 (SR1)	7 (EL2)	8 (WT2)	9	10	11	12	13	14	15	16
Call Phase	1	2	0	0	5	6	0	0	2	2	2	2	5	5	6	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	6	6	0	1	2	2	2	2	5	5	6	6	6	6	0	1
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	3	4	4	0	7	8	4	0	4	4	4	4	7	7	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	8	8	3	3	4	4	4	4	7	7	0	0	8	8	3	3
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Broward County **System Timing Sheet** **11/26/2024**

7120 : 2023 - US 1 & Broward Blvd (Standard File)

TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19											
Minute		30			30											
Action	100	32	33	34	33											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	2	8														
Minute																
Action	100	33														

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8														
Minute																
Action	100	33														

Coordination, Pattern 1-16 [2.4]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle		180	180	180	160	160										
Offset		73	88	51	137	64										
Split	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
seqnc	1	9	9	9	5	1	1	1	1	1	1	1	1	1	1	1
POpt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PTime	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	66	31	50	25	74	29	52								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	81	26	44	30	80	26	44								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	75	30	48	27	75	26	52								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	60	30	39	30	61	25	44								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	58	30	41	31	58	32	39								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7120 : 2023 - US 1 & Broward Blvd (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
MaxPres	180	180	180	180	180	180
Delay						
MinDura						
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher # Preempt						
Flash in Dwell						
Link to Preempt						
MINGRN	6	6	6	6	6	6
MinWalk						
PedClr						
Track Grn						
Min Dwell	8	8	8	8	8	8
Init Dwell						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Track Veh5						
Track Veh6						
Track Veh7						
Track Veh8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						
Exit 5						
Exit 6						
Exit 7						
Exit 8						
Dwell Cyc Veh1	2	4	1	3	2	4
Dwell Cyc Veh2	6	8	6	8	5	7
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Veh13						
Dwell Cyc Veh14						
Dwell Cyc Veh15						
Dwell Cyc Veh16						
Dwell Cyc Veh17						
Dwell Cyc Veh18						
Dwell Cyc Veh19						
Dwell Cyc Veh20						
Dwell Cyc Veh21						
Dwell Cyc Veh22						
Dwell Cyc Veh23						
Dwell Cyc Veh24						
Dwell Cyc Veh25						
Dwell Cyc Veh26						
Dwell Cyc Veh27						
Dwell Cyc Veh28						
Dwell Cyc Veh29						
Dwell Cyc Veh30						
Dwell Cyc Veh31						
Dwell Cyc Veh32						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Dwell Cyc Ped9						
Dwell Cyc Ped10						
Dwell Cyc Ped11						
Dwell Cyc Ped12						
Dwell Cyc Ped13						
Dwell Cyc Ped14						
Dwell Cyc Ped15						
Dwell Cyc Ped16						
Dwell Cyc Ped17						
Dwell Cyc Ped18						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track if Override						
MCE override						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Lnk Aft Dwell						
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
PedClr						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Track Over 13						
Track Over 14						
Track Over 15						
Track Over 16						
Track Over 17						
Track Over 18						
Track Over 19						
Track Over 20						
Track Over 21						
Track Over 22						
Track Over 23						
Track Over 24						
Track Over 25						
Track Over 26						
Track Over 27						
Track Over 28						
Track Over 29						
Track Over 30						
Track Over 31						
Track Over 32						
DwellCyc Over 1				1	2	3
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
DwellCyc Over 13						
DwellCyc Over 14						
DwellCyc Over 15						
DwellCyc Over 16						
DwellCyc Over 17						
DwellCyc Over 18						
DwellCyc Over 19						
DwellCyc Over 20						
DwellCyc Over 21						
DwellCyc Over 22						
DwellCyc Over 23						
DwellCyc Over 24						
DwellCyc Over 25						
DwellCyc Over 26						
DwellCyc Over 27						
DwellCyc Over 28						
DwellCyc Over 29						
DwellCyc Over 30						
DwellCyc Over 31						
DwellCyc Over 32						

Dwell Cyc Ped19						
Dwell Cyc Ped20						
Dwell Cyc Ped21						
Dwell Cyc Ped22						
Dwell Cyc Ped23						
Dwell Cyc Ped24						
Dwell Cyc Ped25						
Dwell Cyc Ped26						
Dwell Cyc Ped27						
Dwell Cyc Ped28						
Dwell Cyc Ped29						
Dwell Cyc Ped30						
Dwell Cyc Ped31						
Dwell Cyc Ped32						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: osamuels **Date:** _____

7120 : 2023 - US 1 & Broward Blvd (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	
9	0	0	0	0	0	0	3.5	1.5	0	
10	0	0	0	0	0	0	3.5	1.5	0	
11	0	0	0	0	0	0	3.5	1.5	0	
12	0	0	0	0	0	0	3.5	1.5	0	
13	0	0	0	0	0	0	3.5	1.5	0	
14	0	0	0	0	0	0	3.5	1.5	0	
15	0	0	0	0	0	0	3.5	1.5	0	
16	0	0	0	0	0	0	3.5	1.5	0	
17	0	0	0	0	0	0	3.5	1.5	0	
18	0	0	0	0	0	0	3.5	1.5	0	
19	0	0	0	0	0	0	3.5	1.5	0	
20	0	0	0	0	0	0	3.5	1.5	0	
21	0	0	0	0	0	0	3.5	1.5	0	
22	0	0	0	0	0	0	3.5	1.5	0	
23	0	0	0	0	0	0	3.5	1.5	0	
24	0	0	0	0	0	0	3.5	1.5	0	
25	0	0	0	0	0	0	3.5	1.5	0	
26	0	0	0	0	0	0	3.5	1.5	0	
27	0	0	0	0	0	0	3.5	1.5	0	
28	0	0	0	0	0	0	3.5	1.5	0	
29	0	0	0	0	0	0	3.5	1.5	0	
30	0	0	0	0	0	0	3.5	1.5	0	
31	0	0	0	0	0	0	3.5	1.5	0	
32	0	0	0	0	0	0	3.5	1.5	0	

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: osamuels **Date:** _____

Broward County **Special System Timing Sheet** **11/26/2024**

7120 : 2023 - US 1 & Broward Blvd (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	58	30	41	31	58	32	39								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

Broward County **Signal Timing Sheet** **11/26/2024**

7650 : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	25	0	17	0	25	0	0	0	0	0	0	0	0
Min Green	4	12	0	8	4	12	0	8	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	0	2	1.5	3	0	2	0	0	0	0	0	0	0	0
Max1	12	50	0	20	12	50	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	4	2	2	0	4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (SL)	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	4	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: osamuels **Date:** _____

Broward County **System Timing Sheet** **11/26/2024**

7650 : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	15	18											
Minute																
Action	48	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8													
Minute																
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8	22												
Minute																
Action	3	100	3	100												

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		160	160	160								160	160	160		
Offset Time		88	88	88								88	88	88		
Split Number		2	3	4								12	13	14		
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7650 : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON		ON	
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1			1		5	
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	FYA-4	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	FYA-4	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

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Broward County **Alternate Timing Sheet** **11/26/2024**

7650 : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Broward County **Special System Timing Sheet** **11/26/2024**

7650 : 2024 - US 1 & NE 4 St (Ft Lauderdale) (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	99		43	18	99		43								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

Broward County **Signal Timing Sheet** **11/26/2024**

7660 : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase [1.1.1]

	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	14	0	19	0	14	0	19	0	0	0	0	0	0	0	0
Min Green	0	10	0	6	0	10	0	6	0	0	0	0	0	0	0	0
Gap Ext	0	3	0	2	0	3	0	2	0	0	0	0	0	0	0	0
Max1	0	45	0	25	0	45	0	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	2	0	2	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Enable		ON		ON		ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	4	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Broward County **System Timing Sheet** **11/26/2024**

7660 : 2041 - NE 3 Ave & NE 4 St (Standard File)

TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	15	18											
Minute																
Action	100	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8													
Minute																
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8	22												
Minute																
Action	3	100	3	100												

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		80	80	80												
Offset Time		19	68	76												
Split Number		2	3	4												
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		48		32		48		32								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		48		32		48		32								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		48		32		48		32								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels

Date: _____

Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7660 : 2041 - NE 3 Ave & NE 4 St (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

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Broward County **Alternate Timing Sheet** **11/26/2024**

7660 : 2041 - NE 3 Ave & NE 4 St (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: osamuels **Date:** _____

Broward County **Special System Timing Sheet** **11/26/2024**

7660 : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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7610 : 2042 - NE 3 Ave & NE 2 St (Standard File)

Phase [1.1.1]

	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	12	0	20	0	12	0	20	0	0	0	0	0	0	0	0
Min Green	0	10	0	6	0	10	0	6	0	0	0	0	0	0	0	0
Gap Ext	0	3	0	2	0	3	0	2	0	0	0	0	0	0	0	0
Max1	0	45	0	25	0	45	0	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	2	0	2	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Enable		ON		ON		ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	4	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	15	18	23										
Minute																
Action	25	2	3	4	3	25										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	23													
Minute																
Action	25	3	25													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	23													
Minute																
Action	25	3	25													

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		80	80	80												
Offset Time		17	64	64												
Split Number		2	3	4												
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		45		35		45		35								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		45		35		45		35								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		45		35		45		35								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7610 : 2042 - NE 3 Ave & NE 2 St (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

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Broward County **Alternate Timing Sheet** **11/26/2024**

7610 : 2042 - NE 3 Ave & NE 2 St (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: osamuels **Date:** _____

Broward County **Special System Timing Sheet** **11/26/2024**

7610 : 2042 - NE 3 Ave & NE 2 St (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

7130 : 2043 - Broward Blvd & E 3 Ave (Standard File)

Phase [1.1.1]

	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	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	20	0	30	0	20	0	26	0	0	0	0	0	0	0	0
Min Green	4	7	4	6	4	7	4	6	0	0	0	0	0	0	0	0
Gap Ext	1.5	0	1.5	2	1.5	0	1.5	2	0	0	0	0	0	0	0	0
Max1	15	30	20	45	25	30	15	45	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Phase Option [1.1.2]

	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EL1)	2 (WT1)	3 (SL1)	4 (NT1)	5 (WL1)	6 (ET1)	7 (NL1)	8 (ST1)	9 (NT2)	10 (WT2)	11 (WT3)	12 (WR1)	13 (ST2)	14 (ET2)	15 (ET3)	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: osamuels **Date:** _____

TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	15	18											
Minute																
Action	100	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8													
Minute																
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8	22												
Minute																
Action	3	100	3	100												

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		160	160	160												
Offset Time		30	74	53												
Split Number		2	3	4												
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	66	20	49	20	71	25	44								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	62	20	58	23	59	30	48								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	60	18	57	18	67	30	45								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels

Date: _____

Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7130 : 2043 - Broward Blvd & E 3 Ave (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	4	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: osamuels **Date:** _____

Broward County **Alternate Timing Sheet** **11/26/2024**

7130 : 2043 - Broward Blvd & E 3 Ave (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: osamuels **Date:** _____

Broward County **Special System Timing Sheet** **11/26/2024**

7130 : 2043 - Broward Blvd & E 3 Ave (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

7640 : 2163 - NE 3 Ave & NE 3 St (Standard File)

Phase [1.1.1]

	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	18	0	15	0	18	0	0	0	0	0	0	0	0
Min Green	0	7	0	6	0	7	0	6	0	0	0	0	0	0	0	0
Gap Ext	0	1	0	2	0	1	0	2	0	0	0	0	0	0	0	0
Max1	0	45	0	25	0	45	0	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	2	0	2	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Enable		ON		ON		ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: osamuels **Date:** _____

TB Coor, Day Plan[4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	15	18											
Minute																
Action	100	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8													
Minute																
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		2	8	22												
Minute																
Action	3	100	3	100												

Coordination, Pattern 1-16 [2.1]/Coordination Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		80	80	80												
Offset Time		27	70	76												
Split Number		2	3	4												
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		47		33		47		33								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		47		33		47		33								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		47		33		47		33								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

Broward County **Preempt & Overlap Timing Sheet** **11/26/2024**

7640 : 2163 - NE 3 Ave & NE 3 St (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

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						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: osamuels **Date:** _____

Broward County **Alternate Timing Sheet** **11/26/2024**

7640 : 2163 - NE 3 Ave & NE 3 St (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Programx 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: osamuels **Date:** _____

Broward County **Special System Timing Sheet** **11/26/2024**

7640 : 2163 - NE 3 Ave & NE 3 St (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: osamuels **Date:** _____

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 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
2023	33500 C	E 17000	W 16500	9.00	57.90	6.00
2022	36000 C	E 18500	W 17500	9.00	57.00	6.00
2021	33000 C	E 18000	W 15000	9.00	53.80	6.00
2020	35000 F	E 18000	W 17000	9.00	53.90	3.30
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

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
2023 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
2023	2850 C	E 950	W 1900	9.00	57.90	4.30
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

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
2023 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
2023	40000 C	N 19500	S 20500	9.00	54.20	3.10
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

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
2023 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
2023	22500 F	N 10500	S 12000	9.00	57.90	1.60
2022	21400 C	N 9900	S 11500	9.00	57.00	1.60
2021	23500 S	N 11000	S 12500	9.00	53.80	3.30
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

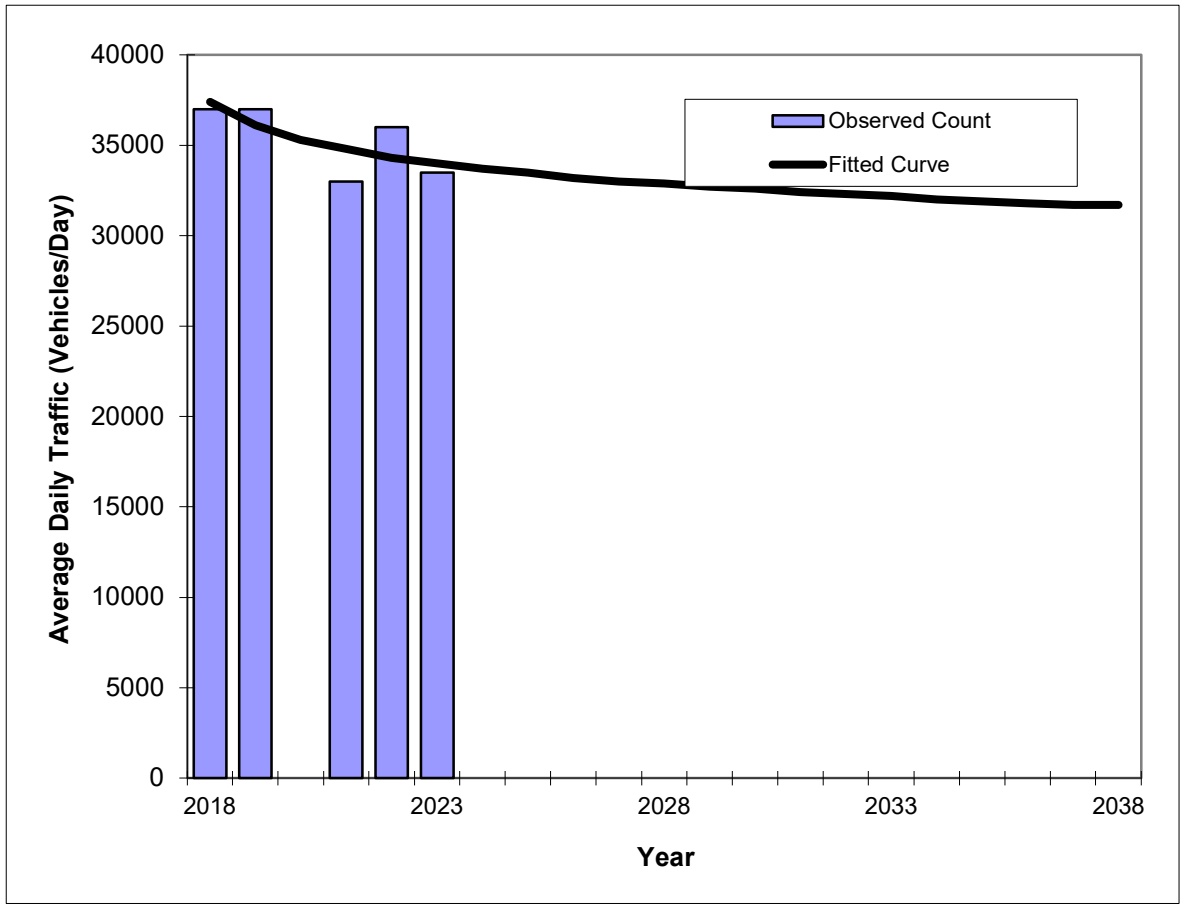
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 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**
2018	37000	37400
2019	37000	36100
2020	N/A	N/A
2021	33000	34800
2022	36000	34300
2023	33500	34000
2024 Opening Year Trend		
2024	N/A	33700
2026 Mid-Year Trend		
2026	N/A	33200
2028 Design Year Trend		
2028	N/A	32900
TRANPLAN Forecasts/Trends		

Trend R-squared:	51.95%
Compounded Annual Historic Growth Rate:	-1.89%
Compounded Growth Rate (2023 to Design Year):	-0.66%
Printed:	25-Nov-24

Decaying Exponential Growth Option

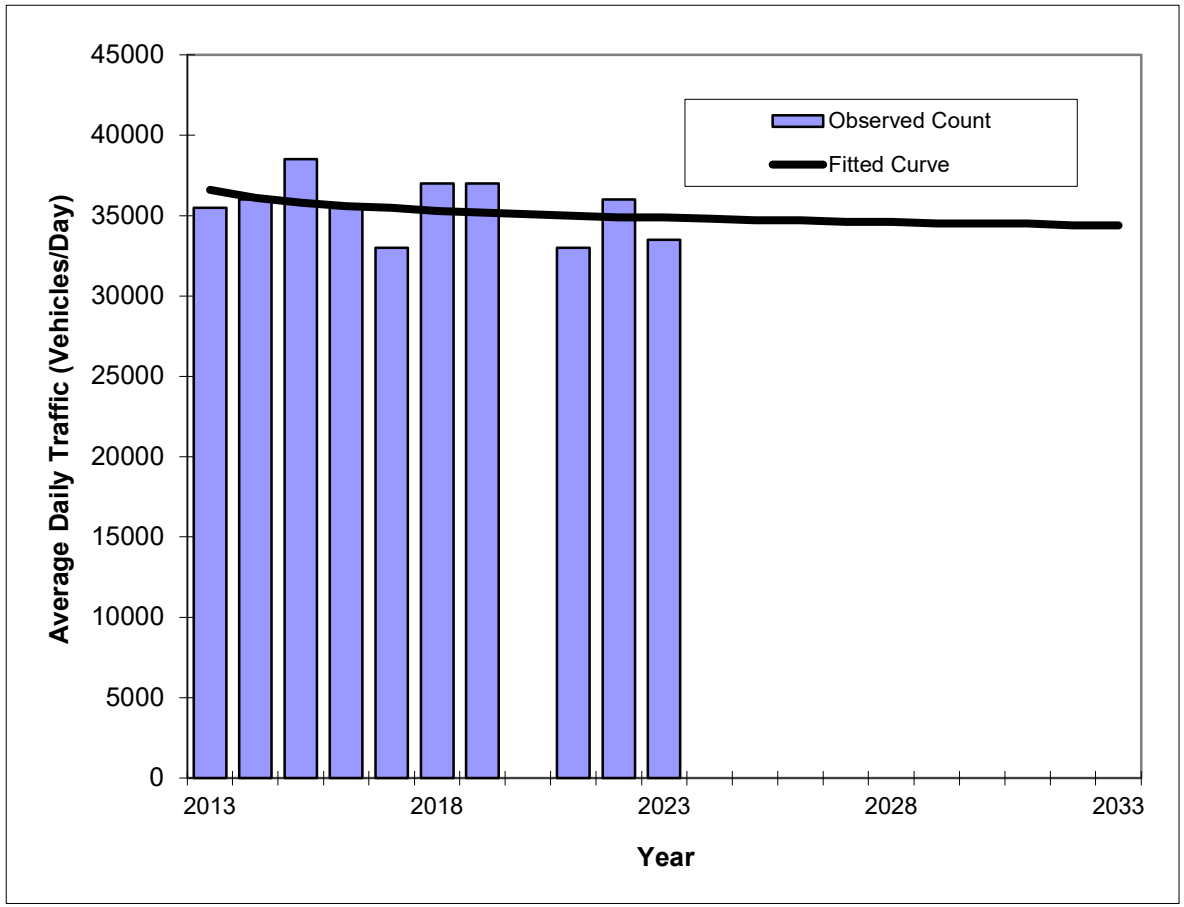
***Axle-Adjusted**

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**
2013	35500	36600
2014	36000	36100
2015	38500	35800
2016	35500	35600
2017	33000	35500
2018	37000	35300
2019	37000	35200
2020	N/A	N/A
2021	33000	35000
2022	36000	34900
2023	33500	34900
2024 Opening Year Trend		
2024	N/A	34800
2026 Mid-Year Trend		
2026	N/A	34700
2028 Design Year Trend		
2028	N/A	34600
TRANPLAN Forecasts/Trends		

Trend R-squared:	9.49%
Compounded Annual Historic Growth Rate:	-0.47%
Compounded Growth Rate (2023 to Design Year):	-0.17%
Printed:	25-Nov-24

Decaying Exponential Growth Option

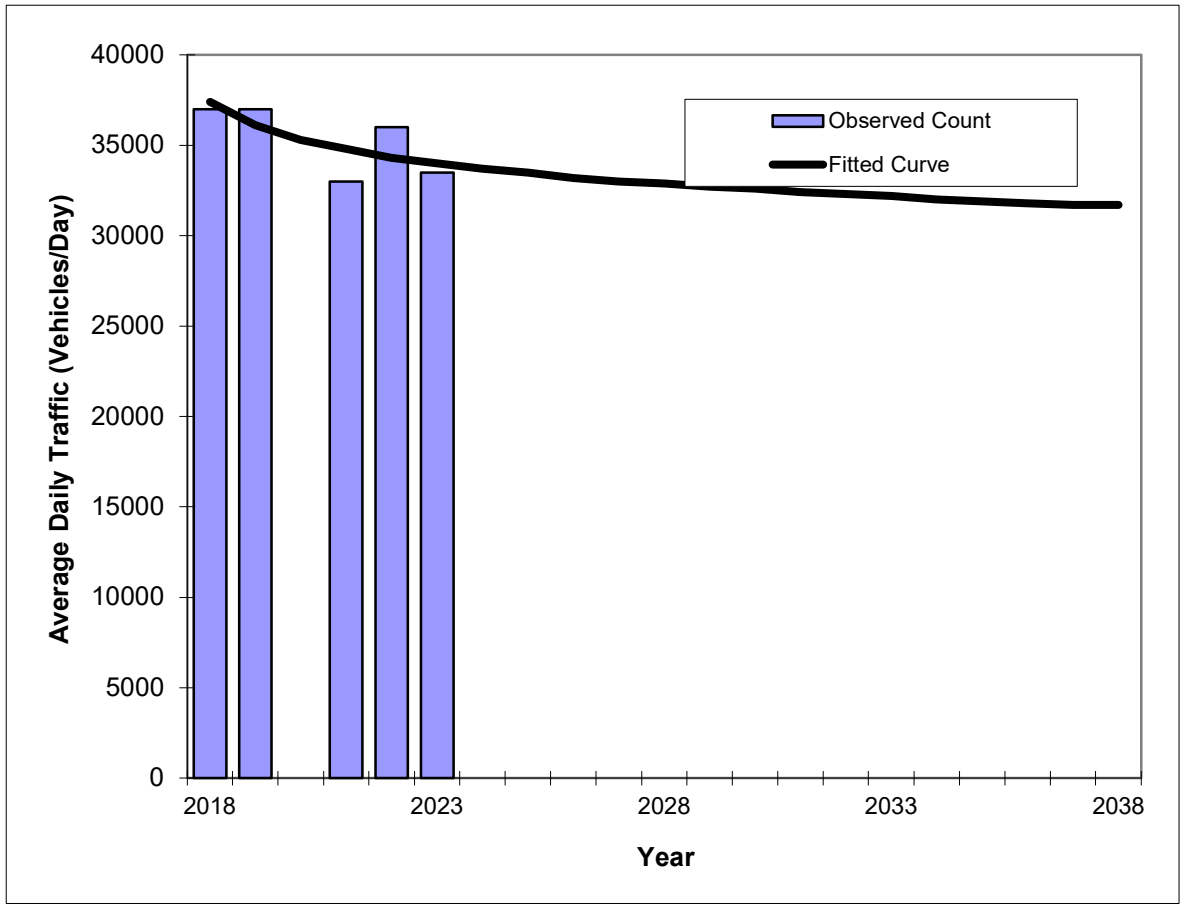
***Axle-Adjusted**

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**
2018	37000	37400
2019	37000	36100
2020	N/A	N/A
2021	33000	34800
2022	36000	34300
2023	33500	34000
2024 Opening Year Trend		
2024	N/A	33700
2026 Mid-Year Trend		
2026	N/A	33200
2028 Design Year Trend		
2028	N/A	32900
TRANPLAN Forecasts/Trends		

Trend R-squared:	50.09%
Compounded Annual Historic Growth Rate:	-1.89%
Compounded Growth Rate (2023 to Design Year):	-0.66%
Printed:	25-Nov-24

Exponential Growth Option

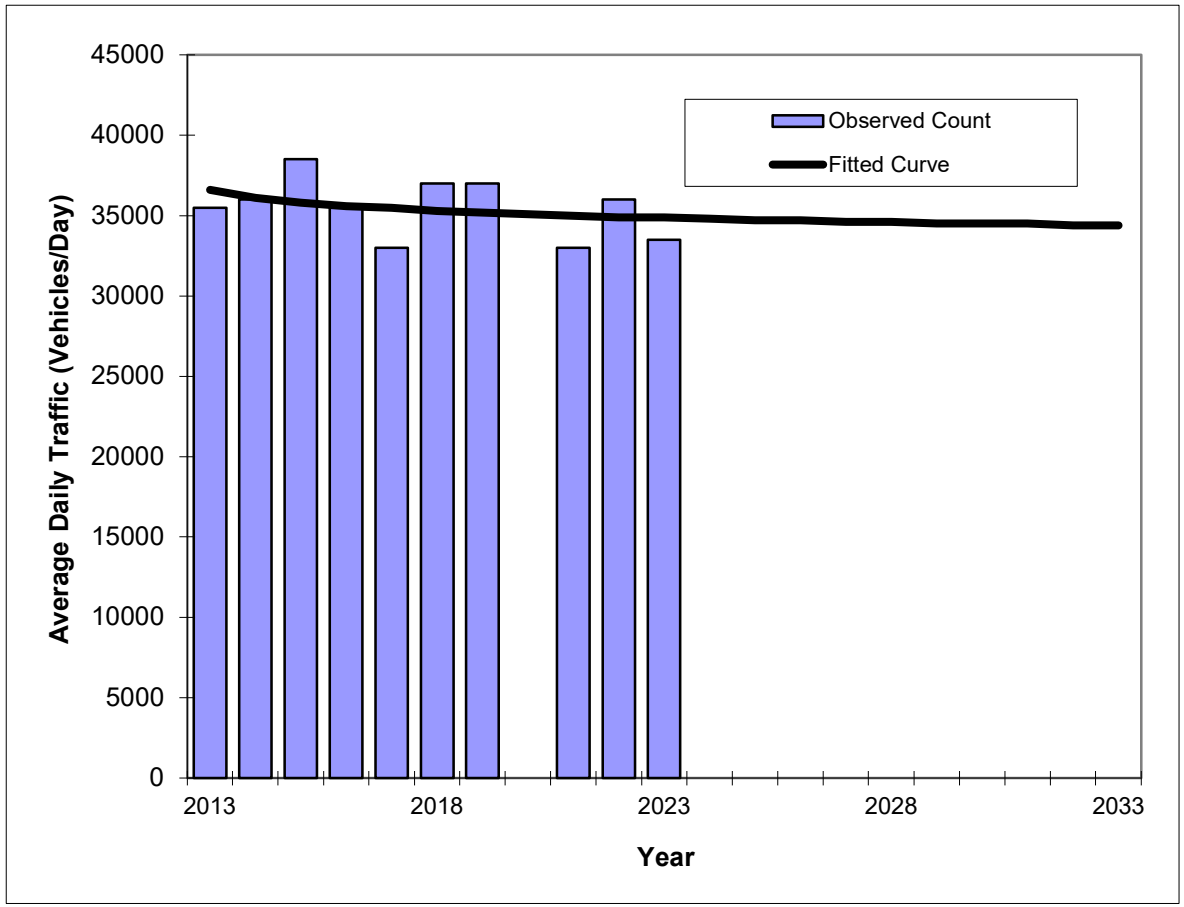
***Axle-Adjusted**

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**
2013	35500	36600
2014	36000	36100
2015	38500	35800
2016	35500	35600
2017	33000	35500
2018	37000	35300
2019	37000	35200
2020	N/A	N/A
2021	33000	35000
2022	36000	34900
2023	33500	34900
2024 Opening Year Trend		
2024	N/A	34800
2026 Mid-Year Trend		
2026	N/A	34700
2028 Design Year Trend		
2028	N/A	34600
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.91%
Compounded Annual Historic Growth Rate:	-0.47%
Compounded Growth Rate (2023 to Design Year):	-0.17%
Printed:	25-Nov-24

Exponential Growth Option

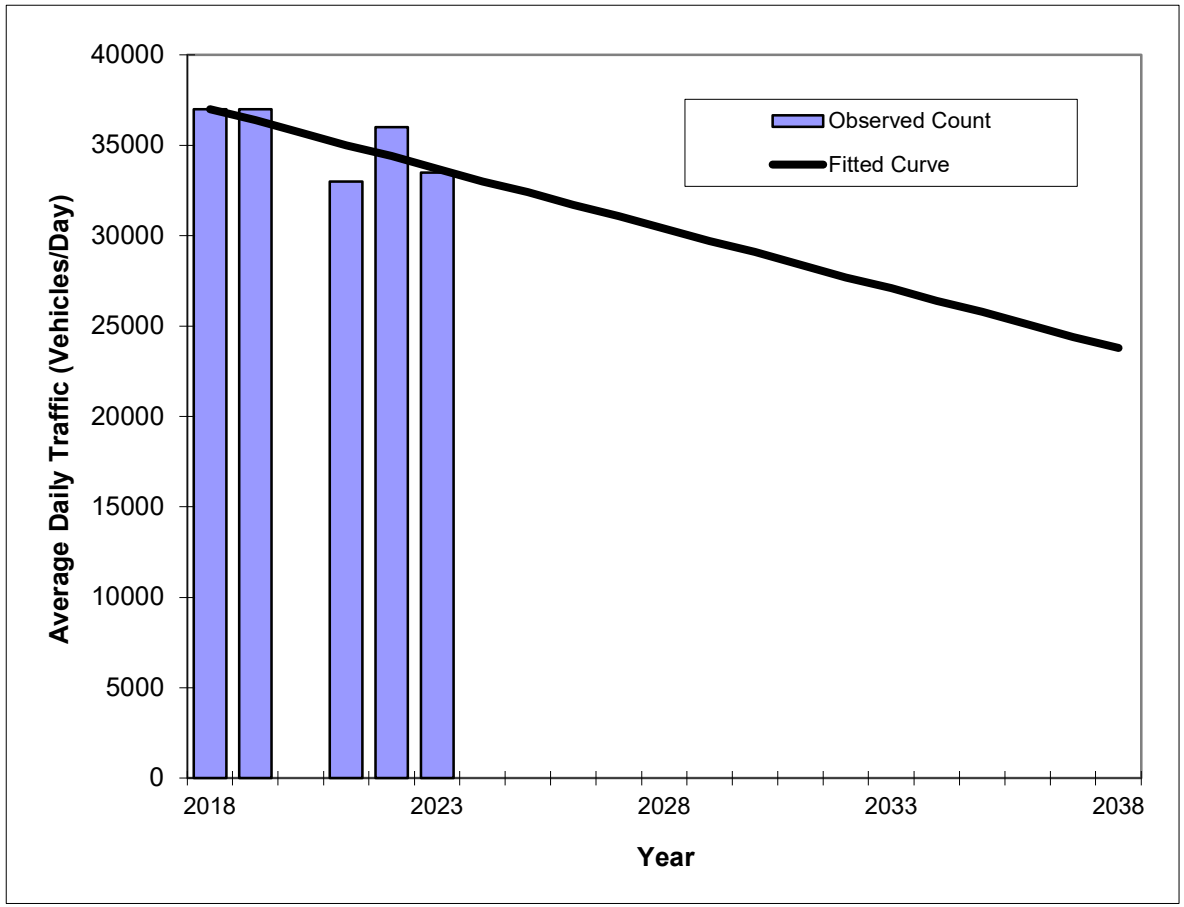
***Axle-Adjusted**

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**
2018	37000	37000
2019	37000	36400
2020	N/A	N/A
2021	33000	35000
2022	36000	34400
2023	33500	33700
2024 Opening Year Trend		
2024	N/A	33000
2026 Mid-Year Trend		
2026	N/A	31700
2028 Design Year Trend		
2028	N/A	30400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-663
Trend R-squared:	51.05%
Trend Annual Historic Growth Rate:	-1.78%
Trend Growth Rate (2023 to Design Year):	-1.96%
Printed:	25-Nov-24

Straight Line Growth Option

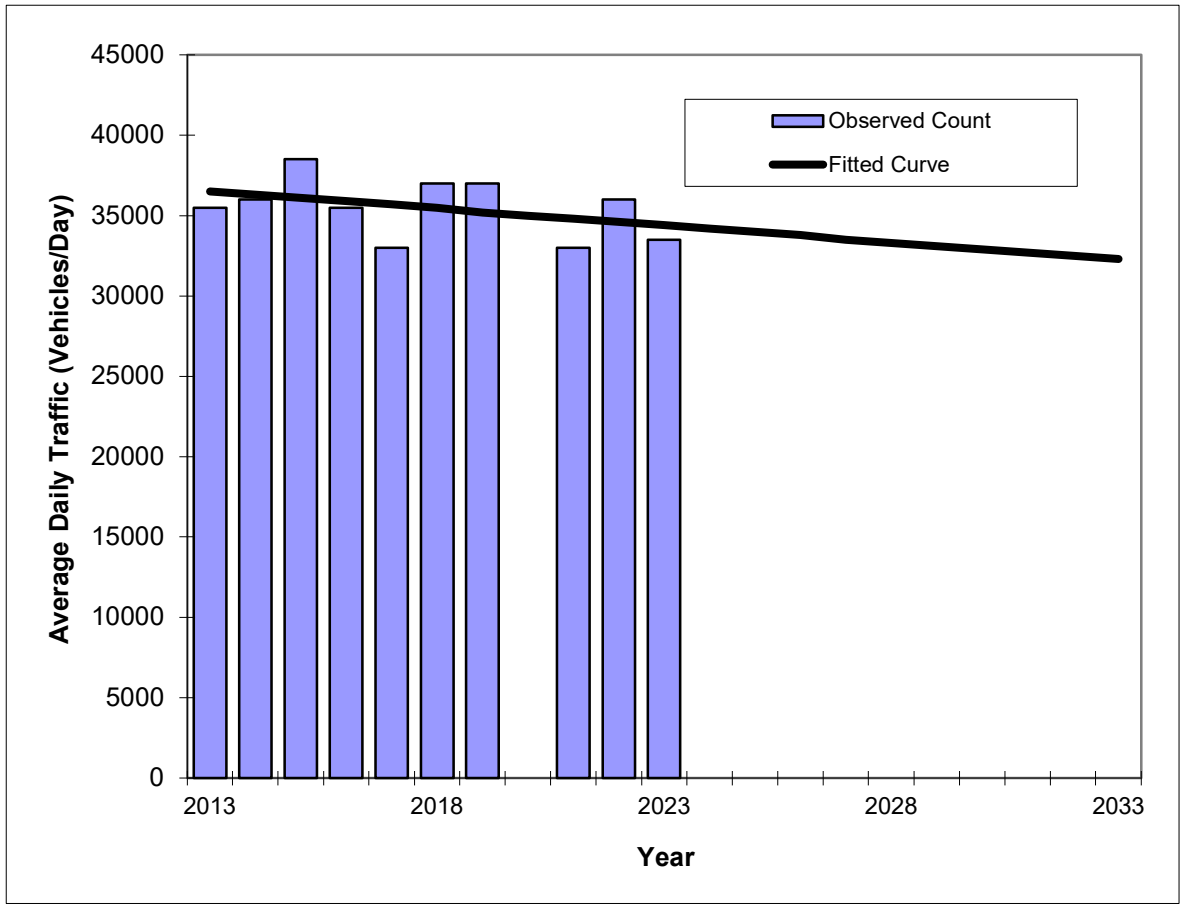
***Axle-Adjusted**

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**
2013	35500	36500
2014	36000	36300
2015	38500	36100
2016	35500	35900
2017	33000	35700
2018	37000	35500
2019	37000	35200
2020	N/A	N/A
2021	33000	34800
2022	36000	34600
2023	33500	34400
2024 Opening Year Trend		
2024	N/A	34200
2026 Mid-Year Trend		
2026	N/A	33800
2028 Design Year Trend		
2028	N/A	33300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	-213
Trend R-squared:	15.72%
Trend Annual Historic Growth Rate:	-0.58%
Trend Growth Rate (2023 to Design Year):	-0.64%
Printed:	25-Nov-24

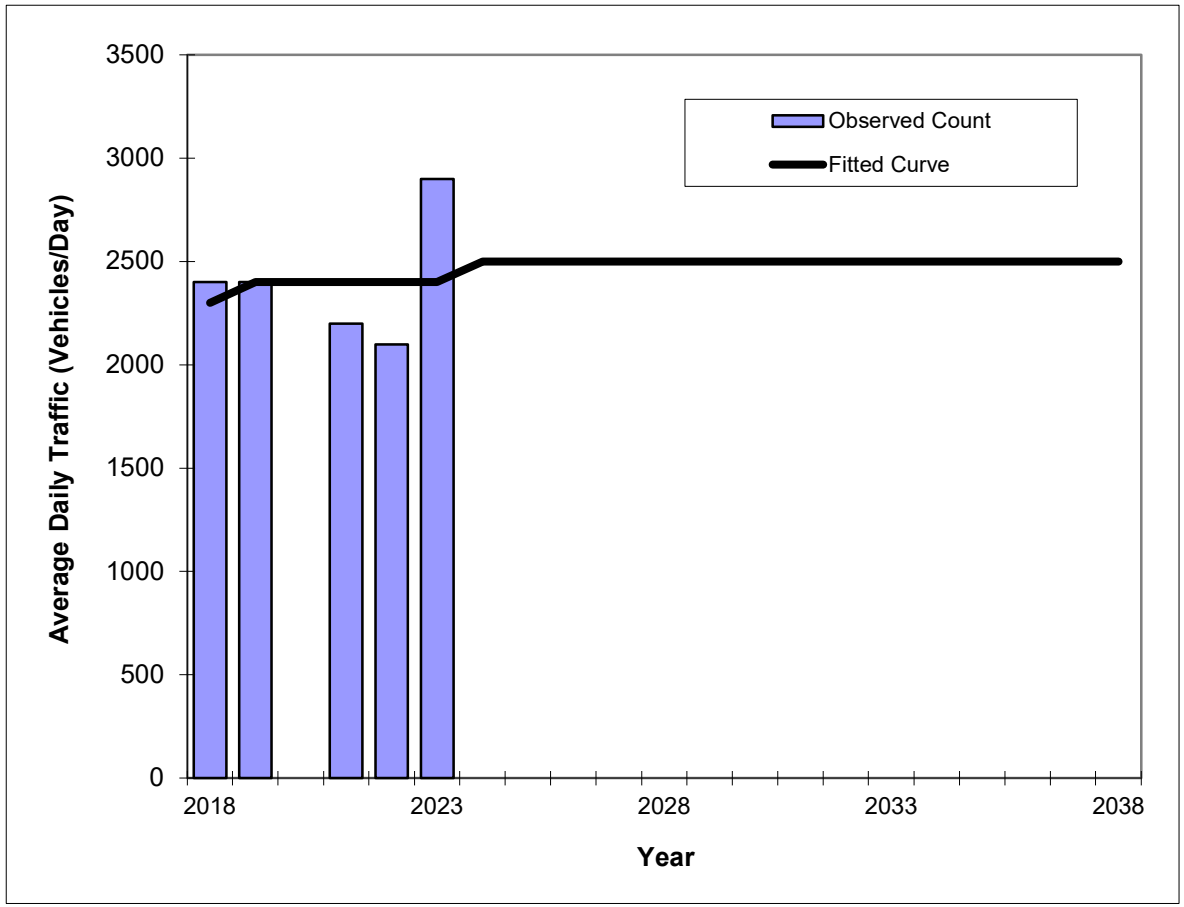
Straight Line Growth Option

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2018	2400	2300
2019	2400	2400
2020	N/A	N/A
2021	2200	2400
2022	2100	2400
2023	2900	2400
2024 Opening Year Trend		
2024	N/A	2500
2026 Mid-Year Trend		
2026	N/A	2500
2028 Design Year Trend		
2028	N/A	2500
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.21%
Compounded Annual Historic Growth Rate:	0.85%
Compounded Growth Rate (2023 to Design Year):	0.82%
Printed:	25-Nov-24

Decaying Exponential Growth Option

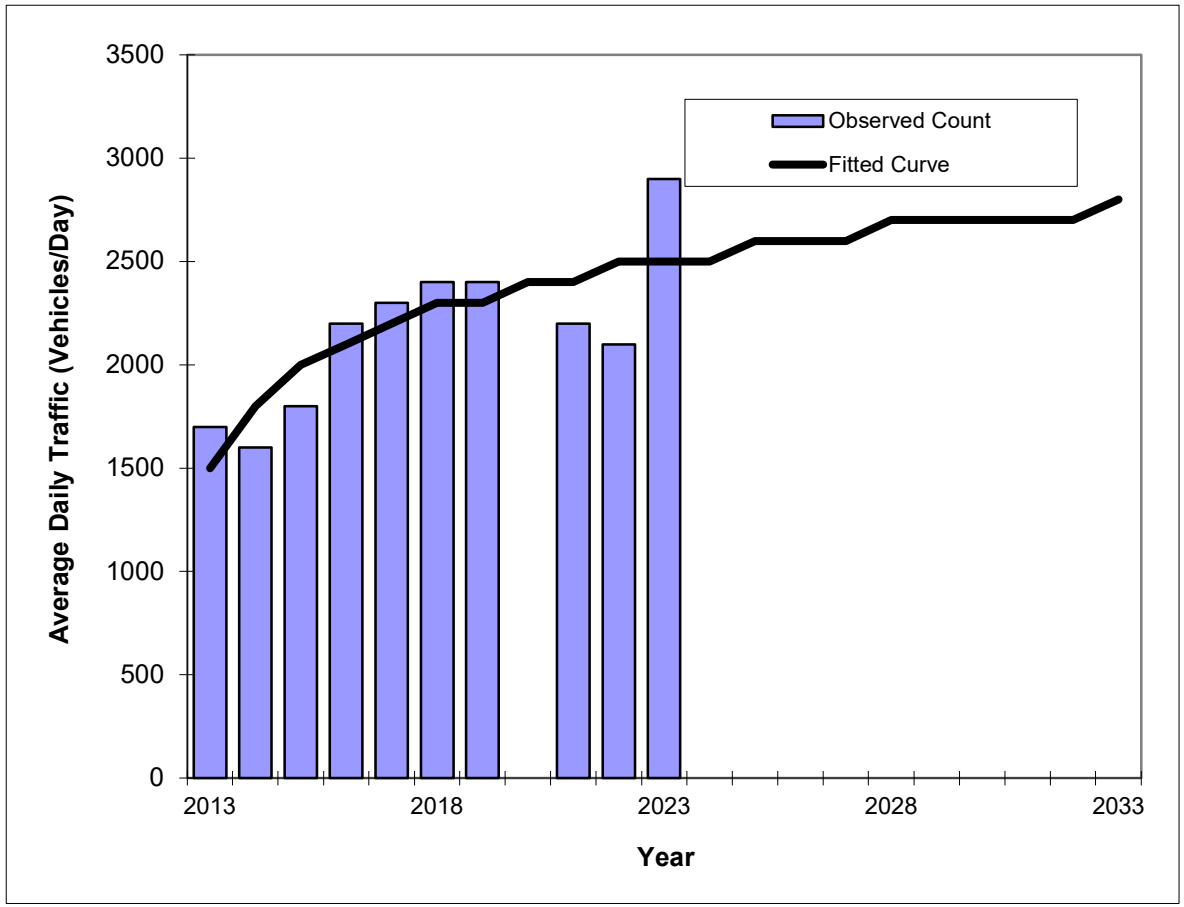
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1500
2014	1600	1800
2015	1800	2000
2016	2200	2100
2017	2300	2200
2018	2400	2300
2019	2400	2300
2020	N/A	N/A
2021	2200	2400
2022	2100	2500
2023	2900	2500
2024 Opening Year Trend		
2024	N/A	2500
2026 Mid-Year Trend		
2026	N/A	2600
2028 Design Year Trend		
2028	N/A	2700
TRANPLAN Forecasts/Trends		

Trend R-squared:	63.12%
Compounded Annual Historic Growth Rate:	5.24%
Compounded Growth Rate (2023 to Design Year):	1.55%
Printed:	25-Nov-24

Decaying Exponential Growth Option

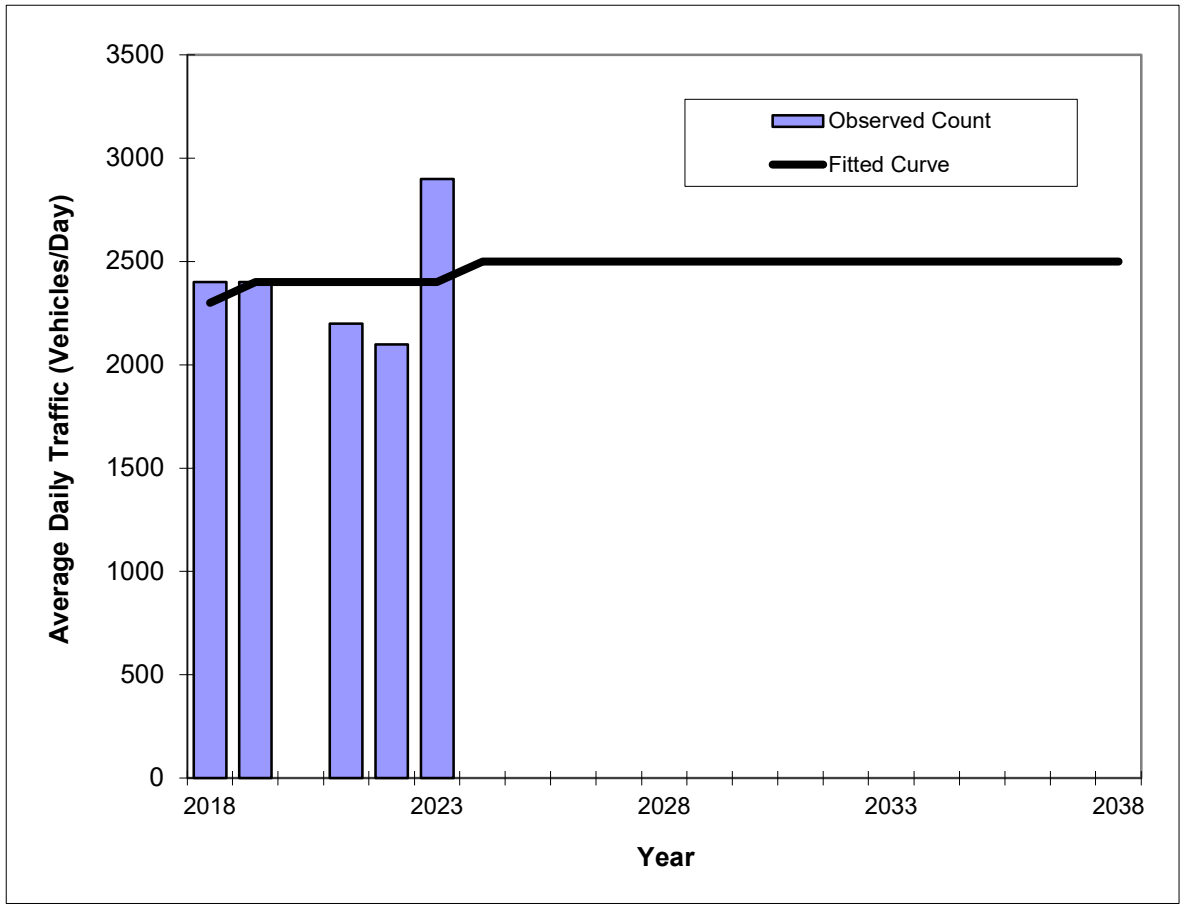
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2018	2400	2300
2019	2400	2400
2020	N/A	N/A
2021	2200	2400
2022	2100	2400
2023	2900	2400
2024 Opening Year Trend		
2024	N/A	2500
2026 Mid-Year Trend		
2026	N/A	2500
2028 Design Year Trend		
2028	N/A	2500
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.15%
Compounded Annual Historic Growth Rate:	0.85%
Compounded Growth Rate (2023 to Design Year):	0.82%
Printed:	25-Nov-24

Exponential Growth Option

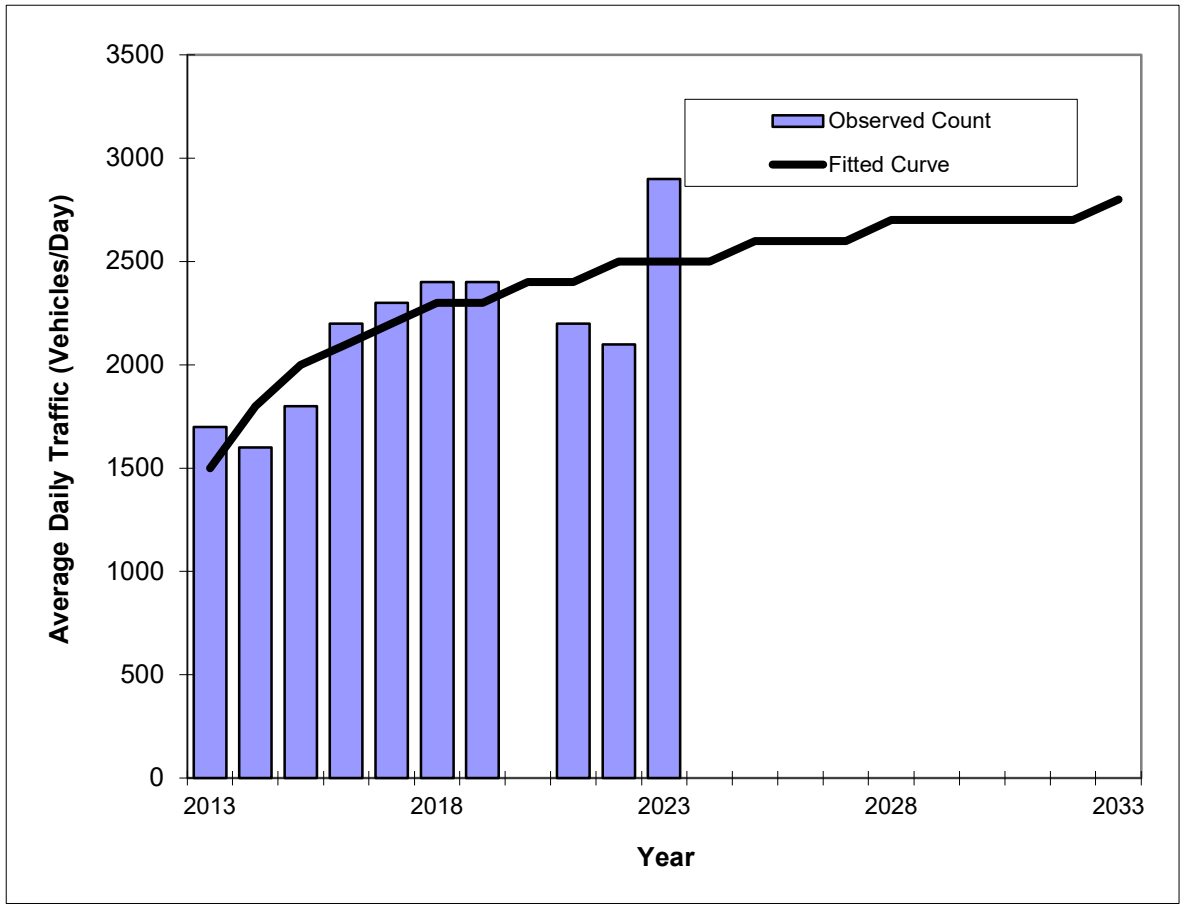
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1500
2014	1600	1800
2015	1800	2000
2016	2200	2100
2017	2300	2200
2018	2400	2300
2019	2400	2300
2020	N/A	N/A
2021	2200	2400
2022	2100	2500
2023	2900	2500
2024 Opening Year Trend		
2024	N/A	2500
2026 Mid-Year Trend		
2026	N/A	2600
2028 Design Year Trend		
2028	N/A	2700
TRANPLAN Forecasts/Trends		

Trend R-squared:	60.80%
Compounded Annual Historic Growth Rate:	5.24%
Compounded Growth Rate (2023 to Design Year):	1.55%
Printed:	25-Nov-24

Exponential Growth Option

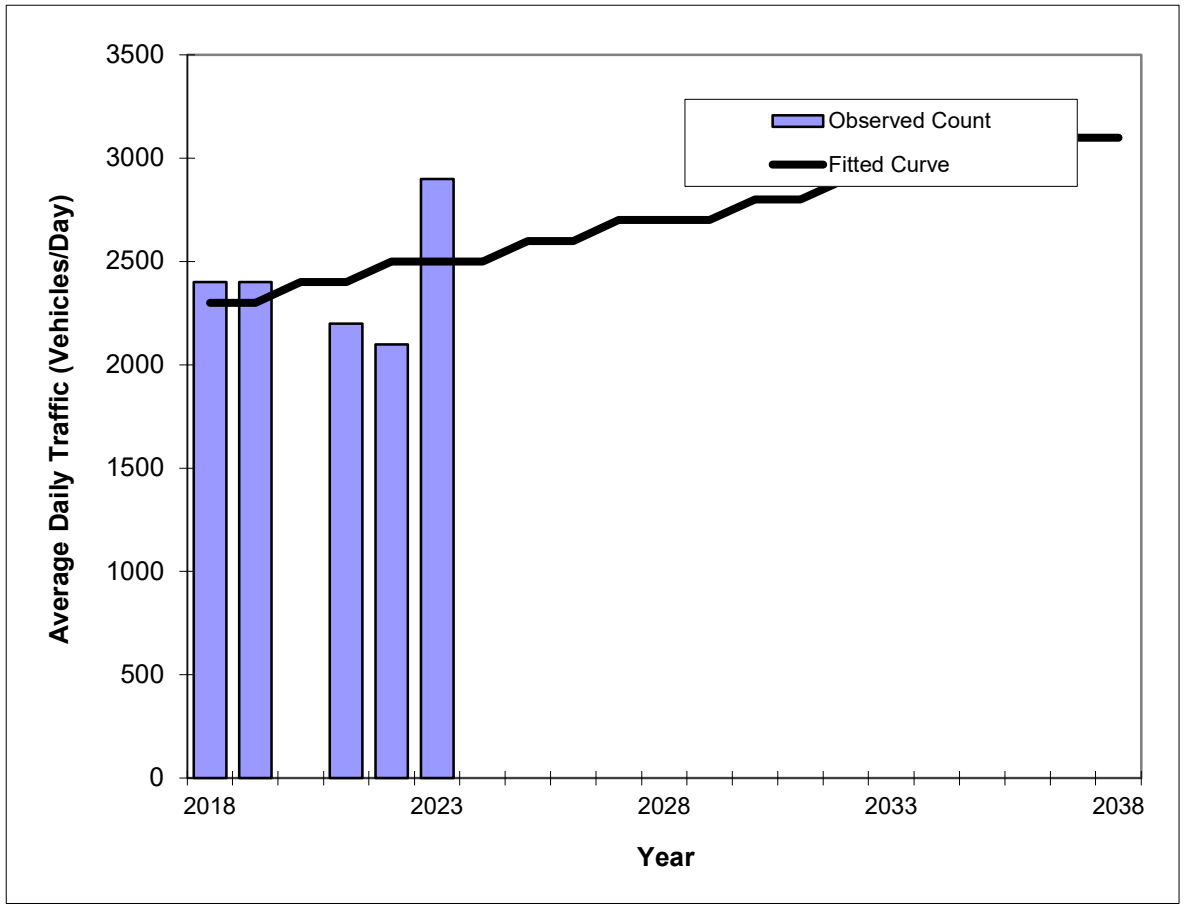
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2018	2400	2300
2019	2400	2300
2020	N/A	N/A
2021	2200	2400
2022	2100	2500
2023	2900	2500
2024 Opening Year Trend		
2024	N/A	2500
2026 Mid-Year Trend		
2026	N/A	2600
2028 Design Year Trend		
2028	N/A	2700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	41
Trend R-squared:	7.50%
Trend Annual Historic Growth Rate:	1.74%
Trend Growth Rate (2023 to Design Year):	1.60%
Printed:	25-Nov-24

Straight Line Growth Option

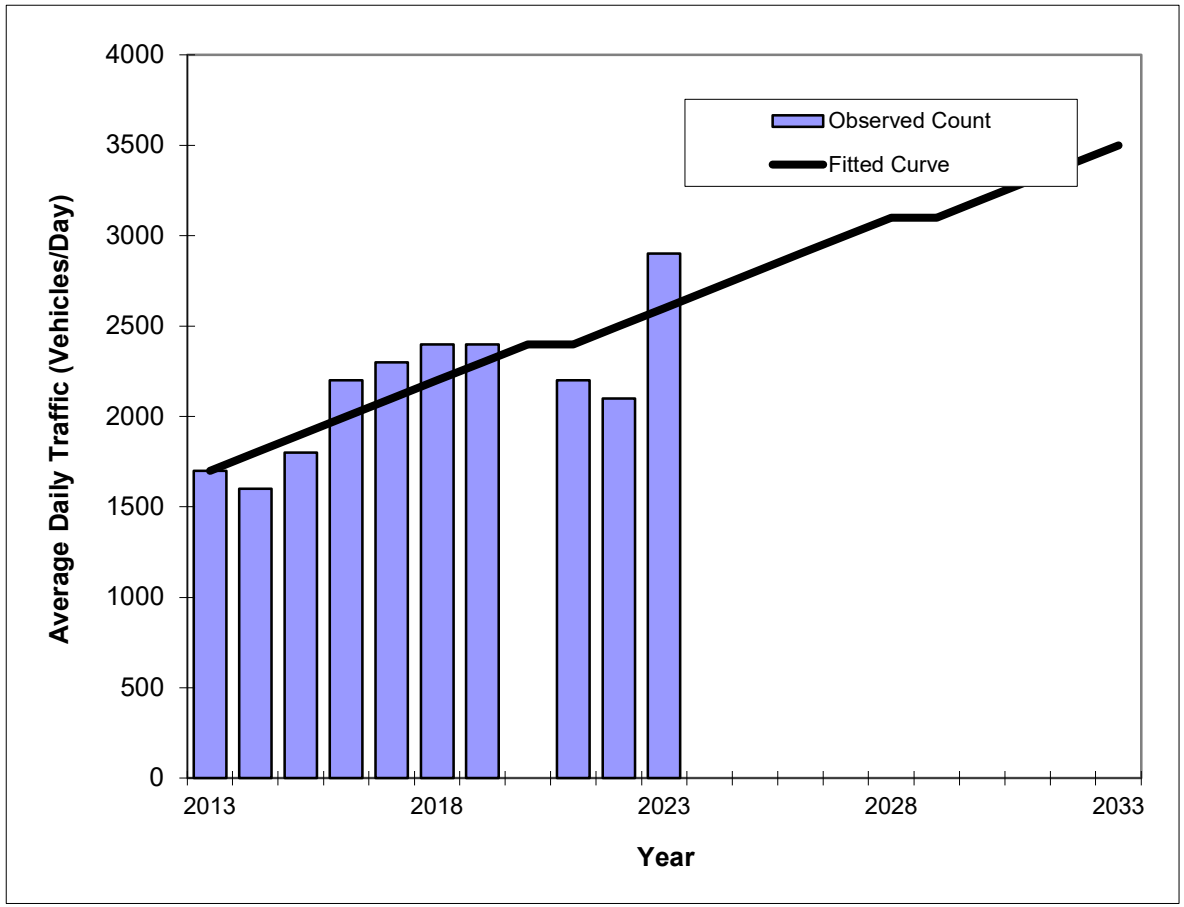
***Axle-Adjusted**

Traffic Trends - V03.a

NE 3RD ST -- WEST OF FEDERAL HWY (SIS CONNECTOR)

FIN#	1234
Location	2

County:	Broward (86)
Station #:	3502
Highway:	NE 3RD ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1700	1700
2014	1600	1800
2015	1800	1900
2016	2200	2000
2017	2300	2100
2018	2400	2200
2019	2400	2300
2020	N/A	N/A
2021	2200	2400
2022	2100	2500
2023	2900	2600
2024 Opening Year Trend		
2024	N/A	2700
2026 Mid-Year Trend		
2026	N/A	2900
2028 Design Year Trend		
2028	N/A	3100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	87
Trend R-squared:	59.90%
Trend Annual Historic Growth Rate:	5.29%
Trend Growth Rate (2023 to Design Year):	3.85%
Printed:	25-Nov-24

Straight Line Growth Option

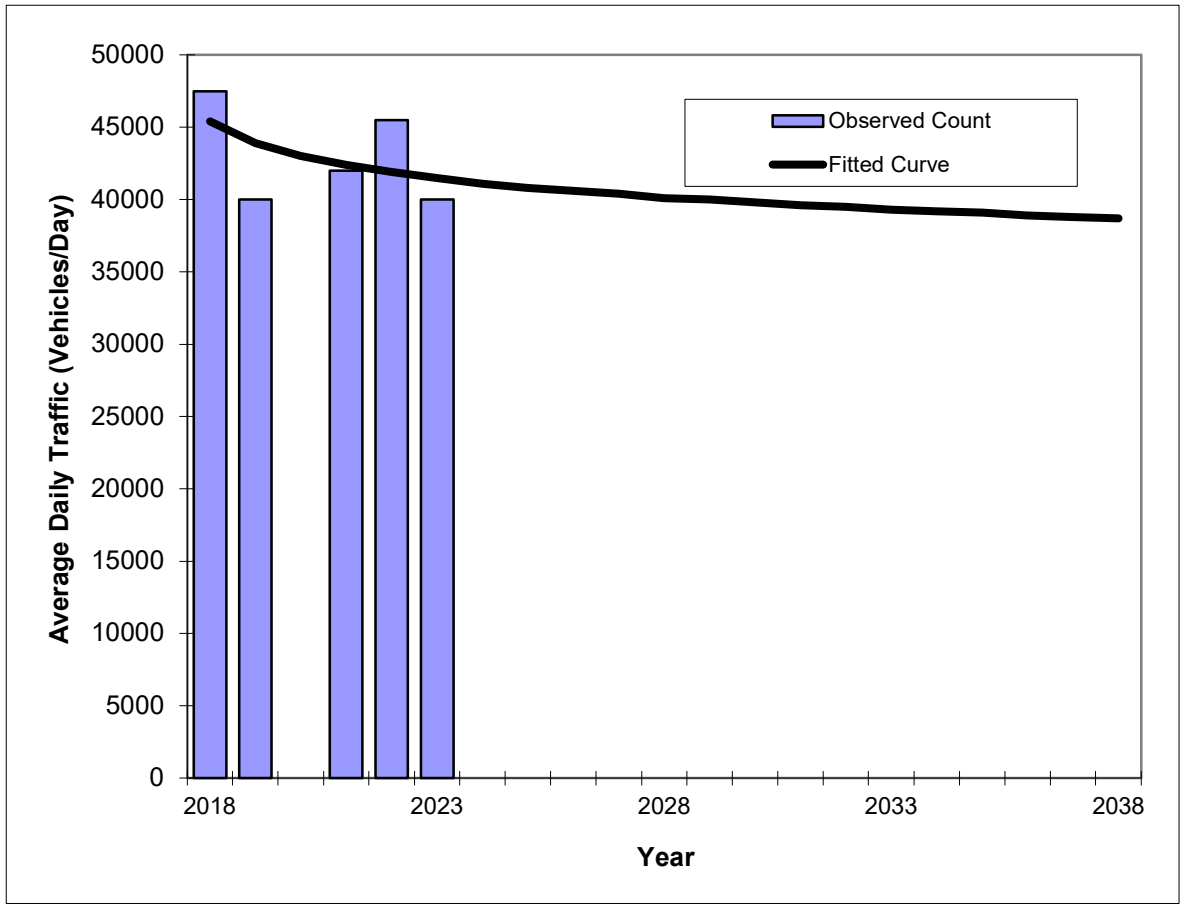
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	47500	45400
2019	40000	43900
2020	N/A	N/A
2021	42000	42400
2022	45500	41900
2023	40000	41500
2024 Opening Year Trend		
2024	N/A	41100
2026 Mid-Year Trend		
2026	N/A	40600
2028 Design Year Trend		
2028	N/A	40100
TRANPLAN Forecasts/Trends		

Trend R-squared:	23.23%
Compounded Annual Historic Growth Rate:	-1.78%
Compounded Growth Rate (2023 to Design Year):	-0.68%
Printed:	25-Nov-24

Decaying Exponential Growth Option

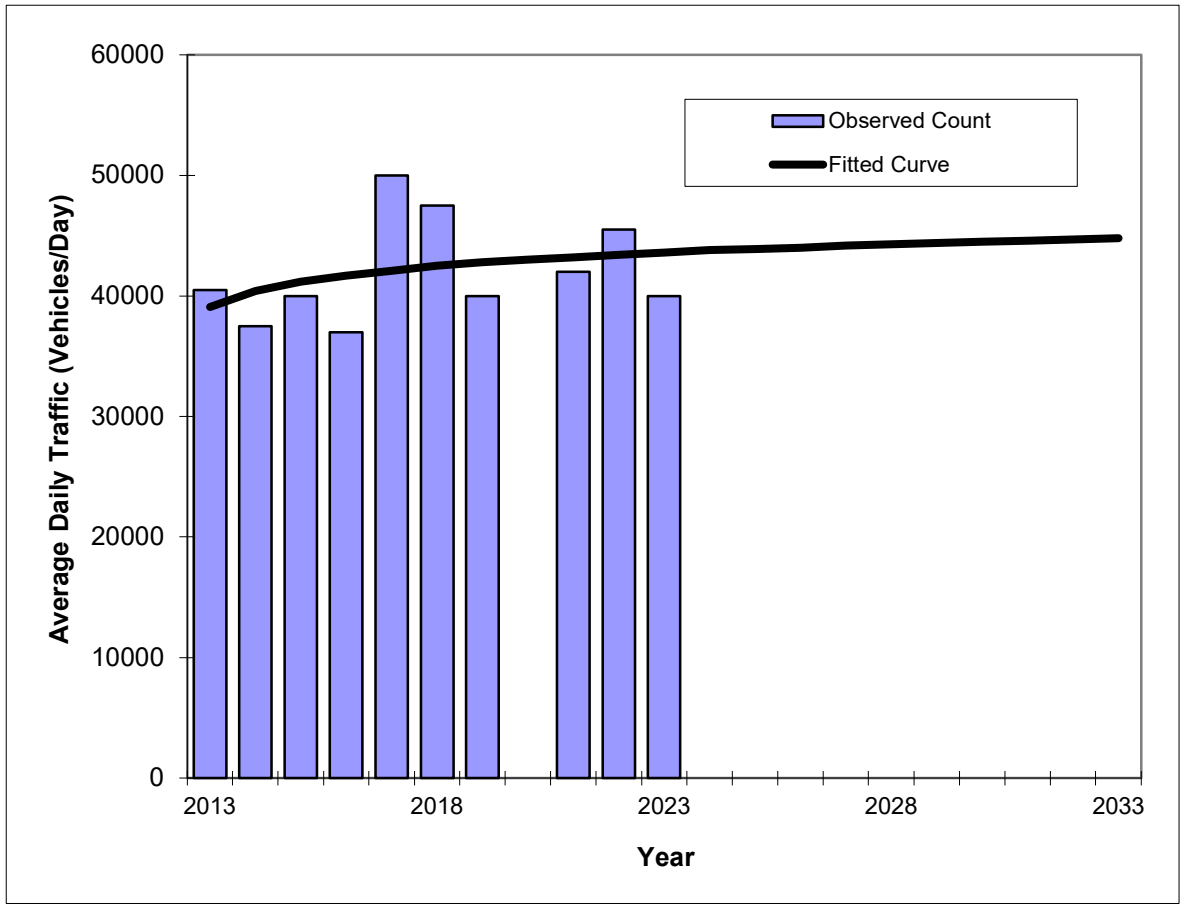
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40500	39100
2014	37500	40400
2015	40000	41200
2016	37000	41700
2017	50000	42100
2018	47500	42500
2019	40000	42800
2020	N/A	N/A
2021	42000	43200
2022	45500	43400
2023	40000	43600
2024 Opening Year Trend		
2024	N/A	43800
2026 Mid-Year Trend		
2026	N/A	44000
2028 Design Year Trend		
2028	N/A	44300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	11.06%
Compounded Annual Historic Growth Rate:	1.10%
Compounded Growth Rate (2023 to Design Year):	0.32%
Printed:	25-Nov-24

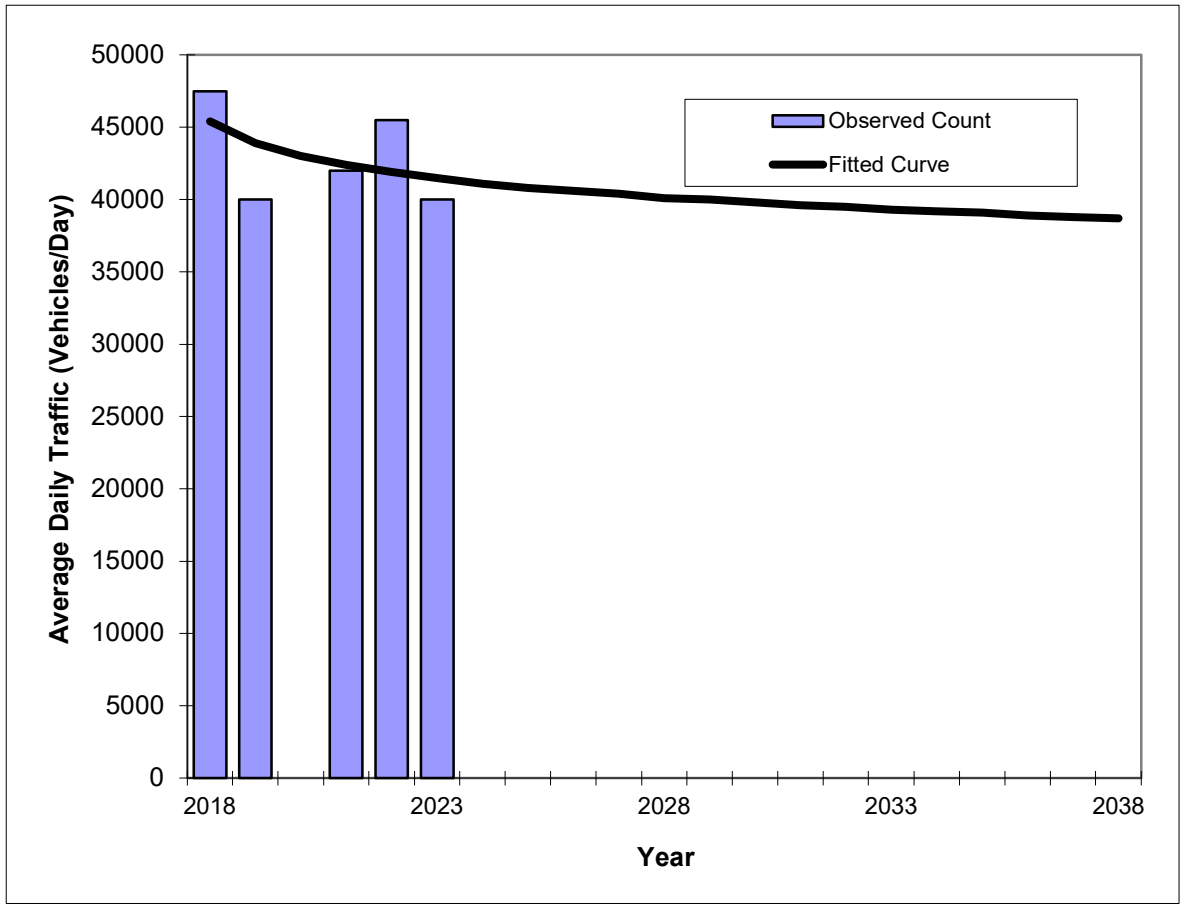
Decaying Exponential Growth Option

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2018	47500	45400
2019	40000	43900
2020	N/A	N/A
2021	42000	42400
2022	45500	41900
2023	40000	41500
2024 Opening Year Trend		
2024	N/A	41100
2026 Mid-Year Trend		
2026	N/A	40600
2028 Design Year Trend		
2028	N/A	40100
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.72%
Compounded Annual Historic Growth Rate:	-1.78%
Compounded Growth Rate (2023 to Design Year):	-0.68%
Printed:	25-Nov-24

Exponential Growth Option

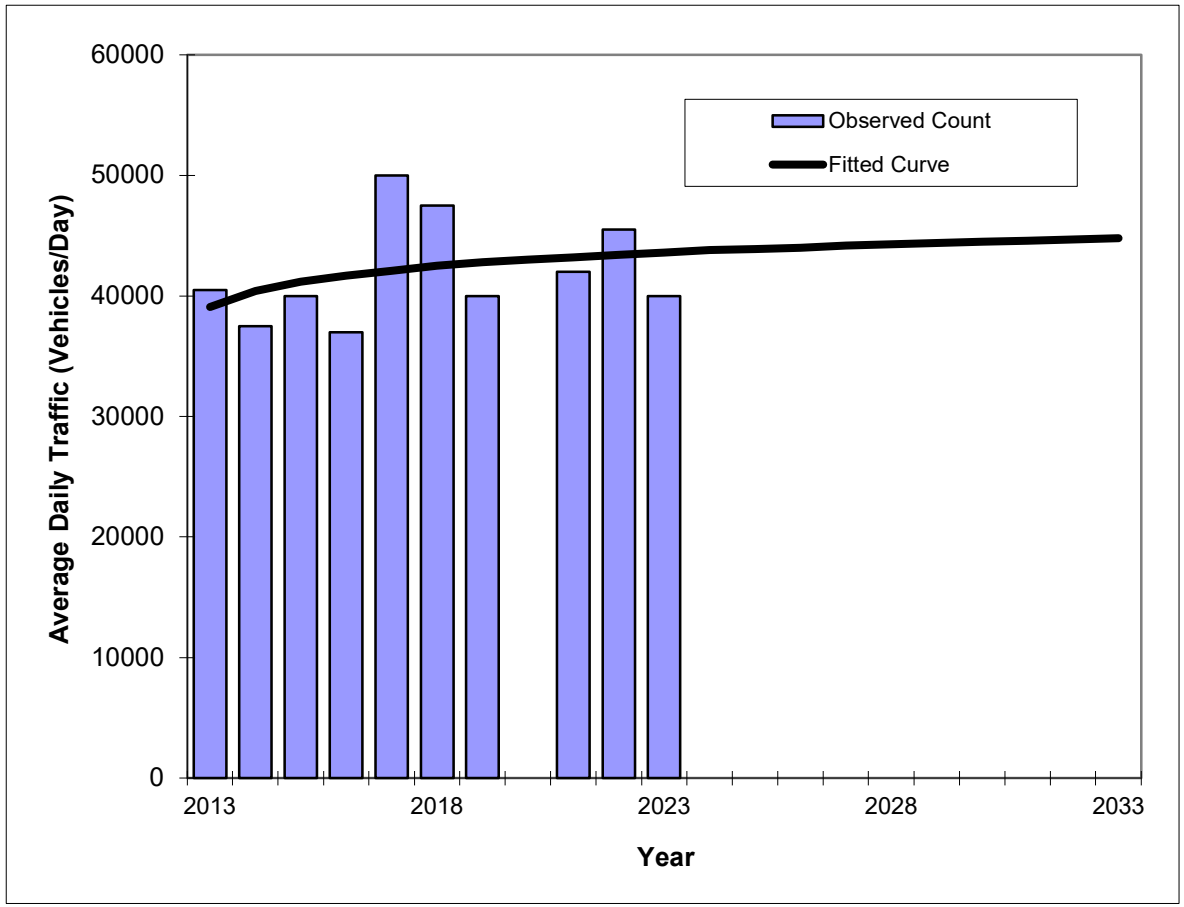
***Axle-Adjusted**

Traffic Trends - V03.a

US 1 -- N OF BROWARD BLVD

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7374
Highway:	US 1



Year	Traffic (ADT/AADT) Count*	Trend**
2013	40500	39100
2014	37500	40400
2015	40000	41200
2016	37000	41700
2017	50000	42100
2018	47500	42500
2019	40000	42800
2020	N/A	N/A
2021	42000	43200
2022	45500	43400
2023	40000	43600
2024 Opening Year Trend		
2024	N/A	43800
2026 Mid-Year Trend		
2026	N/A	44000
2028 Design Year Trend		
2028	N/A	44300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	8.21%
Compounded Annual Historic Growth Rate:	1.10%
Compounded Growth Rate (2023 to Design Year):	0.32%
Printed:	25-Nov-24

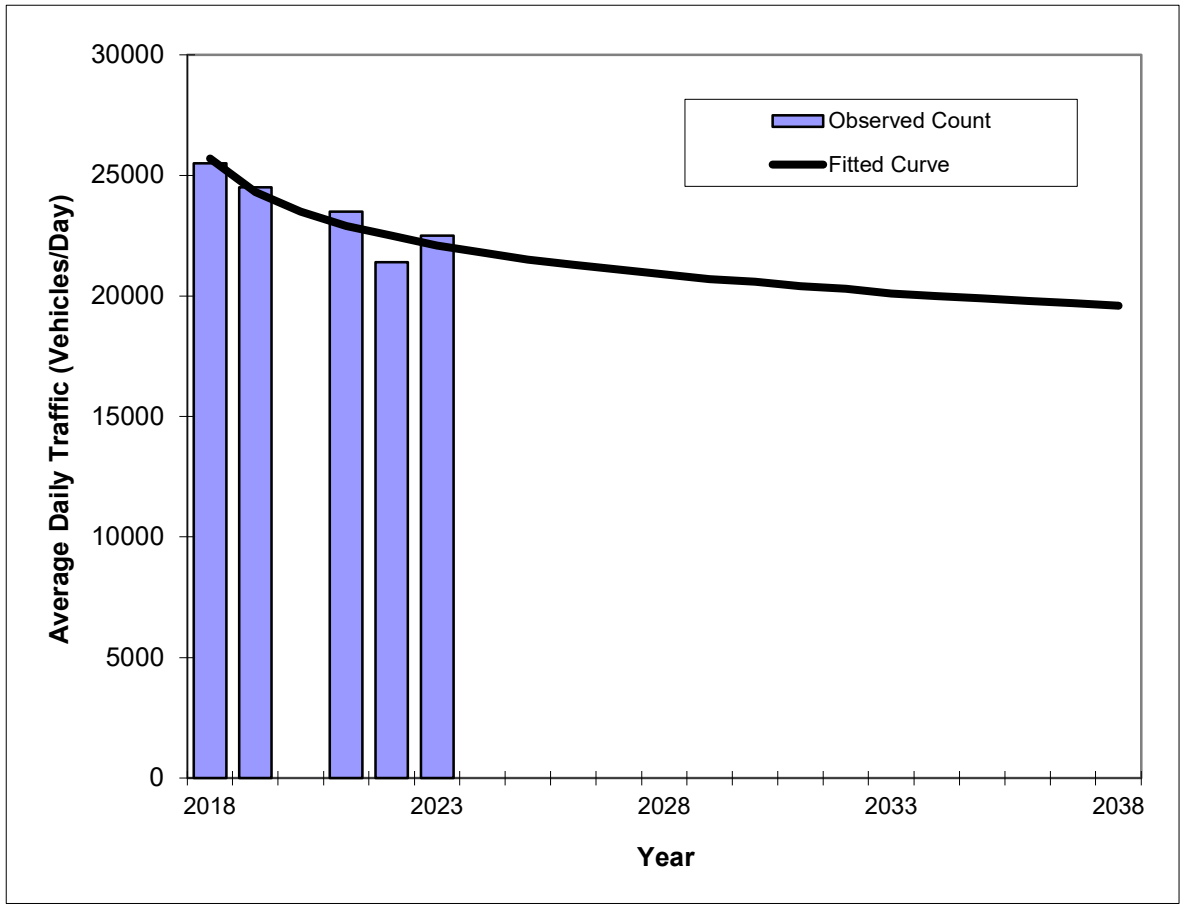
Exponential Growth Option

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25700
2019	24500	24300
2020	N/A	N/A
2021	23500	22900
2022	21400	22500
2023	22500	22100
2024 Opening Year Trend		
2024	N/A	21800
2026 Mid-Year Trend		
2026	N/A	21300
2028 Design Year Trend		
2028	N/A	20900
TRANPLAN Forecasts/Trends		

Trend R-squared:	83.53%
Compounded Annual Historic Growth Rate:	-2.97%
Compounded Growth Rate (2023 to Design Year):	-1.11%
Printed:	25-Nov-24

Decaying Exponential Growth Option

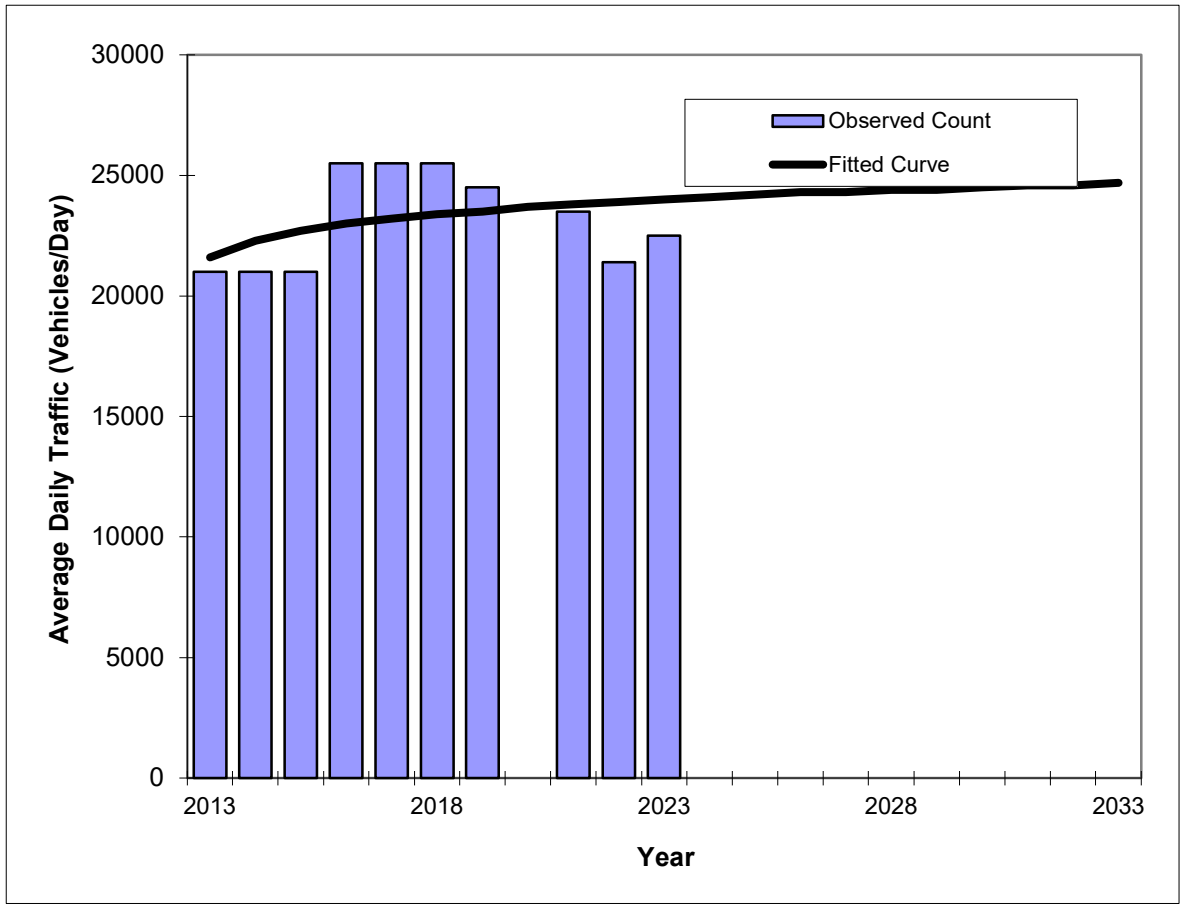
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	21000	21600
2014	21000	22300
2015	21000	22700
2016	25500	23000
2017	25500	23200
2018	25500	23400
2019	24500	23500
2020	N/A	N/A
2021	23500	23800
2022	21400	23900
2023	22500	24000
2024 Opening Year Trend		
2024	N/A	24100
2026 Mid-Year Trend		
2026	N/A	24300
2028 Design Year Trend		
2028	N/A	24400
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.15%
Compounded Annual Historic Growth Rate:	1.06%
Compounded Growth Rate (2023 to Design Year):	0.33%
Printed:	25-Nov-24

Decaying Exponential Growth Option

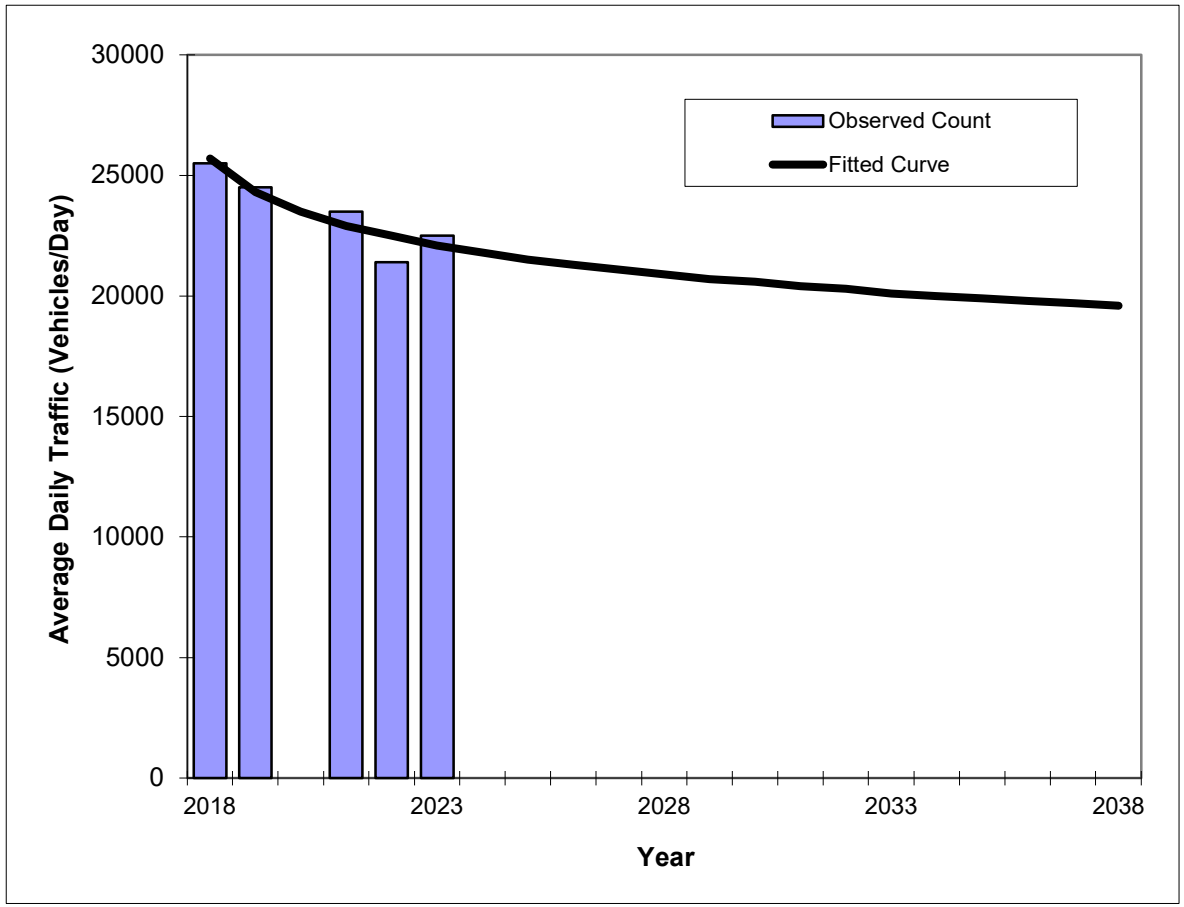
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25700
2019	24500	24300
2020	N/A	N/A
2021	23500	22900
2022	21400	22500
2023	22500	22100
2024 Opening Year Trend		
2024	N/A	21800
2026 Mid-Year Trend		
2026	N/A	21300
2028 Design Year Trend		
2028	N/A	20900
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.89%
Compounded Annual Historic Growth Rate:	-2.97%
Compounded Growth Rate (2023 to Design Year):	-1.11%
Printed:	25-Nov-24

Exponential Growth Option

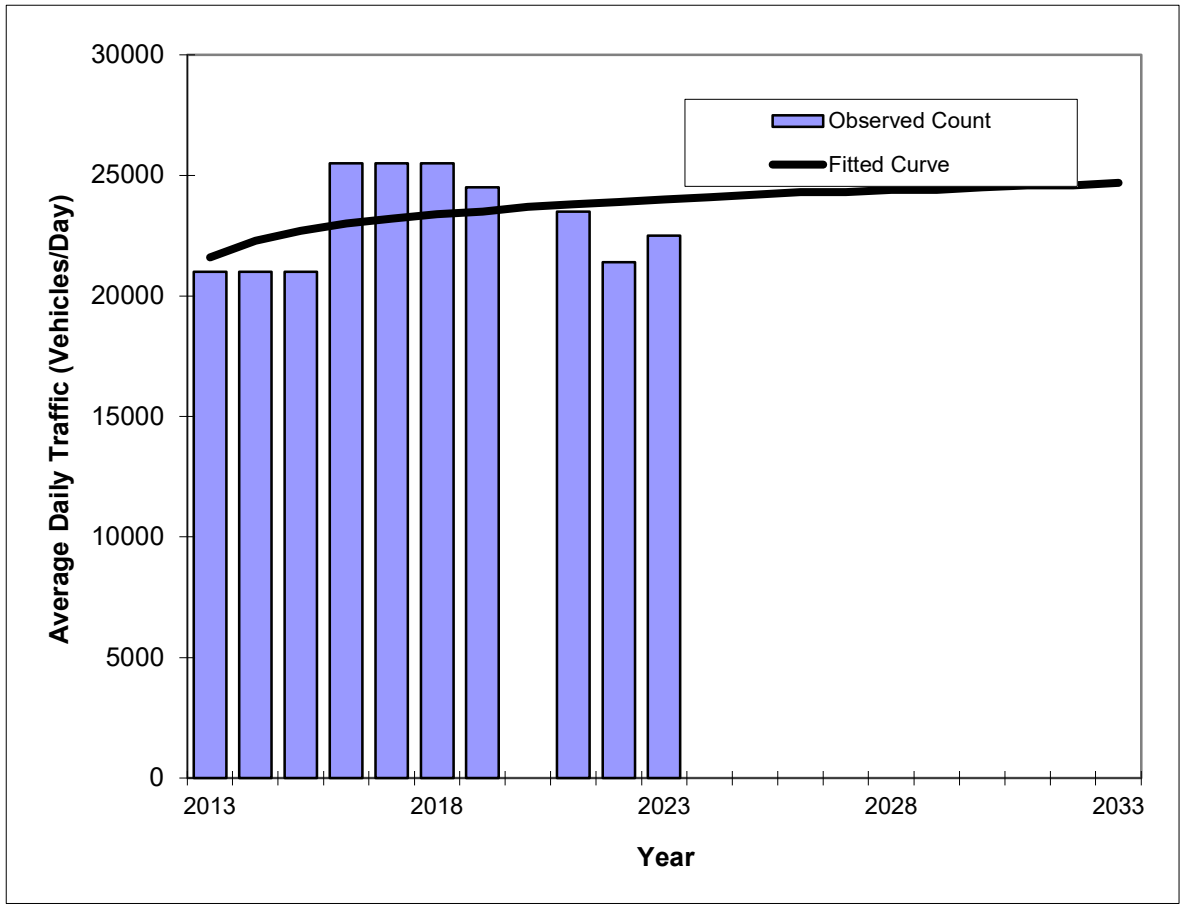
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	21000	21600
2014	21000	22300
2015	21000	22700
2016	25500	23000
2017	25500	23200
2018	25500	23400
2019	24500	23500
2020	N/A	N/A
2021	23500	23800
2022	21400	23900
2023	22500	24000
2024 Opening Year Trend		
2024	N/A	24100
2026 Mid-Year Trend		
2026	N/A	24300
2028 Design Year Trend		
2028	N/A	24400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	3.79%
Compounded Annual Historic Growth Rate:	1.06%
Compounded Growth Rate (2023 to Design Year):	0.33%
Printed:	25-Nov-24

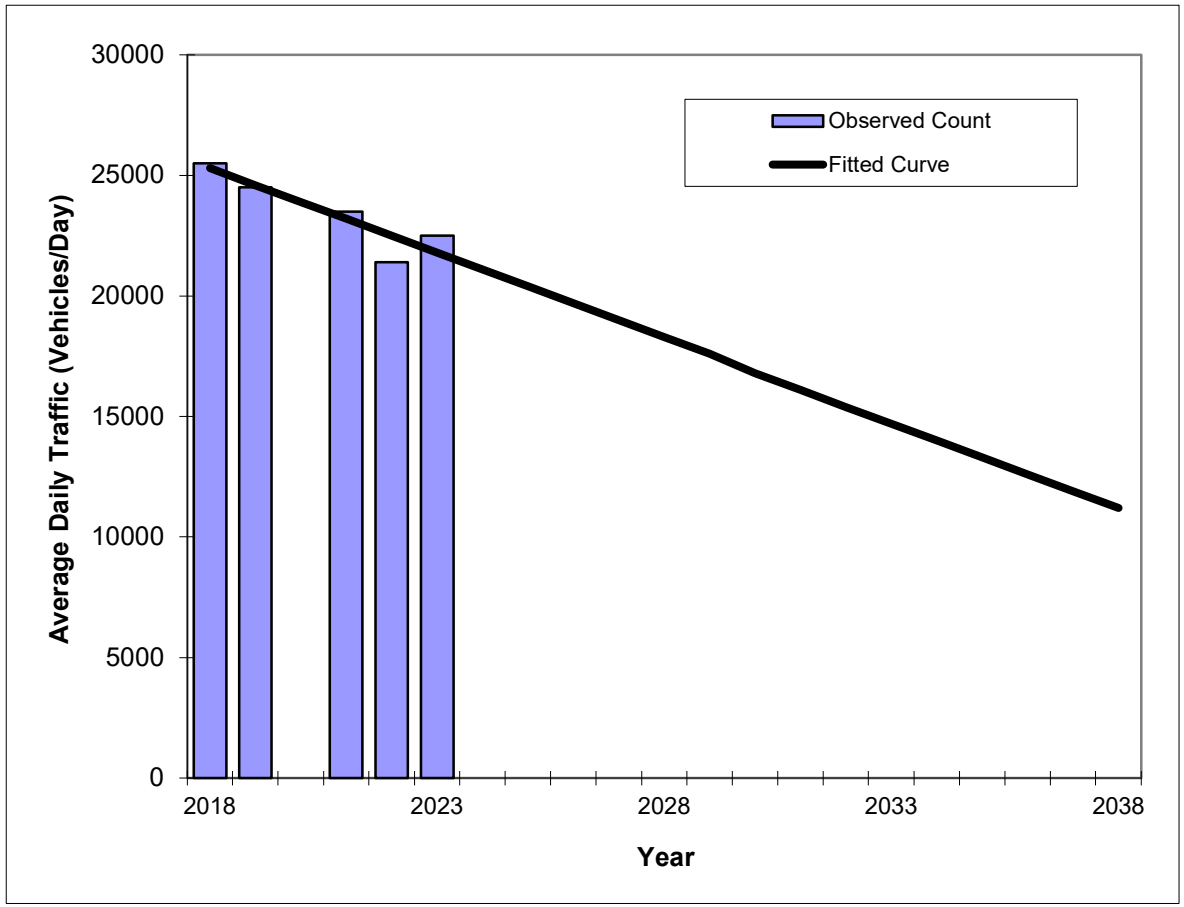
Exponential Growth Option

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	25500	25300
2019	24500	24600
2020	N/A	N/A
2021	23500	23200
2022	21400	22500
2023	22500	21800
2024 Opening Year Trend		
2024	N/A	21100
2026 Mid-Year Trend		
2026	N/A	19700
2028 Design Year Trend		
2028	N/A	18300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-706
Trend R-squared:	82.33%
Trend Annual Historic Growth Rate:	-2.77%
Trend Growth Rate (2023 to Design Year):	-3.21%
Printed:	25-Nov-24

Straight Line Growth Option

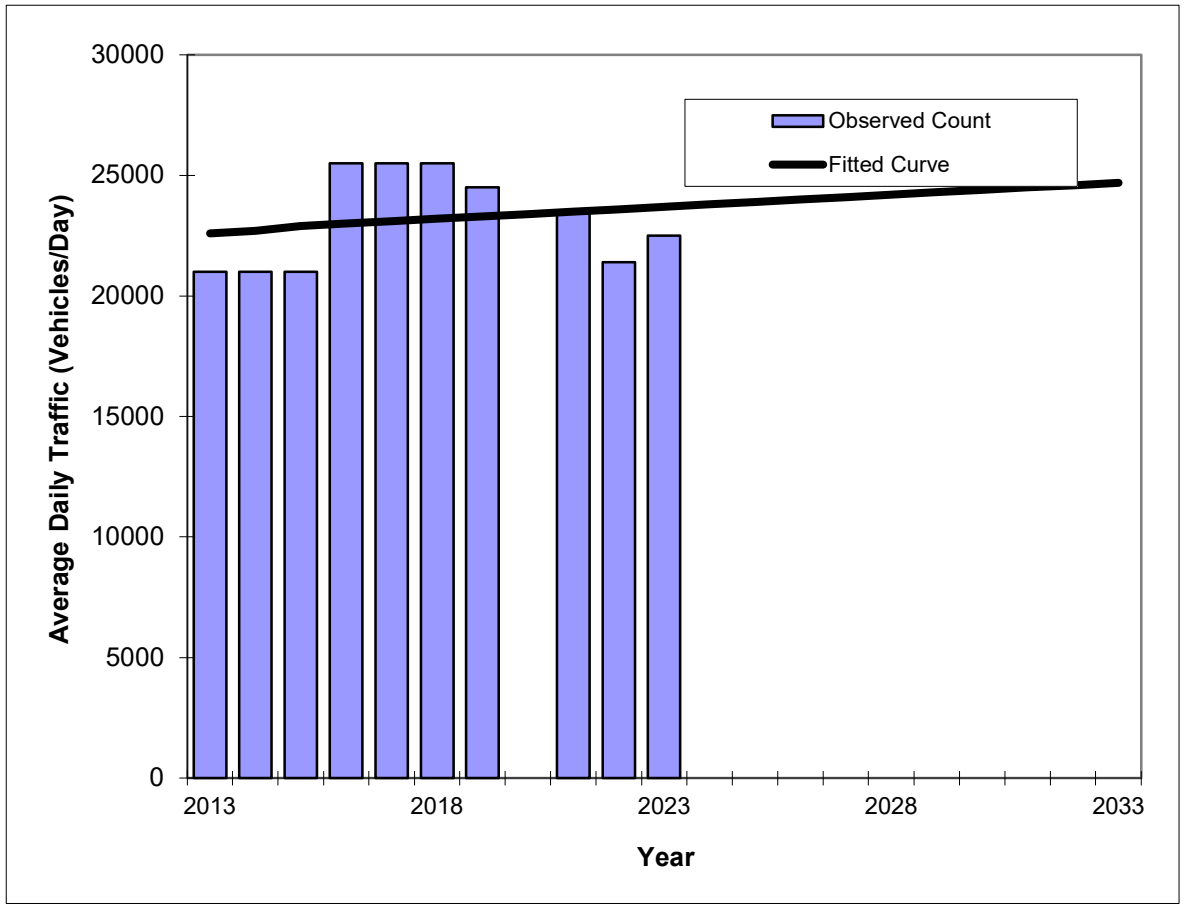
***Axle-Adjusted**

Traffic Trends - V03.a

SE 3 AVE -- S OF BROWARD BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7744
Highway:	SE 3 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	21000	22600
2014	21000	22700
2015	21000	22900
2016	25500	23000
2017	25500	23100
2018	25500	23200
2019	24500	23300
2020	N/A	N/A
2021	23500	23500
2022	21400	23600
2023	22500	23700
2024 Opening Year Trend		
2024	N/A	23800
2026 Mid-Year Trend		
2026	N/A	24000
2028 Design Year Trend		
2028	N/A	24200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	103
Trend R-squared:	3.13%
Trend Annual Historic Growth Rate:	0.49%
Trend Growth Rate (2023 to Design Year):	0.42%
Printed:	25-Nov-24

Straight Line Growth Option

***Axle-Adjusted**

C C C

Growth Rate Trend Analysis Calcualtions - 5 Years												
Description	**FDOT Historical AADT Data**											
	0024			**3502**			**7374**			**7744**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 5 years	-1.78	-1.89	-1.89	1.74	0.85	0.85	-1.43	-1.78	-1.78	-2.77	-2.97	-2.97
Trend R-squared 5 years	51.05	50.09	51.95	7.50	5.15	2.21	15.46	14.72	23.23	82.33	80.89	**83.53**
Average Growth Rate (5-year) Linear all stations	-1.06											
Average Growth Rate (5-year) Exponential all stations	-1.45											
Average Growth Rate (5-year) Decaying Exponential all stations	-1.45											
Highest R-Square	**83.53**											
Growth Rate (5-year) with the highest R- Square	**-1.45**											

Growth Rate Trend Analysis Calcualtions - 10 Years												
Description	**FDOT Historical AADT Data**											
	0024			**3502**			**7374**			**7744**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 10 years	-0.58	-0.47	-0.47	5.29	5.24	5.24	0.82	1.10	1.10	0.49	1.06	1.06
Trend R-squared 10 years	15.72	15.91	9.49	59.90	60.80	**63.12**	7.19	8.21	11.06	3.13	3.79	15.15
Average Growth Rate (10-year) Linear all stations	1.51											
Average Growth Rate (10-year) Exponential all stations	1.73											
Average Growth Rate (10-year) Decaying Exponential all stations	1.73											
Highest R-Square	**63.12**											
Growth Rate (10-year) with highest R- Square	**1.73**											
Growth Rate Used	**1.73**											

Notes:

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:

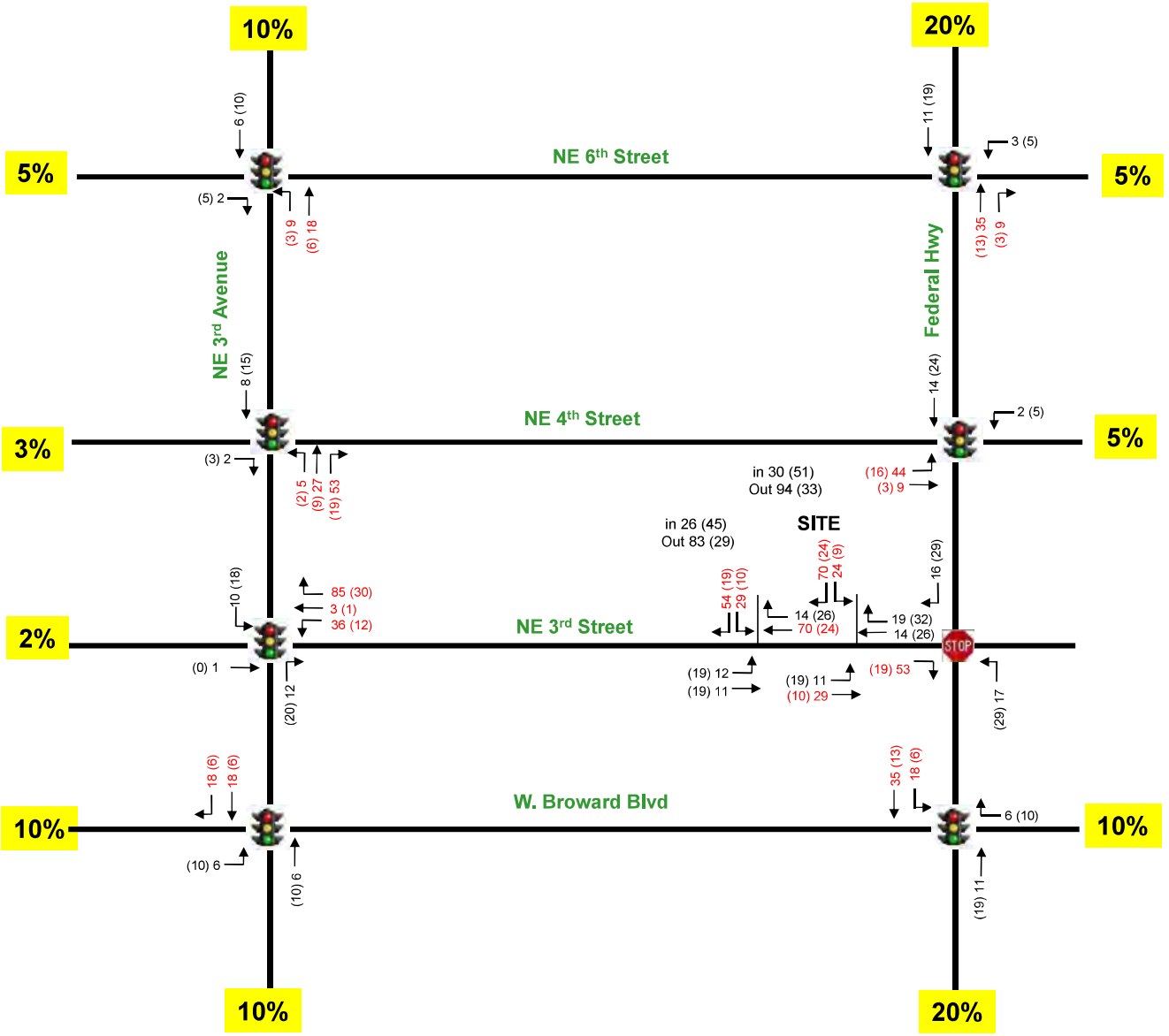
R-squared = Explained variation / Total variation

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.

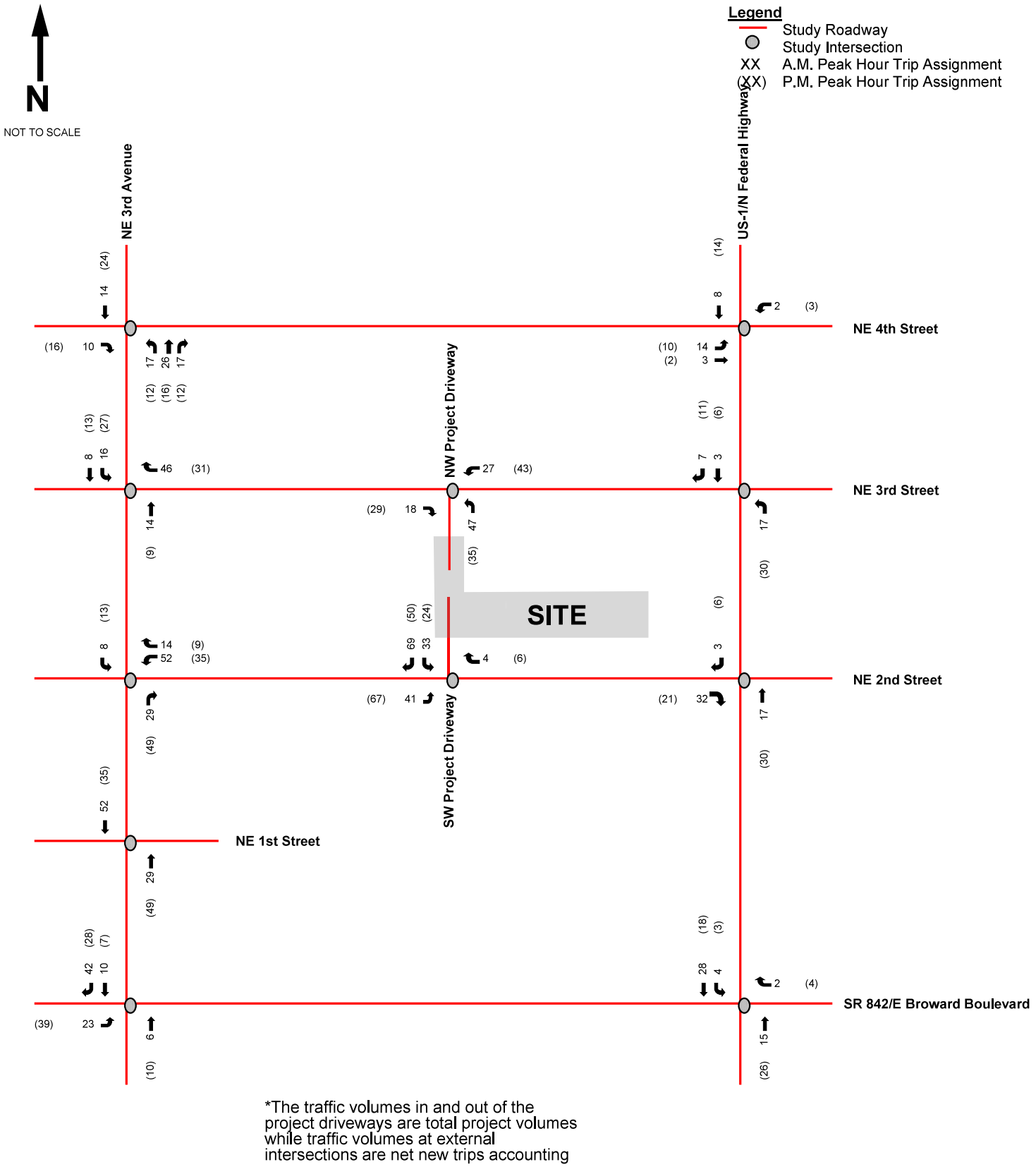


LEGEND	
72	AM Peak Hour
(17)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

PROJEC TRAFFIC ASSIGNMENT

FIGURE 4
317 N Federal
Fort Lauderdale, Florida



*The traffic volumes in and out of the project driveways are total project volumes while traffic volumes at external intersections are net new trips accounting

Figure 5
Peak Hour Project Trip Assignment
201 N Federal Highway
Fort Lauderdale, Florida

© 2023

APPENDIX D

Future Turning Movement Volumes

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 (11/7/2024)	25	335	54	55	704	31	42	156	102	73	125	21
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	27	355	57	58	746	33	45	165	108	77	133	22
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway	17	26	17		14				10			
317 N. Federal Highway	5	27	53		8				2			
2028 Background Traffic	50	433	131	62	821	35	48	177	128	83	142	24
315 NE 3rd Street	5	11	27		2				0			
2028 Total Traffic	**55**	**444**	**158**	**62**	**823**	**35**	**48**	**177**	**128**	**83**	**142**	**24**

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 (11/7/2024)	69	853	107	37	503	50	33	157	38	47	220	41
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	73	904	113	39	533	53	35	166	40	50	233	43
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway	12	16	12		24				16			
317 N. Federal Highway	2	9	19		15				3			
2028 Background Traffic	92	993	152	42	610	57	37	178	62	53	250	47
315 NE 3rd Street	2	4	11		8				4			
2028 Total Traffic	**94**	**997**	**163**	**42**	**618**	**57**	**37**	**178**	**66**	**53**	**250**	**47**

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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 (11/7/2024)	53	939	38	63	1,558	45	72	108	85	78	71	17
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	56	995	40	67	1651	48	76	114	90	83	75	18
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway					8		14	3		2		
317 N. Federal Highway					14		44	9		2		
2028 Background Traffic	60	1,066	43	72	1,791	51	140	135	96	93	81	19
315 NE 3rd Street					4		22	5		1		
2028 Total Traffic	**60**	**1,066**	**43**	**72**	**1,795**	**51**	**162**	**140**	**96**	**94**	**81**	**19**

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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 (11/7/2024)	130	1,417	51	60	1,311	53	73	99	66	118	128	40
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	138	1502	54	64	1390	56	77	105	70	125	136	42
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway					14		10	2		3		
317 N. Federal Highway					24		16	3		5		
2028 Background Traffic	148	1,609	58	68	1,526	60	109	117	75	142	145	45
315 NE 3rd Street					17		9	2		4		
2028 Total Traffic	**148**	**1,609**	**58**	**68**	**1,543**	**60**	**118**	**119**	**75**	**146**	**145**	**45**

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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 (11/7/2024)	9	317	27	46	824	8	7	20	14	69	24	86
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	10	336	29	49	873	8	7	21	15	73	25	91
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		14		16	8							46
317 N. Federal Highway			12	10				1		36	3	85
2028 Background Traffic	10	374	43	78	943	9	8	24	16	114	30	229
315 NE 3rd Street			4	2				1		30	5	43
2028 Total Traffic	**10**	**374**	**47**	**80**	**943**	**9**	**8**	**25**	**16**	**144**	**35**	**272**

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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 (11/7/2024)	14	910	50	38	542	8	6	30	9	32	52	111
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	15	965	53	40	575	8	6	32	10	34	55	118
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		9		27	8							31
317 N. Federal Highway			20	18						12	1	30
2028 Background Traffic	16	1,042	77	88	623	9	7	34	10	48	60	187
315 NE 3rd Street			20	12				5		11	2	17
2028 Total Traffic	**16**	**1,042**	**97**	**100**	**623**	**9**	**7**	**39**	**10**	**59**	**62**	**204**

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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 (11/7/2024)	108	1,029	24	0	1,731	62	0	0	133	0	0	25
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	114	1091	25	0	1835	66	0	0	141	0	0	27
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway	17				3	17						
317 N. Federal Highway	17					16			53			
2028 Background Traffic	157	1,168	27	0	1,968	103	0	0	204	0	0	28
315 NE 3rd Street	6					5			33			
2028 Total Traffic	**163**	**1,168**	**27**	**0**	**1,968**	**108**	**0**	**0**	**237**	**0**	**0**	**28**

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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 (11/7/2024)	184	1,553	43	0	1,467	50	0	0	68	0	0	61
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	195	1646	46	0	1555	53	0	0	72	0	0	65
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway	30				6	11						
317 N. Federal Highway	29					29			19			
2028 Background Traffic	268	1,763	49	0	1,671	97	0	0	96	0	0	69
315 NE 3rd Street	25					21						13
2028 Total Traffic	**293**	**1,763**	**49**	**0**	**1,671**	**118**	**0**	**0**	**96**	**0**	**0**	**82**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 2nd Street
AM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 2nd Street Eastbound			NE 2nd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/7/2024)	17	316	52	62	795	39	7	36	39	8	24	30
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	18	335	55	66	843	41	7	38	41	8	25	32
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway			29	8						52		14
317 N. Federal Highway		6			36							
2028 Background Traffic	19	365	88	78	939	44	8	41	44	61	27	48
315 NE 3rd Street		4			25	5	0					
2028 Total Traffic	**19**	**369**	**88**	**78**	**964**	**49**	**8**	**41**	**44**	**61**	**27**	**48**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and NE 2nd Street
PM Peak Hour

Description	NE 3rd Avenue Northbound			NE 3rd Avenue Southbound			NE 2nd Street Eastbound			NE 2nd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/7/2024)	27	810	16	30	535	15	56	27	45	14	27	48
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	29	859	17	32	567	16	59	29	48	15	29	51
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway			49	13						35		9
317 N. Federal Highway		10			12							
2028 Background Traffic	31	930	67	47	619	17	64	31	51	51	31	63
315 NE 3rd Street		16			9	2	4					
2028 Total Traffic	**31**	**946**	**67**	**47**	**628**	**19**	**68**	**31**	**51**	**51**	**31**	**63**

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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 (11/7/2024)	163	227	49	138	503	124	145	852	339	188	646	95
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	173	241	52	146	533	131	154	903	359	199	685	101
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		6			10	42	23					
317 N. Federal Highway		6			18	18	6					
2028 Background Traffic	185	270	56	157	599	201	194	967	385	213	733	108
315 NE 3rd Street		2			13	12	2					
2028 Total Traffic	**185**	**272**	**56**	**157**	**612**	**213**	**196**	**967**	**385**	**213**	**733**	**108**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 3rd Avenue and Broward Boulevard
PM 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 (11/7/2024)	297	550	110	107	410	140	241	996	169	136	910	83
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	315	583	117	113	435	148	255	1056	179	144	965	88
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		10			7	28	39					
317 N. Federal Highway		10			6	6	10					
2028 Background Traffic	337	644	125	121	478	193	323	1,131	192	154	1,033	94
315 NE 3rd Street		8			5	4	8					
2028 Total Traffic	**337**	**652**	**125**	**121**	**483**	**197**	**331**	**1,131**	**192**	**154**	**1,033**	**94**

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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 (11/7/2024)	285	862	293	166	1,252	286	189	489	204	329	386	37
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	302	914	311	176	1327	303	200	518	216	349	409	39
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		15		4	28							2
317 N. Federal Highway		11		18	35							6
2028 Background Traffic	324	1,005	333	210	1,484	325	215	555	232	374	438	50
315 NE 3rd Street		4		11	22							2
2028 Total Traffic	**324**	**1,009**	**333**	**221**	**1,506**	**325**	**215**	**555**	**232**	**374**	**438**	**52**

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 (11/7/2024)	314	1,187	266	140	1,207	224	399	546	243	446	541	55
Season Adjustment Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2024 Peak Season Traffic	333	1258	282	148	1279	237	423	579	258	473	573	58
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Committed developments												
201 N. Federal Highway		26		3	18							4
317 N. Federal Highway		19		6	13							10
2028 Background Traffic	356	1,393	302	168	1,401	254	453	620	276	506	614	76
315 NE 3rd Street		17			4	9						8
2028 Total Traffic	**356**	**1,410**	**302**	**168**	**1,405**	**263**	**453**	**620**	**276**	**506**	**614**	**84**

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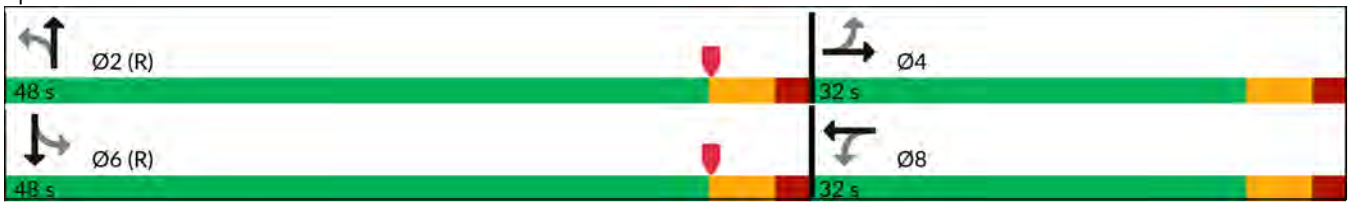
APPENDIX E

Synchro Analyses

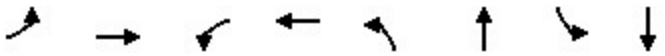
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	165	77	133	27	355	58	746
Future Volume (vph)	45	165	77	133	27	355	58	746
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	23.6	23.6	23.6	23.6	44.4	44.4	44.4	44.4
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.56	0.56	0.56	0.56
v/c Ratio	0.27	0.91	0.89	0.52	0.25	0.36	0.24	0.66
Control Delay (s/veh)	23.8	50.4	80.4	22.2	14.0	9.1	12.4	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	50.4	80.4	22.2	14.0	9.1	12.4	15.4
LOS	C	D	F	C	B	A	B	B
Approach Delay (s/veh)		46.6		41.5		9.4		15.2
Approach LOS		D		D		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 19 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 22.6	Intersection LOS: C
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



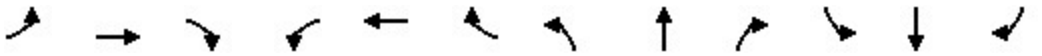
Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	407	115	232	40	615	87	1162
v/c Ratio	0.27	0.91	0.89	0.52	0.25	0.36	0.24	0.66
Control Delay (s/veh)	23.8	50.4	80.4	22.2	14.0	9.1	12.4	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	50.4	80.4	22.2	14.0	9.1	12.4	15.4
Queue Length 50th (ft)	24	168	48	82	9	67	22	213
Queue Length 95th (ft)	40	177	63	76	18	76	35	177
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	269	487	142	485	163	1727	367	1756
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	0.84	0.81	0.48	0.25	0.36	0.24	0.66

Intersection Summary

HCM 6th Signalized Intersection Summary
101: 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)	45	165	108	77	133	22	27	355	57	58	746	33
Future Volume (veh/h)	45	165	108	77	133	22	27	355	57	58	746	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.95	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	67	246	161	115	199	33	40	530	85	87	1113	49
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	275	180	132	410	68	203	1439	230	468	1635	72
Arrive On Green	0.32	0.32	0.32	0.65	0.65	0.65	1.00	1.00	1.00	0.52	0.52	0.52
Sat Flow, veh/h	1027	846	554	878	1262	209	435	2742	438	720	3113	137
Grp Volume(v), veh/h	67	0	407	115	0	232	40	308	307	87	571	591
Grp Sat Flow(s),veh/h/ln	1027	0	1400	878	0	1472	435	1599	1580	720	1599	1651
Q Serve(g_s), s	4.2	0.0	22.1	3.9	0.0	6.4	4.5	0.0	0.0	5.2	21.1	21.2
Cycle Q Clear(g_c), s	10.7	0.0	22.1	26.0	0.0	6.4	25.6	0.0	0.0	5.2	21.1	21.2
Prop In Lane	1.00		0.40	1.00		0.14	1.00		0.28	1.00		0.08
Lane Grp Cap(c), veh/h	341	0	455	132	0	478	203	840	830	468	840	867
V/C Ratio(X)	0.20	0.00	0.89	0.87	0.00	0.49	0.20	0.37	0.37	0.19	0.68	0.68
Avail Cap(c_a), veh/h	341	0	455	132	0	478	203	840	830	468	840	867
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.93	0.00	0.93	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	25.7	26.3	0.0	10.6	6.5	0.0	0.0	10.3	14.0	14.0
Incr Delay (d2), s/veh	0.1	0.0	19.2	38.3	0.0	0.3	2.1	1.2	1.3	0.9	4.4	4.3
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	9.4	3.3	0.0	1.6	0.4	0.3	0.3	0.9	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	44.9	64.6	0.0	10.8	8.6	1.2	1.3	11.1	18.5	18.4
LnGrp LOS	C		D	E		B	A	A	A	B	B	B
Approach Vol, veh/h		474			347			655			1249	
Approach Delay, s/veh		42.0			28.7			1.7			17.9	
Approach LOS		D			C			A			B	

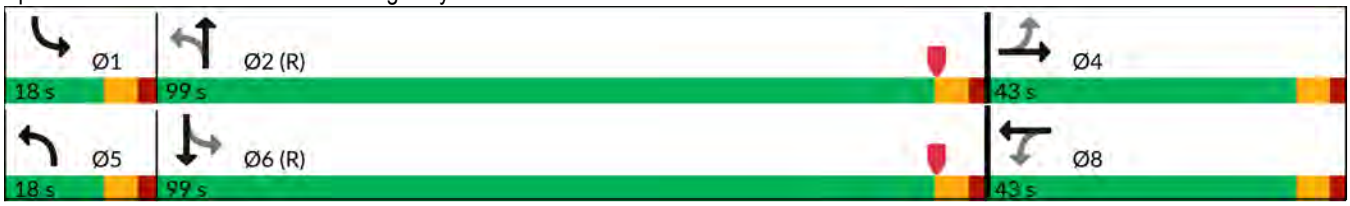
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		27.6		24.1		23.2		28.0				
Green Ext Time (p_c), s		3.8		0.4		8.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.6									
HCM 6th LOS			B									

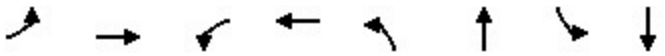
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	114	83	75	56	995	67	1651
Future Volume (vph)	76	114	83	75	56	995	67	1651
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	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)	27.2	27.2	27.2	27.2	114.5	108.8	116.3	111.2
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.72	0.68	0.73	0.70
v/c Ratio	0.50	0.86	1.03	0.40	0.38	0.36	0.23	0.58
Control Delay (s/veh)	76.9	90.5	169.6	57.5	13.1	12.0	8.0	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	90.5	169.6	57.5	13.1	12.0	8.0	14.8
LOS	E	F	F	E	B	B	A	B
Approach Delay (s/veh)		86.8		110.3		12.1		14.6
Approach LOS		F		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 (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	220	89	100	60	1113	72	1827
v/c Ratio	0.50	0.86	1.03	0.40	0.38	0.36	0.23	0.58
Control Delay (s/veh)	76.9	90.5	169.6	57.5	13.1	12.0	8.0	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	90.5	169.6	57.5	13.1	12.0	8.0	14.8
Queue Length 50th (ft)	85	214	~99	88	14	168	17	347
Queue Length 95th (ft)	m110	m259	#192	139	35	245	40	487
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	222	341	117	342	223	3090	369	3163
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	0.65	0.76	0.29	0.27	0.36	0.20	0.58

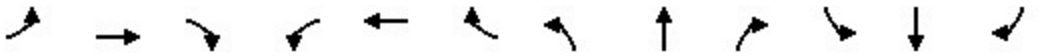
Intersection Summary

~ 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
102: 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)	76	114	90	83	75	18	56	995	40	67	1651	48
Future Volume (veh/h)	76	114	90	83	75	18	56	995	40	67	1651	48
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	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	82	123	97	89	81	19	60	1070	43	72	1775	52
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	246	180	142	142	273	64	176	2845	114	323	2897	85
Arrive On Green	0.31	0.31	0.31	0.23	0.23	0.23	0.02	0.63	0.63	0.03	0.63	0.63
Sat Flow, veh/h	1154	779	615	1039	1179	277	1603	4525	182	1603	4584	134
Grp Volume(v), veh/h	82	0	220	89	0	100	60	724	389	72	1186	641
Grp Sat Flow(s),veh/h/ln	1154	0	1394	1039	0	1456	1603	1532	1643	1603	1532	1654
Q Serve(g_s), s	9.6	0.0	22.1	13.6	0.0	9.1	2.2	18.4	18.4	2.6	37.2	37.3
Cycle Q Clear(g_c), s	18.7	0.0	22.1	35.7	0.0	9.1	2.2	18.4	18.4	2.6	37.2	37.3
Prop In Lane	1.00		0.44	1.00		0.19	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	246	0	322	142	0	337	176	1926	1033	323	1936	1045
V/C Ratio(X)	0.33	0.00	0.68	0.63	0.00	0.30	0.34	0.38	0.38	0.22	0.61	0.61
Avail Cap(c_a), veh/h	246	0	322	142	0	337	257	1926	1033	399	1936	1045
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)	0.51	0.00	0.51	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	50.2	72.0	0.0	50.8	15.7	14.4	14.5	11.2	17.7	17.7
Incr Delay (d2), s/veh	0.1	0.0	2.5	6.6	0.0	0.2	0.4	0.6	1.0	0.1	1.5	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	2.8	0.0	7.7	3.9	0.0	3.4	0.8	6.6	7.2	0.9	13.4	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	0.0	52.8	78.5	0.0	50.9	16.1	15.0	15.5	11.3	19.1	20.4
LnGrp LOS	D		D	E		D	B	B	B	B	B	C
Approach Vol, veh/h		302			189			1173			1899	
Approach Delay, s/veh		52.8			63.9			15.2			19.3	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	106.6		43.0	9.9	107.1		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	4.6	20.4		24.1	4.2	39.3		37.7				
Green Ext Time (p_c), s	0.0	10.1		0.8	0.0	22.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		23.2	
HCM 6th 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)	7	21	73	25	10	336	49	873
Future Volume (vph)	7	21	73	25	10	336	49	873
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		11.4	11.4	11.4	56.6	56.6	56.6	56.6
Actuated g/C Ratio		0.14	0.14	0.14	0.71	0.71	0.71	0.71
v/c Ratio		0.27	0.60	0.51	0.05	0.21	0.11	0.50
Control Delay (s/veh)		23.8	46.1	13.4	2.9	2.4	2.3	2.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)		23.8	46.1	13.4	2.9	2.4	2.3	2.9
LOS		C	D	B	A	A	A	A
Approach Delay (s/veh)		23.8		26.0		2.4		2.9
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 27 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 60.1%	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

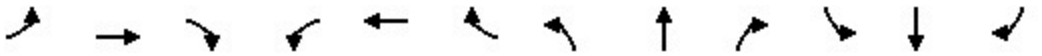


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	92	147	13	462	62	1115
v/c Ratio	0.27	0.60	0.51	0.05	0.21	0.11	0.50
Control Delay (s/veh)	23.8	46.1	13.4	2.9	2.4	2.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	23.8	46.1	13.4	2.9	2.4	2.3	2.9
Queue Length 50th (ft)	16	45	13	1	12	4	46
Queue Length 95th (ft)	38	m64	38	2	16	m7	54
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	459	364	520	274	2218	562	2250
Starvation Cap Reductn	0	0	0	0	0	0	190
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.25	0.28	0.05	0.21	0.11	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th 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)	7	21	15	73	25	91	10	336	29	49	873	8
Future Volume (veh/h)	7	21	15	73	25	91	10	336	29	49	873	8
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	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	9	27	19	92	32	115	13	425	37	62	1105	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	125	73	251	48	173	399	2020	175	655	2211	20
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	82	737	432	1213	286	1027	453	2966	257	829	3246	29
Grp Volume(v), veh/h	55	0	0	92	0	147	13	228	234	62	544	571
Grp Sat Flow(s),veh/h/ln	1251	0	0	1213	0	1313	453	1599	1624	829	1599	1677
Q Serve(g_s), s	0.1	0.0	0.0	0.1	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	8.6	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.35	1.00		0.78	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	264	0	0	251	0	222	399	1089	1106	655	1089	1142
V/C Ratio(X)	0.21	0.00	0.00	0.37	0.00	0.66	0.03	0.21	0.21	0.09	0.50	0.50
Avail Cap(c_a), veh/h	485	0	0	455	0	443	399	1089	1106	655	1089	1142
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	0.99	0.99	0.99	0.67	0.67	0.67
Uniform Delay (d), s/veh	28.8	0.0	0.0	31.2	0.0	31.1	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	1.3	0.2	0.4	0.4	0.2	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	0.0	0.0	1.6	0.0	2.7	0.0	0.1	0.1	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	31.6	0.0	32.4	0.2	0.4	0.4	0.2	1.1	1.1
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		55			239			475			1177	
Approach Delay, s/veh		28.9			32.1			0.4			1.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.5		19.5		60.5		19.5				
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		2.0		10.4		2.0		10.6				
Green Ext Time (p_c), s		1.1		0.1		2.9		0.7				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.5									
HCM 6th LOS			A									

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	0	0	141	0	0	27	114	1091	25	0	1835	66
Future Vol, veh/h	0	0	141	0	0	27	114	1091	25	0	1835	66
Conflicting Peds, #/hr	8	0	1	1	0	8	35	0	3	3	0	35
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	147	0	0	28	119	1136	26	0	1911	69

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1026	-	-	592	2015	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	423	0	0	594	123	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	410	-	-	589	119	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

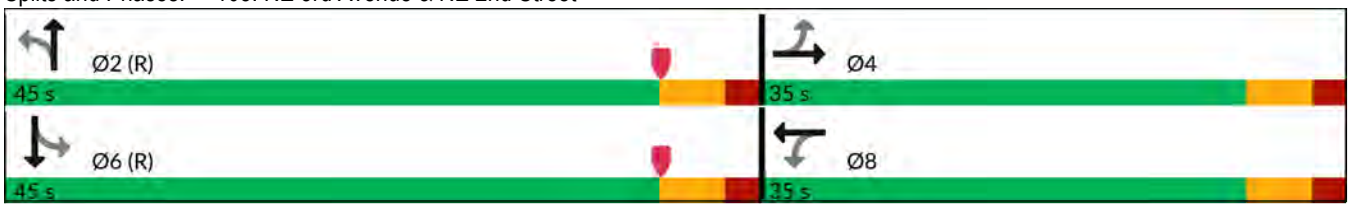
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.6	11.4	14	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	119	-	-	410	589	-	-
HCM Lane V/C Ratio	0.998	-	-	0.358	0.048	-	-
HCM Control Delay (s/veh)	151.3	-	-	18.6	11.4	-	-
HCM Lane LOS	F	-	-	C	B	-	-
HCM 95th %tile Q (veh)	6.7	-	-	1.6	0.2	-	-

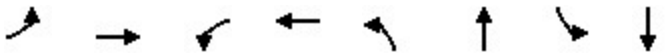
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	7	38	8	25	18	335	66	843
Future Volume (vph)	7	38	8	25	18	335	66	843
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	7.5	7.5	7.5	7.5	64.1	64.1	64.1	64.1
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.80	0.80	0.80	0.80
v/c Ratio	0.07	0.47	0.08	0.36	0.06	0.17	0.12	0.38
Control Delay (s/veh)	32.9	26.2	33.3	23.1	1.7	1.2	4.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	26.2	33.3	23.1	1.7	1.2	4.3	4.3
LOS	C	C	C	C	A	A	A	A
Approach Delay (s/veh)		26.7		24.4		1.2		4.3
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: 0.47	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

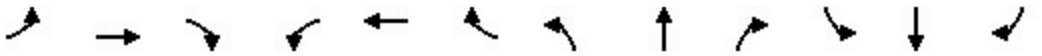


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	96	10	69	22	476	80	1078
v/c Ratio	0.07	0.47	0.08	0.36	0.06	0.17	0.12	0.38
Control Delay (s/veh)	32.9	26.2	33.3	23.1	1.7	1.2	4.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	26.2	33.3	23.1	1.7	1.2	4.3	4.3
Queue Length 50th (ft)	4	22	5	14	1	11	10	82
Queue Length 95th (ft)	15	55	17	43	m3	16	25	120
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	480	648	467	638	378	2743	688	2810
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	3	0	0	0	0	0	272
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.15	0.02	0.11	0.06	0.17	0.12	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	38	41	8	25	32	18	335	55	66	843	41
Future Volume (veh/h)	7	38	41	8	25	32	18	335	55	66	843	41
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	0.99		0.95	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	46	50	10	30	39	22	409	67	80	1028	50
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	96	104	174	87	113	471	2221	360	753	2516	122
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1316	806	876	1286	731	951	520	3037	493	907	3441	167
Grp Volume(v), veh/h	9	0	96	10	0	69	22	238	238	80	531	547
Grp Sat Flow(s),veh/h/ln	1316	0	1682	1286	0	1682	520	1777	1753	907	1777	1831
Q Serve(g_s), s	0.5	0.0	4.3	0.6	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	4.3	4.9	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.57	1.00		0.28	1.00		0.09
Lane Grp Cap(c), veh/h	197	0	200	174	0	200	471	1299	1282	753	1299	1339
V/C Ratio(X)	0.05	0.00	0.48	0.06	0.00	0.35	0.05	0.18	0.19	0.11	0.41	0.41
Avail Cap(c_a), veh/h	518	0	610	488	0	610	471	1299	1282	753	1299	1339
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	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.86	0.86	0.86
Uniform Delay (d), s/veh	34.0	0.0	32.9	35.2	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.0	0.4	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	0.2	0.0	1.7	0.2	0.0	1.2	0.0	0.1	0.1	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	0.0	33.6	35.3	0.0	32.8	0.2	0.3	0.3	0.2	0.8	0.8
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		105			79			498			1158	
Approach Delay, s/veh		33.7			33.1			0.3			0.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.5		15.5		64.5		15.5				
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		2.0		6.3		2.0		6.9				
Green Ext Time (p_c), s		3.5		0.3		9.6		0.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			3.9									
HCM 6th LOS			A									

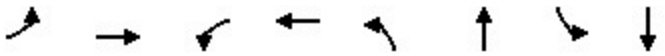
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	154	903	199	685	173	241	146	533
Future Volume (vph)	154	903	199	685	173	241	146	533
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	78.2	65.0	79.8	65.8	62.4	44.2	51.6	38.7
Actuated g/C Ratio	0.49	0.41	0.50	0.41	0.39	0.28	0.32	0.24
v/c Ratio	0.58	0.78	1.13	0.48	0.87	0.38	0.48	0.99
Control Delay (s/veh)	28.3	42.5	137.5	35.2	76.7	46.3	38.0	84.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay (s/veh)	28.3	42.5	137.5	35.2	76.7	46.3	38.0	85.6
LOS	C	D	F	D	E	D	D	F
Approach Delay (s/veh)		41.0		55.9		57.6		77.0
Approach LOS		D		E		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 30 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 55.0	Intersection LOS: E
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



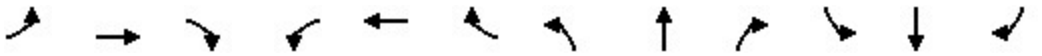
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	173	1418	224	883	194	329	164	746
v/c Ratio	0.58	0.78	1.13	0.48	0.87	0.38	0.48	0.99
Control Delay (s/veh)	28.3	42.5	137.5	35.2	76.7	46.3	38.0	84.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay (s/veh)	28.3	42.5	137.5	35.2	76.7	46.3	38.0	85.6
Queue Length 50th (ft)	93	447	~203	241	155	142	114	~392
Queue Length 95th (ft)	139	501	#387	295	#291	188	158	#538
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	354	1823	199	1850	230	860	354	756
Starvation Cap Reductn	0	0	0	0	0	0	0	3
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	0.49	0.78	1.13	0.48	0.84	0.38	0.46	0.99

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
106: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	903	359	199	685	101	173	241	52	146	533	131
Future Volume (veh/h)	154	903	359	199	685	101	173	241	52	146	533	131
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		0.96	0.98		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	173	1015	403	224	770	113	194	271	58	164	599	147
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	334	1358	539	238	1758	256	212	663	139	339	599	147
Arrive On Green	0.07	0.42	0.42	0.09	0.43	0.43	0.10	0.25	0.25	0.17	0.47	0.47
Sat Flow, veh/h	1603	3226	1281	1603	4047	589	1603	2609	547	1603	2521	617
Grp Volume(v), veh/h	173	964	454	224	581	302	194	164	165	164	379	367
Grp Sat Flow(s),veh/h/ln	1603	1532	1443	1603	1532	1573	1603	1599	1556	1603	1599	1539
Q Serve(g_s), s	9.8	42.5	42.5	12.8	21.2	21.5	14.6	13.6	14.2	12.6	37.9	38.0
Cycle Q Clear(g_c), s	9.8	42.5	42.5	12.8	21.2	21.5	14.6	13.6	14.2	12.6	37.9	38.0
Prop In Lane	1.00		0.89	1.00		0.37	1.00		0.35	1.00		0.40
Lane Grp Cap(c), veh/h	334	1289	607	238	1330	683	212	406	396	339	380	366
V/C Ratio(X)	0.52	0.75	0.75	0.94	0.44	0.44	0.92	0.40	0.42	0.48	1.00	1.00
Avail Cap(c_a), veh/h	405	1289	607	238	1330	683	235	430	418	339	380	366
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	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	24.6	39.2	39.2	33.7	31.6	31.7	44.6	49.6	49.8	37.2	42.0	42.0
Incr Delay (d2), s/veh	0.5	4.0	8.2	32.1	0.7	1.4	33.2	0.2	0.3	0.4	44.1	46.2
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	3.8	16.8	16.5	7.0	8.1	8.6	7.8	5.6	5.6	4.5	17.3	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	43.1	47.3	65.8	32.3	33.0	77.8	49.8	50.0	37.6	86.1	88.2
LnGrp LOS	C	D	D	E	C	C	E	D	D	D	F	F
Approach Vol, veh/h		1591			1107			523			910	
Approach Delay, s/veh		42.4			39.3			60.3			78.2	
Approach LOS		D			D			E			E	

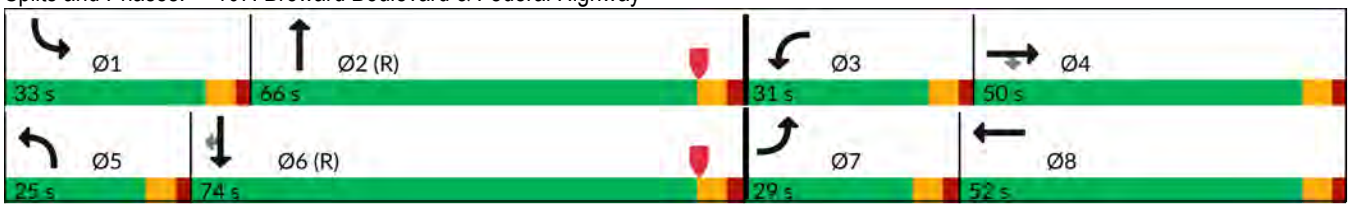
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	75.5	20.0	46.7	20.0	73.3	22.7	44.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	11.8	23.5	14.6	16.2	14.8	44.5	16.6	40.0
Green Ext Time (p_c), s	0.1	1.2	0.0	1.3	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	51.7
HCM 6th LOS	D

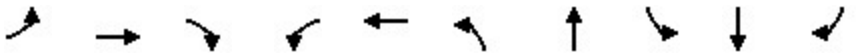
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	200	518	216	349	409	302	914	176	1327	303
Future Volume (vph)	200	518	216	349	409	302	914	176	1327	303
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	29.0	50.0	50.0	31.0	52.0	25.0	66.0	33.0	74.0	74.0
Total Split (%)	16.1%	27.8%	27.8%	17.2%	28.9%	13.9%	36.7%	18.3%	41.1%	41.1%
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)	16.8	30.0	30.0	24.3	37.5	26.1	75.3	26.4	75.6	75.6
Actuated g/C Ratio	0.09	0.17	0.17	0.14	0.21	0.15	0.42	0.15	0.42	0.42
v/c Ratio	0.77	0.76	0.61	0.93	0.76	0.75	0.73	0.84	0.77	0.55
Control Delay (s/veh)	97.2	77.9	18.9	105.8	74.2	85.0	46.5	102.9	48.9	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	77.9	18.9	105.8	74.2	85.0	46.5	102.9	48.9	29.8
LOS	F	E	B	F	E	F	D	F	D	C
Approach Delay (s/veh)		68.4			88.1		54.1		51.0	
Approach LOS		E			F		D		D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 73 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 61.0	Intersection LOS: E
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway

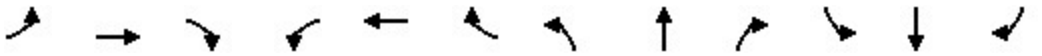


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	222	576	240	388	497	336	1362	196	1474	337
v/c Ratio	0.77	0.76	0.61	0.93	0.76	0.75	0.73	0.84	0.77	0.55
Control Delay (s/veh)	97.2	77.9	18.9	105.8	74.2	85.0	46.5	102.9	48.9	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.2	77.9	18.9	105.8	74.2	85.0	46.5	102.9	48.9	29.8
Queue Length 50th (ft)	134	242	34	236	291	198	480	228	547	198
Queue Length 95th (ft)	180	275	128	#334	353	261	618	317	650	331
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	394	1118	478	429	804	448	1859	255	1921	614
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	0.52	0.50	0.90	0.62	0.75	0.73	0.77	0.77	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
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	518	216	349	409	39	302	914	311	176	1327	303
Future Volume (veh/h)	200	518	216	349	409	39	302	914	311	176	1327	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.96	1.00		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	222	576	240	388	454	43	336	1016	346	196	1474	337
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	937	270	419	752	71	328	1323	450	212	1942	576
Arrive On Green	0.08	0.20	0.20	0.13	0.26	0.26	0.11	0.40	0.40	0.13	0.42	0.42
Sat Flow, veh/h	3110	4595	1326	3110	2936	277	3110	3342	1137	1603	4595	1363
Grp Volume(v), veh/h	222	576	240	388	246	251	336	931	431	196	1474	337
Grp Sat Flow(s),veh/h/ln	1555	1532	1326	1555	1599	1614	1555	1532	1416	1603	1532	1363
Q Serve(g_s), s	12.7	20.5	31.7	22.2	24.4	24.7	19.0	47.5	47.5	21.8	49.1	34.1
Cycle Q Clear(g_c), s	12.7	20.5	31.7	22.2	24.4	24.7	19.0	47.5	47.5	21.8	49.1	34.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	257	937	270	419	409	413	328	1213	561	212	1942	576
V/C Ratio(X)	0.86	0.62	0.89	0.93	0.60	0.61	1.02	0.77	0.77	0.92	0.76	0.59
Avail Cap(c_a), veh/h	397	1123	324	432	409	413	328	1213	561	240	1942	576
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)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	65.2	69.7	77.0	58.9	59.0	80.5	47.2	47.2	77.2	44.2	39.9
Incr Delay (d2), s/veh	4.5	0.3	13.6	24.9	2.2	2.3	55.8	4.7	9.7	34.1	2.8	4.3
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	5.3	8.1	11.8	10.4	10.2	10.5	10.2	19.1	18.4	11.1	19.3	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.1	65.6	83.2	101.9	61.1	61.3	136.3	51.9	57.0	111.3	47.0	44.2
LnGrp LOS	F	E	F	F	E	E	F	D	E	F	D	D
Approach Vol, veh/h		1038			885			1698			2007	
Approach Delay, s/veh		74.0			79.0			69.9			52.8	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.8	77.2	30.3	42.7	25.0	82.1	20.9	52.1
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	60.0	25.0	44.0	19.0	68.0	23.0	46.0
Max Q Clear Time (g_c+I1), s	23.8	49.5	24.2	33.7	21.0	51.1	14.7	26.7
Green Ext Time (p_c), s	0.1	6.5	0.1	3.0	0.0	11.0	0.2	2.4

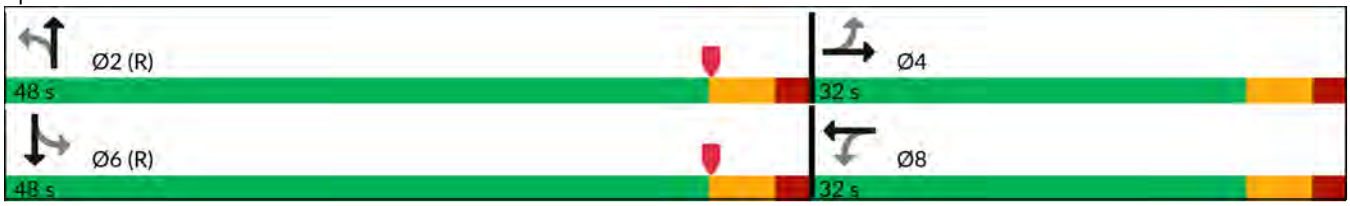
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	66.0
HCM 6th LOS	E

Timings
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

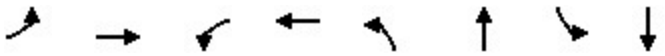
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	177	83	142	50	433	62	821
Future Volume (vph)	48	177	83	142	50	433	62	821
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	25.9	25.9	25.9	25.9	42.1	42.1	42.1	42.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.53	0.53	0.53	0.53
v/c Ratio	0.27	0.94	0.98	0.51	0.65	0.52	0.38	0.77
Control Delay (s/veh)	23.6	54.6	101.5	21.1	40.9	11.1	16.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	54.6	101.5	21.1	40.9	11.1	16.9	18.8
LOS	C	D	F	C	D	B	B	B
Approach Delay (s/veh)		50.4		47.9		13.5		18.7
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 19 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

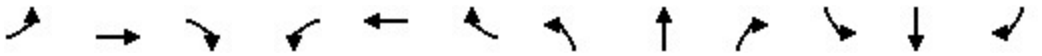


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	455	124	248	75	842	93	1277
v/c Ratio	0.27	0.94	0.98	0.51	0.65	0.52	0.38	0.77
Control Delay (s/veh)	23.6	54.6	101.5	21.1	40.9	11.1	16.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	54.6	101.5	21.1	40.9	11.1	16.9	18.8
Queue Length 50th (ft)	26	199	71	84	32	103	26	248
Queue Length 95th (ft)	43	204	#107	79	50	103	41	201
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	264	486	128	485	116	1629	247	1669
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	0.27	0.94	0.97	0.51	0.65	0.52	0.38	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
101: 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)	48	177	128	83	142	24	50	433	131	62	821	35
Future Volume (veh/h)	48	177	128	83	142	24	50	433	131	62	821	35
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		0.95	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	72	264	191	124	212	36	75	646	196	93	1225	52
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	263	190	90	409	69	175	1254	380	397	1638	69
Arrive On Green	0.32	0.32	0.32	0.65	0.65	0.65	1.00	1.00	1.00	0.52	0.52	0.52
Sat Flow, veh/h	1012	809	585	840	1257	213	390	2388	724	584	3119	132
Grp Volume(v), veh/h	72	0	455	124	0	248	75	432	410	93	627	650
Grp Sat Flow(s),veh/h/ln	1012	0	1394	840	0	1471	390	1599	1513	584	1599	1652
Q Serve(g_s), s	4.7	0.0	26.0	0.0	0.0	7.1	14.2	0.0	0.0	7.2	24.5	24.6
Cycle Q Clear(g_c), s	11.8	0.0	26.0	26.0	0.0	7.1	38.8	0.0	0.0	7.2	24.5	24.6
Prop In Lane	1.00		0.42	1.00		0.15	1.00		0.48	1.00		0.08
Lane Grp Cap(c), veh/h	329	0	453	90	0	478	175	840	794	397	840	867
V/C Ratio(X)	0.22	0.00	1.00	1.38	0.00	0.52	0.43	0.51	0.52	0.23	0.75	0.75
Avail Cap(c_a), veh/h	329	0	453	90	0	478	175	840	794	397	840	867
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.00	0.92	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	27.0	27.0	0.0	10.7	11.4	0.0	0.0	10.7	14.9	14.9
Incr Delay (d2), s/veh	0.1	0.0	43.4	221.5	0.0	0.4	7.4	2.2	2.3	1.4	6.0	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	1.1	0.0	13.6	7.0	0.0	1.8	1.3	0.5	0.5	1.0	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	0.0	70.4	248.5	0.0	11.1	18.8	2.2	2.3	12.1	20.9	20.7
LnGrp LOS	C		F	F		B	B	A	A	B	C	C
Approach Vol, veh/h		527			372			917			1370	
Approach Delay, s/veh		64.2			90.3			3.6			20.2	
Approach LOS		E			F			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
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		40.8		28.0		26.6		28.0				
Green Ext Time (p_c), s		0.7		0.0		8.6		0.0				

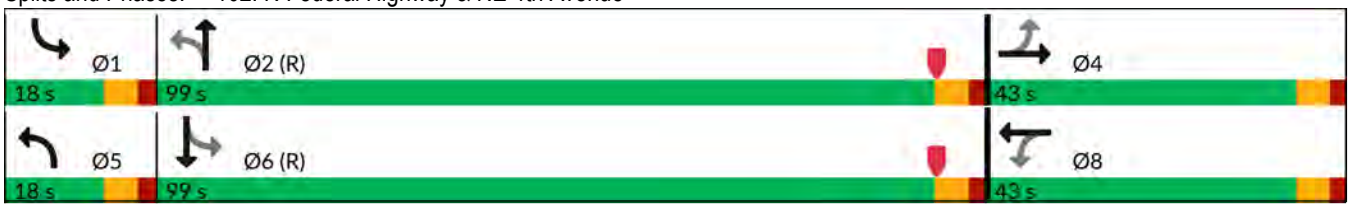
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.9									
HCM 6th LOS			C									

Timings
102: N Federal Highway & NE 4th Avenue

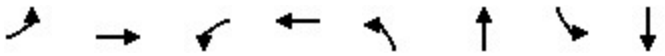
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	140	135	93	81	60	1066	72	1791
Future Volume (vph)	140	135	93	81	60	1066	72	1791
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	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)	31.0	31.0	31.0	31.0	111.0	104.7	111.0	104.7
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.69	0.65	0.69	0.65
v/c Ratio	0.82	0.86	1.08	0.37	0.47	0.40	0.28	0.67
Control Delay (s/veh)	91.5	82.8	173.2	54.4	20.3	14.2	9.7	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.5	82.8	173.2	54.4	20.3	14.2	9.7	19.4
LOS	F	F	F	D	C	B	A	B
Approach Delay (s/veh)		86.1		111.8		14.5		19.1
Approach LOS		F		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: 1.08	
Intersection Signal Delay (s/veh): 29.3	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue

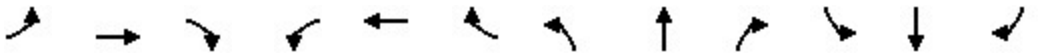


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	248	100	107	65	1192	77	1981
v/c Ratio	0.82	0.86	1.08	0.37	0.47	0.40	0.28	0.67
Control Delay (s/veh)	91.5	82.8	173.2	54.4	20.3	14.2	9.7	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.5	82.8	173.2	54.4	20.3	14.2	9.7	19.4
Queue Length 50th (ft)	153	235	105	90	19	214	23	463
Queue Length 95th (ft)	m199	m291	#226	149	42	268	43	578
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	220	341	111	342	193	2973	336	2977
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	0.69	0.73	0.90	0.31	0.34	0.40	0.23	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
102: 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)	140	135	96	93	81	19	60	1066	43	72	1791	51
Future Volume (veh/h)	140	135	96	93	81	19	60	1066	43	72	1791	51
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		0.97	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	151	145	103	100	87	20	65	1146	46	77	1926	55
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	240	189	134	123	274	63	158	2839	114	303	2892	82
Arrive On Green	0.39	0.39	0.39	0.23	0.23	0.23	0.03	0.63	0.63	0.03	0.63	0.63
Sat Flow, veh/h	1147	819	582	1014	1185	272	1603	4526	182	1603	4588	131
Grp Volume(v), veh/h	151	0	248	100	0	107	65	776	416	77	1285	696
Grp Sat Flow(s),veh/h/ln	1147	0	1400	1014	0	1457	1603	1532	1643	1603	1532	1655
Q Serve(g_s), s	19.3	0.0	24.7	12.3	0.0	9.7	2.3	20.2	20.2	2.8	42.7	42.9
Cycle Q Clear(g_c), s	29.1	0.0	24.7	37.0	0.0	9.7	2.3	20.2	20.2	2.8	42.7	42.9
Prop In Lane	1.00		0.42	1.00		0.19	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	240	0	324	123	0	337	158	1922	1031	303	1932	1043
V/C Ratio(X)	0.63	0.00	0.77	0.81	0.00	0.32	0.41	0.40	0.40	0.25	0.67	0.67
Avail Cap(c_a), veh/h	240	0	324	123	0	337	237	1922	1031	377	1932	1043
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)	0.42	0.00	0.42	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	45.3	75.2	0.0	51.0	18.4	14.9	14.9	11.5	18.8	18.8
Incr Delay (d2), s/veh	1.7	0.0	4.2	30.6	0.0	0.2	0.6	0.6	1.2	0.2	1.8	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	5.3	0.0	8.3	5.2	0.0	3.6	0.9	7.3	8.0	1.0	15.5	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	0.0	49.5	105.8	0.0	51.2	19.0	15.5	16.1	11.7	20.6	22.2
LnGrp LOS	D		D	F		D	B	B	B	B	C	C
Approach Vol, veh/h		399			207			1257			2058	
Approach Delay, s/veh		50.8			77.6			15.9			20.8	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	106.4		43.0	10.1	106.9		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	4.8	22.2		31.1	4.3	44.9		39.0				
Green Ext Time (p_c), s	0.0	11.3		0.7	0.0	24.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			25.3									
HCM 6th 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)	8	24	114	30	10	374	78	943
Future Volume (vph)	8	24	114	30	10	374	78	943
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		15.5	15.5	15.5	52.5	52.5	52.5	52.5
Actuated g/C Ratio		0.19	0.19	0.19	0.66	0.66	0.66	0.66
v/c Ratio		0.28	0.70	0.68	0.06	0.26	0.20	0.58
Control Delay (s/veh)		21.1	45.7	11.5	4.8	3.8	3.6	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)		21.1	45.7	11.5	4.8	3.8	3.6	4.0
LOS		C	D	B	A	A	A	A
Approach Delay (s/veh)		21.1		21.9		3.8		4.0
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 27 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 7.9	Intersection LOS: A
Intersection Capacity Utilization 68.2%	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

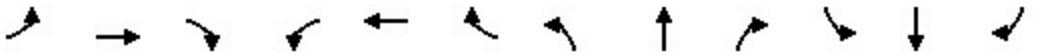


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	144	328	13	527	99	1205
v/c Ratio	0.28	0.70	0.68	0.06	0.26	0.20	0.58
Control Delay (s/veh)	21.1	45.7	11.5	4.8	3.8	3.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	21.1	45.7	11.5	4.8	3.8	3.6	4.0
Queue Length 50th (ft)	17	69	20	1	17	8	60
Queue Length 95th (ft)	37	m86	m43	6	73	m14	77
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	364	363	627	213	2054	491	2090
Starvation Cap Reductn	0	0	0	0	0	0	158
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.40	0.52	0.06	0.26	0.20	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th 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	24	16	114	30	229	10	374	43	78	943	9
Future Volume (veh/h)	8	24	16	114	30	229	10	374	43	78	943	9
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		0.95	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	10	30	20	144	38	290	13	473	54	99	1194	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	148	81	272	45	347	318	1576	179	517	1777	16
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	47	489	268	1214	150	1147	416	2878	327	780	3246	30
Grp Volume(v), veh/h	60	0	0	144	0	328	13	262	265	99	588	617
Grp Sat Flow(s),veh/h/ln	803	0	0	1214	0	1298	416	1599	1606	780	1599	1676
Q Serve(g_s), s	0.5	0.0	0.0	2.0	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.4	0.0	0.0	21.4	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.17		0.33	1.00		0.88	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	296	0	0	272	0	393	318	875	879	517	875	918
V/C Ratio(X)	0.20	0.00	0.00	0.53	0.00	0.84	0.04	0.30	0.30	0.19	0.67	0.67
Avail Cap(c_a), veh/h	340	0	0	314	0	438	318	875	879	517	875	918
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	0.99	0.99	0.99	0.53	0.53	0.53
Uniform Delay (d), s/veh	21.0	0.0	0.0	28.2	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	10.9	0.2	0.9	0.9	0.4	2.2	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	0.8	0.0	0.0	2.7	0.0	6.7	0.0	0.2	0.2	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	0.0	28.8	0.0	37.0	0.2	0.9	0.9	0.4	2.2	2.1
LnGrp LOS	C			C		D	A	A	A	A	A	A
Approach Vol, veh/h		60			472			540			1304	
Approach Delay, s/veh		21.1			34.5			0.9			2.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.8		30.2		49.8		30.2				
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		2.0		21.4		2.0		23.4				
Green Ext Time (p_c), s		1.3		0.1		3.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	204	0	0	28	157	1168	27	0	1968	103
Future Vol, veh/h	0	0	204	0	0	28	157	1168	27	0	1968	103
Conflicting Peds, #/hr	8	0	1	1	0	8	35	0	3	3	0	35
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	213	0	0	29	164	1217	28	0	2050	107

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1115	-	-	634	2192	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	394	0	0	576	~ 100	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	382	-	-	571	~ 97	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.6	11.6	49.3	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 97	-	-	382	571	-	-
HCM Lane V/C Ratio	1.686	-	-	0.556	0.051	-	-
HCM Control Delay (s/veh)	$ 424.5	-	-	25.6	11.6	-	-
HCM Lane LOS	F	-	-	D	B	-	-
HCM 95th %tile Q (veh)	13	-	-	3.3	0.2	-	-

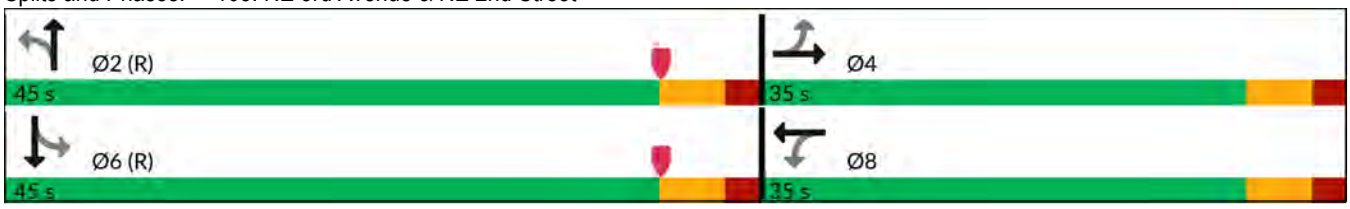
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
105: NE 3rd Avenue & NE 2nd Street

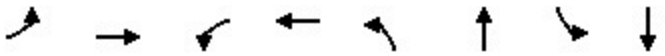
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	41	61	27	19	365	78	939
Future Volume (vph)	8	41	61	27	19	365	78	939
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	9.4	9.4	9.4	9.4	62.2	62.2	62.2	62.2
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.78	0.78	0.78	0.78
v/c Ratio	0.07	0.44	0.50	0.37	0.07	0.21	0.15	0.44
Control Delay (s/veh)	30.3	25.8	43.6	18.5	2.4	1.5	5.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	25.8	43.6	18.5	2.4	1.5	5.4	5.7
LOS	C	C	D	B	A	A	A	A
Approach Delay (s/veh)		26.2		29.7		1.5		5.6
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: 0.50	
Intersection Signal Delay (s/veh): 7.5	Intersection LOS: A
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

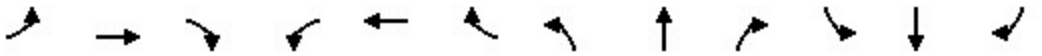


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	104	74	92	23	552	95	1199
v/c Ratio	0.07	0.44	0.50	0.37	0.07	0.21	0.15	0.44
Control Delay (s/veh)	30.3	25.8	43.6	18.5	2.4	1.5	5.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	25.8	43.6	18.5	2.4	1.5	5.4	5.7
Queue Length 50th (ft)	5	29	36	15	1	14	14	111
Queue Length 95th (ft)	16	61	65	46	m4	20	30	136
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	470	644	463	642	312	2634	625	2730
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	22	15	0	0	0	0	229
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.17	0.14	0.07	0.21	0.15	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	41	44	61	27	48	19	365	88	78	939	44
Future Volume (veh/h)	8	41	44	61	27	48	19	365	88	78	939	44
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		0.95	0.99		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
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	10	50	54	74	33	59	23	445	107	95	1145	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	133	144	230	98	176	408	1931	460	670	2363	111
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1294	811	876	1280	597	1067	464	2816	670	846	3446	162
Grp Volume(v), veh/h	10	0	104	74	0	92	23	279	273	95	590	609
Grp Sat Flow(s),veh/h/ln	1294	0	1687	1280	0	1664	464	1777	1710	846	1777	1832
Q Serve(g_s), s	0.6	0.0	4.4	4.4	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	4.4	8.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.64	1.00		0.39	1.00		0.09
Lane Grp Cap(c), veh/h	239	0	277	230	0	274	408	1218	1172	670	1218	1256
V/C Ratio(X)	0.04	0.00	0.37	0.32	0.00	0.34	0.06	0.23	0.23	0.14	0.48	0.48
Avail Cap(c_a), veh/h	496	0	612	484	0	603	408	1218	1172	670	1218	1256
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	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.78	0.78	0.78
Uniform Delay (d), s/veh	31.5	0.0	29.8	33.7	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.3	0.0	0.3	0.2	0.4	0.4	0.3	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	0.2	0.0	1.8	1.3	0.0	1.5	0.0	0.1	0.1	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	0.0	30.1	34.0	0.0	29.8	0.2	0.4	0.4	0.3	1.1	1.0
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		114			166			575			1294	
Approach Delay, s/veh		30.2			31.7			0.4			1.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.8		19.2		60.8		19.2				
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		2.0		6.5		2.0		10.8				
Green Ext Time (p_c), s		4.2		0.4		11.5		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.8									
HCM 6th LOS			A									

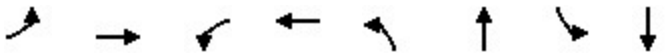
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	194	967	213	733	185	270	157	599
Future Volume (vph)	194	967	213	733	185	270	157	599
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	80.4	65.0	77.6	63.6	62.3	43.9	51.4	38.3
Actuated g/C Ratio	0.50	0.41	0.49	0.40	0.39	0.27	0.32	0.24
v/c Ratio	0.74	0.83	1.28	0.53	0.92	0.43	0.54	1.20
Control Delay (s/veh)	36.2	45.3	198.1	37.7	85.4	47.8	40.8	152.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.2	45.3	198.1	37.7	85.4	47.8	40.8	152.1
LOS	D	D	F	D	F	D	D	F
Approach Delay (s/veh)		44.2		70.1		61.4		133.9
Approach LOS		D		E		E		F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 30 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay (s/veh): 74.2	Intersection LOS: E
Intersection Capacity Utilization 101.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



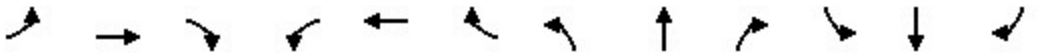
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	218	1520	239	945	208	366	176	899
v/c Ratio	0.74	0.83	1.28	0.53	0.92	0.43	0.54	1.20
Control Delay (s/veh)	36.2	45.3	198.1	37.7	85.4	47.8	40.8	152.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.2	45.3	198.1	37.7	85.4	47.8	40.8	152.1
Queue Length 50th (ft)	121	499	~265	270	172	161	124	~520
Queue Length 95th (ft)	174	554	#448	324	#326	211	175	#711
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	330	1824	186	1789	230	855	337	747
Starvation Cap Reductn	0	0	0	0	0	0	0	1
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	0.66	0.83	1.28	0.53	0.90	0.43	0.52	1.21

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
106: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	967	385	213	733	108	185	270	56	157	599	201
Future Volume (veh/h)	194	967	385	213	733	108	185	270	56	157	599	201
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		0.96	0.98		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	218	1087	433	239	824	121	208	303	63	176	673	226
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	328	1329	529	220	1651	241	226	689	141	333	551	185
Arrive On Green	0.09	0.41	0.41	0.09	0.41	0.41	0.11	0.26	0.26	0.17	0.47	0.47
Sat Flow, veh/h	1603	3223	1283	1603	4046	590	1603	2623	536	1603	2321	779
Grp Volume(v), veh/h	218	1033	487	239	623	322	208	183	183	176	464	435
Grp Sat Flow(s),veh/h/ln	1603	1532	1442	1603	1532	1572	1603	1599	1560	1603	1599	1501
Q Serve(g_s), s	12.6	47.9	47.9	14.0	24.2	24.4	16.0	15.2	15.7	13.7	38.0	38.0
Cycle Q Clear(g_c), s	12.6	47.9	47.9	14.0	24.2	24.4	16.0	15.2	15.7	13.7	38.0	38.0
Prop In Lane	1.00		0.89	1.00		0.38	1.00		0.34	1.00		0.52
Lane Grp Cap(c), veh/h	328	1263	595	220	1250	642	226	420	410	333	380	357
V/C Ratio(X)	0.66	0.82	0.82	1.09	0.50	0.50	0.92	0.43	0.45	0.53	1.22	1.22
Avail Cap(c_a), veh/h	372	1263	595	220	1250	642	235	430	419	333	380	357
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	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	26.3	41.7	41.7	39.7	35.2	35.3	45.9	49.1	49.3	37.6	42.0	42.0
Incr Delay (d2), s/veh	2.5	6.0	11.9	72.1	0.9	1.7	36.4	0.3	0.3	0.7	118.9	120.3
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	5.1	19.2	19.0	9.9	9.3	9.8	8.7	6.2	6.2	4.9	25.2	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	47.7	53.6	111.9	36.0	37.0	82.2	49.4	49.6	38.3	160.9	162.3
LnGrp LOS	C	D	D	F	D	D	F	D	D	D	F	F
Approach Vol, veh/h		1738			1184			574			1075	
Approach Delay, s/veh		47.0			51.6			61.3			141.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	71.3	20.0	48.0	20.0	72.0	24.0	44.0
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	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	14.6	26.4	15.7	17.7	16.0	49.9	18.0	40.0
Green Ext Time (p_c), s	0.1	1.3	0.0	1.4	0.0	2.4	0.0	0.0

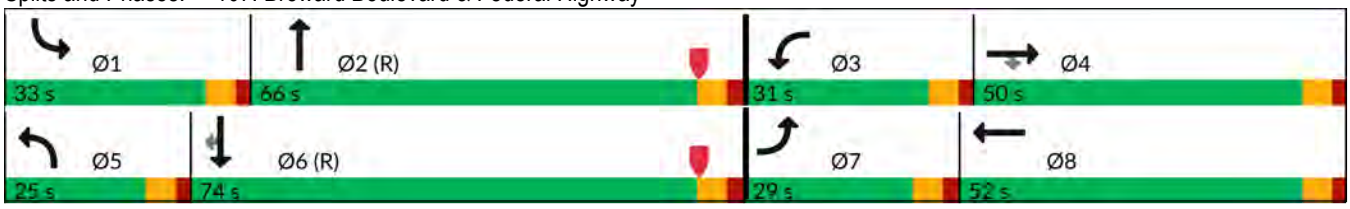
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	72.2
HCM 6th LOS	E

Timings
107: Broward Boulevard & Federal Highway

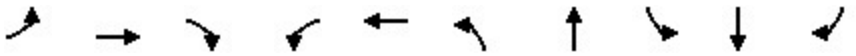
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	215	555	232	374	438	324	1005	210	1484	325
Future Volume (vph)	215	555	232	374	438	324	1005	210	1484	325
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	29.0	50.0	50.0	31.0	52.0	25.0	66.0	33.0	74.0	74.0
Total Split (%)	16.1%	27.8%	27.8%	17.2%	28.9%	13.9%	36.7%	18.3%	41.1%	41.1%
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)	17.8	32.3	32.3	25.0	39.5	28.1	66.8	31.8	70.6	70.6
Actuated g/C Ratio	0.10	0.18	0.18	0.14	0.22	0.16	0.37	0.18	0.39	0.39
v/c Ratio	0.78	0.75	0.64	0.97	0.78	0.75	0.90	0.83	0.92	0.62
Control Delay (s/veh)	96.8	75.7	22.5	111.9	74.1	82.0	59.6	94.0	61.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.8	75.7	22.5	111.9	74.1	82.0	59.6	94.0	61.1	35.5
LOS	F	E	C	F	E	F	E	F	E	D
Approach Delay (s/veh)		67.9			90.5		64.0		60.4	
Approach LOS		E			F		E		E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 73 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 67.5	Intersection LOS: E
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway

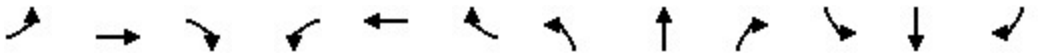


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	239	617	258	416	543	360	1487	233	1649	361
v/c Ratio	0.78	0.75	0.64	0.97	0.78	0.75	0.90	0.83	0.92	0.62
Control Delay (s/veh)	96.8	75.7	22.5	111.9	74.1	82.0	59.6	94.0	61.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.8	75.7	22.5	111.9	74.1	82.0	59.6	94.0	61.1	35.5
Queue Length 50th (ft)	144	257	56	256	320	211	601	265	679	243
Queue Length 95th (ft)	191	287	154	#371	380	#339	#744	#446	#795	376
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	394	1118	475	429	804	482	1657	281	1795	578
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	0.61	0.55	0.54	0.97	0.68	0.75	0.90	0.83	0.92	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	555	232	374	438	50	324	1005	333	210	1484	325
Future Volume (veh/h)	215	555	232	374	438	50	324	1005	333	210	1484	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.95	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
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	239	617	258	416	487	56	360	1117	370	233	1649	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	990	287	432	765	87	328	1220	404	240	1870	554
Arrive On Green	0.09	0.22	0.22	0.14	0.27	0.27	0.11	0.36	0.36	0.15	0.41	0.41
Sat Flow, veh/h	3110	4595	1331	3110	2872	328	3110	3366	1115	1603	4595	1361
Grp Volume(v), veh/h	239	617	258	416	270	273	360	1017	470	233	1649	361
Grp Sat Flow(s),veh/h/ln	1555	1532	1331	1555	1599	1601	1555	1532	1417	1603	1532	1361
Q Serve(g_s), s	13.7	21.9	34.0	23.9	26.8	27.1	19.0	57.0	57.0	26.0	59.8	38.5
Cycle Q Clear(g_c), s	13.7	21.9	34.0	23.9	26.8	27.1	19.0	57.0	57.0	26.0	59.8	38.5
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	274	990	287	432	426	426	328	1110	514	240	1870	554
V/C Ratio(X)	0.87	0.62	0.90	0.96	0.63	0.64	1.10	0.92	0.92	0.97	0.88	0.65
Avail Cap(c_a), veh/h	397	1123	325	432	426	426	328	1110	514	240	1870	554
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)	0.50	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	81.1	64.0	68.7	77.0	58.3	58.4	80.5	54.8	54.8	76.1	49.4	43.1
Incr Delay (d2), s/veh	5.5	0.4	14.1	33.5	2.8	2.9	78.1	13.1	23.5	48.9	6.4	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	5.7	8.7	12.7	11.7	11.3	11.5	11.2	24.1	23.8	14.1	24.1	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.6	64.4	82.8	110.6	61.1	61.3	158.6	67.8	78.3	125.0	55.8	48.9
LnGrp LOS	F	E	F	F	E	E	F	E	E	F	E	D
Approach Vol, veh/h		1114			959			1847			2243	
Approach Delay, s/veh		73.4			82.6			88.2			61.9	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	71.2	31.0	44.8	25.0	79.2	21.8	53.9
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	60.0	25.0	44.0	19.0	68.0	23.0	46.0
Max Q Clear Time (g_c+I1), s	28.0	59.0	25.9	36.0	21.0	61.8	15.7	29.1
Green Ext Time (p_c), s	0.0	0.8	0.0	2.8	0.0	5.2	0.2	2.5

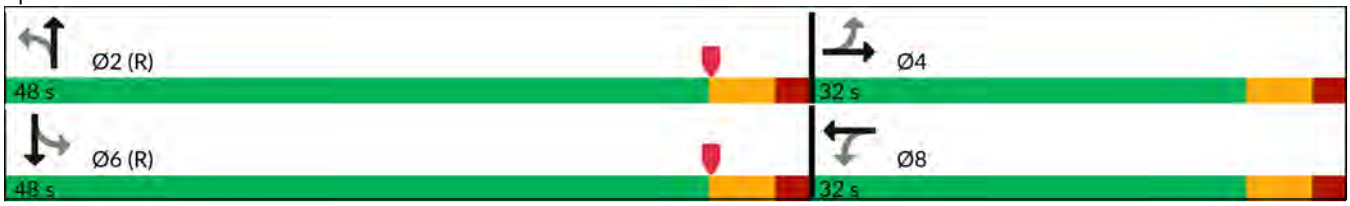
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	75.1
HCM 6th LOS	E

Timings
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

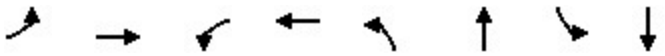
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	177	83	142	55	444	62	823
Future Volume (vph)	48	177	83	142	55	444	62	823
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	25.9	25.9	25.9	25.9	42.1	42.1	42.1	42.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.53	0.53	0.53	0.53
v/c Ratio	0.27	0.94	0.98	0.51	0.72	0.55	0.41	0.77
Control Delay (s/veh)	23.6	54.6	101.3	21.1	48.6	11.2	18.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	54.6	101.3	21.1	48.6	11.2	18.5	18.9
LOS	C	D	F	C	D	B	B	B
Approach Delay (s/veh)		50.4		47.8		14.3		18.8
Approach LOS		D		D		B		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 19 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 25.9	Intersection LOS: C
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

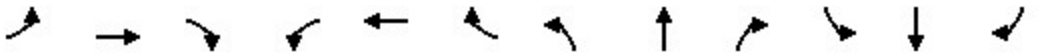


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	455	124	248	82	899	93	1280
v/c Ratio	0.27	0.94	0.98	0.51	0.72	0.55	0.41	0.77
Control Delay (s/veh)	23.6	54.6	101.3	21.1	48.6	11.2	18.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	54.6	101.3	21.1	48.6	11.2	18.5	18.9
Queue Length 50th (ft)	26	199	70	84	37	119	26	250
Queue Length 95th (ft)	43	204	#106	80	37	106	43	201
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	264	486	128	485	114	1628	227	1669
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	0.27	0.94	0.97	0.51	0.72	0.55	0.41	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
101: 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)	48	177	128	83	142	24	55	444	158	62	823	35
Future Volume (veh/h)	48	177	128	83	142	24	55	444	158	62	823	35
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		0.95	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	72	264	191	124	212	36	82	663	236	93	1228	52
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	263	190	90	409	69	174	1197	426	381	1638	69
Arrive On Green	0.32	0.32	0.32	0.65	0.65	0.65	1.00	1.00	1.00	0.52	0.52	0.52
Sat Flow, veh/h	1012	809	585	840	1257	213	389	2280	811	554	3120	132
Grp Volume(v), veh/h	72	0	455	124	0	248	82	465	434	93	629	651
Grp Sat Flow(s),veh/h/ln	1012	0	1394	840	0	1471	389	1599	1492	554	1599	1652
Q Serve(g_s), s	4.7	0.0	26.0	0.0	0.0	7.1	16.6	0.0	0.0	7.7	24.6	24.7
Cycle Q Clear(g_c), s	11.8	0.0	26.0	26.0	0.0	7.1	41.3	0.0	0.0	7.7	24.6	24.7
Prop In Lane	1.00		0.42	1.00		0.15	1.00		0.54	1.00		0.08
Lane Grp Cap(c), veh/h	329	0	453	90	0	478	174	840	783	381	840	868
V/C Ratio(X)	0.22	0.00	1.00	1.38	0.00	0.52	0.47	0.55	0.55	0.24	0.75	0.75
Avail Cap(c_a), veh/h	329	0	453	90	0	478	174	840	783	381	840	868
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.00	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	27.0	27.0	0.0	10.7	12.1	0.0	0.0	10.8	14.9	14.9
Incr Delay (d2), s/veh	0.1	0.0	43.4	221.5	0.0	0.4	8.6	2.5	2.7	1.5	6.1	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	1.1	0.0	13.6	7.0	0.0	1.8	1.5	0.6	0.6	1.0	9.3	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	0.0	70.4	248.5	0.0	11.1	20.8	2.5	2.7	12.4	21.0	20.8
LnGrp LOS	C		F	F		B	C	A	A	B	C	C
Approach Vol, veh/h		527			372			981			1373	
Approach Delay, s/veh		64.2			90.3			4.2			20.3	
Approach LOS		E			F			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
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		43.3		28.0		26.7		28.0				
Green Ext Time (p_c), s		0.0		0.0		8.6		0.0				

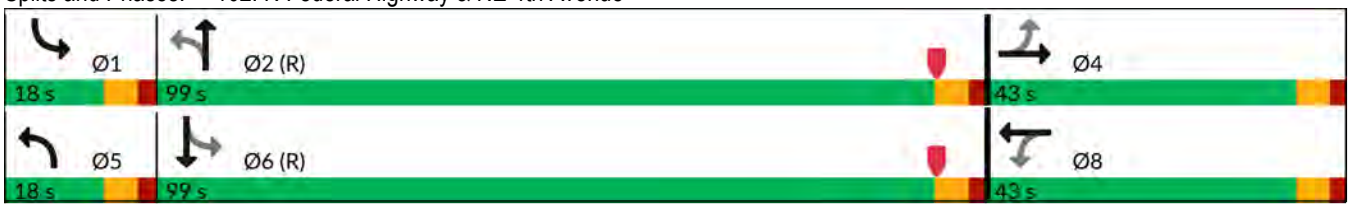
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.6									
HCM 6th LOS			C									

Timings
102: N Federal Highway & NE 4th Avenue

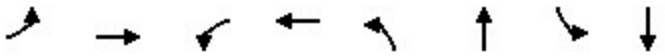
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	162	140	94	81	60	1066	72	1795
Future Volume (vph)	162	140	94	81	60	1066	72	1795
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	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)	32.0	32.0	32.0	32.0	110.0	103.6	110.0	103.6
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.69	0.65	0.69	0.65
v/c Ratio	0.91	0.86	1.05	0.36	0.48	0.40	0.28	0.67
Control Delay (s/veh)	102.7	81.1	166.1	53.5	21.5	14.6	10.0	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	102.7	81.1	166.1	53.5	21.5	14.6	10.0	20.1
LOS	F	F	F	D	C	B	A	C
Approach Delay (s/veh)		89.9		108.2		15.0		19.7
Approach LOS		F		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: 1.05	
Intersection Signal Delay (s/veh): 30.5	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue

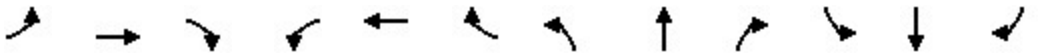


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	254	101	107	65	1192	77	1985
v/c Ratio	0.91	0.86	1.05	0.36	0.48	0.40	0.28	0.67
Control Delay (s/veh)	102.7	81.1	166.1	53.5	21.5	14.6	10.0	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	102.7	81.1	166.1	53.5	21.5	14.6	10.0	20.1
Queue Length 50th (ft)	179	238	105	88	20	221	24	481
Queue Length 95th (ft)	m228	m302	#228	149	44	268	43	581
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	221	340	111	342	191	2944	332	2948
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	0.75	0.91	0.31	0.34	0.40	0.23	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
102: 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)	162	140	96	94	81	19	60	1066	43	72	1795	51
Future Volume (veh/h)	162	140	96	94	81	19	60	1066	43	72	1795	51
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		0.97	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	174	151	103	101	87	20	65	1146	46	77	1930	55
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	240	193	132	118	274	63	157	2839	114	303	2893	82
Arrive On Green	0.39	0.39	0.39	0.23	0.23	0.23	0.03	0.63	0.63	0.03	0.63	0.63
Sat Flow, veh/h	1147	834	569	1009	1185	272	1603	4526	182	1603	4588	131
Grp Volume(v), veh/h	174	0	254	101	0	107	65	776	416	77	1288	697
Grp Sat Flow(s),veh/h/ln	1147	0	1403	1009	0	1457	1603	1532	1643	1603	1532	1655
Q Serve(g_s), s	23.3	0.0	25.5	11.5	0.0	9.7	2.3	20.2	20.2	2.8	42.9	43.0
Cycle Q Clear(g_c), s	33.0	0.0	25.5	37.0	0.0	9.7	2.3	20.2	20.2	2.8	42.9	43.0
Prop In Lane	1.00		0.41	1.00		0.19	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	240	0	324	118	0	337	157	1922	1031	303	1932	1043
V/C Ratio(X)	0.72	0.00	0.78	0.86	0.00	0.32	0.41	0.40	0.40	0.25	0.67	0.67
Avail Cap(c_a), veh/h	240	0	324	118	0	337	236	1922	1031	377	1932	1043
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)	0.41	0.00	0.41	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	0.0	45.6	75.9	0.0	51.0	18.5	14.9	14.9	11.5	18.8	18.9
Incr Delay (d2), s/veh	3.9	0.0	4.7	41.6	0.0	0.2	0.6	0.6	1.2	0.2	1.8	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	6.5	0.0	8.6	5.6	0.0	3.6	0.9	7.3	8.0	1.0	15.5	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	0.0	50.3	117.5	0.0	51.2	19.1	15.5	16.1	11.7	20.7	22.3
LnGrp LOS	E		D	F		D	B	B	B	B	C	C
Approach Vol, veh/h		428			208			1257			2062	
Approach Delay, s/veh		52.8			83.4			15.9			20.9	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	106.4		43.0	10.1	106.9		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	4.8	22.2		35.0	4.3	45.0		39.0				
Green Ext Time (p_c), s	0.0	11.3		0.3	0.0	24.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			26.0									
HCM 6th 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)	8	25	144	35	10	374	80	943
Future Volume (vph)	8	25	144	35	10	374	80	943
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		18.2	18.2	18.2	49.8	49.8	49.8	49.8
Actuated g/C Ratio		0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio		0.25	0.75	0.75	0.07	0.27	0.22	0.61
Control Delay (s/veh)		18.7	45.4	15.6	6.2	4.8	4.3	4.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)		18.7	45.4	15.6	6.2	4.8	4.3	5.1
LOS		B	D	B	A	A	A	A
Approach Delay (s/veh)		18.7		25.2		4.8		5.0
Approach LOS		B		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 27 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 71.1%	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

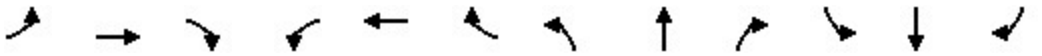


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	182	388	13	532	101	1205
v/c Ratio	0.25	0.75	0.75	0.07	0.27	0.22	0.61
Control Delay (s/veh)	18.7	45.4	15.6	6.2	4.8	4.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	18.7	45.4	15.6	6.2	4.8	4.3	5.1
Queue Length 50th (ft)	17	88	49	1	53	10	71
Queue Length 95th (ft)	35	101	69	9	85	m16	77
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	363	362	627	192	1943	463	1980
Starvation Cap Reductn	0	0	0	0	0	0	128
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.50	0.62	0.07	0.27	0.22	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th 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	25	16	144	35	272	10	374	47	80	943	9
Future Volume (veh/h)	8	25	16	144	35	272	10	374	47	80	943	9
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		0.95	0.99		0.95
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	10	32	20	182	44	344	13	473	59	101	1194	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	150	77	263	50	388	303	1458	181	487	1663	15
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	33	444	227	1215	147	1151	416	2845	353	776	3246	30
Grp Volume(v), veh/h	62	0	0	182	0	388	13	265	267	101	588	617
Grp Sat Flow(s),veh/h/ln	704	0	0	1215	0	1298	416	1599	1599	776	1599	1676
Q Serve(g_s), s	0.7	0.0	0.0	3.7	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	23.3	0.0	0.0	27.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.32	1.00		0.89	1.00		0.22	1.00		0.02
Lane Grp Cap(c), veh/h	290	0	0	263	0	438	303	820	820	487	820	859
V/C Ratio(X)	0.21	0.00	0.00	0.69	0.00	0.89	0.04	0.32	0.33	0.21	0.72	0.72
Avail Cap(c_a), veh/h	290	0	0	263	0	438	303	820	820	487	820	859
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	0.99	0.99	0.99	0.52	0.52	0.52
Uniform Delay (d), s/veh	19.5	0.0	0.0	29.6	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	6.4	0.0	18.5	0.3	1.0	1.0	0.5	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	0.8	0.0	0.0	3.9	0.0	8.8	0.0	0.2	0.2	0.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.6	0.0	0.0	36.1	0.0	43.5	0.3	1.0	1.0	0.5	2.8	2.7
LnGrp LOS	B			D		D	A	A	A	A	A	A
Approach Vol, veh/h		62			570			545			1306	
Approach Delay, s/veh		19.6			41.1			1.0			2.6	
Approach LOS		B			D			A			A	

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		2.0		25.3		2.0		29.0				
Green Ext Time (p_c), s		1.3		0.0		3.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	22.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	237	0	0	28	163	1168	27	0	1968	108
Future Vol, veh/h	0	0	237	0	0	28	163	1168	27	0	1968	108
Conflicting Peds, #/hr	8	0	1	1	0	8	35	0	3	3	0	35
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	247	0	0	29	170	1217	28	0	2050	113

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1118	-	-	634	2198	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	393	0	0	576	~ 99	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	381	-	-	571	~ 96	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.3	11.6	55.2	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 96	-	-	381	571	-	-
HCM Lane V/C Ratio	1.769	-	-	0.648	0.051	-	-
HCM Control Delay (s/veh)	$ 459.9	-	-	30.3	11.6	-	-
HCM Lane LOS	F	-	-	D	B	-	-
HCM 95th %tile Q (veh)	13.8	-	-	4.4	0.2	-	-

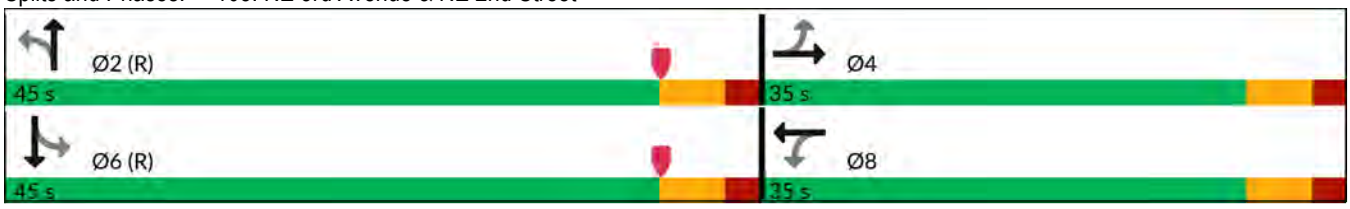
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
105: NE 3rd Avenue & NE 2nd Street

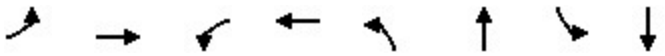
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	41	61	27	19	369	78	964
Future Volume (vph)	8	41	61	27	19	369	78	964
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	9.4	9.4	9.4	9.4	62.2	62.2	62.2	62.2
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.78	0.78	0.78	0.78
v/c Ratio	0.07	0.45	0.50	0.37	0.08	0.21	0.15	0.45
Control Delay (s/veh)	30.3	27.1	43.6	18.5	2.4	1.5	5.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	30.3	27.1	43.6	18.5	2.4	1.5	5.8	6.1
LOS	C	C	D	B	A	A	A	A
Approach Delay (s/veh)		27.4		29.7		1.5		6.1
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: 0.50	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

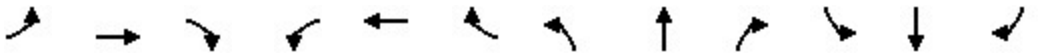


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	104	74	92	23	557	95	1236
v/c Ratio	0.07	0.45	0.50	0.37	0.08	0.21	0.15	0.45
Control Delay (s/veh)	30.3	27.1	43.6	18.5	2.4	1.5	5.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	30.3	27.1	43.6	18.5	2.4	1.5	5.8	6.1
Queue Length 50th (ft)	5	31	36	15	1	15	14	112
Queue Length 95th (ft)	16	63	65	46	m4	20	34	161
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	470	641	463	642	298	2634	620	2729
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	42	29	0	0	0	0	292
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.17	0.17	0.14	0.08	0.21	0.15	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	41	44	61	27	48	19	369	88	78	964	49
Future Volume (veh/h)	8	41	44	61	27	48	19	369	88	78	964	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		0.99	1.00		0.95	0.99		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
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	10	50	54	74	33	59	23	450	107	95	1176	60
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	133	144	230	98	176	397	1935	456	667	2352	120
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1294	811	876	1280	597	1067	448	2823	665	842	3431	175
Grp Volume(v), veh/h	10	0	104	74	0	92	23	282	275	95	609	627
Grp Sat Flow(s),veh/h/ln	1294	0	1687	1280	0	1664	448	1777	1711	842	1777	1829
Q Serve(g_s), s	0.6	0.0	4.4	4.4	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	4.4	8.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.64	1.00		0.39	1.00		0.10
Lane Grp Cap(c), veh/h	239	0	277	230	0	274	397	1218	1173	667	1218	1254
V/C Ratio(X)	0.04	0.00	0.37	0.32	0.00	0.34	0.06	0.23	0.23	0.14	0.50	0.50
Avail Cap(c_a), veh/h	496	0	612	484	0	603	397	1218	1173	667	1218	1254
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	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.74	0.74	0.74
Uniform Delay (d), s/veh	31.5	0.0	29.8	33.7	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.3	0.0	0.3	0.2	0.4	0.4	0.3	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	0.2	0.0	1.8	1.3	0.0	1.5	0.0	0.1	0.1	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	0.0	30.1	34.0	0.0	29.8	0.2	0.4	0.4	0.3	1.1	1.1
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		114			166			580			1331	
Approach Delay, s/veh		30.2			31.7			0.4			1.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.8		19.2		60.8		19.2				
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		2.0		6.5		2.0		10.8				
Green Ext Time (p_c), s		4.3		0.4		12.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.7									
HCM 6th LOS			A									

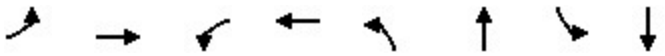
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	196	967	213	733	185	272	157	612
Future Volume (vph)	196	967	213	733	185	272	157	612
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	80.5	65.0	77.5	63.5	62.3	43.9	51.4	38.3
Actuated g/C Ratio	0.50	0.41	0.48	0.40	0.39	0.27	0.32	0.24
v/c Ratio	0.75	0.83	1.28	0.53	0.92	0.43	0.54	1.24
Control Delay (s/veh)	36.5	45.3	198.6	37.8	85.4	47.9	40.9	166.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	45.3	198.6	37.8	85.4	47.9	40.9	166.2
LOS	D	D	F	D	F	D	D	F
Approach Delay (s/veh)		44.2		70.3		61.4		146.2
Approach LOS		D		E		E		F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 30 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay (s/veh): 77.5	Intersection LOS: E
Intersection Capacity Utilization 101.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



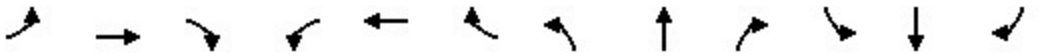
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	220	1520	239	945	208	369	176	927
v/c Ratio	0.75	0.83	1.28	0.53	0.92	0.43	0.54	1.24
Control Delay (s/veh)	36.5	45.3	198.6	37.8	85.4	47.9	40.9	166.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	45.3	198.6	37.8	85.4	47.9	40.9	166.2
Queue Length 50th (ft)	123	499	~266	271	172	162	124	~601
Queue Length 95th (ft)	176	554	#448	324	#326	212	177	#743
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	330	1824	186	1786	230	855	335	747
Starvation Cap Reductn	0	0	0	0	0	0	0	1
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	0.67	0.83	1.28	0.53	0.90	0.43	0.53	1.24

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
106: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	967	385	213	733	108	185	272	56	157	612	213
Future Volume (veh/h)	196	967	385	213	733	108	185	272	56	157	612	213
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		0.96	0.98		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	220	1087	433	239	824	121	208	306	63	176	688	239
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	329	1329	529	220	1648	240	226	690	140	332	546	190
Arrive On Green	0.09	0.41	0.41	0.09	0.41	0.41	0.11	0.26	0.26	0.17	0.47	0.47
Sat Flow, veh/h	1603	3223	1283	1603	4046	590	1603	2628	532	1603	2298	798
Grp Volume(v), veh/h	220	1033	487	239	623	322	208	184	185	176	479	448
Grp Sat Flow(s),veh/h/ln	1603	1532	1442	1603	1532	1572	1603	1599	1561	1603	1599	1497
Q Serve(g_s), s	12.7	47.9	47.9	14.0	24.2	24.4	16.0	15.4	15.9	13.7	38.0	38.0
Cycle Q Clear(g_c), s	12.7	47.9	47.9	14.0	24.2	24.4	16.0	15.4	15.9	13.7	38.0	38.0
Prop In Lane	1.00		0.89	1.00		0.38	1.00		0.34	1.00		0.53
Lane Grp Cap(c), veh/h	329	1263	595	220	1248	640	226	420	410	332	380	356
V/C Ratio(X)	0.67	0.82	0.82	1.09	0.50	0.50	0.92	0.44	0.45	0.53	1.26	1.26
Avail Cap(c_a), veh/h	371	1263	595	220	1248	640	235	430	419	332	380	356
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	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	26.4	41.7	41.7	39.7	35.3	35.4	45.9	49.2	49.3	37.6	42.0	42.0
Incr Delay (d2), s/veh	2.7	6.0	11.9	72.1	0.9	1.7	36.4	0.3	0.3	0.7	135.0	136.2
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	5.2	19.2	19.0	9.9	9.3	9.8	8.7	6.3	6.3	4.9	26.9	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	47.7	53.6	111.8	36.2	37.1	82.2	49.4	49.6	38.4	177.0	178.2
LnGrp LOS	C	D	D	F	D	D	F	D	D	D	F	F
Approach Vol, veh/h		1740			1184			577			1103	
Approach Delay, s/veh		47.0			51.7			61.3			155.3	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	71.2	20.0	48.0	20.0	72.0	24.0	44.0
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	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	14.7	26.4	15.7	17.9	16.0	49.9	18.0	40.0
Green Ext Time (p_c), s	0.1	1.3	0.0	1.4	0.0	2.4	0.0	0.0

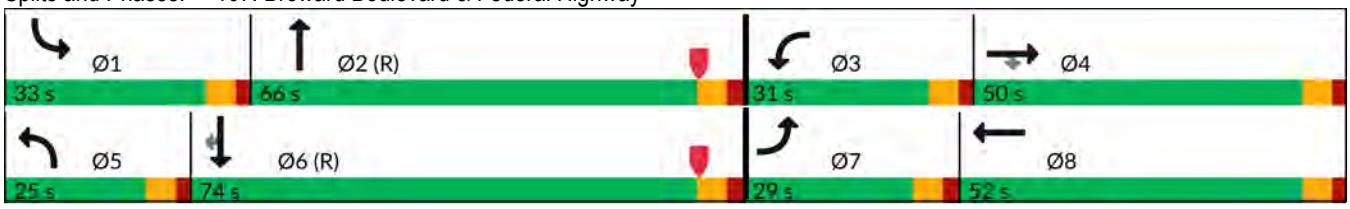
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	75.9
HCM 6th LOS	E

Timings
107: Broward Boulevard & Federal Highway

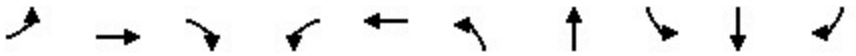
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	215	555	232	374	438	324	1009	221	1506	325
Future Volume (vph)	215	555	232	374	438	324	1009	221	1506	325
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	29.0	50.0	50.0	31.0	52.0	25.0	66.0	33.0	74.0	74.0
Total Split (%)	16.1%	27.8%	27.8%	17.2%	28.9%	13.9%	36.7%	18.3%	41.1%	41.1%
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)	17.8	32.4	32.4	25.0	39.6	28.0	64.1	34.5	70.6	70.6
Actuated g/C Ratio	0.10	0.18	0.18	0.14	0.22	0.16	0.36	0.19	0.39	0.39
v/c Ratio	0.78	0.75	0.64	0.97	0.79	0.75	0.94	0.81	0.93	0.63
Control Delay (s/veh)	96.8	75.6	22.5	111.9	74.2	82.1	65.5	88.8	62.5	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.8	75.6	22.5	111.9	74.2	82.1	65.5	88.8	62.5	35.7
LOS	F	E	C	F	E	F	E	F	E	D
Approach Delay (s/veh)		67.8			90.5		68.7		61.1	
Approach LOS		E			F		E		E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 73 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 69.1	Intersection LOS: E
Intersection Capacity Utilization 98.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway

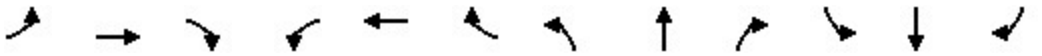


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	239	617	258	416	545	360	1491	246	1673	361
v/c Ratio	0.78	0.75	0.64	0.97	0.79	0.75	0.94	0.81	0.93	0.63
Control Delay (s/veh)	96.8	75.6	22.5	111.9	74.2	82.1	65.5	88.8	62.5	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.8	75.6	22.5	111.9	74.2	82.1	65.5	88.8	62.5	35.7
Queue Length 50th (ft)	144	257	56	256	321	211	617	278	695	244
Queue Length 95th (ft)	191	286	154	#371	381	#341	#748	#482	#817	377
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	394	1118	475	429	803	481	1592	305	1795	577
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	0.61	0.55	0.54	0.97	0.68	0.75	0.94	0.81	0.93	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	555	232	374	438	52	324	1009	333	221	1506	325
Future Volume (veh/h)	215	555	232	374	438	52	324	1009	333	221	1506	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.95	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
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	239	617	258	416	487	58	360	1121	370	246	1673	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	990	287	432	761	90	328	1221	403	240	1870	554
Arrive On Green	0.09	0.22	0.22	0.14	0.27	0.27	0.11	0.36	0.36	0.15	0.41	0.41
Sat Flow, veh/h	3110	4595	1331	3110	2859	339	3110	3369	1112	1603	4595	1361
Grp Volume(v), veh/h	239	617	258	416	271	274	360	1019	472	246	1673	361
Grp Sat Flow(s),veh/h/ln	1555	1532	1331	1555	1599	1599	1555	1532	1418	1603	1532	1361
Q Serve(g_s), s	13.7	21.9	34.0	23.9	27.0	27.3	19.0	57.2	57.2	27.0	61.1	38.5
Cycle Q Clear(g_c), s	13.7	21.9	34.0	23.9	27.0	27.3	19.0	57.2	57.2	27.0	61.1	38.5
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	274	990	287	432	426	426	328	1110	514	240	1870	554
V/C Ratio(X)	0.87	0.62	0.90	0.96	0.64	0.64	1.10	0.92	0.92	1.02	0.89	0.65
Avail Cap(c_a), veh/h	397	1123	325	432	426	426	328	1110	514	240	1870	554
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)	0.50	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	81.1	64.0	68.7	77.0	58.4	58.5	80.5	54.8	54.8	76.5	49.8	43.1
Incr Delay (d2), s/veh	5.5	0.4	14.1	33.5	2.8	3.0	78.1	13.3	23.8	64.1	7.1	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	5.7	8.7	12.7	11.7	11.4	11.5	11.2	24.2	23.9	15.5	24.7	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.6	64.4	82.8	110.6	61.2	61.5	158.6	68.2	78.7	140.6	56.9	48.9
LnGrp LOS	F	E	F	F	E	E	F	E	E	F	E	D
Approach Vol, veh/h		1114			961			1851			2280	
Approach Delay, s/veh		73.4			82.7			88.4			64.7	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	71.2	31.0	44.8	25.0	79.2	21.8	53.9
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	60.0	25.0	44.0	19.0	68.0	23.0	46.0
Max Q Clear Time (g_c+I1), s	29.0	59.2	25.9	36.0	21.0	63.1	15.7	29.3
Green Ext Time (p_c), s	0.0	0.6	0.0	2.8	0.0	4.2	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	76.1
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	7	11	260	78	33
Future Vol, veh/h	145	7	11	260	78	33
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	158	8	12	283	85	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	469	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	307	-
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	-	-	1412	-	553	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	547	883
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	739	-

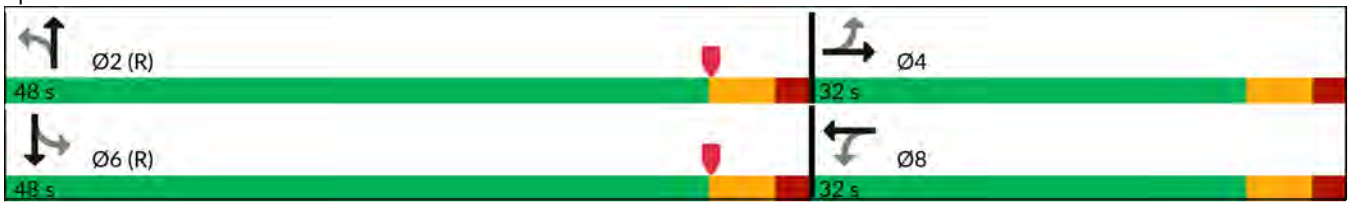
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1412	-
HCM Lane V/C Ratio	0.196	-	-	0.008	-
HCM Control Delay (s/veh)	12.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0	-

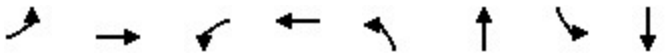
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	166	50	233	73	904	39	533
Future Volume (vph)	35	166	50	233	73	904	39	533
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	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	0.61	0.61	0.61	0.61
v/c Ratio	0.25	0.60	0.27	0.80	0.19	0.56	0.18	0.32
Control Delay (s/veh)	26.5	30.7	30.4	49.3	4.3	4.4	11.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	30.7	30.4	49.3	4.3	4.5	11.6	8.8
LOS	C	C	C	D	A	A	B	A
Approach Delay (s/veh)		30.1		46.4		4.4		9.0
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), 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 (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

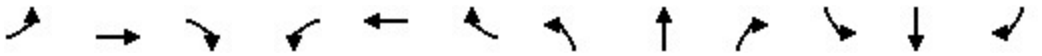


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	217	53	290	77	1071	41	617
v/c Ratio	0.25	0.60	0.27	0.80	0.19	0.56	0.18	0.32
Control Delay (s/veh)	26.5	30.7	30.4	49.3	4.3	4.4	11.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	30.7	30.4	49.3	4.3	4.5	11.6	8.8
Queue Length 50th (ft)	15	88	33	173	6	44	8	69
Queue Length 95th (ft)	37	141	m61	246	15	67	31	122
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	199	484	266	484	411	1906	225	1905
Starvation Cap Reductn	0	0	0	0	0	51	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	0.19	0.45	0.20	0.60	0.19	0.58	0.18	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: 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)	35	166	40	50	233	43	73	904	113	39	533	53
Future Volume (veh/h)	35	166	40	50	233	43	73	904	113	39	533	53
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		0.98	1.00		0.98	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	37	175	42	53	245	45	77	952	119	41	561	56
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	181	334	80	255	354	65	423	1612	201	357	1651	164
Arrive On Green	0.29	0.29	0.29	0.09	0.09	0.09	1.00	1.00	1.00	0.56	0.56	0.56
Sat Flow, veh/h	970	1171	281	1033	1240	228	722	2854	357	472	2924	291
Grp Volume(v), veh/h	37	0	217	53	0	290	77	533	538	41	306	311
Grp Sat Flow(s),veh/h/ln	970	0	1452	1033	0	1467	722	1599	1611	472	1599	1616
Q Serve(g_s), s	2.9	0.0	10.0	4.0	0.0	15.3	1.9	0.0	0.0	3.3	8.2	8.3
Cycle Q Clear(g_c), s	18.2	0.0	10.0	14.0	0.0	15.3	10.2	0.0	0.0	3.3	8.2	8.3
Prop In Lane	1.00		0.19	1.00		0.16	1.00		0.22	1.00		0.18
Lane Grp Cap(c), veh/h	181	0	414	255	0	419	423	903	910	357	903	912
V/C Ratio(X)	0.20	0.00	0.52	0.21	0.00	0.69	0.18	0.59	0.59	0.11	0.34	0.34
Avail Cap(c_a), veh/h	219	0	472	296	0	477	423	903	910	357	903	912
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	0.00	1.00	0.70	0.00	0.70	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	24.0	37.1	0.0	32.8	0.9	0.0	0.0	8.3	9.4	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.1	0.0	1.9	0.8	2.4	2.4	0.7	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	0.7	0.0	3.4	1.1	0.0	6.2	0.1	0.6	0.6	0.4	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.4	0.0	24.4	37.2	0.0	34.7	1.8	2.4	2.4	9.0	10.4	10.4
LnGrp LOS	C		C	D		C	A	A	A	A	B	B
Approach Vol, veh/h		254			343			1148			658	
Approach Delay, s/veh		25.9			35.1			2.4			10.3	
Approach LOS		C			D			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.2		28.8		51.2		28.8				
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		12.2		20.2		10.3		17.3				
Green Ext Time (p_c), s		9.3		0.5		4.9		0.9				

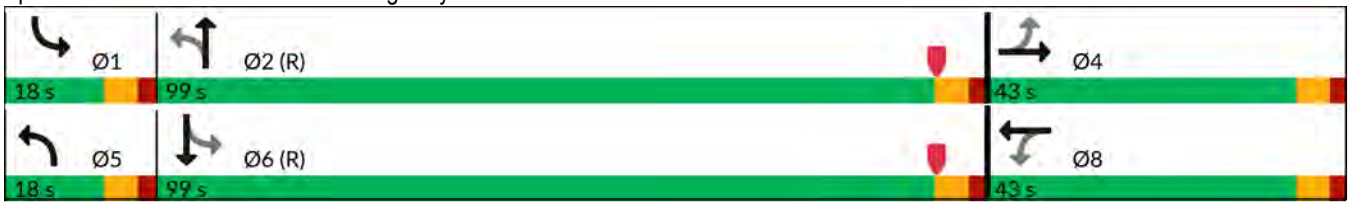
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.7									
HCM 6th LOS			B									

Timings
102: N Federal Highway & NE 4th Avenue

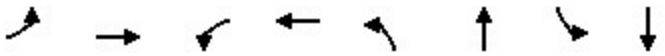
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	77	105	125	136	138	1502	64	1390
Future Volume (vph)	77	105	125	136	138	1502	64	1390
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	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)	31.4	31.4	31.4	31.4	113.3	104.6	108.0	101.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.71	0.65	0.68	0.64
v/c Ratio	0.63	0.64	0.99	0.66	0.67	0.56	0.38	0.53
Control Delay (s/veh)	79.2	63.1	138.4	66.7	24.8	16.8	13.9	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.2	63.1	138.4	66.7	24.8	16.8	13.9	17.8
LOS	E	E	F	E	C	B	B	B
Approach Delay (s/veh)		68.0		96.2		17.5		17.6
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: 0.99	
Intersection Signal Delay (s/veh): 27.3	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue

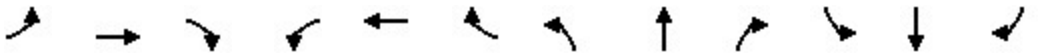


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	186	133	190	147	1655	68	1539
v/c Ratio	0.63	0.64	0.99	0.66	0.67	0.56	0.38	0.53
Control Delay (s/veh)	79.2	63.1	138.4	66.7	24.8	16.8	13.9	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.2	63.1	138.4	66.7	24.8	16.8	13.9	17.8
Queue Length 50th (ft)	73	140	137	172	46	346	20	326
Queue Length 95th (ft)	151	262	#264	258	91	420	38	405
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	154	338	158	339	251	2973	237	2891
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	0.55	0.84	0.56	0.59	0.56	0.29	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
102: 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)	77	105	70	125	136	42	138	1502	54	64	1390	56
Future Volume (veh/h)	77	105	70	125	136	42	138	1502	54	64	1390	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	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	82	112	74	133	145	45	147	1598	57	68	1479	60
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	167	193	128	178	255	79	248	2861	102	205	2753	112
Arrive On Green	0.39	0.39	0.39	0.23	0.23	0.23	0.05	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	1061	836	552	1063	1101	342	1603	4548	162	1603	4522	183
Grp Volume(v), veh/h	82	0	186	133	0	190	147	1076	579	68	1002	537
Grp Sat Flow(s),veh/h/ln	1061	0	1388	1063	0	1442	1603	1532	1647	1603	1532	1642
Q Serve(g_s), s	11.5	0.0	17.0	20.0	0.0	18.7	5.6	32.2	32.2	2.6	30.4	30.4
Cycle Q Clear(g_c), s	30.1	0.0	17.0	37.0	0.0	18.7	5.6	32.2	32.2	2.6	30.4	30.4
Prop In Lane	1.00		0.40	1.00		0.24	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	167	0	321	178	0	334	248	1927	1036	205	1865	1000
V/C Ratio(X)	0.49	0.00	0.58	0.75	0.00	0.57	0.59	0.56	0.56	0.33	0.54	0.54
Avail Cap(c_a), veh/h	167	0	321	178	0	334	292	1927	1036	281	1865	1000
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)	0.83	0.00	0.83	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	43.0	70.0	0.0	54.5	16.0	17.0	17.0	14.6	18.2	18.2
Incr Delay (d2), s/veh	0.7	0.0	1.4	14.1	0.0	1.5	0.9	1.2	2.2	0.3	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	3.0	0.0	5.5	6.2	0.0	7.0	2.1	11.6	12.8	1.0	11.1	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	0.0	44.4	84.1	0.0	55.9	16.9	18.2	19.2	14.9	19.3	20.3
LnGrp LOS	E		D	F		E	B	B	B	B	B	C
Approach Vol, veh/h		268			323			1802			1607	
Approach Delay, s/veh		48.1			67.5			18.4			19.4	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	106.6		43.0	13.6	103.4		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	4.6	34.2		32.1	7.6	32.4		39.0				
Green Ext Time (p_c), s	0.0	19.4		0.4	0.0	17.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.8									
HCM 6th 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)	6	32	34	55	15	965	40	575
Future Volume (vph)	6	32	34	55	15	965	40	575
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		12.5	12.5	12.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio		0.16	0.16	0.16	0.69	0.69	0.69	0.69
v/c Ratio		0.23	0.22	0.72	0.03	0.50	0.16	0.28
Control Delay (s/veh)		24.6	32.1	37.7	2.7	5.0	5.1	3.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.6	32.1	37.7	2.7	5.0	5.1	3.7
LOS		C	C	D	A	A	A	A
Approach Delay (s/veh)		24.6		36.7		5.0		3.8
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), 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 (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 61.7%	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

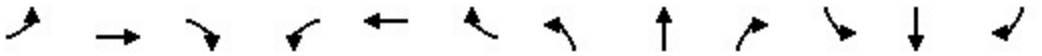


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	37	186	16	1095	43	627
v/c Ratio	0.23	0.22	0.72	0.03	0.50	0.16	0.28
Control Delay (s/veh)	24.6	32.1	37.7	2.7	5.0	5.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	32.1	37.7	2.7	5.0	5.1	3.7
Queue Length 50th (ft)	18	19	73	1	136	5	42
Queue Length 95th (ft)	43	m36	m116	3	199	13	58
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	473	364	490	472	2184	270	2202
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	0.11	0.10	0.38	0.03	0.50	0.16	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th 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)	6	32	10	34	55	118	15	965	53	40	575	8
Future Volume (veh/h)	6	32	10	34	55	118	15	965	53	40	575	8
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	0.99		0.95	0.99		0.95
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	6	34	11	37	59	127	16	1038	57	43	618	9
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	62	200	58	259	84	182	550	1991	109	389	2089	30
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	56	991	288	1210	418	899	711	3073	169	461	3224	47
Grp Volume(v), veh/h	51	0	0	37	0	186	16	540	555	43	306	321
Grp Sat Flow(s),veh/h/ln	1335	0	0	1210	0	1317	711	1599	1643	461	1599	1672
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	3.9	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.12		0.22	1.00		0.68	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	320	0	0	259	0	266	550	1036	1064	389	1036	1083
V/C Ratio(X)	0.16	0.00	0.00	0.14	0.00	0.70	0.03	0.52	0.52	0.11	0.30	0.30
Avail Cap(c_a), veh/h	505	0	0	423	0	444	550	1036	1064	389	1036	1083
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	0.95	0.95	0.95	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.4	0.0	0.0	27.0	0.0	29.7	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	1.2	0.1	1.8	1.7	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	0.8	0.0	0.0	0.6	0.0	3.3	0.0	0.5	0.5	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	0.0	0.0	27.1	0.0	30.9	0.1	1.8	1.7	0.6	0.7	0.7
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		51			223			1111			670	
Approach Delay, s/veh		26.5			30.3			1.7			0.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.8		22.2		57.8		22.2				
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		2.0		12.5		2.0		12.5				
Green Ext Time (p_c), s		2.8		0.1		1.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.1									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	0	0	65	195	1646	46	0	1555	53
Future Vol, veh/h	0	0	72	0	0	65	195	1646	46	0	1555	53
Conflicting Peds, #/hr	3	0	3	3	0	3	42	0	10	10	0	42
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	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	0	0	80	0	0	72	217	1829	51	0	1728	59

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	939	-	-	953	1829	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	453	0	0	448	~ 153	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	436	-	-	443	~ 148	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.1	14.7	30.8	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 148	-	-	436	443	-	-
HCM Lane V/C Ratio	1.464	-	-	0.183	0.163	-	-
HCM Control Delay (s/veh)	297.8	-	-	15.1	14.7	-	-
HCM Lane LOS	F	-	-	C	B	-	-
HCM 95th %tile Q (veh)	14.3	-	-	0.7	0.6	-	-

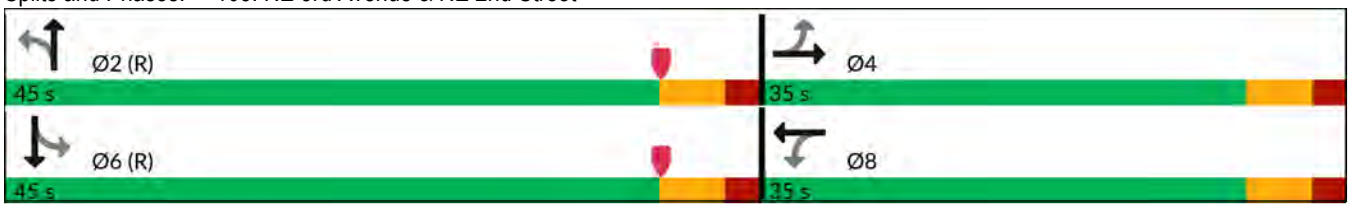
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
105: NE 3rd Avenue & NE 2nd Street

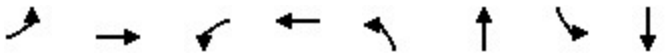
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	29	15	29	29	859	32	567
Future Volume (vph)	59	29	15	29	29	859	32	567
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	8.7	8.7	8.7	8.7	62.9	62.9	62.9	62.9
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.79	0.79	0.79	0.79
v/c Ratio	0.45	0.37	0.11	0.38	0.05	0.34	0.08	0.23
Control Delay (s/veh)	42.8	19.9	32.2	19.7	2.7	2.7	5.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	19.9	32.2	19.7	2.7	2.7	5.1	3.8
LOS	D	B	C	B	A	A	A	A
Approach Delay (s/veh)		29.8		21.6		2.7		3.9
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

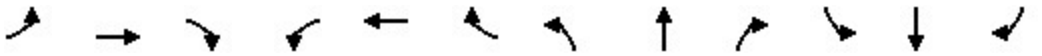


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	84	16	87	32	952	35	633
v/c Ratio	0.45	0.37	0.11	0.38	0.05	0.34	0.08	0.23
Control Delay (s/veh)	42.8	19.9	32.2	19.7	2.7	2.7	5.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	19.9	32.2	19.7	2.7	2.7	5.1	3.8
Queue Length 50th (ft)	31	15	7	15	5	88	3	31
Queue Length 95th (ft)	65	53	24	53	m9	131	17	93
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	472	638	471	640	597	2771	426	2767
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	33
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.13	0.03	0.14	0.05	0.34	0.08	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	29	48	15	29	51	29	859	17	32	567	16
Future Volume (veh/h)	59	29	48	15	29	51	29	859	17	32	567	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		0.98	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	64	32	52	16	32	55	32	934	18	35	616	17
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	218	92	150	221	89	153	647	2508	48	504	2484	68
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1300	630	1024	1304	608	1045	791	3564	69	588	3528	97
Grp Volume(v), veh/h	64	0	84	16	0	87	32	466	486	35	310	323
Grp Sat Flow(s),veh/h/ln	1300	0	1655	1304	0	1653	791	1777	1855	588	1777	1849
Q Serve(g_s), s	3.7	0.0	3.7	0.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	3.7	4.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.62	1.00		0.63	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	218	0	242	221	0	241	647	1251	1306	504	1251	1301
V/C Ratio(X)	0.29	0.00	0.35	0.07	0.00	0.36	0.05	0.37	0.37	0.07	0.25	0.25
Avail Cap(c_a), veh/h	500	0	600	503	0	599	647	1251	1306	504	1251	1301
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	1.00	1.00	0.00	1.00	0.50	0.50	0.50	0.97	0.97	0.97
Uniform Delay (d), s/veh	34.2	0.0	30.7	32.8	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.1	0.0	0.3	0.1	0.4	0.4	0.3	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	1.2	0.0	1.4	0.3	0.0	1.5	0.0	0.1	0.1	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	0.0	31.0	32.8	0.0	31.1	0.1	0.4	0.4	0.3	0.5	0.4
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		148			103			984			668	
Approach Delay, s/veh		32.5			31.4			0.4			0.4	
Approach LOS		C			C			A			A	

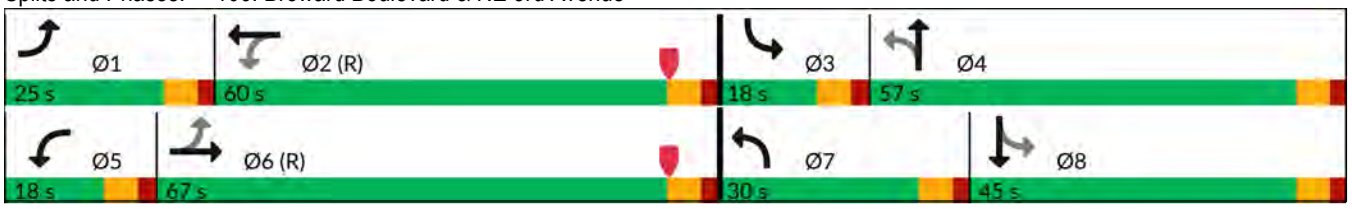
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.3		17.7		62.3		17.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		9.5		2.0		6.5				
Green Ext Time (p_c), s		7.7		0.4		4.8		0.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.6									
HCM 6th LOS			A									

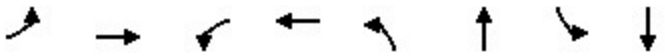
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	255	1056	144	965	315	583	113	435
Future Volume (vph)	255	1056	144	965	315	583	113	435
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	83.7	66.5	68.3	57.1	64.3	47.8	44.8	34.3
Actuated g/C Ratio	0.52	0.42	0.43	0.36	0.40	0.30	0.28	0.21
v/c Ratio	0.88	0.67	0.74	0.66	1.07	0.77	0.57	0.89
Control Delay (s/veh)	58.8	40.2	46.1	46.0	111.8	55.9	46.9	81.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.8	40.2	46.1	46.0	111.8	55.9	46.9	81.3
LOS	E	D	D	D	F	E	D	F
Approach Delay (s/veh)		43.4		46.0		73.3		75.8
Approach LOS		D		D		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 53 (33%), 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 (s/veh): 56.1	Intersection LOS: E
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



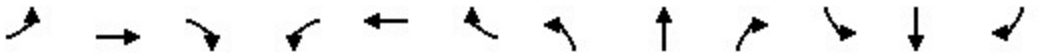
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	260	1261	147	1075	321	714	115	595
v/c Ratio	0.88	0.67	0.74	0.66	1.07	0.77	0.57	0.89
Control Delay (s/veh)	58.8	40.2	46.1	46.0	111.8	55.9	46.9	81.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.8	40.2	46.1	46.0	111.8	55.9	46.9	81.3
Queue Length 50th (ft)	169	394	80	355	~299	351	77	327
Queue Length 95th (ft)	#359	465	#160	411	#494	420	122	398
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	296	1874	209	1617	300	991	214	755
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	0.88	0.67	0.70	0.66	1.07	0.72	0.54	0.79

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
106: 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	1056	179	144	965	88	315	583	117	113	435	148
Future Volume (veh/h)	255	1056	179	144	965	88	315	583	117	113	435	148
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		0.95	0.99		0.93
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	260	1078	183	147	985	90	321	595	119	115	444	151
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	313	1674	284	236	1639	149	302	764	152	208	481	161
Arrive On Green	0.11	0.42	0.42	0.07	0.38	0.38	0.15	0.29	0.29	0.14	0.42	0.42
Sat Flow, veh/h	1603	3954	671	1603	4285	391	1603	2630	524	1603	2305	774
Grp Volume(v), veh/h	260	835	426	147	704	371	321	361	353	115	306	289
Grp Sat Flow(s),veh/h/ln	1603	1532	1561	1603	1532	1612	1603	1599	1555	1603	1599	1479
Q Serve(g_s), s	15.4	34.6	34.6	8.9	29.5	29.6	24.0	33.1	33.3	9.0	29.0	29.8
Cycle Q Clear(g_c), s	15.4	34.6	34.6	8.9	29.5	29.6	24.0	33.1	33.3	9.0	29.0	29.8
Prop In Lane	1.00		0.43	1.00		0.24	1.00		0.34	1.00		0.52
Lane Grp Cap(c), veh/h	313	1297	661	236	1172	617	302	464	452	208	334	309
V/C Ratio(X)	0.83	0.64	0.64	0.62	0.60	0.60	1.06	0.78	0.78	0.55	0.92	0.94
Avail Cap(c_a), veh/h	329	1297	661	247	1172	617	302	510	496	219	390	361
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	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	30.3	36.6	36.6	30.5	39.6	39.6	45.0	52.0	52.1	43.2	45.3	45.6
Incr Delay (d2), s/veh	14.6	2.5	4.8	1.5	1.1	2.1	69.6	5.9	6.3	1.3	22.4	27.1
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	7.2	13.5	14.2	3.6	11.4	12.2	15.5	14.1	13.9	3.4	12.1	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	39.0	41.4	32.0	40.7	41.7	114.6	58.0	58.4	44.5	67.7	72.7
LnGrp LOS	D	D	D	C	D	D	F	E	E	D	E	E
Approach Vol, veh/h		1521			1222			1035			710	
Approach Delay, s/veh		40.7			40.0			75.7			66.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	67.2	16.9	52.5	16.9	73.7	30.0	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	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	17.4	31.6	11.0	35.3	10.9	36.6	26.0	31.8
Green Ext Time (p_c), s	0.0	1.5	0.0	2.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	52.6
HCM 6th LOS	D

Timings
107: Broward Boulevard & Federal Highway

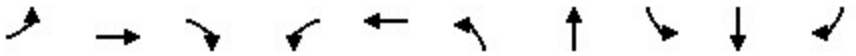
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	423	579	258	473	573	333	1258	148	1279	237
Future Volume (vph)	423	579	258	473	573	333	1258	148	1279	237
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	26.0	48.0	48.0	30.0	52.0	27.0	75.0	27.0	75.0	75.0
Total Split (%)	14.4%	26.7%	26.7%	16.7%	28.9%	15.0%	41.7%	15.0%	41.7%	41.7%
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)	20.0	37.7	37.7	24.0	41.7	22.4	74.5	19.7	71.9	71.9
Actuated g/C Ratio	0.11	0.21	0.21	0.13	0.23	0.12	0.41	0.11	0.40	0.40
v/c Ratio	1.29	0.63	0.61	1.20	0.90	0.90	0.86	0.89	0.73	0.44
Control Delay (s/veh)	207.5	67.5	20.4	172.1	82.5	103.1	53.6	120.7	49.2	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	207.5	67.5	20.4	172.1	82.5	103.1	53.6	120.7	49.2	26.8
LOS	F	E	C	F	F	F	D	F	D	C
Approach Delay (s/veh)		104.9			120.9		62.4		52.4	
Approach LOS		F			F		E		D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 51 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay (s/veh): 79.6	Intersection LOS: E
Intersection Capacity Utilization 102.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway



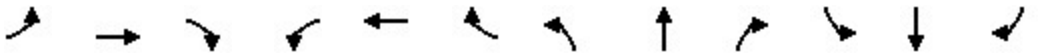
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	441	603	269	493	657	347	1604	154	1332	247
v/c Ratio	1.29	0.63	0.61	1.20	0.90	0.90	0.86	0.89	0.73	0.44
Control Delay (s/veh)	207.5	67.5	20.4	172.1	82.5	103.1	53.6	120.7	49.2	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	207.5	67.5	20.4	172.1	82.5	103.1	53.6	120.7	49.2	26.8
Queue Length 50th (ft)	~339	238	55	~361	394	209	647	179	501	133
Queue Length 95th (ft)	#459	280	162	#484	466	#322	727	#313	561	223
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	343	1067	464	412	805	384	1858	188	1828	563
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	1.29	0.57	0.58	1.20	0.82	0.90	0.86	0.82	0.73	0.44

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
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	423	579	258	473	573	58	333	1258	282	148	1279	237
Future Volume (veh/h)	423	579	258	473	573	58	333	1258	282	148	1279	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.95	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
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	441	603	269	493	597	60	347	1310	294	154	1332	247
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	346	1017	290	415	709	71	363	1506	338	170	1817	532
Arrive On Green	0.11	0.22	0.22	0.13	0.24	0.24	0.12	0.41	0.41	0.11	0.40	0.40
Sat Flow, veh/h	3110	4595	1310	3110	2911	292	3110	3709	832	1603	4595	1345
Grp Volume(v), veh/h	441	603	269	493	327	330	347	1082	522	154	1332	247
Grp Sat Flow(s),veh/h/ln	1555	1532	1310	1555	1599	1604	1555	1532	1477	1603	1532	1345
Q Serve(g_s), s	20.0	21.2	36.2	24.0	35.0	35.3	20.0	58.4	58.5	17.1	44.4	24.5
Cycle Q Clear(g_c), s	20.0	21.2	36.2	24.0	35.0	35.3	20.0	58.4	58.5	17.1	44.4	24.5
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	346	1017	290	415	389	390	363	1244	600	170	1817	532
V/C Ratio(X)	1.28	0.59	0.93	1.19	0.84	0.84	0.96	0.87	0.87	0.90	0.73	0.46
Avail Cap(c_a), veh/h	346	1072	306	415	409	410	363	1244	600	187	1817	532
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)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	62.8	68.7	78.0	64.8	64.8	79.0	49.1	49.1	79.5	46.3	40.3
Incr Delay (d2), s/veh	139.3	0.5	25.2	106.7	13.6	14.0	35.6	8.5	15.9	36.6	2.7	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	14.8	8.4	14.2	15.8	15.8	16.0	9.8	23.9	24.3	8.8	17.6	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	219.3	63.3	93.9	184.7	78.4	78.9	114.6	57.6	65.0	116.1	49.0	43.2
LnGrp LOS	F	E	F	F	E	E	F	E	E	F	D	D
Approach Vol, veh/h		1313			1150			1951			1733	
Approach Delay, s/veh		122.0			124.1			69.7			54.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	79.1	30.0	45.8	27.0	77.2	26.0	49.8
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	69.0	24.0	42.0	21.0	69.0	20.0	46.0
Max Q Clear Time (g_c+I1), s	19.1	60.5	26.0	38.2	22.0	46.4	22.0	37.3
Green Ext Time (p_c), s	0.0	6.2	0.0	1.6	0.0	11.6	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	86.7
HCM 6th LOS	F

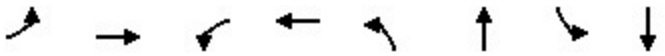
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	178	53	250	92	993	42	610
Future Volume (vph)	37	178	53	250	92	993	42	610
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	20.2	20.2	20.2	20.2	47.8	47.8	47.8	47.8
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60
v/c Ratio	0.27	0.66	0.30	0.82	0.27	0.65	0.25	0.37
Control Delay (s/veh)	26.8	32.1	30.4	51.0	6.2	5.8	14.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	26.8	32.1	30.4	51.0	6.2	5.9	14.4	9.7
LOS	C	C	C	D	A	A	B	A
Approach Delay (s/veh)		31.4		47.9		5.9		10.0
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

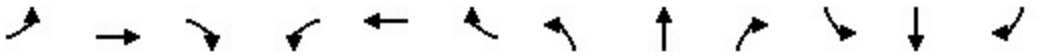


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	252	56	312	97	1205	44	702
v/c Ratio	0.27	0.66	0.30	0.82	0.27	0.65	0.25	0.37
Control Delay (s/veh)	26.8	32.1	30.4	51.0	6.2	5.8	14.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	26.8	32.1	30.4	51.0	6.2	5.9	14.4	9.7
Queue Length 50th (ft)	15	101	36	193	9	66	10	86
Queue Length 95th (ft)	39	163	m61	286	31	137	36	143
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	186	483	238	484	361	1867	176	1874
Starvation Cap Reductn	0	0	0	0	0	55	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	0.21	0.52	0.24	0.64	0.27	0.67	0.25	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: 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)	37	178	62	53	250	47	92	993	152	42	610	57
Future Volume (veh/h)	37	178	62	53	250	47	92	993	152	42	610	57
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		0.98	1.00		0.98	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	39	187	65	56	263	49	97	1045	160	44	642	60
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	175	314	109	236	366	68	377	1537	235	321	1631	152
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	0.55	0.55	0.55
Sat Flow, veh/h	951	1063	369	1002	1237	230	668	2773	424	416	2944	275
Grp Volume(v), veh/h	39	0	252	56	0	312	97	602	603	44	348	354
Grp Sat Flow(s),veh/h/ln	951	0	1432	1002	0	1467	668	1599	1597	416	1599	1619
Q Serve(g_s), s	3.1	0.0	12.0	4.3	0.0	16.5	3.5	0.0	0.0	4.2	9.9	10.0
Cycle Q Clear(g_c), s	19.6	0.0	12.0	16.4	0.0	16.5	13.5	0.0	0.0	4.2	9.9	10.0
Prop In Lane	1.00		0.26	1.00		0.16	1.00		0.27	1.00		0.17
Lane Grp Cap(c), veh/h	175	0	424	236	0	434	377	886	885	321	886	897
V/C Ratio(X)	0.22	0.00	0.59	0.24	0.00	0.72	0.26	0.68	0.68	0.14	0.39	0.39
Avail Cap(c_a), veh/h	203	0	465	265	0	477	377	886	885	321	886	897
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	0.00	1.00	0.65	0.00	0.65	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	24.1	38.6	0.0	32.9	1.5	0.0	0.0	8.9	10.2	10.2
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.1	0.0	2.5	1.2	3.2	3.2	0.9	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	0.7	0.0	4.0	1.2	0.0	6.7	0.1	0.8	0.8	0.4	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	0.0	25.0	38.8	0.0	35.3	2.8	3.2	3.2	9.8	11.5	11.5
LnGrp LOS	C		C	D		D	A	A	A	A	B	B
Approach Vol, veh/h		291			368			1302			746	
Approach Delay, s/veh		26.3			35.9			3.1			11.4	
Approach LOS		C			D			A			B	

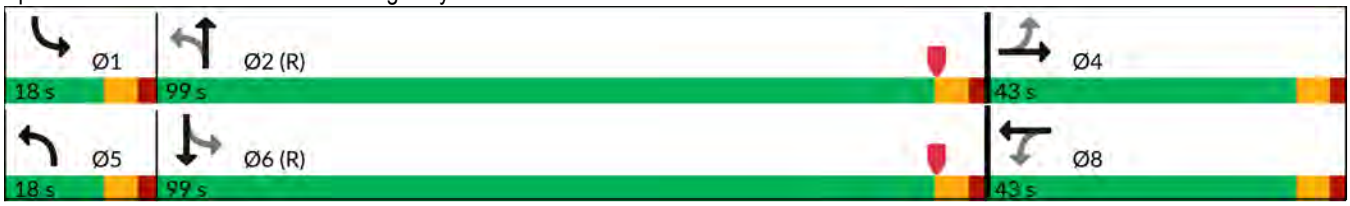
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.3		29.7		50.3		29.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		15.5		21.6		12.0		18.5				
Green Ext Time (p_c), s		10.8		0.4		5.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.4									
HCM 6th LOS			B									

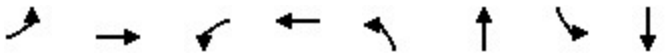
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	117	142	145	148	1609	68	1526
Future Volume (vph)	109	117	142	145	148	1609	68	1526
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	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)	36.0	36.0	36.0	36.0	109.7	99.6	102.3	95.9
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.69	0.62	0.64	0.60
v/c Ratio	0.76	0.62	0.99	0.61	0.81	0.63	0.47	0.62
Control Delay (s/veh)	86.1	59.7	130.2	61.7	47.5	20.1	18.8	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.1	59.7	130.2	61.7	47.5	20.1	18.8	22.0
LOS	F	E	F	E	D	C	B	C
Approach Delay (s/veh)		69.3		91.0		22.4		21.9
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: 0.99	
Intersection Signal Delay (s/veh): 31.2	Intersection LOS: C
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue



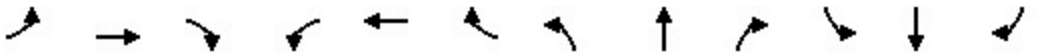
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	204	151	202	157	1774	72	1687
v/c Ratio	0.76	0.62	0.99	0.61	0.81	0.63	0.47	0.62
Control Delay (s/veh)	86.1	59.7	130.2	61.7	47.5	20.1	18.8	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.1	59.7	130.2	61.7	47.5	20.1	18.8	22.0
Queue Length 50th (ft)	119	167	158	182	57	407	23	406
Queue Length 95th (ft)	m#226	289	#310	275	#167	472	40	464
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	157	338	157	339	214	2833	210	2721
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	0.60	0.96	0.60	0.73	0.63	0.34	0.62

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
102: 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)	109	117	75	142	145	45	148	1609	58	68	1526	60
Future Volume (veh/h)	109	117	75	142	145	45	148	1609	58	68	1526	60
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		0.96	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	116	124	80	151	154	48	157	1712	62	72	1623	64
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	156	195	126	162	254	79	227	2853	103	188	2745	108
Arrive On Green	0.39	0.39	0.39	0.23	0.23	0.23	0.05	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	1050	845	545	1048	1099	343	1603	4546	165	1603	4528	178
Grp Volume(v), veh/h	116	0	204	151	0	202	157	1153	621	72	1098	589
Grp Sat Flow(s),veh/h/ln	1050	0	1390	1048	0	1442	1603	1532	1647	1603	1532	1643
Q Serve(g_s), s	17.0	0.0	19.1	17.9	0.0	20.0	6.0	36.0	36.0	2.7	35.2	35.2
Cycle Q Clear(g_c), s	37.0	0.0	19.1	37.0	0.0	20.0	6.0	36.0	36.0	2.7	35.2	35.2
Prop In Lane	1.00		0.39	1.00		0.24	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	156	0	321	162	0	333	227	1923	1033	188	1857	996
V/C Ratio(X)	0.74	0.00	0.63	0.93	0.00	0.61	0.69	0.60	0.60	0.38	0.59	0.59
Avail Cap(c_a), veh/h	156	0	321	162	0	333	267	1923	1033	262	1857	996
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)	0.77	0.00	0.77	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	0.0	43.6	73.1	0.0	55.0	20.1	17.8	17.8	15.9	19.3	19.3
Incr Delay (d2), s/veh	12.1	0.0	2.4	50.0	0.0	2.3	4.2	1.4	2.6	0.5	1.4	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	5.0	0.0	6.3	8.5	0.0	7.6	3.0	13.0	14.3	1.0	12.9	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.6	0.0	46.0	123.1	0.0	57.2	24.3	19.2	20.4	16.4	20.7	21.9
LnGrp LOS	E		D	F		E	C	B	C	B	C	C
Approach Vol, veh/h		320			353			1931			1759	
Approach Delay, s/veh		55.3			85.4			20.0			21.0	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	106.4		43.0	14.0	103.0		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	4.7	38.0		39.0	8.0	37.2		39.0				
Green Ext Time (p_c), s	0.0	21.5		0.0	0.0	19.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		28.3	
HCM 6th 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)	7	34	48	60	16	1042	88	623
Future Volume (vph)	7	34	48	60	16	1042	88	623
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		18.1	18.1	18.1	49.9	49.9	49.9	49.9
Actuated g/C Ratio		0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio		0.18	0.21	0.80	0.04	0.61	0.49	0.34
Control Delay (s/veh)		19.7	27.1	42.6	5.1	10.4	15.3	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		19.7	27.1	42.6	5.1	10.4	15.3	5.3
LOS		B	C	D	A	B	B	A
Approach Delay (s/veh)		19.7		40.0		10.4		6.6
Approach LOS		B		D		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street



Queues
103: NE 3rd Avenue & NE 3rd Street

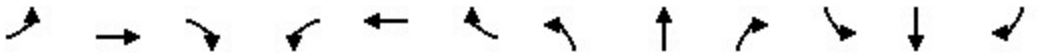


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	52	266	17	1203	95	680
v/c Ratio	0.18	0.21	0.80	0.04	0.61	0.49	0.34
Control Delay (s/veh)	19.7	27.1	42.6	5.1	10.4	15.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.7	27.1	42.6	5.1	10.4	15.3	5.3
Queue Length 50th (ft)	18	26	130	2	213	15	55
Queue Length 95th (ft)	41	m42	m171	m9	387	78	70
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	470	362	475	393	1961	192	1982
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	0.12	0.14	0.56	0.04	0.61	0.49	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th 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)	7	34	10	48	60	187	16	1042	77	88	623	9
Future Volume (veh/h)	7	34	10	48	60	187	16	1042	77	88	623	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		0.97	0.99		0.95	0.99		0.95
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	8	37	11	52	65	201	17	1120	83	95	670	10
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	62	188	49	251	80	246	496	1804	134	340	1935	29
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	44	755	195	1211	318	985	677	3006	223	416	3223	48
Grp Volume(v), veh/h	56	0	0	52	0	266	17	595	608	95	332	348
Grp Sat Flow(s),veh/h/ln	993	0	0	1211	0	1303	677	1599	1629	416	1599	1672
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.7	0.0	0.0	7.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.14		0.20	1.00		0.76	1.00		0.14	1.00		0.03
Lane Grp Cap(c), veh/h	300	0	0	251	0	325	496	960	978	340	960	1003
V/C Ratio(X)	0.19	0.00	0.00	0.21	0.00	0.82	0.03	0.62	0.62	0.28	0.35	0.35
Avail Cap(c_a), veh/h	416	0	0	357	0	440	496	960	978	340	960	1003
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	0.92	0.92	0.92	0.94	0.94	0.94
Uniform Delay (d), s/veh	23.6	0.0	0.0	25.2	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	6.3	0.1	2.8	2.7	1.9	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	0.8	0.0	0.0	0.8	0.0	5.2	0.0	0.7	0.7	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	0.0	0.0	25.4	0.0	34.6	0.1	2.8	2.7	1.9	0.9	0.9
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		56			318			1220			775	
Approach Delay, s/veh		23.8			33.1			2.7			1.0	
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		41.0		27.0		41.0		27.0				
Max Q Clear Time (g_c+I1), s		2.0		17.7		2.0		17.4				
Green Ext Time (p_c), s		3.2		0.1		2.5		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	50.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	96	0	0	69	268	1763	49	0	1671	97
Future Vol, veh/h	0	0	96	0	0	69	268	1763	49	0	1671	97
Conflicting Peds, #/hr	3	0	3	3	0	3	42	0	10	10	0	42
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	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	0	0	107	0	0	77	298	1959	54	0	1857	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1028	-	-	1020	2007	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	422	0	0	425	~ 124	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	406	-	-	420	~ 120	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17	15.5	96.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 120	-	-	406	420	-	-
HCM Lane V/C Ratio	2.481	-	-	0.263	0.183	-	-
HCM Control Delay (s/veh)	$ 748.6	-	-	17	15.5	-	-
HCM Lane LOS	F	-	-	C	C	-	-
HCM 95th %tile Q (veh)	26.4	-	-	1	0.7	-	-

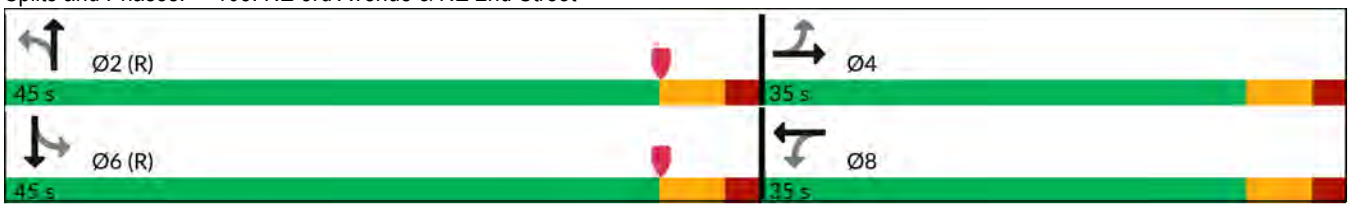
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
105: NE 3rd Avenue & NE 2nd Street

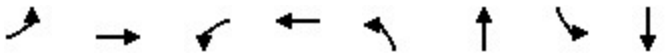
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	64	31	51	31	31	930	47	619
Future Volume (vph)	64	31	51	31	31	930	47	619
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	9.1	9.1	9.1	9.1	62.5	62.5	62.5	62.5
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.78	0.78	0.78	0.78
v/c Ratio	0.48	0.37	0.37	0.42	0.06	0.40	0.14	0.25
Control Delay (s/veh)	43.2	19.4	38.9	19.9	3.3	3.7	6.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	43.2	19.4	38.9	19.9	3.3	3.9	6.3	4.6
LOS	D	B	D	B	A	A	A	A
Approach Delay (s/veh)		29.9		26.6		3.9		4.7
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

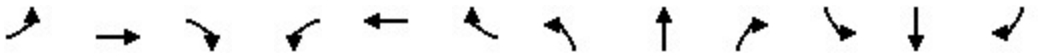


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	89	55	102	34	1084	51	691
v/c Ratio	0.48	0.37	0.37	0.42	0.06	0.40	0.14	0.25
Control Delay (s/veh)	43.2	19.4	38.9	19.9	3.3	3.7	6.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	43.2	19.4	38.9	19.9	3.3	3.9	6.3	4.6
Queue Length 50th (ft)	34	16	26	18	7	146	5	34
Queue Length 95th (ft)	69	54	57	59	m10	m163	24	104
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	465	640	470	641	560	2729	360	2749
Starvation Cap Reductn	0	0	0	0	0	676	0	0
Spillback Cap Reductn	0	15	10	0	0	0	0	157
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.14	0.12	0.16	0.06	0.53	0.14	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	31	51	51	31	63	31	930	67	47	619	17
Future Volume (veh/h)	64	31	51	51	31	63	31	930	67	47	619	17
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		0.97	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	34	55	55	34	68	34	1011	73	51	673	18
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	222	100	162	234	87	174	608	2318	167	449	2442	65
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1284	633	1024	1299	548	1095	749	3352	242	519	3532	94
Grp Volume(v), veh/h	70	0	89	55	0	102	34	536	548	51	338	353
Grp Sat Flow(s),veh/h/ln	1284	0	1656	1299	0	1643	749	1777	1818	519	1777	1849
Q Serve(g_s), s	4.1	0.0	3.8	3.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	3.8	7.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.62	1.00		0.67	1.00		0.13	1.00		0.05
Lane Grp Cap(c), veh/h	222	0	263	234	0	261	608	1229	1257	449	1229	1279
V/C Ratio(X)	0.32	0.00	0.34	0.24	0.00	0.39	0.06	0.44	0.44	0.11	0.28	0.28
Avail Cap(c_a), veh/h	484	0	600	499	0	596	608	1229	1257	449	1229	1279
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	1.00	1.00	0.00	1.00	0.28	0.28	0.28	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.1	0.0	29.9	33.0	0.0	30.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.2	0.0	0.4	0.0	0.3	0.3	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	1.3	0.0	1.5	1.0	0.0	1.7	0.0	0.1	0.1	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.4	0.0	30.2	33.2	0.0	30.6	0.0	0.3	0.3	0.5	0.5	0.5
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		159			157			1118			742	
Approach Delay, s/veh		32.0			31.5			0.3			0.5	
Approach LOS		C			C			A			A	

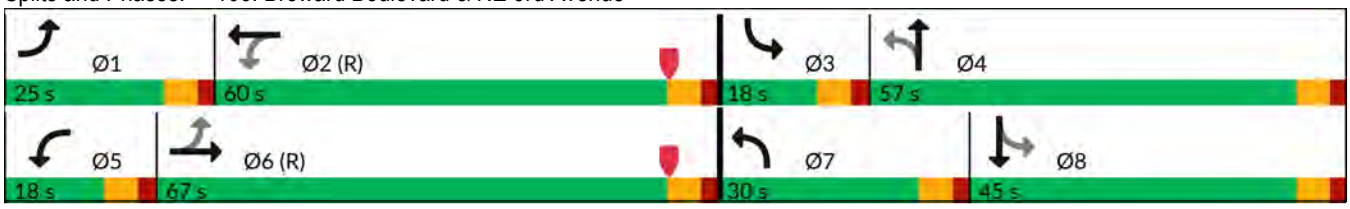
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.3		18.7		61.3		18.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		10.6		2.0		9.0				
Green Ext Time (p_c), s		9.4		0.4		5.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.9									
HCM 6th LOS			A									

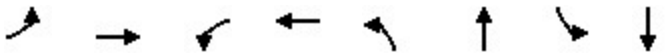
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	323	1131	154	1033	337	644	121	478
Future Volume (vph)	323	1131	154	1033	337	644	121	478
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	80.5	62.7	65.9	54.0	67.5	50.9	48.1	37.5
Actuated g/C Ratio	0.50	0.39	0.41	0.34	0.42	0.32	0.30	0.23
v/c Ratio	1.21	0.76	0.87	0.75	1.19	0.79	0.63	0.94
Control Delay (s/veh)	159.8	45.3	71.1	50.4	152.6	55.6	48.0	84.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (s/veh)	159.8	45.3	71.1	50.4	152.6	55.6	48.0	85.0
LOS	F	D	E	D	F	E	D	F
Approach Delay (s/veh)		67.8		52.9		85.1		79.3
Approach LOS		E		D		F		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 53 (33%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay (s/veh): 69.7	Intersection LOS: E
Intersection Capacity Utilization 111.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



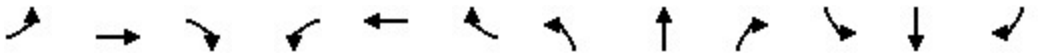
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	330	1350	157	1150	344	785	123	685
v/c Ratio	1.21	0.76	0.87	0.75	1.19	0.79	0.63	0.94
Control Delay (s/veh)	159.8	45.3	71.1	50.4	152.6	55.6	48.0	84.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (s/veh)	159.8	45.3	71.1	50.4	152.6	55.6	48.0	85.0
Queue Length 50th (ft)	~363	448	93	389	~370	386	83	381
Queue Length 95th (ft)	#572	510	#231	447	#581	473	126	#477
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	272	1767	184	1529	290	999	209	756
Starvation Cap Reductn	0	0	0	0	0	0	0	4
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	1.21	0.76	0.85	0.75	1.19	0.79	0.59	0.91

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
106: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	1131	192	154	1033	94	337	644	125	121	478	193
Future Volume (veh/h)	323	1131	192	154	1033	94	337	644	125	121	478	193
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		0.95	0.99		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
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	330	1154	196	157	1054	96	344	657	128	123	488	197
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	294	1543	262	216	1485	135	297	831	162	211	513	205
Arrive On Green	0.12	0.39	0.39	0.08	0.35	0.35	0.15	0.31	0.31	0.14	0.47	0.47
Sat Flow, veh/h	1603	3953	671	1603	4286	390	1603	2644	514	1603	2185	874
Grp Volume(v), veh/h	330	894	456	157	753	397	344	397	388	123	356	329
Grp Sat Flow(s),veh/h/ln	1603	1532	1561	1603	1532	1612	1603	1599	1560	1603	1599	1460
Q Serve(g_s), s	19.0	40.2	40.2	10.0	34.1	34.2	24.0	36.2	36.4	9.3	34.1	34.8
Cycle Q Clear(g_c), s	19.0	40.2	40.2	10.0	34.1	34.2	24.0	36.2	36.4	9.3	34.1	34.8
Prop In Lane	1.00		0.43	1.00		0.24	1.00		0.33	1.00		0.60
Lane Grp Cap(c), veh/h	294	1196	609	216	1062	559	297	503	490	211	375	343
V/C Ratio(X)	1.12	0.75	0.75	0.73	0.71	0.71	1.16	0.79	0.79	0.58	0.95	0.96
Avail Cap(c_a), veh/h	294	1196	609	216	1062	559	297	510	497	219	390	356
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	1.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	35.6	42.0	42.0	35.7	45.3	45.3	47.3	50.0	50.1	40.7	41.5	41.7
Incr Delay (d2), s/veh	89.7	4.3	8.2	4.4	1.7	3.2	102.0	7.4	7.7	2.2	31.2	35.7
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	14.7	16.0	17.0	4.2	13.3	14.3	18.0	15.6	15.3	3.6	14.7	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	125.3	46.3	50.2	40.1	47.0	48.5	149.3	57.4	57.8	42.9	72.7	77.4
LnGrp LOS	F	D	D	D	D	D	F	E	E	D	E	E
Approach Vol, veh/h		1680			1307			1129			808	
Approach Delay, s/veh		62.9			46.6			85.5			70.1	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	61.5	17.3	56.3	18.0	68.5	30.0	43.5
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	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	21.0	36.2	11.3	38.4	12.0	42.2	26.0	36.8
Green Ext Time (p_c), s	0.0	1.6	0.0	2.8	0.0	2.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	64.9
HCM 6th LOS	E

Timings
107: Broward Boulevard & Federal Highway

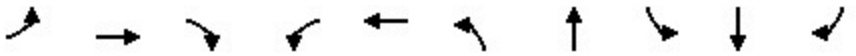
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	453	620	276	506	614	356	1393	168	1401	254
Future Volume (vph)	453	620	276	506	614	356	1393	168	1401	254
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	26.0	48.0	48.0	30.0	52.0	27.0	75.0	27.0	75.0	75.0
Total Split (%)	14.4%	26.7%	26.7%	16.7%	28.9%	15.0%	41.7%	15.0%	41.7%	41.7%
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)	20.0	40.1	40.1	24.0	44.1	22.8	70.7	21.1	69.0	69.0
Actuated g/C Ratio	0.11	0.22	0.22	0.13	0.25	0.13	0.39	0.12	0.38	0.38
v/c Ratio	1.38	0.63	0.64	1.28	0.93	0.95	1.00	0.94	0.83	0.49
Control Delay (s/veh)	240.8	66.2	23.7	200.9	84.8	109.8	74.2	128.1	55.3	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	240.8	66.2	23.7	200.9	84.8	109.8	74.2	128.1	55.3	29.8
LOS	F	E	C	F	F	F	E	F	E	C
Approach Delay (s/veh)		116.1			133.9		80.4		58.5	
Approach LOS		F			F		F		E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 51 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay (s/veh): 91.7	Intersection LOS: F
Intersection Capacity Utilization 108.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway



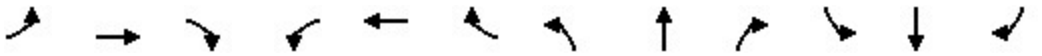
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	472	646	288	527	719	371	1766	175	1459	265
v/c Ratio	1.38	0.63	0.64	1.28	0.93	0.95	1.00	0.94	0.83	0.49
Control Delay (s/veh)	240.8	66.2	23.7	200.9	84.8	109.8	74.2	128.1	55.3	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	240.8	66.2	23.7	200.9	84.8	109.8	74.2	128.1	55.3	29.8
Queue Length 50th (ft)	~378	252	80	~404	432	~240	~802	209	572	154
Queue Length 95th (ft)	#501	301	195	#529	#540	#355	#894	#372	635	250
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	343	1067	462	412	804	391	1764	189	1755	543
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	1.38	0.61	0.62	1.28	0.89	0.95	1.00	0.93	0.83	0.49

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
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	620	276	506	614	76	356	1393	302	168	1401	254
Future Volume (veh/h)	453	620	276	506	614	76	356	1393	302	168	1401	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.94	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
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	472	646	288	527	640	79	371	1451	315	175	1459	265
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	346	1059	303	415	717	88	363	1444	312	187	1775	519
Arrive On Green	0.11	0.23	0.23	0.13	0.25	0.25	0.12	0.39	0.39	0.12	0.39	0.39
Sat Flow, veh/h	3110	4595	1314	3110	2839	350	3110	3737	808	1603	4595	1343
Grp Volume(v), veh/h	472	646	288	527	360	359	371	1189	577	175	1459	265
Grp Sat Flow(s),veh/h/ln	1555	1532	1314	1555	1599	1589	1555	1532	1481	1603	1532	1343
Q Serve(g_s), s	20.0	22.7	38.9	24.0	39.1	39.3	21.0	69.5	69.5	19.5	51.4	27.1
Cycle Q Clear(g_c), s	20.0	22.7	38.9	24.0	39.1	39.3	21.0	69.5	69.5	19.5	51.4	27.1
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	346	1059	303	415	404	401	363	1184	572	187	1775	519
V/C Ratio(X)	1.37	0.61	0.95	1.27	0.89	0.89	1.02	1.00	1.01	0.94	0.82	0.51
Avail Cap(c_a), veh/h	346	1072	307	415	409	406	363	1184	572	187	1775	519
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)	0.57	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	80.0	62.0	68.3	78.0	64.9	65.0	79.5	55.2	55.2	78.8	49.7	42.2
Incr Delay (d2), s/veh	175.1	0.5	26.8	139.7	20.6	21.2	53.1	27.2	40.0	47.0	4.4	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	16.5	9.0	15.4	17.7	18.3	18.4	11.2	31.3	32.3	10.6	20.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	255.1	62.5	95.1	217.7	85.5	86.2	132.6	82.4	95.2	125.8	54.1	45.8
LnGrp LOS	F	E	F	F	F	F	F	F	F	F	D	D
Approach Vol, veh/h		1406			1246			2137			1899	
Approach Delay, s/veh		133.8			141.6			94.6			59.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	75.5	30.0	47.5	27.0	75.5	26.0	51.5
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	21.0	69.0	24.0	42.0	21.0	69.0	20.0	46.0
Max Q Clear Time (g_c+I1), s	21.5	71.5	26.0	40.9	23.0	53.4	22.0	41.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	10.1	0.0	1.7

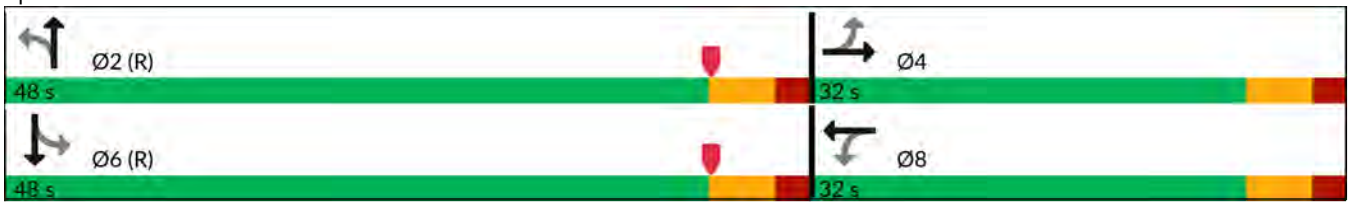
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	101.6
HCM 6th LOS	F

Timings
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

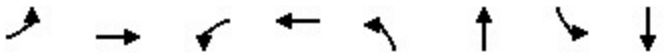
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	178	53	250	94	997	42	618
Future Volume (vph)	37	178	53	250	94	997	42	618
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch 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)	20.2	20.2	20.2	20.2	47.8	47.8	47.8	47.8
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60
v/c Ratio	0.27	0.67	0.31	0.82	0.28	0.65	0.25	0.38
Control Delay (s/veh)	26.8	32.3	30.5	50.9	6.8	6.3	14.6	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	26.8	32.3	30.5	50.9	6.8	6.4	14.6	9.7
LOS	C	C	C	D	A	A	B	A
Approach Delay (s/veh)		31.6		47.8		6.4		10.0
Approach LOS		C		D		A		B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 15.7	Intersection LOS: B
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue



Queues
101: NE 3rd Avenue & NE 4th Street/NE 4th Avenue

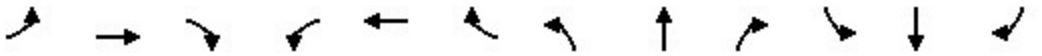


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	256	56	312	99	1221	44	711
v/c Ratio	0.27	0.67	0.31	0.82	0.28	0.65	0.25	0.38
Control Delay (s/veh)	26.8	32.3	30.5	50.9	6.8	6.3	14.6	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	26.8	32.3	30.5	50.9	6.8	6.4	14.6	9.7
Queue Length 50th (ft)	15	102	36	196	9	68	10	87
Queue Length 95th (ft)	39	166	m61	289	m31	142	37	145
Internal Link Dist (ft)		287		680		393		185
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	186	484	235	484	357	1866	173	1874
Starvation Cap Reductn	0	0	0	0	0	63	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	0.21	0.53	0.24	0.64	0.28	0.68	0.25	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: 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)	37	178	66	53	250	47	94	997	163	42	618	57
Future Volume (veh/h)	37	178	66	53	250	47	94	997	163	42	618	57
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		0.98	1.00		0.98	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	39	187	69	56	263	49	99	1049	172	44	651	60
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	175	309	114	232	366	68	373	1520	249	317	1633	150
Arrive On Green	0.30	0.30	0.30	0.10	0.10	0.10	1.00	1.00	1.00	0.55	0.55	0.55
Sat Flow, veh/h	951	1044	385	999	1237	230	662	2743	449	410	2948	271
Grp Volume(v), veh/h	39	0	256	56	0	312	99	611	610	44	353	358
Grp Sat Flow(s),veh/h/ln	951	0	1429	999	0	1467	662	1599	1592	410	1599	1620
Q Serve(g_s), s	3.1	0.0	12.3	4.4	0.0	16.5	3.7	0.0	0.0	4.3	10.1	10.1
Cycle Q Clear(g_c), s	19.6	0.0	12.3	16.7	0.0	16.5	13.9	0.0	0.0	4.3	10.1	10.1
Prop In Lane	1.00		0.27	1.00		0.16	1.00		0.28	1.00		0.17
Lane Grp Cap(c), veh/h	175	0	423	232	0	434	373	886	882	317	886	898
V/C Ratio(X)	0.22	0.00	0.61	0.24	0.00	0.72	0.27	0.69	0.69	0.14	0.40	0.40
Avail Cap(c_a), veh/h	203	0	464	261	0	477	373	886	882	317	886	898
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	0.00	1.00	0.66	0.00	0.66	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	24.2	38.9	0.0	32.9	1.6	0.0	0.0	8.9	10.2	10.2
Incr Delay (d2), s/veh	0.2	0.0	1.1	0.1	0.0	2.5	1.3	3.2	3.3	0.9	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	0.7	0.0	4.1	1.2	0.0	6.7	0.1	0.8	0.8	0.4	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	0.0	25.3	39.0	0.0	35.4	2.9	3.2	3.3	9.8	11.5	11.5
LnGrp LOS	C		C	D		D	A	A	A	A	B	B
Approach Vol, veh/h		295			368			1320			755	
Approach Delay, s/veh		26.6			35.9			3.2			11.4	
Approach LOS		C			D			A			B	

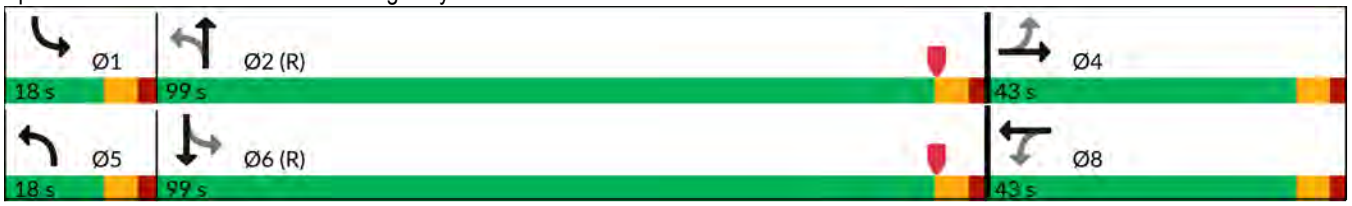
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.3		29.7		50.3		29.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		15.9		21.6		12.1		18.7				
Green Ext Time (p_c), s		10.9		0.5		5.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.4									
HCM 6th LOS			B									

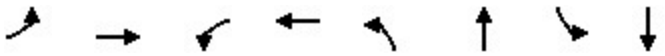
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	118	119	146	145	148	1609	68	1543
Future Volume (vph)	118	119	146	145	148	1609	68	1543
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	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	108.8	98.6	101.2	94.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.68	0.62	0.63	0.59
v/c Ratio	0.79	0.61	0.99	0.60	0.82	0.63	0.47	0.63
Control Delay (s/veh)	88.0	59.5	128.3	60.6	51.6	20.7	19.3	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	59.5	128.3	60.6	51.6	20.7	19.3	22.8
LOS	F	E	F	E	D	C	B	C
Approach Delay (s/veh)		70.3		90.0		23.2		22.6
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: 0.99	
Intersection Signal Delay (s/veh): 31.9	Intersection LOS: C
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: N Federal Highway & NE 4th Avenue



Queues
102: N Federal Highway & NE 4th Avenue

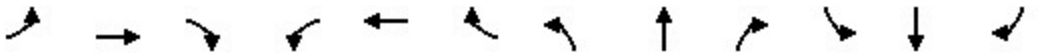


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	207	155	202	157	1774	72	1705
v/c Ratio	0.79	0.61	0.99	0.60	0.82	0.63	0.47	0.63
Control Delay (s/veh)	88.0	59.5	128.3	60.6	51.6	20.7	19.3	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	59.5	128.3	60.6	51.6	20.7	19.3	22.8
Queue Length 50th (ft)	131	174	163	182	62	407	23	415
Queue Length 95th (ft)	m#252	293	#321	275	#176	472	40	472
Internal Link Dist (ft)		680		565		393		230
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	160	338	157	339	208	2803	207	2689
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	0.61	0.99	0.60	0.75	0.63	0.35	0.63

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
102: 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)	118	119	75	146	145	45	148	1609	58	68	1543	60
Future Volume (veh/h)	118	119	75	146	145	45	148	1609	58	68	1543	60
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		0.96	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	126	127	80	155	154	48	157	1712	62	72	1641	64
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	156	197	124	160	254	79	224	2853	103	188	2746	107
Arrive On Green	0.39	0.39	0.39	0.23	0.23	0.23	0.05	0.63	0.63	0.03	0.61	0.61
Sat Flow, veh/h	1050	854	538	1045	1099	343	1603	4546	165	1603	4531	177
Grp Volume(v), veh/h	126	0	207	155	0	202	157	1153	621	72	1109	596
Grp Sat Flow(s),veh/h/ln	1050	0	1391	1045	0	1442	1603	1532	1647	1603	1532	1644
Q Serve(g_s), s	17.0	0.0	19.4	17.6	0.0	20.0	6.0	36.0	36.0	2.7	35.8	35.8
Cycle Q Clear(g_c), s	37.0	0.0	19.4	37.0	0.0	20.0	6.0	36.0	36.0	2.7	35.8	35.8
Prop In Lane	1.00		0.39	1.00		0.24	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	156	0	322	160	0	333	224	1923	1033	188	1857	996
V/C Ratio(X)	0.81	0.00	0.64	0.97	0.00	0.61	0.70	0.60	0.60	0.38	0.60	0.60
Avail Cap(c_a), veh/h	156	0	322	160	0	333	264	1923	1033	262	1857	996
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)	0.76	0.00	0.76	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	0.0	43.7	73.5	0.0	55.0	20.7	17.8	17.8	15.9	19.5	19.5
Incr Delay (d2), s/veh	19.2	0.0	2.6	62.0	0.0	2.3	4.6	1.4	2.6	0.5	1.4	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	5.8	0.0	6.4	9.2	0.0	7.6	3.1	13.0	14.3	1.0	13.1	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.3	0.0	46.3	135.5	0.0	57.2	25.3	19.2	20.4	16.4	20.9	22.1
LnGrp LOS	E		D	F		E	C	B	C	B	C	C
Approach Vol, veh/h		333			357			1931			1777	
Approach Delay, s/veh		58.8			91.2			20.1			21.1	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	106.4		43.0	14.0	103.0		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	4.7	38.0		39.0	8.0	37.8		39.0				
Green Ext Time (p_c), s	0.0	21.5		0.0	0.0	20.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		29.2	
HCM 6th 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)	7	39	59	62	16	1042	100	623
Future Volume (vph)	7	39	59	62	16	1042	100	623
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)	33.0	33.0	33.0	33.0	47.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	41.3%	41.3%	58.8%	58.8%	58.8%	58.8%
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
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)		19.1	19.1	19.1	48.9	48.9	48.9	48.9
Actuated g/C Ratio		0.24	0.24	0.24	0.61	0.61	0.61	0.61
v/c Ratio		0.18	0.25	0.82	0.04	0.64	0.60	0.35
Control Delay (s/veh)		19.4	27.2	43.9	5.4	11.9	23.7	5.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		19.4	27.2	43.9	5.4	11.9	23.7	5.6
LOS		B	C	D	A	B	C	A
Approach Delay (s/veh)		19.4		40.9		11.8		8.1
Approach LOS		B		D		B		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NE 3rd Avenue & NE 3rd Street



Queues
103: NE 3rd Avenue & NE 3rd Street



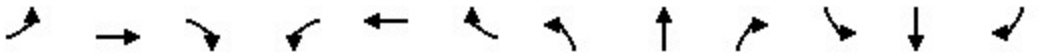
Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	63	286	17	1224	108	680
v/c Ratio	0.18	0.25	0.82	0.04	0.64	0.60	0.35
Control Delay (s/veh)	19.4	27.2	43.9	5.4	11.9	23.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.4	27.2	43.9	5.4	11.9	23.7	5.6
Queue Length 50th (ft)	20	32	145	2	250	18	56
Queue Length 95th (ft)	43	m49	m187	m8	413	#126	71
Internal Link Dist (ft)	180		680		480		393
Turn Bay Length (ft)				100		100	
Base Capacity (vph)	473	360	474	381	1913	179	1941
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	0.18	0.60	0.04	0.64	0.60	0.35

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: 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)	7	39	10	59	62	204	16	1042	97	100	623	9
Future Volume (veh/h)	7	39	10	59	62	204	16	1042	97	100	623	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	0.99		0.95	0.99		0.95
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	8	42	11	63	67	219	17	1120	104	108	670	10
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	60	202	47	246	80	261	488	1732	161	330	1896	28
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	36	774	178	1206	305	997	676	2943	273	408	3223	48
Grp Volume(v), veh/h	61	0	0	63	0	286	17	608	616	108	332	348
Grp Sat Flow(s),veh/h/ln	988	0	0	1206	0	1301	676	1599	1617	408	1599	1672
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	0.0	9.6	0.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.13		0.18	1.00		0.77	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	309	0	0	246	0	340	488	941	951	330	941	984
V/C Ratio(X)	0.20	0.00	0.00	0.26	0.00	0.84	0.03	0.65	0.65	0.33	0.35	0.35
Avail Cap(c_a), veh/h	411	0	0	337	0	439	488	941	951	330	941	984
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	0.92	0.92	0.92	0.93	0.93	0.93
Uniform Delay (d), s/veh	23.0	0.0	0.0	25.3	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	8.9	0.1	3.1	3.1	2.4	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	0.9	0.0	0.0	1.0	0.0	5.8	0.0	0.8	0.8	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	0.0	0.0	25.5	0.0	36.8	0.1	3.1	3.1	2.4	1.0	0.9
LnGrp LOS	C			C		D	A	A	A	A	A	A
Approach Vol, veh/h		61			349			1241			788	
Approach Delay, s/veh		23.1			34.8			3.1			1.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		26.9		53.1		26.9				
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		2.0		18.9		2.0		18.6				
Green Ext Time (p_c), s		3.3		0.1		2.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	64.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	96	0	0	82	293	1763	49	0	1671	118
Future Vol, veh/h	0	0	96	0	0	82	293	1763	49	0	1671	118
Conflicting Peds, #/hr	3	0	3	3	0	3	42	0	10	10	0	42
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	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	0	0	107	0	0	91	326	1959	54	0	1857	131

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1039	-	-	1020	2030	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	419	0	0	425	~ 121	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	403	-	-	420	~ 117	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.1	15.9	123	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	~ 117	-	-	403	420	-	-
HCM Lane V/C Ratio	2.783	-	-	0.265	0.217	-	-
HCM Control Delay (s/veh)	$ 883.4	-	-	17.1	15.9	-	-
HCM Lane LOS	F	-	-	C	C	-	-
HCM 95th %tile Q (veh)	30.1	-	-	1.1	0.8	-	-

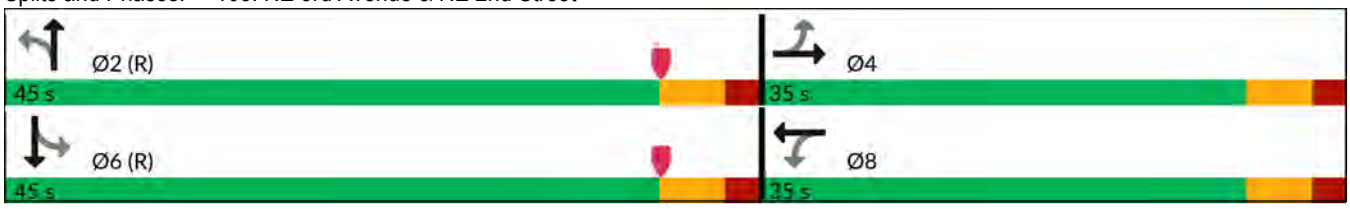
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
105: NE 3rd Avenue & NE 2nd Street

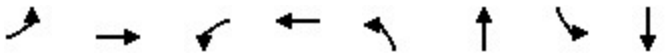
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	68	31	51	31	31	946	47	628
Future Volume (vph)	68	31	51	31	31	946	47	628
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
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	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)	9.4	9.4	9.4	9.4	62.2	62.2	62.2	62.2
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.78	0.78	0.78	0.78
v/c Ratio	0.49	0.36	0.36	0.41	0.06	0.40	0.14	0.26
Control Delay (s/veh)	43.5	19.0	38.2	20.5	3.4	3.8	6.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	43.5	19.0	38.2	20.5	3.4	4.0	6.4	4.6
LOS	D	B	D	C	A	A	A	A
Approach Delay (s/veh)		30.2		26.7		4.0		4.8
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NE 3rd Avenue & NE 2nd Street



Queues
105: NE 3rd Avenue & NE 2nd Street

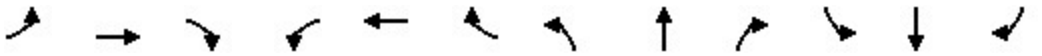


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	89	55	102	34	1101	51	704
v/c Ratio	0.49	0.36	0.36	0.41	0.06	0.40	0.14	0.26
Control Delay (s/veh)	43.5	19.0	38.2	20.5	3.4	3.8	6.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (s/veh)	43.5	19.0	38.2	20.5	3.4	4.0	6.4	4.6
Queue Length 50th (ft)	36	16	26	19	7	152	5	34
Queue Length 95th (ft)	72	54	57	60	m10	m166	23	105
Internal Link Dist (ft)		168		243		406		480
Turn Bay Length (ft)	50		70		140		60	
Base Capacity (vph)	465	640	470	639	551	2719	352	2739
Starvation Cap Reductn	0	0	0	0	0	668	0	0
Spillback Cap Reductn	0	15	10	0	0	0	0	156
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.14	0.12	0.16	0.06	0.54	0.14	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
105: NE 3rd Avenue & NE 2nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	31	51	51	31	63	31	946	67	47	628	19
Future Volume (veh/h)	68	31	51	51	31	63	31	946	67	47	628	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.97	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	34	55	55	34	68	34	1028	73	51	683	21
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	226	102	165	237	88	177	600	2313	164	442	2422	74
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1284	633	1024	1299	548	1096	741	3357	238	511	3515	108
Grp Volume(v), veh/h	74	0	89	55	0	102	34	544	557	51	345	359
Grp Sat Flow(s),veh/h/ln	1284	0	1657	1299	0	1643	741	1777	1818	511	1777	1846
Q Serve(g_s), s	4.4	0.0	3.8	3.1	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	3.8	6.9	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.62	1.00		0.67	1.00		0.13	1.00		0.06
Lane Grp Cap(c), veh/h	226	0	267	237	0	265	600	1224	1253	442	1224	1272
V/C Ratio(X)	0.33	0.00	0.33	0.23	0.00	0.39	0.06	0.44	0.44	0.12	0.28	0.28
Avail Cap(c_a), veh/h	484	0	601	499	0	596	600	1224	1253	442	1224	1272
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	1.00	1.00	0.00	1.00	0.24	0.24	0.24	0.95	0.95	0.95
Uniform Delay (d), s/veh	34.0	0.0	29.7	32.8	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.2	0.0	0.3	0.0	0.3	0.3	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	1.4	0.0	1.5	1.0	0.0	1.7	0.0	0.1	0.1	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.3	0.0	30.0	33.0	0.0	30.4	0.0	0.3	0.3	0.5	0.5	0.5
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		163			157			1135			755	
Approach Delay, s/veh		31.9			31.3			0.3			0.5	
Approach LOS		C			C			A			A	

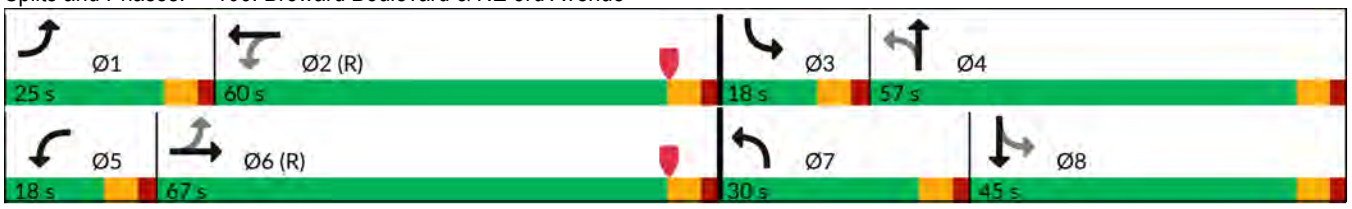
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.1		18.9		61.1		18.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		10.8		2.0		8.9				
Green Ext Time (p_c), s		9.6		0.4		5.8		0.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			4.9									
HCM 6th LOS			A									

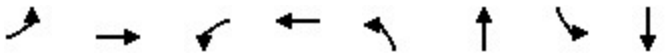
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	331	1131	154	1033	337	652	121	483
Future Volume (vph)	331	1131	154	1033	337	652	121	483
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	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)	80.2	62.5	65.7	54.0	67.8	51.2	48.4	37.8
Actuated g/C Ratio	0.50	0.39	0.41	0.34	0.42	0.32	0.30	0.24
v/c Ratio	1.26	0.77	0.88	0.75	1.19	0.80	0.63	0.95
Control Delay (s/veh)	176.6	45.4	73.1	50.4	153.8	55.6	48.1	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	176.6	45.4	73.1	50.4	153.8	55.6	48.1	85.4
LOS	F	D	E	D	F	E	D	F
Approach Delay (s/veh)		71.7		53.1		85.3		79.8
Approach LOS		E		D		F		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 53 (33%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 71.3	Intersection LOS: E
Intersection Capacity Utilization 111.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: Broward Boulevard & NE 3rd Avenue



Queues
106: Broward Boulevard & NE 3rd Avenue



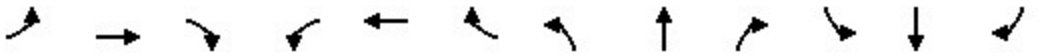
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	338	1350	157	1150	344	793	123	694
v/c Ratio	1.26	0.77	0.88	0.75	1.19	0.80	0.63	0.95
Control Delay (s/veh)	176.6	45.4	73.1	50.4	153.8	55.6	48.1	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	176.6	45.4	73.1	50.4	153.8	55.6	48.1	85.4
Queue Length 50th (ft)	~381	448	94	389	~373	392	83	386
Queue Length 95th (ft)	#589	510	#233	447	#584	479	124	#490
Internal Link Dist (ft)		645		680		571		406
Turn Bay Length (ft)	150		140		180		140	
Base Capacity (vph)	269	1763	182	1529	290	1002	208	756
Starvation Cap Reductn	0	0	0	0	0	0	0	4
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	1.26	0.77	0.86	0.75	1.19	0.79	0.59	0.92

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
106: Broward Boulevard & NE 3rd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	1131	192	154	1033	94	337	652	125	121	483	197
Future Volume (veh/h)	331	1131	192	154	1033	94	337	652	125	121	483	197
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		0.95	0.99		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
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	338	1154	196	157	1054	96	344	665	128	123	493	201
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	293	1534	260	215	1475	134	296	840	161	211	516	209
Arrive On Green	0.12	0.39	0.39	0.08	0.34	0.34	0.15	0.32	0.32	0.14	0.47	0.47
Sat Flow, veh/h	1603	3953	671	1603	4286	390	1603	2651	509	1603	2177	881
Grp Volume(v), veh/h	338	894	456	157	753	397	344	401	392	123	361	333
Grp Sat Flow(s),veh/h/ln	1603	1532	1561	1603	1532	1612	1603	1599	1561	1603	1599	1459
Q Serve(g_s), s	19.0	40.4	40.4	10.1	34.2	34.3	24.0	36.6	36.7	9.3	34.6	35.3
Cycle Q Clear(g_c), s	19.0	40.4	40.4	10.1	34.2	34.3	24.0	36.6	36.7	9.3	34.6	35.3
Prop In Lane	1.00		0.43	1.00		0.24	1.00		0.33	1.00		0.60
Lane Grp Cap(c), veh/h	293	1189	605	215	1055	555	296	507	494	211	379	346
V/C Ratio(X)	1.16	0.75	0.75	0.73	0.71	0.72	1.16	0.79	0.79	0.58	0.95	0.96
Avail Cap(c_a), veh/h	293	1189	605	215	1055	555	296	510	498	219	390	356
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	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	35.8	42.3	42.3	36.0	45.6	45.6	47.6	49.8	49.9	40.5	41.2	41.4
Incr Delay (d2), s/veh	101.4	4.4	8.4	4.5	1.7	3.2	103.1	7.6	7.9	2.2	32.0	36.4
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	15.7	16.1	17.1	4.2	13.4	14.3	18.1	15.8	15.5	3.5	14.9	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.3	46.7	50.7	40.5	47.3	48.8	150.7	57.4	57.7	42.7	73.2	77.8
LnGrp LOS	F	D	D	D	D	D	F	E	E	D	E	E
Approach Vol, veh/h		1688			1307			1137			817	
Approach Delay, s/veh		65.9			46.9			85.7			70.5	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	61.1	17.2	56.7	18.0	68.1	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	21.0	36.3	11.3	38.7	12.1	42.4	26.0	37.3
Green Ext Time (p_c), s	0.0	1.6	0.0	2.8	0.0	2.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	66.2
HCM 6th LOS	E

Timings
107: Broward Boulevard & Federal Highway

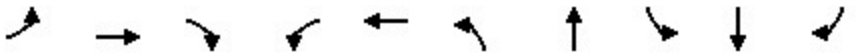
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	453	620	276	506	614	356	1410	168	1405	263
Future Volume (vph)	453	620	276	506	614	356	1410	168	1405	263
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted 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)	26.0	48.0	48.0	30.0	52.0	27.0	75.0	27.0	75.0	75.0
Total Split (%)	14.4%	26.7%	26.7%	16.7%	28.9%	15.0%	41.7%	15.0%	41.7%	41.7%
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)	20.0	40.5	40.5	24.0	44.5	22.5	70.6	21.0	69.0	69.0
Actuated g/C Ratio	0.11	0.23	0.23	0.13	0.25	0.13	0.39	0.12	0.38	0.38
v/c Ratio	1.38	0.63	0.64	1.28	0.94	0.96	1.01	0.95	0.83	0.50
Control Delay (s/veh)	240.8	65.8	23.6	200.9	85.4	112.6	76.8	130.0	55.5	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	240.8	65.8	23.6	200.9	85.4	112.6	76.8	130.0	55.5	30.2
LOS	F	E	C	F	F	F	E	F	E	C
Approach Delay (s/veh)		115.9			133.9		83.0		58.7	
Approach LOS		F			F		F		E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 51 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay (s/veh): 92.5	Intersection LOS: F
Intersection Capacity Utilization 108.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 107: Broward Boulevard & Federal Highway



Queues
107: Broward Boulevard & Federal Highway



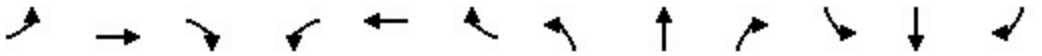
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	472	646	288	527	728	371	1784	175	1464	274
v/c Ratio	1.38	0.63	0.64	1.28	0.94	0.96	1.01	0.95	0.83	0.50
Control Delay (s/veh)	240.8	65.8	23.6	200.9	85.4	112.6	76.8	130.0	55.5	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	240.8	65.8	23.6	200.9	85.4	112.6	76.8	130.0	55.5	30.2
Queue Length 50th (ft)	~378	252	80	~404	439	~240	~818	209	575	161
Queue Length 95th (ft)	#501	301	195	#529	#551	#355	#910	#372	639	258
Internal Link Dist (ft)		680			873		500		966	
Turn Bay Length (ft)	380		470	200		400		500		120
Base Capacity (vph)	343	1067	462	412	803	386	1762	188	1754	545
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	1.38	0.61	0.62	1.28	0.91	0.96	1.01	0.93	0.83	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.

HCM 6th Signalized Intersection Summary
107: Broward Boulevard & Federal Highway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	620	276	506	614	84	356	1410	302	168	1405	263
Future Volume (veh/h)	453	620	276	506	614	84	356	1410	302	168	1405	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.94	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
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	472	646	288	527	640	88	371	1469	315	175	1464	274
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	346	1059	303	415	706	97	363	1448	309	187	1775	519
Arrive On Green	0.11	0.23	0.23	0.13	0.25	0.25	0.12	0.39	0.39	0.12	0.39	0.39
Sat Flow, veh/h	3110	4595	1314	3110	2796	384	3110	3747	800	1603	4595	1343
Grp Volume(v), veh/h	472	646	288	527	365	363	371	1200	584	175	1464	274
Grp Sat Flow(s),veh/h/ln	1555	1532	1314	1555	1599	1580	1555	1532	1483	1603	1532	1343
Q Serve(g_s), s	20.0	22.7	38.9	24.0	39.9	40.1	21.0	69.5	69.5	19.5	51.6	28.3
Cycle Q Clear(g_c), s	20.0	22.7	38.9	24.0	39.9	40.1	21.0	69.5	69.5	19.5	51.6	28.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	346	1059	303	415	404	399	363	1184	573	187	1775	519
V/C Ratio(X)	1.37	0.61	0.95	1.27	0.90	0.91	1.02	1.01	1.02	0.94	0.82	0.53
Avail Cap(c_a), veh/h	346	1072	307	415	409	404	363	1184	573	187	1775	519
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)	0.57	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	80.0	62.0	68.3	78.0	65.2	65.3	79.5	55.2	55.2	78.8	49.7	42.6
Incr Delay (d2), s/veh	175.1	0.5	26.8	139.7	22.8	23.6	53.1	29.6	42.7	47.0	4.5	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	16.5	9.0	15.4	17.7	18.9	18.8	11.2	31.7	32.7	10.6	20.6	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	255.1	62.5	95.1	217.7	88.0	88.8	132.6	84.8	97.9	125.8	54.2	46.4
LnGrp LOS	F	E	F	F	F	F	F	F	F	F	D	D
Approach Vol, veh/h		1406			1255			2155			1913	
Approach Delay, s/veh		133.8			142.7			96.6			59.7	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	75.5	30.0	47.5	27.0	75.5	26.0	51.5
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	21.0	69.0	24.0	42.0	21.0	69.0	20.0	46.0
Max Q Clear Time (g_c+I1), s	21.5	71.5	26.0	40.9	23.0	53.6	22.0	42.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	10.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	102.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	37	46	365	30	13
Future Vol, veh/h	199	37	46	365	30	13
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	216	40	50	397	33	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	256	0	733	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	497	-
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	-	-	1309	-	388	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1309	-	369	803
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.9	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	1309	-
HCM Lane V/C Ratio	0.106	-	-	0.038	-
HCM Control Delay (s/veh)	14.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

December 11, 2024

ARBORIST REPORT

Prepared for: City of Ft Lauderdale

Property address: 315 NE 3rd Street

c/o : Land Form Design Group, Inc.
Malcolm Miller, ASLA
Phone: 954-461-6191
Email: malcolm@landform-design.com

Showing location, catalogued numerically, species, size, and condition shown the percentage rating, this document will identify all principal trees and palms on subject property. Tree disposition indicated as remain, remove, or relocate. Tree protection barriers may be required, see barrier detail included on plans and within this report. Any tree or palm that is to remain should be pruned to improve structure, health, and to promote vitality. Implementation of fertilization regimen is also recommended. This does not include a hazard tree report.

LANDRAFT LLC
J. Derek Vanover, ASLA & ISA Arborist
ISA Certified Arborist Reg. #SO 2501 A
706-414-5263 Cell

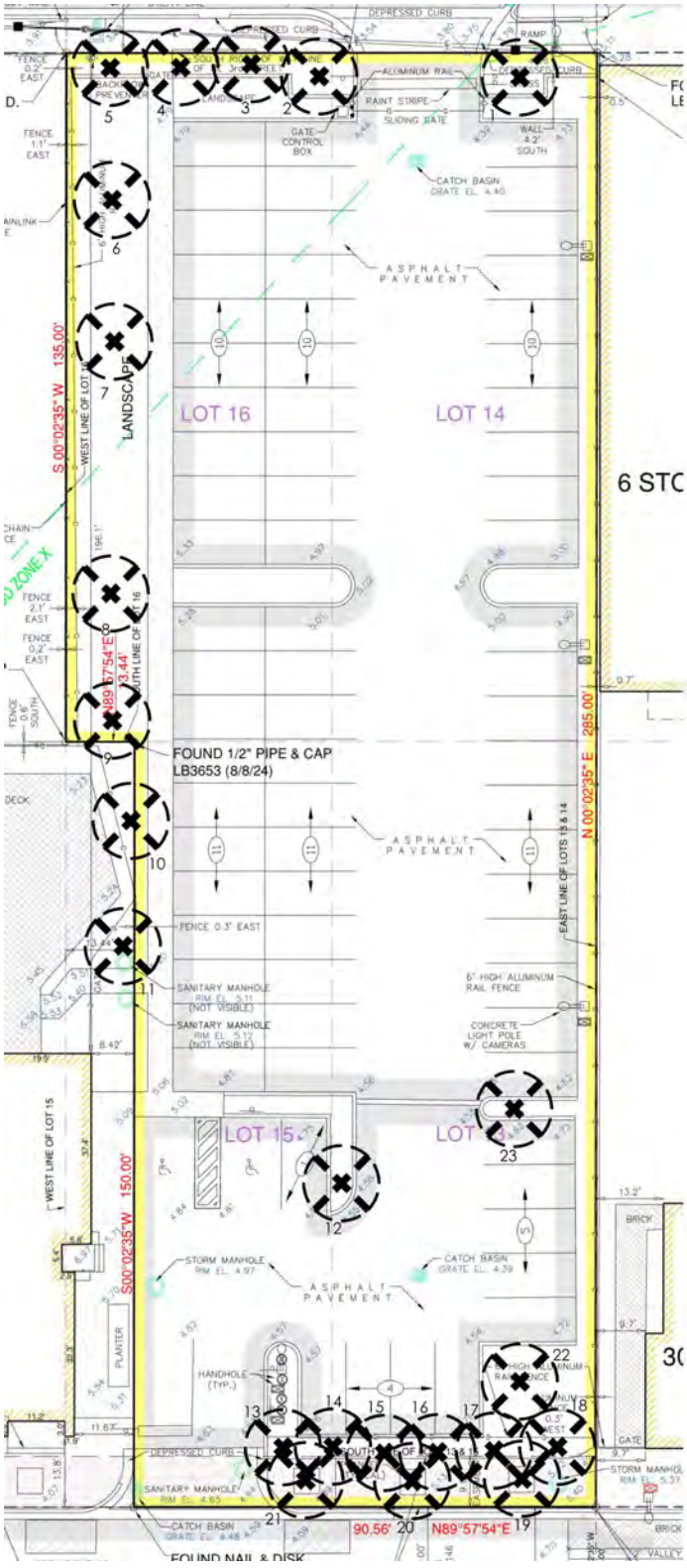
315 NE 3rd STREET						
FORT LAUDERDALE, FLORIDA						
	Existing Tree Disposition		** denotes native			
TREE NO.	TREE / PALM SPECIES	HEIGHT / SPREAD / DBH	DISPOSITION / CONDITION	CLASSIFICATION	TREE FUND	or CALIPER REPLCEMENT
1	Lagerstromia indica	16' ht x 10' spr, Multi - Avg 6" DBH	REMOVE - 62%	C	$145	2.2"
	Crape Myrtle					
2	Lagerstromia indica	16' ht x 10' spr, Multi - Avg 6" DBH	REMOVE - 62%	C	$145	2.2"
	Crape Myrtle					
3	Lagerstromia indica	16' ht x 10' spr, Multi - Avg 6" DBH	REMOVE - 62%	C	$145	2.2"
	Crape Myrtle					
4	Lagerstromia indica	16' ht x 10' spr, Multi - Avg 6" DBH	REMOVE - 62%	C	$145	2.2"
	Crape Myrtle					
5	Lagerstromia indica	16' ht x 10' spr, Multi - Avg 6" DBH	REMOVE - 62%	C	$145	2.2"
	Crape Myrtle					
6	Quercues virginiana **	36' ht x 22' spr., 10" DBH	REMOVE - 62%	A	$403	6.2"
	Live Oak					
7	Quercues virginiana **	40' ht x 38' spr., 12" DBH	REMOVE - 62%	A	$484	7.4"
	Live Oak					
8	Quercues virginiana **	36' ht x 22' spr., 10" DBH	REMOVE - 62%	A	$403	6.2"
	Live Oak					
9	Quercues virginiana **	36' ht x 22' spr., 10" DBH	REMOVE - 62%	A	$403	6.2"
	Live Oak					
10	Quercues virginiana **	36' ht x 22' spr., 10" DBH	REMOVE - 62%	A	$403	6.2"
	Live Oak					
11	Quercues virginiana **	36' ht x 22' spr., 10" DBH	REMOVE - 62%	A	$403	6.2"
	Live Oak					
12	Archontophoenix alexandrae	22' ct ht	REMOVE - 84%	n/a	$180	
	King Alexandra Palm					
13	Conocarpus erectus 'serceus' **	15' ht x 10' spr., Multi - Avg 4"	REMOVE - 50%	A	$130	2"
	Silver Buttonwood					
14	Ligustrum japonicum	15' ht x 10' spr., Multi - Avg 8"	REMOVE - 50%	C	$156	2.4"
	Japanese Privet					
15	Ligustrum japonicum	15' ht x 10' spr., Multi - Avg 8"	REMOVE - 50%	C	$156	2.4"
	Japanese Privet					
16	Ligustrum japonicum	15' ht x 10' spr., Multi - Avg 8"	REMOVE - 50%	C	$156	2.4"
	Japanese Privet					
17	Ligustrum japonicum	15' ht x 10' spr., Multi - Avg 8"	REMOVE - 50%	C	$156	2.4"
	Japanese Privet					
18	Conocarpus erectus 'serceus' **	15' ht x 10' spr., Multi - Avg 4"	REMOVE - 50%	A	$130	2"
	Silver Buttonwood					
19	Quercues virginiana **	32' ht x 24' spr., 11" DBH	REMOVE - 62%	A	$443	6.8"
	Live Oak					
20	Quercues virginiana **	32' ht x 16' spr., 5" DBH	REMOVE - 62%	A	$202	3.1"
	Live Oak					
21	Quercues virginiana **	40' ht x 40' spr., 14" DBH	REMOVE - 62%	A	$564	8.7"
	Live Oak					
22	Bursera simaruba **	30' ht x 28' spr., 15" DBH	REMOVE - 50%	A	$488	7.5"
	Gumbo Limbo					
23	Archontophoenix alexandrae	16' ct ht	REMOVE - 84%	n/a	$180	
	King Alexandra Palm					

LANDRAFT LLC
J. Derek Vanover, ASLA & ISA Arborist
ISA Certified Arborist Reg. #SO 2501 A
706-414-5263 Cell

Tree Survey

1. Crape Myrtle
   - 62% - Interior branching uneven
2. Crape Myrtle
   - 62% - Interior branching uneven
3. Crape Myrtle
   - 62% - Interior branching uneven
4. Crape Myrtle
   - 62% - Interior branching uneven
5. Crape Myrtle
   - 62% - Interior branching uneven
6. Live Oak
   - 62% -
7. Live Oak
   - 62%
8. Live Oak
   - 62%
9. Live Oak
   - 62%
10. Live Oak
    - 62%
11. Live Oak
    - 62%
12. King Alexandra Palm
    - 84% - Planted in narrow parking island
13. Silver Buttonwood
    - 50% - Poor branching and structure, tree leaning
14. Japanese Privet Ligustrum
    - 50% - Poor branching and structure, uneven canopy, tree leaning
15. Japanese Privet Ligustrum
    - 50% - Poor branching and structure, uneven canopy, tree leaning
16. Japanese Privet Ligustrum
    - 50% - Poor branching and structure, uneven canopy, tree leaning
17. Japanese Privet Ligustrum
    - 50% - Poor branching and structure, uneven canopy, tree leaning
18. Silver Buttonwood
    - 50% - Poor branching and structure, tree leaning
19. Live Oak
    - 62% - uneven canopy, tree leaning
20. Live Oak
    - 20% - thin canopy, under developed leaf structure, tree leaning
21. Live Oak
    - 62% - uneven canopy, tree leaning
22. Gumbo Limbo
    - 62% - Storm damage canopy with sucker branching out of control
23. King Alexandra Palm
    - 84% - Planted in narrow parking island

KEY PLAN



LANDRAFT LLC
J. Derek Vanover, ASLA & ISA Arborist
ISA Certified Arborist Reg. #SO 2501 A
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SITE PHOTOS

A few pan shots of the interior parking lot and south property line and street trees.





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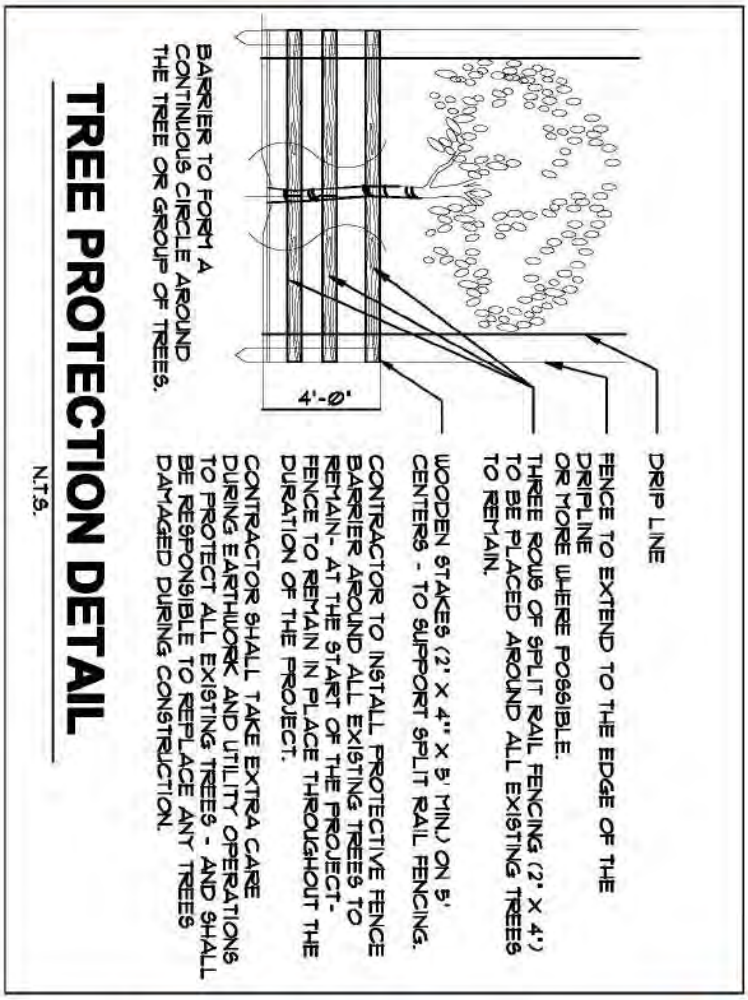


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706-414-5263 Cell

DEPARTMENT OF SUSTAINABLE DEVELOPMENT – UD&P

TREE PROTECTION DETAIL

Rev: i | Revision Date: 4/10/2018 | I.D. Number: TPD



Approved by: Ella Parker, Urban Design and Planning Manager
Uncontrolled in hard copy unless otherwise marked

WE BUILD COMMUNITY

Respectfully submitted,

J. Derek Vanover, ASLA
Certified Arborist, ISA Reg. #SO 2501 A

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-ASO-17184-OE

Issued Date: 11/08/2024

Jiro Yates
Falkanger Snyder Martineau & Yates
888 South Andrews Ave
Suite 300
Fort Lauderdale, FL 33316

**** NOTICE OF PRELIMINARY FINDINGS ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Site Corner NW
Location:	Fort Lauderdale, FL
Latitude:	26-07-30.00N NAD 83
Longitude:	80-08-23.00W
Heights:	5 feet site elevation (SE)
	615 feet above ground level (AGL)
	620 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 283 feet above ground level (288 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

If the structure were reduced in height so as not to exceed 495 feet above ground level (500 feet above mean sea level), and a 2C certified survey is provided, it would not have a significant adverse impact and a favorable determination could subsequently be issued. The survey we require must be developed by a registered surveying firm in the state the survey is performed. Survey data must be based on the North American Datum of 1983, provided in geographic latitude and longitude coordinates (degrees, minutes, seconds to the hundredth of a second). The site elevation must be based on North American Vertical Datum of 1988. The survey letter must certify accuracy of at least plus or minus 50 feet for horizontal and 20 feet for vertical data.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE

ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASO-17184-OE.

Signature Control No: 631740293-638565426 (NPF)
Michael Blaich
Specialist

Attachment(s)
Additional Information
Map(s)

FLL = Fort Lauderdale/Hollywood International Airport
FXE = Fort Lauderdale Executive Airport
DT1 = Downtown Fort Lauderdale Heliport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
NEH = No Effect Height
ILS = Instrument Landing System
LOC = Localizer
RNAV = Area Navigation
GPS = Global Positioning System
CAT = Category
MDA = Minimum Descent Altitude
ATCT = Air Traffic Control Tower
TRACON = Terminal Radar Approach Control
MVA = Minimum Vectoring Altitude
MOCA = Minimum Obstruction Clearance Altitude
VOR = Very High Frequency Omni-directional Range
DME = Distance Measuring Equipment

The proposed building point (NW Corner) at a height of 615 feet AGL, 620 feet AMSL. The proposal would be located approximately 0.30 NM northeast of the DT1 ARP and approximately 3.24 NM north of the FLL ARP and approximately 4.64 NM south of the FXE ARP, Fort Lauderdale, FL.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (1): A height more than 499 feet AGL. The proposals exceed by 116 feet.

Section 77.17 (a) (2) FLL: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposal exceeds by 332 feet.

Section 77.17 (a) (2) FXE: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposal exceeds by 243 feet.

Section 77.17 (a) (3) - A height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria).

For FLL:

ILS or LOC RWY 10L AMDT 25, ILS or LOC RWY 10R AMDT 2, ILS or LOC RWY 28L AMDT 2, ILS or LOC RWY 28R AMDT 12, RNAV (GPS) RWY 10R AMDT 2, RNAV (GPS) RWY 28L AMDT 2, RNAV (GPS) Y RWY 28R AMDT 5A, RNAV (GPS) Z RWY 10L AMDT 5, increases CAT D Circling MDA from 800 to 980, NEH: 498 AMSL (without "2C" survey), 800 to 920, NEH: 500 AMSL (with "2C").

Palm Beach ATCT/TRACON West Palm Beach, FL. PBI_FUS3_2024, MVA, increases PBI Sector A MVA from 1500 to 1600, NEH: 549 AMSL.

PBI_FUS5_2024, MVA, increases PBI Sector A from 1500 to 1600, NEH: 549 AMSL.

Miami ATCT/TRACON Miami, FL. MIA_FUS3_2024, MVA, increases MIA Sector A MVA from 1500 to 1600, NEH: 549 AMSL.

MIA_FUS5_2024, MVA, increases MIA Sector A from 1500 to 1600, NEH: 549 AMSL.

Section 77.17 (a) (4) - A height that increases an IFR en route minimum altitude.

BLFRG TWO ARRIVAL (RNAV), increases MOCA from COREA to OCTAL from 1500 to 1700, NEH: 500 AMSL (Procedure serves: KMCF, KPIE, KTPA).

FORT LAUDERDALE NINE, increases MOCA from FORT LAUDERDALE (FLL) VOR/DME, 311 Radial, to HROCK (HROCK transition) from 1500 to 1700, NEH: 500 AMSL.

Increases MOCA from FORT LAUDERDALE (FLL) VOR/DME, 069 Radial, to FEALX (FEALX & FREEPORT transition) from 1500 to 1700, NEH: 500 AMSL.

Increases MOCA from FORT LAUDERDALE (FLL) VOR/DME, 104 Radial, to BEECH (BEECH transition) from 1500 to 1700, NEH: 500 AMSL (Procedure serves: KFLL, KFXE, KPMP).

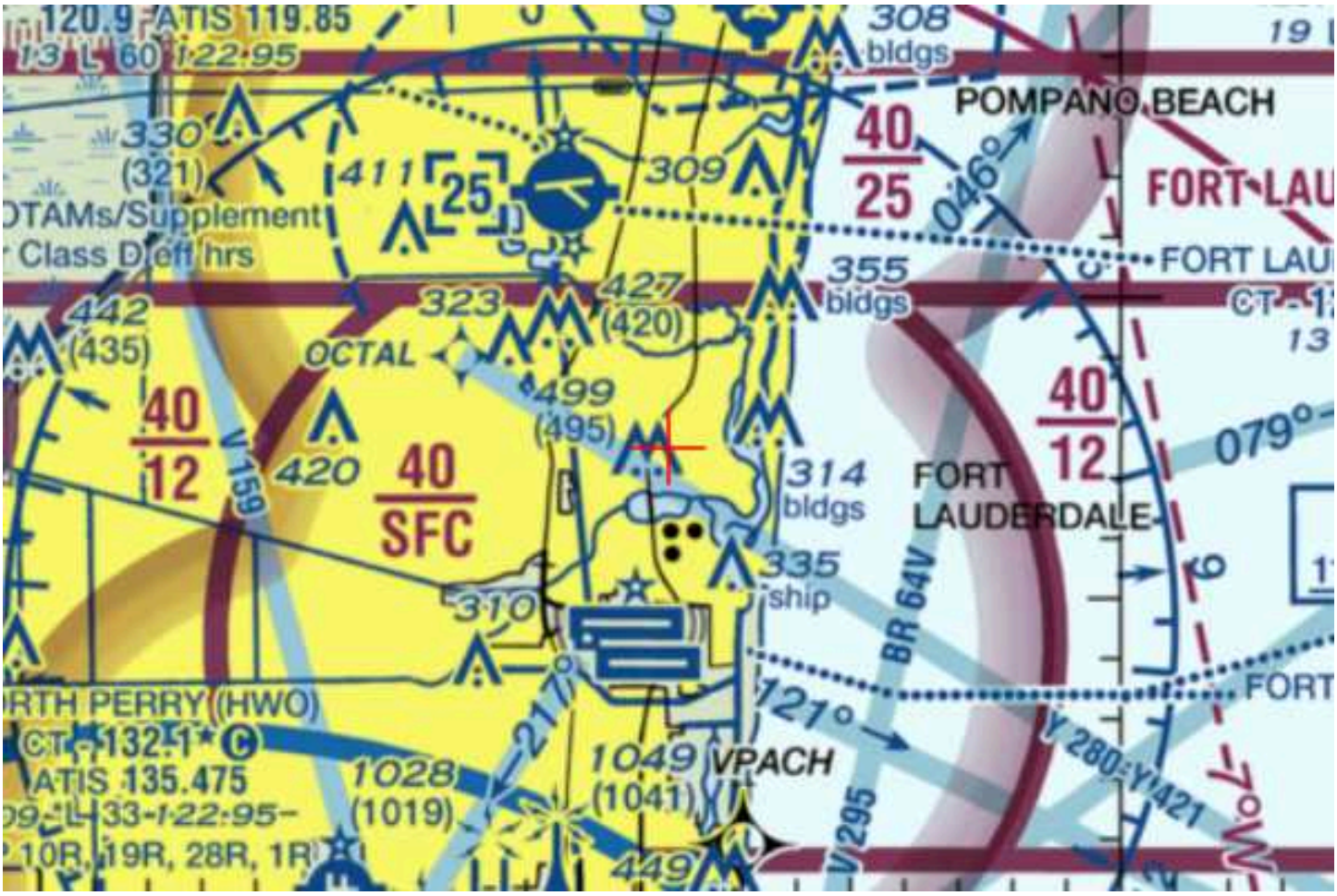
MIAMI NINE, increases MOCA from FORT LAUDERDALE (FLL) VOR/DME, 104 Radial, to BEECH (BEECH transition) from 1500 to 1700, NEH: 500 AMSL (Procedure serves: KHWO, KMIA, KOPF, KTMB).

Section 77.23 (b) DT1 - PAD H1: Approach Surface by 296 feet.

TOPO Map for ASN 2024-ASO-17184-OE



Sectional Map for ASN 2024-ASO-17184-OE



FLYNN ENGINEERING

241 Commercial Blvd.
Lauderdale-By-The-Sea, FL 33308

954.522.1004
www.flynnengineering.com

315 NE 3rd St
FES #24-1831.00

Drainage Calculations Summary:

This project consists of a 0.61 acre redevelopment project.
The existing site is a surface parking lot.
The proposed development includes a 608 unit residential building.

The site is located at 315 NE 3rd Street, Ft. Lauderdale, FL 33301.

The control water elevation for this site is 3.0' NAVD.

	Post Development	Pre Development
100-yr - 3 day	6.14' NAVD	6.35' NAVD
(Minimum FFE=7.40' NAVD)		
25-yr - 3 day	6.00' NAVD	6.06' NAVD

Water Quality Required = 0.02 ac-ft
Water Quality Provided = 0.02 ac-ft (On-Site Exfiltration Trench)

Water quantity will be provided by 2 on site drainage wells with 300GPM per well.

Shane H Grabski

Digitally signed by Shane H Grabski
DN: CN=Shane H Grabski, dnQualifier=A01410C000001925350B5CA00042044, O=Flynn Engineering Services P.A., C=US
Reason: I am the author of this document
Date: 2024.12.13 02:37:13-05'00'

315 NE 3RD AVE

FES Project No. 24-1831

I. GENERAL INFORMATION

Overall Site Analysis

PROPOSED LAND USAGE

A. TOTAL ACREAGE =	26,725 SF =	0.61 AC		
B. BUILDING COVERAGE =	21,671 SF =	0.50 AC	81%	
C. PARKING GARAGE =	1,648 SF =	0.04 AC	6%	
D. TOTAL ASPHALT & WALKS =	1,980 SF =	0.05 AC	7%	
E. TOTAL IMPERVIOUS =	25,299 SF =	0.58 AC		95%
F. % WATER QUALITY IMPERVIOUS =			72%	
G. PERVIOUS AREA =	1,426 SF=	0.03 AC	5%	5%
			94%	100%

EXISTING LAND USAGE

A. TOTAL ACREAGE =	26,725 SF =	0.61 AC		
B. BUILDING COVERAGE =	0 SF =	0.00 AC	0%	
C. TOTAL ASPHALT & WALKS =	22,580 SF =	0.52 AC	84%	
D. TOTAL IMPERVIOUS =	22,580 SF =	0.52 AC		84%
E. % WATER QUALITY IMPERVIOUS =			84%	
F. PERVIOUS AREA =	4,145 SF=	0.10 AC		16%
				100%

II. WATER QUALITY CRITERIA

A. COMPUTE FIRST INCH OF RUNOFF FROM TOTAL SITE

1"/12 Total Acreage = 0.01 AC-FT= 0.12 AC-IN

B. COMPUTE 2.5 TIMES THE % OF "WATER QUALITY" IMPERVIOUS

2.5" x % Imperv. = 0.02 AC-FT= 0.21 AC-IN

NOTE: Water Quality excludes building area which will be directly connected to drainage well.

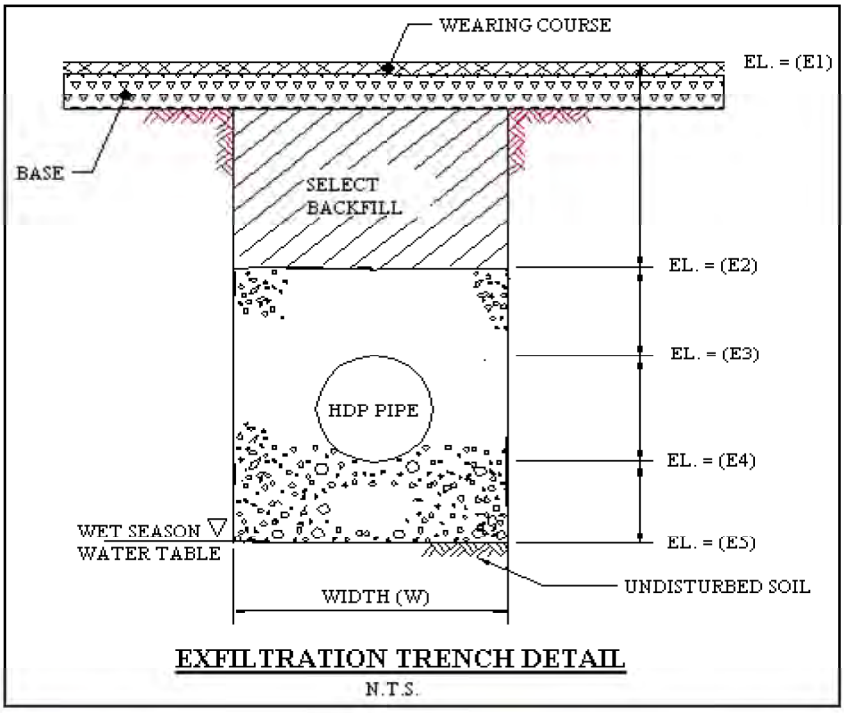
Flynn Engineering Services, P.A.
241 Commercial Blvd.
Lauderdale By The Sea, FL 33308
(954) 522-1004

Prepared: 12/12/2024

FLYNN ENGINEERING

315 NE 3RD AVE

FES Project No. 24-1831.00



EXFILTRATION TRENCH DETAIL

N.T.S.

E1 =	4.00	ft. NAVD	k_1 =	1.00E-04	cfs / ft² - ft. head (Hydraulic Conductivity)
E2 =	4.00	ft. NAVD	k_2 =	1.20E-04	cfs / ft² - ft. head (Hydraulic Conductivity)
E3 =	3.00	ft. NAVD	K = $(k_1 + k_2)/2$	= 1.10E-04	cfs / ft² - ft. head
E4 =	2.00	ft. NAVD			
E5 =	0.00	ft. NAVD			
Water Table =	3.00	ft. NAVD			
Width (W) =	5.00	ft.			

L =	110	lineal feet of trench provided	
K =	1.10E-04	cfs / ft² - ft. head (Hydraulic Conductivity)	
D_U =	1.00	ft. (Non-Saturated Trench Depth)	D_U = E2 - (The Shallower of Water Table or E5)
D_S =	3.00	ft. (Saturated Trench Depth)	D_S = (The Shallower of Water Table or E5) - E5
H_2 =	1.00	ft. (Depth to water table)	H_2 = E1 - (The Shallower of Water Table or E5)
W =	5.00	ft. (Width of Trench)	
V_{wq} =	0.21	ac-in (Volume to be treated for water quality)	
%WQ =	0.50		
FS =	2.00		

$$L_{wq} = \frac{FS[(\%WQ)(V_{wq})]}{K(H_2W + 2H_2D_U - D_U^2 + 2H_2D_S) + (0.000139)WD_U} = \frac{0.21}{0.0013 + 0.0007} = 104 \text{ LF}$$

L_{wq} = 104 lineal feet of trench required for water quality

Flynn Engineering Services, P.A.
241 Commercial Boulevard
Lauderdale By The Sea, FL 33308
(954) 522-1004

Prepared: 12/12/2024

Flynn Engineering
Civil Engineering Services
Ft. Lauderdale, FL; (954) 522-1004

Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Client :
Job Number : 24-1831.00
Design Engineer : JAB

Project Location : FT LAUDERDALE, FL

Section / Township (S)/ Range (E): 03/50/42 Plat Book / Page: B/146 City: FT. LAUD County: BROWA State: Florida

Project Description : Existing site.

PRE CONDITION

*All elevations referenced are in NAVD

Total Project Acreage : 0.610 Acres
Total Drainage Basin(with offsite): 0.610 Acres

Federal Insurance Rate Map Information : Map No. 12011C0: Date: 7-31-24 Zone: AE Elev. 6.00 NAVD
Hydrogeologic Information :

RAINFALL DATA from SFWMD Tech. Pub. 81-3 May, 1981	1 Day Storm Event Rainfall Inches	1 Day Storm Event Runoff Inches	1 Day Storm Event Runoff Ac-Ft	3 Day Storm Event Rainfall Inches	3 Day Storm Event Runoff Inches	3 Day Storm Event Runoff Ac-Ft	Less Trench Ac-Ft
100 Year Return Period	13.25	12.85	0.67	18.01	17.61	0.92	0.92
25 Year Return Period	10.70	10.30	0.54	14.54	14.14	0.74	0.74
10 Year Return Period	8.50	8.11	0.43	11.55	11.15	0.59	0.59
5 Year Return Period							
3 Year Return Period							

For Runoff estimation use USDA SCS formula
Runoff (in.) $Q = \frac{(P-0.2S)^2}{P+0.8S}$
Where: P = accumulated rainfall (in.)
S = Soil Storage Value

SUMMARY OF FLOOD ROUTING	Broward County maps	Calculated 1 Day Storm Event Peak Stage	Calculated 1 Day Storm Event Peak Discharge	Calculated 3 Day Storm Event Peak Stage	Calculated 3 Day Storm Event Peak Discharge
100 Year Return Period	5.50	5.96	0.00	6.35	0.00
25 Year Return Period		5.74	0.00	6.06	0.00
10 Year Return Period	4.50	5.56	0.00		
5 Year Return Period		1.50	0.00		
3 Year Return Period		1.50	0.00		

Water Table Elevation (ft)= 3.00

Compacted Ground storage table

Depth to water table (Ft)	1.00	2.00	3.00	4.00
Ground storage(In)	0.45	1.88	4.05	6.75

Mean depth to ground water table (ft)= 2.00 (Pervious Area)
Soil Storage (S) Value = 0.34
Soil Storage Value (S) = Storage under pervious area / Total Area
Soil Storage under pavement and bldgs. is not considered, per SFWMD.
Time of Conc. (hr.) = 0.25

Water Quality Storage Requirements :

Based on Total Drainage Basin Acreage(with offsite)	Ac-Ft
1" x Area	0.05
2.5" X % Imp. X Area (less bldg. & water,For water quality)	0.10
2.5" X % Imp. X Area (Total site less water areas)	0.10
.5" X Area (Pretreatment - Commercial projects Only)	0.03

Based on Project Drainage Acreage(NO offsite)	Ac-Ft
1" x Area	0.05
2.5" X % Imp. X Area (less bldg. & water,For water quality)	0.10
2.5" X % Imp. X Area (Total site less water areas)	0.10
.5" X Area (Pretreatment - Commercial projects Only)	0.03

STORAGE SOURCE	Basin Storage (Ac-Ft)	Equivalent Wet Detention (Ac-Ft)	Project Storage (Ac-Ft)	Equivalent Wet Detention (Ac-Ft)
Retention				
Dry Detention				
Wet Detention				
Total Less Trench	0.00	0.00	0.00	0.00
Exfiltration Trench	0	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00

Storage from ___ to ___

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Table 1 - Site Acreage Information

		Input Information											
	LAND USES	Acres	High Elev.	Low Elev.	% Imperv. Paved	% Bldgs.	% Water	Imperv. Paved Acres	Perv. Acres	Bldgs. Acres	Non Bldgs. Acres	Water Lake Acres	Perv. Area Avg. El.
1	BUILDINGS	0.00	6.00	6.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.52	5.33	4.40	100.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00	0.00
3	LANDSCAPE	0.11	5.30	4.70	0.00	0.00	0.00	0.00	0.11	0.00	0.11	0.00	5.00
4													
5													
6													
7													
8													
9													
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19													
20													
21													
22													
23													
24													
25													
26													
27													
28													
	PROJECT TOTALS / AVERAGE	0.63	6.00	4.40	82.54	0.00	0.00	0.52	0.11	0.00	0.63	0.00	0.00
	OFFSITE AREAS IN THIS BASIN												
29	NONE	0.000	10.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
	OFFSITE TOTALS / AVERAGE	0.00	10.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	EXFILTRATION TRENCH												
	BASIN TOTALS / AVERAGE	0.63	10.00	1.50	82.54	0.00	0.00	0.52	0.11	0.00	0.63	0.00	5.00

Basin % Imper. for Water Quality Purposes = 82.54
Drainage Basin % Impervious (incl. Bldg., No lakes)= 85.25

Project % Imper. for Water Quality Purposes = 82.54
Project % Impervious (incl. Bldg., No lakes)= 85.25

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Table 2 - Stage - Storage Information

	LAND USES	Surface storage (Ac-Ft)											
		Elev. 1.50	Elev. 4.00	Elev. 4.50	Elev. 5.00	Elev. 5.50	Elev. 6.00	Elev. 6.50	Elev. 7.00	Elev. 7.50	Elev. 8.00	Elev. 8.50	Elev. 9.00
1	BUILDINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.00	0.00	0.00	0.10	0.33	0.59	0.85	1.11	1.37	1.63	1.89	2.15
3	LANDSCAPE	0.00	0.00	0.00	0.01	0.06	0.11	0.17	0.22	0.28	0.33	0.39	0.44
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
21													
22													
23													
24													
25													
26													
27													
28													
	PROJECT TOTALS / AVERAGE	0.00	0.00	0.00	0.11	0.39	0.70	1.02	1.33	1.65	1.96	2.28	2.59
	OFFSITE AREAS IN THIS BASIN												
29	NONE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
	OFFSITE TOTALS / AVERAGE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	EXFILTRATION TRENCH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	0.00	0.00	0.00	0.11	0.39	0.70	1.02	1.33	1.65	1.96	2.28	2.59

Drainage Basin: Recieving Water Body: Runoff Formula: Q=[(72/

SFWMD allowable discharge: 2.32 CFS Project Acreage: 0.63

Q=Allowable runoff (CFS)

A=Drainage Area (Square Miles)

Table 3 - Stage / Discharge Data	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.
Stage (feet)	1.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00
Discharge (Cfs)												

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Table 4 - Soil Storage Information

	LAND USES	Depth to Water Table	Ground Storage Under Pervious	
			Inches	Ac-Ft
1	BUILDINGS	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.00	0.00	0.00
3	LANDSCAPE	2.00	1.88	0.02
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
	PROJECT TOTALS / AVERAGE		1.88	0.02
	OFFSITE AREAS IN THIS BASIN			
29	NONE	0.00	0.00	0.00
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
	OFFSITE TOTALS / AVERAGE		0.00	0.00
42				
	TOTAL/AVERAGE		1.88	0.02

Soil Storage Value (S) = Storage under pervious area / Total Area S= 0.34
Soil Storage under pavement and buildings is not considered in computations

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
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Exfiltration Trench Design Information :

Hydraulic Conductivity Determination :

FALLING HEAD OPEN HOLE	Test 1	Test 2	Test 3	Test 4
Diameter of test hole (Ft)				
Height of water @ T1 (Ft)				
Height of water @ T2 (Ft)				
Saturated hole depth (Ft)				
Time , T2 - T1 (Sec)				
Hydraulic conductivity (Cfs/Ft^2)				

Avg.

USUAL OPEN HOLE	Test 1	Test 2	Test 3	Test 4
Diameter of test hole (Ft)				
Depth to water table (Ft)				
Saturated hole depth (Ft)				
Stabilized flow rate (Gpm)				
Hydraulic conductivity (Cfs/Ft^2)				

Avg.

Exfiltration Trench Information :

INPUT INFORMATION		
Depth To Top Of Trench (Ft)		
Trench Width (Ft)		
Trench Height (Ft)		
Low Pavement Elevation		
Avg. Hydraulic Conductivity (Cfs/Ft^2)		

Saturated Trench Depth	
Non-Saturated Trench Depth	
Volume Required (Ac-Ft)	
Depth To Water Table or Trench Bottom (Ft)	

Length Required (Ft)		
Length Provided (Ft)		

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Table 5 - Stage - Discharge Information — 100 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
4.00	0.02	0.32	0.11	0.02	0.03	0.01	0.00	0.01	4.51	0.00	0.00	0.00
8.00	0.05	0.65	0.37	0.06	0.04	0.02	0.00	0.02	4.57	0.00	0.00	0.00
12.00	0.07	0.97	0.65	0.06	0.05	0.03	0.00	0.03	4.64	0.00	0.00	0.00
16.00	0.10	1.29	0.95	0.03	0.05	0.05	0.00	0.05	4.72	0.00	0.00	0.00
20.00	0.12	1.62	1.27	0.07	0.05	0.07	0.00	0.07	4.80	0.00	0.00	0.00
24.00	0.15	1.93	1.58	0.07	0.05	0.08	0.00	0.08	4.87	0.00	0.00	0.00
28.00	0.18	2.41	2.05	0.10	0.08	0.11	0.00	0.11	4.98	0.00	0.00	0.00
32.00	0.22	2.88	2.50	0.07	0.07	0.13	0.00	0.13	5.04	0.00	0.00	0.00
36.00	0.25	3.34	2.96	0.07	0.07	0.15	0.00	0.15	5.08	0.00	0.00	0.00
40.00	0.29	3.82	3.44	0.07	0.07	0.18	0.00	0.18	5.13	0.00	0.00	0.00
44.00	0.32	4.29	3.91	0.10	0.08	0.20	0.00	0.20	5.17	0.00	0.00	0.00
48.00	0.36	4.76	4.37	0.07	0.07	0.23	0.00	0.23	5.22	0.00	0.00	0.00
52.00	0.40	5.35	4.97	0.13	0.11	0.26	0.00	0.26	5.27	0.00	0.00	0.00
56.00	0.50	6.57	6.18	0.27	0.25	0.32	0.00	0.32	5.38	0.00	0.00	0.00
58.00	0.57	7.58	7.19	0.37	0.36	0.37	0.00	0.37	5.47	0.00	0.00	0.00
59.00	0.63	8.32	7.93	0.54	0.51	0.41	0.00	0.41	5.53	0.00	0.00	0.00
59.50	0.68	8.98	8.59	0.84	0.77	0.43	0.00	0.43	5.58	0.00	0.00	0.00
59.75	0.85	11.22	10.83	5.68	2.43	0.48	0.00	0.48	5.66	0.00	0.00	0.00
60.00	1.02	13.45	13.05	5.65	4.59	0.58	0.00	0.58	5.81	0.00	0.00	0.00
60.50	1.09	14.42	14.02	1.21	2.10	0.70	0.00	0.70	6.00	0.00	0.00	0.00
61.00	1.13	14.92	14.52	0.64	0.86	0.75	0.00	0.75	6.07	0.00	0.00	0.00
62.00	1.18	15.60	15.20	0.37	0.41	0.79	0.00	0.79	6.14	0.00	0.00	0.00
64.00	1.24	16.42	16.02	0.24	0.25	0.84	0.00	0.84	6.22	0.00	0.00	0.00
68.00	1.31	17.37	16.97	0.13	0.15	0.89	0.00	0.89	6.30	0.00	0.00	0.00
72.00	1.36	18.01	17.61	0.10	0.10	0.92	0.00	0.92	6.35	0.00	0.00	0.00
				Peak stage		6.35	At hour	72.00				
				Peak discharge		0.00	At hour	0.00				

Table 6 - Stage - Discharge Information — 25 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
4.00	0.02	0.26	0.07	0.02	0.02	0.00	0.00	0.00	4.50	0.00	0.00	0.00
8.00	0.05	0.52	0.26	0.04	0.03	0.01	0.00	0.01	4.55	0.00	0.00	0.00
12.00	0.07	0.78	0.48	0.05	0.04	0.02	0.00	0.02	4.60	0.00	0.00	0.00
16.00	0.10	1.04	0.72	0.03	0.04	0.04	0.00	0.04	4.66	0.00	0.00	0.00
20.00	0.12	1.31	0.97	0.05	0.04	0.05	0.00	0.05	4.72	0.00	0.00	0.00
24.00	0.15	1.56	1.22	0.05	0.04	0.06	0.00	0.06	4.78	0.00	0.00	0.00
28.00	0.18	1.95	1.59	0.08	0.06	0.08	0.00	0.08	4.87	0.00	0.00	0.00
32.00	0.22	2.32	1.96	0.05	0.06	0.10	0.00	0.10	4.97	0.00	0.00	0.00
36.00	0.25	2.70	2.33	0.05	0.05	0.12	0.00	0.12	5.02	0.00	0.00	0.00
40.00	0.29	3.08	2.71	0.05	0.06	0.14	0.00	0.14	5.06	0.00	0.00	0.00
44.00	0.32	3.47	3.09	0.08	0.06	0.16	0.00	0.16	5.09	0.00	0.00	0.00
48.00	0.36	3.84	3.46	0.05	0.06	0.18	0.00	0.18	5.13	0.00	0.00	0.00
52.00	0.40	4.32	3.94	0.11	0.09	0.20	0.00	0.20	5.17	0.00	0.00	0.00
56.00	0.50	5.31	4.92	0.22	0.20	0.25	0.00	0.25	5.26	0.00	0.00	0.00
58.00	0.57	6.12	5.73	0.30	0.29	0.29	0.00	0.29	5.34	0.00	0.00	0.00
59.00	0.63	6.72	6.33	0.43	0.41	0.32	0.00	0.32	5.39	0.00	0.00	0.00
59.50	0.68	7.25	6.86	0.68	0.62	0.35	0.00	0.35	5.43	0.00	0.00	0.00
59.75	0.85	9.06	8.67	4.59	1.96	0.39	0.00	0.39	5.50	0.00	0.00	0.00
60.00	1.02	10.86	10.46	4.56	3.70	0.46	0.00	0.46	5.62	0.00	0.00	0.00
60.50	1.09	11.64	11.24	0.98	1.69	0.56	0.00	0.56	5.78	0.00	0.00	0.00
61.00	1.13	12.05	11.65	0.52	0.70	0.60	0.00	0.60	5.84	0.00	0.00	0.00
62.00	1.18	12.59	12.20	0.30	0.33	0.63	0.00	0.63	5.89	0.00	0.00	0.00
64.00	1.24	13.26	12.86	0.19	0.20	0.67	0.00	0.67	5.95	0.00	0.00	0.00
68.00	1.31	14.03	13.63	0.11	0.12	0.71	0.00	0.71	6.02	0.00	0.00	0.00
72.00	1.36	14.54	14.14	0.08	0.08	0.74	0.00	0.74	6.06	0.00	0.00	0.00
				Peak stage		6.06	At hour	72.00				
				Peak discharge		0.00	At hour	0.00				

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
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Table 7 - Stage - Discharge Information — 10 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
4.00	0.02	0.20	0.04	0.01	0.01	0.00	0.00	0.00	4.32	0.00	0.00	0.00
8.00	0.05	0.42	0.18	0.03	0.02	0.01	0.00	0.01	4.53	0.00	0.00	0.00
12.00	0.07	0.62	0.34	0.04	0.03	0.02	0.00	0.02	4.57	0.00	0.00	0.00
16.00	0.10	0.82	0.52	0.02	0.03	0.03	0.00	0.03	4.61	0.00	0.00	0.00
20.00	0.12	1.04	0.72	0.04	0.03	0.04	0.00	0.04	4.66	0.00	0.00	0.00
24.00	0.15	1.24	0.91	0.04	0.03	0.05	0.00	0.05	4.71	0.00	0.00	0.00
28.00	0.18	1.55	1.20	0.06	0.05	0.06	0.00	0.06	4.78	0.00	0.00	0.00
32.00	0.22	1.84	1.49	0.04	0.05	0.08	0.00	0.08	4.85	0.00	0.00	0.00
36.00	0.25	2.14	1.78	0.04	0.04	0.09	0.00	0.09	4.92	0.00	0.00	0.00
40.00	0.29	2.45	2.08	0.04	0.05	0.11	0.00	0.11	5.00	0.00	0.00	0.00
44.00	0.32	2.75	2.39	0.06	0.05	0.12	0.00	0.12	5.03	0.00	0.00	0.00
48.00	0.36	3.05	2.68	0.04	0.05	0.14	0.00	0.14	5.06	0.00	0.00	0.00
52.00	0.40	3.43	3.06	0.09	0.07	0.16	0.00	0.16	5.09	0.00	0.00	0.00
56.00	0.50	4.22	3.83	0.17	0.16	0.20	0.00	0.20	5.16	0.00	0.00	0.00
58.00	0.57	4.86	4.48	0.24	0.23	0.23	0.00	0.23	5.22	0.00	0.00	0.00
59.00	0.63	5.34	4.95	0.34	0.32	0.25	0.00	0.25	5.26	0.00	0.00	0.00
59.50	0.68	5.76	5.38	0.54	0.49	0.27	0.00	0.27	5.29	0.00	0.00	0.00
59.75	0.85	7.20	6.81	3.64	1.56	0.30	0.00	0.30	5.35	0.00	0.00	0.00
60.00	1.02	8.63	8.23	3.62	2.94	0.36	0.00	0.36	5.46	0.00	0.00	0.00
60.50	1.09	9.25	8.85	0.78	1.34	0.44	0.00	0.44	5.59	0.00	0.00	0.00
61.00	1.13	9.57	9.18	0.41	0.55	0.47	0.00	0.47	5.64	0.00	0.00	0.00
62.00	1.18	10.00	9.61	0.24	0.27	0.50	0.00	0.50	5.68	0.00	0.00	0.00
64.00	1.24	10.53	10.14	0.15	0.16	0.53	0.00	0.53	5.73	0.00	0.00	0.00
68.00	1.31	11.14	10.75	0.09	0.10	0.56	0.00	0.56	5.78	0.00	0.00	0.00
72.00	1.36	11.55	11.15	0.06	0.06	0.58	0.00	0.58	5.82	0.00	0.00	0.00
				Peak stage		5.82	At hour	72.00				
				Peak discharge		0.00	At hour	0.00				

Table 8 - Stage - Discharge Information — 5 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
4.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
8.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
12.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
16.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
20.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
24.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
28.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
32.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
36.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
40.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
44.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
48.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
52.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
56.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
58.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.50	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.75	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
60.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
60.50	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
61.00	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
62.00	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
64.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
68.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
72.00	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
				Peak stage		1.50	At hour	0.00				
				Peak discharge		0.00	At hour	0.00				

Flynn Engineering
Civil Engineering Services
Ft. Lauderdale, FL; (954) 522-1004

Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Table 9 - Stage - Discharge Information 3 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
4.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
8.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
12.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
16.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
20.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
24.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
28.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
32.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
36.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
40.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
44.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
48.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
52.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
56.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
58.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.50	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
59.75	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
60.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
60.50	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
61.00	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
62.00	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
64.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
68.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00
72.00	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.00	0.00	0.00

Peak stage	1.50	At hour	0.00
Peak discharge	0.00	At hour	0.00

Flynn Engineering
Civil Engineering Services
Ft. Lauderdale, FL; (954) 522-1004

Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Client :
Job Number : 24-1831.00
Design Engineer : JAB

Project Location : FT LAUDERDALE, FL

Section / Township (S)/ Range (E): 03/50/42 Plat Book / Page: B/146 City: FT. LAUD County: BROWA State: Florida

Project Description : Proposed development site.

POST CONDITION

*All elevations referenced are in NAVD

Total Project Acreage : 0.610 Acres
Total Drainage Basin(with offsite): 0.610 Acres

Federal Insurance Rate Map Information : Map No. 12011C0: Date: 7-31-24 Zone: AE Elev. 6.00 NAVD
Hydrogeologic Information :

RAINFALL DATA from SFWMD Tech. Pub. 81-3 May, 1981	1 Day Storm Event Rainfall Inches	1 Day Storm Event Runoff Inches	1 Day Storm Event Runoff Ac-Ft	3 Day Storm Event Rainfall Inches	3 Day Storm Event Runoff Inches	3 Day Storm Event Runoff Ac-Ft	Less Trench Ac-Ft
100 Year Return Period	13.25	13.18	0.74	18.01	17.94	1.00	0.98
25 Year Return Period	10.70	10.63	0.59	11.00	10.93	0.61	0.59
10 Year Return Period	8.50	8.43	0.47	11.55	11.48	0.64	0.62
5 Year Return Period							
3 Year Return Period							

For Runoff estimation use USDA SCS formula
Runoff (in.) $Q = \frac{(P-0.2S)^2}{P+0.8S}$
Where: P = accumulated rainfall (in.)
S = Soil Storage Value

SUMMARY OF FLOOD ROUTING	Broward County maps	Calculated 1 Day Storm Event Peak Stage	Calculated 1 Day Storm Event Peak Discharge	Calculated 3 Day Storm Event Peak Stage	Calculated 3 Day Storm Event Peak Discharge
100 Year Return Period	7.50	10.24	0.00	10.50	0.00
25 Year Return Period		9.15	0.00	9.28	0.00
10 Year Return Period		7.84	0.00		
5 Year Return Period		3.00	0.00		
3 Year Return Period		3.00	0.00		

Water Table Elevation (ft)= 3.00

Compacted Ground storage table

Depth to water table (Ft)	1.00	2.00	3.00	4.00
Ground storage(In)	0.45	1.88	4.05	6.75

Mean depth to ground water table (ft)= 1.50 (Pervious Area)
Soil Storage (S) Value = 0.06
Soil Storage Value (S) = Storage under pervious area / Total Area
Soil Storage under pavement and bldgs. is not considered, per SFWMD.
Time of Conc. (hr.) = 0.25

Water Quality Storage Requirements :

Based on Total Drainage Basin Acreage(with offsite)	Ac-Ft
1" x Area	0.05
2.5" X % Imp. X Area (less bldg. & water,For water quality)	0.10
2.5" X % Imp. X Area (Total site less water areas)	0.12
.5" X Area (Pretreatment - Commercial projects Only)	0.03

Based on Project Drainage Acreage(NO offsite)	Ac-Ft
1" x Area	0.05
2.5" X % Imp. X Area (less bldg. & water,For water quality)	0.10
2.5" X % Imp. X Area (Total site less water areas)	0.12
.5" X Area (Pretreatment - Commercial projects Only)	0.03

STORAGE SOURCE	Basin Storage (Ac-Ft)	Equivalent Wet Detention (Ac-Ft)	Project Storage (Ac-Ft)	Equivalent Wet Detention (Ac-Ft)
Retention				
Dry Detention				
Wet Detention				
Total Less Trench	0.00	0.00	0.00	0.00
Exfiltration Trench	0.02	0.02	0.00	0.00
Total	0.02	0.02	0.00	0.00

Storage from ___ to ___

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Table 1 - Site Acreage Information

		Input Information											
	LAND USES	Acres	High Elev.	Low Elev.	% Imperv. Paved	% Bldgs.	% Water	Imperv. Paved Acres	Perv. Acres	Bldgs. Acres	Non Bldgs. Acres	Water Lake Acres	Perv. Area Avg. El.
1	BUILDINGS	0.54	7.40	7.40	0.00	100.00	0.00	0.00	0.00	0.54	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.07	5.50	4.00	100.00	0.00	0.00	0.07	0.00	0.00	0.07	0.00	0.00
3	GREEN AREA	0.03	5.00	4.00	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	4.50
4	SERVICE AREA	0.03	5.00	5.00	100.00	0.00	0.00	0.03	0.00	0.00	0.03	0.00	0.00
5													
6													
7													
8													
9													
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19													
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21													
22													
23													
24													
25													
26													
27													
28													
	PROJECT TOTALS/ AVERAGE	0.67	7.40	4.00	14.93	80.60	0.00	0.10	0.03	0.54	0.13	0.00	0.00
	OFFSITE AREAS IN THIS BASIN												
29	NONE	0.000	10.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
	OFFSITE TOTALS/ AVERAGE	0.00	10.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	EXFILTRATION TRENCH												
	BASIN TOTALS/ AVERAGE	0.67	10.00	3.00	14.93	80.60	0.00	0.10	0.03	0.54	0.13	0.00	4.50

Basin % Imper. for Water Quality Purposes = 76.92
Drainage Basin % Impervious (incl. Bldg., No lakes)= 104.92

Project % Imper. for Water Quality Purposes = 76.92
Project % Impervious (incl. Bldg., No lakes)= 104.92

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Table 2 - Stage - Storage Information

	LAND USES	Surface storage (Ac-Ft)											
		Elev. 3.00	Elev. 5.50	Elev. 6.00	Elev. 6.50	Elev. 7.00	Elev. 7.50	Elev. 8.00	Elev. 8.50	Elev. 9.00	Elev. 9.50	Elev. 10.00	Elev. 10.50
1	BUILDINGS	0.00	0.00	0.00	0.00	0.00	0.05	0.32	0.00	0.00	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.00	0.05	0.09	0.12	0.16	0.19	0.23	0.26	0.30	0.33	0.37	0.40
3	GREEN AREA	0.00	0.03	0.05	0.06	0.08	0.09	0.11	0.12	0.14	0.15	0.17	0.18
4	SERVICE AREA	0.00	0.02	0.03	0.05	0.06	0.08	0.09	0.11	0.12	0.14	0.15	0.17
5													
6													
7													
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19													
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23													
24													
25													
26													
27													
28													
	PROJECT TOTALS / AVERAGE	0.00	0.10	0.16	0.23	0.29	0.41	0.75	0.49	0.55	0.62	0.68	0.75
	OFFSITE AREAS IN THIS BASIN												
29	NONE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
	OFFSITE TOTALS / AVERAGE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	EXFILTRATION TRENCH	0.00	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
	TOTAL	0.00	0.12	0.18	0.25	0.31	0.43	0.77	0.51	0.57	0.64	0.70	0.77

Drainage Basin: Recieving Water Body: Runoff Formula: Q=[(72/

SFWMD allowable discharge: 2.39 CFS Project Acreage: 0.67

Q=Allowable runoff (CFS)

A=Drainage Area (Square Miles)

Table 3 - Stage / Discharge Data	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.	Elev.
Stage (feet)	3.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.00	10.50
Discharge (Cfs)												

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
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Table 4 - Soil Storage Information

	LAND USES	Depth to Water Table	Ground Storage Under Pervious	
			Inches	Ac-Ft
1	BUILDINGS	0.00	0.00	0.00
2	PAVEMENT/WALKS	0.00	0.00	0.00
3	GREEN AREA	1.50	1.17	0.00
4	SERVICE AREA	0.00	0.00	0.00
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
	PROJECT TOTALS / AVERAGE		1.17	0.00
	OFFSITE AREAS IN THIS BASIN			
29	NONE	0.00	0.00	0.00
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
	OFFSITE TOTALS / AVERAGE		0.00	0.00
42				
	TOTAL/AVERAGE		1.17	0.00

Soil Storage Value (S) = Storage under pervious area / Total Area S= 0.06

Soil Storage under pavement and buildings is not considered in computations

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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Exfiltration Trench Design Information :

Hydraulic Conductivity Determination :

FALLING HEAD OPEN HOLE	Test 1	Test 2	Test 3	Test 4
Diameter of test hole (Ft)				
Height of water @ T1 (Ft)				
Height of water @ T2 (Ft)				
Saturated hole depth (Ft)				
Time , T2 - T1 (Sec)				
Hydraulic conductivity (Cfs/Ft^2)				

Avg.

USUAL OPEN HOLE	Test 1	Test 2	Test 3	Test 4
Diameter of test hole (Ft)				
Depth to water table (Ft)				
Saturated hole depth (Ft)				
Stabilized flow rate (Gpm)				
Hydraulic conductivity (Cfs/Ft^2)				

Avg.

Exfiltration Trench Information :

INPUT INFORMATION		
Depth To Top Of Trench (Ft)		
Trench Width (Ft)		
Trench Height (Ft)		
Low Pavement Elevation		
Avg. Hydraulic Conductivity (Cfs/Ft^2)		

Saturated Trench Depth	
Non-Saturated Trench Depth	
Volume Required (Ac-Ft)	
Depth To Water Table or Trench Bottom (Ft)	

Length Required (Ft)		
Length Provided (Ft)		

Flynn Engineering
Civil Engineering Services
Ft. Lauderdale, FL; (954) 522-1004

Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Table 5 - Stage - Discharge Information — 100 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
4.00	0.02	0.32	0.26	0.03	0.05	0.01	0.00	0.01	3.29	0.00	0.00	0.00
8.00	0.05	0.65	0.59	0.07	0.05	0.03	0.00	0.03	3.67	0.00	0.00	0.00
12.00	0.07	0.97	0.90	0.07	0.05	0.05	0.00	0.05	4.04	0.00	0.00	0.00
16.00	0.10	1.29	1.22	0.04	0.05	0.07	0.00	0.07	4.10	0.00	0.00	0.00
20.00	0.12	1.62	1.55	0.07	0.05	0.09	0.00	0.09	4.40	0.00	0.00	0.00
24.00	0.15	1.93	1.87	0.07	0.05	0.10	0.00	0.10	4.69	0.00	0.00	0.00
28.00	0.18	2.41	2.34	0.11	0.08	0.13	0.00	0.13	5.59	0.00	0.00	0.00
32.00	0.22	2.88	2.81	0.07	0.08	0.16	0.00	0.16	5.79	0.00	0.00	0.00
36.00	0.25	3.34	3.27	0.07	0.07	0.18	0.00	0.18	5.99	0.00	0.00	0.00
40.00	0.29	3.82	3.75	0.07	0.08	0.21	0.00	0.21	6.19	0.00	0.00	0.00
44.00	0.32	4.29	4.23	0.11	0.08	0.23	0.00	0.23	6.40	0.00	0.00	0.00
48.00	0.36	4.76	4.69	0.07	0.08	0.26	0.00	0.26	6.60	0.00	0.00	0.00
52.00	0.40	5.35	5.28	0.14	0.12	0.29	0.00	0.29	6.84	0.00	0.00	0.00
56.00	0.50	6.57	6.50	0.29	0.26	0.36	0.00	0.36	7.19	0.00	0.00	0.00
58.00	0.57	7.58	7.51	0.39	0.38	0.41	0.00	0.41	7.42	0.00	0.00	0.00
59.00	0.63	8.32	8.25	0.57	0.54	0.45	0.00	0.45	7.66	0.00	0.00	0.00
59.50	0.68	8.98	8.92	0.90	0.82	0.48	0.00	0.48	7.93	0.00	0.00	0.00
59.75	0.85	11.22	11.15	6.05	2.59	0.53	0.00	0.53	8.41	0.00	0.00	0.00
60.00	1.02	13.45	13.38	6.02	4.88	0.63	0.00	0.63	9.48	0.00	0.00	0.00
60.50	1.09	14.42	14.35	1.29	2.23	0.76	0.00	0.76	10.48	0.00	0.00	0.00
61.00	1.13	14.92	14.85	0.68	0.92	0.81	0.00	0.81	10.50	0.00	0.00	0.00
62.00	1.18	15.60	15.53	0.39	0.44	0.86	0.00	0.86	10.50	0.00	0.00	0.00
64.00	1.24	16.42	16.35	0.25	0.27	0.91	0.00	0.91	10.50	0.00	0.00	0.00
68.00	1.31	17.37	17.30	0.14	0.16	0.96	0.00	0.96	10.50	0.00	0.00	0.00
72.00	1.36	18.01	17.94	0.11	0.11	1.00	0.00	1.00	10.50	0.00	0.00	0.00
				Peak stage		10.50	At hour	60.75				
				Peak discharge		0.00	At hour	0.00				

Table 6 - Stage - Discharge Information — 25 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
4.00	0.02	0.19	0.14	0.02	0.03	0.01	0.00	0.01	3.15	0.00	0.00	0.00
8.00	0.05	0.40	0.34	0.04	0.03	0.02	0.00	0.02	3.38	0.00	0.00	0.00
12.00	0.07	0.59	0.53	0.04	0.03	0.03	0.00	0.03	3.61	0.00	0.00	0.00
16.00	0.10	0.79	0.72	0.02	0.03	0.04	0.00	0.04	3.84	0.00	0.00	0.00
20.00	0.12	0.99	0.92	0.04	0.03	0.05	0.00	0.05	4.08	0.00	0.00	0.00
24.00	0.15	1.18	1.12	0.04	0.03	0.06	0.00	0.06	4.31	0.00	0.00	0.00
28.00	0.18	1.47	1.41	0.07	0.05	0.08	0.00	0.08	4.27	0.00	0.00	0.00
32.00	0.22	1.76	1.69	0.04	0.05	0.09	0.00	0.09	4.54	0.00	0.00	0.00
36.00	0.25	2.04	1.97	0.04	0.04	0.11	0.00	0.11	4.80	0.00	0.00	0.00
40.00	0.29	2.33	2.26	0.04	0.05	0.13	0.00	0.13	5.56	0.00	0.00	0.00
44.00	0.32	2.62	2.55	0.07	0.05	0.14	0.00	0.14	5.68	0.00	0.00	0.00
48.00	0.36	2.91	2.84	0.04	0.05	0.16	0.00	0.16	5.81	0.00	0.00	0.00
52.00	0.40	3.27	3.20	0.09	0.07	0.18	0.00	0.18	5.96	0.00	0.00	0.00
56.00	0.50	4.01	3.95	0.17	0.16	0.22	0.00	0.22	6.26	0.00	0.00	0.00
58.00	0.57	4.63	4.56	0.24	0.24	0.25	0.00	0.25	6.52	0.00	0.00	0.00
59.00	0.63	5.08	5.02	0.35	0.33	0.27	0.00	0.27	6.70	0.00	0.00	0.00
59.50	0.68	5.49	5.42	0.55	0.50	0.29	0.00	0.29	6.84	0.00	0.00	0.00
59.75	0.85	6.86	6.79	3.70	1.58	0.32	0.00	0.32	7.05	0.00	0.00	0.00
60.00	1.02	8.22	8.15	3.67	2.98	0.39	0.00	0.39	7.31	0.00	0.00	0.00
60.50	1.09	8.81	8.74	0.79	1.36	0.47	0.00	0.47	7.80	0.00	0.00	0.00
61.00	1.13	9.11	9.05	0.42	0.56	0.49	0.00	0.49	8.07	0.00	0.00	0.00
62.00	1.18	9.53	9.46	0.24	0.27	0.52	0.00	0.52	8.32	0.00	0.00	0.00
64.00	1.24	10.03	9.96	0.15	0.16	0.55	0.00	0.55	8.58	0.00	0.00	0.00
68.00	1.31	10.61	10.54	0.09	0.10	0.59	0.00	0.59	9.11	0.00	0.00	0.00
72.00	1.36	11.00	10.93	0.07	0.07	0.61	0.00	0.61	9.28	0.00	0.00	0.00
				Peak stage		9.28	At hour	72.00				
				Peak discharge		0.00	At hour	0.00				

Flynn Engineering
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Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE
Date: 12/12/24

Table 7 - Stage - Discharge Information — 10 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
4.00	0.02	0.20	0.15	0.02	0.03	0.01	0.00	0.01	3.16	0.00	0.00	0.00
8.00	0.05	0.42	0.35	0.05	0.03	0.02	0.00	0.02	3.40	0.00	0.00	0.00
12.00	0.07	0.62	0.56	0.05	0.03	0.03	0.00	0.03	3.64	0.00	0.00	0.00
16.00	0.10	0.82	0.76	0.02	0.03	0.04	0.00	0.04	3.89	0.00	0.00	0.00
20.00	0.12	1.04	0.97	0.05	0.03	0.05	0.00	0.05	4.14	0.00	0.00	0.00
24.00	0.15	1.24	1.17	0.05	0.03	0.06	0.00	0.06	4.38	0.00	0.00	0.00
28.00	0.18	1.55	1.48	0.07	0.05	0.08	0.00	0.08	4.34	0.00	0.00	0.00
32.00	0.22	1.84	1.78	0.05	0.05	0.10	0.00	0.10	4.62	0.00	0.00	0.00
36.00	0.25	2.14	2.07	0.05	0.05	0.11	0.00	0.11	4.89	0.00	0.00	0.00
40.00	0.29	2.45	2.38	0.05	0.05	0.13	0.00	0.13	5.61	0.00	0.00	0.00
44.00	0.32	2.75	2.69	0.07	0.05	0.15	0.00	0.15	5.74	0.00	0.00	0.00
48.00	0.36	3.05	2.98	0.05	0.05	0.17	0.00	0.17	5.87	0.00	0.00	0.00
52.00	0.40	3.43	3.37	0.09	0.08	0.19	0.00	0.19	6.03	0.00	0.00	0.00
56.00	0.50	4.22	4.15	0.18	0.17	0.23	0.00	0.23	6.35	0.00	0.00	0.00
58.00	0.57	4.86	4.79	0.25	0.25	0.26	0.00	0.26	6.62	0.00	0.00	0.00
59.00	0.63	5.34	5.27	0.37	0.35	0.29	0.00	0.29	6.80	0.00	0.00	0.00
59.50	0.68	5.76	5.69	0.57	0.53	0.31	0.00	0.31	6.95	0.00	0.00	0.00
59.75	0.85	7.20	7.13	3.88	1.66	0.34	0.00	0.34	7.12	0.00	0.00	0.00
60.00	1.02	8.63	8.56	3.86	3.13	0.41	0.00	0.41	7.39	0.00	0.00	0.00
60.50	1.09	9.25	9.18	0.83	1.43	0.49	0.00	0.49	8.02	0.00	0.00	0.00
61.00	1.13	9.57	9.50	0.44	0.59	0.52	0.00	0.52	8.29	0.00	0.00	0.00
62.00	1.18	10.00	9.94	0.25	0.28	0.55	0.00	0.55	8.55	0.00	0.00	0.00
64.00	1.24	10.53	10.46	0.16	0.17	0.58	0.00	0.58	9.06	0.00	0.00	0.00
68.00	1.31	11.14	11.08	0.09	0.10	0.62	0.00	0.62	9.34	0.00	0.00	0.00
72.00	1.36	11.55	11.48	0.07	0.07	0.64	0.00	0.64	9.52	0.00	0.00	0.00
				Peak stage		9.52	At hour	72.00				
				Peak discharge		0.00	At hour	0.00				

Table 8 - Stage - Discharge Information — 5 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
4.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
8.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
12.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
16.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
20.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
24.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
28.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
32.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
36.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
40.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
44.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
48.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
52.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
56.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
58.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.50	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.75	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
60.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
60.50	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
61.00	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
62.00	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
64.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
68.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
72.00	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
				Peak stage		3.00	At hour	0.00				
				Peak discharge		0.00	At hour	0.00				

Flynn Engineering
Civil Engineering Services
Ft. Lauderdale, FL; (954) 522-1004

Santa Barbara Urban Hydrograph Flood Routing, based on South Florida Water Management District Program
Project: 315 NE 3RD AVE

Date: 12/12/24

Table 9 - Stage - Discharge Information 3 - YEAR STORM EVENT

TIME STEP (HOUR)	Rain Fall Ratio	Rain C*P (In)	Q Scs (In)	Inst Q In (Cfs)	Sbuh Q (Cfs)	Tot Q In (Ac-Ft)	Sumq Out (Ac-Ft)	Stored Vol (Ac-Ft)	Stage Lk-Up (Feet)	Inst Q Lkup (Cfs)	Avg. Q Out (Cfs)	Step Qout (Ac-Ft)
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
4.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
8.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
12.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
16.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
20.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
24.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
28.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
32.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
36.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
40.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
44.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
48.00	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
52.00	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
56.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
58.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.50	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
59.75	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
60.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
60.50	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
61.00	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
62.00	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
64.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
68.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
72.00	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00
				Peak stage		3.00	At hour	0.00				
				Peak discharge		0.00	At hour	0.00				

Project Name: 315 NE 3 ST
Reviewer: SHG
Project Number: 24-1831.00
  Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0800 hr Duration: 80 hr
  Time Step: 0.2 hr, Iterations: 10

Basin 1: SITE

  Method: Santa Barbara Unit Hydrograph
  Rainfall Distribution: SFWMD - 3day
  Design Frequency: 25 year
  3 Day Rainfall: 14.5399 inches
  Area: 0.61 acres
  Ground Storage: 0.06 inches
  Time of Concentration: 0.25 hours
  Initial Stage: 3 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
3.00	0.00
4.50	0.03
5.00	0.05
5.50	0.10
6.00	0.16
6.50	0.21
7.00	0.27
7.50	0.32

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NGVD)
0.00	3.00
80.00	3.00

Structure: 1

  From Basin: SITE
  To Basin: Offsite1
  Structure Type: Pump
    On Elev = 5 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.07	0.02	0.00	0.00	3.04	3.00
2.00	0.13	0.03	0.00	0.00	3.16	3.00
3.00	0.20	0.04	0.00	0.00	3.31	3.00
4.00	0.26	0.04	0.00	0.00	3.47	3.00
5.00	0.33	0.04	0.00	0.00	3.63	3.00
6.00	0.39	0.04	0.00	0.00	3.79	3.00
7.00	0.46	0.04	0.00	0.00	3.95	3.00
8.00	0.52	0.04	0.00	0.00	4.11	3.00
9.00	0.59	0.04	0.00	0.00	4.28	3.00
10.00	0.65	0.04	0.00	0.00	4.44	3.00
11.00	0.72	0.04	0.00	0.00	4.55	3.00
12.00	0.78	0.04	0.00	0.00	4.63	3.00
13.00	0.85	0.04	0.00	0.00	4.72	3.00
14.00	0.91	0.04	0.00	0.00	4.80	3.00
15.00	0.98	0.04	0.00	0.00	4.88	3.00
16.00	1.04	0.04	0.00	0.00	4.96	3.00
17.00	1.11	0.04	0.00	0.00	5.02	3.00
18.00	1.17	0.04	0.00	0.00	5.05	3.00
19.00	1.24	0.04	0.00	0.00	5.08	3.00
20.00	1.30	0.04	0.00	0.02	4.74	3.00
21.00	1.37	0.04	0.00	0.02	4.82	3.00
22.00	1.43	0.04	0.00	0.02	4.91	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
23.00	1.50	0.04	0.00	0.02	4.99	3.00
24.00	1.56	0.04	0.00	0.02	5.03	3.00
25.00	1.66	0.06	0.00	0.02	5.07	3.00
26.00	1.75	0.06	0.00	0.04	4.75	3.00
27.00	1.85	0.06	0.00	0.04	4.87	3.00
28.00	1.94	0.06	0.00	0.04	4.99	3.00
29.00	2.04	0.06	0.00	0.04	5.04	3.00
30.00	2.13	0.06	0.00	0.04	5.09	3.00
31.00	2.23	0.06	0.00	0.07	4.80	3.00
32.00	2.32	0.06	0.00	0.07	4.92	3.00
33.00	2.42	0.06	0.00	0.07	5.02	3.00
34.00	2.51	0.06	0.00	0.07	5.06	3.00
35.00	2.61	0.06	1.34	0.09	5.00	3.00
36.00	2.70	0.06	0.00	0.09	4.85	3.00
37.00	2.80	0.06	0.00	0.09	4.97	3.00
38.00	2.89	0.06	0.00	0.09	5.04	3.00
39.00	2.99	0.06	0.00	0.09	5.09	3.00
40.00	3.08	0.06	0.00	0.11	4.78	3.00
41.00	3.18	0.06	0.00	0.11	4.90	3.00
42.00	3.27	0.06	0.00	0.11	5.01	3.00
43.00	3.37	0.06	0.00	0.11	5.06	3.00
44.00	3.46	0.06	0.00	0.11	5.11	3.00
45.00	3.56	0.06	0.00	0.13	4.83	3.00
46.00	3.65	0.06	0.00	0.13	4.95	3.00
47.00	3.75	0.06	0.00	0.13	5.03	3.00
48.00	3.84	0.06	0.00	0.13	5.08	3.00
49.00	3.95	0.07	0.00	0.15	4.77	3.00
50.00	4.05	0.07	0.00	0.15	4.91	3.00
51.00	4.18	0.08	0.00	0.15	5.03	3.00
52.00	4.32	0.09	0.00	0.15	5.09	3.00
53.00	4.50	0.12	0.00	0.18	4.90	3.00
54.00	4.73	0.14	0.00	0.18	5.07	3.00
55.00	5.00	0.17	0.00	0.20	4.94	3.00
56.00	5.31	0.20	1.34	0.22	5.02	3.00
57.00	5.67	0.23	0.00	0.22	5.08	3.00
58.00	6.12	0.29	0.00	0.24	5.08	3.00
59.00	6.72	0.41	1.34	0.29	5.03	3.00
60.00	10.86	3.88	1.34	0.35	5.68	3.00
61.00	12.05	0.62	1.34	0.46	5.85	3.00
62.00	12.59	0.32	1.34	0.57	5.16	3.00
63.00	12.94	0.20	0.00	0.60	5.03	3.00
64.00	13.26	0.20	0.00	0.62	4.92	3.00
65.00	13.45	0.12	0.00	0.62	5.08	3.00
66.00	13.64	0.12	0.00	0.64	4.90	3.00
67.00	13.83	0.12	0.00	0.64	5.06	3.00
68.00	14.03	0.12	0.00	0.66	4.84	3.00
69.00	14.15	0.08	0.00	0.66	5.01	3.00
70.00	14.28	0.08	0.00	0.66	5.08	3.00
71.00	14.41	0.08	0.00	0.69	4.80	3.00
72.00	14.54	0.08	0.00	0.69	4.96	3.00
73.00	14.54	0.00	0.00	0.69	5.00	3.00
74.00	14.54	0.00	0.00	0.69	5.00	3.00
75.00	14.54	0.00	0.00	0.69	5.00	3.00
76.00	14.54	0.00	0.00	0.69	5.00	3.00
77.00	14.54	0.00	0.00	0.69	5.00	3.00
78.00	14.54	0.00	0.00	0.69	5.00	3.00
79.00	14.54	0.00	0.00	0.69	5.00	3.00
80.00	14.54	0.00	0.00	0.69	5.00	3.00

Structure: 2

From Basin: SITE
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.07	0.02	0.00	0.00	3.04	3.00
2.00	0.13	0.03	0.00	0.00	3.16	3.00
3.00	0.20	0.04	0.00	0.00	3.31	3.00
4.00	0.26	0.04	0.00	0.00	3.47	3.00
5.00	0.33	0.04	0.00	0.00	3.63	3.00
6.00	0.39	0.04	0.00	0.00	3.79	3.00
7.00	0.46	0.04	0.00	0.00	3.95	3.00
8.00	0.52	0.04	0.00	0.00	4.11	3.00
9.00	0.59	0.04	0.00	0.00	4.28	3.00
10.00	0.65	0.04	0.00	0.00	4.44	3.00
11.00	0.72	0.04	0.00	0.00	4.55	3.00
12.00	0.78	0.04	0.00	0.00	4.63	3.00
13.00	0.85	0.04	0.00	0.00	4.72	3.00
14.00	0.91	0.04	0.00	0.00	4.80	3.00
15.00	0.98	0.04	0.00	0.00	4.88	3.00
16.00	1.04	0.04	0.00	0.00	4.96	3.00
17.00	1.11	0.04	0.00	0.00	5.02	3.00
18.00	1.17	0.04	0.00	0.00	5.05	3.00
19.00	1.24	0.04	0.00	0.00	5.08	3.00
20.00	1.30	0.04	0.00	0.00	4.74	3.00
21.00	1.37	0.04	0.00	0.00	4.82	3.00
22.00	1.43	0.04	0.00	0.00	4.91	3.00
23.00	1.50	0.04	0.00	0.00	4.99	3.00
24.00	1.56	0.04	0.00	0.00	5.03	3.00
25.00	1.66	0.06	0.00	0.00	5.07	3.00
26.00	1.75	0.06	0.00	0.00	4.75	3.00
27.00	1.85	0.06	0.00	0.00	4.87	3.00
28.00	1.94	0.06	0.00	0.00	4.99	3.00
29.00	2.04	0.06	0.00	0.00	5.04	3.00
30.00	2.13	0.06	0.00	0.00	5.09	3.00
31.00	2.23	0.06	0.00	0.00	4.80	3.00
32.00	2.32	0.06	0.00	0.00	4.92	3.00
33.00	2.42	0.06	0.00	0.00	5.02	3.00
34.00	2.51	0.06	0.00	0.00	5.06	3.00
35.00	2.61	0.06	0.00	0.00	5.00	3.00
36.00	2.70	0.06	0.00	0.00	4.85	3.00
37.00	2.80	0.06	0.00	0.00	4.97	3.00
38.00	2.89	0.06	0.00	0.00	5.04	3.00
39.00	2.99	0.06	0.00	0.00	5.09	3.00
40.00	3.08	0.06	0.00	0.00	4.78	3.00
41.00	3.18	0.06	0.00	0.00	4.90	3.00
42.00	3.27	0.06	0.00	0.00	5.01	3.00
43.00	3.37	0.06	0.00	0.00	5.06	3.00
44.00	3.46	0.06	0.00	0.00	5.11	3.00
45.00	3.56	0.06	0.00	0.00	4.83	3.00
46.00	3.65	0.06	0.00	0.00	4.95	3.00
47.00	3.75	0.06	0.00	0.00	5.03	3.00
48.00	3.84	0.06	0.00	0.00	5.08	3.00
49.00	3.95	0.07	0.00	0.00	4.77	3.00
50.00	4.05	0.07	0.00	0.00	4.91	3.00
51.00	4.18	0.08	0.00	0.00	5.03	3.00
52.00	4.32	0.09	0.00	0.00	5.09	3.00
53.00	4.50	0.12	0.00	0.00	4.90	3.00
54.00	4.73	0.14	0.00	0.00	5.07	3.00
55.00	5.00	0.17	0.00	0.00	4.94	3.00
56.00	5.31	0.20	0.00	0.00	5.02	3.00
57.00	5.67	0.23	0.00	0.00	5.08	3.00
58.00	6.12	0.29	0.00	0.00	5.08	3.00
59.00	6.72	0.41	0.00	0.00	5.03	3.00
60.00	10.86	3.88	0.00	0.00	5.68	3.00
61.00	12.05	0.62	0.00	0.00	5.85	3.00
62.00	12.59	0.32	0.00	0.00	5.16	3.00
63.00	12.94	0.20	0.00	0.00	5.03	3.00
64.00	13.26	0.20	0.00	0.00	4.92	3.00
65.00	13.45	0.12	0.00	0.00	5.08	3.00
66.00	13.64	0.12	0.00	0.00	4.90	3.00
67.00	13.83	0.12	0.00	0.00	5.06	3.00
68.00	14.03	0.12	0.00	0.00	4.84	3.00
69.00	14.15	0.08	0.00	0.00	5.01	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
70.00	14.28	0.08	0.00	0.00	5.08	3.00
71.00	14.41	0.08	0.00	0.00	4.80	3.00
72.00	14.54	0.08	0.00	0.00	4.96	3.00
73.00	14.54	0.00	0.00	0.00	5.00	3.00
74.00	14.54	0.00	0.00	0.00	5.00	3.00
75.00	14.54	0.00	0.00	0.00	5.00	3.00
76.00	14.54	0.00	0.00	0.00	5.00	3.00
77.00	14.54	0.00	0.00	0.00	5.00	3.00
78.00	14.54	0.00	0.00	0.00	5.00	3.00
79.00	14.54	0.00	0.00	0.00	5.00	3.00
80.00	14.54	0.00	0.00	0.00	5.00	3.00

Structure: 3

From Basin: SITE
To Basin: Offsite1
Structure Type: Pump
On Elev = 7 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.07	0.02	0.00	0.00	3.04	3.00
2.00	0.13	0.03	0.00	0.00	3.16	3.00
3.00	0.20	0.04	0.00	0.00	3.31	3.00
4.00	0.26	0.04	0.00	0.00	3.47	3.00
5.00	0.33	0.04	0.00	0.00	3.63	3.00
6.00	0.39	0.04	0.00	0.00	3.79	3.00
7.00	0.46	0.04	0.00	0.00	3.95	3.00
8.00	0.52	0.04	0.00	0.00	4.11	3.00
9.00	0.59	0.04	0.00	0.00	4.28	3.00
10.00	0.65	0.04	0.00	0.00	4.44	3.00
11.00	0.72	0.04	0.00	0.00	4.55	3.00
12.00	0.78	0.04	0.00	0.00	4.63	3.00
13.00	0.85	0.04	0.00	0.00	4.72	3.00
14.00	0.91	0.04	0.00	0.00	4.80	3.00
15.00	0.98	0.04	0.00	0.00	4.88	3.00
16.00	1.04	0.04	0.00	0.00	4.96	3.00
17.00	1.11	0.04	0.00	0.00	5.02	3.00
18.00	1.17	0.04	0.00	0.00	5.05	3.00
19.00	1.24	0.04	0.00	0.00	5.08	3.00
20.00	1.30	0.04	0.00	0.00	4.74	3.00
21.00	1.37	0.04	0.00	0.00	4.82	3.00
22.00	1.43	0.04	0.00	0.00	4.91	3.00
23.00	1.50	0.04	0.00	0.00	4.99	3.00
24.00	1.56	0.04	0.00	0.00	5.03	3.00
25.00	1.66	0.06	0.00	0.00	5.07	3.00
26.00	1.75	0.06	0.00	0.00	4.75	3.00
27.00	1.85	0.06	0.00	0.00	4.87	3.00
28.00	1.94	0.06	0.00	0.00	4.99	3.00
29.00	2.04	0.06	0.00	0.00	5.04	3.00
30.00	2.13	0.06	0.00	0.00	5.09	3.00
31.00	2.23	0.06	0.00	0.00	4.80	3.00
32.00	2.32	0.06	0.00	0.00	4.92	3.00
33.00	2.42	0.06	0.00	0.00	5.02	3.00
34.00	2.51	0.06	0.00	0.00	5.06	3.00
35.00	2.61	0.06	0.00	0.00	5.00	3.00
36.00	2.70	0.06	0.00	0.00	4.85	3.00
37.00	2.80	0.06	0.00	0.00	4.97	3.00
38.00	2.89	0.06	0.00	0.00	5.04	3.00
39.00	2.99	0.06	0.00	0.00	5.09	3.00
40.00	3.08	0.06	0.00	0.00	4.78	3.00
41.00	3.18	0.06	0.00	0.00	4.90	3.00
42.00	3.27	0.06	0.00	0.00	5.01	3.00
43.00	3.37	0.06	0.00	0.00	5.06	3.00
44.00	3.46	0.06	0.00	0.00	5.11	3.00
45.00	3.56	0.06	0.00	0.00	4.83	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
46.00	3.65	0.06	0.00	0.00	4.95	3.00
47.00	3.75	0.06	0.00	0.00	5.03	3.00
48.00	3.84	0.06	0.00	0.00	5.08	3.00
49.00	3.95	0.07	0.00	0.00	4.77	3.00
50.00	4.05	0.07	0.00	0.00	4.91	3.00
51.00	4.18	0.08	0.00	0.00	5.03	3.00
52.00	4.32	0.09	0.00	0.00	5.09	3.00
53.00	4.50	0.12	0.00	0.00	4.90	3.00
54.00	4.73	0.14	0.00	0.00	5.07	3.00
55.00	5.00	0.17	0.00	0.00	4.94	3.00
56.00	5.31	0.20	0.00	0.00	5.02	3.00
57.00	5.67	0.23	0.00	0.00	5.08	3.00
58.00	6.12	0.29	0.00	0.00	5.08	3.00
59.00	6.72	0.41	0.00	0.00	5.03	3.00
60.00	10.86	3.88	0.00	0.00	5.68	3.00
61.00	12.05	0.62	0.00	0.00	5.85	3.00
62.00	12.59	0.32	0.00	0.00	5.16	3.00
63.00	12.94	0.20	0.00	0.00	5.03	3.00
64.00	13.26	0.20	0.00	0.00	4.92	3.00
65.00	13.45	0.12	0.00	0.00	5.08	3.00
66.00	13.64	0.12	0.00	0.00	4.90	3.00
67.00	13.83	0.12	0.00	0.00	5.06	3.00
68.00	14.03	0.12	0.00	0.00	4.84	3.00
69.00	14.15	0.08	0.00	0.00	5.01	3.00
70.00	14.28	0.08	0.00	0.00	5.08	3.00
71.00	14.41	0.08	0.00	0.00	4.80	3.00
72.00	14.54	0.08	0.00	0.00	4.96	3.00
73.00	14.54	0.00	0.00	0.00	5.00	3.00
74.00	14.54	0.00	0.00	0.00	5.00	3.00
75.00	14.54	0.00	0.00	0.00	5.00	3.00
76.00	14.54	0.00	0.00	0.00	5.00	3.00
77.00	14.54	0.00	0.00	0.00	5.00	3.00
78.00	14.54	0.00	0.00	0.00	5.00	3.00
79.00	14.54	0.00	0.00	0.00	5.00	3.00
80.00	14.54	0.00	0.00	0.00	5.00	3.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	1.34	19.80	0.00	0.00
2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
SITE	6.00	60.40	3.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
SITE	0.74	0.00	0.69	0.00	0.05	0.00

Project Name: 315 NE 3 ST
Reviewer: SHG
Project Number: 24-1831.00
  Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0800 hr Duration: 80 hr
  Time Step: 0.2 hr, Iterations: 10

Basin 1: SITE

  Method: Santa Barbara Unit Hydrograph
  Rainfall Distribution: SFWMD - 3day
  Design Frequency: 100 year
  3 Day Rainfall: 18 inches
  Area: 0.61 acres
  Ground Storage: 0.06 inches
  Time of Concentration: 0.25 hours
  Initial Stage: 3 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
3.00	0.00
4.50	0.03
5.00	0.05
5.50	0.10
6.00	0.16
6.50	0.21
7.00	0.27
7.50	0.32

Offsite Receiving Body: Offsite1

Time (hr)	Stage (ft NGVD)
0.00	3.00
80.00	3.00

Structure: 1

  From Basin: SITE
  To Basin: Offsite1
  Structure Type: Pump
    On Elev = 5 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.08	0.03	0.00	0.00	3.06	3.00
2.00	0.16	0.04	0.00	0.00	3.22	3.00
3.00	0.24	0.05	0.00	0.00	3.41	3.00
4.00	0.32	0.05	0.00	0.00	3.61	3.00
5.00	0.40	0.05	0.00	0.00	3.81	3.00
6.00	0.48	0.05	0.00	0.00	4.01	3.00
7.00	0.56	0.05	0.00	0.00	4.21	3.00
8.00	0.64	0.05	0.00	0.00	4.41	3.00
9.00	0.73	0.05	0.00	0.00	4.56	3.00
10.00	0.81	0.05	0.00	0.00	4.66	3.00
11.00	0.89	0.05	0.00	0.00	4.76	3.00
12.00	0.97	0.05	0.00	0.00	4.86	3.00
13.00	1.05	0.05	0.00	0.00	4.97	3.00
14.00	1.13	0.05	0.00	0.00	5.03	3.00
15.00	1.21	0.05	0.00	0.00	5.07	3.00
16.00	1.29	0.05	0.00	0.00	5.11	3.00
17.00	1.37	0.05	0.00	0.02	4.82	3.00
18.00	1.45	0.05	0.00	0.02	4.92	3.00
19.00	1.53	0.05	0.00	0.02	5.01	3.00
20.00	1.61	0.05	0.00	0.02	5.05	3.00
21.00	1.69	0.05	0.00	0.02	5.09	3.00
22.00	1.77	0.05	0.00	0.04	4.78	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
23.00	1.85	0.05	0.00	0.04	4.88	3.00
24.00	1.93	0.05	0.00	0.04	4.99	3.00
25.00	2.05	0.07	0.00	0.04	5.05	3.00
26.00	2.17	0.07	0.00	0.04	5.11	3.00
27.00	2.29	0.07	0.00	0.07	4.87	3.00
28.00	2.40	0.07	0.00	0.07	5.01	3.00
29.00	2.52	0.07	0.00	0.07	5.07	3.00
30.00	2.64	0.07	0.00	0.09	4.76	3.00
31.00	2.76	0.07	0.00	0.09	4.91	3.00
32.00	2.87	0.07	0.00	0.09	5.02	3.00
33.00	2.99	0.07	0.00	0.09	5.08	3.00
34.00	3.11	0.07	0.00	0.11	4.81	3.00
35.00	3.23	0.07	0.00	0.11	4.96	3.00
36.00	3.34	0.07	0.00	0.11	5.04	3.00
37.00	3.46	0.07	0.00	0.11	5.10	3.00
38.00	3.58	0.07	0.00	0.13	4.85	3.00
39.00	3.70	0.07	0.00	0.13	5.00	3.00
40.00	3.81	0.07	0.00	0.13	5.06	3.00
41.00	3.93	0.07	1.34	0.15	5.01	3.00
42.00	4.05	0.07	0.00	0.15	4.90	3.00
43.00	4.17	0.07	0.00	0.15	5.02	3.00
44.00	4.28	0.07	0.00	0.15	5.08	3.00
45.00	4.40	0.07	0.00	0.18	4.79	3.00
46.00	4.52	0.07	0.00	0.18	4.94	3.00
47.00	4.64	0.07	0.00	0.18	5.04	3.00
48.00	4.75	0.07	0.00	0.18	5.10	3.00
49.00	4.89	0.08	0.00	0.20	4.85	3.00
50.00	5.02	0.08	0.00	0.20	5.01	3.00
51.00	5.18	0.10	0.00	0.20	5.09	3.00
52.00	5.35	0.11	0.00	0.22	4.87	3.00
53.00	5.58	0.14	0.00	0.22	5.06	3.00
54.00	5.85	0.18	0.00	0.24	4.92	3.00
55.00	6.19	0.21	1.34	0.27	5.02	3.00
56.00	6.57	0.24	0.00	0.27	5.10	3.00
57.00	7.02	0.29	0.00	0.29	5.10	3.00
58.00	7.58	0.35	1.34	0.33	5.03	3.00
59.00	8.32	0.50	0.00	0.35	5.05	3.00
60.00	13.44	4.80	1.34	0.44	5.87	3.00
61.00	14.91	0.77	1.34	0.55	5.93	3.00
62.00	15.59	0.39	1.34	0.66	5.34	3.00
63.00	16.01	0.25	0.00	0.71	5.03	3.00
64.00	16.41	0.24	0.00	0.73	5.02	3.00
65.00	16.65	0.15	0.00	0.75	4.84	3.00
66.00	16.89	0.15	0.00	0.75	5.06	3.00
67.00	17.13	0.15	0.00	0.77	4.90	3.00
68.00	17.36	0.15	0.00	0.77	5.08	3.00
69.00	17.52	0.10	0.00	0.80	4.87	3.00
70.00	17.68	0.10	0.00	0.80	5.03	3.00
71.00	17.84	0.10	1.34	0.82	5.00	3.00
72.00	18.00	0.10	0.00	0.82	4.93	3.00
73.00	18.00	0.00	0.00	0.82	4.98	3.00
74.00	18.00	0.00	0.00	0.82	4.98	3.00
75.00	18.00	0.00	0.00	0.82	4.98	3.00
76.00	18.00	0.00	0.00	0.82	4.98	3.00
77.00	18.00	0.00	0.00	0.82	4.98	3.00
78.00	18.00	0.00	0.00	0.82	4.98	3.00
79.00	18.00	0.00	0.00	0.82	4.98	3.00
80.00	18.00	0.00	0.00	0.82	4.98	3.00

Structure: 2

From Basin: SITE
To Basin: Offsite1
Structure Type: Pump
On Elev = 6 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.08	0.03	0.00	0.00	3.06	3.00
2.00	0.16	0.04	0.00	0.00	3.22	3.00
3.00	0.24	0.05	0.00	0.00	3.41	3.00
4.00	0.32	0.05	0.00	0.00	3.61	3.00
5.00	0.40	0.05	0.00	0.00	3.81	3.00
6.00	0.48	0.05	0.00	0.00	4.01	3.00
7.00	0.56	0.05	0.00	0.00	4.21	3.00
8.00	0.64	0.05	0.00	0.00	4.41	3.00
9.00	0.73	0.05	0.00	0.00	4.56	3.00
10.00	0.81	0.05	0.00	0.00	4.66	3.00
11.00	0.89	0.05	0.00	0.00	4.76	3.00
12.00	0.97	0.05	0.00	0.00	4.86	3.00
13.00	1.05	0.05	0.00	0.00	4.97	3.00
14.00	1.13	0.05	0.00	0.00	5.03	3.00
15.00	1.21	0.05	0.00	0.00	5.07	3.00
16.00	1.29	0.05	0.00	0.00	5.11	3.00
17.00	1.37	0.05	0.00	0.00	4.82	3.00
18.00	1.45	0.05	0.00	0.00	4.92	3.00
19.00	1.53	0.05	0.00	0.00	5.01	3.00
20.00	1.61	0.05	0.00	0.00	5.05	3.00
21.00	1.69	0.05	0.00	0.00	5.09	3.00
22.00	1.77	0.05	0.00	0.00	4.78	3.00
23.00	1.85	0.05	0.00	0.00	4.88	3.00
24.00	1.93	0.05	0.00	0.00	4.99	3.00
25.00	2.05	0.07	0.00	0.00	5.05	3.00
26.00	2.17	0.07	0.00	0.00	5.11	3.00
27.00	2.29	0.07	0.00	0.00	4.87	3.00
28.00	2.40	0.07	0.00	0.00	5.01	3.00
29.00	2.52	0.07	0.00	0.00	5.07	3.00
30.00	2.64	0.07	0.00	0.00	4.76	3.00
31.00	2.76	0.07	0.00	0.00	4.91	3.00
32.00	2.87	0.07	0.00	0.00	5.02	3.00
33.00	2.99	0.07	0.00	0.00	5.08	3.00
34.00	3.11	0.07	0.00	0.00	4.81	3.00
35.00	3.23	0.07	0.00	0.00	4.96	3.00
36.00	3.34	0.07	0.00	0.00	5.04	3.00
37.00	3.46	0.07	0.00	0.00	5.10	3.00
38.00	3.58	0.07	0.00	0.00	4.85	3.00
39.00	3.70	0.07	0.00	0.00	5.00	3.00
40.00	3.81	0.07	0.00	0.00	5.06	3.00
41.00	3.93	0.07	0.00	0.00	5.01	3.00
42.00	4.05	0.07	0.00	0.00	4.90	3.00
43.00	4.17	0.07	0.00	0.00	5.02	3.00
44.00	4.28	0.07	0.00	0.00	5.08	3.00
45.00	4.40	0.07	0.00	0.00	4.79	3.00
46.00	4.52	0.07	0.00	0.00	4.94	3.00
47.00	4.64	0.07	0.00	0.00	5.04	3.00
48.00	4.75	0.07	0.00	0.00	5.10	3.00
49.00	4.89	0.08	0.00	0.00	4.85	3.00
50.00	5.02	0.08	0.00	0.00	5.01	3.00
51.00	5.18	0.10	0.00	0.00	5.09	3.00
52.00	5.35	0.11	0.00	0.00	4.87	3.00
53.00	5.58	0.14	0.00	0.00	5.06	3.00
54.00	5.85	0.18	0.00	0.00	4.92	3.00
55.00	6.19	0.21	0.00	0.00	5.02	3.00
56.00	6.57	0.24	0.00	0.00	5.10	3.00
57.00	7.02	0.29	0.00	0.00	5.10	3.00
58.00	7.58	0.35	0.00	0.00	5.03	3.00
59.00	8.32	0.50	0.00	0.00	5.05	3.00
60.00	13.44	4.80	0.00	0.00	5.87	3.00
61.00	14.91	0.77	0.00	0.04	5.93	3.00
62.00	15.59	0.39	0.00	0.04	5.34	3.00
63.00	16.01	0.25	0.00	0.04	5.03	3.00
64.00	16.41	0.24	0.00	0.04	5.02	3.00
65.00	16.65	0.15	0.00	0.04	4.84	3.00
66.00	16.89	0.15	0.00	0.04	5.06	3.00
67.00	17.13	0.15	0.00	0.04	4.90	3.00
68.00	17.36	0.15	0.00	0.04	5.08	3.00
69.00	17.52	0.10	0.00	0.04	4.87	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
70.00	17.68	0.10	0.00	0.04	5.03	3.00
71.00	17.84	0.10	0.00	0.04	5.00	3.00
72.00	18.00	0.10	0.00	0.04	4.93	3.00
73.00	18.00	0.00	0.00	0.04	4.98	3.00
74.00	18.00	0.00	0.00	0.04	4.98	3.00
75.00	18.00	0.00	0.00	0.04	4.98	3.00
76.00	18.00	0.00	0.00	0.04	4.98	3.00
77.00	18.00	0.00	0.00	0.04	4.98	3.00
78.00	18.00	0.00	0.00	0.04	4.98	3.00
79.00	18.00	0.00	0.00	0.04	4.98	3.00
80.00	18.00	0.00	0.00	0.04	4.98	3.00

Structure: 3

From Basin: SITE
To Basin: Offsite1
Structure Type: Pump
On Elev = 7 ft NGVD, Off Elev = 8 ft NGVD, Capacity = 600 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	3.00	3.00
1.00	0.08	0.03	0.00	0.00	3.06	3.00
2.00	0.16	0.04	0.00	0.00	3.22	3.00
3.00	0.24	0.05	0.00	0.00	3.41	3.00
4.00	0.32	0.05	0.00	0.00	3.61	3.00
5.00	0.40	0.05	0.00	0.00	3.81	3.00
6.00	0.48	0.05	0.00	0.00	4.01	3.00
7.00	0.56	0.05	0.00	0.00	4.21	3.00
8.00	0.64	0.05	0.00	0.00	4.41	3.00
9.00	0.73	0.05	0.00	0.00	4.56	3.00
10.00	0.81	0.05	0.00	0.00	4.66	3.00
11.00	0.89	0.05	0.00	0.00	4.76	3.00
12.00	0.97	0.05	0.00	0.00	4.86	3.00
13.00	1.05	0.05	0.00	0.00	4.97	3.00
14.00	1.13	0.05	0.00	0.00	5.03	3.00
15.00	1.21	0.05	0.00	0.00	5.07	3.00
16.00	1.29	0.05	0.00	0.00	5.11	3.00
17.00	1.37	0.05	0.00	0.00	4.82	3.00
18.00	1.45	0.05	0.00	0.00	4.92	3.00
19.00	1.53	0.05	0.00	0.00	5.01	3.00
20.00	1.61	0.05	0.00	0.00	5.05	3.00
21.00	1.69	0.05	0.00	0.00	5.09	3.00
22.00	1.77	0.05	0.00	0.00	4.78	3.00
23.00	1.85	0.05	0.00	0.00	4.88	3.00
24.00	1.93	0.05	0.00	0.00	4.99	3.00
25.00	2.05	0.07	0.00	0.00	5.05	3.00
26.00	2.17	0.07	0.00	0.00	5.11	3.00
27.00	2.29	0.07	0.00	0.00	4.87	3.00
28.00	2.40	0.07	0.00	0.00	5.01	3.00
29.00	2.52	0.07	0.00	0.00	5.07	3.00
30.00	2.64	0.07	0.00	0.00	4.76	3.00
31.00	2.76	0.07	0.00	0.00	4.91	3.00
32.00	2.87	0.07	0.00	0.00	5.02	3.00
33.00	2.99	0.07	0.00	0.00	5.08	3.00
34.00	3.11	0.07	0.00	0.00	4.81	3.00
35.00	3.23	0.07	0.00	0.00	4.96	3.00
36.00	3.34	0.07	0.00	0.00	5.04	3.00
37.00	3.46	0.07	0.00	0.00	5.10	3.00
38.00	3.58	0.07	0.00	0.00	4.85	3.00
39.00	3.70	0.07	0.00	0.00	5.00	3.00
40.00	3.81	0.07	0.00	0.00	5.06	3.00
41.00	3.93	0.07	0.00	0.00	5.01	3.00
42.00	4.05	0.07	0.00	0.00	4.90	3.00
43.00	4.17	0.07	0.00	0.00	5.02	3.00
44.00	4.28	0.07	0.00	0.00	5.08	3.00
45.00	4.40	0.07	0.00	0.00	4.79	3.00

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
46.00	4.52	0.07	0.00	0.00	4.94	3.00
47.00	4.64	0.07	0.00	0.00	5.04	3.00
48.00	4.75	0.07	0.00	0.00	5.10	3.00
49.00	4.89	0.08	0.00	0.00	4.85	3.00
50.00	5.02	0.08	0.00	0.00	5.01	3.00
51.00	5.18	0.10	0.00	0.00	5.09	3.00
52.00	5.35	0.11	0.00	0.00	4.87	3.00
53.00	5.58	0.14	0.00	0.00	5.06	3.00
54.00	5.85	0.18	0.00	0.00	4.92	3.00
55.00	6.19	0.21	0.00	0.00	5.02	3.00
56.00	6.57	0.24	0.00	0.00	5.10	3.00
57.00	7.02	0.29	0.00	0.00	5.10	3.00
58.00	7.58	0.35	0.00	0.00	5.03	3.00
59.00	8.32	0.50	0.00	0.00	5.05	3.00
60.00	13.44	4.80	0.00	0.00	5.87	3.00
61.00	14.91	0.77	0.00	0.00	5.93	3.00
62.00	15.59	0.39	0.00	0.00	5.34	3.00
63.00	16.01	0.25	0.00	0.00	5.03	3.00
64.00	16.41	0.24	0.00	0.00	5.02	3.00
65.00	16.65	0.15	0.00	0.00	4.84	3.00
66.00	16.89	0.15	0.00	0.00	5.06	3.00
67.00	17.13	0.15	0.00	0.00	4.90	3.00
68.00	17.36	0.15	0.00	0.00	5.08	3.00
69.00	17.52	0.10	0.00	0.00	4.87	3.00
70.00	17.68	0.10	0.00	0.00	5.03	3.00
71.00	17.84	0.10	0.00	0.00	5.00	3.00
72.00	18.00	0.10	0.00	0.00	4.93	3.00
73.00	18.00	0.00	0.00	0.00	4.98	3.00
74.00	18.00	0.00	0.00	0.00	4.98	3.00
75.00	18.00	0.00	0.00	0.00	4.98	3.00
76.00	18.00	0.00	0.00	0.00	4.98	3.00
77.00	18.00	0.00	0.00	0.00	4.98	3.00
78.00	18.00	0.00	0.00	0.00	4.98	3.00
79.00	18.00	0.00	0.00	0.00	4.98	3.00
80.00	18.00	0.00	0.00	0.00	4.98	3.00

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	1.34	16.20	0.00	0.00
2	1.34	60.20	0.00	0.00
3	0.00	0.00	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
SITE	6.14	60.20	3.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
SITE	0.91	0.00	0.86	0.00	0.05	0.00

AROSA DEVELOPERS LLC

199 Lee Ave Suite 787
Brooklyn NY 11211

10/28/2024

City of Fort Lauderdale
Office of the City Clerk
100 N. Andrews Avenue, 7th Floor
Fort Lauderdale, FL 33301

Broward County Board of County Commissioners
115 S. Andrews Avenue, #409
Fort Lauderdale, FL 33301

Re: Section 2-262, City of Fort Lauderdale Code of Ordinances and Broward County Ordinance No. 2009-34 Authorization Letter

To Whom it May Concern:

Please accept this letter of authorization permitting Stephanie J. Toothaker, Esq. and Estefanía Mayorga of Stephanie J. Toothaker, Esq., P.A. d/b/a TOOTHAKER.org to represent the interests of **AROSA DEVELOPERS LLC**, a New York limited liability company, in connection with land use, zoning, and permitting matters for the property located at 401 NE 2 ST, FORT LAUDERDALE, FL 33301, Folio No. 504210110330 in the City of Fort Lauderdale and Broward County.

Sincerely,

AROSA DEVELOPERS LLC,
a New York limited liability company

Printed Name: Alexander Lichtman
Title:

STATE OF New York
COUNTY OF New York

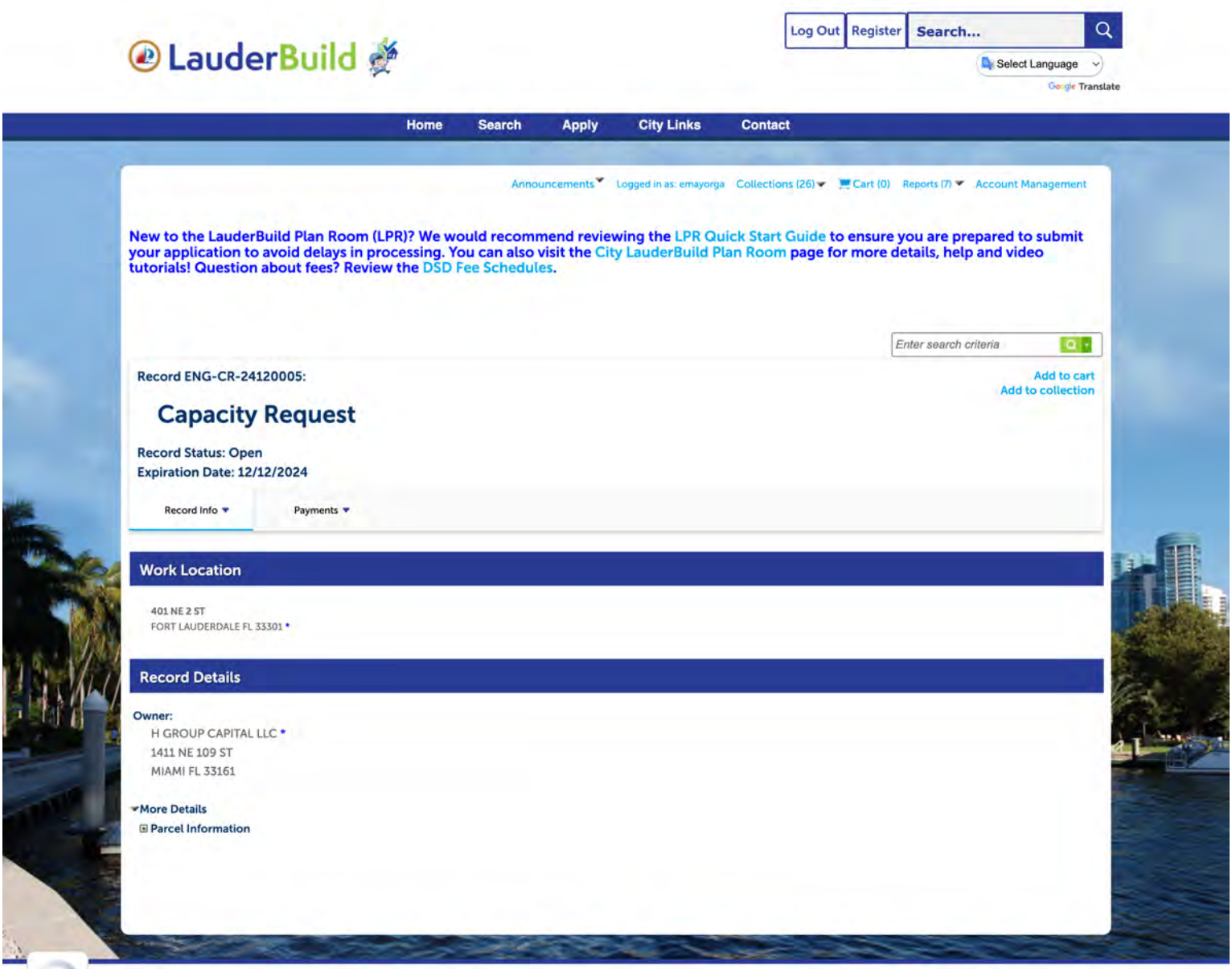
The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization this 28 day of October 2024, by Alexander Lichtman, as Signatory [*title*] of **AROSA DEVELOPERS LLC**, a New York limited liability company, on behalf of **AROSA DEVELOPERS LLC**, who is personally known or has produced passport card as identification.

(Notary Seal)

Mdsohedul I. Shanto
Notary Public State of New York
01SH0022220
Qualified in New York County
Commission Expires March 13, 2028

Notary Public

MD Sohedul I Shanto
Name typed, printed or stamped



Loading...

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

#WeAreFTL

Development Services (DSD) 700 NW 19th Avenue, Fort Lauderdale, FL 33311

CITY OF FORT LAUDERDALE

DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24120009
Completion Date:	12/9/2024
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:	504210110330
Address:	401 NE 2 ST, FORT LAUDERDALE, FL 33
Legal Description:	GEO M PHIPPENS SUBDIVISION B-146 D A POR OF LOTS 13, 14, 15, 16 BLK B D

Requestor Name:	Estefania Mayorga
Requestor Email:	estefania@toothaker.org
Requestor Phone:	5617770276
Verified / Assigned Address:	401 NE 2 ST, FORT LAUDERDALE, FL 33
Former / Known As Address:	401 NE 2 ST, FORT LAUDERDALE, FL 33
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2025
Property ID: 504210110330
Property Owner(s):H GROUP CAPITAL LLC
Mailing Address:1411 NE 109 ST MIAMI, FL 33161
Physical Address:NE 2 STREET FORT LAUDERDALE, 33301

Property Use: 10-02 Vacant Commercial with extra feature
Millage Code: 9312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 2006
Year Built: 2005
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : RAC-CC - REGIONAL ACTIVITY CENTER - CITY CENTER DISTRICT
Abbr. Legal Des.: GEO M PHIPPENS SUBDIVISION B-146 D A POR OF LOTS 13, 14, 15, 16BLK B DESC AS: BEG AT SE COR OF LOT 13, N285, W 104, S 135, E 13.44, S 150, E 90.56 TO POB

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2025	$5,794,110	$39,240	0	$5,833,350	$5,833,350	
2024	$5,794,110	$39,240	0	$5,833,350	$5,833,350	$116,076.76
2023	$5,380,250	$39,240	0	$5,419,490	$5,419,490	$109,234.81

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$5,833,350	$5,833,350	$5,833,350	$5,833,350
Portability	0	0	0	0
Assessed / SOH	$5,833,350	$5,833,350	$5,833,350	$5,833,350
Granny Flat				
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	$5,833,350	$5,833,350	$5,833,350	$5,833,350

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/01/2022	Warranty Deed Non-Sale Title Change	$100	118334676
02/05/2019	Special Warranty Deed Qualified Sale	$3,600,000	115599655
06/18/2015	Warranty Deed Disqualified Sale	$1,500,000	113066915
10/30/2014	Certificate of Title Non-Sale Title Change	$100	112650911
08/24/2007	Multi Special Warranty Deed Qualified Sale	$2,050,000	44593 / 738

LAND CALCULATIONS

Unit Price	Units	Type
$210.00	27,591 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504210110390	06/15/2023	Special Warranty Deed	Disqualified Sale	$5,000,000	118953135	200 NE 3 AVE FORT LAUDERDALE, FL 33301
504210111090	04/24/2022	Special Warranty Deed	Qualified Sale	$20,000,000	118113347	121 E BROWARD BLVD FORT LAUDERDALE, FL 33301
504210110120	11/23/2021	Multi Special Warranty Deed	Excluded Sale	$27,000,000	117813460	401 NE 3 ST FORT LAUDERDALE, FL 33301
504210110140	11/23/2021	Multi Special Warranty Deed	Excluded Sale	$27,000,000	117813460	NE 3 ST FORT LAUDERDALE, FL 33301
504210110150	11/23/2021	Multi Special Warranty Deed	Excluded Sale	$27,000,000	117813460	317 NE 3 ST FORT LAUDERDALE, FL 33301

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Vacant Lots (L)								
1						27,591.00		

SCHOOL

Walker Elementary School: C
Sunrise Middle School: B
Fort Lauderdale High School: A

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
100	Chip LaMarca	32	Rosalind Osgood	Sarah Leonardi

Instr# 119887492 , Page 1 of 4, Recorded 11/05/2024 at 03:18 PM
Broward County Commission
Mtg Doc Stamps: $0.00 Int Tax: $0.00

MEMORANDUM OF PURCHASE AND SALE AGREEMENT

BY AND BETWEEN

H GROUP CAPITAL LLC
1411 NE 109th Street
Miami, Florida 33161

and

AROSA DEVELOPERS LLC
199 Lee Avenue, Suite 787
Brooklyn, New York 11211

TAX MAP DESIGNATION

Block:	B
Lot:	A portion of Lots 13, 14, 15 and 16
County:	Broward
State:	Florida
Premises:	315 NE 3rd Street, Fort Lauderdale, Florida

Record and Return to:

Reiss Sheppe LLP
425 Madison Avenue, 19th Floor
New York, New York 10017

MEMORANDUM OF CONTRACT

MEMORANDUM OF PURCHASE AND SALE AGREEMENT (the "Memorandum") dated as of September 9, 2024, by and between **H GROUP CAPITAL LLC**, a Florida limited liability company, having an address at 1411 NE 109th Street, Miami, Florida 33161 (hereinafter referred to as "Seller") and **AROSA DEVELOPERS LLC**, a New York limited liability company, having an address at 199 Lee Avenue, Suite 787, Brooklyn, New York 11211 (hereinafter referred to as "Purchaser").

W I T N E S S E T H :

Seller and Purchaser, whose addresses are set forth above, have entered into that certain Purchase and Sale Agreement, dated as of July 9, 2024 (as amended, the "Agreement"), containing, among other items, the following terms and conditions:

1. Seller has agreed to sell and convey, and Purchaser has agreed to purchase, that certain real property located in the City of Fort Lauderdale, County of Broward and State of Florida consisting of approximately .63 acres of land and having an address of 315 NE 3rd Street, Fort Lauderdale, Florida, being more particularly described in Exhibit A annexed hereto and made a part hereof.

2. The purpose of this Memorandum is to give record notice to third persons of the existence and effect of the Agreement without recording the entire Agreement itself. It is acknowledged that the complete detailed terms, covenants and conditions of the Agreement appear in the Agreement itself. Nothing contained herein is intended to or does change, modify or affect any of the terms or provisions of the Agreement or the rights, duties, obligations, conditions and agreements created thereby, all of which remain in full force and effect.

3. This Memorandum may be executed in counterparts, each of which shall constitute an original.

THIS SPACE INTENTIONALLY LEFT BLANK
SIGNATURES FOLLOW ON THE NEXT PAGE

IN WITNESS WHEREOF, Seller and Purchaser have duly executed this Memorandum of Purchase and Sale Agreement as of the day and year first above written.

SELLER:

H GROUP CAPITAL LLC,
a Florida limited liability company

By: _____
Name: Asaf Horesh
Title: Manager

PURCHASER:

AROSA DEVELOPERS LLC,
a New York limited liability company

By: _____
Name: Alexander Lichtman
Title: Authorized Signatory

STATE OF FLORIDA)
COUNTY OF) ss:

On the 21st day of October in the year 2024, before me, the undersigned, personally appeared Asaf Horesh, as Manager of H GROUP CAPITAL LLC, a Florida limited liability company, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

ELSA M. SANCHEZ
MY COMMISSION # HH 453178
EXPIRES: February 10, 2028

_____
Notary Public

STATE OF NEW YORK)
COUNTY OF NEW YORK) ss:

On the 28 day of October in the year 2024, before me, the undersigned, personally appeared Alexander Lichtman, as the Authorized Signatory of AROSA DEVELOPERS LLC, a New York limited liability company, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

_____
Notary Public

Mdsohedul I. Shanto
Notary Public State of New York
01SH0022220
Qualified in New York County
Commission Expires March 13, 2028

EXHIBIT A

Legal Description

A portion of Lots 13, 14, 15 and 16, Block "B", GEO M. PHIPPEN'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book "B", Page 146, of the Public Records of Miami-Dade County, Florida; being more particularly described as follows:

Begin on the Southeast corner of said Lot 13, thence N 00° 02' 35" E along the East line of said Lots 13 and 14 for 285.00 feet; thence S 89° 57' 54" W along the South right of way line of N.E. 3rd Street said right of way line being 15 feet South of and parallel with the North line of Lots 14 and 16 for 104.00 feet; thence S 00° 02' 35" W along the West line of said Lot 16 for 135 feet to the Southwest corner of Lot 16; thence N 89° 57' 54" E along the South line of said Lot 16 for 13.44 feet; thence S 00° 02' 35" W along a line 13.44 feet East of and parallel with the West line of Lot 15 for 150.00 feet; thence N 89° 57' 54" E along the South line of said Lots 15 and 13, also being the North right of way line of N.E. 2nd Street for 90.56 feet to the POINT OF BEGINNING.

Said lands situate, lying and being in Broward County, Florida.

For information only:

Parcel Number: 504210-11-0330
Commonly referred to as 315 NE 3rd Street, Fort Lauderdale, Florida 33301